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Airport Information For KBOS

Terminal Charts For KBOS

Revision Letter For Cycle 01-2015

Change Notices

Notebook

General Information

Location: Boston MA USA
IATA Code: BOS
Lat/Long: N42° 21.8' W071° 00.4'
Elevation: 19 ft

Airport Use: Public
Magnetic Variation: 14.9°W
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1213 Z
Sunset: 2126 Z,

Runway Information

Runway: 04L
Length x Width: 7864 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, REIL

Runway: 04R
Length x Width: 10006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1155 ft

Runway: 09
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, Centerline

Runway: 14
Length x Width: 5000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 19 ft

Lighting: Edge

Runway: 15L
Length x Width: 2557 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge

Runway: 15R
Length x Width: 10083 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 881 ft

Runway: 22L
Length x Width: 10006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1199 ft

Runway: 22R
Length x Width: 7864 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge
Displaced Threshold: 818 ft

Runway: 27
Length x Width: 7001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, Centerline, REIL

Runway: 32
Length x Width: 5000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, REIL

Runway: 33L
Length x Width: 10083 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33R
Length x Width: 2557 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge

Communication Information

ATIS 127.875

ATIS 135.0

Boston Tower 132.225 Secondary

Boston Tower 128.8

Boston Ground Control 121.9

Boston Ground Control 121.75 Secondary

Boston Clearance Delivery 121.65 Pre-Departure Clearance

Boston Pre-Taxi Clearance 121.65 Pre-Departure Clearance

Boston Approach Control 120.6 Initial Contact

Boston Approach Control 127.2 Arrival Service

Boston Approach Control 118.25 Arrival Service

Boston TCA 124.4 (270°-90°)

Boston TCA 124.1 (91°-269°)

Boston Departure Control 133.0 Departure Service

Logan Intl Unicom 122.95

Boston Tower Helicopter frequency 124.725

Boston Gate Control 134.05

Bridgeport Flight Service Station 122.4 RCO

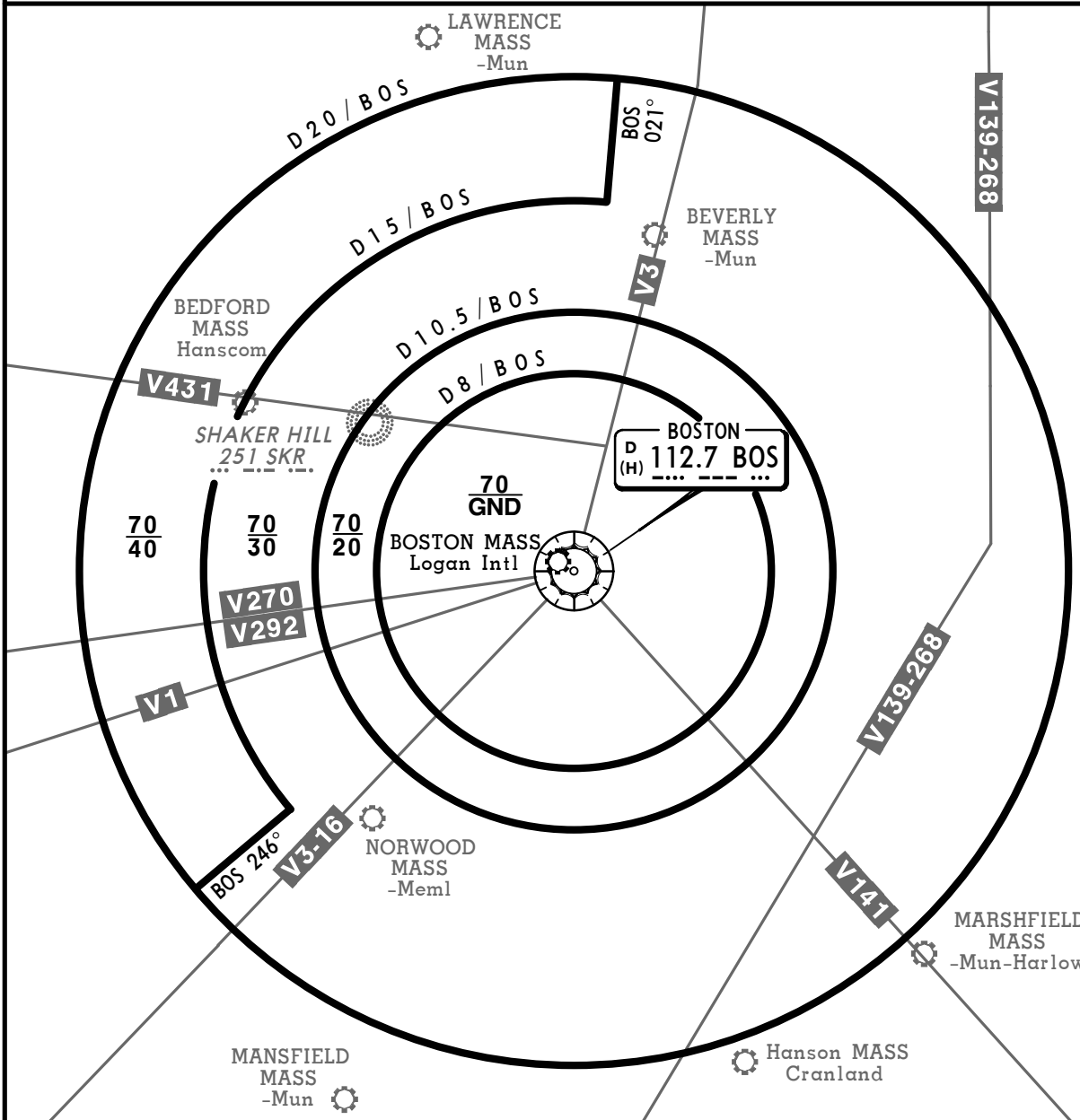
Bridgeport Flight Service Station 122.1 RCO

Bridgeport Flight Service Station 112.7 RCO

BOSTON CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Boston App (091° - 269° 124.1) (270°-090° 124.4).



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS

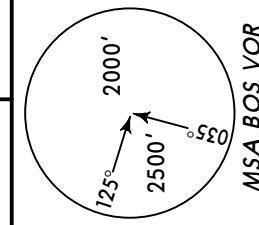
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

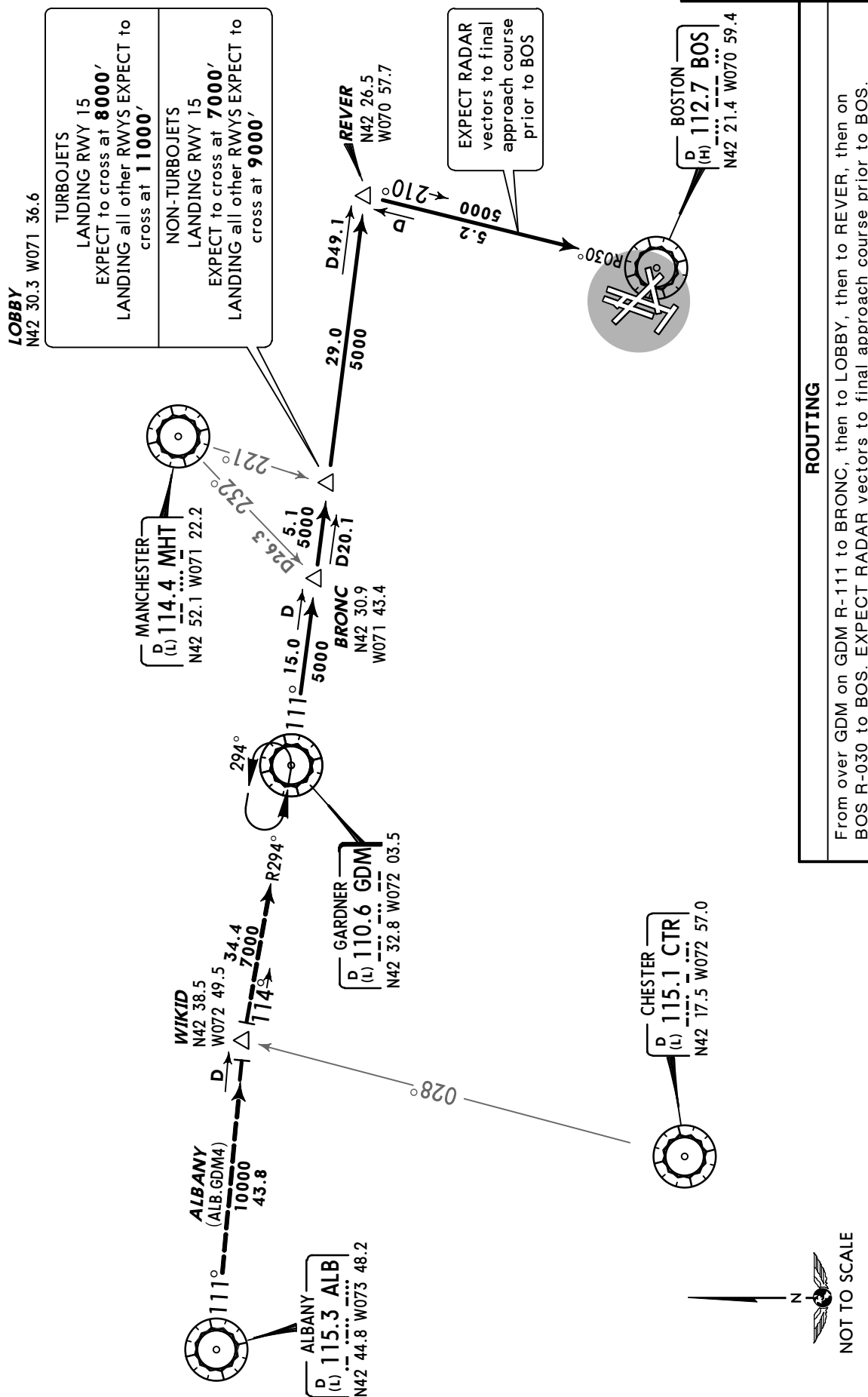
IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

- Arriving aircraft, or aircraft desiring to transit Class B airspace, should contact Boston Approach Control on the frequency depicted. Pilots on initial contact should state their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- Aircraft departing the primary airport prior to taxiing are requested to advise the Boston clearance delivery position of the intended route of flight and altitude. Aircraft departing from other than Logan International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit Class B airspace may obtain an ATC clearance to transit Class B airspace when traffic conditions permit and will be handled on an equitable "first-come, first-served basis, "provided the requirements of FAR 91 are met.

D-ATIS
Arrival
135.0Apt Elev
19'Alt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
RADAR required.

GARDNER FOUR ARRIVAL (GDM.GDM4)



ROUTING

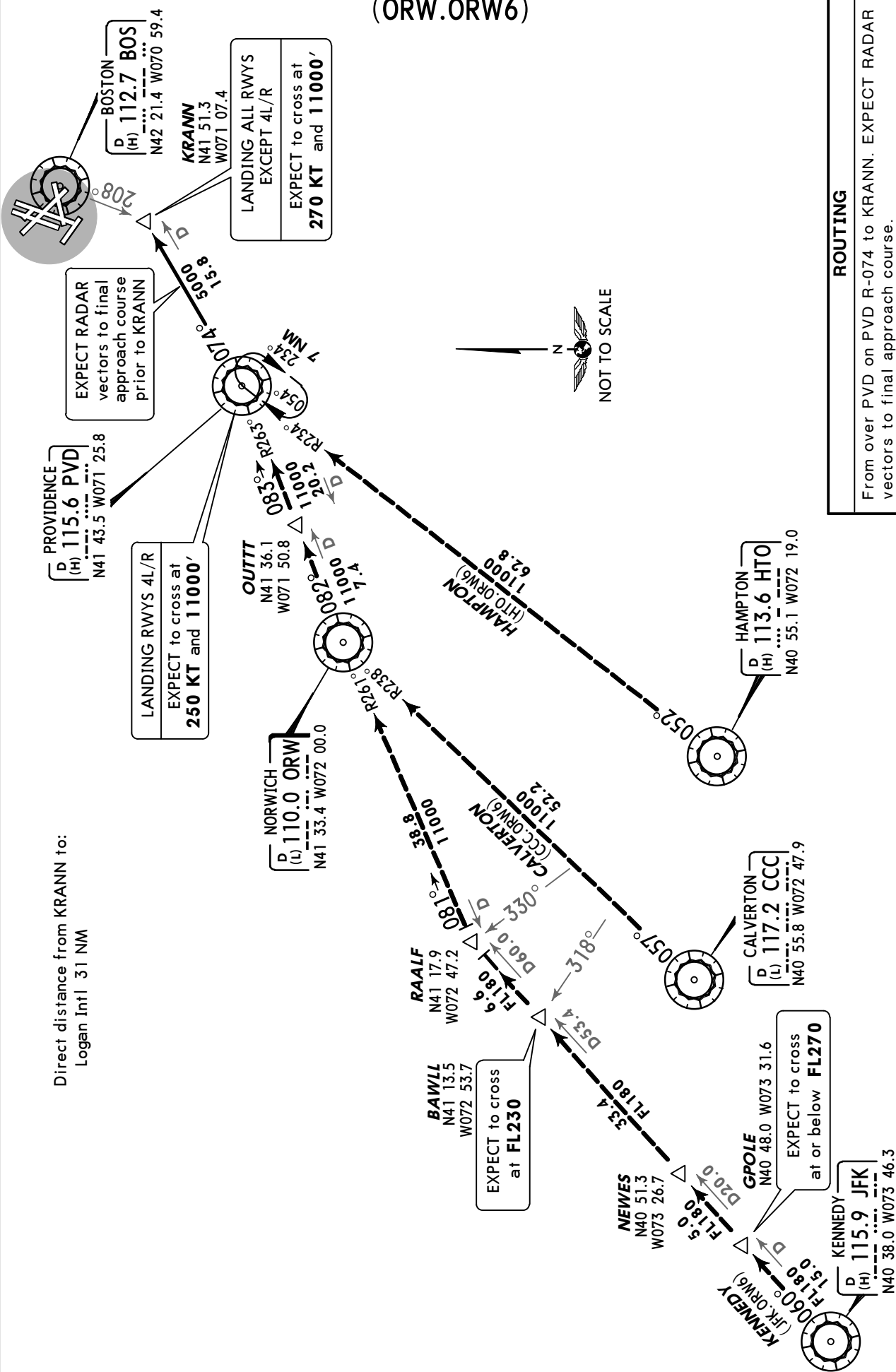
From over GDM on GDM R-111 to BRONC, then to LOBBY, then on BOS R-030 to BOS. EXPECT RADAR vectors to final approach course prior to BOS.

D-ATIS
Arrival
135.0

Apt Elev
19'

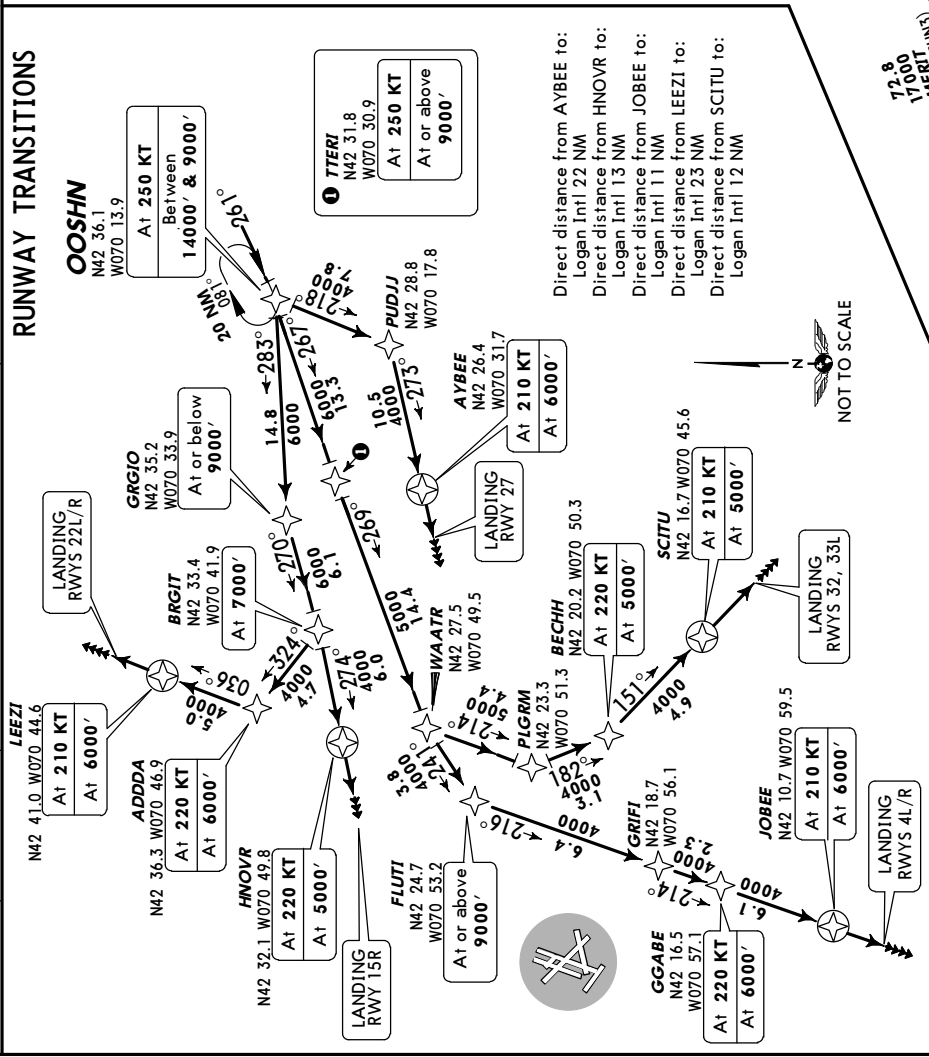
Alt Set: INCHES Trans level: FL180 Trans alt: 18000'
1. DME and RADAR required.
2. For turbojet aircraft only.

NORWICH SIX ARRIVAL (ORW.ORW6)



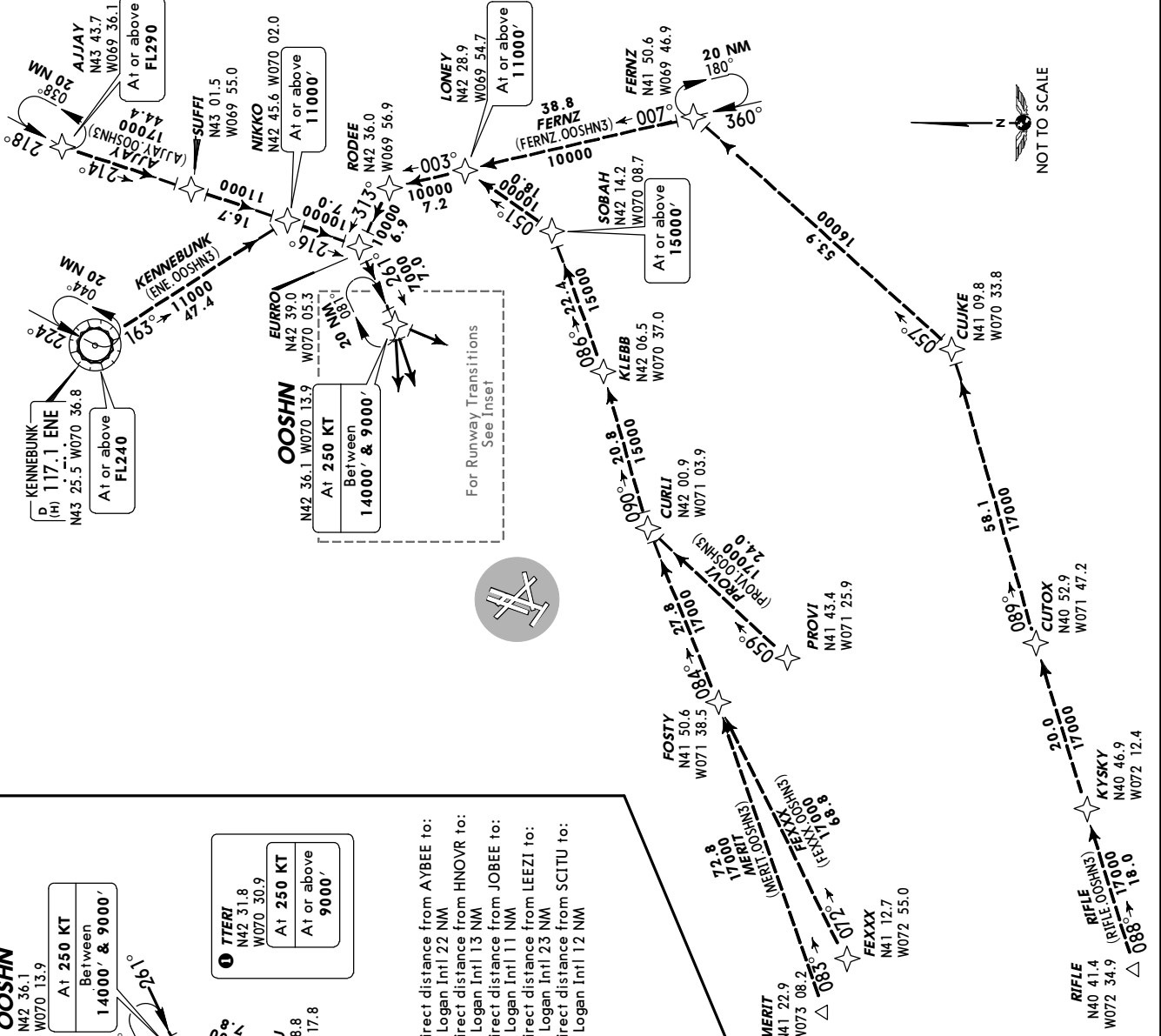
1. DME/DME/IRU or GPS required. 2. RADAR required.
3. RNAV 1.
4. Turbojet aircraft only.
5. MERIT, FEXXX, RIFLE, PROV1 transitions are ATC assigned.

RUNWAY TRANSITIONS



ROUTING	
RWY	LANDING
4L/R	From OOSH on track 267° to TTERI, then on track 269° to WAATR, then on track 241° to FLUTI, then on track 216° to GRIFI, then on track 214° to GGABE, then on track 214° to JOBEE, then on track 214°. EXPECT RADAR vectors to final approach course.
15R	From OOSH on track 283° to GRGIO, then on track 270° to BRGIT, then on track 274° to HNOVR, then on track 274°. EXPECT RADAR vectors to final approach course.
22L/R	From OOSH on track 283° to GRGIO, then on track 270° to BRGIT, then on track 324° to ADDA, then on track 036° to LEEZI, then on track 036°. EXPECT RADAR vectors to final approach course.
27	From OOSH on track 218° to PUDJJ, then on track 273° to AYBEE, then on track 273°. EXPECT RADAR vectors to final approach course.
32, 33L	From OOSH on track 267° to TTERI, then on track 269° to WAATR, then on track 214° to PLGRM, then on track 182° to BECHH, then on track 151° to SCITU, then on track 151°. EXPECT RADAR vectors to final approach course.

