

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBOS

Terminal Charts For KBOS

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: BOSTON MA USA
ICAO/IATA: KBOS / BOS
Lat/Long: N42° 21.78', W071° 00.38'
Elevation: 19 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 15.0° 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: 0945 Z
Sunset: 2355 Z

Runway Information

Runway: 04L
Length x Width: 7864 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 14 ft
Lighting: Edge, Centerline, 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: 16 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: 882 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, Centerline
Displaced Threshold: 819 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: 16 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33R
Length x Width: 2557 ft x 100 ft
Surface Type: asphalt

TDZ-Elev: 16 ft

Lighting: Edge

Communication Information

ATIS: 135.000

Boston Tower: 128.800

Boston Tower: 132.225

Boston Ground: 121.750

Boston Ground: 121.900

Boston Ramp/Taxi: 134.050

Boston Ramp/Taxi: 131.850

Boston Clearance Delivery: 121.650

Boston Clearance Pre-Taxi: 121.650

Boston Approach: 120.600 Initial Contact

Boston Approach: 118.250

Boston Approach: 127.200

Boston Terminal Control Area: 124.100 (91°-269°)

Boston Terminal Control Area: 124.400 (270°-90°)

Boston Departure: 133.000

Boston UNICOM: 122.950

Bridgeport FSS: 122.400 RCO

Bridgeport FSS: 112.700 RCO

Boston Helicopter: 124.725

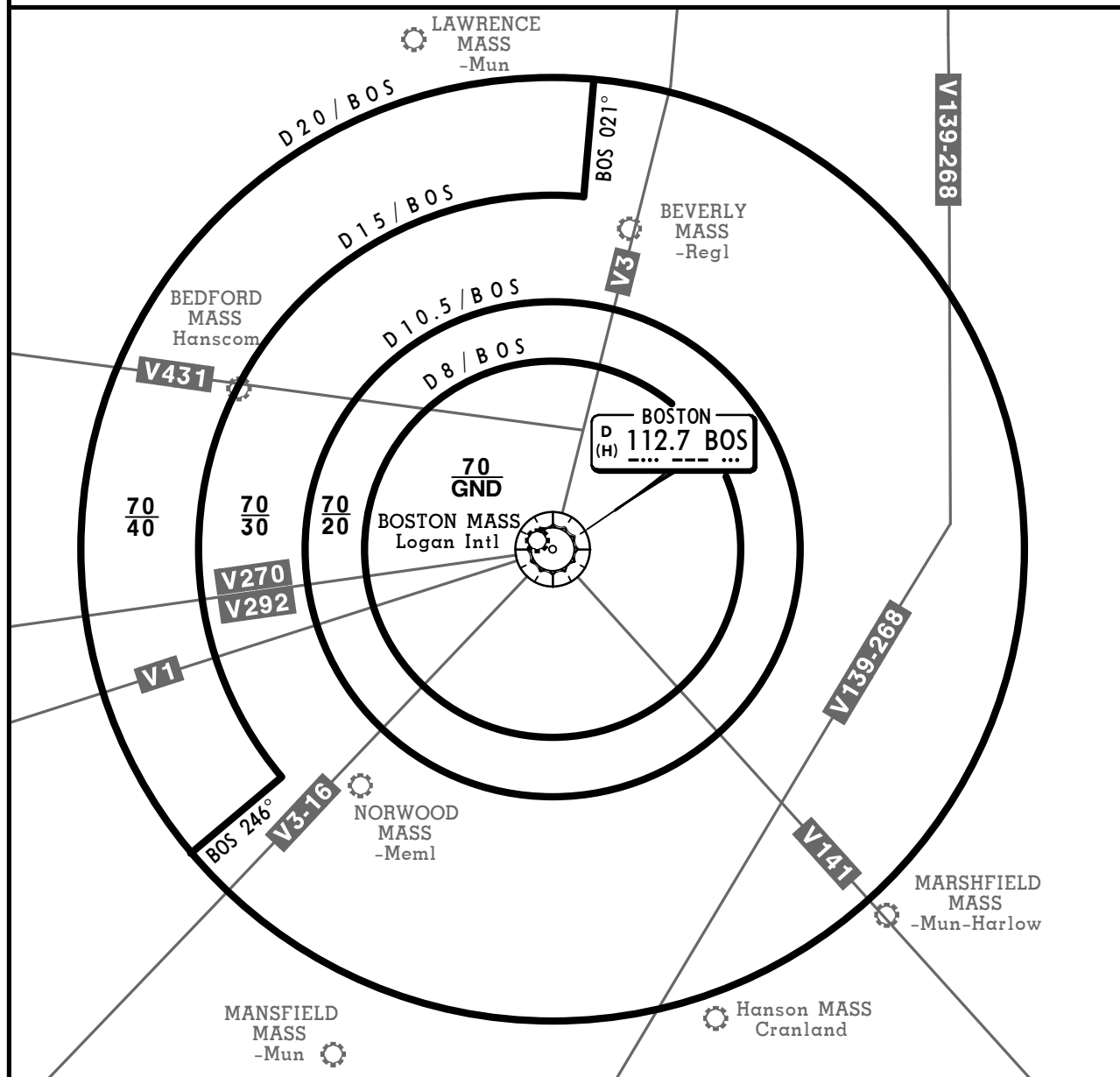
Massport Gate: 131.100

Bridgeport FSS: 122.100 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-

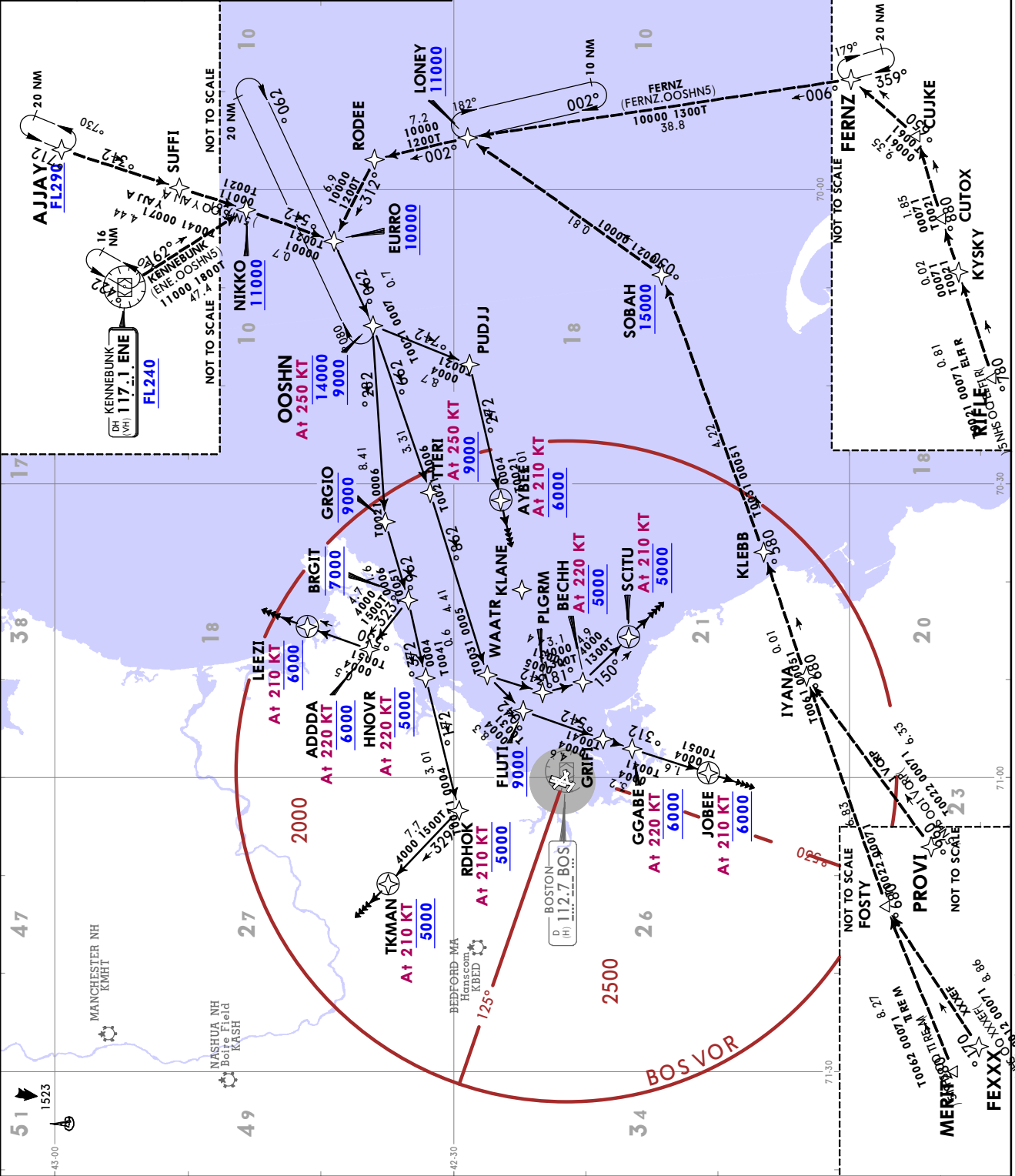
- a. Arriving aircraft, or aircraft desiring to transit Class B airspace, should contact Boston Approach Control on the frequency depicted. Pilots on initial contact should state their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- b. 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.
- c. 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.

KBOS/BOS
LOGAN INTL

JEPPESEN
23 DEC 22 (10-2C) Eff 29 Dec

BOSTON, MASS
RNAV STAR

D-ATIS Arrival 135.0	Alt Elev 19	RNAV 1 DME/DME/IRU or GPS required 1. RADAR required. 2. Turbojet aircraft only. 3. FEXXX, MERIT, PROVI, RIFLE Transitions assigned by ATC only.
OOSHNS 5 RNAV ARRIVAL (EURRO.OOSHNS) (RWYS 4L/R, 15R, 22L/R, 27, 32, 33L)		
ROUTING From EURRO on track 260° to OOSHNS.		
LANDING From OOSHNS on track 268° to TTERI, then on track 268° to WAATR, then on track 240° to FLUTI, then on track 215° to GRIFI, then on track 213° to GGABE, then on track 213° to JOBBE, then on track 213°. EXPECT RADAR vectors to final approach course.		
From OOSHNS on track 282° to GRGIO, then on track 269° to BRGIT, then on track 273° to HNOVR, then on track 271° to RDHOK, then on track 329° to TKMAN, then on track 329°. EXPECT RADAR vectors to final approach course.		
From OOSHNS on track 282° to GRGIO, then on track 269° to BRGIT, then on track 323° to ADDDA, then on track 035° to LEEZI, then on track 035°. EXPECT RADAR vectors to final approach course.		
From OOSHNS on track 272° to PUDJJ, then on track 272° to AYBEE, then on track 272°. EXPECT RADAR vectors to final approach course.		
From OOSHNS on track 266° to TTERI, then on track 266° to WAATR, then on track 213° to PLGRM, then on track 181° to BECHH, then on track 150° to SCITU, then on track 150°. EXPECT RADAR vectors to final approach course.		



KBOS/BOS
GEN EDWARD LAWRENCE LOGAN INTL
 5 AUG 22 (10-2D) **RNAV STAR**

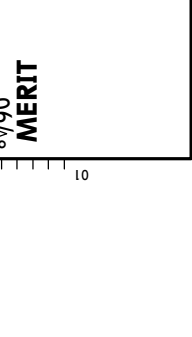
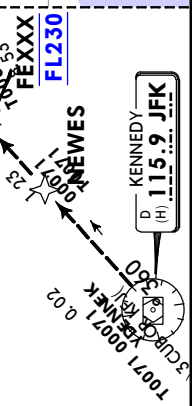
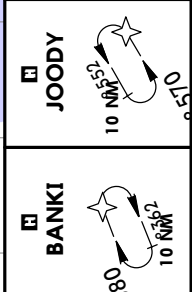
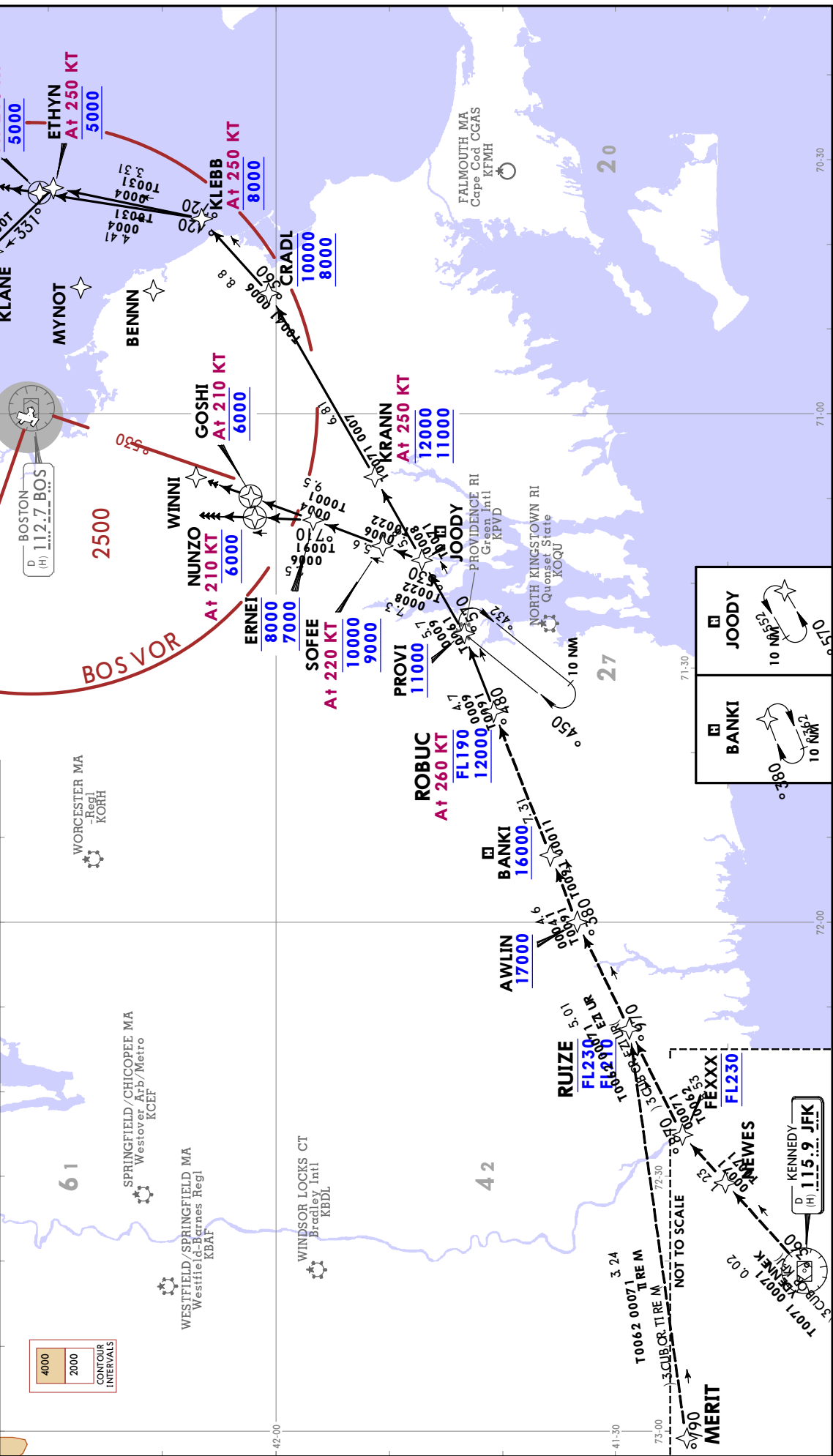
ROBUC 3 RNAV ARRIVAL
(ROBUC.ROBUC3)
RUNWAYS 4L/R, 22L/R, 27
 (FOR RUNWAYS 15R, 32, 33L SEE 10-2E)

1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. Turbojet aircraft only.
 5. RUIZE Transition assigned by ATC only.

D-ATIS Arrival 135.0 **Apt Elev** 19 **Alt Set: INCHES** **Trans level: FL180**

ROUTING	
RWY	From ROBUC on track 084° to PROVI, then on track 075° to JOODY. Then on assigned runway transition.
4L	From JOODY on track 035° to SOFEE, then on track 035° to ERNEI, then on track 017° to NUNZO, then on track 017°. EXPECT RADAR vectors to final approach course.
4R	From JOODY on track 035° to SOFEE, then on track 035° to ERNEI, then on track 035° to GOSHI, then on track 035°. EXPECT RADAR vectors to final approach course.
22L/R	From JOODY on track 075° to KRANN, then on track 075° to CRADL, then on track 063° to KLEBB, then on track 027° to ETHYN, then on track 331° to PTRIK, then on track 035° to TAALE, then on track 035°. EXPECT RADAR vectors to final approach course.
27	From JOODY on track 075° to KRANN, then on track 075° to CRADL, then on track 063° to KLEBB, then on track 024° to HOKDU, then on track 024°. EXPECT RADAR vectors to final approach course.

LANDING	
4L	From JOODY on track 035° to SOFEE, then on track 035° to ERNEI, then on track 017° to NUNZO, then on track 017°. EXPECT RADAR vectors to final approach course.
4R	From JOODY on track 035° to SOFEE, then on track 035° to ERNEI, then on track 035° to GOSHI, then on track 035°. EXPECT RADAR vectors to final approach course.
22L/R	From JOODY on track 075° to KRANN, then on track 075° to CRADL, then on track 063° to KLEBB, then on track 027° to ETHYN, then on track 331° to PTRIK, then on track 035° to TAALE, then on track 035°. EXPECT RADAR vectors to final approach course.
27	From JOODY on track 075° to KRANN, then on track 075° to CRADL, then on track 063° to KLEBB, then on track 024° to HOKDU, then on track 024°. EXPECT RADAR vectors to final approach course.



KBOS/BOS
GEN EDWARD LAWRENCE LOGAN INTL
 5 AUG 22 (10-2E) **RNAV STAR**

ROBUC 3 RNAV ARRIVAL
(ROBUC.ROBUC3)
RUNWAYS 15R, 32, 33L
 (FOR RUNWAYS 4L/R, 22L/R, 27 SEE 10-2D)

D-ATIS Arrival
135.0

Apt Elev
19

Alt Set: INCHES Trans level: FL180

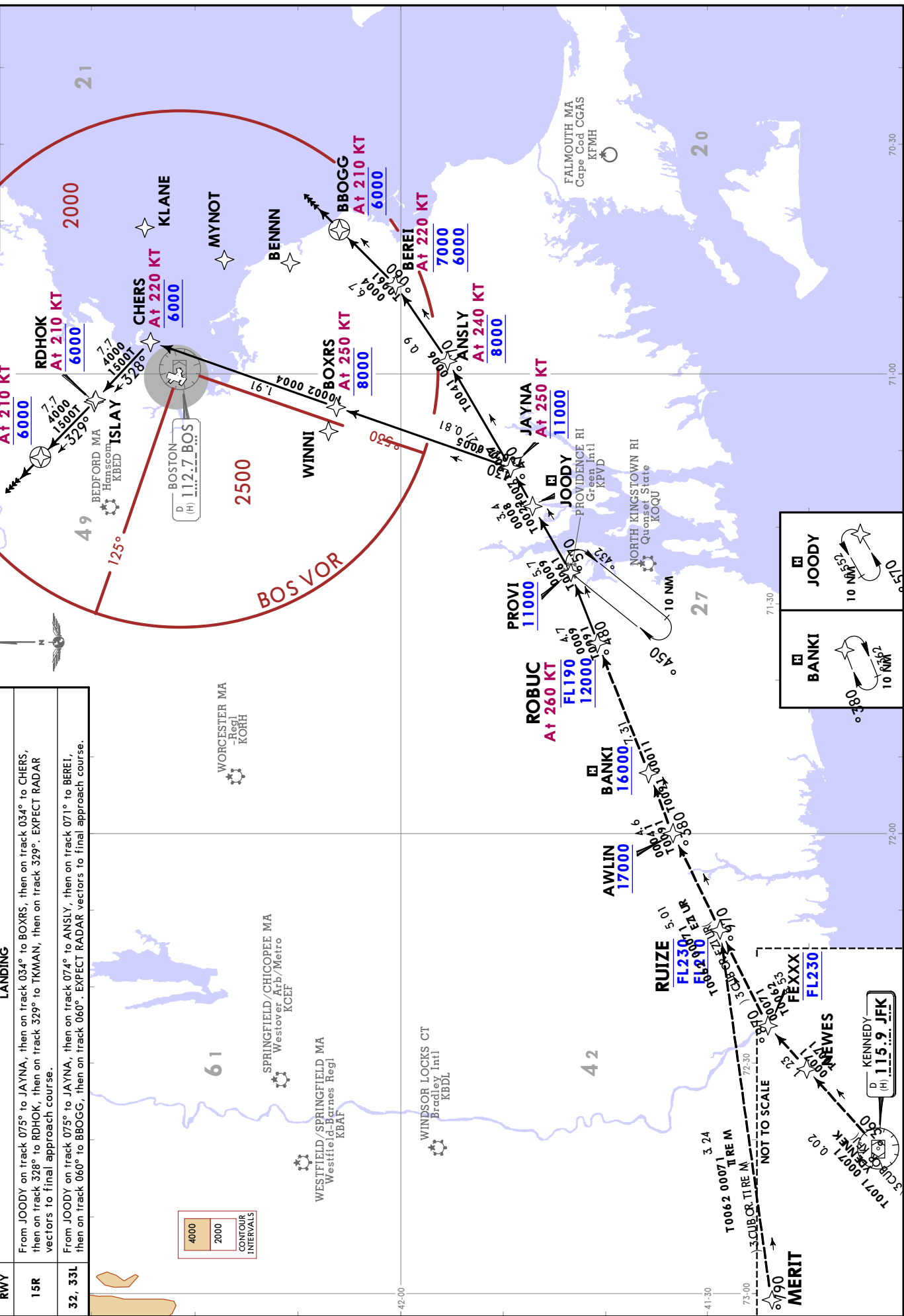
ROUTING

From ROBUC on track 084° to PROVI, then on track 075° to JOODY. Then on assigned runway transition.

LANDING

15R
 From JOODY on track 075° to JAYNA, then on track 034° to BOXRS, then on track 034° to CHERS, then on track 329° to TKMAN, then on track 329°. EXPECT RADAR vectors to final approach course.

32, 33L
 From JOODY on track 075° to JAYNA, then on track 074° to ANSLY, then on track 071° to BEREI, then on track 060° to BBOGG, then on track 060°. EXPECT RADAR vectors to final approach course.



1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1.
 4. Turbojet aircraft only.
 5. RUIZE Transition assigned by ATC only.

WORCESTER MA - Regl. KORH
 SPRINGFIELD/CHICOPEE MA - Westover, Abb/Metro KCEF
 WESTFIELD/SPRINGFIELD MA - Westfield-Barnes Regl. KBFA
 WINDSOR LOCKS CT - Bradley Intl. KBDL
 FALMOUTH MA - Cape Cod CGAS KFMH
 NORTH KINGSTOWN RI - Quonset State KQOU
 PROVIDENCE RI - Green Intl. KPVJ

CHANGES: None.

