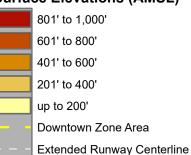


Surface Elevations (AMSL)



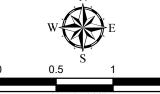
Dashed lines identify transition from "Flat" to "Sloping" surface.

Contour Interval = 25 FT

- 1. This Composite Map is intended for informational and conceptual planning purposes only. Massport requires that proponents collaborate early in the planning process. This should occur well in advance of filing the FAA Form 7460-1. Collaboration with Massport is also required when planning for construction cranes to limit the extent and duration of impact to the airspace. For detailed analysis, contact Massport at airspace@massport.com.
- 2. The airspace limit includes the highest points of the structure including antennae, signs, lights, rooftop mechanical/HVAC units, solar panels, etc. Surface heights are referenced in feet above mean sea level (AMSL=NAVD88).
- 3. The proponents must file the FAA Form 7460-2 within 5 days after the project is complete or after reaching the greatest height.
- This Composite Map should inform but not be solely used in the development of a FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained herein nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- 5. This Composite Map does not replace the FAA's 7460 review process. Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. Massport reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460 process are found to have unexpected impacts to Boston Logan's safety or efficiency.

COMPOSITE MAP PARAMETERS

| SURFACE TYPES | RUNWAYS |
|---|---------------------------------------|
| CIRCLE-TO-LAND | ALL RUNWAYS (EXCEPT 14) |
| ICAO/AC ONE ENGINE INOP | 4R, 4L, 9, 14, 15R, 22L, 22R, 27, 33L |
| IFR STND DEPARTURE | 4R, 9, 14, 15R, 22L^, 22R^, 27^, 33L |
| IFR NON-STND DEPARTURE | 4L |
| ILS APPROACH | 4R, 15R, 22L, 27, 33L |
| ILS MISSED APPROACH | 4R*, 15R, 22L, 27, 33L*^^ |
| LOCALIZER APPROACH** | 4R, 15R, 22L, 27, 33L |
| LNAV APPROACH** | 4R, 15R, 22L, 27, 32, 33L |
| LNAV MISSED APPROACH | 4R, 15R, 22L, 27, 32, 33L |
| PART 77 - STANDARD | EAST OF 4R/22L |
| PART 77 - VFR ONLY | WEST OF 4R/22L (N. OF DOWNTOWN) |
| VISIBILITY (CIRCLING) | ALL RUNWAYS (EXCEPT 14) |
| VISIBILITY (STRAIGHT-IN) | 4R, 15R, 22L, 27, 32, 33L |
| VNAV APPROACH | 4R, 15R, 27, 33L |
| VNAV MISSED APPROACH ^INCLUDES TRANSITION FROM PREVIOUS CRITERIA CAT 1 AND CAT 3 CAT 3 SHIFTED 2001W *ACCOUNTS FOR 7:1 DRIFT DOWN | 4R, 15R, 27, 33L |