OOSH THREE RNAV ARRIVAL
(EURRO.OOSH3)



1. DME/DME/IRU or GPS required. 2. RADAR required. 3. RNAV 1.

4. Turbojet aircraft only.

5. WHAT transition is ATC assigned.

Alt Set: INCHES

Trans level: FL180

Trans alt: 18000'

Apt Elev

19'

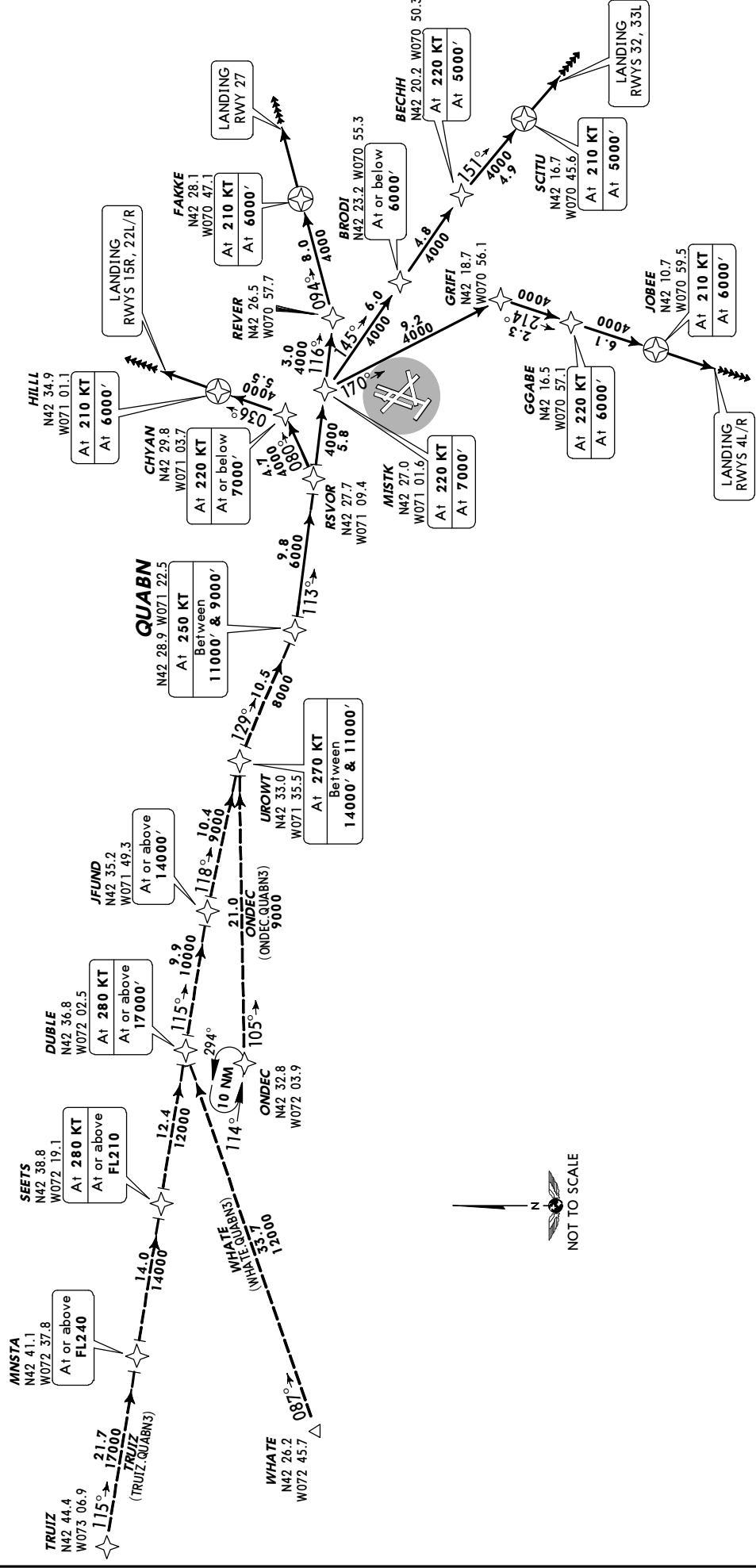
D-ATIS

Arrival

135.0

QUABN THREE RNAV ARRIVAL

(QUABN.QUABN3)



Direct distance from FAKKE to:

Logan Intl 12 NM

Direct distance from JOBEE to:

Logan Intl 11 NM

Direct distance from HILL to:

Logan Intl 13 NM

Direct distance from SCITU to:

Logan Intl 12 NM

ROUTING

ROUTING	
From QUABN on track 113° to RSVOR.	
LANDING	
RWY	
4L/R	From RSVOR on track 113° to MISTK, then on track 170° to GRIFI, then on track 214° to GGABE, then on track 214° to JOBEE, then on track 214°. EXPECT RADAR vectors to final approach course.
15R, 22L/R	From RSVOR on track 080° to CHYAN, then on track 036° to HILL, then on track 036°. EXPECT RADAR vectors to final approach course.
27	From RSVOR on track 113° to MISTK, then on track 116° to REVER, then on track 094° to FAKKE, then on track 094°. EXPECT RADAR vectors to final approach course.
33L, 32	From RSVOR on track 113° to MISTK, then on track 145° to BRODI, then on track 145° to BECHH, then on track 151° to SCITU, then on track 151°. EXPECT RADAR vectors to final approach course.

CHANGES: None.

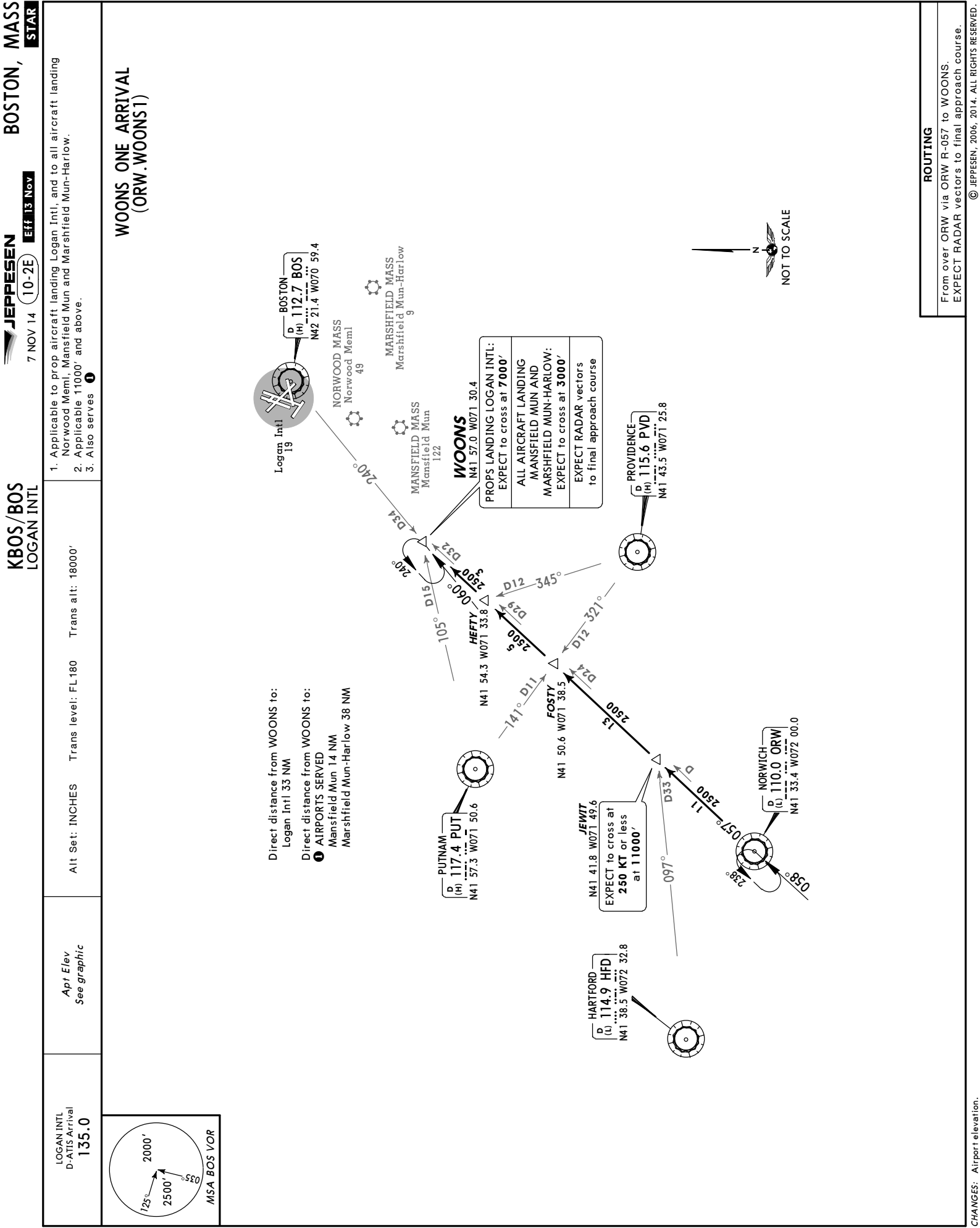
**ROBUC ONE RNAV ARRIVAL
(ROBUC.ROBUC1)**

A *MYNOT*
N42 17.1 W070 45.0

B *BENNN*
N42 10.8 W070 45.5



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**BOSTON
Departure (R)
133.0**

Direct distance from Logan Intl
(Rwy 9) to: CLAWW 9 NM
(Rwy 15R) to: FOXXX 5 NM
(Rwy 27) to: KIRAA 8 NM
(Rwy 4R) to: NHANT 5 NM
(Rwy 33L) to: TEKKE 5 NM
(Rwys 22L/R) to: TJAYY 4 NM

1. DME/DME/IRU or GPS required. 2. RADAR required for non-GPS equipped aircraft. 3. RNAV 1.
4. For turbojets only. 5. Departure heading/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. 6. Rwys 15R, 22L/R; Do not exceed 210 KT until 520'.

**BRUWN THREE RNAV DEPARTURE
(BRUWN3.BRUWN)**

SPEED: AT OR BELOW 250 KT UNTIL BRUWN

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.

Obstacle	Grnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500	

INITIAL CLIMB

RWY	4R	9	15R	22L	22R	27	33L
Climb heading	036° to 520', then direct NHANT, then on track 092° to cross HURBE at or above 4000', then on depicted route to BRUWN.	093° to 520', then direct CLAWW, cross CLAWW at or above 4000', then on depicted route to BRUWN.	151° to intercept course 132° to FOXXX, do not exceed 210 KT until 520', then on depicted route to BRUWN.	216° to intercept course 140° to TJAYY, do not exceed 210 KT until 520', then on depicted route to BRUWN.	216° to intercept course 144° to TJAYY, do not exceed 210 KT until 520', then on depicted route to BRUWN.	273° to intercept course 235° to KIRAA, then on depicted route to BRUWN.	331° to intercept course 314° to TEKKE, then on track 251° to cross COUSY at or above 5000', then on depicted route to BRUWN.

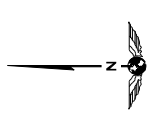
ROUTING

MAINTAIN 5000' or lower assigned altitude. EXPECT clearance to filed altitude/flight level within ten minutes after departure.

BOSTON Departure (R) 133.0	Apt Elev 20'	Trans level: FL180 Trans alt:
This SID requires take-off minimums (for standard minimums, refer to airport chart): Rwy 4L: 14, 15L, 32, 33R: Not authorized - ATC. Rwy 4R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3600'. Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 4000'. Rwy 15R, 22R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520'. Rwy 22L: 300-1 with minimum climb of 500' per NM to 520', or standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 520' if tower reports no tall vessels in the departure area. Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 1300'. Rwy 33L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to 3100'. NOT TO SCALE		
OBSTACLES		
For TAKEOFF OBSTACLE NOTES see 10-30B1.		
RWY	INITIAL CLIMB	
4R	Climb heading 036° to 520' , then direct NHANT, then on track 092° to cross HURBE at or above 4000' , then on depicted route to HYLAND.	
9	Climb heading 093° to 520' , then direct CLAWW, cross CLAWW at or above 4000' , then on depicted route to HYLAND.	
15R	Climb heading 151° to intercept course 132° to FOXXX, do not exceed until 520' , then on depicted route to HYLAND. 210 KT	
22L	Climb heading 216° to intercept course 140° to TJAYY, do not exceed until 520' , then on depicted route to HYLAND. 210 KT	
22R	Climb heading 216° to intercept course 144° to TJAYY, do not exceed until 520' , then on depicted route to HYLAND. 210 KT	
27	Climb heading 273° to intercept course 235° to KIRAA, then on depicted route to HYLAND.	
33L	Climb heading 331° to intercept course 314° to TEKKK, then on track 354° to cross CAMW1 at or above 4000' , then on depicted route to HYLAND.	
ROUTING		
MAINTAIN 5000' or lower assigned altitude. EXPECT clearance to filed altitude/flight level within ten minutes after departure.		



MANCHESTER
D 114.4 MHT
(L) --- ...
N42 52.1 W071 22



NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):

- Rwys 4L, 14, 15L, 32, 33R: Not authorized - A-TC.
- Rwy 4R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **3500'**.
- Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **4000'**.
- Rwys 15R, 22R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **520'**.
- Rwy 22L: 300-1 with minimum climb of 500' per NM to **520'**, or standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **520'** if tower reports no tall vessels in the departure area.
- Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **1300'**.
- Rwy 33L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **3100'**.

Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

RWY	INITIAL CLIMB
4R	Climb heading 036° to 520' , then direct NHANT, then on track 092° to cross HURBE at or above 4000' , then on depicted route to HYLAND.
9	Climb heading 093° to 520' , then direct CLAWW, cross CLAWW at or above 4000' , then on depicted route to HYLAND.
15R	Climb heading 151° to intercept course 132° to FOXXX, do not exceed until 520' , then on depicted route to HYLAND. 210 KT
22L	Climb heading 216° to intercept course 140° to TJAYY, do not exceed until 520' , then on depicted route to HYLAND. 210 KT
22R	Climb heading 216° to intercept course 144° to TJAYY, do not exceed until 520' , then on depicted route to HYLAND. 210 KT
27	Climb heading 273° to intercept course 235° to KIRAA, then on depicted route to HYLAND.
33L	Climb heading 331° to intercept course 314° to TEKKK, then on track 354° to cross CAMW1 at or above 4000' , then on depicted route to HYLAND.

ROUTING

MAINTAIN 5000' or lower assigned altitude. EXPECT clearance to filed altitude/flight level within ten minutes after departure.

CHANGES: Procedure revised; renumbered.



HYLND
N42 46.9
W071 16.5

HYLND

N42 46.9
W071 16.5

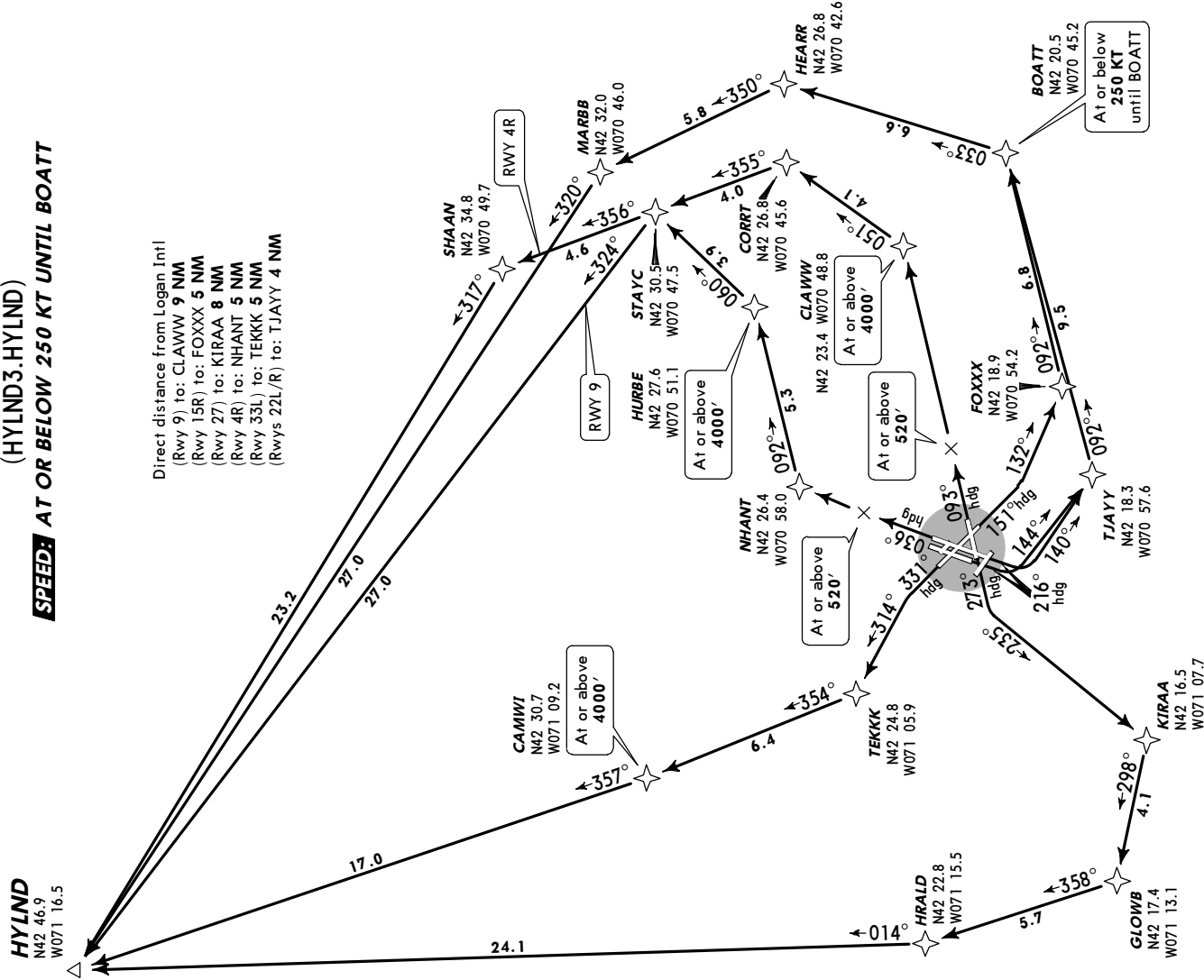
HYLND THREE RNAV DEPARTURE
(HYLND3.HYLND)

SPEED: AT OR BELOW 250 KT UNTIL BOATT

1. DME/DME/IRU or GPS required. 2. RADAR required for non-GPS equipped aircraft. 3. RNAV 1.

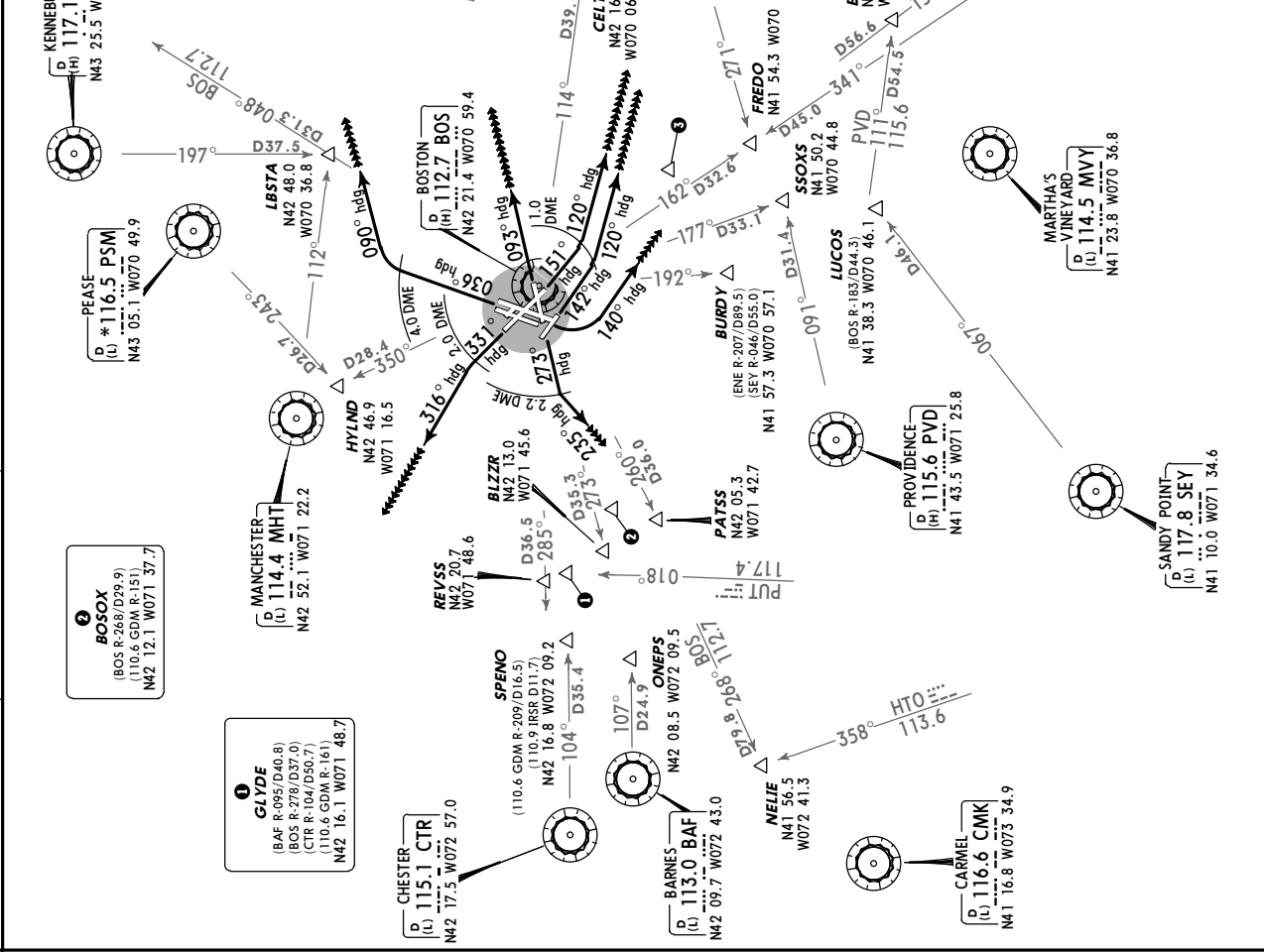
4. For turbojets only. 5. Departure heading/RNAV tracks/vectors are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities. 6. Rws 15R, 22L/R: Do not exceed 210 KT until 520'.

