

# 33L Departures

## Four Factors

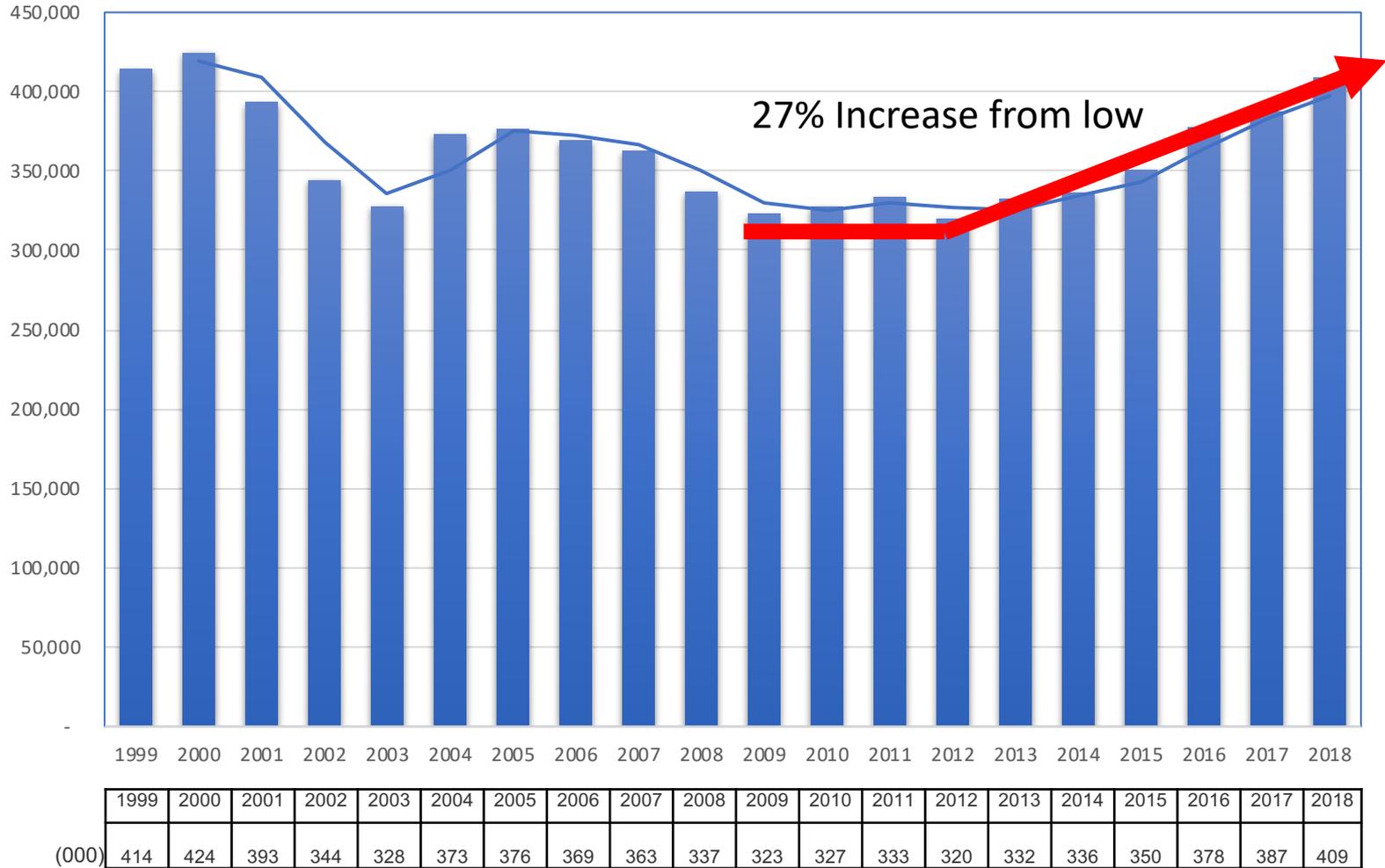
1. Logan Volume post 2008 recession
2. 33L Use post 14/32 (Nov. 2006)
3. Operations by Hour
4. 33L RNAV SID (June 2013)