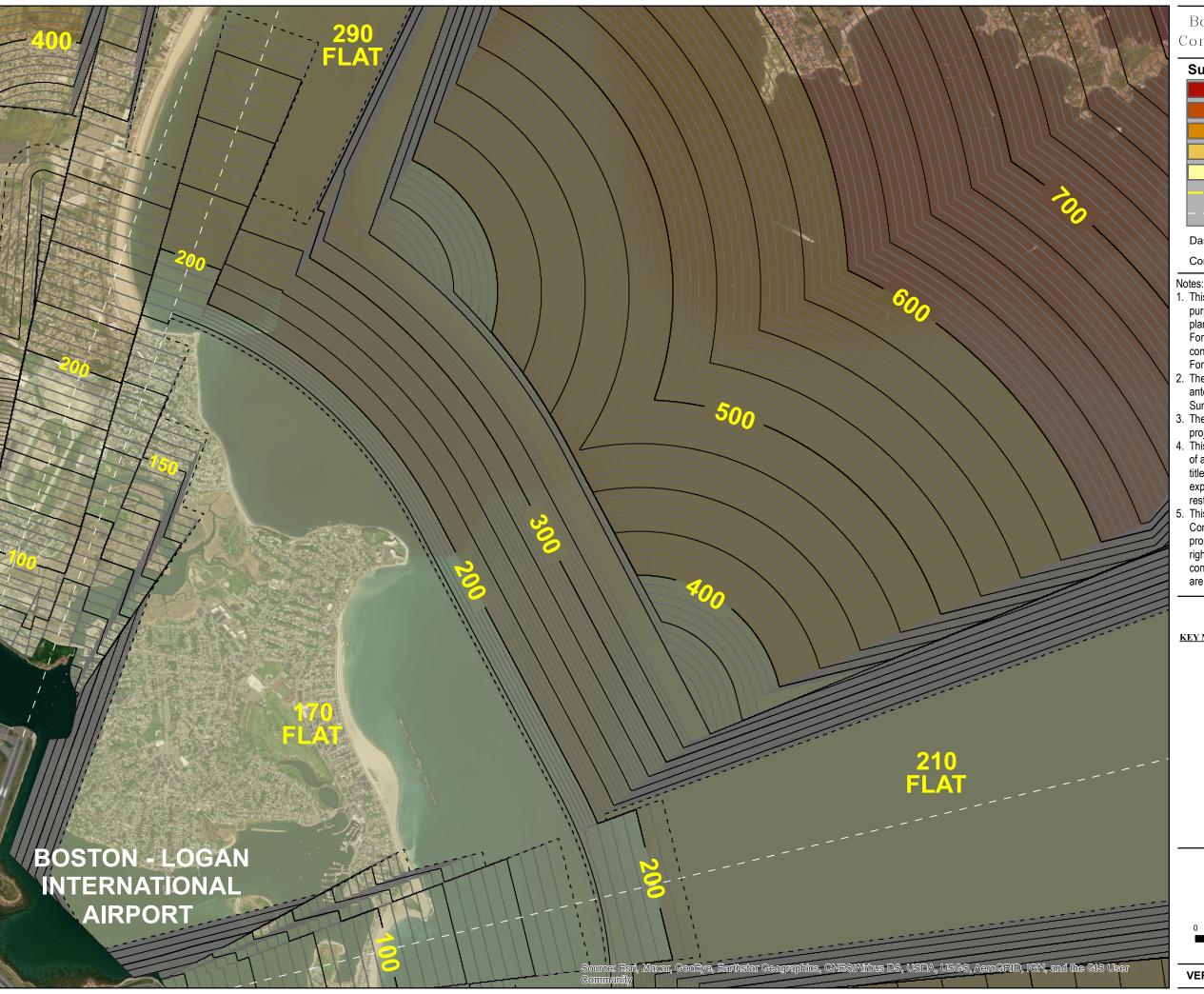




VERSION 2.1

December 2011

Sheet 1 of 5



Surface Elevations (AMSL)

801' to 1,000' 601' to 800'

401' to 600' 201' to 400' up to 200'

Downtown Zone Area **Extended Runway Centerline**

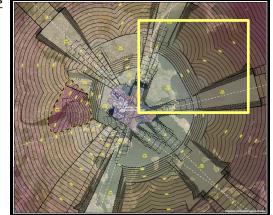
Dashed lines identify transition from "Flat" to "Sloping" surface.

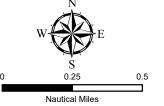
Contour Interval = 25 FT (Black) & 5 FT (Grey)

- 1. This Composite Map is intended for informational and conceptual planning purposes only. Massport requires that proponents collaborate early in the planning process. This should occur well in advance of filing the FAA Form 7460-1. Collaboration with Massport is also required when planning for construction cranes to limit the extent and duration of impact to the airspace. For detailed analysis, contact Massport at airspace@massport.com.
- 2. The airspace limit includes the highest points of the structure including antennae, signs, lights, rooftop mechanical/HVAC units, solar panels, etc. Surface heights are referenced in feet above mean sea level (AMSL=NAVD88).
- 3. The proponents must file the FAA Form 7460-2 within 5 days after the project is complete or after reaching the greatest height.
- . This Composite Map should inform but not be solely used in the development of a FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained herein nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- 5. This Composite Map does not replace the FAA's 7460 review process. Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. Massport reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460 process are found to have unexpected impacts to Boston Logan's safety or efficiency.