Direct distance from Logan Intl
(Rwy 9) to: CLAWW **9 NM**
(Rwy 15R) to: FOXXX **5 NM**
(Rwy 27) to: KIRAA **8 NM**
(Rwy 4R) to: NHAM **5 NM**
(Rwy 33L) to: TEKKK **5 NM**
(Rwys 22L/R) to: IJAYY **4 NM**



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BOSTON Departure (R) 133.0	Apt Elev 20'	Trans level: FL180 Trans alt: 18000'	1. RADAR required. 2. DME required for jet aircraft departing runways 4L/R, 14, 15R, 27, 33L. 3. BLZZR, BRUWN, PATSS, REVSS SSOXS departures: DME required. 4. Non RNAV equipped aircraft can EXPECT vectors on assigned route.
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LOGAN SEVEN DEPARTURE
(LOGAN7.LOGAN)

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 4L: 300-1 or standard (or lower than standard, if authorized) with minimum climb of 358' per NM to 300'.
Rwy 4R: Standard (or lower than standard, if authorized).
Rwy 9: 300-1 1/4 or standard (or lower than standard, if authorized) with minimum climb of 262' per NM to 300'.
Rwy 14: 500-3 or standard (or lower than standard, if authorized) with minimum climb of 223' per NM to 600', or alternatively, with standard (or lower than standard, if authorized) take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.
ATC climb of 500' per NM to 420'.
Rwy 15L: Not authorized - ATC.
Rwy 15R: Standard (or lower than standard, if authorized). ATC climb of 431' per NM to 420'.
Rwy 22L: 300-1 or standard (or lower than standard, if authorized) if lower reports no tall vessels in the departure area.
Rwy 22R: 400-2 or standard (or lower than standard, if authorized) with minimum climb of 320' per NM to 500'.
Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 474' per NM to 1300'.
Rwys 32, 33R: Not authorized - Environmental.
Rwy 33L: Standard (or lower than standard, if authorized) with minimum climb of 276' per NM to 700'. ATC climb of 465' per NM to 400'.

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-3OB1.

Gnd speed-KT	75	100	150	200	250	300
223' per NM	279	372	558	743	929	1115
262' per NM	328	437	655	873	1092	1310
276' per NM	345	460	690	920	1150	1380
320' per NM	400	533	800	1067	1333	1600
358' per NM	448	597	895	1193	1492	1790
431' per NM	539	718	1078	1437	1796	2155
465' per NM	581	775	1163	1550	1938	2325
474' per NM	593	790	1185	1580	1975	2370
500' per NM	625	833	1250	1667	2083	2500

INITIAL CLIMB - JET AIRCRAFT		ALTITUDE
4L/R	Climb heading 036° to BOS 4.0 DME, then turn RIGHT heading 090°.	
9	Climb heading 093°.	MAINTAIN 5000' or lower assigned altitude
14	Climb heading 142° to BOS 1.0 DME, then turn LEFT heading 120°.	
15R	Climb heading 151° to BOS 1.0 DME, then turn LEFT heading 120°.	
22L/R	Climbing LEFT turn heading 140°.	
27	Climb heading 273° to BOS 2.2 DME, then turn LEFT heading 235°.	
33L	Climb heading 331° to BOS 2.0 DME, then turn LEFT heading 316°.	
INITIAL CLIMB - NON-JET AIRCRAFT		ALTITUDE
Climb on assigned heading.		MAINTAIN 3000' or lower assigned altitude

ROUTING

EXPECT RADAR vectors to assigned route/navaid/fix. EXPECT clearance to filed altitude/flight level within ten minutes after departure.

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' before proceeding on course.

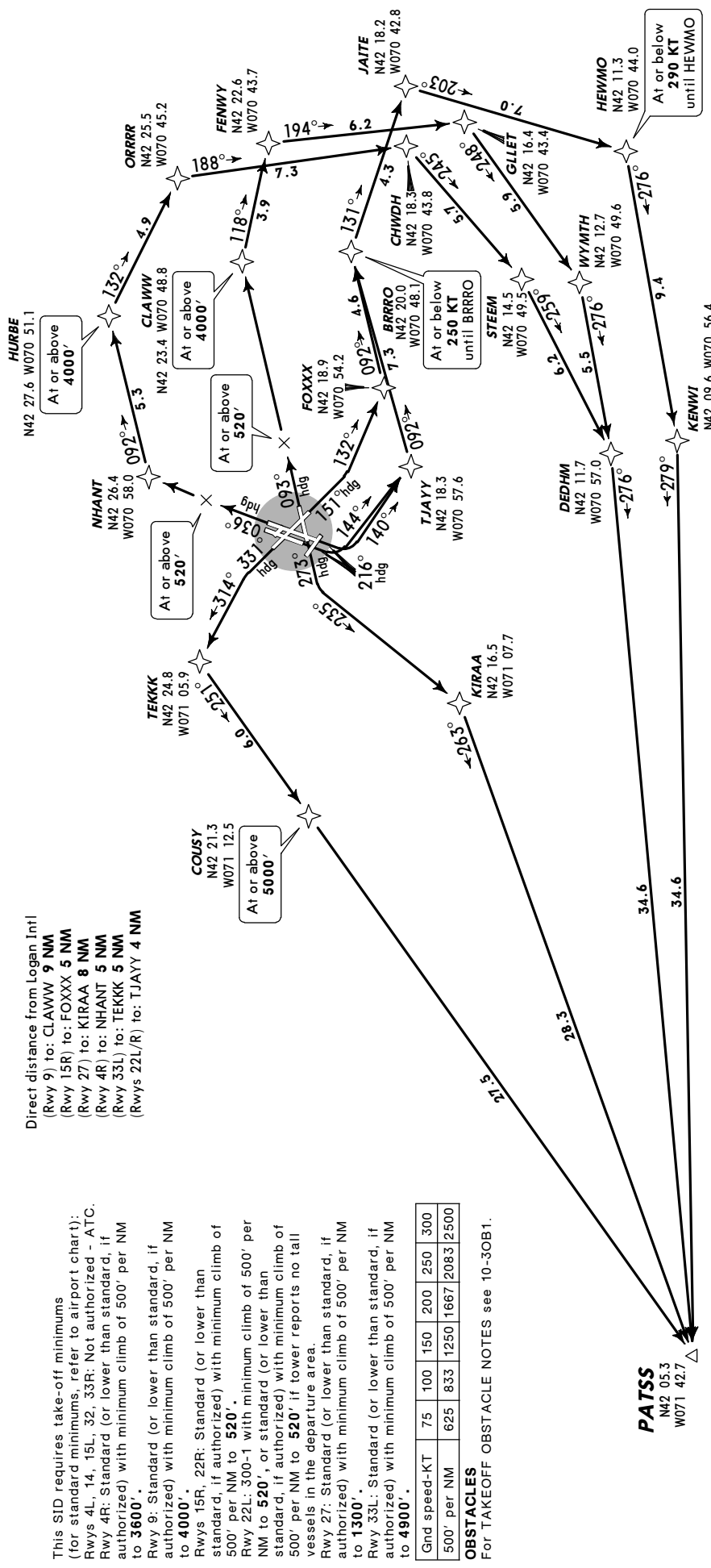
BLZZR Departures	EXPECT vectors on BOS R-273, DME required.
BRUWN Departures	EXPECT vectors on BOS R-159, DME required.
CELTK Departures	EXPECT vectors on BOS R-114.
HYLND Departures	EXPECT vectors on BOS R-350.
PATSS Departures	EXPECT vectors on BOS R-260, DME required.
REVSS Departures	EXPECT vectors on BOS R-285, DME required.
SSOXS Departures	EXPECT vectors on BOS R-177, DME required.

BOSTON Departure (R) 133.0	<i>Apt Elev</i> 20'
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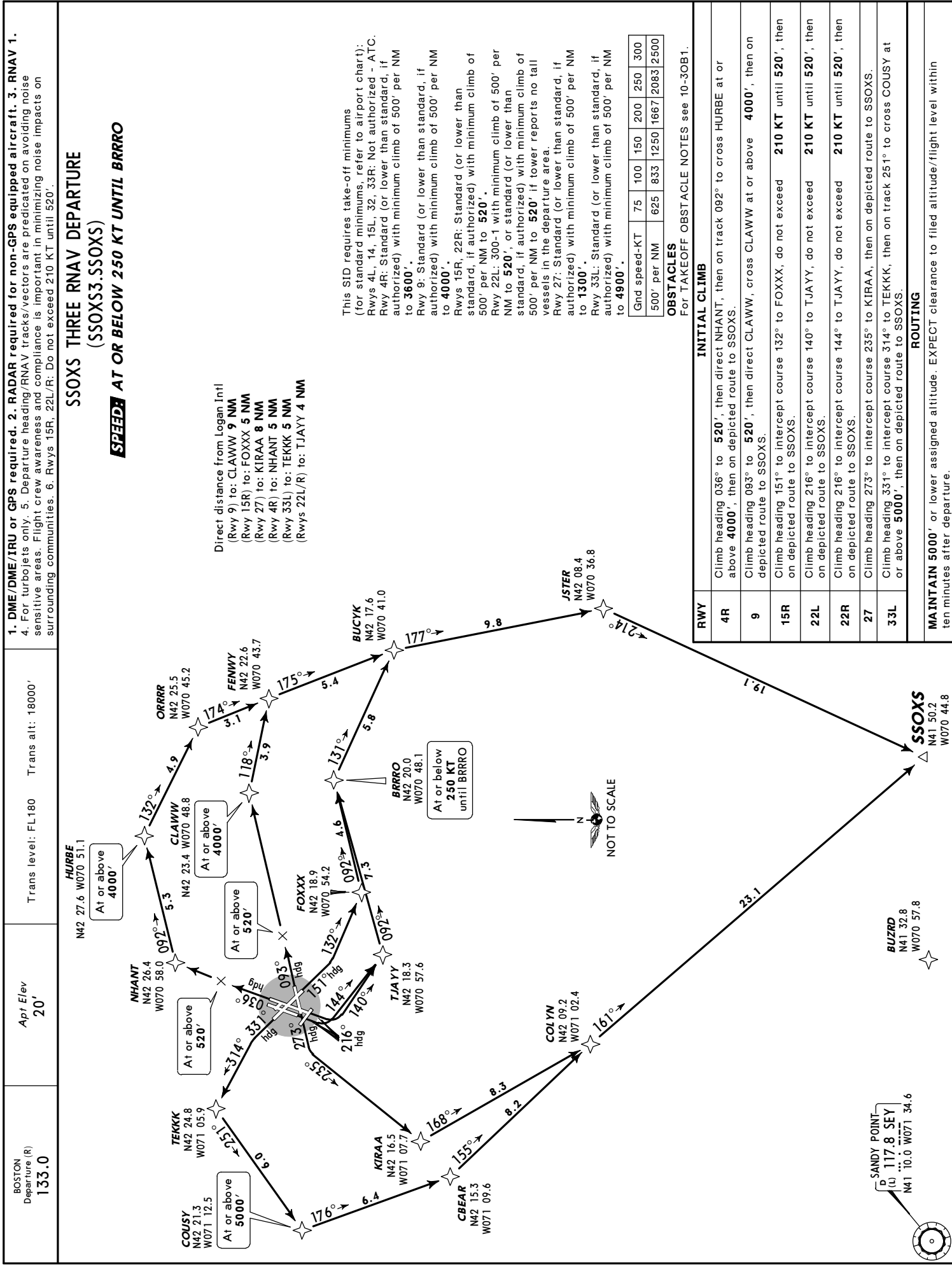
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 4L, 14, 15L, 32, 33R: Not authorized - ATC
 Rwy 4R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **3600'**.
 Rwy 9: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **4000'**.
 Rwy 15R, 22R: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **520'**.
 Rwy 22L: 300-1 with minimum climb of 500' per NM to **520'**, or standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **520'** if tower reports no tall vessels in the departure area.
 Rwy 27: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **1300'**.
 Rwy 33L: Standard (or lower than standard, if authorized) with minimum climb of 500' per NM to **4900'**.

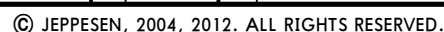
Gnd speed-KT	75	100	150	200	250	300
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES
For TAKEOFF OBSTACLE NOTES see 10-30B1.



RWY	INITIAL CLIMB
4R	Climb heading 036° to 520' , then direct NHANT, then on track 092° to cross HURBE at or above 4000' , then on depicted route to PATSS.
9	Climb heading 093° to 520' , then direct CLAWW, cross CLAWW at or above 4000' , then on depicted route to PATSS.
15R	Climb heading 151° to intercept course 132° to FOXXX, do not exceed 210 KT until 520' , then on depicted route to PATSS.
22L	Climb heading 216° to intercept course 140° to TJAVY, do not exceed 210 KT until 520' , then on depicted route to PATSS.
22R	Climb heading 216° to intercept course 144° to TJAVY, do not exceed 210 KT until 520' , then on depicted route to PATSS.
27	Climb heading 273° to intercept course 235° to KIRAA, then on depicted route to PATSS.
33L	Climb heading 331° to intercept course 314° to TEKKK, then on track 251° to cross COUSY at or above 5000' , then on depicted route to PATSS.
	ROUTING
	MAINTAIN 5000' or lower assigned altitude. EXPECT clearance to filed altitude/flight level within ten minutes after departure.





TAKEOFF OBSTACLE NOTES

◦ RWY 4L:

SHIPS BEGINNING 693' FROM DER, ON CENTERLINE, UP TO 50' AGL/50' MSL. TREES BEGINNING 2094' FROM DER, 91' LEFT OF CENTERLINE, UP TO 46' AGL/143' MSL. POLE AND TREES BEGINNING 1806' FROM DER, 740' RIGHT OF CENTERLINE, UP TO 51' AGL/79' MSL. TREES 3975' FROM DER, 1486' LEFT OF CENTERLINE, UP TO 71' AGL/198' MSL.

◦ RWY 4R:

SHIPS BEGINNING 579' FROM DER, ON CENTERLINE, UP TO 50' AGL/50' MSL. POLE AND TREES BEGINNING 1806' FROM DER, 403' LEFT OF CENTERLINE, UP TO 51' AGL/79' MSL.

◦ RWY 9:

SHIPS 762' FROM DER, ON CENTERLINE, UP TO 65' AGL/65' MSL. TANK 5904' FROM DER, 1453' LEFT OF CENTERLINE, 113' AGL/210' MSL.

◦ RWY 14:

SHIP RIG 5439' FROM DER, 1824' RIGHT OF CENTERLINE, 176' AGL/176' MSL. WINDMILL 2.5 NM FROM DER, 2997' RIGHT OF CENTERLINE, 394' AGL/434' MSL.

◦ RWY 15R:

SIGN 45' FROM DER, 267' RIGHT OF CENTERLINE, 6' AGL/16' MSL.

◦ RWY 22L:

POLE 394' FROM DER, ON CENTERLINE, 15' AGL/31' MSL. TOWER 3585' FROM DER, 926' LEFT OF CENTERLINE, 108' AGL/128' MSL. MOBILE CRANE 3675' FROM DER, 439' RIGHT OF CENTERLINE, 122' AGL/145' MSL. SHIP RIG 2440' FROM DER, 34' LEFT OF CENTERLINE, 176' AGL/176' MSL.

◦ RWY 22R:

SHIP RIG 4064' FROM DER, 8' RIGHT OF CENTERLINE, 176' AGL/176' MSL. STACK 1.4 NM FROM DER, 2795' RIGHT OF CENTERLINE, 320' AGL/335' MSL.

◦ RWY 27:

LIGHT POLE AND ROD BEGINNING 1690' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 60' AGL/100' MSL.

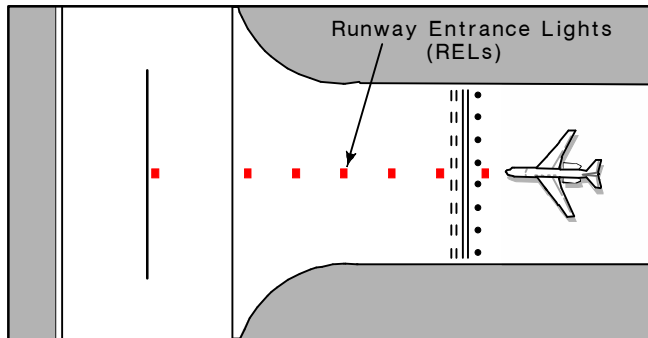
◦ RWY 33L:

ELECTRICAL SYSTEMS, BUILDINGS, CHIMNEY ON BUILDING AND TANK BEGINNING 796' FROM DER, 603' LEFT OF CENTERLINE, UP TO 40' AGL/149' MSL. SIGN, WIND INDICATOR ON TOWER AND TREES BEGINNING 248' FROM DER, 51' RIGHT OF CENTERLINE, UP TO 35' AGL/101' MSL. BRIDGE 1.4 NM FROM DER, 2568' LEFT OF CENTERLINE, 262' AGL/262' MSL.

PILOT GUIDE TO RUNWAY STATUS LIGHTS (RWSL) LOGAN INTERNATIONAL AIRPORT (BOS)

The FAA is implementing Runway Status Lights (RWSL) at BOS to reduce the frequency and severity of runway incursions. RWSL is a fully automatic, surveillance-driven lighting system that monitors runway usage and directly indicates runway occupancy status to pilots. Initial testing of RWSL at BOS will consist of Runway Entrance Lights (RELs) which illuminate red when it is unsafe to cross or enter a runway, Takeoff Hold Lights (THLs) which illuminate red to indicate when it is unsafe to depart from a runway, and NEW Runway Intersection Lights (RILs) which illuminate red to indicate when it is unsafe to enter or cross the runway/runway intersection ahead. RWSL is not controlled by ATC and indicate status only, never clearance.

BOS Runway Entrance Lights (RELs)



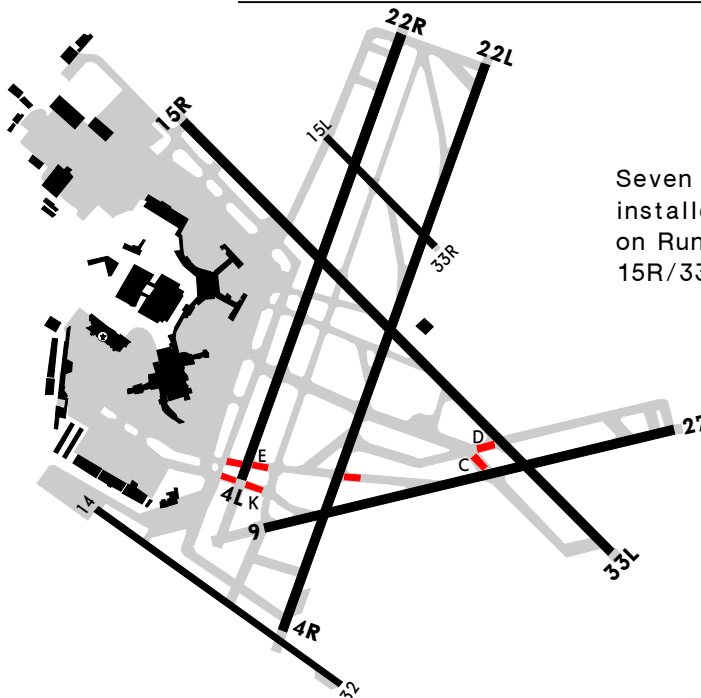
RELs consist of a series of red in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One additional REL is located near the runway centerline. RELs are directed toward the taxiway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

Figure 1. Runway Entrance Lights (RELs)

RED MEANS STOP!

- When the RELs illuminate, you should remain clear of the runway.
- When cleared to either "cross the runway, position and hold, or immediate takeoff," and RELs are illuminated, STOP the aircraft and indicate to ATC that you are stopped with red lights and wait for further clearance.
- If your aircraft crosses the hold line and you subsequently observe illuminated lights, STOP the airplane and notify ATC that you are stopped across the hold line because of red lights.
- If remaining clear of the runway is impractical for safety reasons, you should proceed according to your best judgment of safety (understanding that the illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

RELs TURNING OFF DOES NOT CONSTITUTE CLEARANCE TO CROSS OR ENTER A RUNWAY!

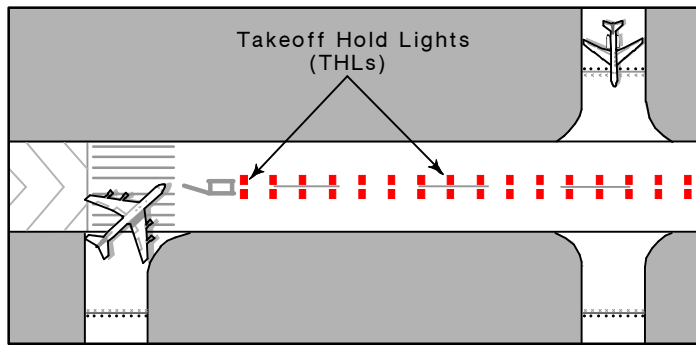


Seven arrays of RELs have been installed at selected intersections on Runways 4L/22R, 4R/22L, 15R/33L, and 9/27.

Figure 2. BOS REL locations (shown as red bars)

BOS Takeoff Hold Lights (THLs)

RED Takeoff Hold Lights (THLs) indicate a runway is unsafe for departing aircraft!



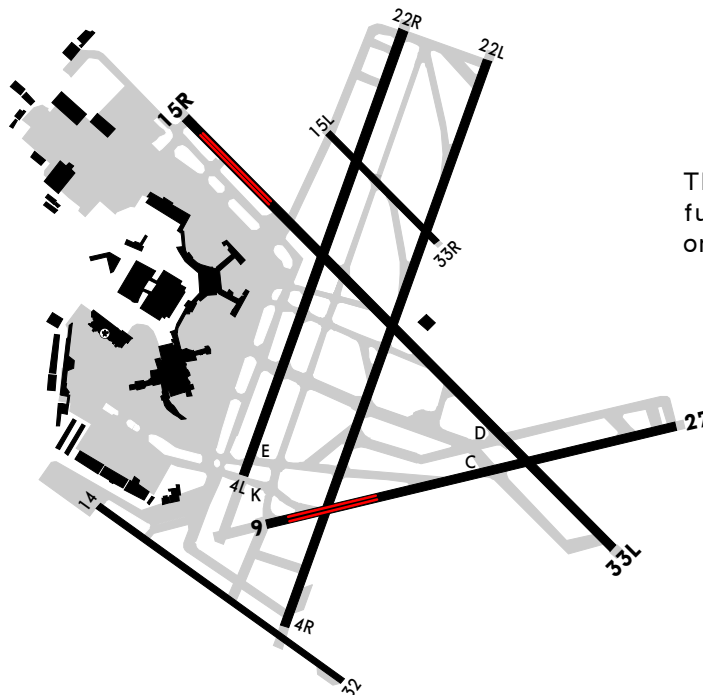
THLs at BOS are comprised of two rows of in-pavement red lights on either side of the centerline. THLs begin 375' (114m) from the runway takeoff threshold and extend for a length of 1500' (457m). THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, during initial takeoff roll, and on final approach to land.

Figure 3. Takeoff Hold Lights (THLs)

RED MEANS STOP!