© JEPPESEN, 2018. ALL RIGHTS RESERVED.

KBOS/BOS
 GEN EDWARD
 LAWRENCE LOGAN INTL

JEPPESEN
 24 NOV 23
 EFF: 30 NOV

BOSTON, MASS
 RNAV SID

BLZZR 6 RNAV DEPARTURE
 (BLZZR6:BLZZR)
 (RWYS 4R, 9, 15R, 22L/R, 27, 33L)

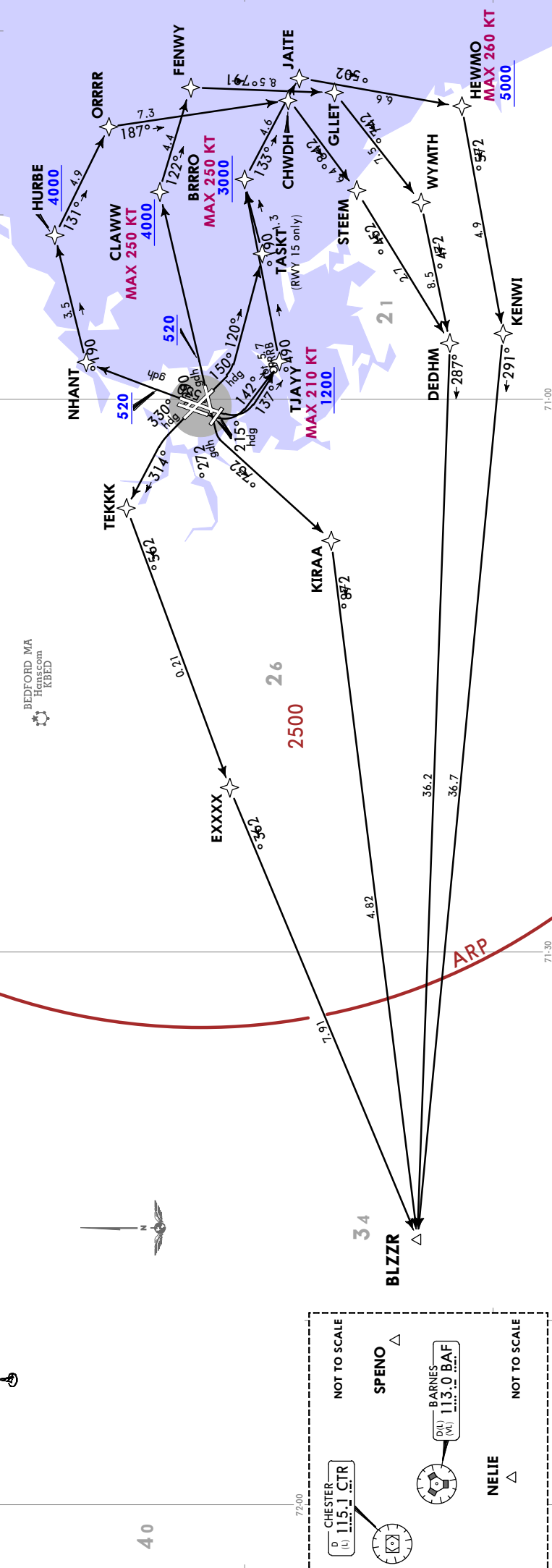
SPEED RESTRICTION
 Rwy 15R: Do not exceed 210 KT until 520.

1. RADAR required for non - GPS equipped aircraft. 2. Jet aircraft only.

Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS required

BOSTON
 Departure (R)
 133.0

Apt Elev
 19



RWY	INITIAL CLIMB	TOP ALTITUDE
4R	Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, then on depicted route to BLZZR.	
9	Climb on heading 092° to 520, then direct CLAWW at or above 4000, and at or below 250 KT, then on depicted route to BLZZR.	
15R	Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210 KT until 520, then on depicted route to BLZZR.	
22L	Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to BLZZR.	5000
22R	Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to BLZZR.	
27	Climb on heading 272° to intercept course 237° to KIRAA, then on depicted route to BLZZR.	
33L	Climb on heading 330° to intercept course 314° to TEKKK, then on depicted route to BLZZR.	

TAKE-OFF MINIMUMS:
 Rws 4L, 14, 15L, 32, 33R: Not authorized - ATC.
 Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500 FT/NM to 520.
 Rwy 22L: 300-1 with minimum climb of 500 FT/NM to 520, or standard with minimum climb of 500 FT/NM to 520 if tower reports no tall vessels in the departure area.
 Rwy 27: Standard with minimum climb of 500 FT/NM to 1300.

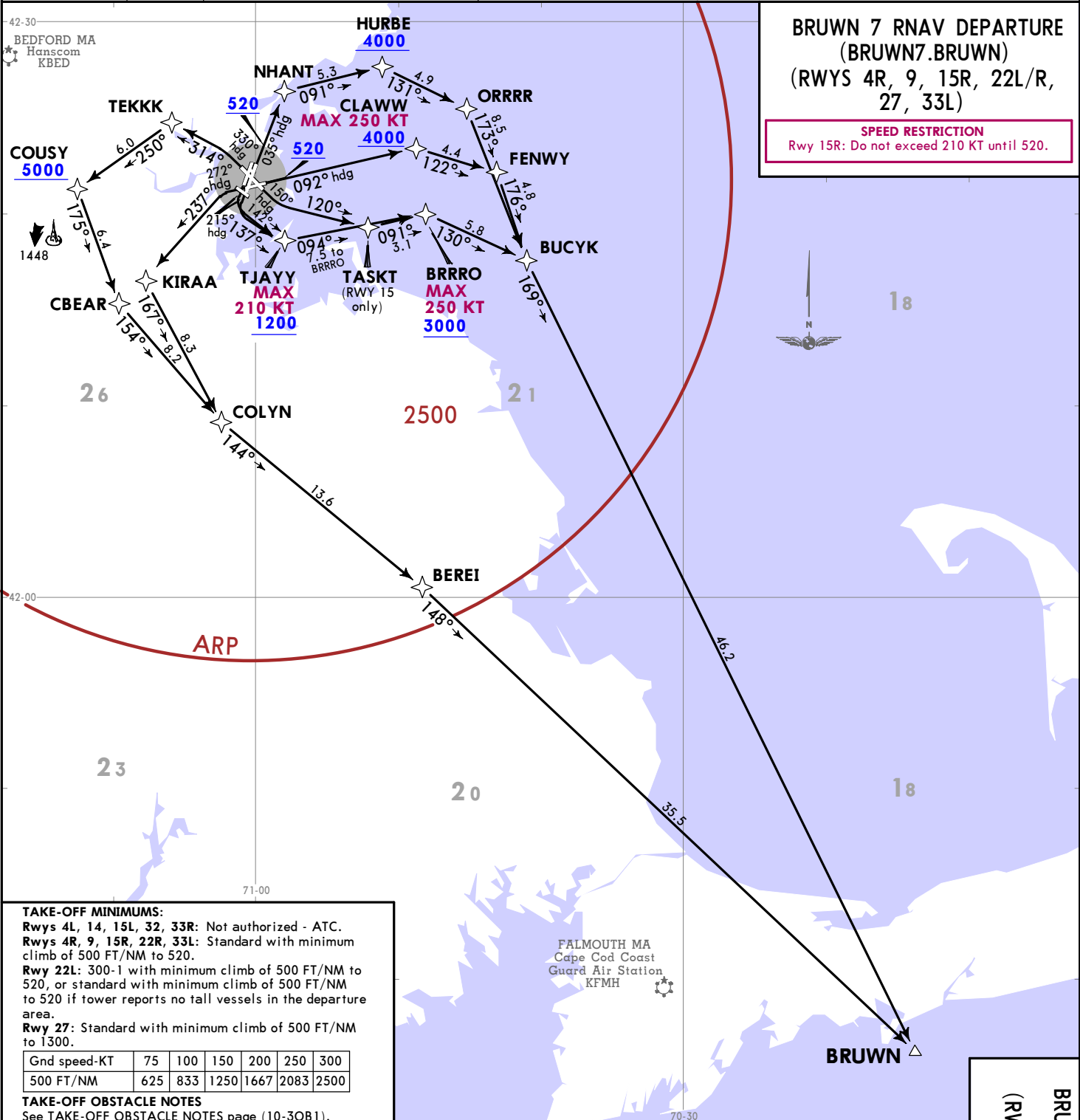
Gnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

ROUTING
 From BLZZR MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

BOSTON Departure (R) 133.0	Apt Elev 19	Trans alt: 18000 RNAV 1 - DME/DME/IRU or GPS	1. RADAR required for non-GPS equipped aircraft. 2. Jet aircraft only.
---	-----------------------	---	--



RWY	INITIAL CLIMB	TOP ALTITUDE
4R	Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, then on depicted route to BRUWN.	5000
9	Climb on heading 092° to 520, then direct to cross CLAWW at or above 4000 at or below 250 KT, then on depicted route to BRUWN.	
15R	Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210 KT until 520, then on depicted route to BRUWN.	
22L	Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to BRUWN.	
22R	Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to BRUWN.	
27	Climb on heading 272° to intercept course 237° to KIRAA, then on depicted route to BRUWN.	
33L	Climb on heading 330° to intercept course 314° to TEKKE, then on depicted route to BRUWN.	
ROUTING		
From BRUWN MAINTAIN 5000. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.		

NOT TO SCALE

NANTUCKET
D(H) 116.2
(VH) ACK

NOT TO SCALE

BRUWN 7 RNAV DEPARTURE (BRUWN7.BRUWN)
(RWYS 4R, 9, 15R, 22L/R, 27, 33L)

KBOS/BOS
 GEN EDWARD
 LAWRENCE LOGAN INTL
 24 NOV 23 10-3A
 JEPPESSEN
 EFF 30 NOV
 BOSTON, MASS
 RNAV SID

CHANGES: Procedure renumbered, revised.

BOSTON Departure (R) 133.0	Apt Elev 19	Trans alt: 18000 RNAV 1 - DME/DME/IRU or GPS	<h2 style="margin: 0;">HYLND 7 RNAV DEPARTURE (HYLND7.HYLND)</h2> <p style="margin: 0;">(RWYS 4R, 9, 15R, 22L/R, 27, 33L)</p> <div style="border: 1px solid red; padding: 5px; margin: 5px 0; color: red; text-align: center;"> SPEED RESTRICTION Rwy 15R: Do not exceed 210 KT until 520. </div>
1. RADAR required for non-GPS equipped aircraft. 2. Jet aircraft only.			

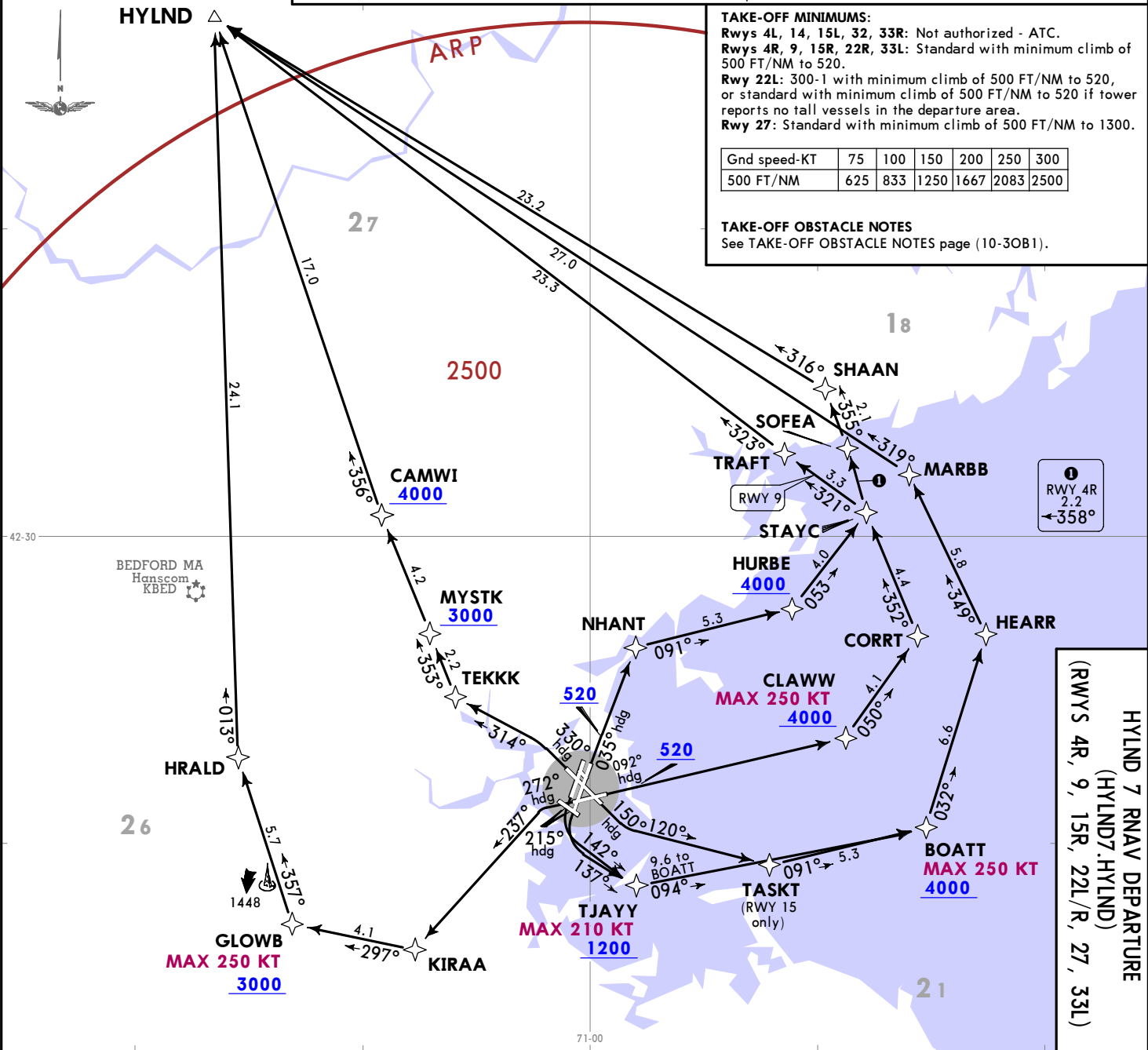
RWY	INITIAL CLIMB	TOP ALTITUDE
4R	Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, then on depicted route to HYLND.	5000
9	Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250 KT, then on depicted route to HYLND.	
15R	Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210 KT until 520, then on depicted route to HYLND.	
22L	Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to HYLND.	
22R	Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to HYLND.	
27	Climb on heading 272° to intercept course 237° to KIRAA, then on depicted route to HYLND.	
33L	Climb on heading 330° to intercept course 314° to TEKKK, then on track 353° to cross MYSTK at or above 3000, then on depicted route to HYLND.	

ROUTING
From HYLND MAINTAIN 5000. EXPECT filed altitude 10 minutes after departure.

TAKE-OFF MINIMUMS:
 Rwys 4L, 14, 15L, 32, 33R: Not authorized - ATC.
 Rwys 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500 FT/NM to 520.
 Rwy 22L: 300-1 with minimum climb of 500 FT/NM to 520, or standard with minimum climb of 500 FT/NM to 520 if tower reports no tall vessels in the departure area.
 Rwy 27: Standard with minimum climb of 500 FT/NM to 1300.

Grnd speed-KT	75	100	150	200	250	300
500 FT/NM	625	833	1250	1667	2083	2500

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-3OB1).



**HYLND 7 RNAV DEPARTURE
(HYLND7.HYLND)**
(RWYS 4R, 9, 15R, 22L/R, 27, 33L)

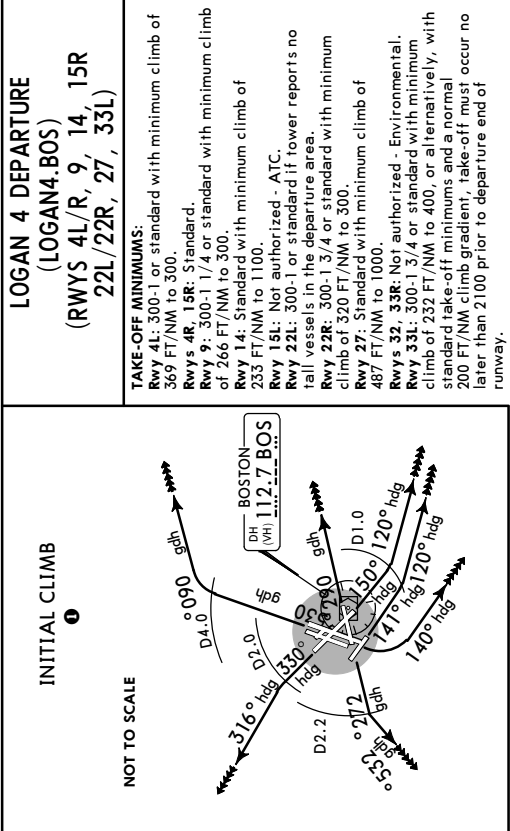
KBOS/BOS
 GEN EDWARD
 LAWRENCE LOGAN INTL
 24 NOV 23
 10-3C
 EFT 30 Nov
 JEPPESEN
 BOSTON, MASS
 RNAV SID

© JEPPESEN, 2018, 2023. ALL RIGHTS RESERVED.

KBOS/BOS
GEN EDWARD LAWRENCE LOGAN INTL
BOSTON, MASS
 24 NOV 23
 EFF 30 NOV

LOGAN 4 DEPARTURE (LOGAN4.BOS)
(RWYS 4L/R, 9, 14, 15R 22L/22R, 27, 33L)

1. RADAR required. 2. DME required for jet aircraft departing Rwy 4L/R, 14, 15R, 27, 33L. 3. BLZZR, BRUWN, HYLND, PATSS, REVSS, SSOXS departures: DME required.
 4. 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.
 5. Non RNAV equipped aircraft can EXPECT vectors on assigned route.



Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
232 FT/NM	290	387	580	773	967	1160
233 FT/NM	291	388	583	777	971	1165
266 FT/NM	333	443	665	887	1108	1330
320 FT/NM	400	533	800	1067	1333	1600
369 FT/NM	461	615	923	1230	1538	1845
487 FT/NM	609	812	1218	1623	2029	2435

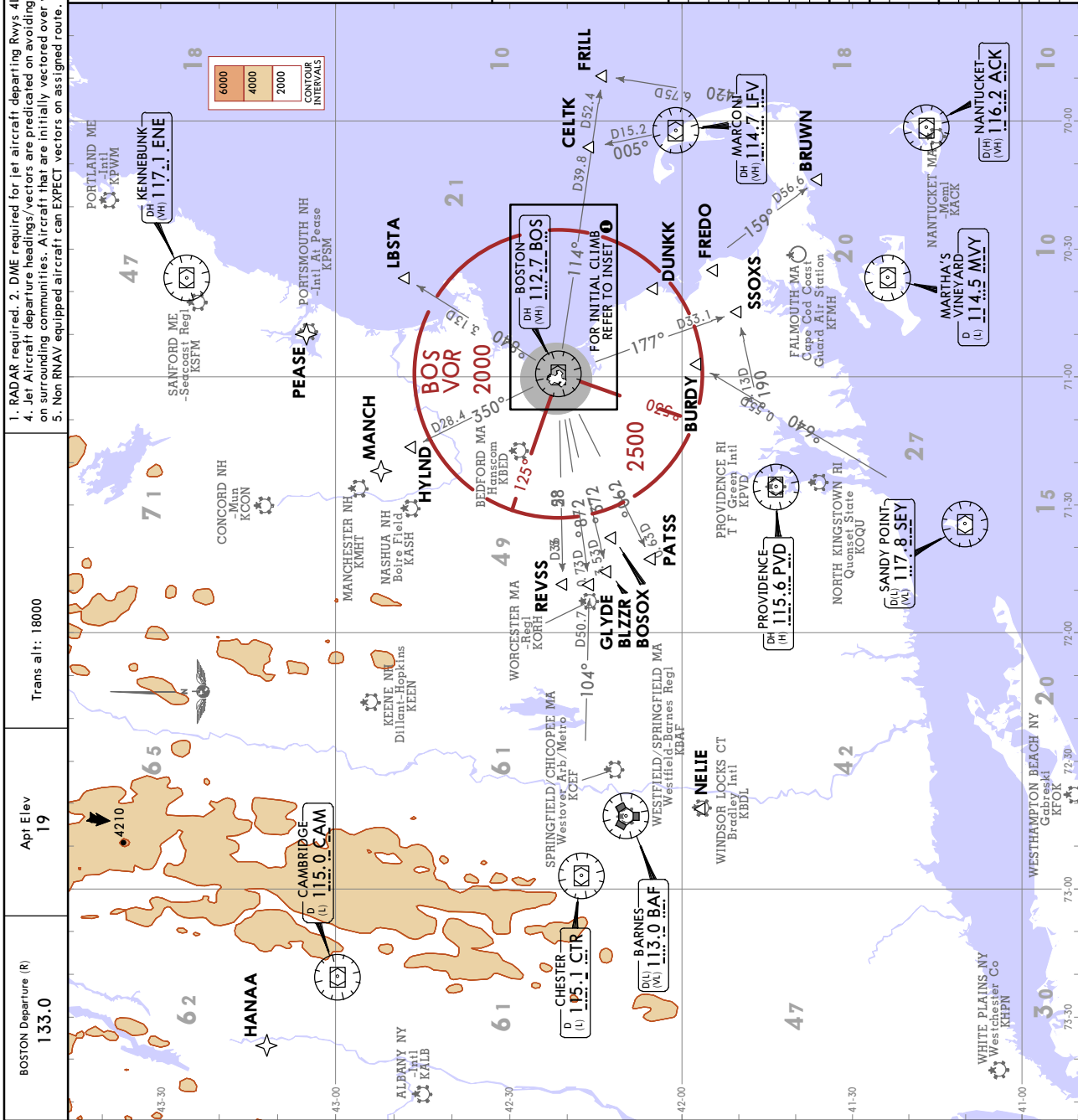
TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

RWY	INITIAL CLIMB - JET AIRCRAFT	TOP ALTITUDE
4L/R	Climb on heading 035° to D4.0 BOS, then turn RIGHT heading 090°.	
9	Climb on heading 092°.	
14	Climb on heading 141° to D1.0 BOS, then turn LEFT heading 120°.	
15R	Climb on heading 150° to D1.0 BOS, then turn LEFT heading 120°.	5000
22L/R	Climbing LEFT turn heading 140°.	
27	Climb on heading 272° to D2.2 BOS, then turn LEFT heading 235°.	
33L	Climb on heading 330° to D2.0 BOS, then turn LEFT heading 316°.	
	INITIAL CLIMB - NON-JET AIRCRAFT	TOP ALTITUDE
	Climb on assigned heading.	3000

ROUTING

EXPECT RADAR vectors to assigned route/navaid/fix. Jet Aircraft MAINTAIN 3000 or lower assigned altitude. Non-Jet Aircraft MAINTAIN 3000 or lower assigned altitude. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.