SEE SHEET 1 OF 5 FOR COMPOSITE MAP PARAMETERS

KEY MAP



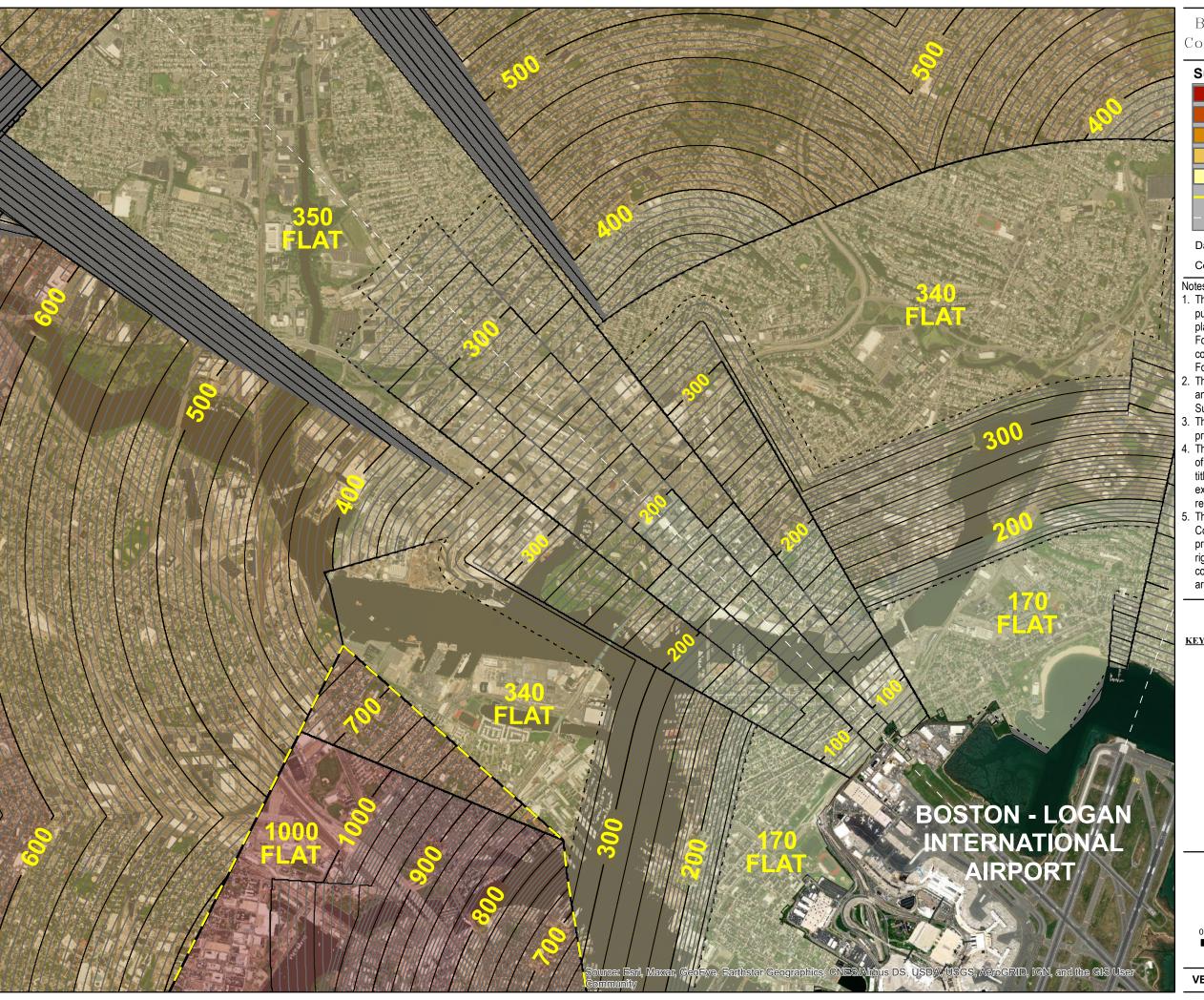




VERSION 2.1

December 2011

Sheet 2 of 5



Surface Elevations (AMSL)

801' to 1,000' 601' to 800'

401' to 600' 201' to 400'

up to 200'

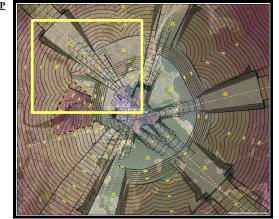
Downtown Zone Area Extended Runway Centerline

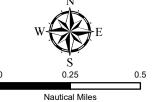
Dashed lines identify transition from "Flat" to "Sloping" surface.