- If in position and hold on the runway and THLs illuminate, remain in position for takeoff.
- If you begin your takeoff roll and subsequently observe illuminated THLs, STOP the airplane and notify ATC that you are stopped because of red lights.
- If aborting the takeoff is impractical for safety reasons, proceed according to your best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for departure) and contact ATC at the earliest opportunity.
- If on short final and THLs illuminate, you should inform ATC you are going around because of red lights on the runway.

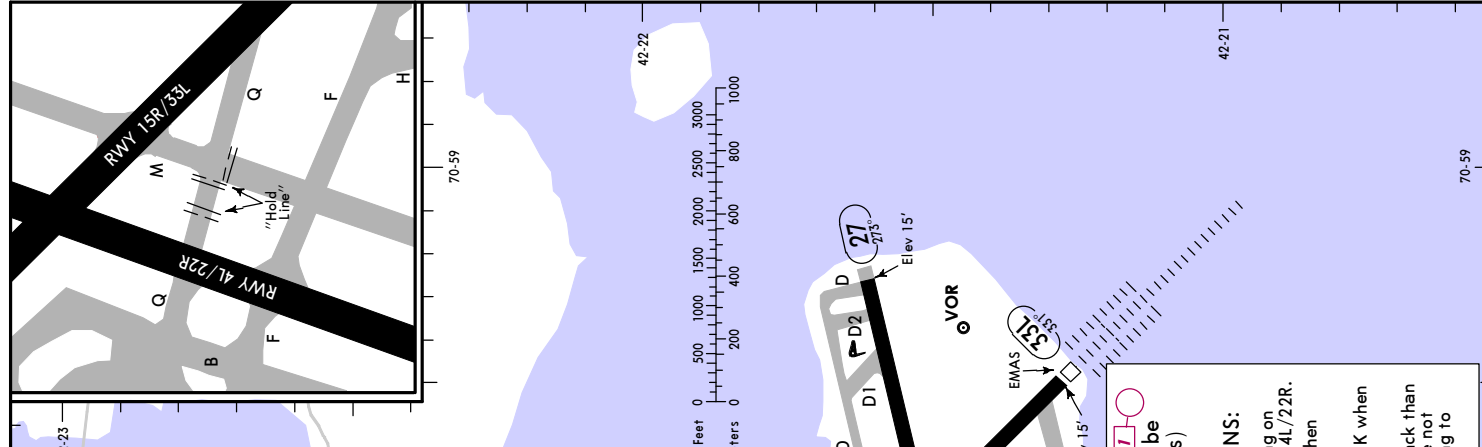
THLs TURNING OFF DOES NOT CONSTITUTE A CLEARANCE TO DEPART FROM A RUNWAY!



THLs have been installed at the full-length departure positions on Runways 15R and 9.

Figure 4. BOS with THLs locations on Runways 15R and 9 (shown as red bars)

INTL Terminal, and north and south cargo arrivals contact Massport Gate Control on 131.1 before entering/departing ramp area.

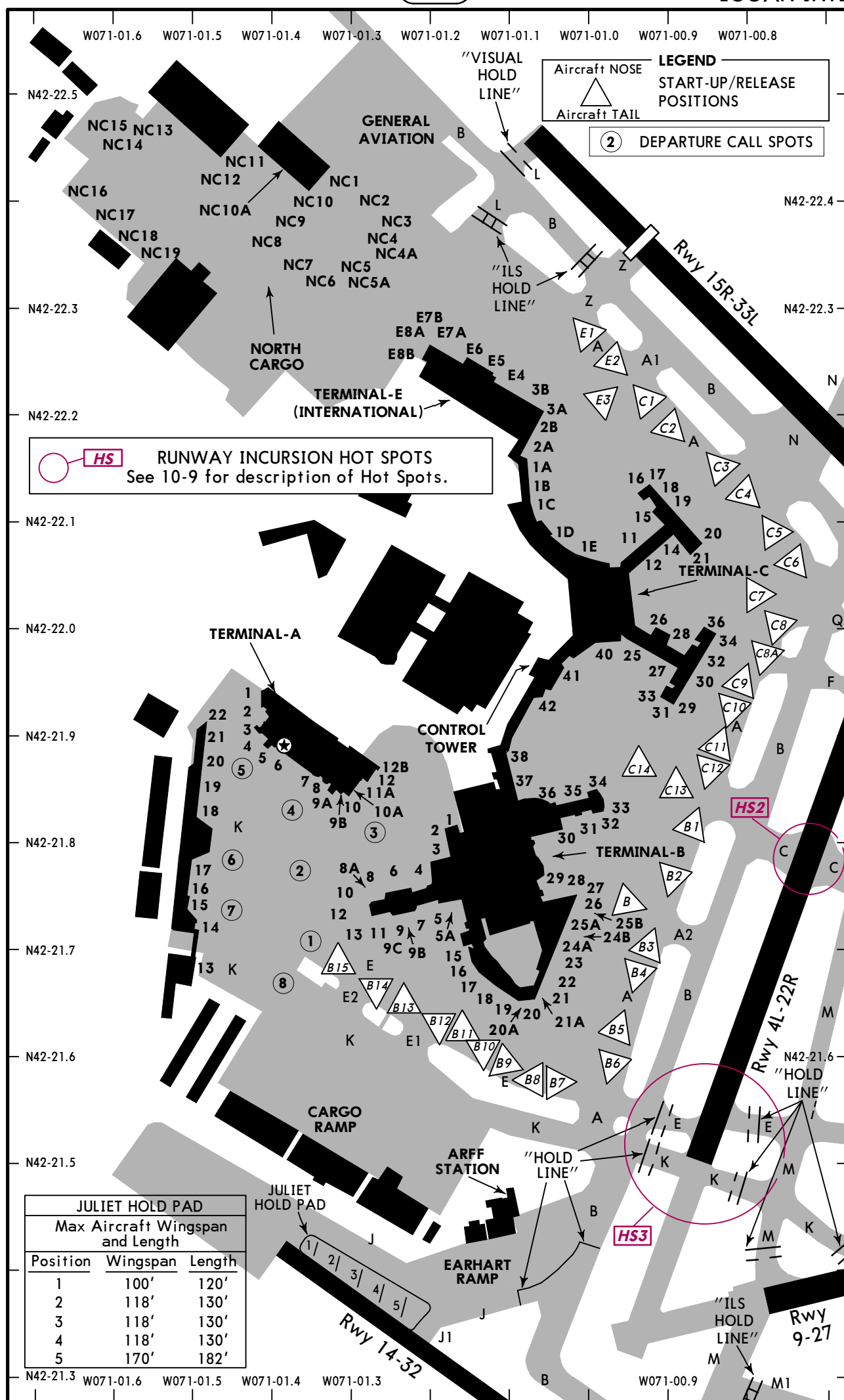


Rwy 14 - Departures only
Rwy 32 - Arrivals only

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GENERAL									
ASDE-X surveillance system in use. Operate transponders with Mode C on all taxiways and runways. Terminal Doppler Weather Radar. Birds in vicinity of airport.									
ADDITIONAL RUNWAY INFORMATION									
RWY	LANDING BEYOND				USABLE LENGTHS			LAHSO	
	CL	ALSF-II	TDZ	PAPI-L	Threshold	Glide Slope	TAKE-OFF	Distance	WIDTH
4R	HIRL	CL	ALSF-II	TDZ ❶ PAPI-L	grooved RVR	8851' 2698m	7836' 2388m		150' 46m
22L	HIRL	CL	MALSF	PAPI-R (angle 3.0°)	grooved RVR	8807' 2684m	7745' 2361m	9/27 6400' 1951m	
❶ Angle 3.0°									
4L	HIRL	REIL	PAPI-L (angle 3.0°)	grooved RVR				15L/33R 5250' 1600m	150' 46m
	22R	HIRL	PAPI-L (angle 3.0°)	grooved RVR	7046' 2148m				
9	HIRL	CL		grooved RVR					150' 46m
	27	HIRL	CL	REIL PAPI-L (angle 3.0°)	grooved RVR	5949' 1813m		4R/22L 5650' 1722m	
14	HIRL			grooved					100' 30m
	32	HIRL	REIL	PAPI-L (angle 3.0°)	grooved				
15R	HIRL	CL	MALSR	TDZ PAPI-L (angle 3.0°)	grooved RVR	9203' 2803m	8010' 2441m	9/27 6800' 2073m	150' 46m
	33L	HIRL	CL	ALSF-II	TDZ PAPI-R (angle 3.0°)	grooved RVR	9108' 2776m		
15L	33R	MIRL							100' 30m
TAKE-OFF AND OBSTACLE DEPARTURE PROCEDURE									
Rwys 4R, 15R									
2 operating RVRs are required. All operating RVRs are controlling.			Adequate Vis Ref		STD				
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng		1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4			RVR 24 or 1/2	RVR 50 or 1			
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
Rwy 22L									
If tower reports no tall vessels in departure area.									
2 operating RVRs are required. All operating RVRs are controlling.			Adequate Vis Ref		STD				
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng		1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4			RVR 24 or 1/2	RVR 50 or 1			
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
Rwy 33L									
❶ With Mim climb of 224'/NM to 400'									
2 operating RVRs are required. All operating RVRs are controlling.			Adequate Vis Ref		STD				
CL & HIRL		CL, or RCLM & HIRL			3 & 4 Eng		1 & 2 Eng		
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4			RVR 24 or 1/2	RVR 50 or 1			
Mid RVR 5	Mid RVR 10								
Rollout RVR 5	Rollout RVR 10								
❶ Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1900' prior to departure end of runway.									

TAKE-OFF AND OBSTACLE DEPARTURE PROCEDURE									
Rwy 9									
Both RVRs are required and controlling.			Adequate Vis Ref		STD				
CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	1 & 2 Eng			
TDZ RVR 5	TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rollout RVR 5	Rollout RVR 10								
Rwy 27									
Both RVRs are required and controlling.			Adequate Vis Ref		STD				
CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	1 & 2 Eng			
TDZ RVR 5	TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rollout RVR 5	Rollout RVR 10								
Rwy 22R									
Both RVRs are required and controlling.			Adequate Vis Ref		STD				
CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	1 & 2 Eng			
TDZ RVR 10	TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rollout RVR 10	Rollout RVR 10								
Rwy 4L									
Both RVRs are required and controlling.			Adequate Vis Ref		STD				
CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	1 & 2 Eng			
TDZ RVR 10	TDZ RVR 10		RVR 16 or 1/4		RVR 24 or 1/2		RVR 50 or 1		
Rollout RVR 10	Rollout RVR 10								
Rwys 32, 33R									
2 With Mim climb of 223' /NM to 600'			Adequate Vis Ref		STD				
Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng			
1/4	1/2	1		500-3	1/4	1/2	1		NA
❶ Alternatively, with standard take-off minimums and a normal 200' /NM climb gradient , take-off must occur no later than 1900' prior to departure end of runway.									
OBSTACLE DP									
Rwy 4L: Climb on a heading between 292° clockwise to 215° from departure end of runway, or minimum climb of 210' per NM to 1100' for all other courses.									
Rwy 14: Climb on a heading between 322° clockwise to 258° from departure end of runway, or minimum climb of 236' per NM to 1100' for all other courses.									
Rwy 15R: Climb heading 151° to 600' before turning Right.									
Rwy 22L: Climb heading 216° to 800' before turning Right.									
Rwy 22R: Climb heading 216° to 900' before turning Right.									
Rwy 33L: Climb heading 331° to 700' before turning Left.									
FOR FILING AS ALTERNATE									
ILS Rwy 4R LOC DME Rwy 15R LOC Rwy 22L LOC Rwy 27 LOC Rwy 33L ILS Rwy 27 ILS Rwy 33L			Adequate Vis Ref		STD				
LOC Rwy 4R LOC DME Rwy 15R LOC Rwy 22L LOC Rwy 27 LOC Rwy 33L ILS Rwy 27 ILS Rwy 33L	RNAV (GPS) Rwy 22L RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 33L VOR DME Rwy 27 VOR DME Rwy 33L RNAV (GPS) Rwy 4R RNAV (GPS) Rwy 15R				3 & 4 Eng	1 & 2 Eng			
A	1000-2		1000-2		1000-2		1000-2		1000-2
B	700-2		800-2		800-2		800-2		800-2
C									
D									



PARKING GATE COORDINATES

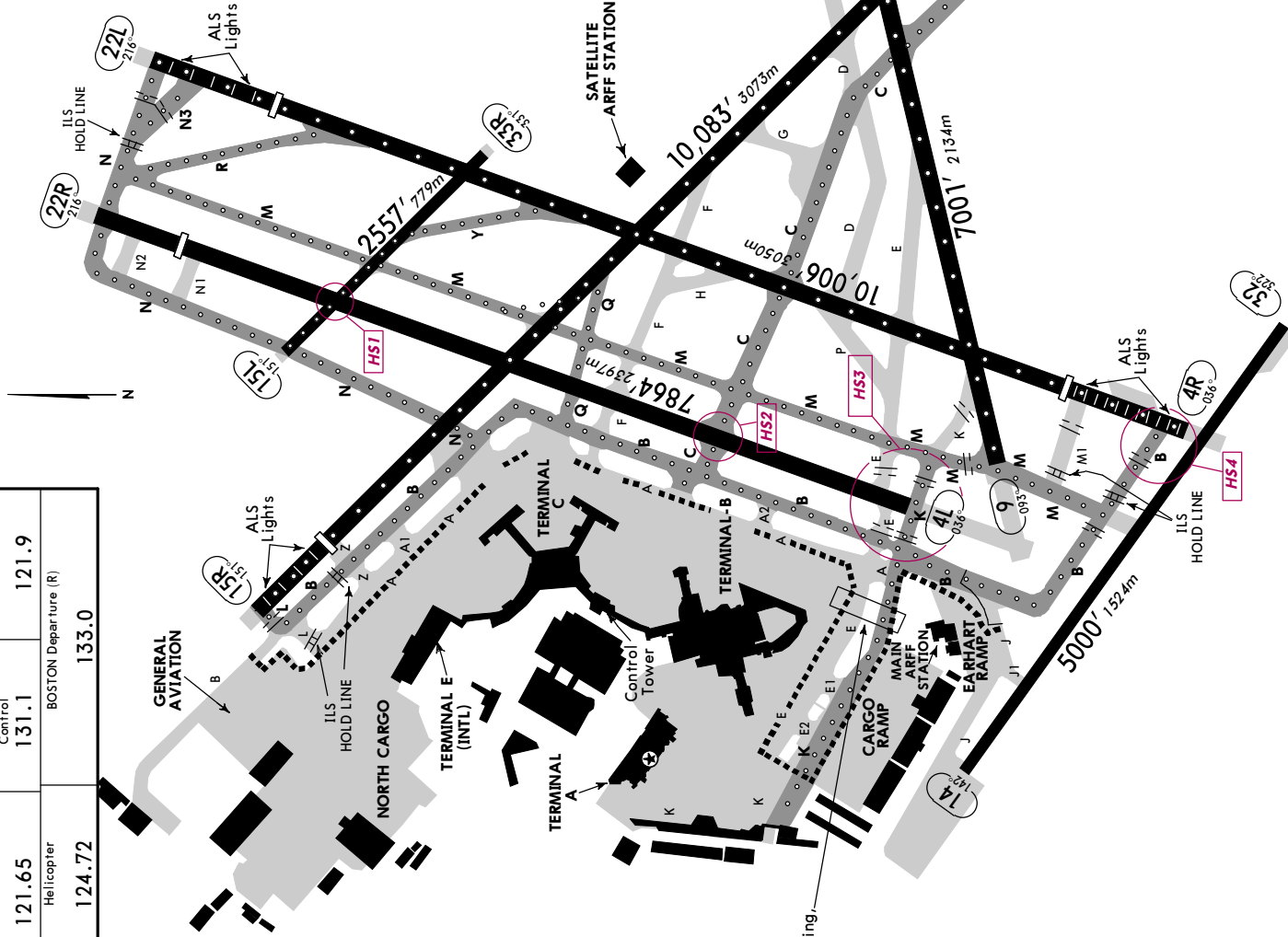
GATE NO.	COORDINATES	GATE NO.	COORDINATES
TERMINAL-A		TERMINAL-C	
1 thru 6	N42 21.9 W071 01.4	1C	N42 22.1 W071 01.1
7	N42 21.8 W071 01.4	1D, 1E	N42 22.1 W071 01.0
8, 9A, 9B, 10	N42 21.8 W071 01.3	11	N42 22.1 W071 00.9
10A, 11A, 12, 12B	N42 21.9 W071 01.3	12	N42 22.0 W071 00.9
13 thru 16	N42 21.7 W071 01.5	14 thru 21	N42 22.1 W071 00.9
17 thru 19	N42 21.8 W071 01.5	25 thru 28	N42 22.0 W071 00.9
20 thru 22	N42 21.9 W071 01.5	29 thru 31	N42 21.9 W071 00.9
		32	N42 22.0 W071 00.9
		33	N42 21.9 W071 00.9
		34, 36	N42 22.0 W071 00.8
		40	N42 22.0 W071 01.0
		41	N42 21.9 W071 01.0
		42	N42 21.9 W071 01.1
TERMINAL-B		TERMINAL-E (INTERNATIONAL)	
1 thru 4	N42 21.8 W071 01.2	1A, 1B	N42 22.1 W071 01.1
5, 5A	N42 21.7 W071 01.2	2A, 2B, 3A, 3B	N42 22.2 W071 01.1
6	N42 21.8 W071 01.2	E4, E5, E6	N42 22.2 W071 01.1
7	N42 21.7 W071 01.2	E7A, E7B, E8A	N42 22.3 W071 01.2
8, 8A	N42 21.8 W071 01.3	E8B	N42 22.2 W071 01.2
9, 9B, 9C	N42 21.7 W071 01.2		
10	N42 21.8 W071 01.3		
11 thru 13	N42 21.7 W071 01.3		
15 thru 17	N42 21.7 W071 01.2		
18	N42 21.7 W071 01.1		
19 thru 20A	N42 21.6 W071 01.1		
21	N42 21.7 W071 01.0		
21A	N42 21.7 W071 01.1		
22 thru 26	N42 21.7 W071 01.0		
27 thru 33	N42 21.8 W071 01.0		
34, 35	N42 21.9 W071 01.0		
36 thru 38	N42 21.9 W071 01.1		
		NORTH CARGO	
		NC1 thru NC4A	N42 22.4 W071 01.3
		NC5, NC5A, NC6	N42 22.3 W071 01.3
		NC7	N42 22.3 W071 01.4
		NC8, NC9	N42 22.4 W071 01.4
		NC10	N42 22.4 W071 01.3
		NC10A	N42 22.4 W071 01.4
		NC11, NC12	N42 22.4 W071 01.5
		NC13 thru NC15	N42 22.5 W071 01.6
		NC16 thru NC18	N42 22.4 W071 01.6
		NC19	N42 22.3 W071 01.6

Less than RVR 1200 to 500

D-ATIS Departure	ACARS: D-ATIS TWIP PDC	BOSTON Clearance (Cpt)	MASSPORT Gate Control	Ground
127.87 VOT 111.0		121.65	131.1	121.9
BOSTON Tower		Helicopter	BOSTON Departure (R)	
Rwys 4L-22R, 15L/R-33L/R, 14-32 128.8		124.72 Rwys 4R-22L, 9-27 132.22	133.0	

NOTES:

1. CAUTION for vehicles crossing Taxiways E and K. All vehicles are required to stop and give way to aircraft.
2. Twy R has unidirectional centerline taxiway lights in-bound from 4R.
3. Pilots are restricted to the designated SMGCS routes, unless otherwise directed by ATCT.
4. "Follow Me" services available upon request. Contact Massport Operations on frequency 131.1.



LEGEND

- Centerline Lights
- Low Visibility Taxi Route
- Taxiway and Apron
- Movement/Non-Movement Area
- Boundary

RUNWAY INCURSION HOTSPOTS
(For information only, not to be construed as ATC instructions)

CAUTION FOR THE FOLLOWING CONDITIONS:

- HS1** Maintain vigilance when taxiing on Rwy 15L/33R approaching Rwy 4L/22R.
- HS2** Maintain vigilance on Twy C when approaching Rwy 4L/22R.
- HS3** Maintain vigilance on Twy E & K when approaching Rwy 4L/22R.
- HS4** Holdline on Twy B is further back than expected. Rwy 14 markings are not taxi markings, thus is confusing where to hold short.

CAUTION: Vehicle crossing, see Note 1.

DEICING PROCEDURES

GENERAL PROCEDURES:

Runway 14/32 will be closed but available for taxi during deicing operations.

Deicing location of category 4 and 5 aircraft shall be coordinated with Boston Air Traffic Control.

Taxiway J1 will be considered closed when being used to deice a Group 4 or 5 aircraft.

Category 4 and 5 aircraft shall be escorted to the J pad for deicing if Taxiway J is not available.

Jet Blue aircraft that request off-gate deicing shall be routed to their designated deicing area located in South Cargo.

SEQUENCING:

Aircraft will be directed to a staging position by Boston Air Traffic Control. This will determine sequencing for deicing spots.

Aircraft will be routed to the approach end of Runway 14 via Taxiway J.

When space becomes available, aircraft should proceed from Taxiway J on to Runway 14 and the J pad in a timely manner.

STAGING:

Up to 3 aircraft can be staged on Taxiway J approaching the departure end of Runway 14. Staged aircraft will proceed to the J pad for deicing in sequence.

Jet Blue aircraft will be routed to spots 1 through 4 in the Jet Blue deicing area. Spots 5 and 6 are designated "ON-DECK" and in most cases, one aircraft will be staged in the Jet Blue area.

To the extent practical, aircraft on the J pad should ensure they are facing northeast so they may exit the area via Taxiway J.

COMMUNICATIONS:

Aircraft that will be deicing on the J pad or Taxiway J1 should proceed on Taxiway J to the approach end of Runway 14 and contact company.

Aircraft that will be deicing in the Jet Blue area should proceed to "ON DECK 6" and contact company.

Airline escort vehicles shall be equipped with a two-way radio and monitor appropriate Boston Air Traffic Control frequencies. Escort vehicles will yield to aircraft at all times and are responsible for safety when crossing Taxiway J.

Airline escort vehicles adhering to the above procedures are permitted to operate without communications only on the portion of Taxiway J that is west of Taxiway J1.

After deicing is complete, aircraft should notify Boston Air Traffic Control of readiness to taxi on 121.9 unless otherwise instructed.

COMMUNICATIONS
Boston ATCT - Frequency assigned
Airline - Frequency assigned

RUNWAY INCURSION HOT SPOTS
HS1
See 10-9 for description of Hot Spots

ARFF Station

Cargo Ramp

Jet Blue De-Icing Area

ON DECK 6

ON DECK 5

1 2 3 4

TWY J

TWY J1

TWY J2

TWY J3

TWY J4

TWY J5

TWY J6

TWY J7

TWY J8

TWY J9

TWY J10

TWY J11

TWY J12

TWY J13

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TWY J96

TWY J97

TWY J98

TWY J99

TWY J100

RWY 14/32

RWY 1/36

RWY 28/10

RWY 22/4

Juliet Hold Pad

4L APCH Hold Line

Staging Spots

H1

H2

H3

The portion of Taxiway J that is located west of Taxiway J1 is the only location that appropriate airline escort vehicles are allowed to traverse without communicating with Boston Air Traffic Control.