*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***

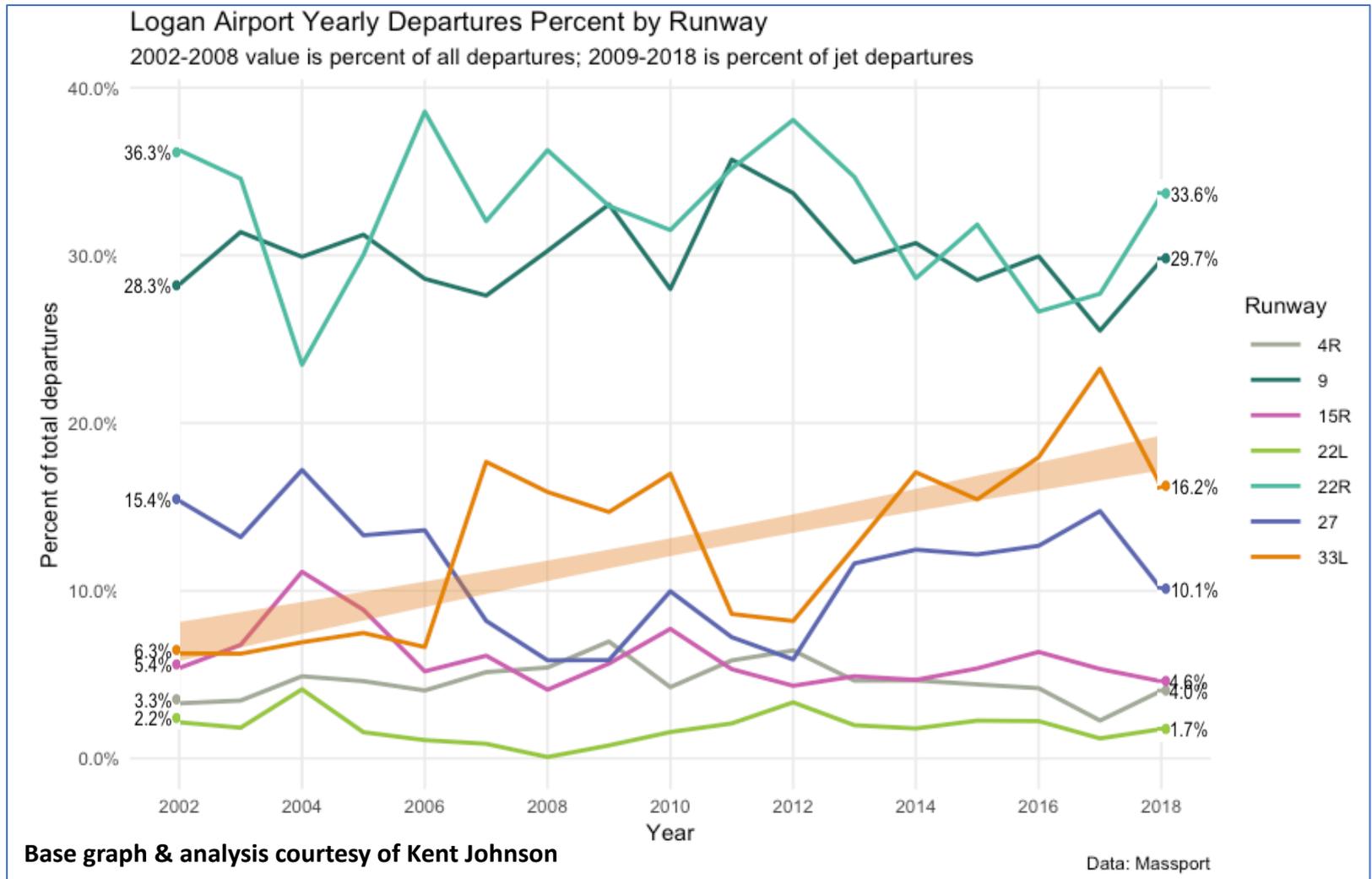
# Growth has resumed

BOS Total Operations