Contour Interval = 25 FT (Black) & 5 FT (Grey)

- 1. This Composite Map is intended for informational and conceptual planning purposes only. Massport requires that proponents collaborate early in the planning process. This should occur well in advance of filing the FAA Form 7460-1. Collaboration with Massport is also required when planning for construction cranes to limit the extent and duration of impact to the airspace. For detailed analysis, contact Massport at airspace@massport.com.
- 2. The airspace limit includes the highest points of the structure including antennae, signs, lights, rooftop mechanical/HVAC units, solar panels, etc. Surface heights are referenced in feet above mean sea level (AMSL=NAVD88).
- . The proponents must file the FAA Form 7460-2 within 5 days after the project is complete or after reaching the greatest height.
- This Composite Map should inform but not be solely used in the development of a FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained herein nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- 5. This Composite Map does not replace the FAA's 7460 review process. Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. Massport reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460 process are found to have unexpected impacts to Boston Logan's safety or efficiency.

SEE SHEET 1 OF 5 FOR COMPOSITE MAP PARAMETERS



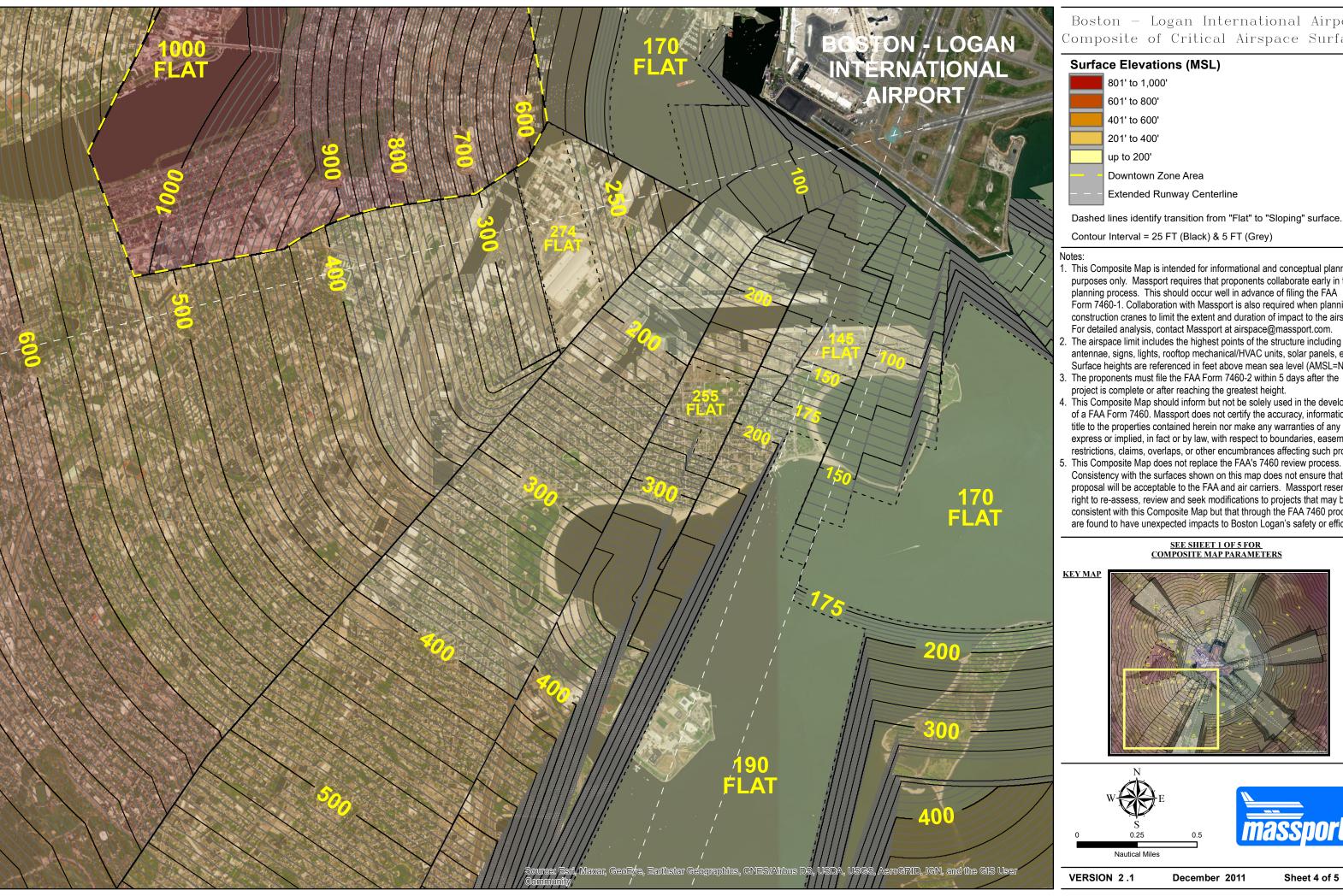




VERSION 2.1

December 2011

Sheet 3 of 5



Surface Elevations (MSL)

801' to 1,000' 601' to 800' 401' to 600' 201' to 400' up to 200'

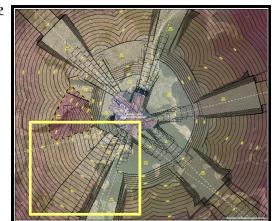
Extended Runway Centerline

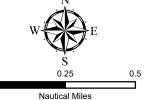
Contour Interval = 25 FT (Black) & 5 FT (Grey)

Downtown Zone Area

- 1. This Composite Map is intended for informational and conceptual planning purposes only. Massport requires that proponents collaborate early in the planning process. This should occur well in advance of filing the FAA Form 7460-1. Collaboration with Massport is also required when planning for construction cranes to limit the extent and duration of impact to the airspace. For detailed analysis, contact Massport at airspace@massport.com.
- 2. The airspace limit includes the highest points of the structure including antennae, signs, lights, rooftop mechanical/HVAC units, solar panels, etc. Surface heights are referenced in feet above mean sea level (AMSL=NAVD88).
- 3. The proponents must file the FAA Form 7460-2 within 5 days after the project is complete or after reaching the greatest height.
- 4. This Composite Map should inform but not be solely used in the development of a FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained herein nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- 5. This Composite Map does not replace the FAA's 7460 review process. Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. Massport reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460 process are found to have unexpected impacts to Boston Logan's safety or efficiency.

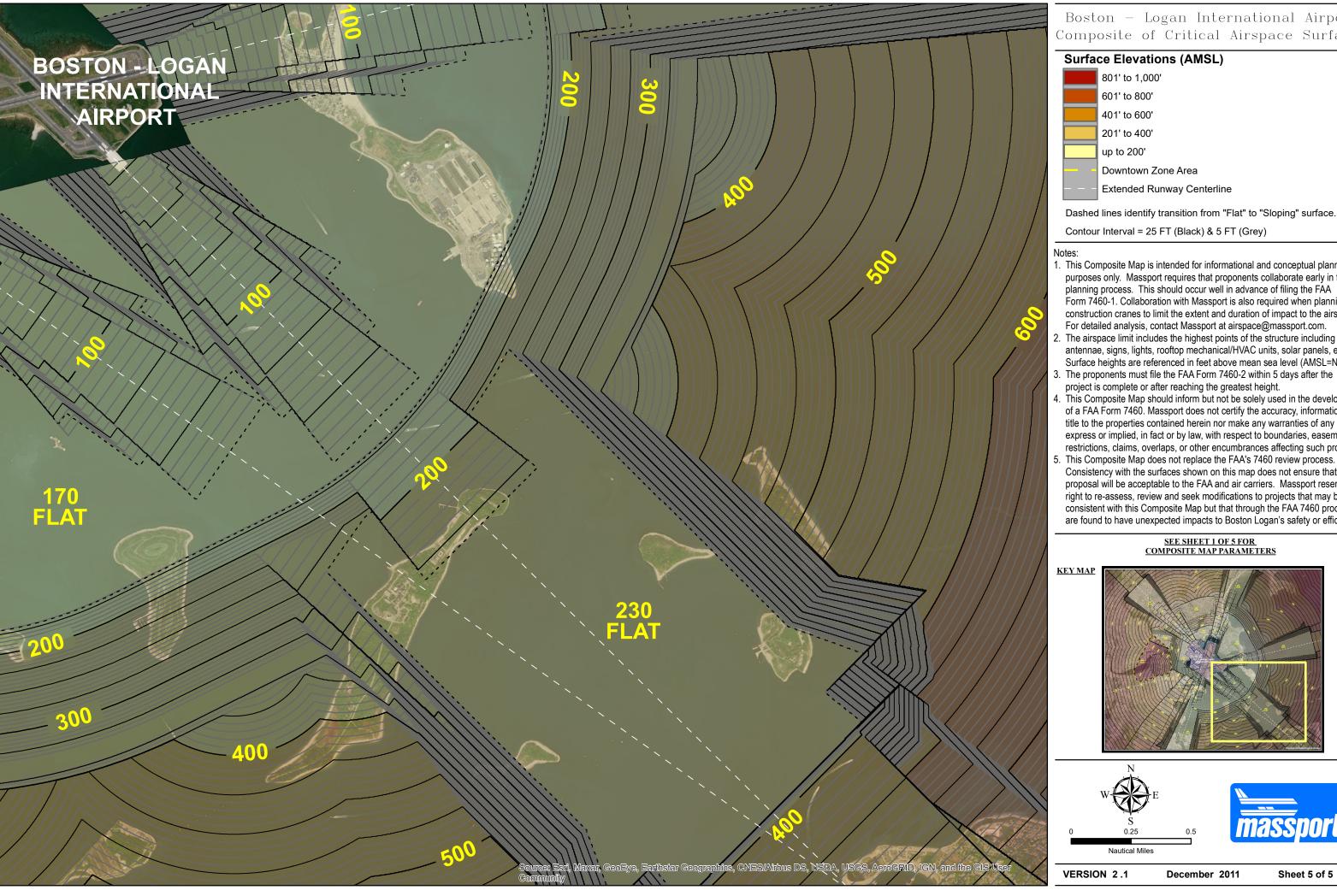
SEE SHEET 1 OF 5 FOR COMPOSITE MAP PARAMETERS





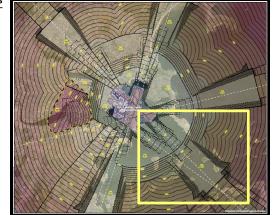


VERSION 2.1 December 2011 Sheet 4 of 5



Dashed lines identify transition from "Flat" to "Sloping" surface.

- 1. This Composite Map is intended for informational and conceptual planning purposes only. Massport requires that proponents collaborate early in the planning process. This should occur well in advance of filing the FAA Form 7460-1. Collaboration with Massport is also required when planning for construction cranes to limit the extent and duration of impact to the airspace. For detailed analysis, contact Massport at airspace@massport.com.
- 2. The airspace limit includes the highest points of the structure including antennae, signs, lights, rooftop mechanical/HVAC units, solar panels, etc. Surface heights are referenced in feet above mean sea level (AMSL=NAVD88).
- 3. The proponents must file the FAA Form 7460-2 within 5 days after the project is complete or after reaching the greatest height.
- 4. This Composite Map should inform but not be solely used in the development of a FAA Form 7460. Massport does not certify the accuracy, information or title to the properties contained herein nor make any warranties of any kind, express or implied, in fact or by law, with respect to boundaries, easements, restrictions, claims, overlaps, or other encumbrances affecting such properties.
- Consistency with the surfaces shown on this map does not ensure that the proposal will be acceptable to the FAA and air carriers. Massport reserves the right to re-assess, review and seek modifications to projects that may be consistent with this Composite Map but that through the FAA 7460 process are found to have unexpected impacts to Boston Logan's safety or efficiency.





Sheet 5 of 5