Aircraft that will be deicing in the Jet Blue area should be advised to proceed to "ON DECK 6" and contact company.

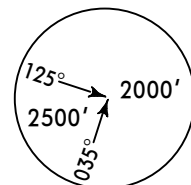
Aircraft that will be deicing on the J Pad or Taxiway J1 should be advised to proceed on Taxiway J to the approach end of Runway 14 and contact company.

KBOS/BOS
LOGAN INTL

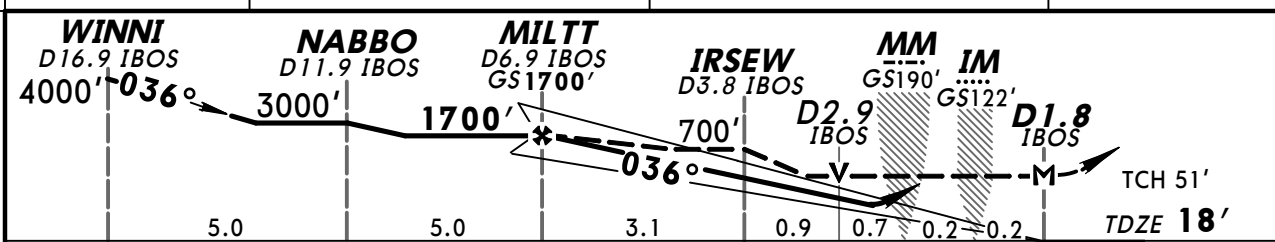
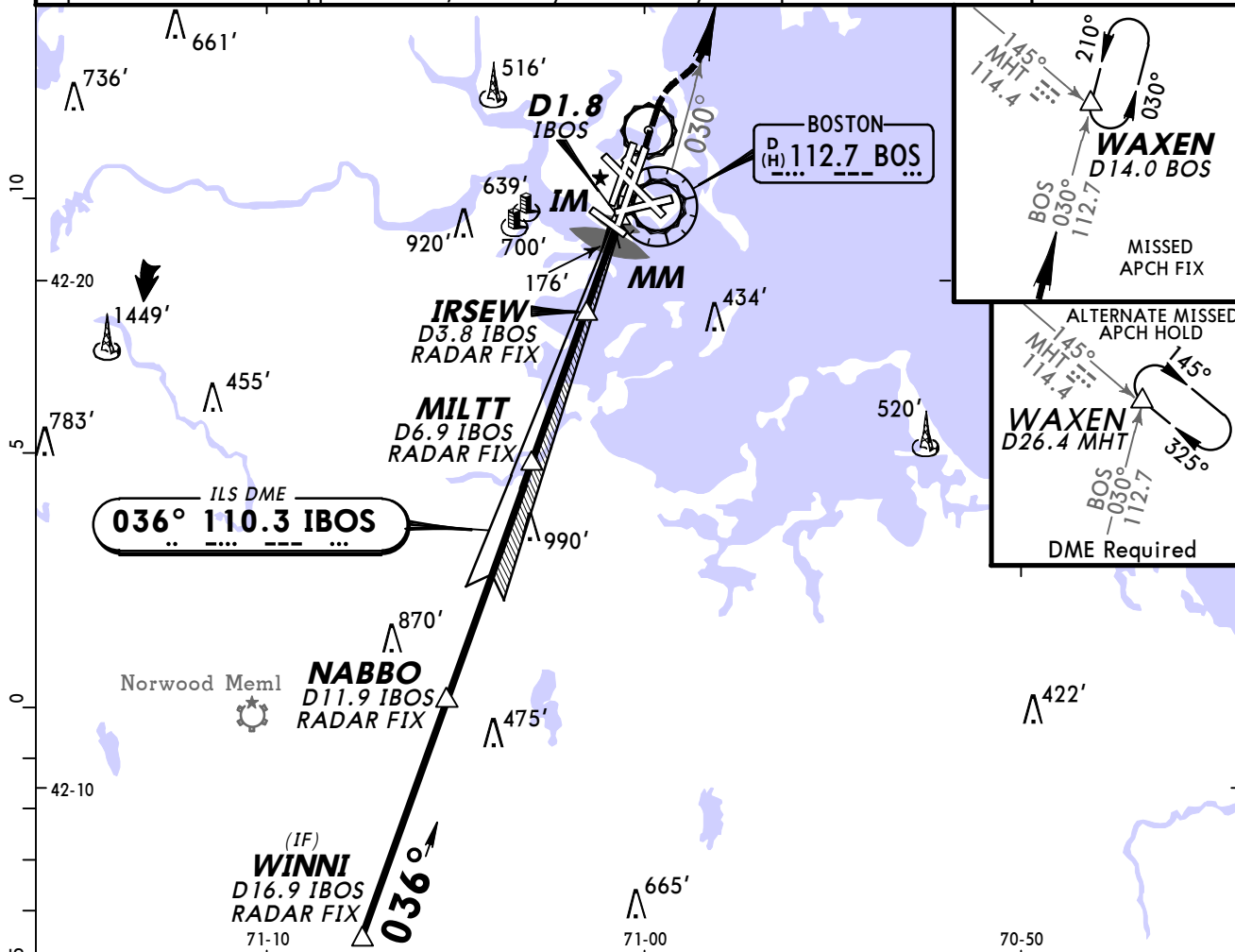
JEPPESSEN
23 MAY 14 **(11-1)**

BOSTON, MASS
ILS or LOC Rwy 4R

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower	Ground	Helicopter
135.0	120.6	128.8	121.9	124.72
LOC IBOS 110.3	Final Apch Crs 036°	GS MILTT 1700' (1682')	ILS DA(H) (CONDITIONAL) 218' (200')	Apt Elev 20' TDZE 18'
MISSED APCH: Climb to 3000' on BOS VOR R-030 outbound to WAXEN INT/D14.0 BOS and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. VGSI and ILS glidepath not coincident. 3. When Control Tower reports tall vessels in approach area, visibility reduction by helicopters not authorized.				



MSA BOS VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	743	PAPI	↑	112.7	R-030
MAP at D1.8 IBOS										
or MILTT to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55			

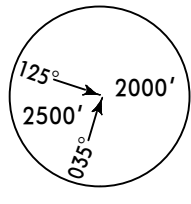
TERPS			STRAIGHT-IN LANDING RWY 4R							CIRCLE-TO-LAND	
ILS			LOC (GS out)		When Control Tower Reports Tall Vessels in Approach Area					Not Authorized to Rwy 14	
DA(H) 218' (200')			MDA(H) 440' (422')		1 ILS DA(H) 374' (356')		LOC (GS out) MDA(H) 440' (422')				
FULL		TDZ or CL out	ALS out		ALS out	FULL	TDZ or CL out	ALS out		ALS out	Max Kts
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 55 or 1	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 40 or 3/4	RVR 55 or 1	90	MDA(H) 940' (920') - 1 1/4
B				RVR 40 or 3/4	RVR 60 or 1 1/8					120	1060' (1040') - 1 1/2
C				RVR 40 or 3/4	RVR 60 or 1 1/8					140	2640' (620') - 1 3/4
D				RVR 40 or 3/4	RVR 60 or 1 1/8					165	2640' (620') - 2

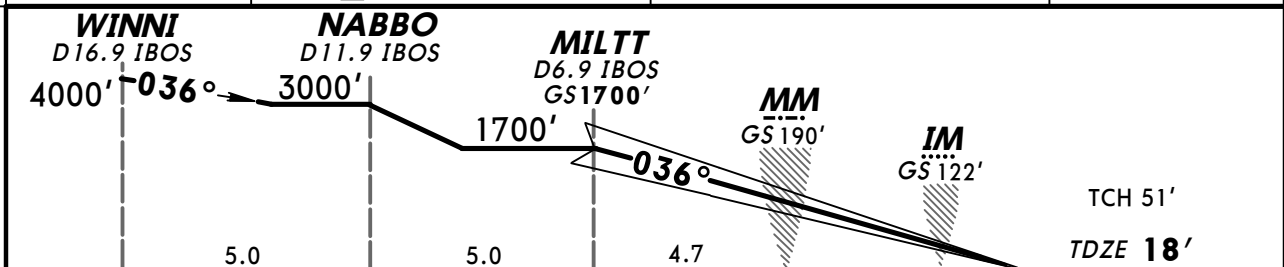
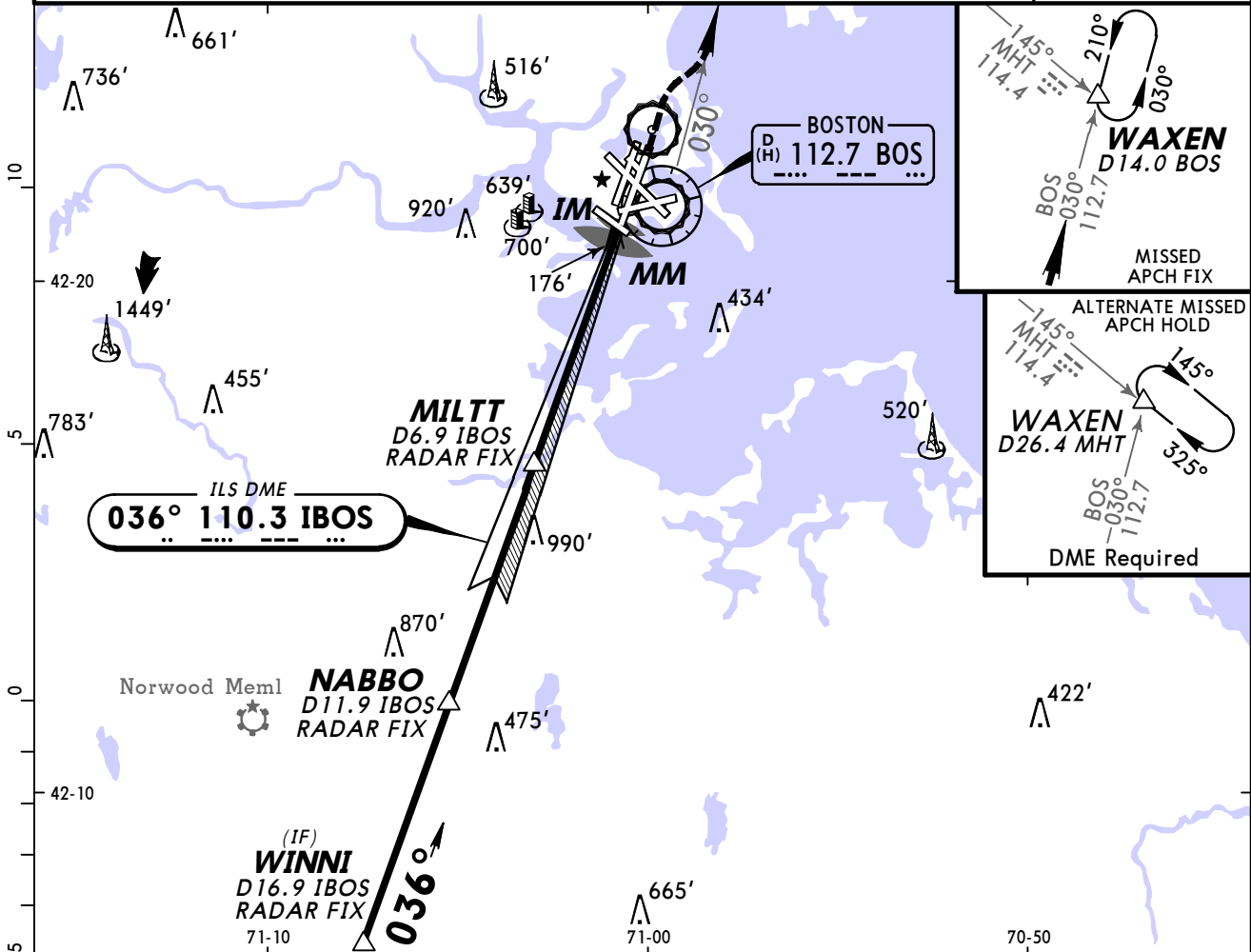
1 Not authorized when vessels taller than 144' present. **2** Not Authorized West of Rwy 4L and 15R.

CHANGES: TDZE, tower frequency, circling minimums. © JEPPESSEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 10A 29 MAY 2014

BRIEFING STRIP™

D-ATIS Arrival 135.0		BOSTON Approach (R) 120.6		BOSTON Tower 128.8		Ground 121.9	Helicopter 124.72
LOC IBOS 110.3	Final Apch Crs 036°	GS MILTT 1700' (1682')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 99' DA(H) 118' (100')	Apt Elev 20' TDZE 18'
MISSED APCH: Climb to 3000' on BOS VOR R-030 outbound to WAXEN INT/D14.0 BOS and hold, or as directed by ATC. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. RADAR required. 3. When Control Tower reports tall vessels in approach area, procedure not authorized. 4. VGSI and ILS glidepath not coincident.							 MSA BOS VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	743	PAPI		↑	on 112.7	
										R-030	

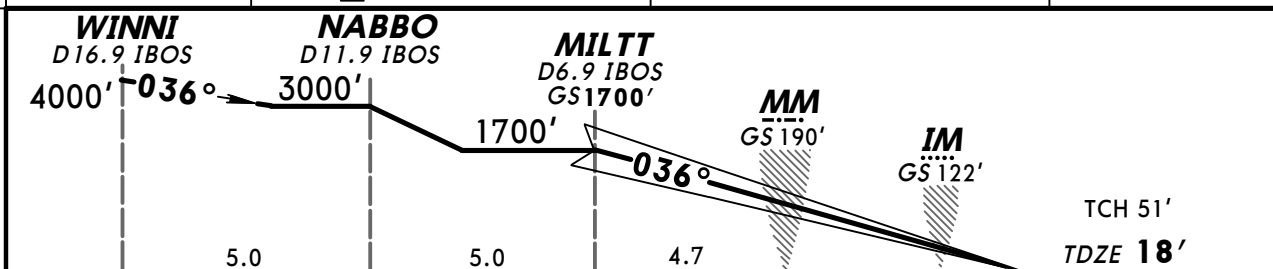
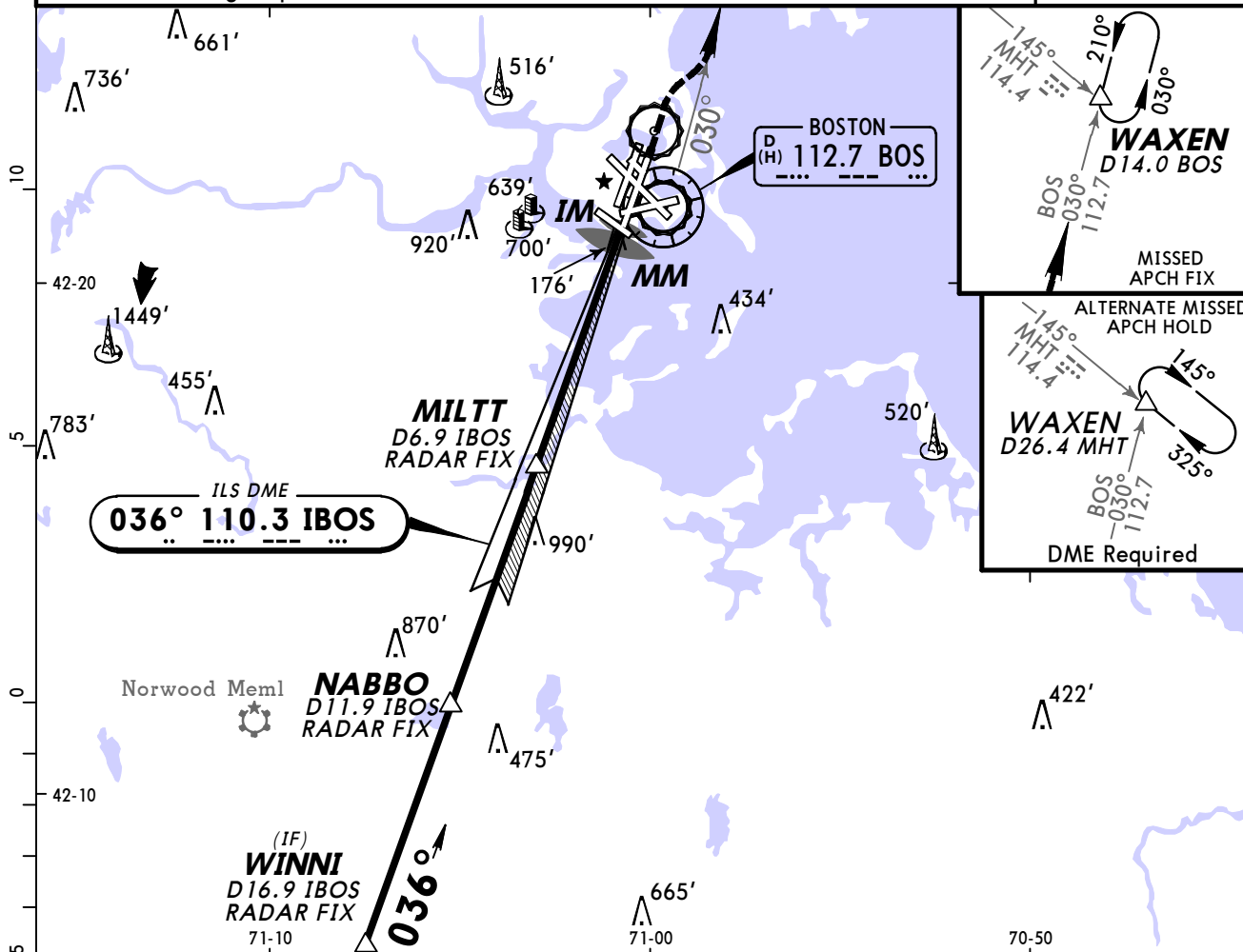
TERPS		STRAIGHT-IN LANDING RWY 4R		CAT II ILS	
CAT IIIC ILS		CAT IIIB ILS	CAT IIIA ILS	RA 99'	DA(H) 118' (100')
NA		RVR 6	RVR 7	1 RVR 12	

TERPS AMEND 10A 29 MAY 2014

BRIEFING STRIP

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower 128.8	Ground 121.9	Helicopter 124.72
LOC IBOS 110.3	Final Apch Crs 036°	GS MILTT 1700' (1682')	SA CAT I ILS RA 168' DA(H) 168' (150')	Apt Elev 20' TDZE 18'
MISSED APCH: Climb to 3000' on BOS VOR R-030 outbound to WAXEN INT/D14.0 BOS and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. RADAR required. 3. When Control Tower reports tall vessels in approach area, procedure not authorized. 4. VGSI and ILS glidepath not coincident.				

MSA BOS VOR



Gnd speed-Kts	70	90	100	120	140	160		ALSIF-II	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	743	849	PAPI	↑	on 112.7	
										R-030	

TERPS STRAIGHT-IN LANDING RWY4R
SA CAT I ILS
RA 168'
 DA(H) 168' (150')

A	
B	
C	
D	

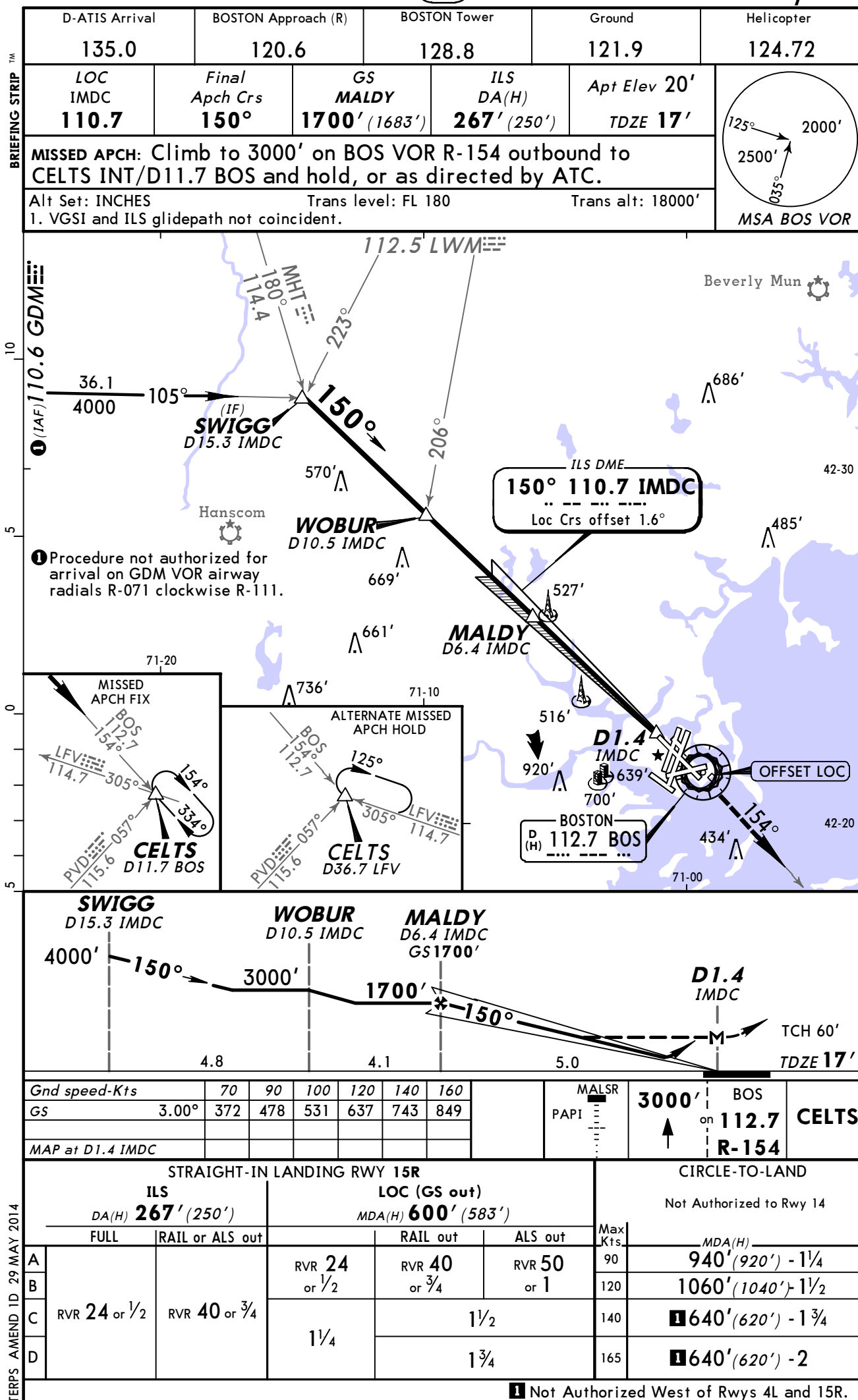
1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

CHANGES: TDZE, tower frequency.