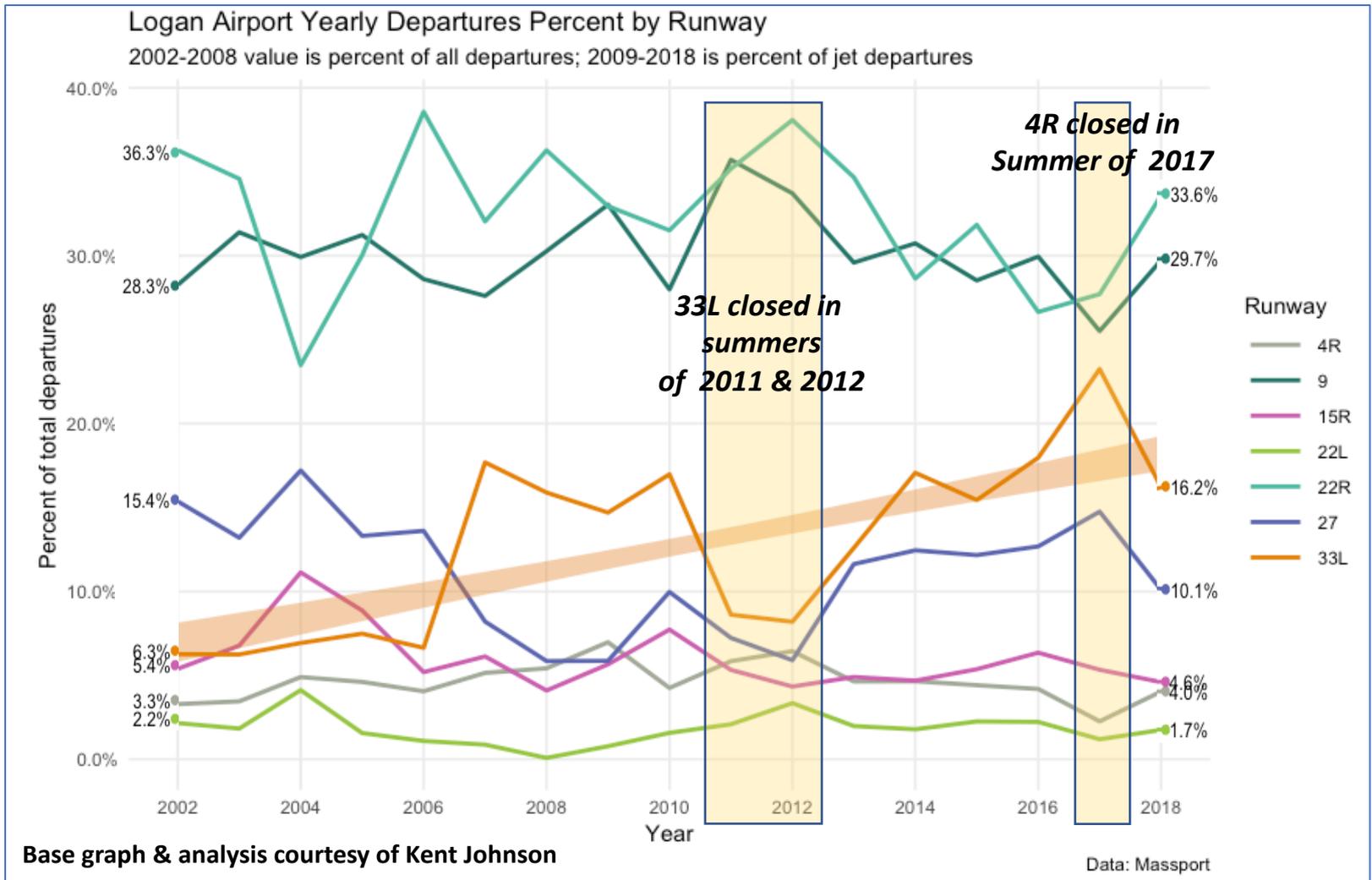
Source: FAA Aviation System Performance Metrics (ASPM: <https://aspm.faa.gov/apm/sys/main.asp> )