BLZZR Departures EXPECT vectors on BOS R273, DME required.
 BRUWN Departures EXPECT vectors on BOS R159, DME required.
 CELTK Departures EXPECT vectors on BOS R114.
 HYLND Departures EXPECT vectors on BOS R350, DME required.
 PATSS Departures EXPECT vectors on BOS R260, DME required.
 REVSS Departures EXPECT vectors on BOS R285, DME required.
 SSOXS Departures EXPECT vectors on BOS R177, DME required.



BOSTON Departure (R) 133.0
 Apt Elev 19
 Trans alt: 18000

KBOS/BOS
 GEN EDWARD LAWRENCE LOGAN INTL (10-3F) **EFIS NAV**
BOSTON, MASS
RNAV SID

PATSS 7 RNAV DEPARTURE
 (PATSS7.PATSS)
 (RWYS 4R, 9, 15R, 22L/R, 27, 33L)

SPEED RESTRICTION
 Rwy 15R: Do not exceed 210 KT until 520.

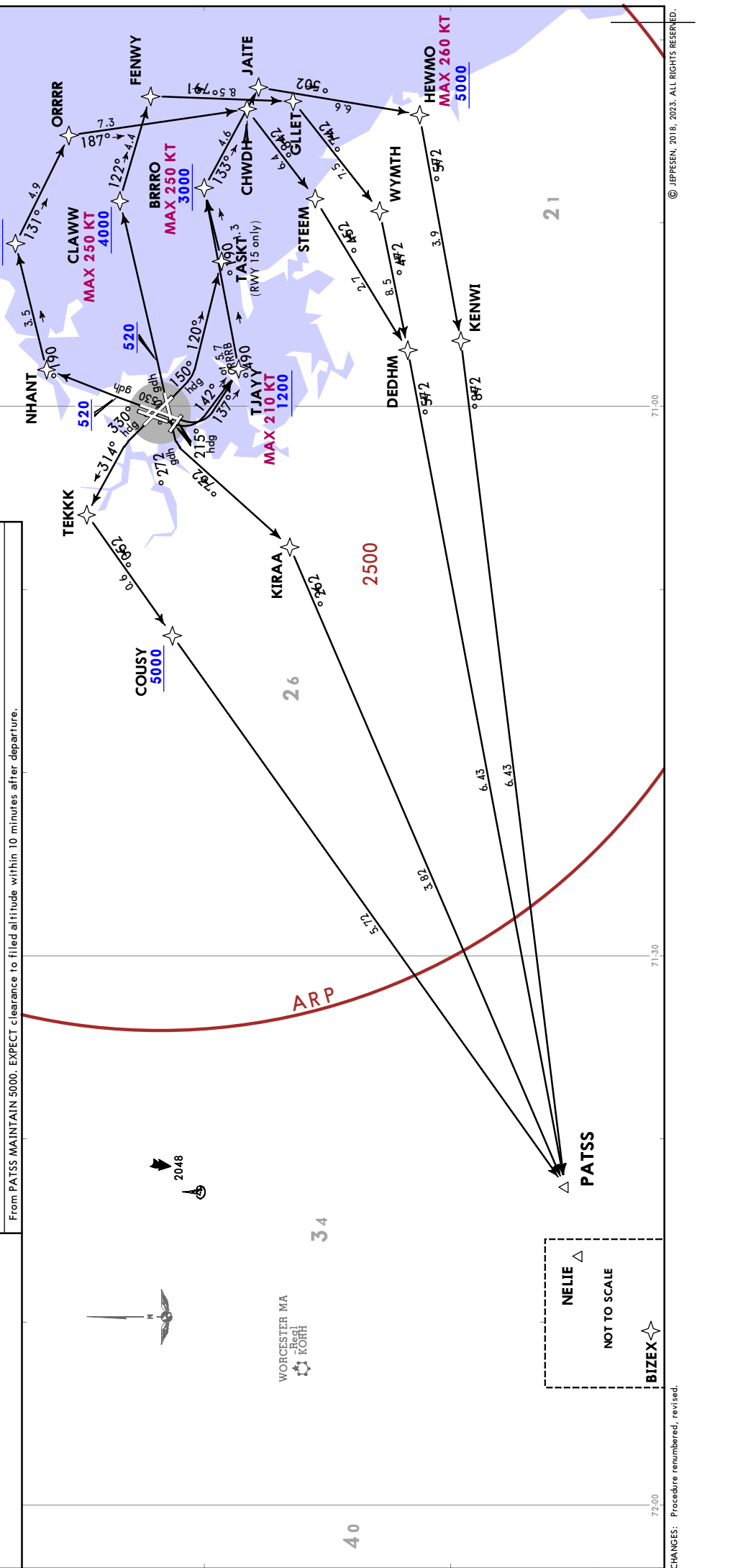
Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS

RWY	INITIAL CLIMB	TOP ALTITUDE
4R	Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, then on depicted route to PATSS.	
9	Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250 KT, then on depicted route to PATSS.	
15R	Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210 KT until 520, then on depicted route to PATSS.	5000
22L	Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to PATSS.	
22R	Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to PATSS.	
27	Climb on heading 272° to intercept course 237° to KIRAA, then on depicted route to PATSS.	
33L	Climb on heading 330° to intercept course 314° to TEKKE, then on track 250° to cross COUSY at or above 5000, then on depicted route to PATSS.	

TAKE-OFF MINIMUMS:
 Rwy 4L, 14, 15L, 32, 33R: Not authorized - ATC.
 Rwy 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500 FT/NM to 520.
 Rwy 22L: 300-1 with minimum climb of 500 FT/NM to 520, or standard with minimum climb of 500 FT/NM to 520 if lower reports no tail vessels in the departure area.
 Rwy 27: Standard with minimum climb of 500 FT/NM to 1500.

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

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).



KBOS/BOS
 GEN EDWARD
 LAWRENCE LOGAN INTL

BOSTON, MASS

JEPPESEN
 24 NOV 23
 Eff 30 Nov

RNAV SID

REVSS 6 RNAV DEPARTURE (REVSS6.REVSS)
 (RWYS 4R, 9, 15R, 22L/R, 27, 33L)

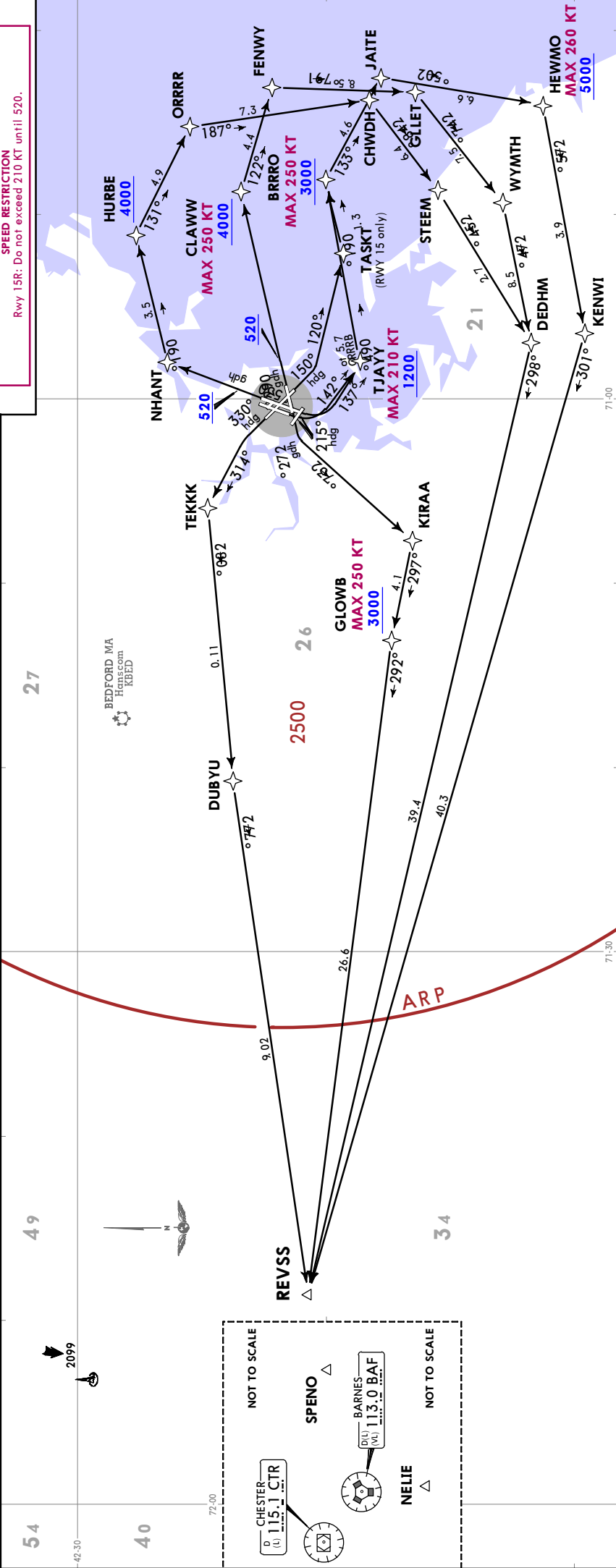
SPEED RESTRICTION
 Rwy 15R: Do not exceed 210 KT until 520.

1. RADAR required for non-GPS equipped aircraft. 2. Jet aircraft only.

Trans alt: 18000
 RNAV 1 - DME/DME/IRU or GPS

BOSTON
 Departure (R)
 133.0

Apt Elev
 19



RWY	INITIAL CLIMB	TOP ALTITUDE
4R	Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, then on depicted route to REVSS.	
9	Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250 KT, then on depicted route to REVSS.	
15R	Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210 KT until 520, then on depicted route to REVSS.	
22L	Climb on heading 215° to intercept course 137° to cross TAJAY at or above 1200 and at or below 210 KT, then on depicted route to REVSS.	5000
22R	Climb on heading 215° to intercept course 140° to cross TAJAY at or above 1200 and at or below 210 KT, then on depicted route to REVSS.	
27	Climb on heading 272° to intercept course 237° to KIRAA, then on depicted route to REVSS.	
33L	Climb on heading 330° to intercept course 314° to TEKKK, then on depicted route to REVSS.	

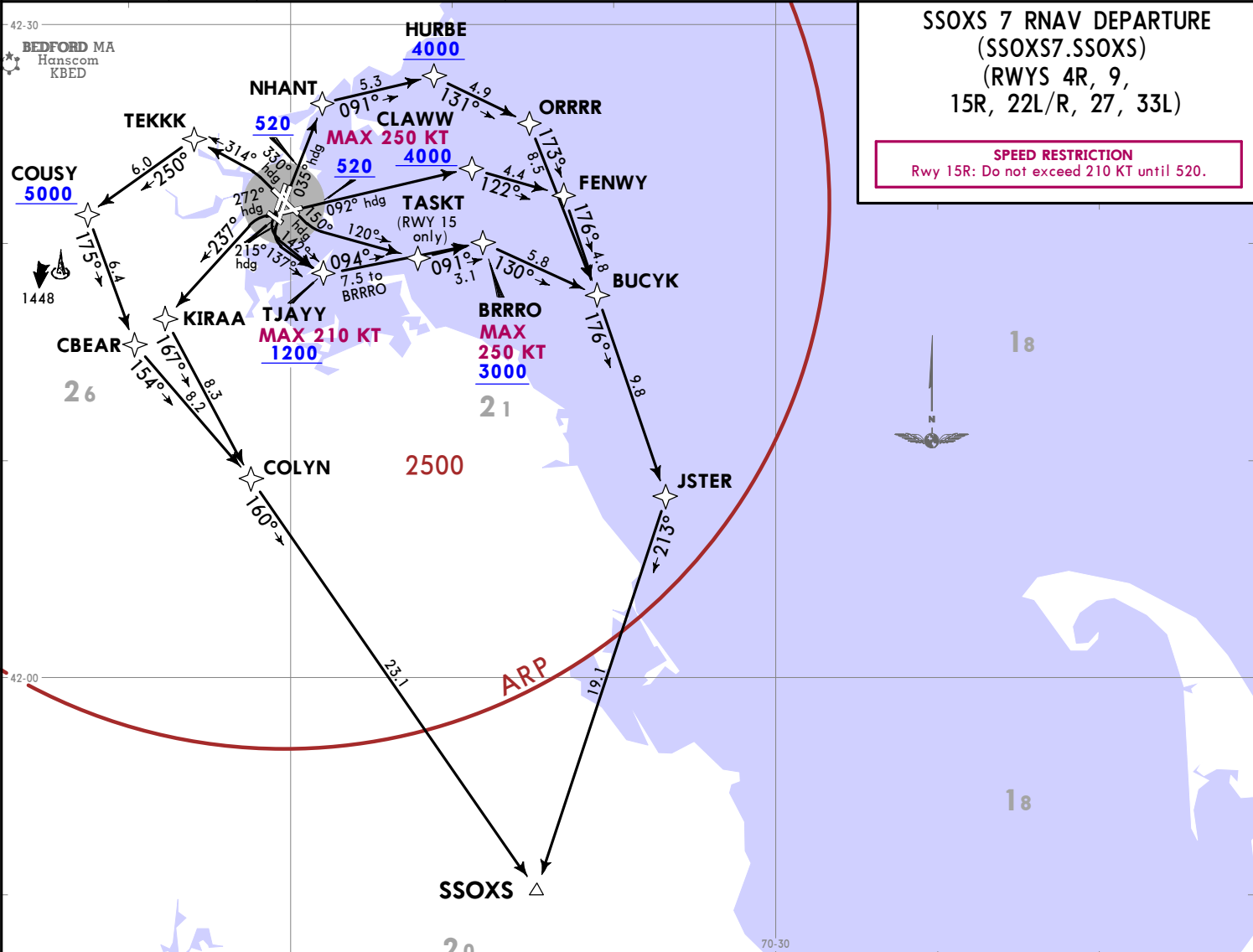
Take-off Minimums	75	100	150	200	250	300
Gnd speed-KT	625	833	1250	1667	2083	2500
500 FT/NM						

TAKE-OFF OBSTACLE NOTES
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

ROUTING
 From REVSS MAINTAIN 5000. EXPECT filled altitude 10 minutes after departure.

CHANGES: Procedure renumbered, revised.

BOSTON Departure (R) 133.0	Apt Elev 19	Trans alt: 18000 RNAV 1 - DME/DME/IRU or GPS	1. RADAR required for non-GPS equipped aircraft. 2. Jet aircraft only.
---	-----------------------	---	--



SSOXS 7 RNAV DEPARTURE
(SSOXS7.SSOXS)
(RWYS 4R, 9, 15R, 22L/R, 27, 33L)

SPEED RESTRICTION
Rwy 15R: Do not exceed 210 KT until 520.

TAKE-OFF MINIMUMS:
 Rws 4L, 14, 15L, 32, 33R: Not authorized - ATC.
 Rws 4R, 9, 15R, 22R, 33L: Standard with minimum climb of 500 FT/NM to 520.
 Rwy 22L: 300-1 with minimum climb of 500 FT/NM to 520, or standard with minimum climb of 500 FT/NM to 520 if tower reports no tall vessels in the departure area.
 Rwy 27: Standard with minimum climb of 500 FT/NM to 1300.

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

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

RWY	INITIAL CLIMB	TOP ALTITUDE
4R	Climb on heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, then on depicted route to SSOXS.	5000
9	Climb on heading 092° to 520, then direct CLAWW at or above 4000 and at or below 250 KT, then on depicted route to SSOXS.	
15R	Climb on heading 150° to intercept course 120° to TASKT, do not exceed 210 KT until 520, then on depicted route to SSOXS.	
22L	Climb on heading 215° to intercept course 137° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to SSOXS.	
22R	Climb on heading 215° to intercept course 142° to cross TJAYY at or above 1200 and at or below 210 KT, then on depicted route to SSOXS.	
27	Climb on heading 272° to intercept course 237° to KIRAA, then on depicted route to SSOXS.	
33L	Climb on heading 330° to intercept course 314° to TEKKK, then on track 250° to cross COUSY at or above 5000, then on depicted route to SSOXS.	
ROUTING		
From SSOXS MAINTAIN 5000. EXPECT clearance to filed altitude within 10 minutes after departure.		

NOT TO SCALE

SANDY POINT
D(L) 1.17.8 SEY

KBOS/BOS
 GEN EDWARD LAWRENCE LOGAN INTL
 24 NOV 23
 JEPPESSEN BOSTON, MASS
 10-3H
 EFF 30 NOV
 RNAV SID

KBOS/BOS



 1 OCT 21 (10-30B1) Eff 7 Oct

BOSTON, MASS

LOGAN INTL

TAKEOFF OBSTACLE NOTES - DEPs

- Rwy 4L:
Ships beginning 693 from DER, on centerline, up to 50 MSL. Pole, tree 1803 from DER, 724 right of centerline, up to 56 AGL/ 65 MSL. Trees beginning 1989 from DER, 27 right of centerline, up to 74 MSL. Tree 2091 from DER, 91 left of centerline, 65 AGL/77 MSL. Trees beginning 2152 from DER, 33 left of centerline, up to 81 MSL. Trees beginning 2279 from DER, 101 right of centerline, up to 57 AGL/ 77 MSL. Trees beginning 2401 from DER, 211 left of centerline, up to 82 MSL. Trees, pole beginning 3656 from DER, 1068 left of centerline, up to 120 MSL. Stack 3763 from DER, 1142 left of centerline, 123 MSL. Trees, stacks, vehicles on road beginning 3796 from DER, 627 left of centerline, up to 154 MSL. Trees beginning 4021 from DER, 791 left of centerline, up to 156 MSL. Tree 4085 from DER, 1069 left of centerline, 159 MSL. Stacks, trees, vehicles on road beginning 4087 from DER, 476 left of centerline, up to 160 MSL. Trees, pole, building beginning 4264 from DER, 638 left of centerline, up to 166 MSL.

- Rwy 4R:
Ships beginning 578 from DER, on centerline, up to 50 MSL. Pole, trees beginning 1806 from DER, 731 left of centerline, up to 56 AGL/65 MSL. Vehicles on road 1842 from DER, 964 right of centerline, 62 MSL. Vehicles on road 1948 from DER, 984 right of centerline, 66 MSL. Trees beginning 1992 from DER, 380 left of centerline, up to 74 MSL. Trees beginning 2282 from DER, 691 left of centerline, up to 57 AGL/77 MSL.

- Rwy 9:
Lighting 11 from DER, 150 right of centerline, 17 MSL. Lighting 11 from DER, 149 left of centerline, 16 MSL. Ships beginning 761 from DER, on centerline, up to 65 MSL. Tank 5904 from DER, 1456 left of centerline, 114 AGL/211 MSL. Tank 5924 from DER, 1455 left of centerline, 205 MSL.

- Rwy 14:
Lighting 10 from DER, 127 left of centerline, 20 MSL. Lighting 10 from DER, 127 right of centerline, 21 MSL. Terrain 82 from DER, 479 left of centerline, 26 MSL. Antenna 480 from DER, 321 left of centerline, 68 MSL. Navaid 497 from DER, 317 left of centerline, 71 MSL. Ship rig 5439 from DER, 1822 right of centerline, 176 MSL.

- Rwy 15L:
Sign 8 from DER, 281 right of centerline, 5 AGL/17 MSL.

- Rwy 15R:
Lighting 1 from DER, on centerline, 16 MSL.

- Rwy 22L:
Lighting 40 from DER, 253 right of centerline, 20 MSL. Pole 395 from DER, on centerline, 15 AGL/31 MSL. Ship rig, tower beginning 2440 from DER, 34 left of centerline, up to 176 MSL. Crane 3675 from DER, 439 right of centerline, 145 AGL/145 MSL. Cranes, vehicles on road beginning 3720 from DER, 447 right of centerline, up to 147 MSL.

- Rwy 22R:
Ship rig 4064 from DER, 8 right of centerline, 176 MSL. Ship rig 4585 from DER, 1534 left of centerline, 176 MSL. Vehicles on road 1 NM from DER, 1850 right of centerline, 208 MSL. Stack 1.4 NM from DER, 2796 right of centerline, 238 AGL/ 263 MSL. Stack 1.4 NM from DER, 2793 right of centerline, 260 MSL.