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TERPS AMEND 10A 29 MAY 2014

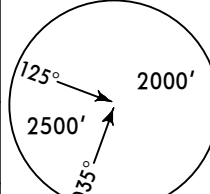
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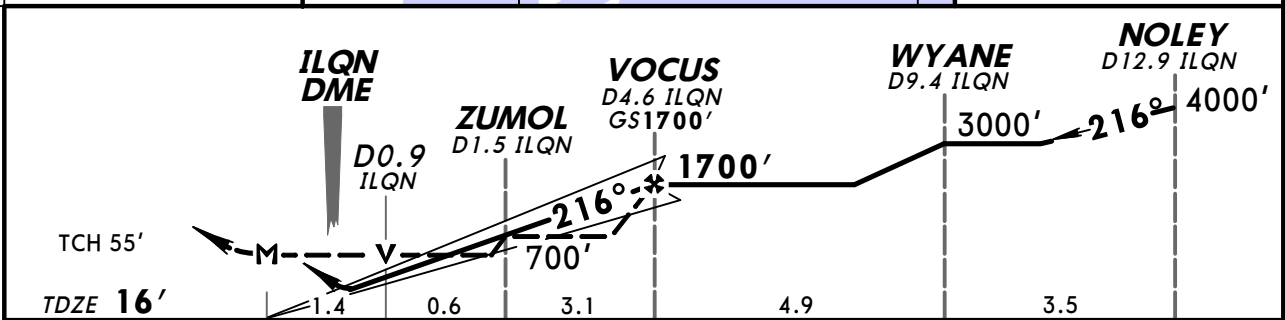
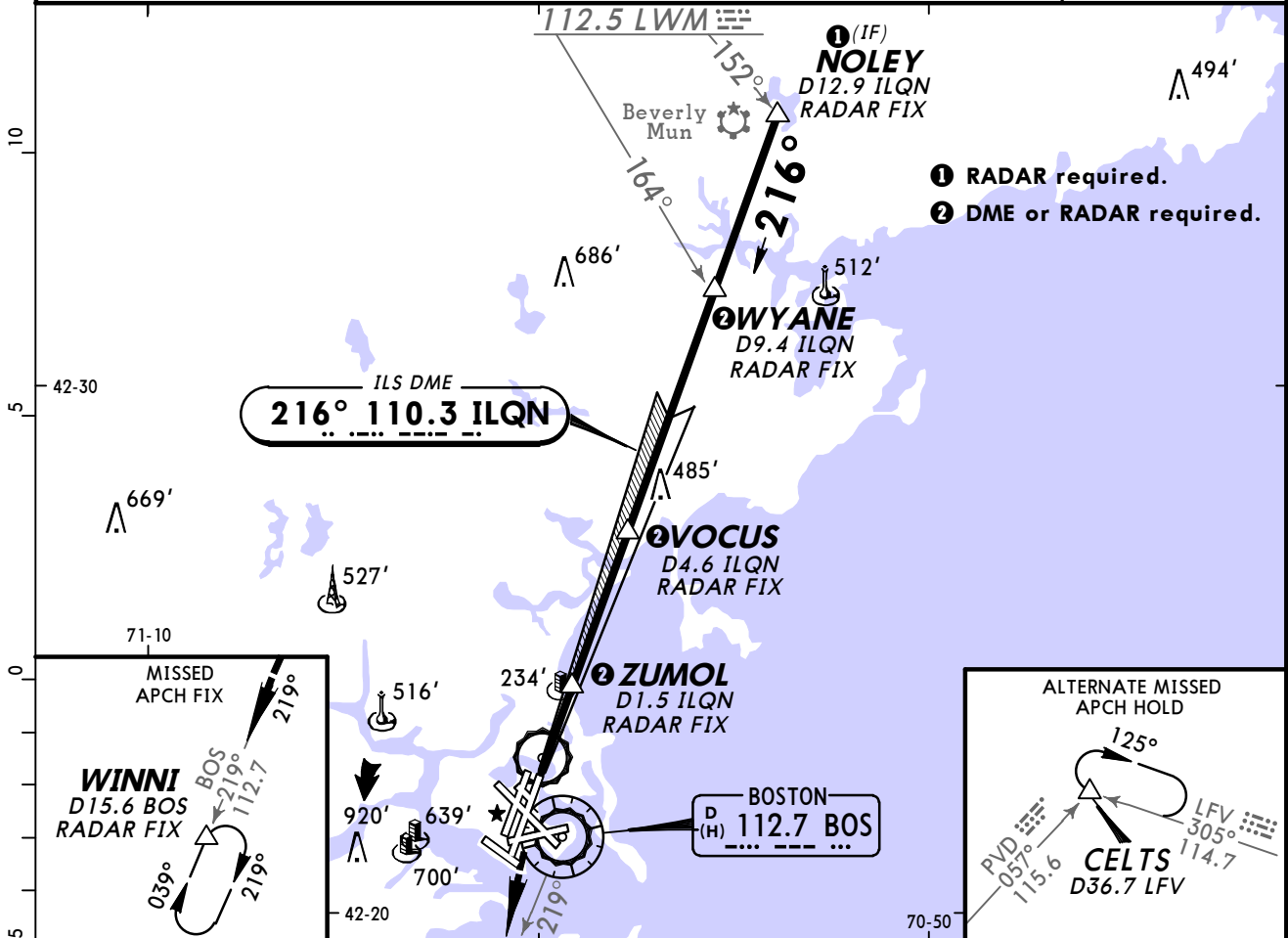
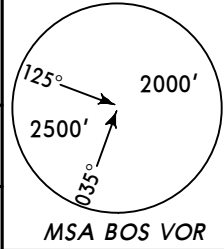


KBOS/BOS
LOGAN INTL

JEPPESEN
23 MAY 14 **(11-3)**

BOSTON, MASS
ILS or LOC Rwy 22L

BRIEFING STRIP ™	D-ATIS Arrival		BOSTON Approach (R)		BOSTON Tower		Ground		Helicopter		
	135.0		120.6		128.8		121.9		124.72		
	LOC ILQN 110.3		Final Apch Crs 216°		GS VOCUS 1700' (1684')		ILS DA(H) 216' (200')		Apt Elev 20' TDZE 16'		
	MISSED APCH: Climb to 3000' outbound on BOS VOR R-219 to WINNI/D15.6 BOS/RADAR and hold, or as directed by ATC.									 MSA BOS VOR	
	Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'				
1. VGSI and ILS glidepath not coincident.											



Gnd speed-Kts	70	90	100	120	140	160	MALSF	3000'	BOS	WINNI
GS	3.00°	372	478	531	637	743	PAPI	↑	on 112.7	
VOCUS to MAP	5.1	4:22	3:24	3:04	2:33	2:11			R-219	

TERPS				STRAIGHT-IN LANDING RWY 22L		CIRCLE-TO-LAND	
				ILS		LOC (GS out)	
				DA(H) 216' (200')		MDA(H) 540' (524')	
				FULL	ALS out	ALS out	Max Kts
A	RVR 40 or 3/4			RVR 40 or 3/4		RVR 55 or 1	90
B							120
C				1 1/4		1 1/2	140
D							165

2 Not Authorized West of Rwy 4L and Rwy 15R.

CHANGES: TDZE, circling minimums, tower frequency.

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TERPS AMEND 8A 29 MAY 2014

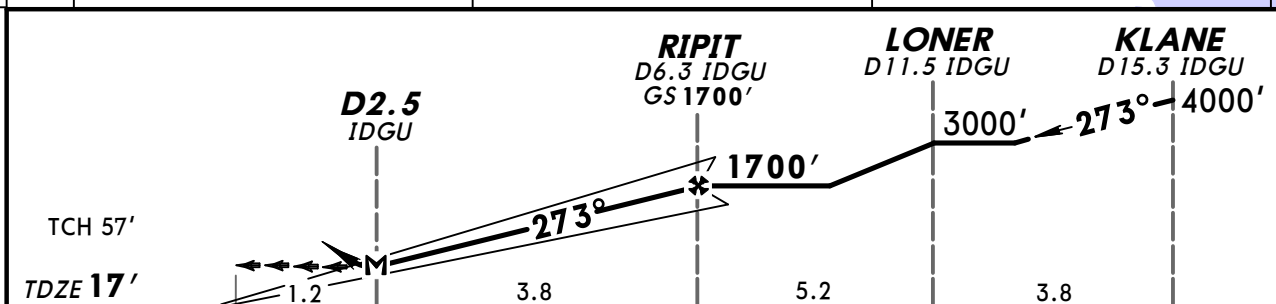
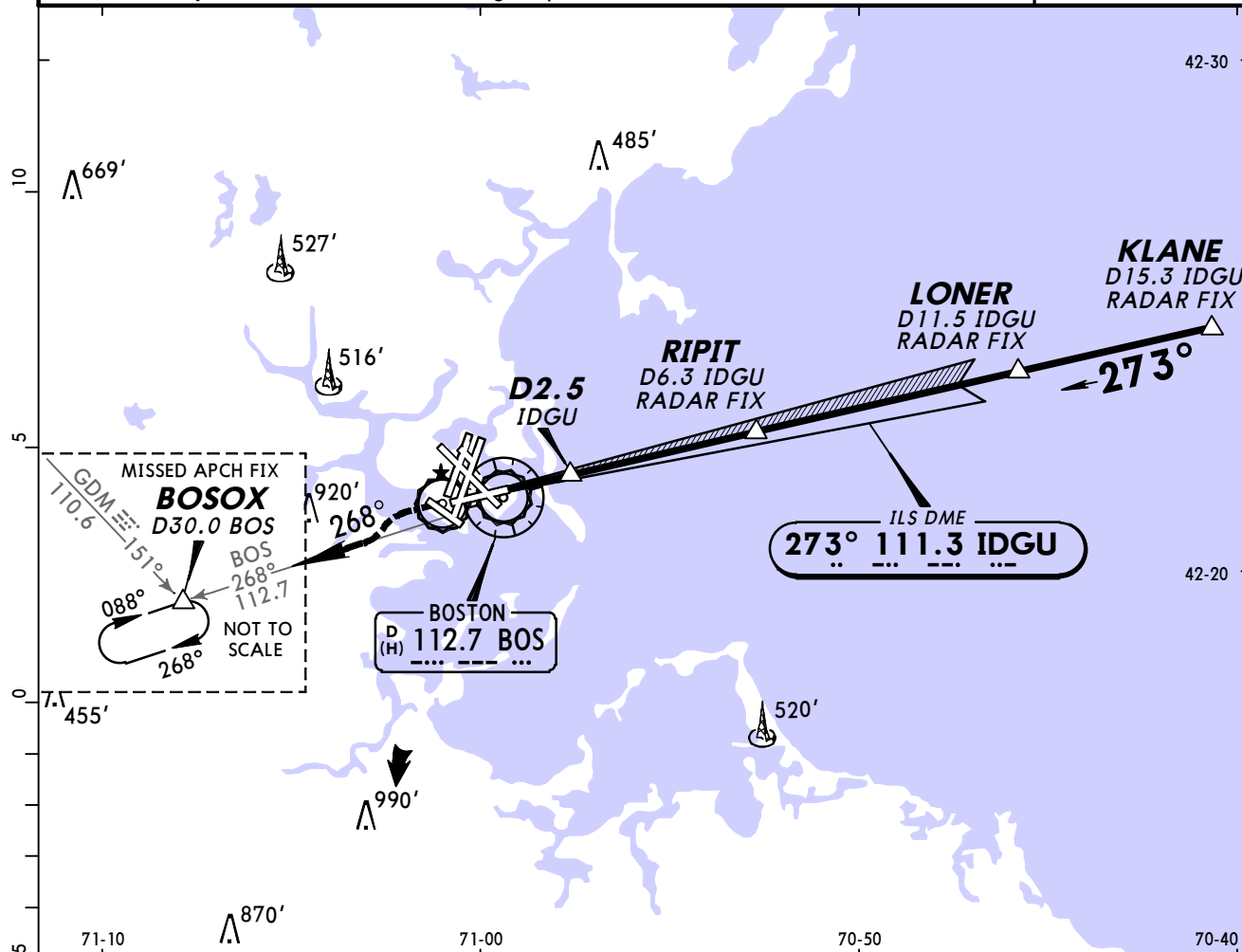
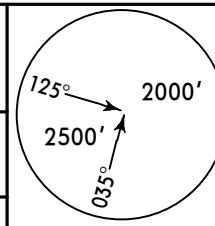
KBOS/BOS
LOGAN INTL

JEPPESSEN
23 MAY 14 (11-4)

BOSTON, MASS
ILS or LOC Rwy 27

BRIEFING STRIP™

D-ATIS Arrival		BOSTON Approach (R)		BOSTON Tower		Ground		Helicopter	
135.0		120.6		128.8		121.9		124.72	
LOC IDGU 111.3	Final Apch Crs 273°	GS RIPIT 1700' (1683')	ILS DA(H) 460' (443')		Apt Elev 20' TDZE 17'		 MSA BOS VOR		
MISSED APCH: Climb to 3000' outbound via BOS VOR R-268 to BOSOX INT/D30.0 BOS and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. RADAR required. 2. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' via 112.7 BOSOX R-268	BOS
GS	3.00°	372	478	531	637	743			
MAP at D2.5 IDGU or RIPIT to MAP	3.8	3:15	2:32	2:17	1:54	1:38			

STRAIGHT-IN LANDING RWY27				CIRCLE-TO-LAND Not Authorized to Rwy 14 at Night	
ILS DA(H) 460' (443')		LOC (GS out) MDA(H) 460' (443')		Max Kts	MDA(H)
1½		1½		90	940'(920') - 1½
				120	1060'(1040') - 1½
				140	2640'(620') - 1¾
				165	2640'(620') - 2

1 RADAR or DME required.

2 Not Authorized West of Rwy 4L and 15R.

CHANGES: Tower frequency, circling minimums.

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TERPS AMEND 2B 29 MAY 2014

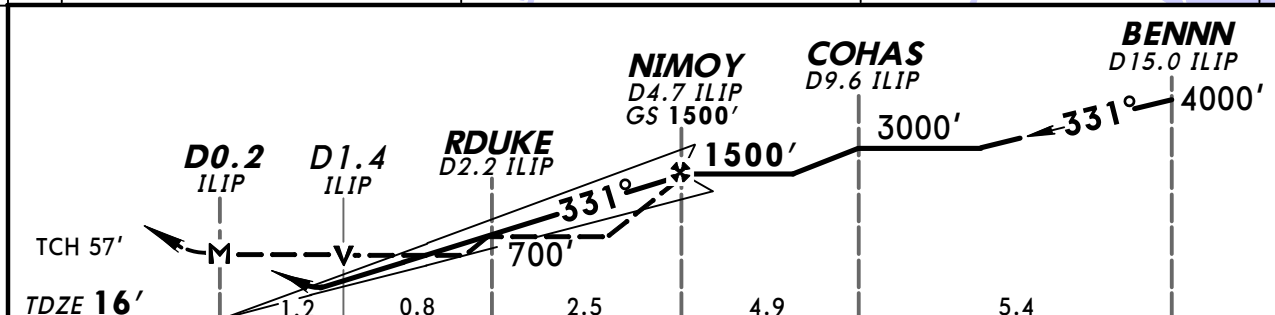
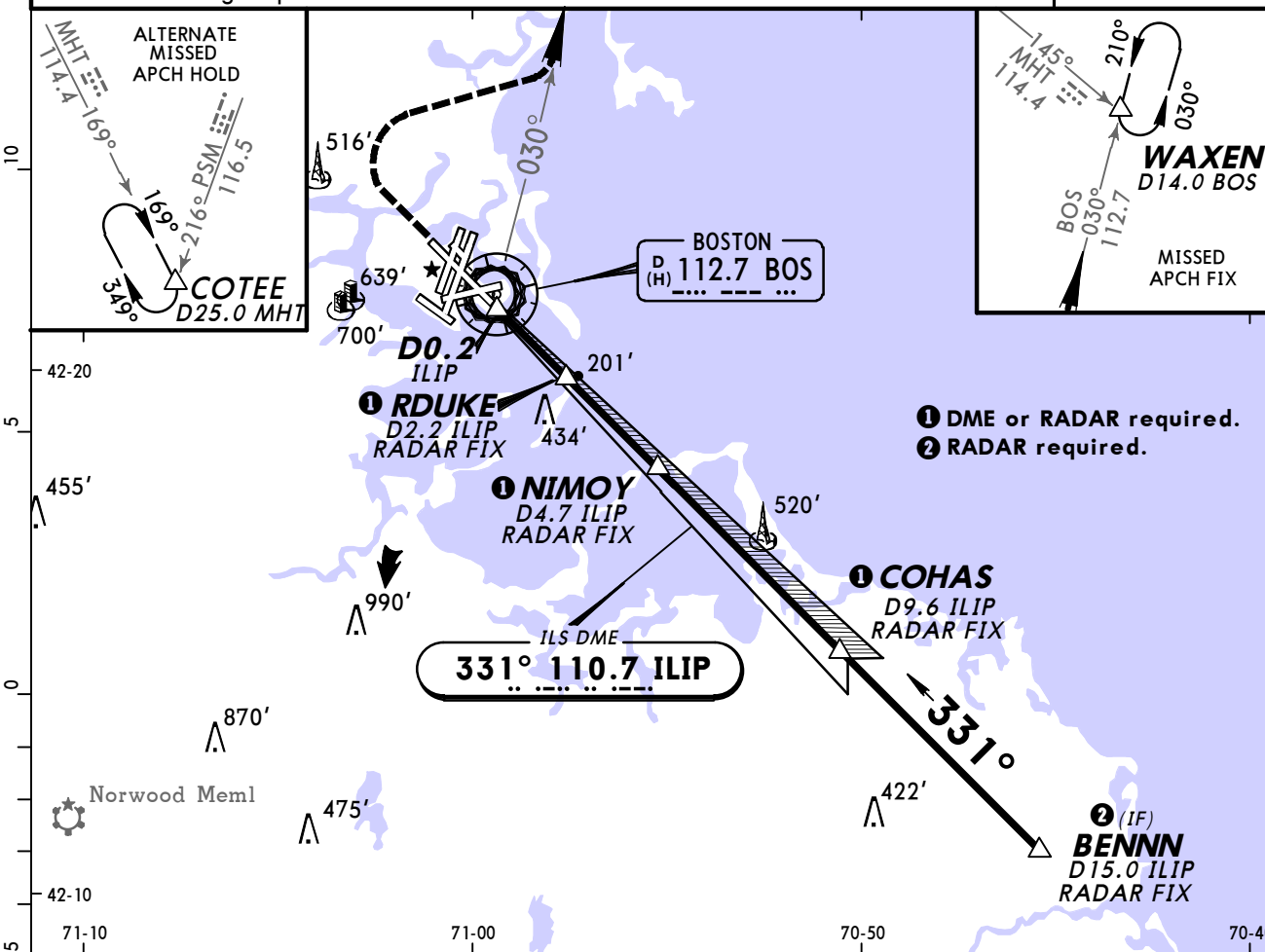
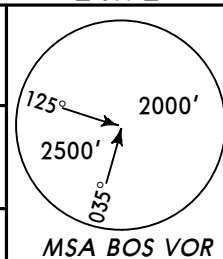
KBOS/BOS
LOGAN INTL

JEPPESEN
23 MAY 14 **(11-5)**

BOSTON, MASS
ILS or LOC Rwy 33L

BRIEFING STRIP™

D-ATIS Arrival		BOSTON Approach (R)		BOSTON Tower		Ground		Helicopter	
135.0		120.6		128.8		121.9		124.72	
LOC ILIP		Final Apch Crs		GS NIMOY		ILS DA(H)		Apt Elev 20'	
110.7		331°		1500' (1484')		216' (200')		TDZE 16'	
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound on BOS VOR R-030 to WAXEN INT/D14.0 BOS and hold, or as directed by ATC.									
Alt Set: INCHES				Trans level: FL 180			Trans alt: 18000'		
1. VGSI and ILS glidepath not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	ALS-F-II	1500'	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	112.7	R-030
MAP at D0.2 ILIP or NIMOY to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				

TERPS STRAIGHT-IN LANDING RWY 33L					CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized to Rwy 14	
DA(H) 216' (200')			MDA(H) 460' (444')			
FULL	TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H)
A			RVR 24 or 1/2	RVR 55 or 1	90	940' (920') - 1 1/4
B					120	1060' (1040') - 1 1/2
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	1640' (620') - 1 3/4
D			RVR 45 or 7/8	1 3/8	165	1640' (620') - 2

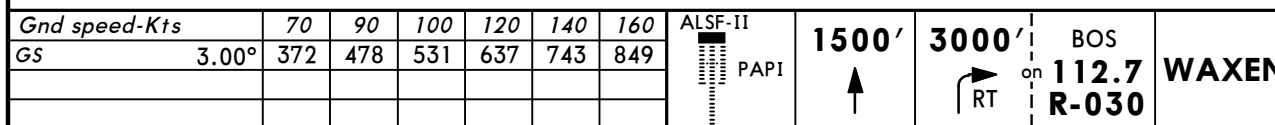
1 Not Authorized West of Rwy 4L and Rwy 15R.