# Logan Departures 2002-2018 v3 revised 5/24/19



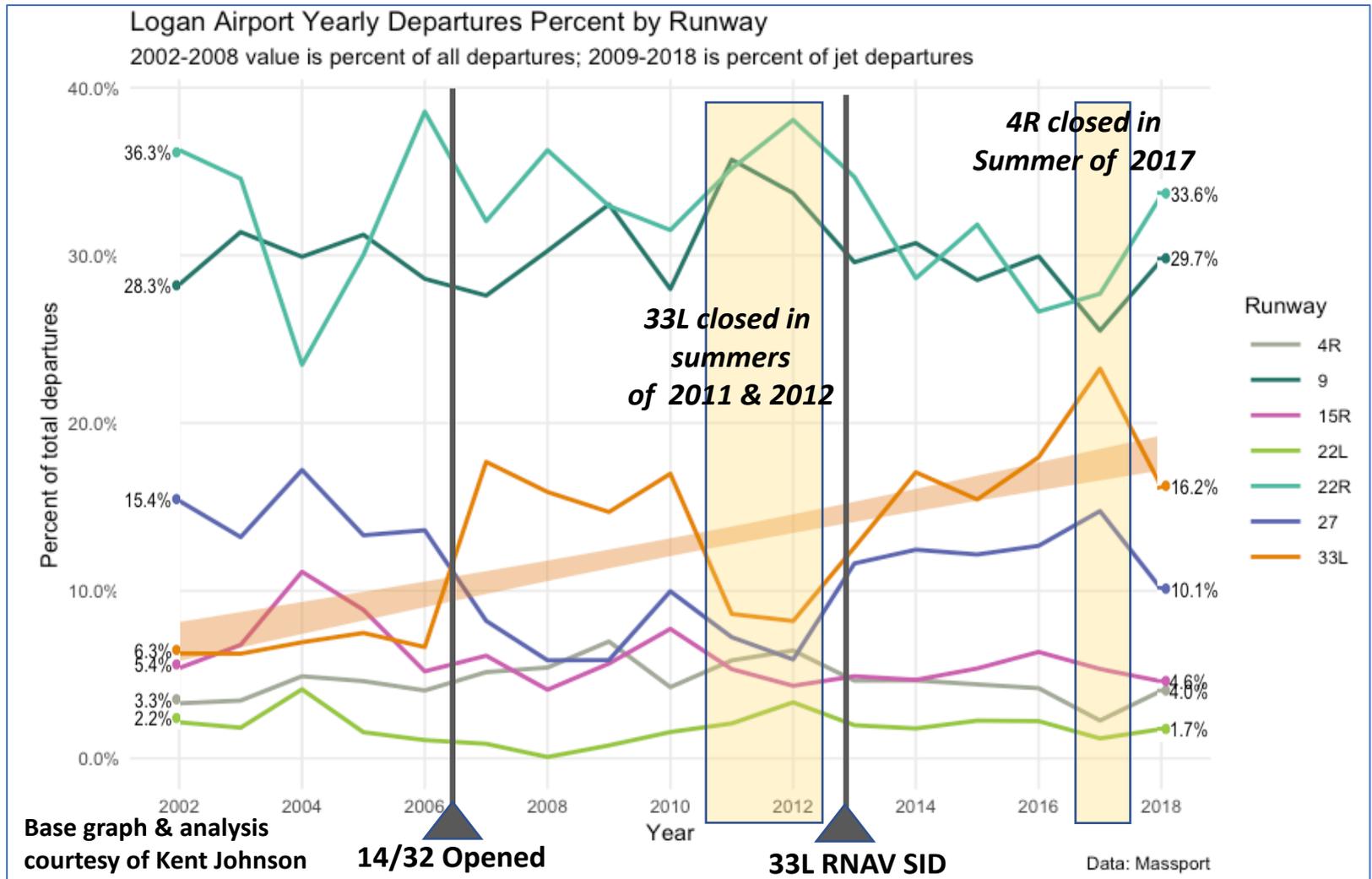
Source: [http://kentsj.com/BWFS/Logan\\_Runway\\_Use\\_2002-2018.html](http://kentsj.com/BWFS/Logan_Runway_Use_2002-2018.html)

# Logan Departures 2002-2018 V3 revised 5/24/19



Source: [http://kentsj.com/BWFS/Logan\\_Runway\\_Use\\_2002-2018.html](http://kentsj.com/BWFS/Logan_Runway_Use_2002-2018.html)

