33L Departures

Four Factors
1. Logan Volume post 2008 recession
2. 33L Use post 14/32 (Nov. 2006)
3. Operations by Hour
4. 33L RNAV SID (June 2013)

V3 revised 5/24/19: Corrected to add 22R departures to slides 3, 4, 5

Disclaimer: all analysis done by volunteers on best efforts basis using referenced data sources
Growth has resumed

BOS Total Operations

27% Increase from low

Logan Departures 2002-2018  

Logan Airport Yearly Departures Percent by Runway  
2002-2008 value is percent of all departures; 2009-2018 is percent of jet departures

Base graph & analysis courtesy of Kent Johnson  
Data: Massport

Logan Departures 2002-2018

Logan Airport Yearly Departures Percent by Runway

2002-2008 value is percent of all departures; 2009-2018 is percent of jet departures

Base graph & analysis courtesy of Kent Johnson

Logan Departures 2002-2018

Logan Airport Yearly Departures Percent by Runway
2002-2008 value is percent of all departures; 2009-2018 is percent of jet departures

4R closed in Summer of 2017
33L RNAV SID
14/32 Opened
33L closed in summers of 2011 & 2012

Ops by Hour – 2010, 2014, 2018

Logan Ops- 7pm to 7 am

Percent Change from 2010 to 2018

<table>
<thead>
<tr>
<th>Time</th>
<th>2010</th>
<th>2014</th>
<th>2018</th>
<th>Change</th>
</tr>
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<tbody>
<tr>
<td>7pm</td>
<td>21478</td>
<td>18227</td>
<td>15006</td>
<td>16%</td>
</tr>
<tr>
<td>8pm</td>
<td>19052</td>
<td>12834</td>
<td>10506</td>
<td>24%</td>
</tr>
<tr>
<td>9pm</td>
<td>11424</td>
<td>7884</td>
<td>7539</td>
<td>64%</td>
</tr>
<tr>
<td>10pm</td>
<td>16293</td>
<td>10975</td>
<td>11424</td>
<td>36%</td>
</tr>
<tr>
<td>11pm</td>
<td>14125</td>
<td>9342</td>
<td>10124</td>
<td>55%</td>
</tr>
<tr>
<td>12am</td>
<td>9342</td>
<td>8642</td>
<td>5289</td>
<td>172%</td>
</tr>
<tr>
<td>1am</td>
<td>6033</td>
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</tr>
<tr>
<td>2am</td>
<td>2107</td>
<td>1739</td>
<td>10280</td>
<td>90%</td>
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<tr>
<td>3am</td>
<td>5729</td>
<td>4173</td>
<td>43862</td>
<td>44%</td>
</tr>
<tr>
<td>4am</td>
<td>3060</td>
<td>2107</td>
<td>15280</td>
<td>177%</td>
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<tr>
<td>5am</td>
<td>1739</td>
<td>12834</td>
<td>10506</td>
<td>146%</td>
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<tr>
<td>6am</td>
<td>5289</td>
<td>4327</td>
<td>3060</td>
<td>13%</td>
</tr>
</tbody>
</table>

Ops by Hour – 2010, 2014, 2018

Logan Ops by Hour


BWFS May 23, 2019 Meeting
33L RNAV SID (June 2013)

Runway 33L Departures: 2010-2015

We all know what happened here

Dispersion concepts (Block 2)

• No “magic wand” solution
• Each concept has some issues/limitations
• Volume and time of use increases complicates matters
• Any option that lessens impact for one neighborhood – increases impact for a different neighborhood. Burden shifting.
• For some to get less others will get more. Who decides what is fair?
• Challenge will be to gain consensus on one or more preferred options

Summary

• Overall Volume at Logan has increased more than 25% since 2009 low
• 33L use rose from 6% pre 14/32 (2006) to 16-18% now
• Huge increases in three time slots
  • 8 pm – Midnight = +41%
  • Midnight to 2 am = +184%
  • 4 am – 6 am = +148%
  • Only 2 hours of respite 2 am – 4 am
• Logan is now an International Hub and a near 24 hr./day operation.
• 33L Municipal Working Group (Officials, Reps & Legislators) to meet and review and get clarification on dispersion options.