CHANGES: TDZE, circling minimums, PAPI-L changed to PAPI-R, tower frequency. © JEPPESEN, 1998, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 5B 29 MAY 2014

BOSTON, MASS
ILS Rwy 33L CAT II & III

BRIEFING STRIP TM

TERPS AMEND 5B 29 MAY 2014

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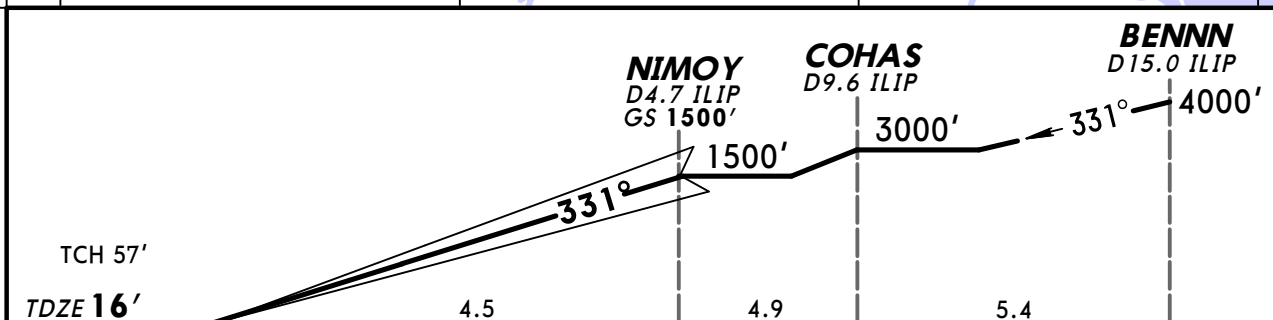
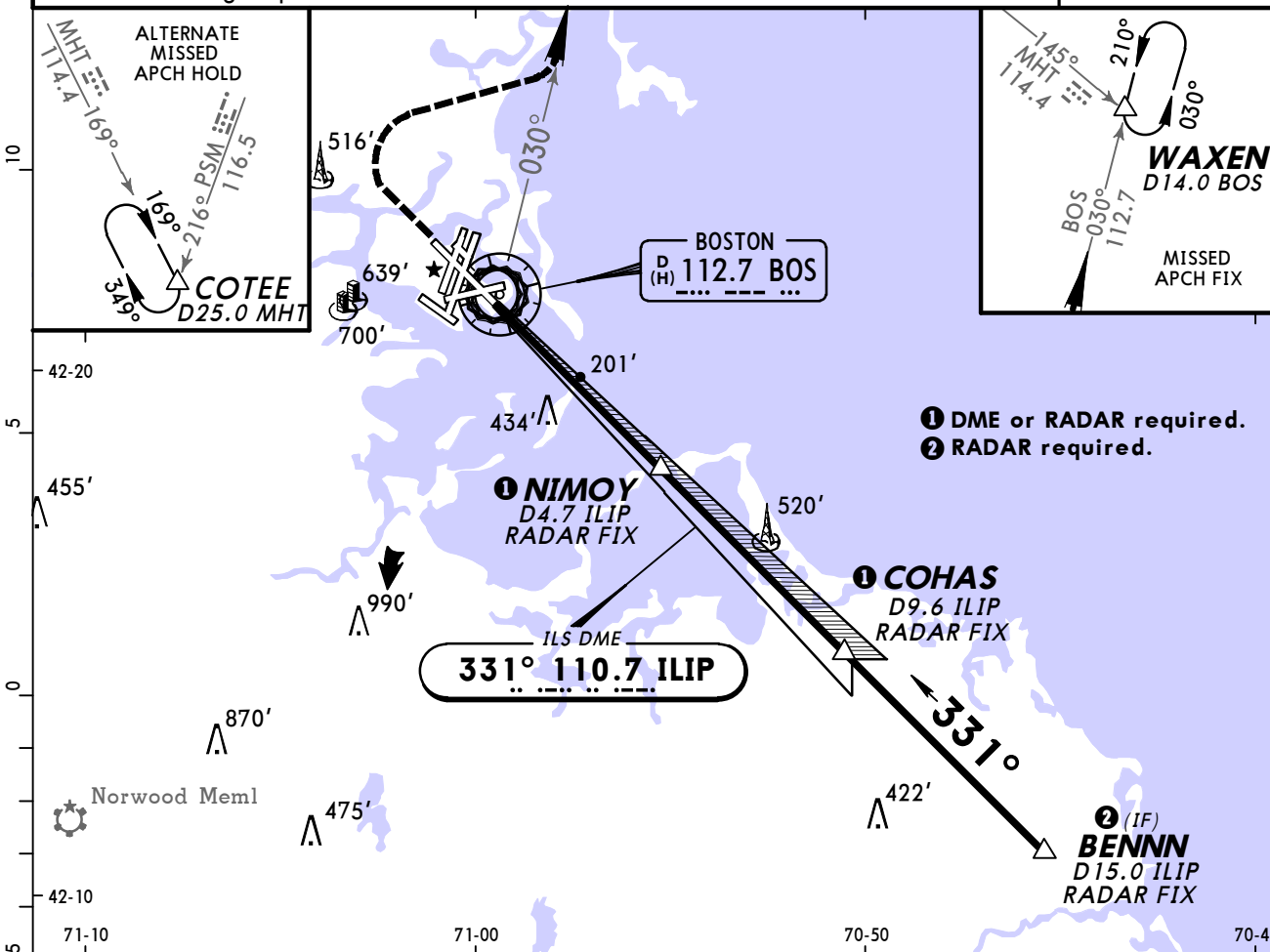
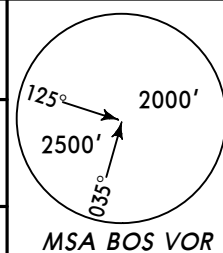
KBOS/BOS
LOGAN INTL

JEPPesen
23 MAY 14 **(11-5B)**

BOSTON, MASS
ILS Rwy 33L SA CAT I

BRIEFING STRIP™

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower 128.8	Ground 121.9	Helicopter 124.72
LOC ILIP 110.7	Final Apch Crs 331°	GS NIMOY 1500' (1484')	SA CAT I ILS RA 166' DA(H)166'(150')	Apt Elev 20' TDZE 16'
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound on BOS VOR R-030 to WAXEN INT/D14.0 BOS and hold, or as directed by ATC.				
Alt Set: INCHES 1. Special Aircrew & Acft certification required. 2. VGSI and ILS glidepath not coincident.			Trans level: FL 180 Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 112.7	R-030

TERPS STRAIGHT-IN LANDING RWY 33L
1 SA CAT I ILS
RA 166'
 DA(H) 166' (150')

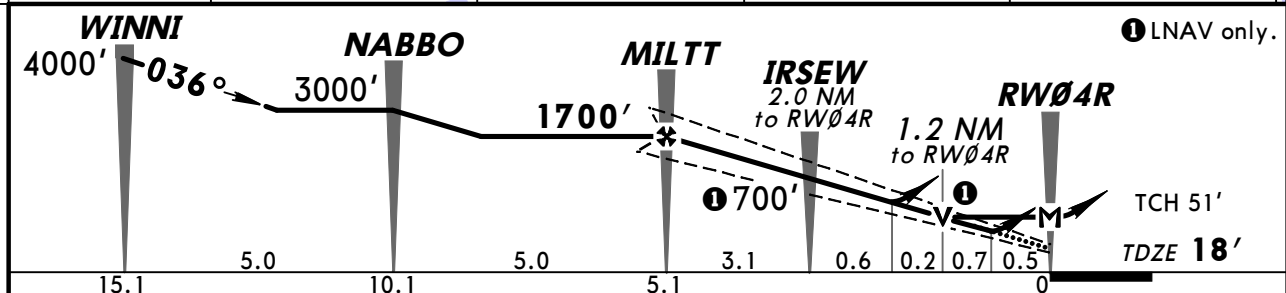
A	
B	
C	
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 5B 29 MAY 2014

BRIEFING STRIP™

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower	Ground	Helicopter
135.0	120.6	128.8	121.9	124.72
WAAS Ch 50124 W-04A	Final Apch Crs 036°	Minimum Alt MILTT 1700' (1682')	LPV DA(H) (CONDITIONAL) 218' (200')	Apt Elev 20' TDZE 18'
MISSED APCH: Climb to 3000' direct OMVOZ and on track 033° to WAXEN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. When Control Tower reports tall vessels in approach area, visibility reduction by helicopters not authorized.				
				2500' MSA RW04R



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	OMVOZ
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW04R									

TERPS						STRAIGHT-IN LANDING RWY 4R						CIRCLE-TO-LAND	
When No Tall Vessels Reported In Approach Area													
LPV		LNAV/VNAV		LNAV									
DA(H) 218' (200')		DA(H) 511' (493')		MDA(H) 480' (462')									
ALS out		ALS out		ALS out									
A							RVR 24 or 1/2		RVR 55 or 1				
B	RVR 24 or 1/2		RVR 40 or 3/4		RVR 60 or 1 1/8		1 5/8						
C									RVR 50 or 1		1 3/8		
D													
When Control Twr Reports Tall Vessels In Approach Area												Not Authorized to Rwy 14	
1 LPV		1 LNAV/VNAV		LNAV									
DA(H) 374' (356')		DA(H) 511' (493')		MDA(H) 480' (462')									
ALS out		ALS out		ALS out									
A							RVR 40 or 3/4		RVR 55 or 1		Max Kts.	MDA(H)	
B	RVR 40 or 3/4		RVR 60 or 1 1/8		RVR 60 or 1 1/8		1 5/8				90	940' (920') - 1 1/4	
C											120	1060' (1040') - 1 1/2	
D									RVR 50 or 1		140	2 640' (620') - 1 3/4	
											165	2 640' (620') - 2	
1 Not authorized when vessels taller than 144' present.												2 Not authorized West of Rwy 4L and Rwy 15R.	

BOSTON, MASS
RNAV (GPS) Rwy 15R

BRIEFING STRIP TM



TERPS		STRAIGHT-IN LANDING RWY 15R							CIRCLE-TO-LAND Not Authorized to Rwy 14	
LPV DA(H) 217' (200')		LNAV/VNAV DA(H) 567' (550')		LNAV MDA(H) 620' (603')						
RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out		
A					RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	Max Kts. 90	MDA(H) 940' (920') - 1 1/4	
B	RVR 24 or 1/2	RVR 40 or 3/4	1 3/8	1 3/4				120	1060' (1040') - 1 1/2	
C					1 3/8	1 1/2	1 3/4	140	1640' (620') - 1 3/4	
D								165	1640' (620') - 2	

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TERPS AMEND 1B 29 MAY 2014

KBOS/BOS
LOGAN INTL

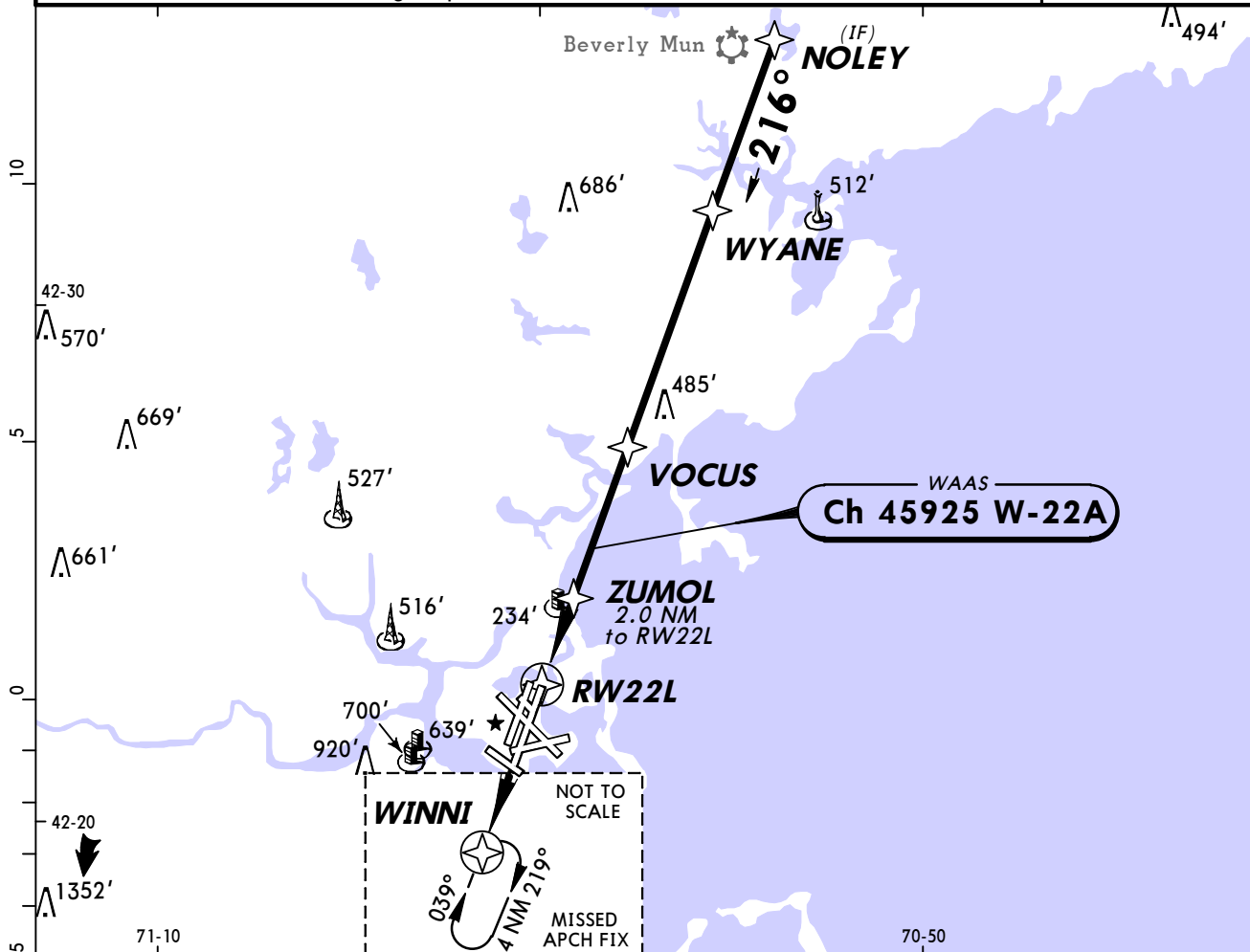
23 MAY 14

(12-3)

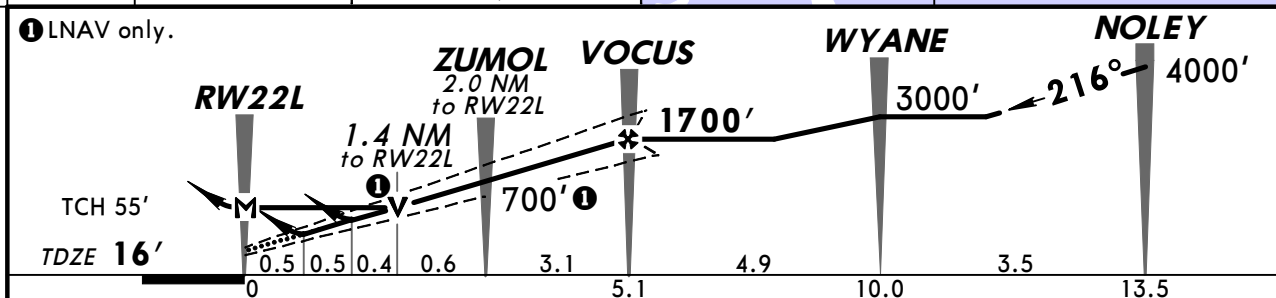
BOSTON, MASS
RNAV (GPS) Rwy 22L

BRIEFING STRIP

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower 128.8	Ground 121.9	Helicopter 124.72
WAAS Ch 45925 W-22A	Final Apch Crs 216°	Minimum Alt VOCUS 1700' (1684')	LPV DA(H) 216' (200')	Apt Elev 20' TDZE 16'
MISSED APCH: Climb to 3000' direct WINNI and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. RADAR required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.				
2500'				
MSA RW22L				



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	3000'	D	WINNI
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW22L										

TERPS				STRAIGHT-IN LANDING RWY 22L				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV		Not Authorized to Rwy 14			
DA(H) 216' (200')		DA(H) 392' (376')		MDA(H) 540' (524')		MDA(H)					
ALS out		ALS out		ALS out		ALS out					
RVR 40 or 3/4		RVR 50 or 1		RVR 60 or 1 1/8		RVR 40 or 3/4		RVR 55 or 1		Max Kts	
						1 1/4		1 1/2		90	
										120	
										140	
										165	

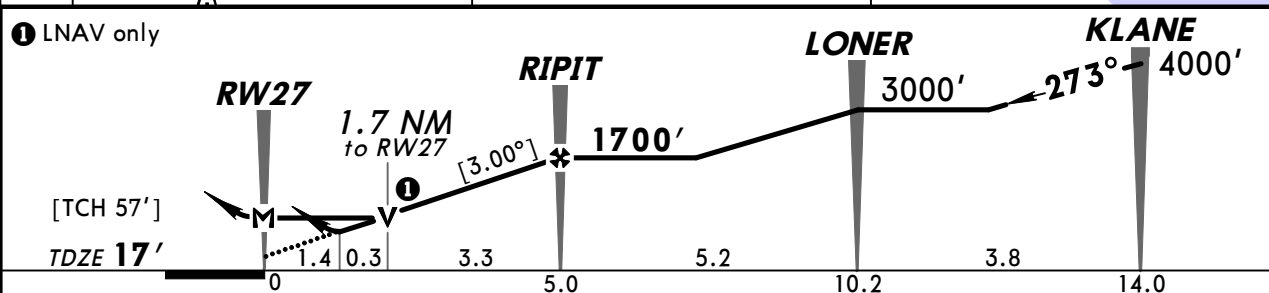
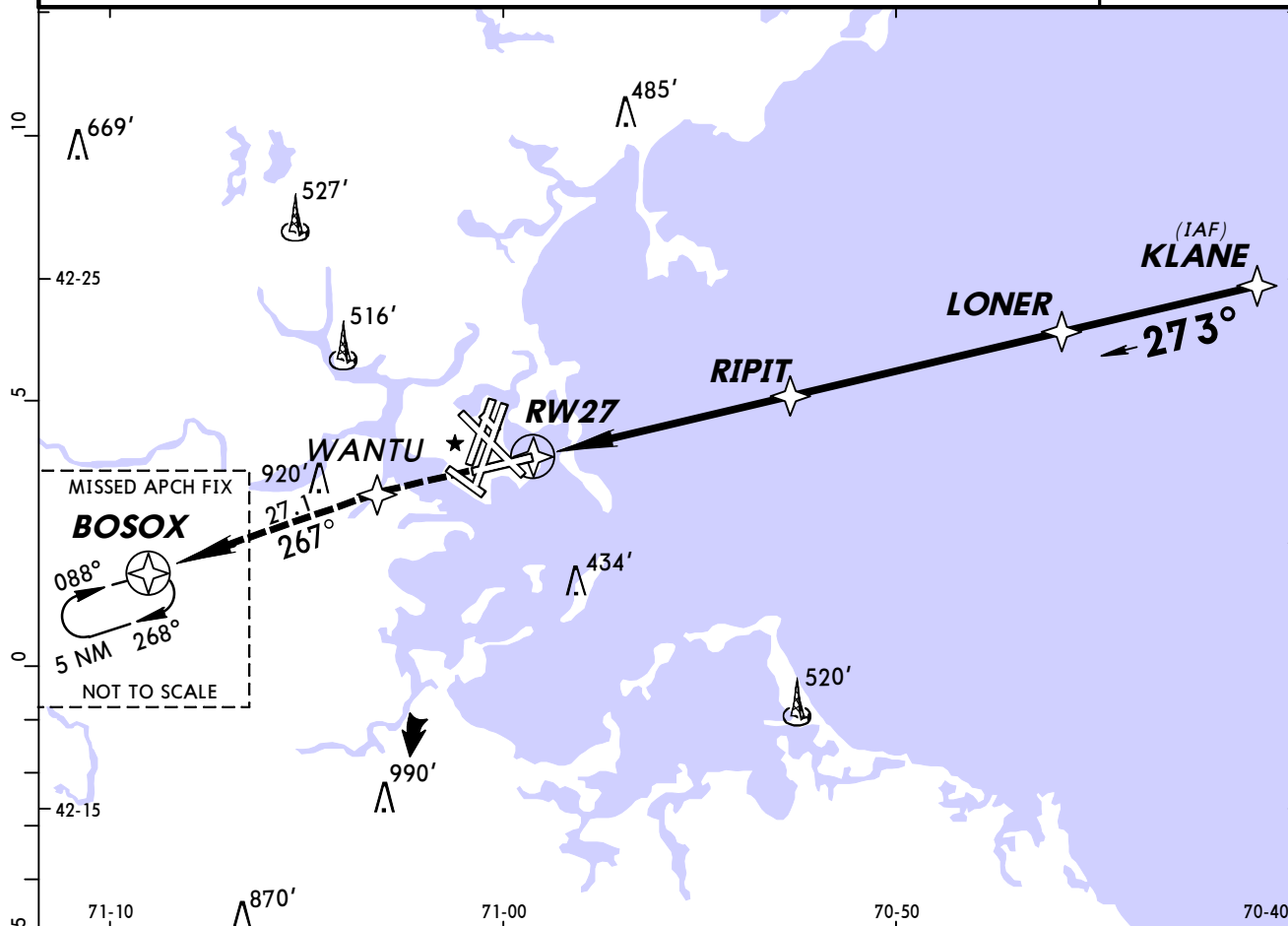
① Not Authorized West of Rwy 4L and Rwy 15R

CHANGES: TDZE, circling minimums, tower frequency.

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TERPS AMEND 1A 29 MAY 2014

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower	Ground	Helicopter
135.0	120.6	128.8	121.9	124.72
RNAV	Final Apch Crs 273°	Minimum Alt RIPIT 1700' (1683')	LNAV/VNAV DA(H) 504' (487')	Apt Elev 20' TDZE 17'
MISSED APCH: Climb to 3000' direct WANTU and 267° track to BOSOX and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.30 not authorized. 4. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. 5. VGSI and RNAV glidepath not coincident.				
				2500' MSA RW27

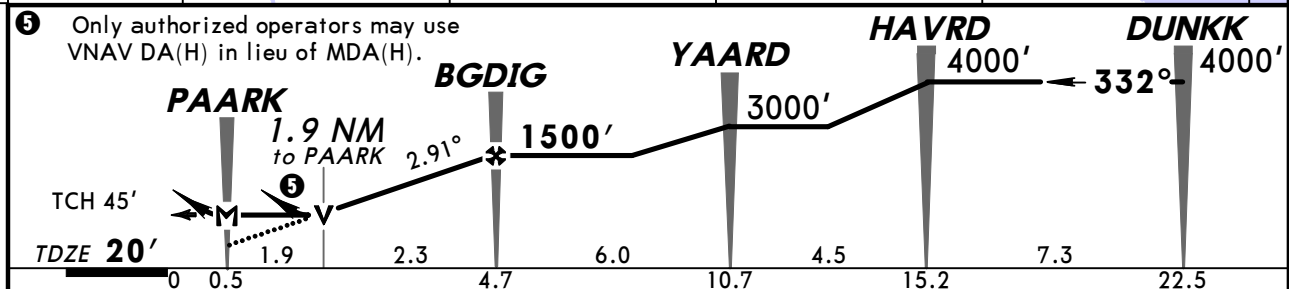


Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.00°]	372	478	531	637	743	849				
MAP at RW27										

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Not Authorized to Rwy 14	
DA(H) 504' (487')		MDA(H) 640' (623')		Max Kts	MDA(H)
1 3/4		1		90	940' (920') - 1 1/4
				120	1060' (1040') - 1 1/2
				140	1 640' (620') - 1 3/4
				165	1 640' (620') - 2

1 Not Authorized West of Rwy 4L and Rwy 15R

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower	Ground	Helicopter
135.0	120.6	128.8	121.9	124.72
RNAV	Final Apch Crs 332°	Minimum Alt BGDIG 1500' (1480')	LNAV MDA(H) 820' (800')	Apt Elev 19' TDZE 20'
MISSED APCH: Climb to 3000' direct WINDZ and on track 285° to TELLE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Final approach course offset 10°.				
2500' MSA PAARK				



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle	2.91°	360	463	515	618	824				
MAP at PAARK										

TERPS						STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
						LNAV				Not Authorized to Rwy 14			
						MDA(H) 820' (800')							
A	1									90			
B	1 1/4									120			
C	2 1/2									140			
D										165			

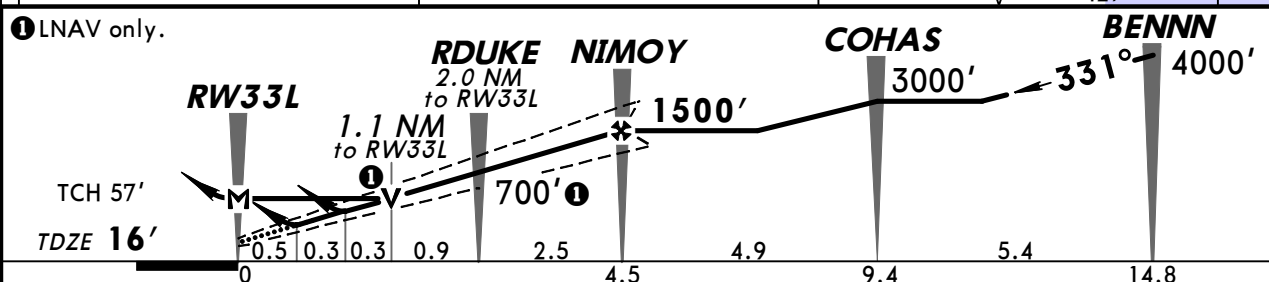
1 Not Authorized West of Rwy 4L and Rwy 15R.

