LOGAN FOUR DEPARTURE (LOGAN4.BOS) 08SEP22

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

BOSTON, MASSACHUSETTS

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

RADAR required.
DME required for jet aircraft departing Rwy 4L/R, 14, 15R, 27, 33L.

BOSTON DEP CON
133.0
D-ATIS
135.0
CLNC DEL
121.65 257.8
CPDLC
GND CON
121.9 121.75
BOSTON TOWER
128.8 257.8 (W)
132.225 257.8 (E)

HANAA

N

CAMBRIDGE
115.0 CAM
Chan 97

KENNEBUNK
117.1 ENE
Chan 118

PEASE

MANCH

LBSTA

REVSS

HYLND

BOSTON
112.7 BOS
Chan 74

CHESTER
115.1 CTR
Chan 98

GLYDE

BLZZR

BOSOX

CELTK

FRILL

BARNES
113.0 BAF
Chan 77

NELIE

PATSS

BURDY

DUNKK

FREDO

SSOXS

MARCONI
114.7 LFV
Chan 94

PROVIDENCE
115.6 PVD
Chan 103

MARTHAS VINEYARD
114.5 MVY
Chan 92

NANTUCKET
116.2 ACK
Chan 109

BRUWN

SANDY POINT
117.8 SEY
Chan 125

R-285 BOS
R-350
R-104
BOS R-278
R-273 BOS
BOS R-260
R-091
R-046
BOS R-177
BOS R-159
BOS R-114
R-005
ACK R-024
BOS R-048

090°
035°
316°
330°
272°
235°
092°
150°
141°
120°
140°

2 DME
2.2 DME
DME
1 DME

(NOTES ON FOLLOWING PAGES)
(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKEOFF RUNWAYS 4L/R: Climb on heading 035° to BOS 4 DME, then right turn heading 090°, thence....
TAKEOFF RUNWAY 9: Climb on heading 092°, thence....
TAKEOFF RUNWAY 14: Climb on heading 141° to BOS 1 DME, then left turn heading 120°, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to BOS 1 DME, then left turn heading 120°, thence....
TAKEOFF RUNWAYS 22L/R: Climbing left turn heading 140°, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to BOS 2.2 DME, then left turn heading 235°, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° to BOS 2 DME, then left turn heading 316°, thence....

NON JET AIRCRAFT: Climb on assigned heading, thence....

....expect RADAR vectors to assigned route/navaid/fix. Jet aircraft maintain 5000 or lower assigned altitude. Non jet aircraft maintain 3000 or lower assigned altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

TAKEOFF MINIMUMS:
Rwy 15L: NA-ATC.
Rwy 32, 33R: NA-environmental.
Rwy 4R, 15R: Standard.
Rwy 4L: 300-1 or standard with minimum climb of 369′ per NM to 300.
Rwy 9: 300-1¼ or standard with minimum climb of 266′ per NM to 300.
Rwy 14: Standard with minimum climb of 233′ per NM to 1100.
Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.
Rwy 22R: 300-1¾ or standard with minimum climb of 320′ per NM to 300.
Rwy 27: Standard with minimum climb of 487′ per NM to 1000.
Rwy 33L: 300-1¾ or standard with minimum climb of 232′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 2100′ prior to DER.

NOTE: Non RNAV equipped aircraft can expect vectors on assigned route.
NOTE: Jet aircraft departure headings/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. Aircraft that are initially vectored over water can expect to cross the coastline above 6000 MSL before proceeding on course.
NOTE: BLZZR DEPARTURES expect vectors on BOS R-273, DME required.
NOTE: BRUWN DEPARTURES expect vectors on BOS R-159, DME required.
NOTE: CELTK DEPARTURES expect vectors on BOS R-114.
NOTE: HYLND DEPARTURES expect vectors on BOS R-350, DME required.
NOTE: PATSS DEPARTURES expect vectors on BOS R-260, DME required.
NOTE: REVSS DEPARTURES expect vectors on BOS R-285, DME required.
NOTE: SSOXS DEPARTURES expect vectors on BOS R-177, DME required.

NE-1, 29 OCT 2026 to 26 NOV 2026