KBOS/BOS



 1 OCT 21 (10-30B2) Eff 7 Oct

BOSTON, MASS

LOGAN INTL

TAKEOFF OBSTACLE NOTES - DEPs (CONTD)
--

- Rwy 27:

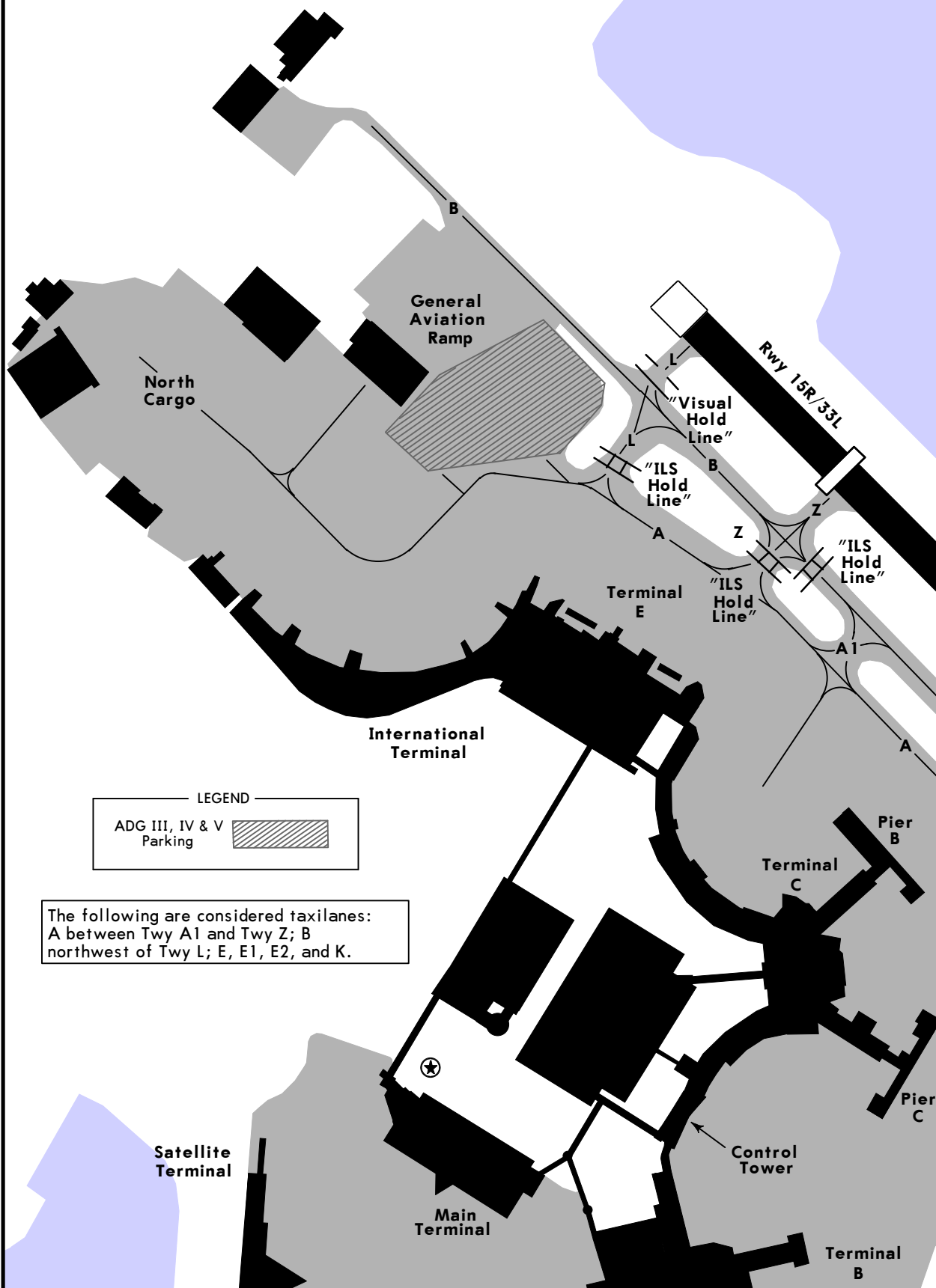
Sign 18 from DER, 139 left of centerline, 18 MSL. Building 1211 from DER, 750 right of centerline, 50 MSL. Tree 1617 from DER, 820 right of centerline, 59 MSL. Pole, lighting beginning 1690 from DER, 750 right of centerline, up to 84 AGL/100 MSL. Building 1.2 NM from DER, 1178 left of centerline, 238 MSL. Building 1.2 NM from DER, 988 left of centerline, 240 MSL. Building 1.2 NM from DER, 971 left of centerline, 230 AGL/242 MSL. Buildings beginning 1.2 NM from DER, 1040 left of centerline, up to 243 MSL. Buildings beginning 1.2 NM from DER, 533 left of centerline, up to 248 MSL. Buildings, stack beginning 1.3 NM from DER, 501 left of centerline, up to 250 MSL. Buildings beginning 1.3 NM from DER, 137 right of centerline, up to 250 AGL/260 MSL. Building 1.3 NM from DER, 185 left of centerline, 252 MSL. Buildings beginning 1.3 NM from DER, 112 left of centerline, up to 251 AGL/261 MSL. Building 1.3 NM from DER, 95 right of centerline, 259 AGL/269 MSL. Buildings beginning 1.3 NM from DER, 118 left of centerline, up to 259 AGL/269 MSL. Cranes, buildings beginning 1.4 NM from DER, 62 right of centerline, up to 411 MSL. Building 1.4 NM from DER, 106 left of centerline, 261 AGL/271 MSL. Building 1.5 NM from DER, 207 left of centerline, 267 AGL/278 MSL. Antenna, buildings beginning 1.6 NM from DER, 2984 right of centerline, up to 414 MSL. Buildings beginning 1.6 NM from DER, 2511 right of centerline, up to 484 MSL. Building 1.6 NM from DER, 2655 right of centerline, 548 AGL/560 MSL. Building 1.6 NM from DER, 2468 right of centerline, 635 MSL. Buildings, antennas, stack, building tower beginning 1.6 NM from DER, 1533 right of centerline, up to 615 AGL/639 MSL. Buildings, poles, antennas beginning 1.8 NM from DER, 1114 right of centerline, up to 677 AGL/690 MSL. Buildings, antenna beginning 1.9 NM from DER, 1507 right of centerline, up to 701 AGL/720 MSL. Building tower, buildings, crane beginning 2 NM from DER, 1775 right of centerline, up to 698 AGL/730 MSL. Crane 2.2 NM from DER, 1690 right of centerline, 512 MSL.

- Rwy 33L:

Tree 248 from DER, 377 right of centerline, 16 AGL/27 MSL. Building 1346 from DER, 705 right of centerline, 41 AGL/51 MSL. Tanks beginning 1677 from DER, 925 left of centerline, up to 51 AGL/67 MSL. Building 1933 from DER, 862 left of centerline, 70 MSL. Buildings beginning 1946 from DER, 602 left of centerline, up to 58 AGL/73 MSL. Trees beginning 2119 from DER, 52 right of centerline, up to 82 MSL. Trees beginning 2214 from DER, 43 right of centerline, up to 72 AGL/84 MSL. Trees beginning 2328 from DER, 35 right of centerline, up to 85 MSL. Tree 2437 from DER, 1033 right of centerline, 96 MSL. Tree 2448 from DER, 928 right of centerline, 99 MSL. Signs, tank beginning 3015 from DER, 860 right of centerline, up to 73 AGL/101 MSL. Tree 3969 from DER, 567 left of centerline, 63 AGL/118 MSL. Tree 3987 from DER, 594 left of centerline, 122 MSL. Building 4364 from DER, 1080 left of centerline, 64 AGL/129 MSL. Trees beginning 4511 from DER, 1142 left of centerline, up to 134 MSL. Building, stack beginning 4925 from DER, 1491 left of centerline, up to 151 MSL. Bridge 1.3 NM from DER, 2564 left of centerline, 262 AGL/262 MSL.

GENERAL AVIATION ADVISORY, BOSTON LOGAN INTL AIRPORT

1. General Aviation users must check with Signature Flight Support at Logan prior to landing and must wait for a follow me vehicle prior to entering the General Aviation ramp due to limited parking.
2. Pilots should check current KBOS NOTAM for possible PPR during peak times of the year.



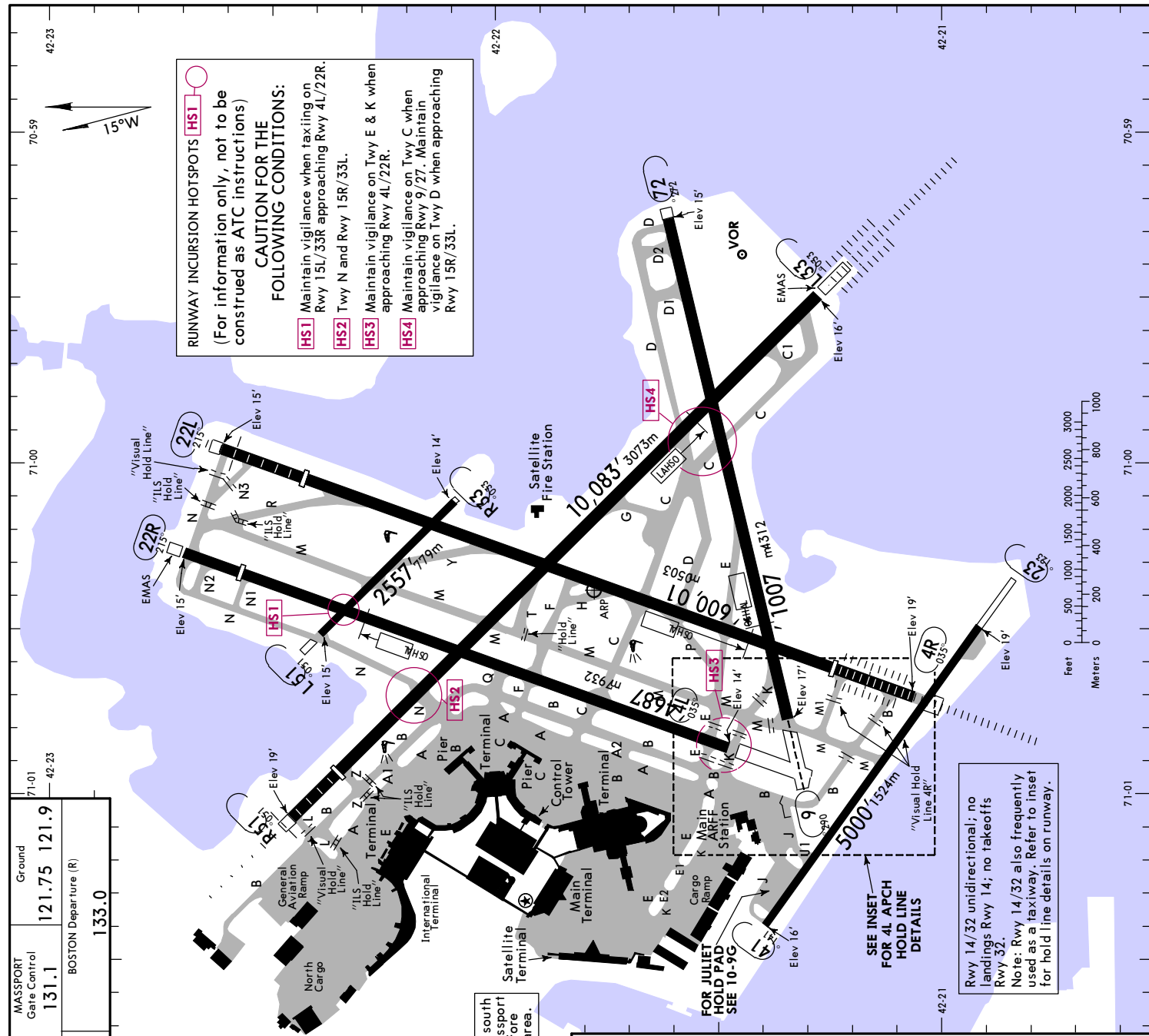
The following are considered taxilanes:
 A between Twy A1 and Twy Z; B
 northwest of Twy L; E, E1, E2, and K.

D-ATIS Departure 135.0	Data Comm ACARS: CPDLC; D-ATIS: PDC, TWIP	BOSTON Clearance (Cpt) 121.65	MASSPORT Gate Control 131.1	Ground 121.75 121.9
VOT 111.0		BOSTON Helicopter 124.725	BOSTON Departure (R) 133.0	
BOSTON Tower West 128.8	East 132.225			

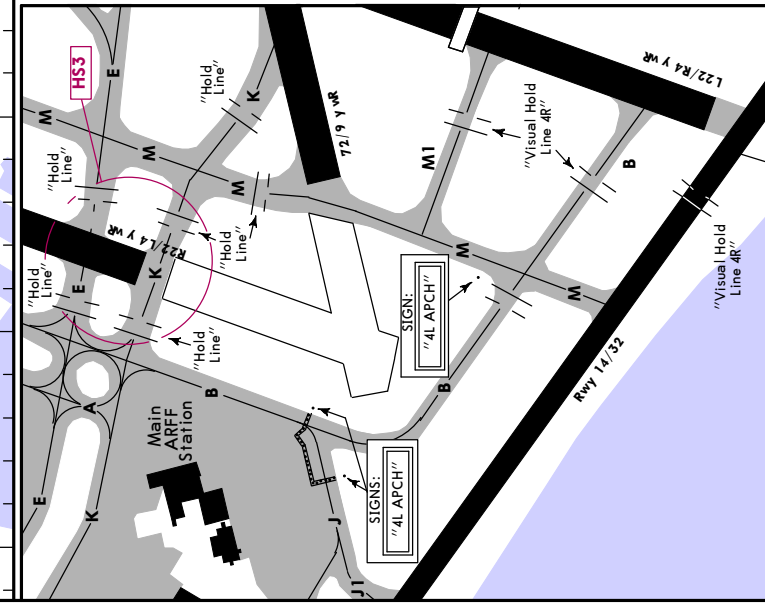
RUNWAY INCURSION HOTSPOTS (HSI)
 (For information only, not to be construed as ATC instructions)

CAUTION FOR THE FOLLOWING CONDITIONS:

- HS1** Maintain vigilance when taxiing on Rwy 15L/33R approaching Rwy 4L/22R.
- HS2** Twy N and Rwy 15R/33L.
- HS3** Maintain vigilance on Twy E & K when approaching Rwy 4L/22R.
- HS4** Maintain vigilance on Twy C when approaching Rwy 9/27. Maintain vigilance on Twy D when approaching Rwy 15R/33L.



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



SEE INSET FOR 4L APCH HOLD LINE DETAILS

Rwy 14/32 unidirectional; no landings Rwy 14; no takeoffs Rwy 32.
 Note: Rwy 14/32 also frequently used as a taxiway. Refer to inset for hold line details on runway.



GENERAL
 ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 Terminal Doppler Weather Radar. Birds in vicinity of airport.
 Runway Status Lights are in operation.
 Numerous cranes on and in vicinity of airport.
 For noise abatement, Rwy 15R is preferred for takeoff. Rwy 33L is preferred for landing. Call for more information on noise abatement procedures.
 No RON parking for non-tenant charter aircraft without prior Massport permission.

ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND TAKE-OFF	USABLE LENGTHS		LAHSO Distance	WIDTH
		Threshold	Glide Slope		
4R	HIRL CL ALSF-II TDZ ① PAPI-L grooved RVR	8851' 2698m	7835' 2388m		150' 46m
22L	HIRL CL MALSF ② PAPI-R (angle 3.0°) grooved RVR ③ 8807' 2684m	7747' 2361m	7747' 2361m	6400' 1951m	
①	Angle 3.0°. ② Unusable beyond 7° left of centerline. ③ LDA 8806' (2684m).				
4L	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR	7045' 2147m		5250' 1600m	150' 46m
22R	HIRL CL PAPI-L (angle 3.0°) grooved RVR				
④	LDA 7046' (2148m).				
9	HIRL CL grooved RVR				150' 46m
27	HIRL CL REIL PAPI-L (angle 3.0°) grooved RVR	5950' 1814m		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 ⑤ 9201' 2804m	8009' 2441m		6800' 2073m	150' 46m
33L	HIRL CL ALSF-I TDZ PAPI-R (angle 3.0°) grooved RVR	9107' 2776m			
⑤	LDA 9202' (2805m).				
15L	MIRL				100' 30m
33R	MIRL PAPI-R (angle 3.0°)				

TIERPS TAKE-OFF AND OBSTACLE DEPARTURE PROCEDURE (AMEND 15)
Rwys 4R, 15R

LOWER THAN STANDARD
 OpSpec Authorization Required

2 operating RVRs are required. All operating RVRs are controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10	Mid RVR 12	MID RVR 16		
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

Rwy 22L

If tower reports no tall vessels in the departure area.

LOWER THAN STANDARD
 OpSpec Authorization Required

2 operating RVRs are required. All operating RVRs are controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10	Mid RVR 12	MID RVR 16		
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

Rwy 33L

LOWER THAN STANDARD
 OpSpec Authorization Required

2 operating RVRs are required. All operating RVRs are controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10	Mid RVR 12	MID RVR 16		
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 2100' prior to departure end of runway.

CHANGES: Noise abatement note.

Rwy 9

With Min climb of 266'/NM to 300'

LOWER THAN STANDARD
 OpSpec Authorization Required

Both RVRs are required & controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

Rwy 22R

With Min climb of 320'/NM to 300'

LOWER THAN STANDARD
 OpSpec Authorization Required

Both RVRs are required & controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

Rwy 4L

With Min climb of 369'/NM to 300'

LOWER THAN STANDARD
 OpSpec Authorization Required

Both RVRs are required & controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

Rwy 27

With Min climb of 487'/NM to 1000'

LOWER THAN STANDARD
 OpSpec Authorization Required

Both RVRs are required & controlling.

CL & HIRL	RCLM & HIRL	RCLM (day only) or CL or HIRL	RCLM or CL or HIRL or Adequate Vis Ref	STANDARD	
				3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	TDZ RVR 12	TDZ RVR 16	RVR 24 or 1/2	RVR 50 or 1
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10		

Rwys 14, 15L

LOWER THAN STANDARD
 OpSpec Authorization Required

RCLM or HIRL or Adequate Vis Ref

1/4	1/2	1

OBSTACLE DP

Rwys 4L/R: Climb on heading 035° to 500' before turning Left.
 Rwy 22L: Climb on heading 215° to 800' before turning Right.
 Rwy 22R: Climb on heading 215° to 900' before turning Right.
 Rwy 33L: Climb on heading 330° to 700' before turning Left.
 (For TAKE-OFF OBSTACLE NOTES see 10-9A1 and 10-9A2)

DIVERSE VECTOR AREA (Radar Vectors) (OR16)

Rwy 14: Heading as assigned by ATC; requires minimum climb of 240' per NM to 1100'.
 Rwy 22L: Heading as assigned by ATC; requires minimum climb of 330' per NM to 1200'.
 Rwy 22R: Heading as assigned by ATC; requires minimum climb of 310' per NM to 500'.
 Rwy 33L: Heading as assigned by ATC; requires minimum climb of 300' per NM to 1200'.

FOR FILING AS ALTERNATE

ILS Rwy 4R	ILS Rwy 15R	ILS Rwy 22L	ILS Rwy 22R	ILS Rwy 27	ILS Rwy 33L
LOC Rwy 15R	LOC Rwy 27	LOC Rwy 33L	RNAV (GPS) Rwy 4L	RNAV (GPS) Rwy 4R	RNAV (GPS) Rwy 53L

Authorized Only When Local Weather Available
 LOC Rwy 4R

600-2	800-2

Other CEIL-VIS

Other
300- RVR 60 or 1/4

Other

Other
300- RVR 50 or 1

Other

Other
300- RVR 50 or 1

Other

Other
300- RVR 50 or 1

ODP TAKEOFF OBSTACLE NOTES

- RWY 4L:
Ships beginning 693' from DER, on centerline, up to 50' MSL. Pole, tree beginning 1803' from DER, 724' right of centerline, up to 56' AGL/65' MSL. Trees beginning 1989' from DER, 27' right of centerline, up to 74' MSL. Tree 2091' from DER, 91' left of centerline, 65' AGL/77' MSL. Trees beginning 2152' from DER, 33' left of centerline, up to 81' MSL. Trees beginning 2279' from DER, 101' right of centerline, up to 57' AGL/77' MSL. Trees beginning 2401' from DER, 211' left of centerline, up to 82' MSL. Trees, pole beginning 3656' from DER, 1068' left of centerline, up to 120' MSL. Stack 3763' from DER, 1142' left of centerline, 123' MSL. Trees, stacks, vehicles on road beginning 3796' from DER, 627' left of centerline, up to 154' MSL. Trees beginning 4021' from DER, 791' left of centerline, up to 156' MSL. Tree 4085' from DER, 1069' left of centerline, 159' MSL. Stacks, trees, vehicles on road beginning 4087' from DER, 476' left of centerline, up to 160' MSL. Trees, pole, building beginning 4264' from DER, 638' left of centerline, up to 166' MSL.
- RWY 4R:
Ships beginning 578' from DER, on centerline, up to 50' MSL. Pole, trees beginning 1806' from DER, 731' left of centerline, up to 56' AGL/65' MSL. Vehicles on road 1842' from DER, 964' right of centerline, 62' MSL. Vehicles on road 1948' from DER, 984' right of centerline, 66' MSL. Trees beginning 1992' from DER, 380' left of centerline, up to 74' MSL. Trees beginning 2282' from DER, 691' left of centerline, up to 57' AGL/77' MSL.
- RWY 9:
Lighting 11' from DER, 150' right of centerline, 17' MSL. Lighting 11' from DER, 149' left of centerline, 16' MSL. Ships beginning 761' from DER, on centerline, up to 65' MSL. Tank 5904' from DER, 1456' left of centerline, 114' AGL/211' MSL. Tank 5924' from DER, 1455' left of centerline, 205' MSL.
- RWY 14:
Lighting 10' from DER, 127' left of centerline, 20' MSL. Lighting 10' from DER, 127' right of centerline, 21' MSL. Terrain 82' from DER, 479' left of centerline, 26' MSL. Antenna 480' from DER, 321' left of centerline, 68' MSL. Navaid 497' from DER, 317' left of centerline, 71' MSL. Ship rig 5439' from DER, 1822' right of centerline, 176' MSL.
- RWY 15L:
Sign 8' from DER, 281' right of centerline, 5' AGL/17' MSL.
- RWY 15R:
Lighting 1' from DER, on centerline, 16' MSL.
- RWY 22L:
Lighting 40' from DER, 253' right of centerline, 20' MSL. Pole 395' from DER, on centerline, 15' AGL/31' MSL. Ship rig, tower beginning 2440' from DER, 34' left of centerline, up to 176' MSL. Crane 3675' from DER, 439' right of centerline, 145' AGL/145' MSL. Cranes, vehicles on road beginning 3720' from DER, 447' right of centerline, up to 147' MSL.
- RWY 22R:
Ship rig 4064' from DER, 8' right of centerline, 176' MSL. Ship rig 4585' from DER, 1534' left of centerline, 176' MSL. Vehicles on road 1 NM from DER, 1850' right of centerline, 208' MSL. Stack 1.4 NM from DER, 2796' right of centerline, 238' AGL/263' MSL. Stack 1.4 NM from DER, 2793' right of centerline, 260' MSL.

(CONTINUED on 10-9A2)

ODP TAKEOFF OBSTACLE NOTES (CONTD)

- RWY 27:
 Sign 18' from DER, 139' left of centerline, 18' MSL. Building 1211' from DER, 750' right of centerline, 50' MSL. Tree 1617' from DER, 820' right of centerline, 59' MSL. Pole, lighting beginning 1690' from DER, 750' right of centerline, up to 84' AGL/100' MSL. Building 1.2 NM from DER, 1178' left of centerline, 238' MSL. Building 1.2 NM from DER, 988' left of centerline, 240' MSL. Building 1.2 NM from DER, 971' left of centerline, 230' AGL/242' MSL. Buildings beginning 1.2 NM from DER, 1040' left of centerline, up to 243' MSL. Buildings beginning 1.2 NM from DER, 533' left of centerline, up to 248' MSL. Buildings, stack beginning 1.3 NM from DER, 501' left of centerline, up to 250' MSL. Buildings beginning 1.3 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL. Building 1.3 NM from DER, 185' left of centerline, 252' MSL. Buildings beginning 1.3 NM from DER, 112' left of centerline, up to 251' AGL/261' MSL. Building 1.3 NM from DER, 95' right of centerline, 259' AGL/269' MSL. Buildings beginning 1.3 NM from DER, 118' left of centerline, up to 259' AGL/269' MSL. Cranes, buildings beginning 1.4 NM from DER, 62' right of centerline, up to 411' MSL. Building 1.4 NM from DER, 106' left of centerline, 261' AGL/271' MSL. Building 1.5 NM from DER, 207' left of centerline, 267' AGL/278' MSL. Antenna, buildings beginning 1.6 NM from DER, 2984' right of centerline, up to 414' MSL. Buildings beginning 1.6 NM from DER, 2511' right of centerline, up to 484' MSL. Building 1.6 NM from DER, 2655' right of centerline, 548' AGL/560' MSL. Building 1.6 NM from DER, 2468' right of centerline, 635' MSL. Buildings, antennas, stack, building, tower beginning 1.6 NM from DER, 1533' right of centerline, up to 615' AGL/639' MSL. Buildings, poles, antennas beginning 1.8 NM from DER, 1114' right of centerline, up to 677' AGL/690' MSL. Buildings, antenna beginning 1.9 NM from DER, 1507' right of centerline, up to 701' AGL/720' MSL. Building, tower, buildings, crane beginning 2 NM from DER, 1775' right of centerline, up to 698' AGL/730' MSL. Crane 2.2 NM from DER, 1690' right of centerline, 512' MSL.

- RWY 33L:
 Tree 248' from DER, 377' right of centerline, 16' AGL/27' MSL. Building 1346' from DER, 705' right of centerline, 41' AGL/51' MSL. Tanks beginning 1677' from DER, 925' left of centerline, up to 51' AGL/67' MSL. Building 1933' from DER, 862' left of centerline, 70' MSL. Buildings beginning 1946' from DER, 602' left of centerline, up to 58' AGL/73' MSL. Trees beginning 2119' from DER, 52' right of centerline, up to 82' MSL. Trees beginning 2214' from DER, 43' right of centerline, up to 72' AGL/84' MSL. Trees beginning 2328' from DER, 35' right of centerline, up to 85' MSL. Tree 2437' from DER, 1033' right of centerline, 96' MSL. Tree 2448' from DER, 928' right of centerline, 99' MSL. Signs, tank beginning 3015' from DER, 860' right of centerline, up to 73' AGL/101' MSL. Tree 3969' from DER, 567' left of centerline, 63' AGL/118' MSL. Tree 3987' from DER, 594' left of centerline, 122' MSL. Building 4364' from DER, 1080' left of centerline, 64' AGL/129' MSL. Trees beginning 4511' from DER, 1142' left of centerline, up to 134' MSL. Building, stack beginning 4925' from DER, 1491' left of centerline, up to 151' MSL. Bridge 1.3 NM from DER, 2564' left of centerline, 262' AGL/262' MSL.

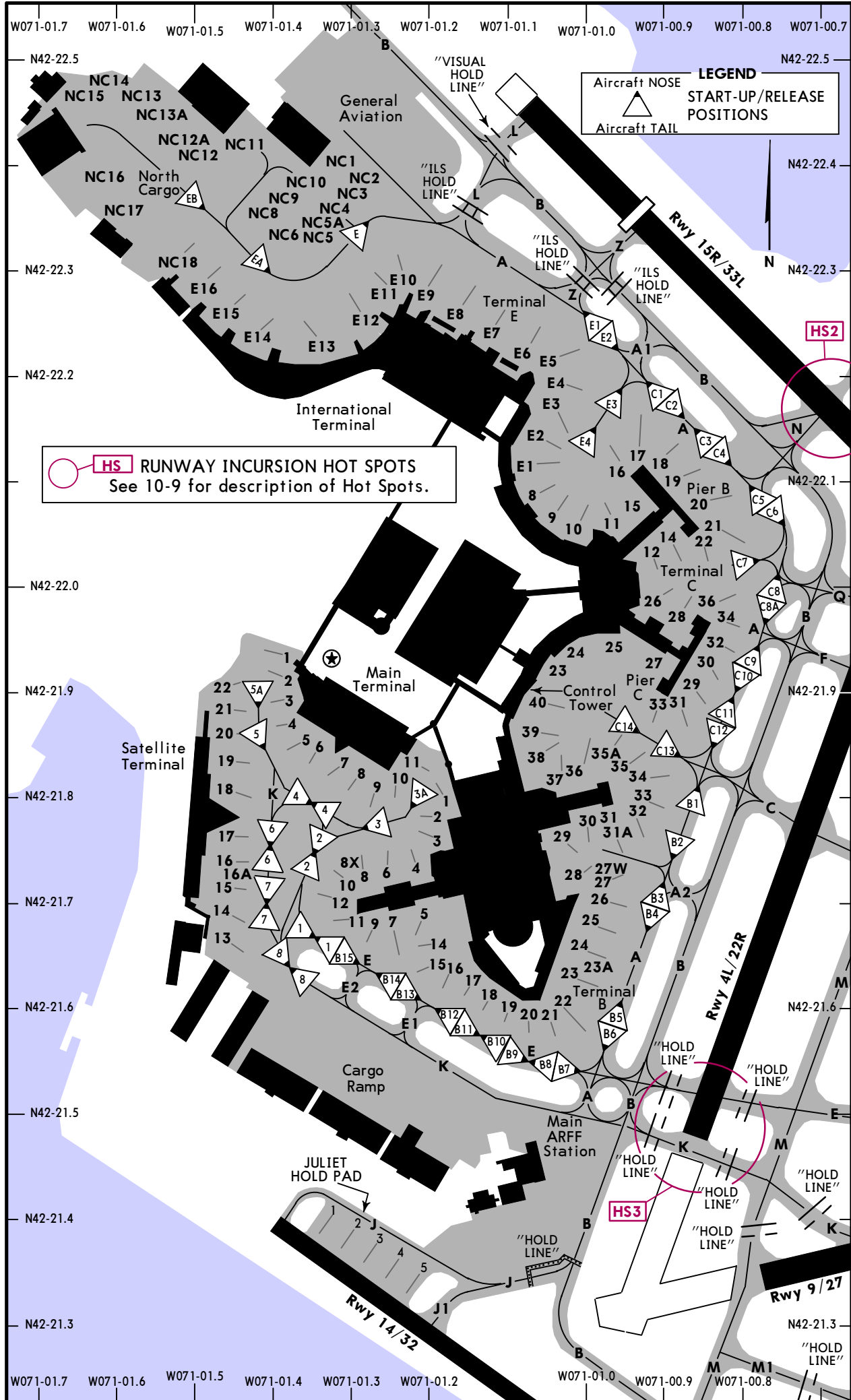
KBOS/BOS

JEPPESSEN

BOSTON, MASS

15 SEP 23 10-9B

LOGAN INTL



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

LEGEND
 Aircraft NOSE
 Aircraft TAIL
 START-UP/RELEASE POSITIONS

PARKING GATE COORDINATES

GATE NO.	COORDINATES	GATE NO.	COORDINATES
TERMINAL-A		TERMINAL-C	
1 thru 6	N42 21.9 W071 01.4	8	N42 22.1 W071 01.1
7	N42 21.9 W071 01.3	9 thru 11	N42 22.1 W071 01.0
8, 9	N42 21.8 W071 01.3	12	N42 22.0 W071 00.9
10, 11	N42 21.8 W071 01.2	14, 15	N42 22.1 W071 00.9
13 thru 16A	N42 21.7 W071 01.5	16	N42 22.1 W071 01.0
17 thru 19	N42 21.8 W071 01.5	17 thru 22	N42 22.1 W071 00.9
20 thru 22	N42 21.9 W071 01.5	23, 24	N42 22.0 W071 01.1
		25, 26	N42 22.0 W071 00.9
		27	N42 21.9 W071 00.9
		28	N42 22.0 W071 00.9
TERMINAL-B		29 thru 31	N42 21.9 W071 00.9
1 thru 3	N42 21.8 W071 01.2	32	N42 22.0 W071 00.8
4, 5	N42 21.7 W071 01.2	33	N42 21.9 W071 00.9
6	N42 21.7 W071 01.3	34, 36	N42 22.0 W071 00.8
7	N42 21.7 W071 01.2		
8 thru 11	N42 21.7 W071 01.3	TERMINAL-E (INTERNATIONAL)	
14	N42 21.7 W071 01.2	E1, E2	N42 22.1 W071 01.1
15, 16	N42 21.6 W071 01.2	E3, E4, E5	N42 22.2 W071 01.1
17 thru 20	N42 21.6 W071 01.1	E6, E7	N42 22.2 W071 01.1
21 thru 23A	N42 21.6 W071 01.0	E8, E9	N42 22.3 W071 01.2
24 thru 28	N42 21.7 W071 01.0	E10	N42 22.3 W071 01.3
29 thru 31	N42 21.8 W071 01.0	E11, E12	N42 22.2 W071 01.3
31A thru 34	N42 21.8 W071 00.9	E13	N42 22.2 W071 01.4
35, 35A	N42 21.8 W071 01.0	E14 thru E16	N42 22.3 W071 01.5
36, 37	N42 21.8 W071 01.1		
38 thru 40	N42 21.9 W071 01.1	NORTH CARGO	
		NC1 thru NC4	N42 22.4 W071 01.3
		NC5 thru NC6	N42 22.3 W071 01.3
		NC8, NC9	N42 22.4 W071 01.4
		NC10	N42 22.4 W071 01.3
		NC11	N42 22.4 W071 01.4
		NC12 thru NC13A	N42 22.4 W071 01.5
		NC14, NC15	N42 22.5 W071 01.6
		NC16 thru NC18	N42 22.4 W071 01.6

Less than RVR 1200 to 500

D-ATIS Departure 135.0 VOT 111.0	Data Comm ACARS: CPDLC: D-ATIS: PDC, TWIP	BOSTON Clearance (Cpt) 121.65	MASSPORT Gate Control 131.1	Ground 121.75 121.9
BOSTON Tower East West 132.225 128.8		Helicopter 124.725		
		BOSTON Departure (R) 133.0		

NOTES:

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

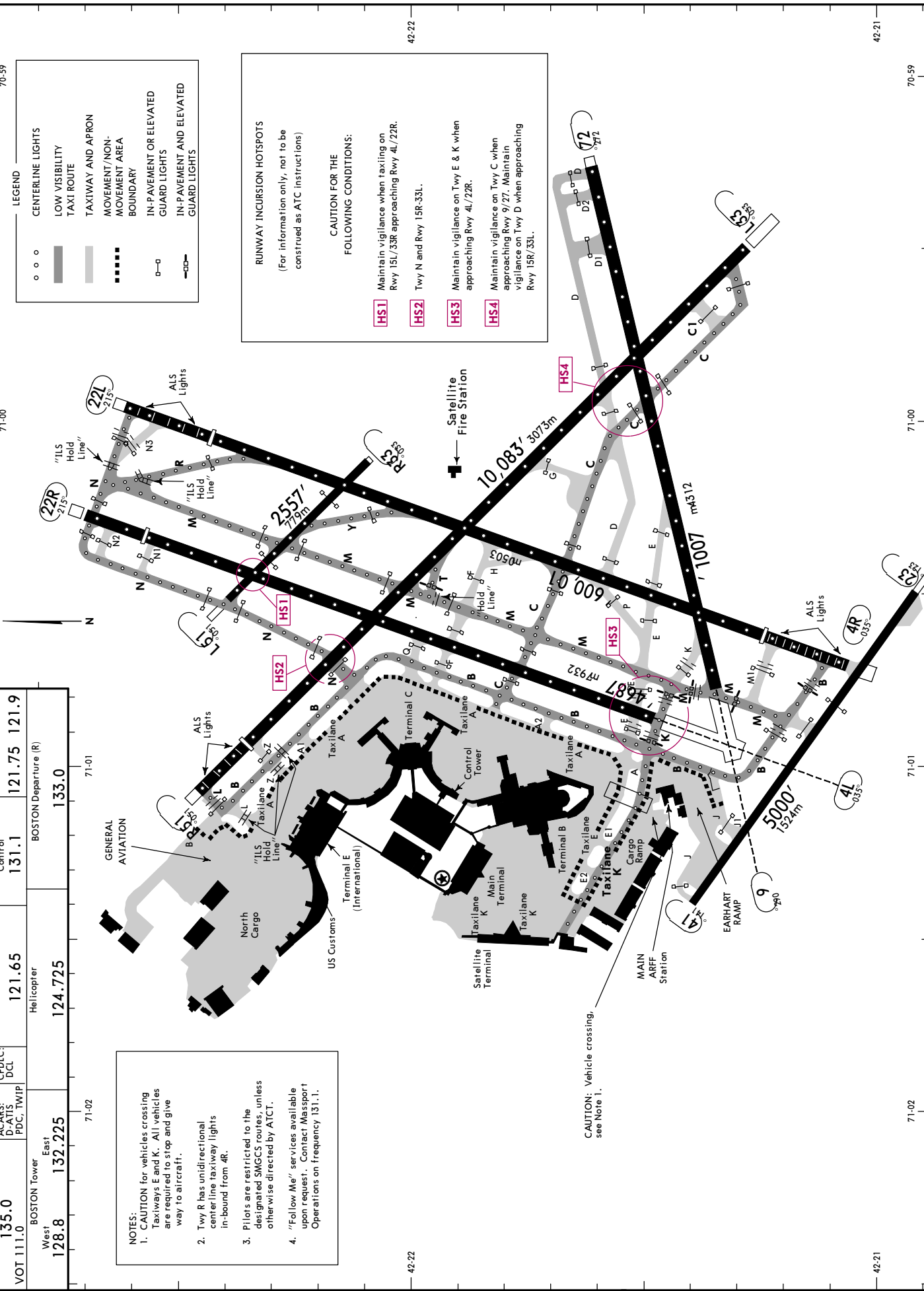
LEGEND

○ ○ ○	CENTERLINE LIGHTS
▬	LOW VISIBILITY TAXI ROUTE
▬	TAXIWAY AND APRON
▬	MOVEMENT/NON-MOVEMENT AREA
▬	BOUNDARY
□	IN-PAVEMENT OR ELEVATED GUARD LIGHTS
▬	IN-PAVEMENT AND ELEVATED GUARD LIGHTS

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** Twy N and Rwy 15R/33L.
- HS3** Maintain vigilance on Twy E & K when approaching Rwy 4L/22R.
- HS4** Maintain vigilance on Twy C when approaching Rwy 9/27. Maintain vigilance on Twy D when approaching Rwy 15R/33L.



CAUTION: Vehicle crossing, see Note 1.

DEICING PROCEDURES

Jet Blue Deicing Area

GENERAL PROCEDURES:

- Taxiway Juliet will remain open.
- 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.

STAGING:

- Jet Blue aircraft will be routed to spots 1 through 3 in the Jet Blue deicing area.
- Spots 4 and 5 are designated "ON-DECK" and in most cases, one aircraft will be staged in the Jet Blue area.

COMMUNICATIONS:

- Earhart Ramp spots D1, D2, and D3 are coordinated and used by Jet Blue.
- Aircraft that will be deicing in the Jet Blue area should proceed to "ON DECK 5" and contact company.
- After deicing is complete, aircraft should notify Boston Air Traffic Control of readiness to taxi on 121.9 unless otherwise instructed.

J Pad Deicing Area

GENERAL PROCEDURES:

- Runway 14/32 will be closed but available for taxi during deicing operations.
- Deicing location of aircraft with wingspan up to 118' (36m).
- Taxiway Juliet will remain open.

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.
- Aircraft will be under escort from Juliet Hold Spot to deicing pad.
- 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 via escort.
- 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:

- J Pad spots JP1, JP3 and JP5 are common use and are coordinated by Delta Airlines. Spot JP1 can only accommodate A319/737-7 and smaller.
- Pilots to contact Delta Ramp frequency 128.975 to obtain a deicing spot at the J Pad.
- Once assigned a J Pad deicing spot, pilots will contact FAA Ground for clearance to the J Pad.
- Aircraft that will be deicing on the J Pad should proceed on Taxiway J to the approach end of Runway 14 and hold for escort. J-Pad commander will contact inbound aircraft on frequency 129.65 and advise them to follow "FOLLOW ME" car to spot.
- After deicing is complete, aircraft should notify Boston Air Traffic Control of readiness to taxi on 121.9 unless otherwise instructed.

Escort Vehicles

- 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.
- 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.
- 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.
- All vehicles remain outside of Taxiway Object Free Area.

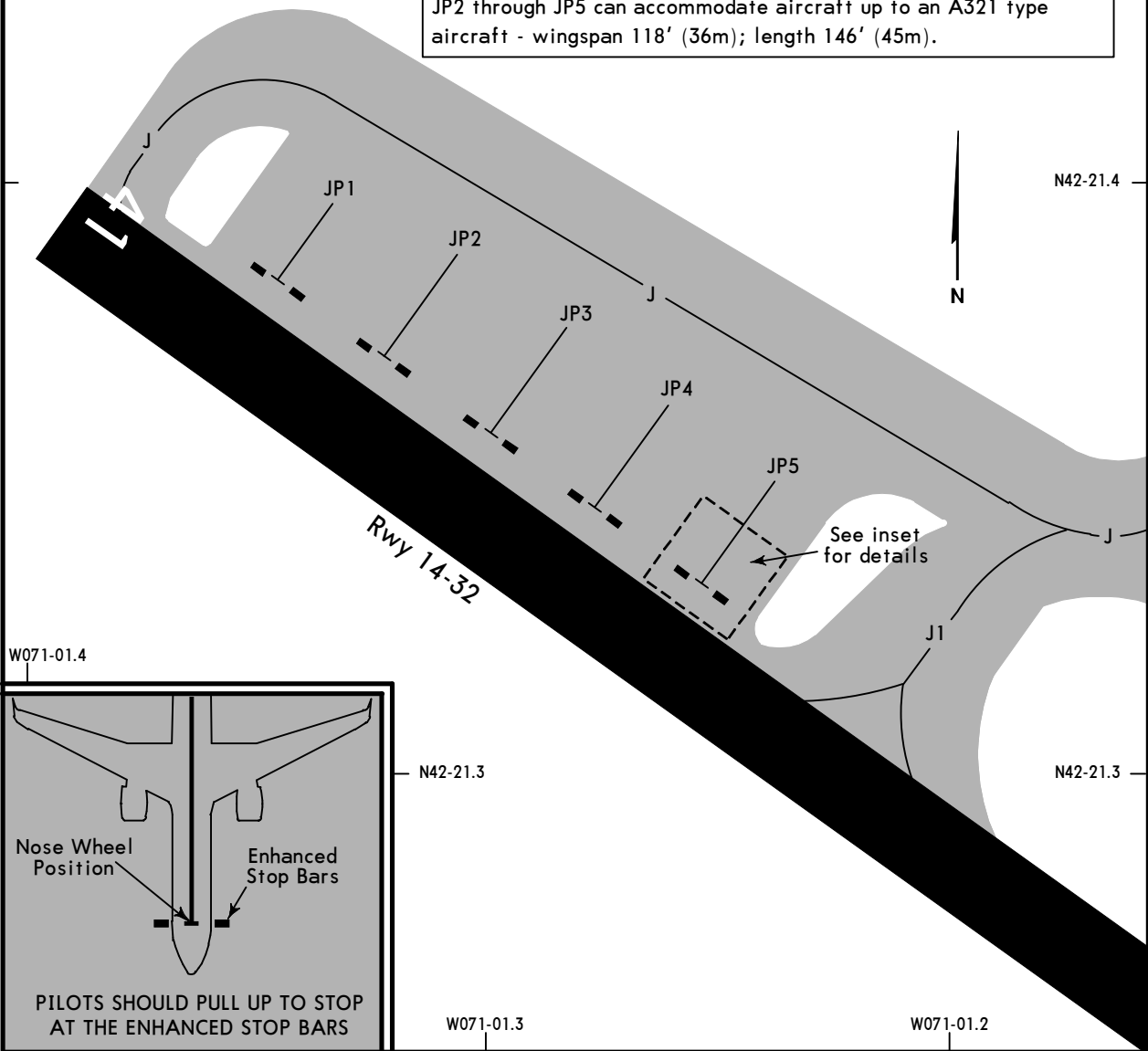
JULIET HOLD PAD

W071-01.4

W071-01.3

W071-01.2

JP1 is restricted to an A320 or B737-7 type aircraft or smaller - wingspan 117' (36m); length 124' (38m).
JP2 through JP5 can accommodate aircraft up to an A321 type aircraft - wingspan 118' (36m); length 146' (45m).



The Juliet hold pad is used by ATC to hold aircraft with outbound delays, parking of RON aircraft and for remote deicing operations.

- RON aircraft are towed into JP1 through JP5 parking spots with the nose of aircraft facing southwest towards Rwy 14/32.
- Aircraft being remotely deiced are parked the opposite way with nose facing northeast towards Twy J. Aircraft are escorted in by an escort vehicle.
- Aircraft holding for departure delays or a gate are given instructions by ATC to taxi into spots JP1 through JP5 with nose of aircraft facing southwest towards Rwy 14/32.
- Pilots should use the extended T stops on spots JP1 through JP5 when directed to hold on the Juliet pad by FAA ATC as a visual cue on where to stop. The extended T stops will provide clearance for aircraft on Twy J and Rwy 14/32.

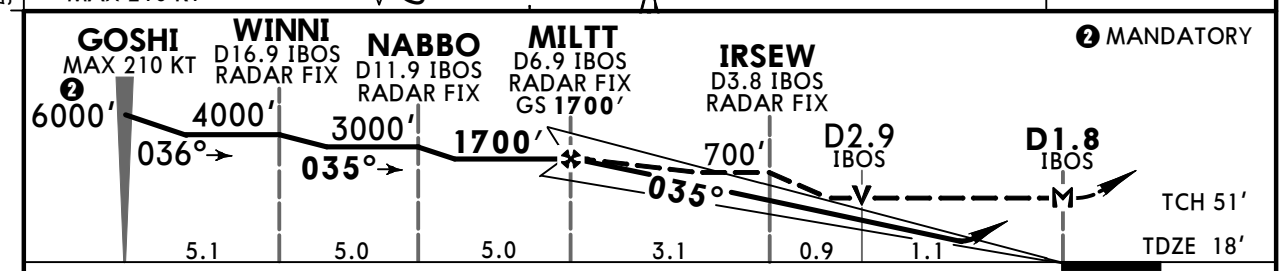
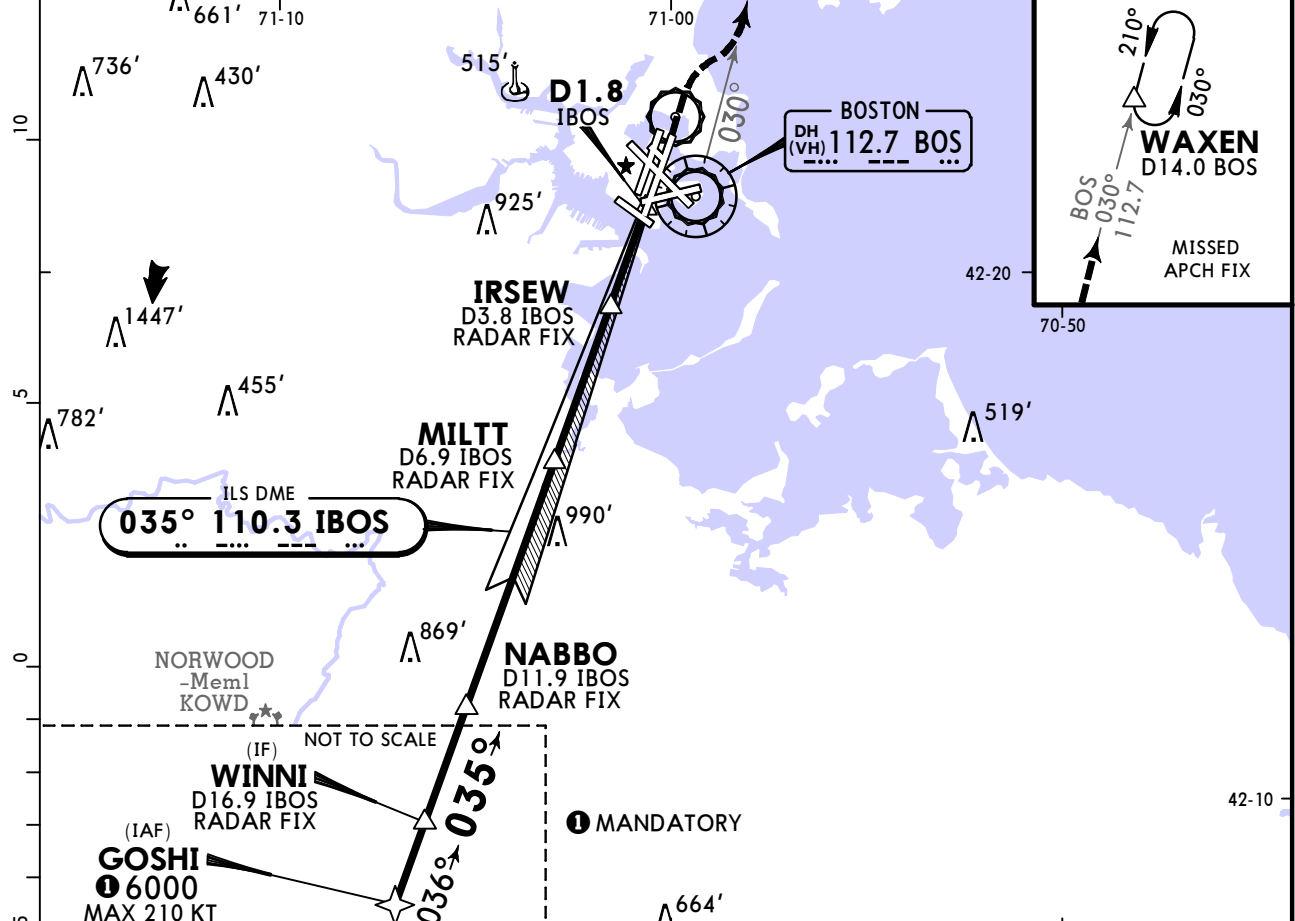
Rwy 14/32 is closed during the conditions noted above, but is available for taxi.

KBOS/BOS LOGAN INTL

JEPESEN
10 MAY 24 (11-1) Eff 16 May

BOSTON, MASS ILS or LOC Rwy 4R

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
LOC IBOS 110.3	Final Apch Crs 035°	MILTT 1700' (1682')	ILS DA(H) (CONDITIONAL) 218' (200')	Apt Elev 19' TDZE 18'
MISSED APCH: Climb to 3000' on BOS VOR R-030 outbound to WAXEN/ D14.0 BOS and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
RNP Apch - GPS. From GOSHI.				
1. DME required. 2. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').				



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

TERPS									
ILS			STRAIGHT-IN LANDING RWY 4R				When Control Tower Reports Tall Vessels in Approach Area		
DA(H) 218' (200')			LOC (GS out) MDA(H) 440' (422')				1 ILS DA(H) 374' (356') LOC (GS out) MDA(H) 440' (422')		
	TDZ/CL out	ALS out					TDZ/CL out	ALS out	ALS out
A			RVR 24 or 1/2	RVR 50 or 1					RVR 55 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4
C									
D									

1 Not authorized when vessels taller than 144' present.
2 RVR 18 with Flight Director or Autopilot or HUD to DA.

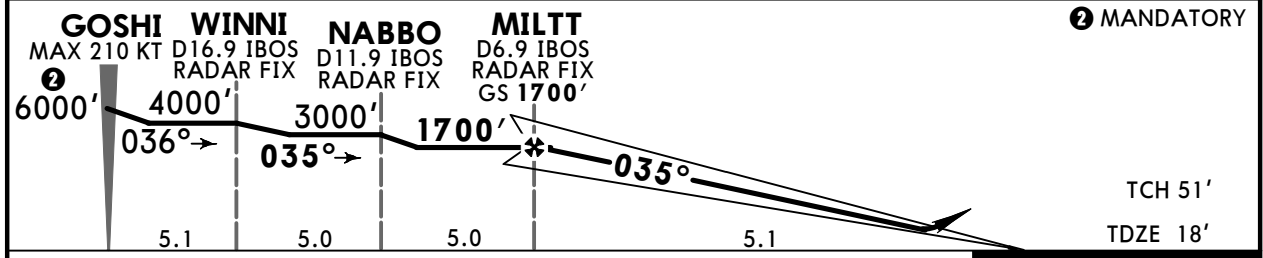
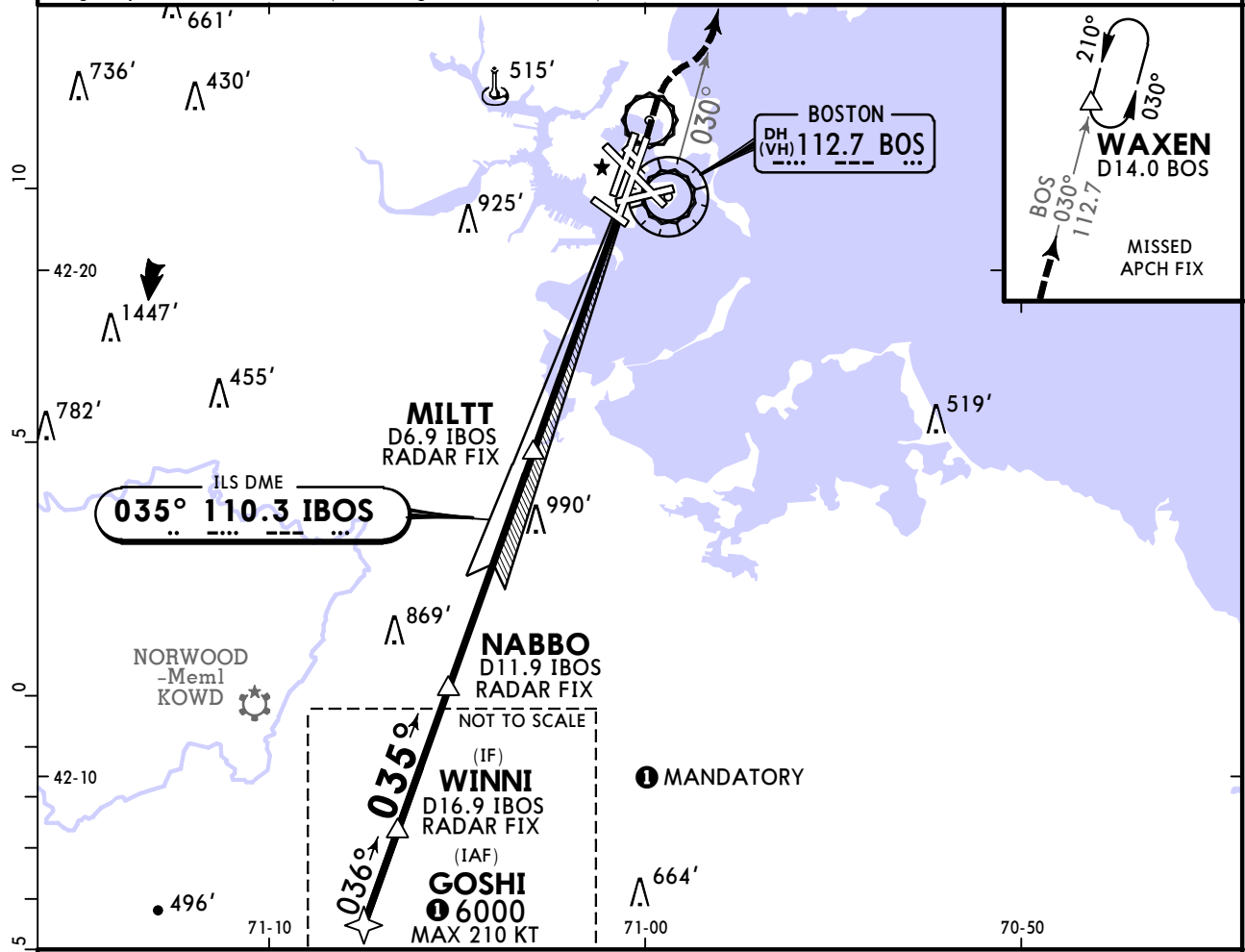
KBOS/BOS
LOGAN INTL

10 MAY 24
Eff 16 May **JEPESEN**
(11-1A)

BOSTON, MASS
ILS Rwy 4R CAT II & III

D-ATIS Arrival 135.0		BOSTON Approach (R) 120.6		BOSTON Tower West 128.8 East 132.225		Ground 121.75 121.9		Helicopter 124.725			
LOC IBOS 110.3	Final Apch Crs 035°	MILTT 1700' (1682')	CAT III Refer to Minimums	CAT II ILS RA 99' DA(H) 118' (100')		Apt Elev 19' TDZE 18'					
MISSED APCH: Climb to 3000' on BOS VOR R-030 outbound to WAXEN/ D14.0 BOS and hold.								MSA BOS VOR			
Alt Set: INCHES				Trans level: FL 180				Trans alt: 18000'			
RNP Apch - GPS. From GOSHI.											

1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope. 4. When Control Tower reports tall vessels in approach area, procedure not authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').



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

TERPS		STRAIGHT-IN LANDING RWY 4R	
CAT III ILS		CAT II ILS RA 99' DA(H) 118' (100')	
A			
B			
C	RVR 6		RVR 12
D			

RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

KBOS/BOS
LOGAN INTL

10 MAY 24
Eff 16 May

JEPPESEN

11-1B

BOSTON, MASS
ILS Rwy 4R SA CAT I

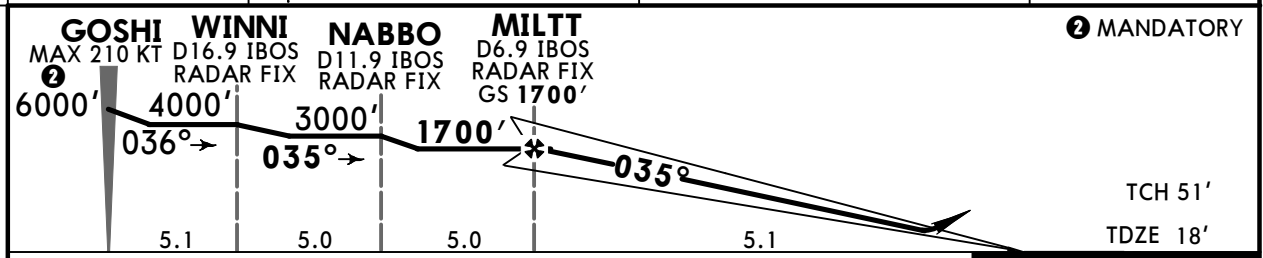
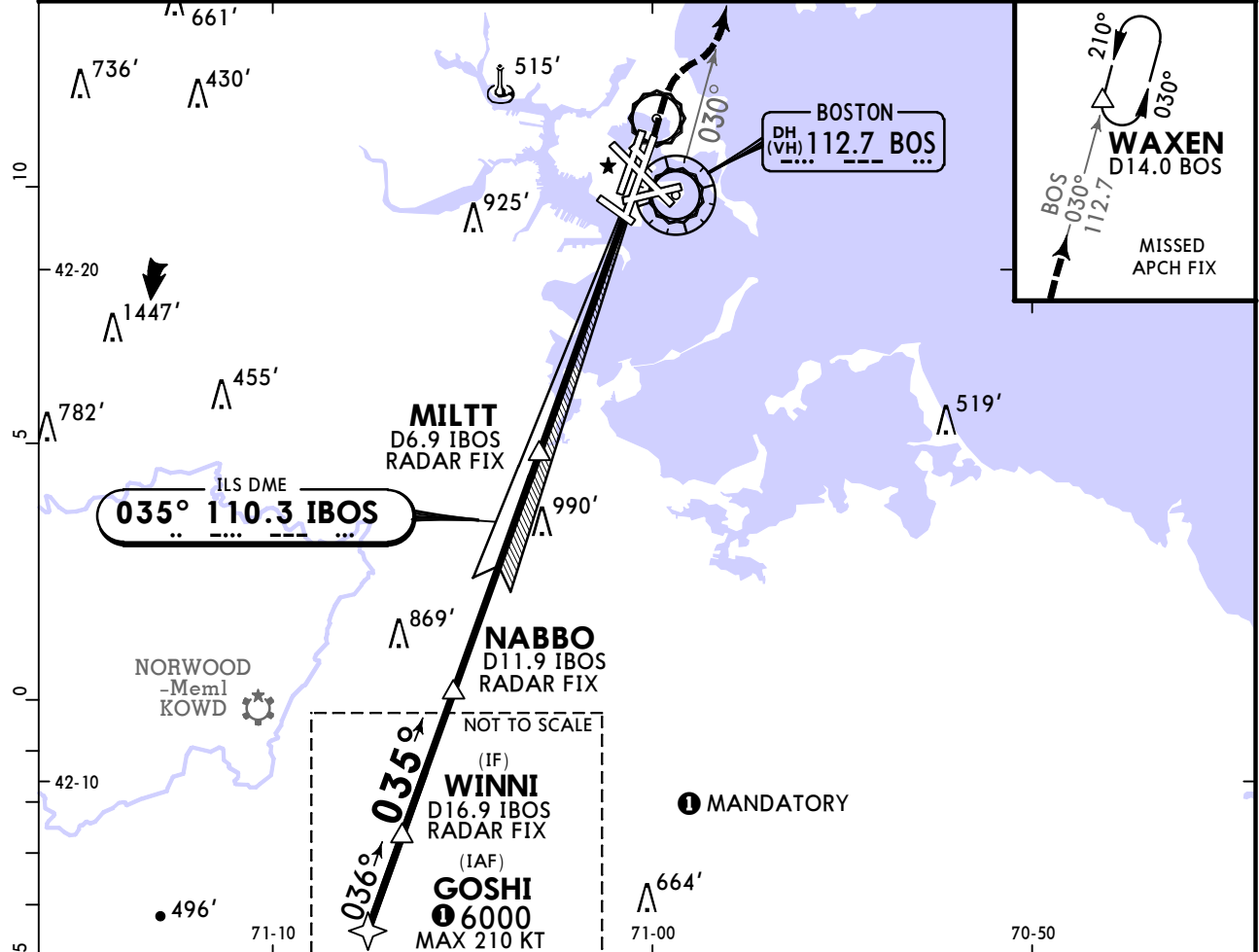
D-ATIS Arrival 135.0		BOSTON Approach (R) 120.6		BOSTON Tower West 128.8 East 132.225		Ground 121.75 121.9		Helicopter 124.725	
LOC IBOS 110.3		Final Apch Crs 035°		MILTT 1700' (1682')		SA CAT I ILS RA 168' DA(H) 168' (150')		Apt Elev 19' TDZE 18'	



MISSED APCH: Climb to 3000' on BOS VOR R-030 outbound to WAXEN/D14.0 BOS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
RNP Apch - GPS. From GOSHI.

1. Special Aircrew and Aircraft Certification Required.
2. DME required.
3. Simultaneous approach authorized.
4. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.
5. When Control Tower reports tall vessels in approach area, procedure not authorized.
6. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').



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

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

A	
B	
C	RVR 14
D	

1 Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 11B 16 MAY 2024

KBOS/BOS
LOGAN INTL



BOSTON, MASS

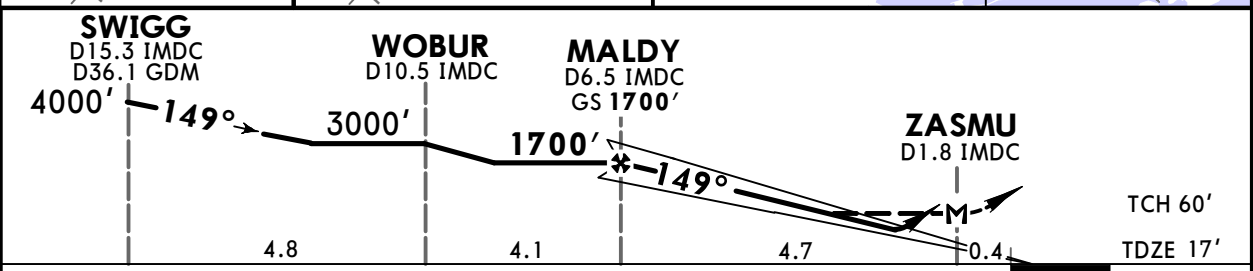
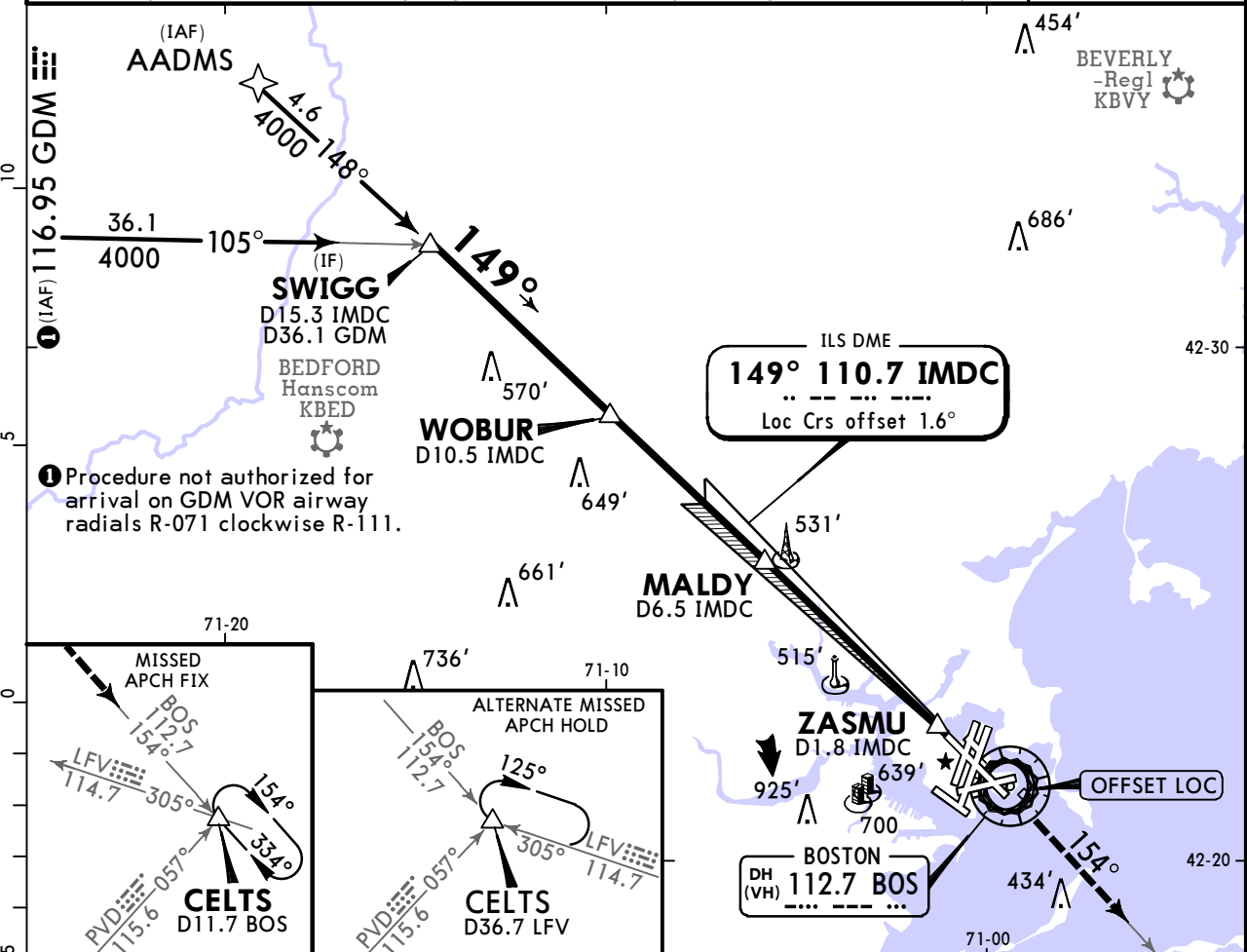
7 JUN 24

(11-2)

Eff 13 Jun

ILS or LOC Rwy 15R

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground	Helicopter
135.0	120.6	128.8	132.225	121.75 121.9	124.725
LOC IMDC 110.7	Final Apch Crs 149°	MALDY 1700' (1683')	ILS DA(H) 267' (250')	Apt Elev 19' TDZE 17'	<p>MSA BOS VOR</p>
MISSED APCH: Climb to 3000' on BOS VOR R-154 outbound to CELTS INT/D11.7 BOS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' RNP Apch-GPS. From AADMS. 1. DME required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' BOS 112.7 CELTS R-154
GS	3.00°	372	478	531	637	849	
MAP at ZASMU							

TERPS				STRAIGHT-IN LANDING RWY 15R			
ILS DA(H) 267' (250')		LOC (GS out) MDA(H) 580' (563')		RAIL/ALS out		RAIL/ALS out	
A				RVR 24 or 1/2			RVR 50 or 1
B							
C	RVR 24 or 1/2		RVR 40 or 3/4				
D				1 1/4			1 5/8

TERPS AMEND 28 13 JUN 2024

KBOS/BOS LOGAN INTL



BOSTON, MASS

7 JUN 24

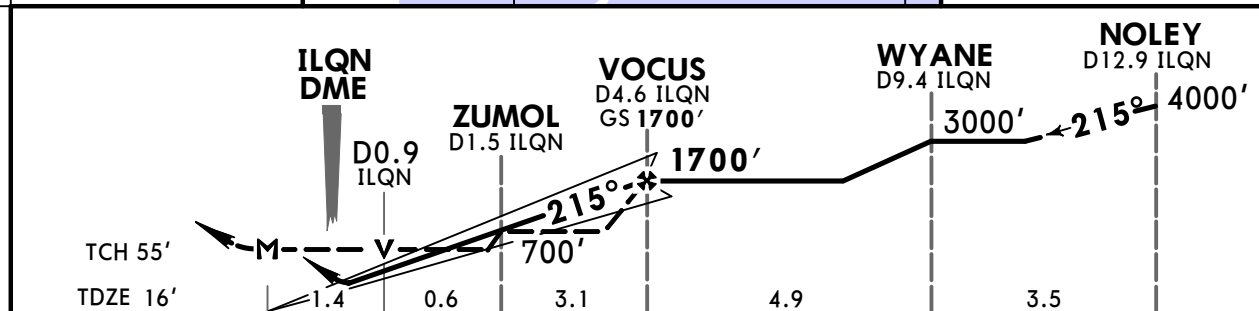
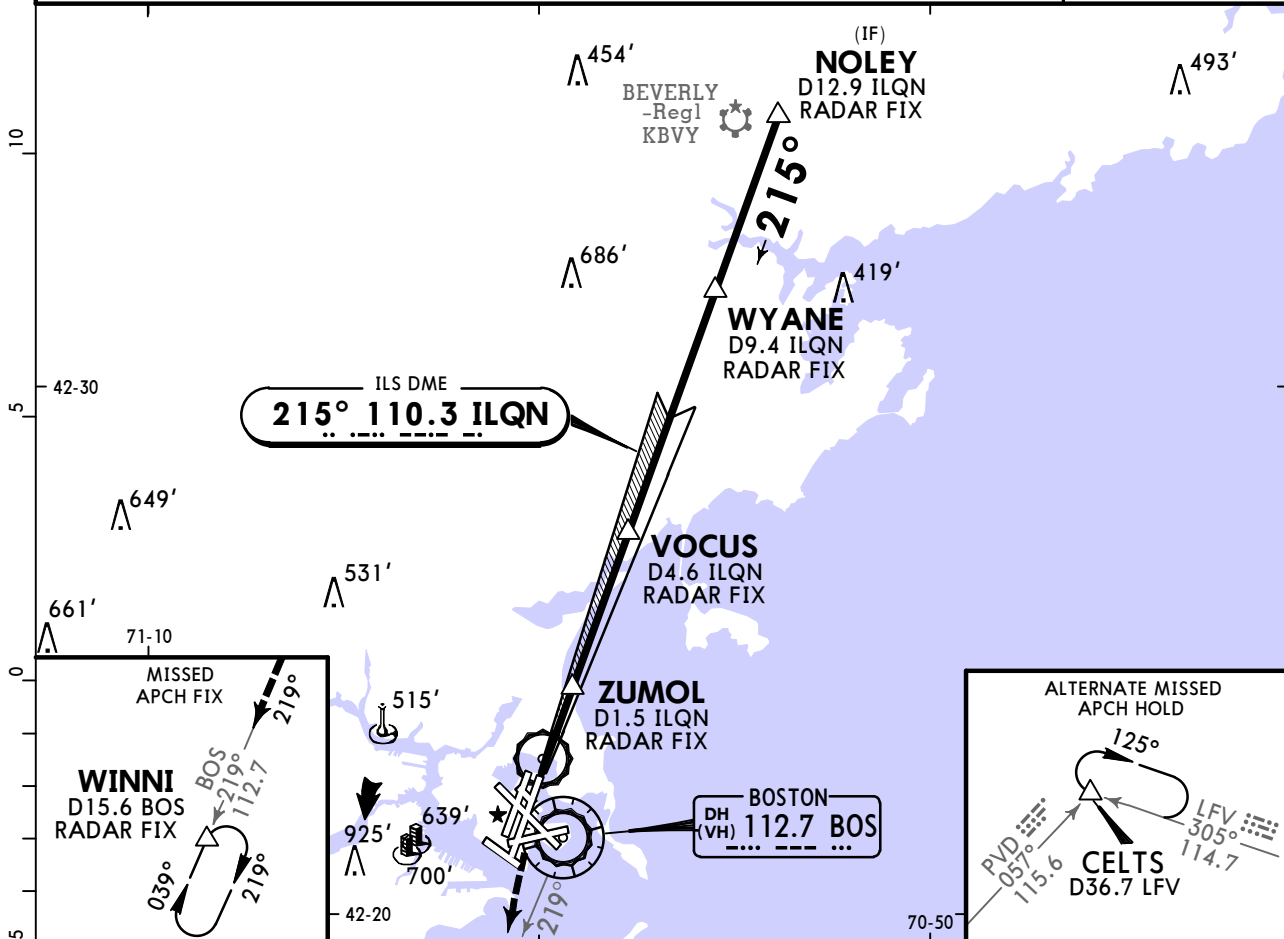
11-3

Eff 13 Jun

ILS or LOC Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground	Helicopter
	135.0	120.6	128.8	132.225	121.75 121.9	124.725
	LOC ILQN 110.3	Final Apch Crs 215°	VOCUS 1700' (1684')	ILS DA(H) 216' (200')	Apt Elev 19' TDZE 16'	<p>MSA BOS VOR</p>
	MISSED APCH: Climb to 3000' outbound on BOS VOR R-219 to WINNI/D15.6 BOS/RADAR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						

1. DME or Radar Required. 2. Radar required for procedure entry.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 	
GS	3.00°	372	478	531	637	743		3000' on BOS R-219
VOCUS to MAP	5.1	4:22	3:24	3:04	2:33	2:11		1:55

TERPS		STRAIGHT-IN LANDING RWY 22L	
ILS DA(H) 216' (200')		LOC (GS out) MDA(H) 540' (524')	
ALS out		ALS out	
A	RVR 40 or $\frac{3}{4}$	RVR 40 or $\frac{3}{4}$	RVR 50 or 1
B		1 $\frac{1}{4}$	1 $\frac{1}{2}$
C			
D			

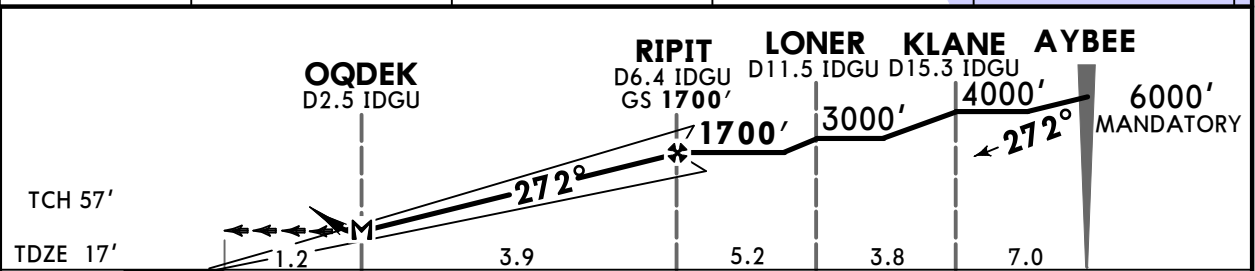
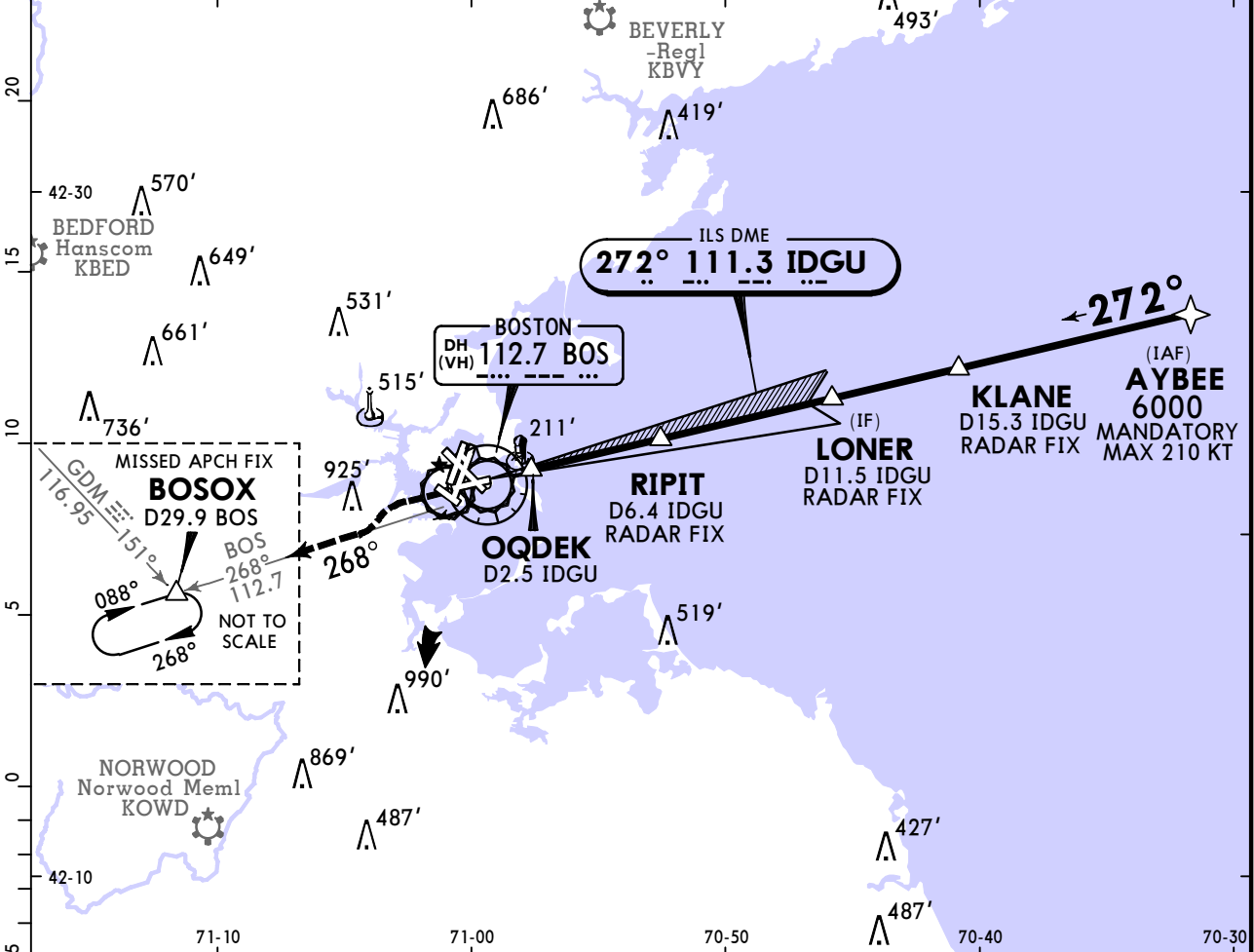
TERPS AMEND BE 13 JUN 2024

KBOS/BOS LOGAN INTL

JEPPESEN
7 JUN 24 **(11-4)** **Eff 13 Jun**

BOSTON, MASS ILS or LOC Rwy 27

BRIEFING STRIP™	D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground	Helicopter
	135.0	120.6	128.8	132.225	121.75 121.9	124.725
	LOC IDGU 111.3	Final Apch Crs 272°	RIPIT 1700' (1683')	ILS DA(H) 460' (443')	Apt Elev 19' TDZE 17'	
	MISSED APCH: Climb to 3000' outbound on BOS VOR R-268 to BOSOX INT/D29.9 BOS and hold.					
RNP Apch-GPS. From AYBEE. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						MSA BOS VOR
1. DME or Radar required. 2. Radar required for procedure entry.						
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' BOS ↑ on 112.7 R-268	BOSOX
GS	3.00°	372	478	531	637	849			
MAP at OQDEK or RIPIT to MAP	3.9	3:21	2:36	2:20	1:57	1:40			

TERPS		STRAIGHT-IN LANDING RWY 27	
ILS DA(H) 460' (443')		LOC (GS out) MDA(H) 460' (443')	
A			
B			
C	1½		1½
D			

TERPS AMEND 3A 13 JUN 2024

KBOS/BOS LOGAN INTL



BOSTON, MASS

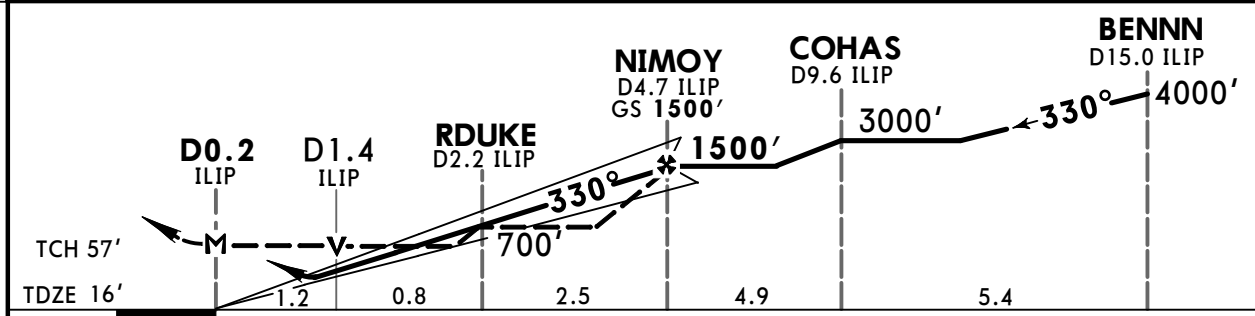
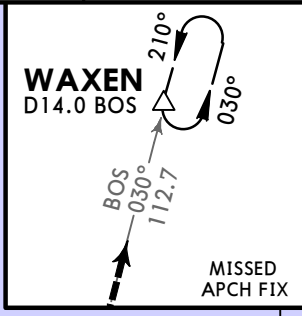
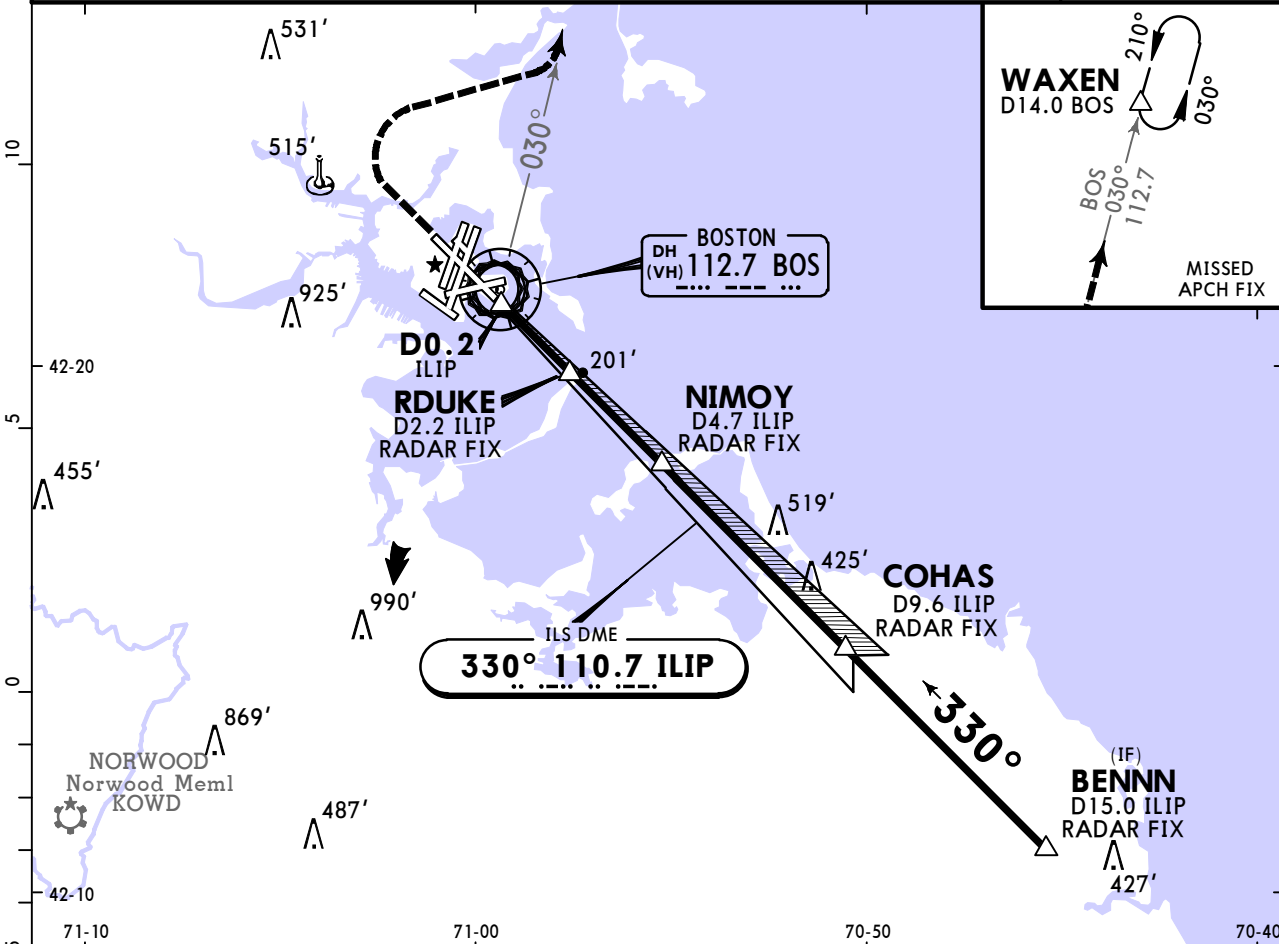
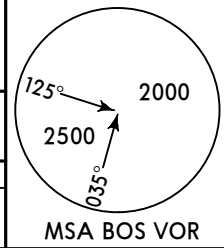
7 JUN 24

11-5

Eff 13 Jun

ILS or LOC Rwy 33L

D-ATIS Arrival 135.0		BOSTON Approach (R) 120.6		BOSTON Tower West 128.8 East 132.225		Ground 121.75 121.9		Helicopter 124.725	
LOC ILIP 110.7		Final Apch Crs 330°		NIMOY 1500' (1484')		ILS DA(H) 216' (200')		Apt Elev 19' TDZE 16'	
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound on BOS VOR R-030 to WAXEN/D14.0 BOS and hold.									
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
1. DME required. 2. Radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68').									



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	on 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					

TERPS				STRAIGHT-IN LANDING RWY 33L	
ILS		LOC (GS out)			
DA(H) 216' (200')		MDA(H) 460' (444')			
TDZ/CL out		ALS out		ALS out	
A			RVR 24 or 1/2	RVR 50 or 1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		
C			RVR 45 or 7/8	1 3/8	
D					

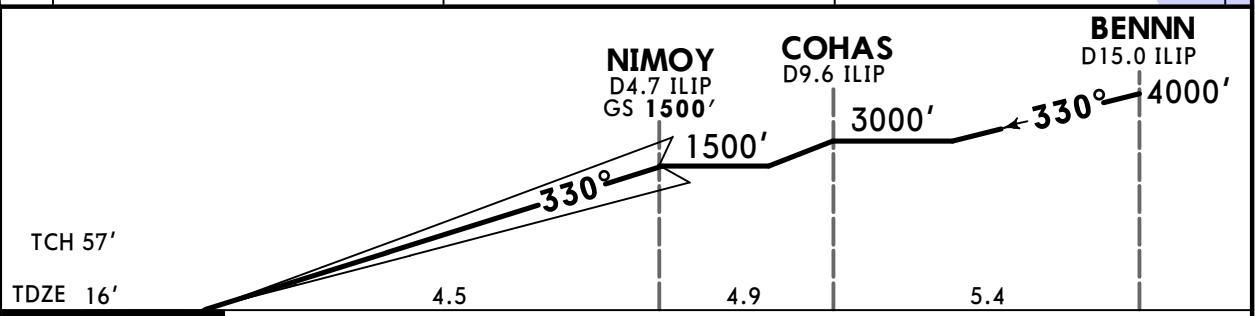
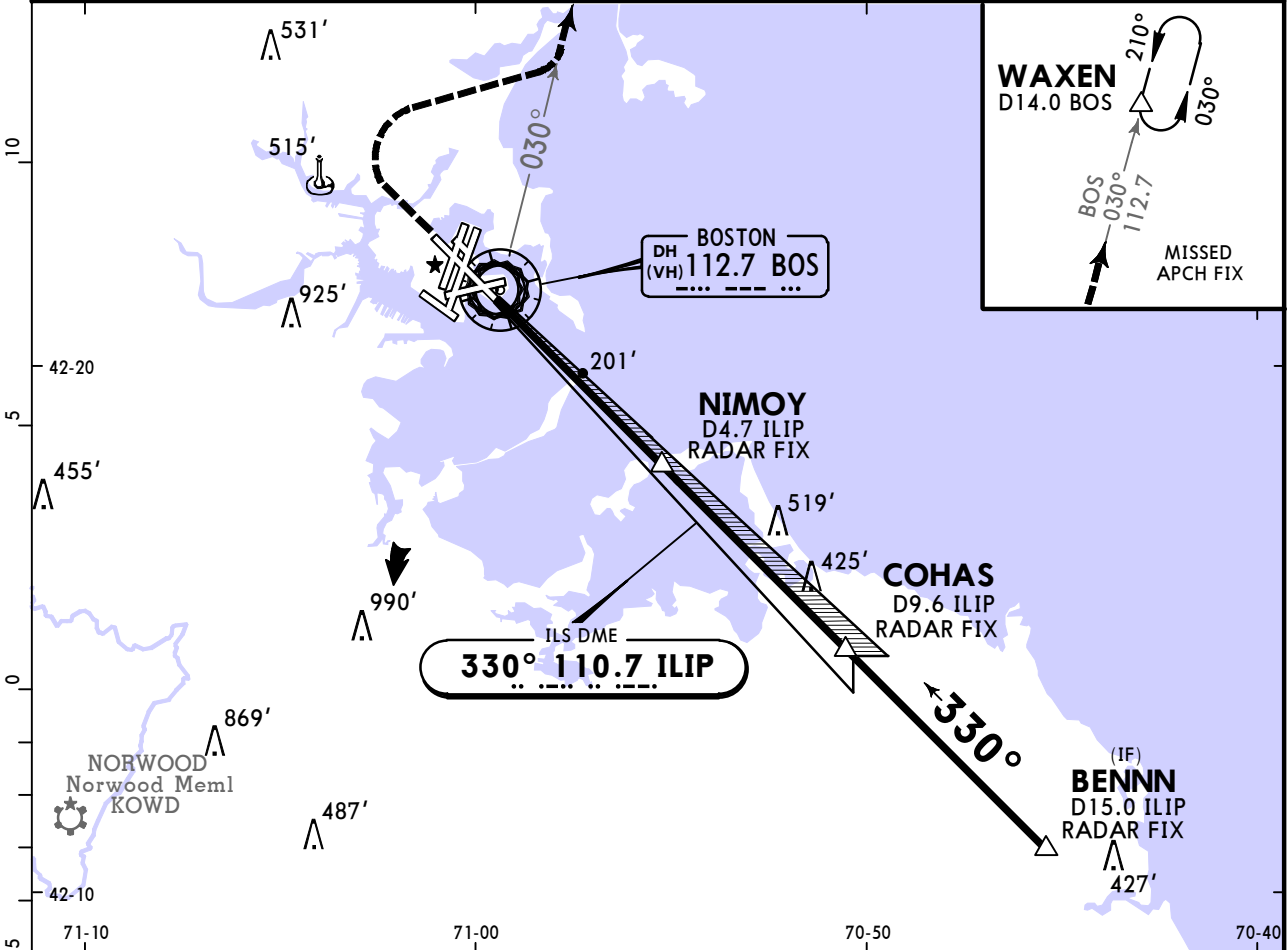
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KBOS/BOS
LOGAN INTL

JEPPESEN
7 JUN 24
Eff 13 Jun **(11-5A)**

BOSTON, MASS
ILS Rwy 33L CAT II & III

D-ATIS Arrival 135.0		BOSTON Approach (R) 120.6		BOSTON Tower West 128.8 East 132.225		Ground 121.75 121.9		Helicopter 124.725
LOC ILIP 110.7	Final Apch Crs 330°	NIMOY 1500' (1484')	CAT III Refer to Minimums		CAT II RA 116' DA(H) 116'(100')		Apt Elev 19' TDZE 16'	<p>MSA BOS VOR</p>
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound on BOS VOR R-030 to WAXEN/D14.0 BOS and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Radar required for procedure entry. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68').								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	743	849	↑	RT	on 112.7	R-030