KBOS/BOS
LOGAN INTL

JEPPESEN
5 DEC 14 **(12-6)**

BOSTON, MASS
RNAV (GPS) Rwy 33L

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower	Ground	Helicopter
135.0	120.6	128.8	121.9	124.72
WAAS Ch 69525 W-33A	Final Apch Crs 331°	Minimum Alt NIMOY 1500' (1484')	LPV DA(H) 216' (200')	Apt Elev 19' TDZE 16'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct WAXEN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C (7°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident. 4. DME/DME RNP-0.30 not authorized.				
				2500' MSA RW33L



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	600'	3000'	WAXEN
Glide Path Angle	3.00°	372	478	531	637	743	PAPI	↑	RT	
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW33L										

TERPS				STRAIGHT-IN LANDING RWY 33L		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Not Authorized to Rwy 14	
DA(H) 216' (200')		DA(H) 324' (308')		MDA(H) 440' (424')			
ALS out		ALS out		ALS out		Max Kts	MDA(H)
A				RVR 24 or 1/2	RVR 55 or 1	90	940' (921') - 1 1/4
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 45 or 7/8		120	1060' (1041') - 1 1/2
C				RVR 40 or 3/4	1 1/4	140	1640' (621') - 1 3/4
D						165	1640' (621') - 2

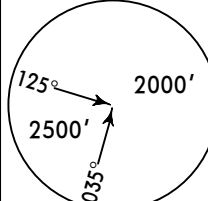
1 Not Authorized West of Rwy 4L and Rwy 15R.

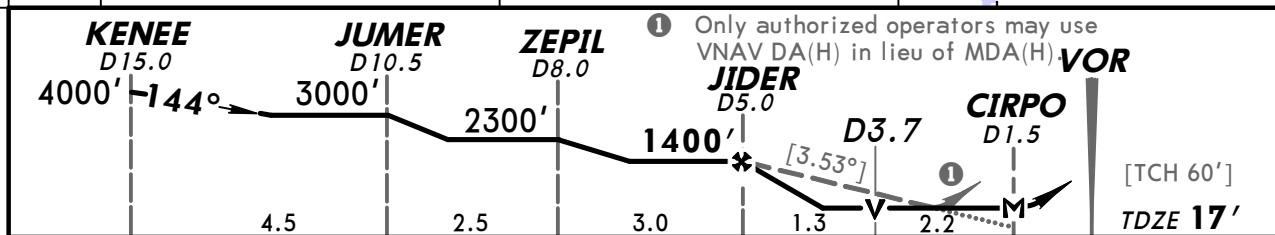
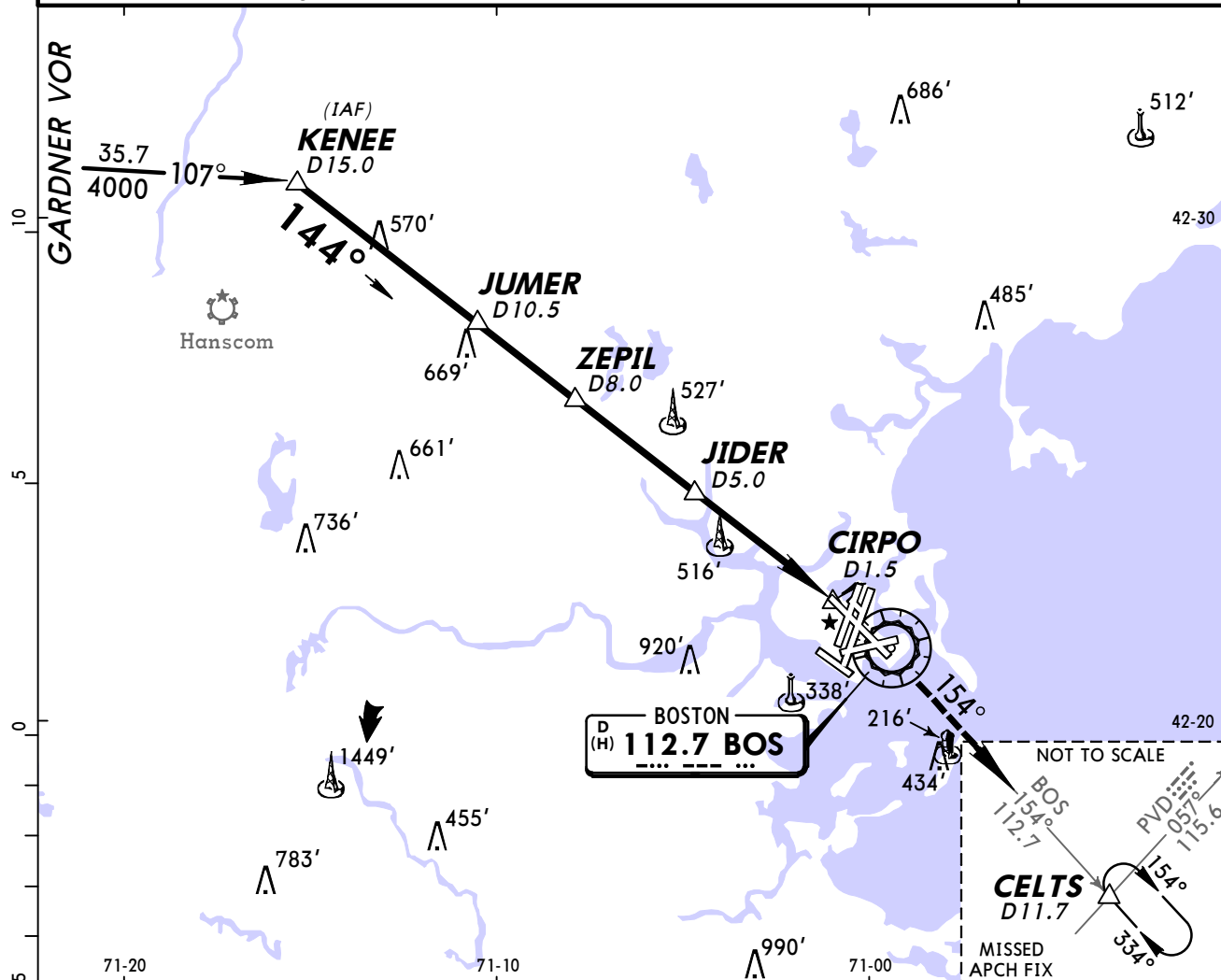
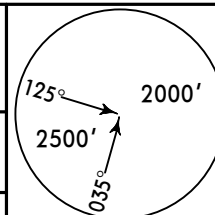
CHANGES: Airport elevation.

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TERPS AMEND 2A 29 MAY 2014

BRIEFING STRIP™

D-ATIS Arrival		BOSTON Approach (R)		BOSTON Tower		Ground		Helicopter	
135.0		120.6		128.8		121.9		124.72	
VOR BOS 112.7	Final Apch Crs 144°	Minimum Alt JIDER 1400' (1383')	MDA(H) 780' (763')	Apt Elev 20' TDZE 17'	 MSA BOS VOR				
MISSED APCH: Climb to 3000' outbound via BOS VOR R-154 to CELTS INT/D11.7 and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. VGSI and descent angles not coincident.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'	BOS	CELTS
Descent Angle [3.53°]	437	562	625	750	875	1000	PAPI		via 112.7	R-154	
MAP at CIRPO											

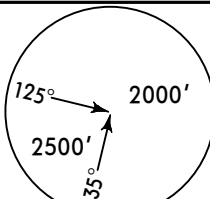
STRAIGHT-IN LANDING RWY 15R					CIRCLE-TO-LAND	
MDA(H) 780' (763')					Not Authorized to Rwy 14	
RAIL out		ALS out		Max Kts	MDA(H)	
A	RVR 40 or 3/4	RVR 50 or 1		90	940' (920') - 1 1/4	
B	RVR 40 or 3/4	RVR 60 or 1 1/4		120	1060' (1040') - 1 1/2	
C	1 3/4	2 1/4		140	1 780' (760') - 2 1/4	
D	2	2 1/2		165	1 780' (760') - 2 1/2	

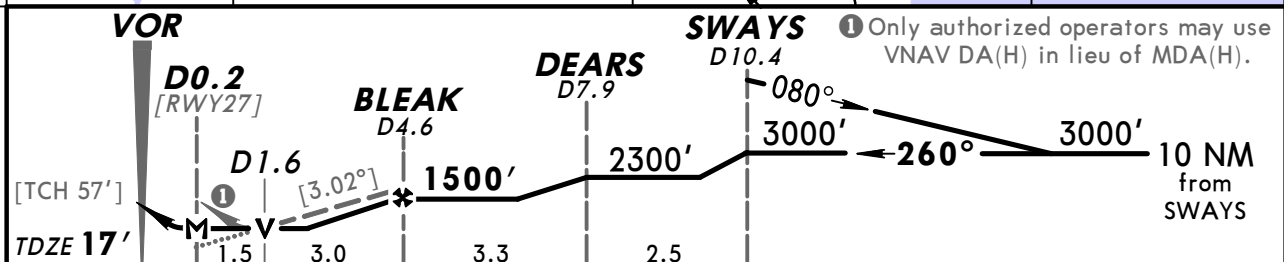
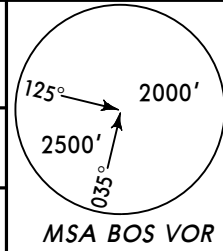
1 Not Authorized West of Rws 4L and 15R.

KBOS/BOS
LOGAN INTL

JEPPESSEN
23 MAY 14 (13-2)

BOSTON, MASS
VOR DME Rwy 27

BRIEFING STRIP TM	D-ATIS Arrival		BOSTON Approach (R)		BOSTON Tower		Ground		Helicopter		
	135.0		120.6		128.8		121.9		124.72		
	VOR BOS 112.7		Final Apch Crs 260°		Minimum Alt BLEAK 1500' (1483')		MDA(H) 480' (463')		Apt Elev 20' TDZE 17'		
	MISSED APCH: Climbing LEFT turn to 3000' outbound via BOS VOR R-154 to CELTS INT and hold.									 MSA BOS VOR	
	Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				
1. RADAR Required.											



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.02°]	374	481	534	641	748	855				
MAP at D0.2										

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 480' (463')				Not Authorized to Rwy 14			
				Max Kts	MDA(H)		
				90	940' (920') - 1¼		
				120	1060' (1040') - 1½		
				140	1 640' (620') - 1¾		
				165	1 640' (620') - 2		

1 Not Authorized West of Rwy 4L and Rwy 15R.

CHANGES: Tower frequency, circling minimums.

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TERPS AMEND 2D 29 MAY 2014

KBOS/BOS
LOGAN INTL

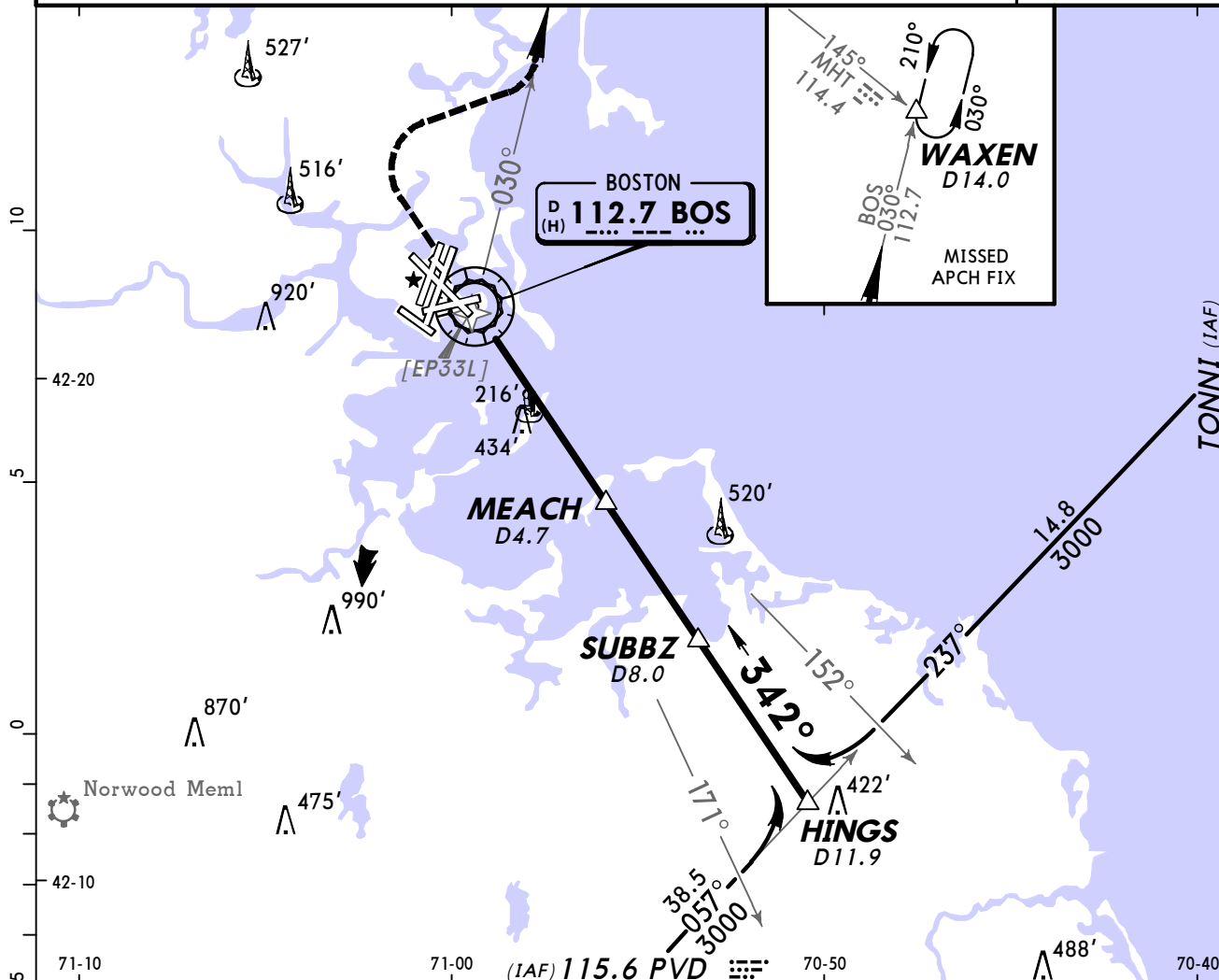
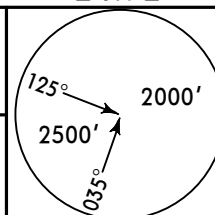
23 MAY 14

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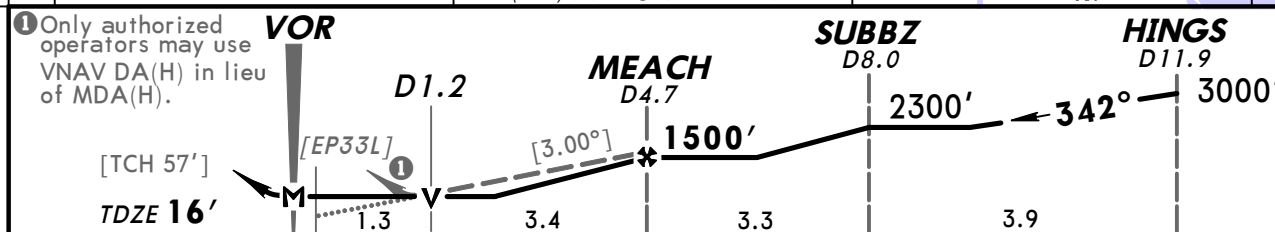
BOSTON, MASS
VOR DME Rwy 33L

BRIEFING STRIP™

D-ATIS Arrival		BOSTON Approach (R)		BOSTON Tower		Ground		Helicopter	
135.0		120.6		128.8		121.9		124.72	
VOR BOS 112.7	Final Apch Crs 342°	Minimum Alt MEACH 1500' (1484')	MDA(H) 480' (464')	Apt Elev 20' TDZE 16'					
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound via BOS VOR R-030 to WAXEN INT/D14.0 BOS and hold.									
Alt Set: INCHES									
Trans level: FL 180			Trans alt: 18000'			MSA BOS VOR			



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

STRAIGHT-IN LANDING RWY 33L			CIRCLE-TO-LAND		
MDA(H) 480' (464')			Not Authorized to Rwy 14		
	ALS out	Max Kts	MDA(H)		
A	RVR 24 or 1/2	90	940' (920') - 1 1/4		
B	RVR 50 or 1	120	1060' (1040') - 1 1/2		
C	RVR 40 or 3/4	140	1640' (620') - 1 3/4		
D	RVR 50 or 1	165	1640' (620') - 2		

① Not Authorized West of Rwy 4L and Rwy 15R.

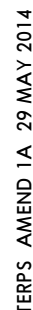
CHANGES: Circling minimums, PAPI-L changed to PAPI-R, tower frequency.

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TERPS AMEND 2E 29 MAY 2014

**BOSTON, MASS
VOR DME-A**

BRIEFING STRIP TM



		CIRCLE-TO-LAND	
		Not Authorized to Rwy 14	
	Max Kts	MDA(H)	
A	90	940' (920') - 1¼	
B	120	1060' (1040') - 1½	
C	140	■ 640' (620') - 1¾	
D	165	■ 640' (620') - 2	

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KBOS/BOS

LOGAN INTL

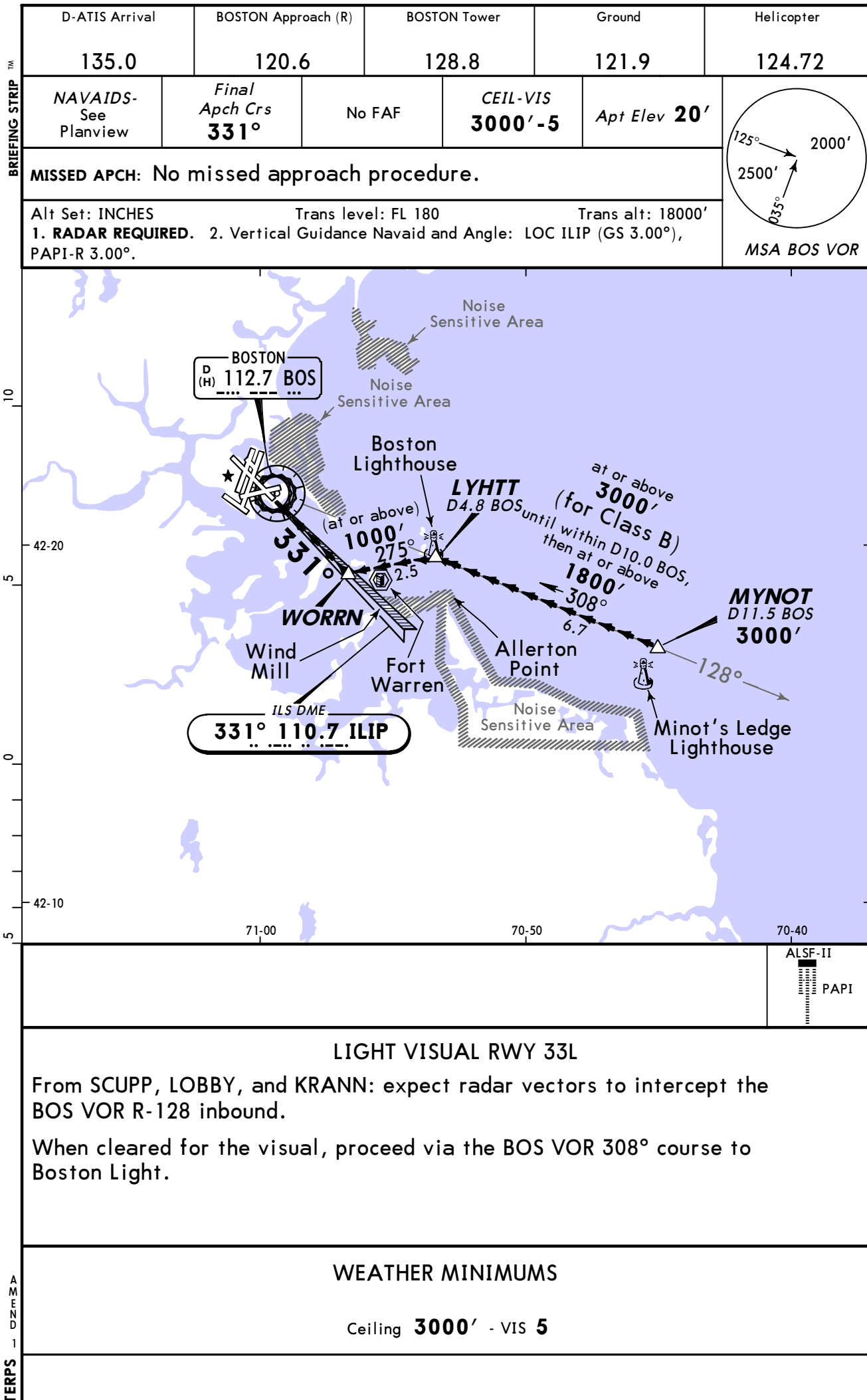
4 JUL 14

(19-1)

JEPPesen

BOSTON, MASS

LIGHT VISUAL Rwy 33L



CHANGES: Procedure altitude.

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Chart changes since cycle 26-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BOSTON, MA (LOGAN INTL - KBOS)				
REV	RNAV (GPS) RWY 32	12-5	05 Dec 2014	
REV	RNAV (GPS) RWY 33L	12-6	05 Dec 2014	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBOS