

SCREENING DETERMINATIONS	LEVEL 1			LEVEL 2		
	PASSED TO LEVEL 2	COMPLETED	ELIMINATED	PASSED TO LEVEL 3	COMPLETED	ELIMINATED

Ground Concepts

G-A	Tow Aircraft To Runway End			X PE			
G-B	Mandate Single Engine Taxi Away From Community (previously known as G-N)			X SF			
G-Bv2	Encourage Single Engine Taxi Away from Community	✓				X IP	
G-C	Taxiway N for 22R/Centerfield for 22L			X PE			
G-D	Runway 4R Arrival on Centerfield	✓				X CP	
G-E	Add Fillets for Runway 4R Egress		X CP				
G-F	Encourage Limit Arrival Reverse Thrust	✓				X IP	
G-G	Noise Barrier on Community Side	✓					X GO
G-H	Floating Noise Barrier - Taxiway N			X SF			
G-I	Ground Run-Up Enclosure	✓					X OF
G-Iv2	Preferred Location for Run Ups Away from Communities				✓		
G-J	Holding Area for Departures	✓					X SC
G-Jv2	Holding Area for Delayed Departures				✓		
G-K	Replace APU/GPU with Electric Power		X CP				
G-L	Change National On-Time Departure Rule			X PE			
G-M	Noise Barrier for Runway 15R Departures	✓					X GO

Flight Procedure Concepts: Approach

F-A	Continuous Descent Approach	✓					X SC
F-B	Move DRUNK East over Water			X CB			
F-C	Raise Drunk Arrival Crossing Altitude			X CB			
F-D	Disperse Arrivals over Marshfield			X CB			
F-E	Move Jet Arrivals over Marshfield South			X CB			
F-F	Runway 32 over Water Approach			X SF			



Passed to Next Level



Passed to Next Level with Conditions



Eliminated from Further Evaluation

SF Safety

OF Operational Feasibility

GO Inconsistent with CAC Goal/Objectives

PE Previously Evaluated

SC Significant Compromise

IP Recommend to be Implemented

CB Combined

UD Under Development

CP Completed

DP Duplicate

SCREENING DETERMINATIONS	LEVEL 1			LEVEL 2		
	PASSED TO LEVEL 2	COMPLETED	ELIMINATED	PASSED TO LEVEL 3	COMPLETED	ELIMINATED

Flight Procedure Concepts: Approach (continued)

F-G	Runway 32/33L RNAV/Visual Approach North of Hull (Nighttime)	✓			✓		
F-H	Runway 32 Visual Approach (Similar to RNAV Approach)	✓			✓		
F-I	Maintain 3 Mile Separation for Arrivals	✓					X SC
F-J	Maintain Last Assigned Altitude on Visual Approach Until Glide Slope			X SF			
F-W (ER)	Raise Approach Altitude and CDA Over Marshfield			X DP			
F-X (ER)	Adopt CDA for Runway 32			X DP			
F-Y (ER)	Move F-F and F-G Outside Marshfield Boundary			X CB			
F-Z (ER)	Move Phase 1 Alt 6,7 and 11 Jet Arrivals over Marshfield Further South			X CB			
F-AA (ER)	Move the Entire Phase 1 Arrival Corridor South of Marshfield			X CB			
F-BB (ER)	Move DRUNK Intersection East over Water more than 2 Miles			X CB			
F-CC (ER)	Raise the Jet Arrival Altitude over DRUNK by more than 8,000 Feet			X SF			
F-GG	New Approach Crossing Point up to 2 Miles East and Several Miles South of DRUNK	✓					X SC
F-GG (v2)	Cross at DRUNK with Aircraft Crossing at 8,000 Feet MSL				✓		

Flight Procedure Concepts: Departure

F-K	Extend Runway 27 RNAV Departure Gates Further South	✓					X SC
F-K(v2)	Extend Runway 27 RNAV Departure Gate 1 nmi Southwest of Existing WYLLY Waypoint				✓		
F-L	Apply all Available Technology to Enhance Runway 27 RNAV Goals			X IP			
F-M	Runway 14 Departures Stay North of Hull and Raise Altitude Over Shoreline	✓			✓		
F-N	Runway 15R Late Night Departures Further North of Hull using RNAV	✓					X SC
F-N (v2)	Runway 15R Late Night Departures Further North of Hull using Phase 1 Conventional Departure Procedure during 33L Arrival and 15R Departure Runway Operating Configuration						X SC
F-O	Split Runway 22L/R Departures South and East			X GO			
F-P	Runway 33L Departure Follow Mystic River			X CB			
F-Q	Right Turn for Runway 9 Departures			X SF			
F-R	Runway 4R Departure - Shift Alternative 1 Waypoint East	✓			✓		

✓ Passed to Next Level

✓ Passed to Next Level with Conditions

X^{xx} Eliminated from Further Evaluation

SF Safety OF Operational Feasibility GO Inconsistent with CAC PE Previously Evaluated SC Significant Compromise IP Recommend to be Implemented
 CP Completed DP Duplicate GAO Goal/Objectives CB Combined UD Under Development

SCREENING DETERMINATIONS	LEVEL 1			LEVEL 2		
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Flight Procedure Concepts: Departure (continued)

F-S	Runway 4R, 9, 27 and 33L - Thrust/Climb Close-In vs. Distant Profiles						X GO
F-DD (ER)	Move All Jet Departures over Marshfield Out over Water						X SC
F-EE (ER)	Relocate Jet Departures West of Marshfield to Allow for Jet Arrival to be Raised			X GO			
F-FF (ER)	Extend Runway 33L Designated Heading until 7 DME			X CB			
F-HH	Runway 33L Departure Follow Mystic River up to 7 DME and 5,000 Feet Before Turn						X SC
F-HH (v2)	Runway 33L Departures Follow Compatible Land Use to the Maximum Extent Practical up to 5 DME or 5,000 Feet before Turn						X SC
F-HH (v3)	Runway 33L Departures Stay North of Admiral's Hill and Follows the Compatible Land Use to the Maximum Extent Practical up to 5 DME or 5,000 Feet Before Departure Fix Transition Turn						

Flight Procedure Concepts: Local Traffic

F-T	Establish Altitude Floor Over Downtown Area						X OF
F-T (v2)	Issue Highest Altitude for Fixed Wing as Stated in BOS ATCT SOP via "at or below" Instruction; Issue Letter to Airmen Informing Noise Sensitivity Over Downtown; For Helicopters not Operating Over Recommend Routes, Issue Altitude at or below 1,000 Feet MSL					X IP	
F-U	Establish Required Helicopter Routes over Downtown Area						X OF
F-U (v2)	Establish Recommended Helicopter Routes over Downtown and Outreach to Pilots					X IP	
F-V	Extend Propeller Departure Course Until Reaching 2,000 feet MSL						X SC
F-V (v2)	Utilize 260 Course Heading from Runway 22R in lieu of 290 for Props/Turboprops Heading North, Northwest, or West until 2,000 Feet						

Other Phase 1 Carry Over Measures

M17	Runway 27/33L			X GO				
M21	All Runways - Fanned Headings			X GO				
M26	2nd Gate Fanning - Runway 27 WYLYY Departure			X GO				
M27	Offset Approach to Runway 4L/R			X OF				
M28	Right Turn - Runway 27 Departure			X OF				

Totals

	LEVEL 1 ANALYSIS				LEVEL 2 ANALYSIS			
	Passed to Level 2	Completed	Eliminated	Total	Passed to Level 3	Completed	Eliminated	Total
	22	3	28	53	10	5	17	32



Passed to Next Level



Passed to Next Level with Conditions



Eliminated from Further Evaluation

SF Safety
CP Completed

OF Operational Feasibility
DP Duplicate

GO Inconsistent with CAC Goal/Objectives

PE Previously Evaluated
CB Combined

SC Significant Compromise
UD Under Development

IP Recommend to be Implemented