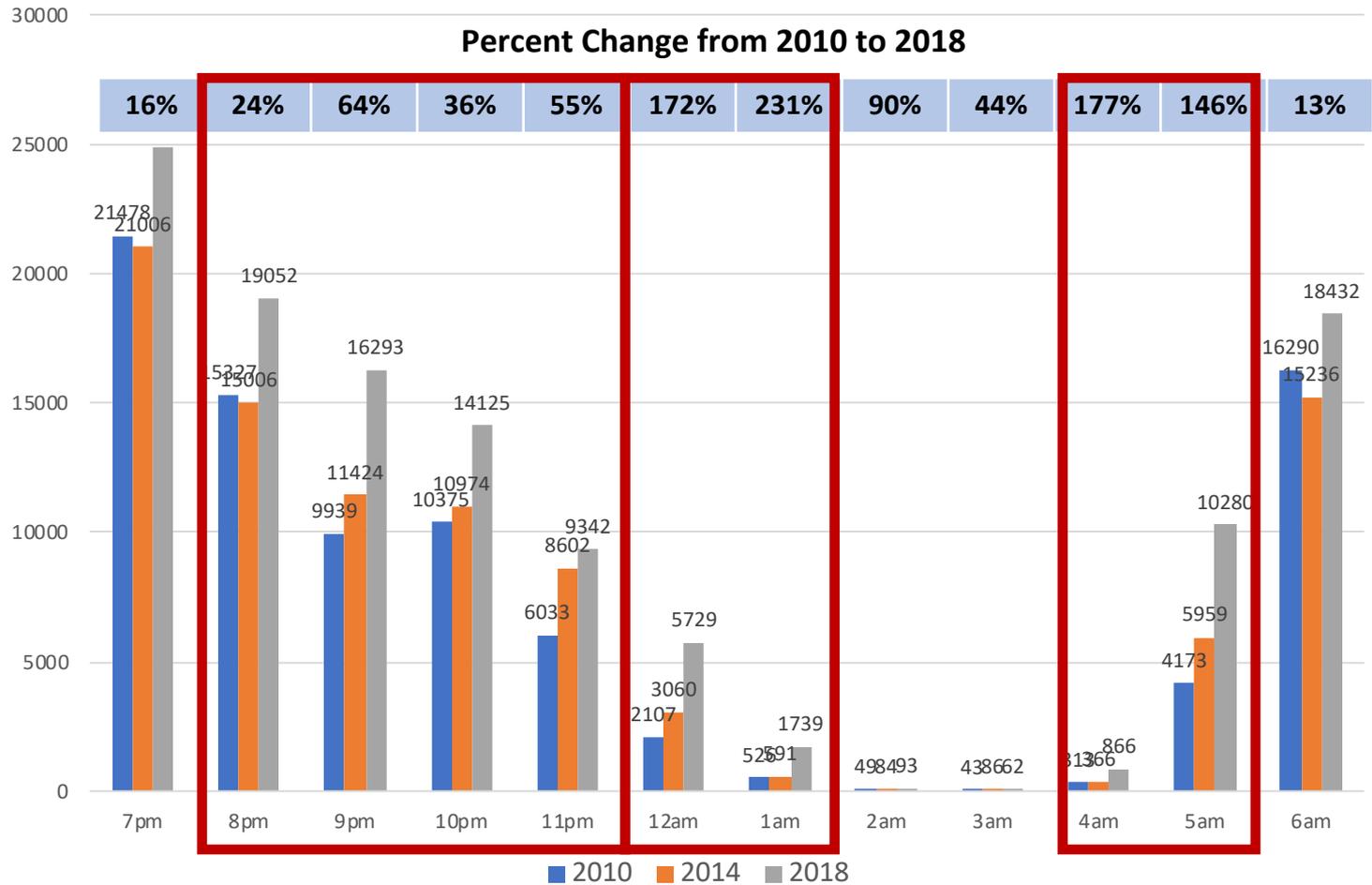
# Logan Departures 2002-2018 V3 revised 5/24/19



Source: [http://kentsj.com/BWFS/Logan\\_Runway\\_Use\\_2002-2018.html](http://kentsj.com/BWFS/Logan_Runway_Use_2002-2018.html)

# Ops by Hour – 2010, 2014, 2018

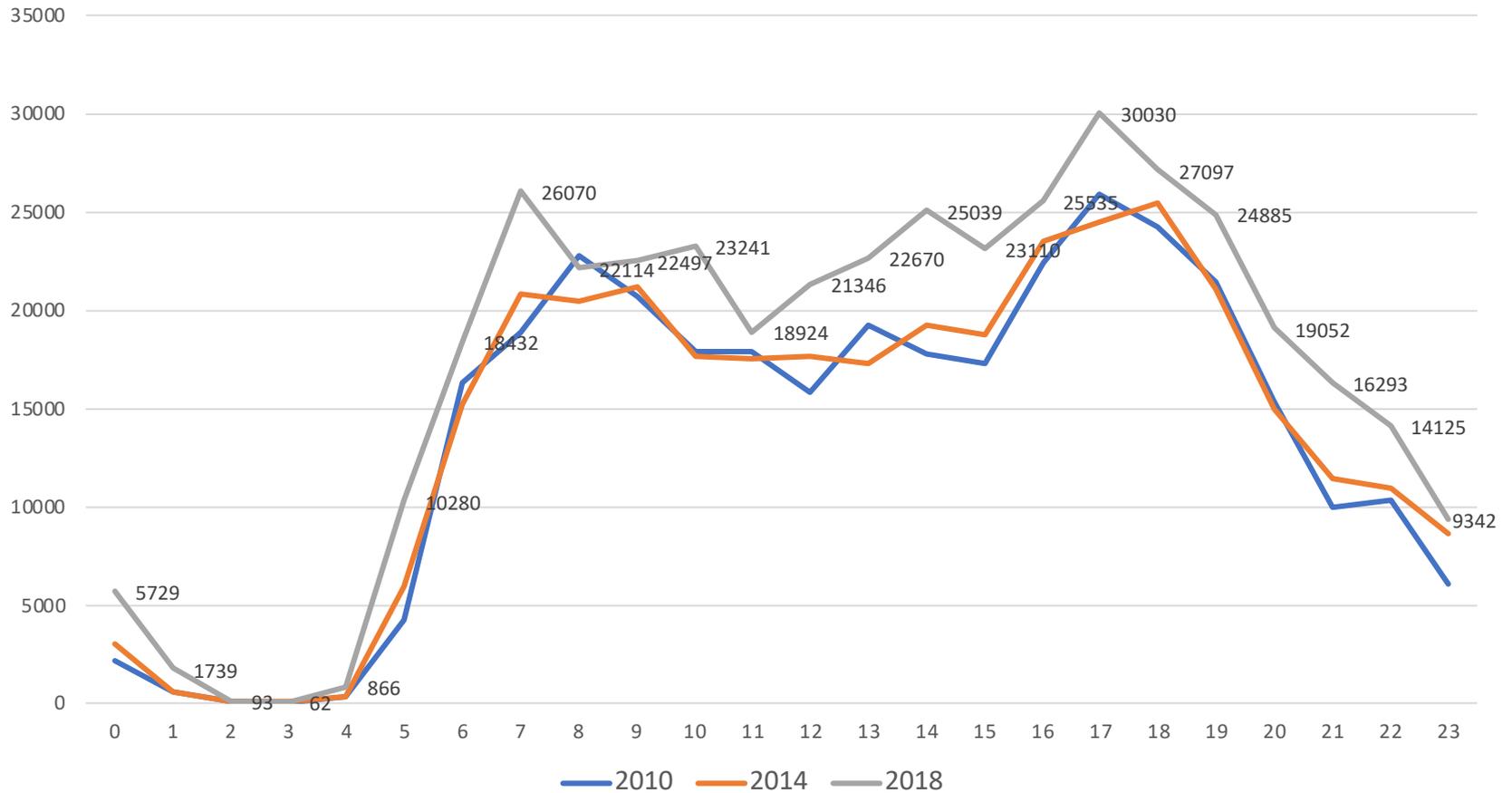
Logan Ops- 7pm to 7 am



Source: FAA Aviation System Performance Metrics (ASPM: <https://aspm.faa.gov/apm/sys/main.asp> )

# Ops by Hour – 2010, 2014, 2018

## Logan Ops by Hour



Source: FAA Aviation System Performance Metrics (ASPM: <https://aspm.faa.gov/apm/sys/main.asp>)

# 33L RNAV SID (June 2013)

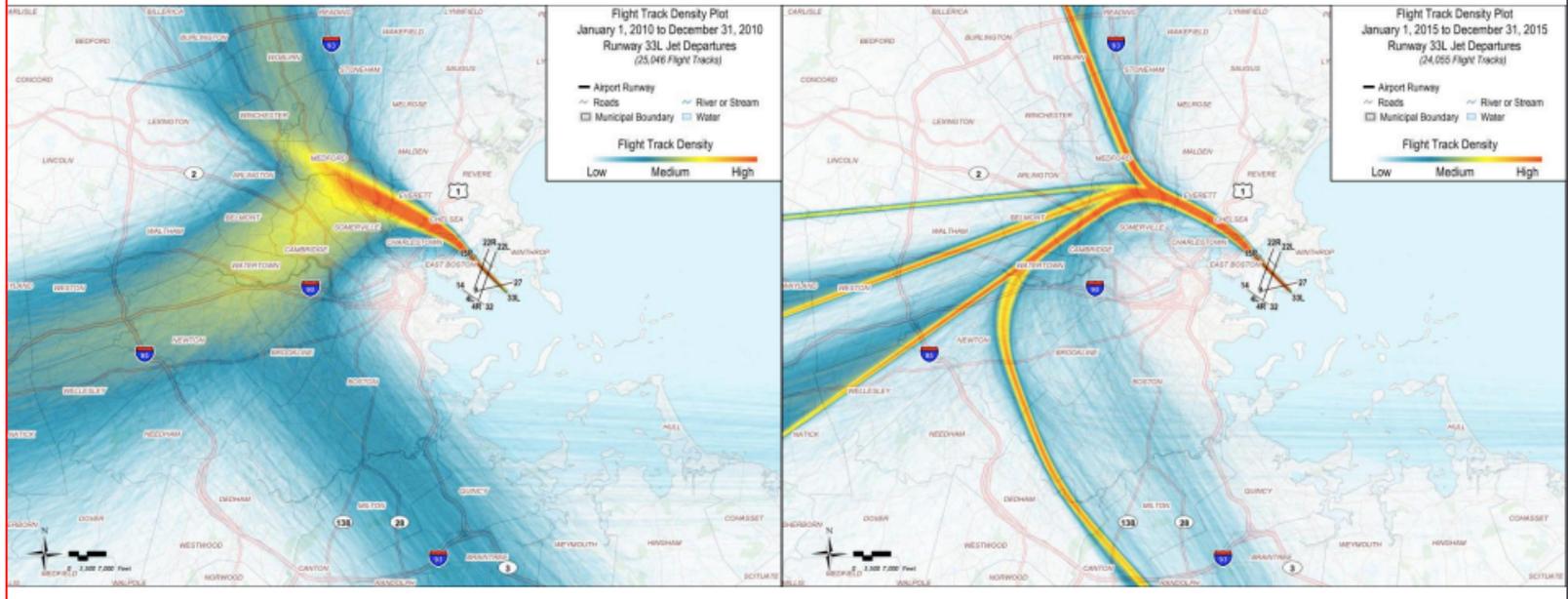


## Runway 33L Departures: 2010-2015

*We all know what happened here*

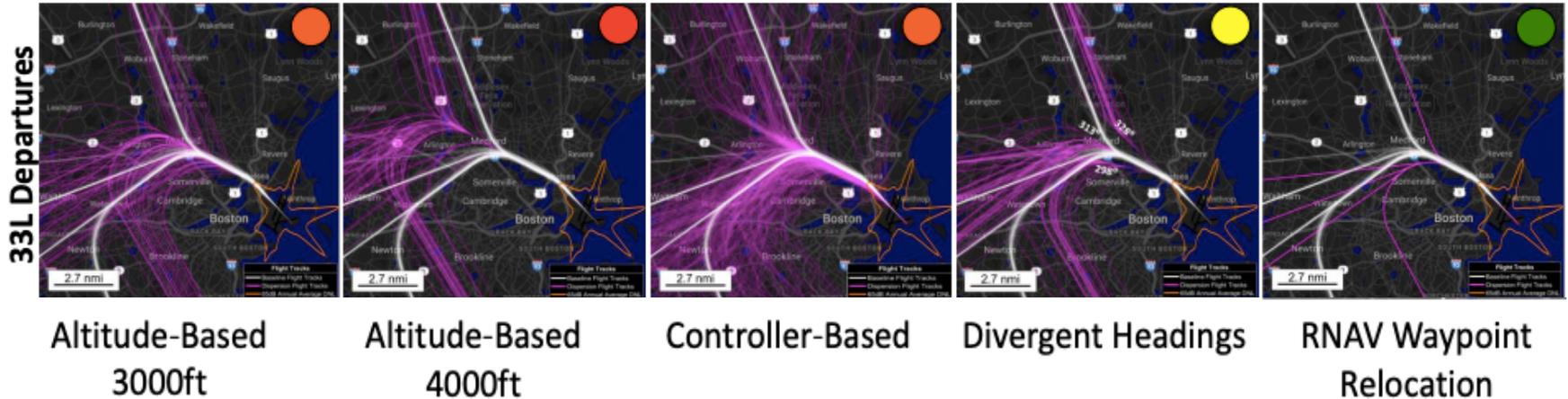
2010

2015



Source: <http://massportcac.org/wp-content/uploads/2019/05/April-2019-RNAV-MCAC-Presentation.pdf>

# 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

Source: <http://massportcac.org/wp-content/uploads/2019/05/April-2019-RNAV-MCAC-Presentation.pdf>

# 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.