TERPS		STRAIGHT-IN LANDING RWY 33L	
CAT III ILS		CAT II ILS RA 116' DA(H) 116'(100')	
A			
B			
C	RVR 6		1 RVR 12
D			

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

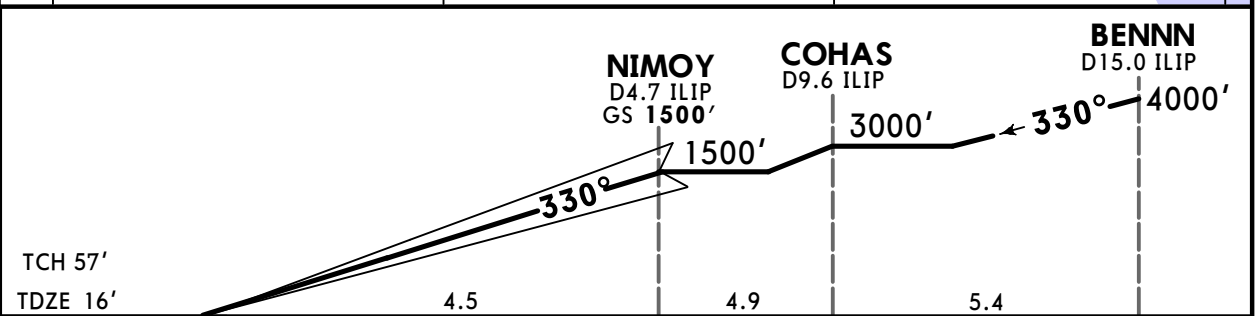
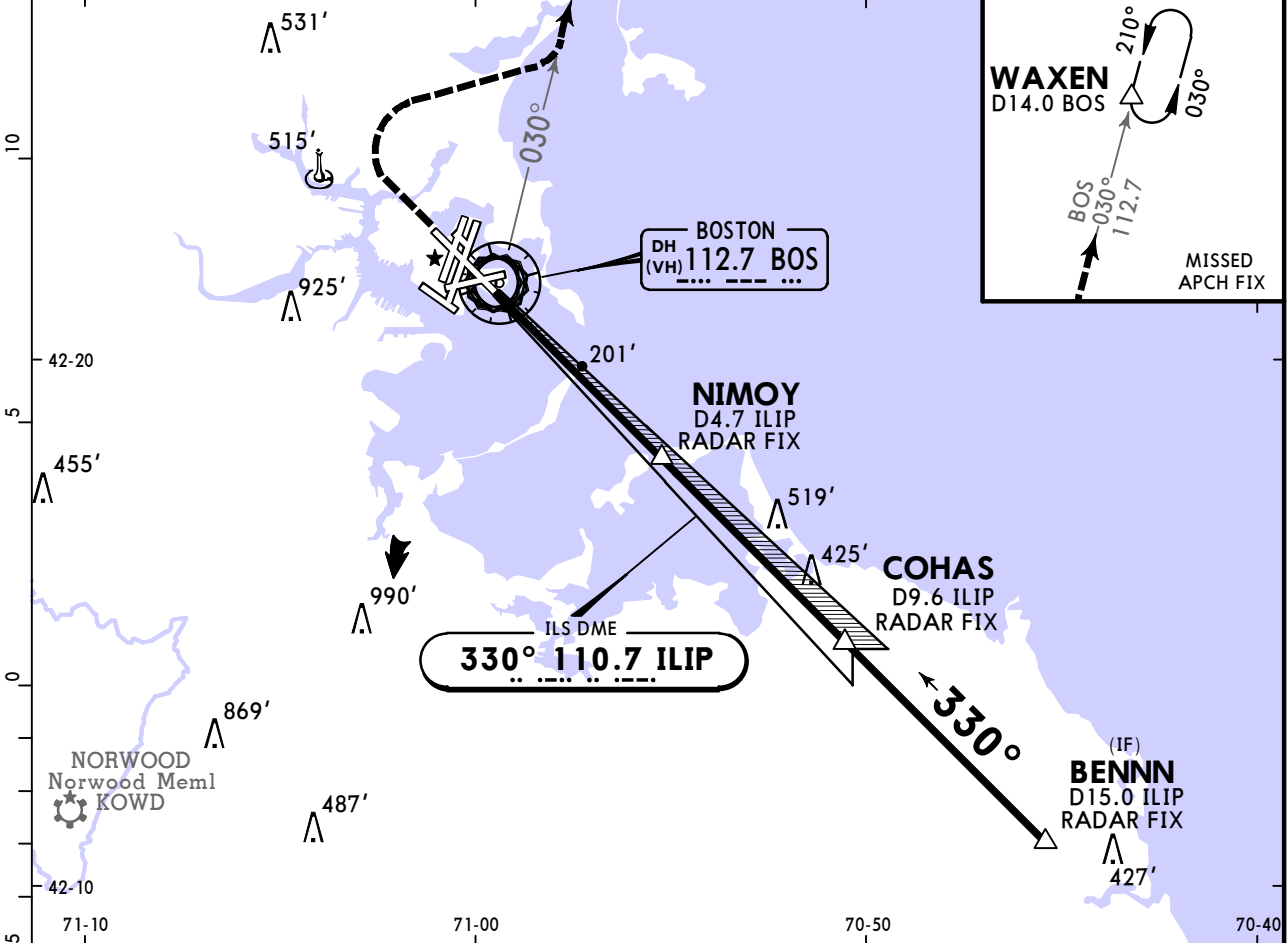
TERPS AMEND 5G 13 JUN 2024

KBOS/BOS
LOGAN INTL

JEPPESEN
7 JUN 24
Eff 13 Jun **(11-5B)**

BOSTON, MASS
ILS Rwy 33L SA CAT I

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
LOC ILIP 110.7	Final Apch Crs 330°	NIMOY 1500' (1484')	SA CAT I ILS RA 166' DA(H) 166' (150')	Apt Elev 19' TDZE 16'
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound on BOS VOR R-030 to WAXEN/D14.0 BOS and hold.				<p>MSA BOS VOR</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Radar required for procedure entry. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 68').				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1500'	3000'	BOS	WAXEN
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	on 112.7 R-030	

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

A	RVR 14
B	
C	
D	

Requires specific OPSPEC, MSPEC, or LOA approval.

TERPS AMEND 5G 13 JUN 2024

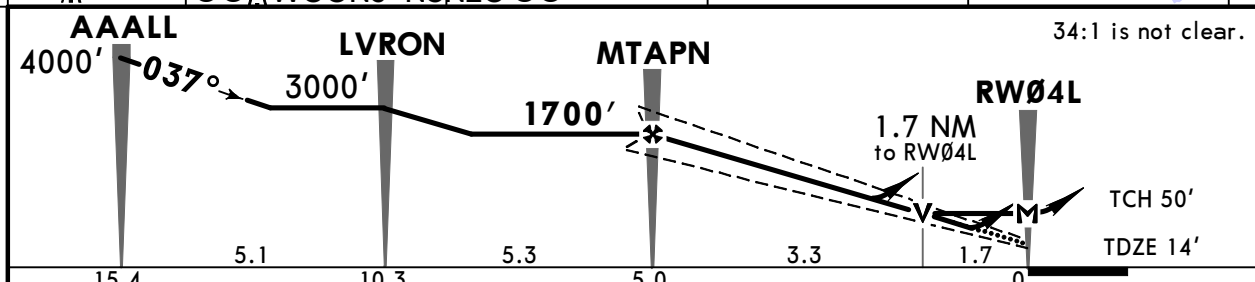
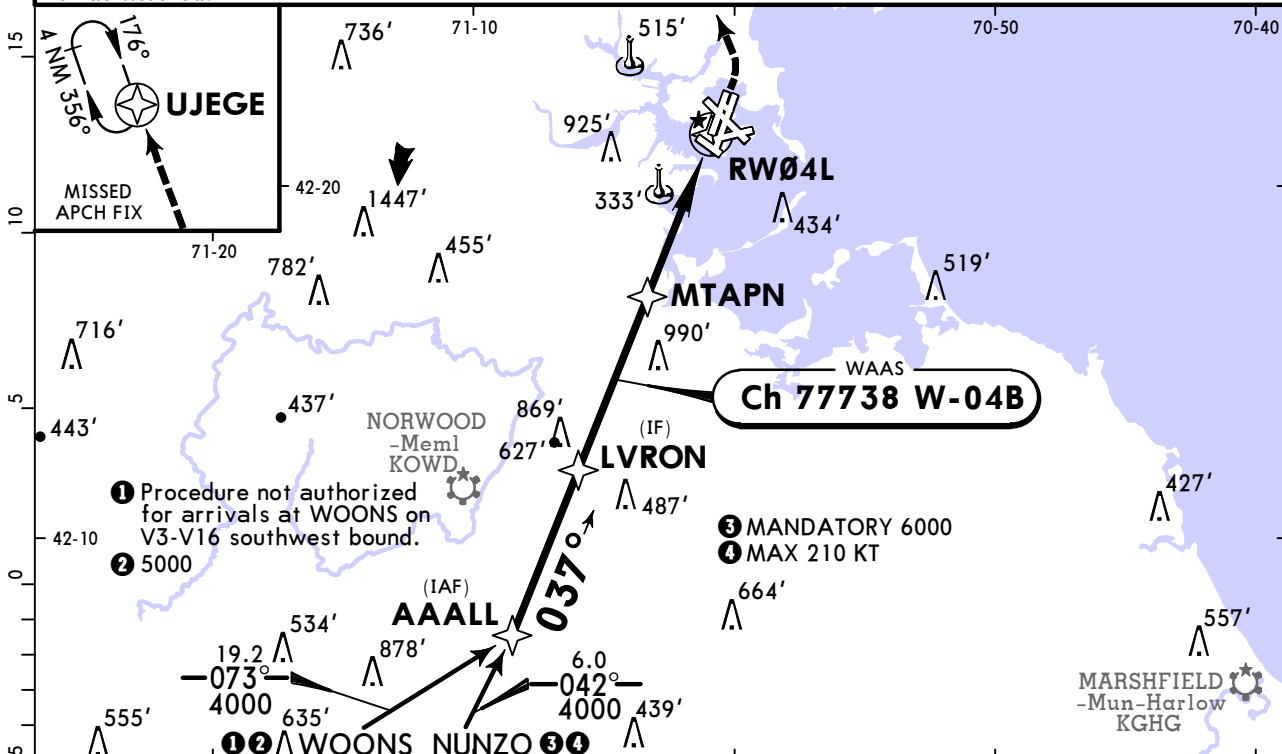
KBOS/BOS
LOGAN INTL



11 NOV 22 **(12-1)**

BOSTON, MASS
RNAV (GPS) Rwy 4L

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
WAAS Ch 77738 W-04B	Final Apch Crs 037°	MTAPN 1700' (1686')	LPV DA(H) (CONDITIONAL) 318' (304')	Apt Elev 19' TDZE 14'
MISSED APCH: Climb to 700' then climbing LEFT turn to 3000' direct UJEGE and hold, continue climb-in-hold to 3000'.				2500 MSA RW04L
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C or above 54°C. 2. Final approach course offset 2.00°. 3. Rwy 4L helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.				



Gnd speed-Kts	70	90	100	120	140	160	REIL	700'	3000'	UJEGE
Glide Path Angle	3.10°	384	494	548	658	878	PAPI-L	↑	LT	
MAP at RW04L										

TERPS			
STRAIGHT-IN LANDING RWY 4L			
When No Tall Vessels Reported In Approach Area			
LPV DA(H) 318' (304')	1 LNAV/VNAV DA(H) 680' (666')	LNAV/VNAV DA(H) 768' (754')	LNAV MDA(H) 600' (586')
A			RVR 55 or 1
B			
C	RVR 45 or 7/8	1 7/8	2
D			1 3/4
When Control Twr Reports Tall Vessels In Approach Area			
2 LPV DA(H) 369' (355')	1 2 LNAV/VNAV DA(H) 680' (666')	2 LNAV/VNAV DA(H) 768' (754')	LNAV MDA(H) 600' (586')
A			RVR 55 or 1
B			
C	RVR 55 or 1	1 7/8	2
D			1 3/4

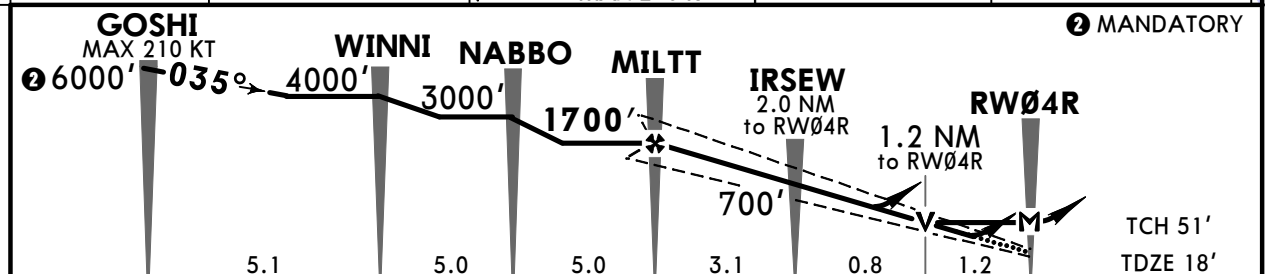
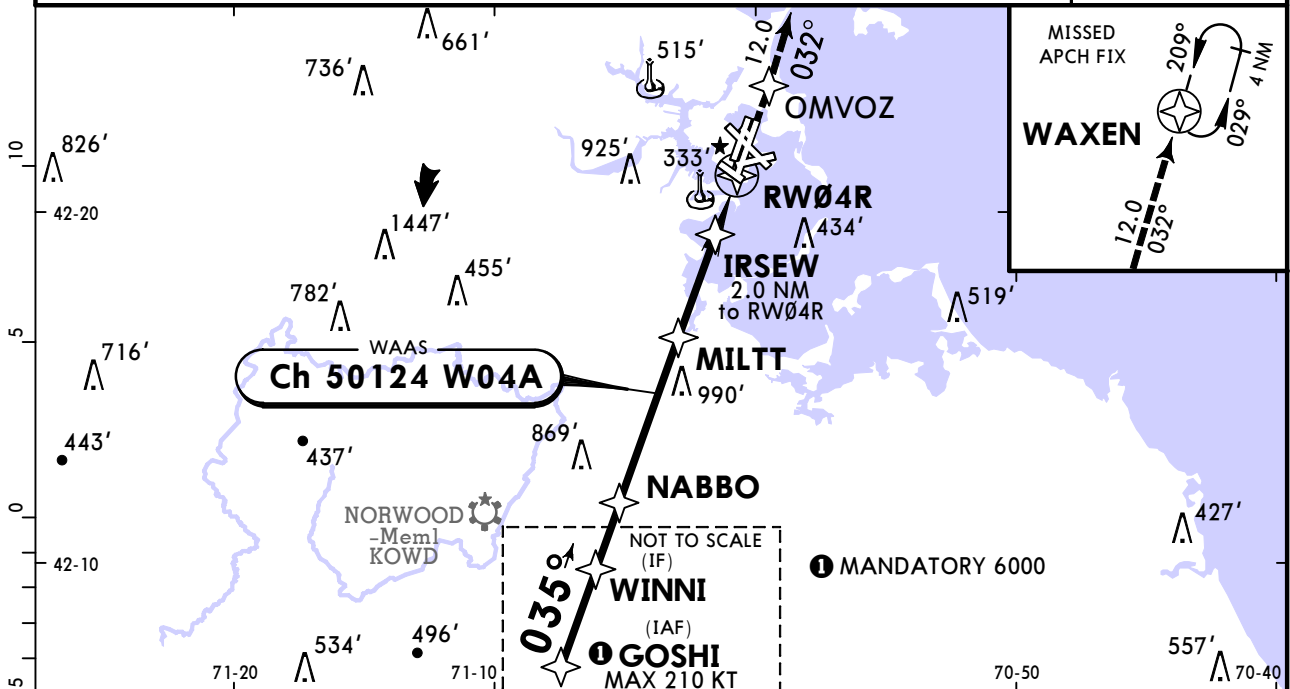
1 Missed approach requires minimum climb of 425'/NM to 900'.
2 Not authorized when vessels taller than 137' present.

KBOS/BOS
LOGAN INTL

JEPPESSEN
7 JUN 24 (12-2) Eff 13 Jun

BOSTON, MASS
RNAV (GPS) Rwy 4R

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
WAAS Ch 50124 W04A	Final Apch Crs 035°	MILTT 1700' (1682')	LPV DA(H) (CONDITIONAL) 218' (200')	Apt Elev 19' TDZE 18'
MISSED APCH: Climb to 3000' direct OMVOZ and on track 032° to WAXEN and hold.				2500 MSA RW04R
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67'). 3. For tall vessels Rwy 4R helicopter visibility reduction below RVR 40 or 3/4 SM not authorized.				



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

TERPS							
STRAIGHT-IN LANDING RWY 4R							
When No Tall Vessels Reported In Approach Area							
	LPV DA(H) 218' (200')		LNAV/VNAV DA(H) 514' (496')			LNAV MDA(H) 480' (462')	
	TDZ/CL out	ALS out	ALS out			ALS out	ALS out
A		1				RVR 24 or 1/2	RVR 50 or 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 3/8	RVR 50 or 1	1 1/2
C							
D							
When Control Twr Reports Tall Vessels In Approach Area							
	2 LPV DA(H) 374' (356')		2 LNAV/VNAV DA(H) 514' (496')			LNAV MDA(H) 480' (462')	
	ALS out		ALS out			ALS out	ALS out
A						RVR 40 or 3/4	RVR 55 or 1
B	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	1 3/8		RVR 50 or 1	1 3/8
C							
D							

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Not authorized when vessels taller than 144' present.

TERPS AMEND 3A 13 JUN 2024

KBOS/BOS
LOGAN INTL



BOSTON, MASS

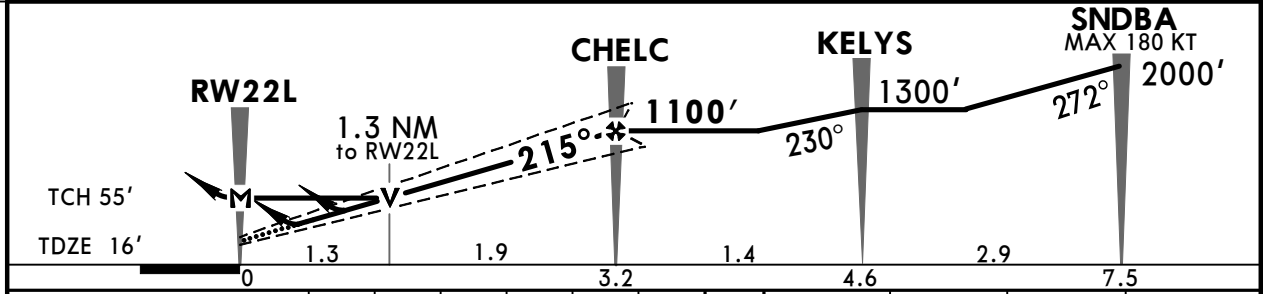
7 JUN 24

(12-4)

Eff 13 Jun

RNAV (GPS) Y Rwy 22L

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground	Helicopter
135.0	120.6	128.8	132.225	121.75 121.9	124.725
WAAS Ch 77645 W22B	Final Apch Crs 215°	CHELC 1100' (1084')	LPV DA(H) 216' (200')	Apt Elev 19' TDZE 16'	2500 MSA RW22L
MISSED APCH: Climb to 3000' direct WINNI and hold.					
RNP Apch - GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').					



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

TERPS		STRAIGHT-IN LANDING RWY 22L			
LPV DA(H) 216' (200')		LNAV/VNAV DA(H) 408' (392')		LNAV MDA(H) 500' (484')	
ALS out		ALS out		ALS out	
A				RVR 40 or 3/4	RVR 50 or 1
B					
C	RVR 40 or 3/4	RVR 45 or 7/8	RVR 60 or 1/4	RVR 60 or 1/4	1/2
D					

TERPS ORIG-B 13 JUN 2024

KBOS/BOS
LOGAN INTL

JEPPESEN

BOSTON, MASS

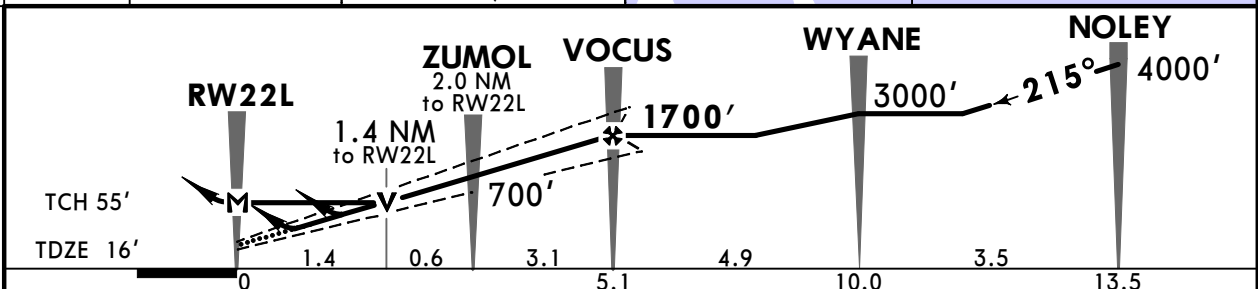
7 JUN 24

(12-5)

Eff 13 Jun

RNAV (GPS) X Rwy 22L

BRIEFING STRIP™	D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground	Helicopter	
	135.0	120.6	128.8	132.225	121.75 121.9	124.725	
	WAAS Ch 45925 W22A	Final Apch Crs 215°	VOCUS 1700' (1684')		LPV DA(H) 216' (200')	Apt Elev 19' TDZE 16'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2500</p> <p>MSA RW22L</p>
	MISSED APCH: Climb to 3000' direct WINNI and hold.						
RNP Apch - GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C or above 43°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').							



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

	STRAIGHT-IN LANDING RWY 22L			
	LPV DA(H) 216' (200')	LNAV/VNAV DA(H) 408' (392')		LNAV MDA(H) 540' (524')
	ALS out	ALS out	ALS out	ALS out
A				RVR 40 or 3/4
B				RVR 50 or 1
C	RVR 40 or 3/4	RVR 50 or 1	RVR 50 or 1	RVR 60 or 1/4
D				1 1/4

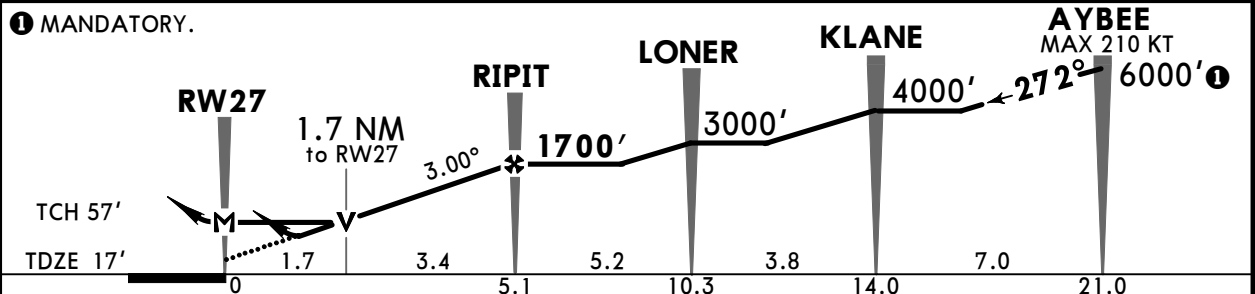
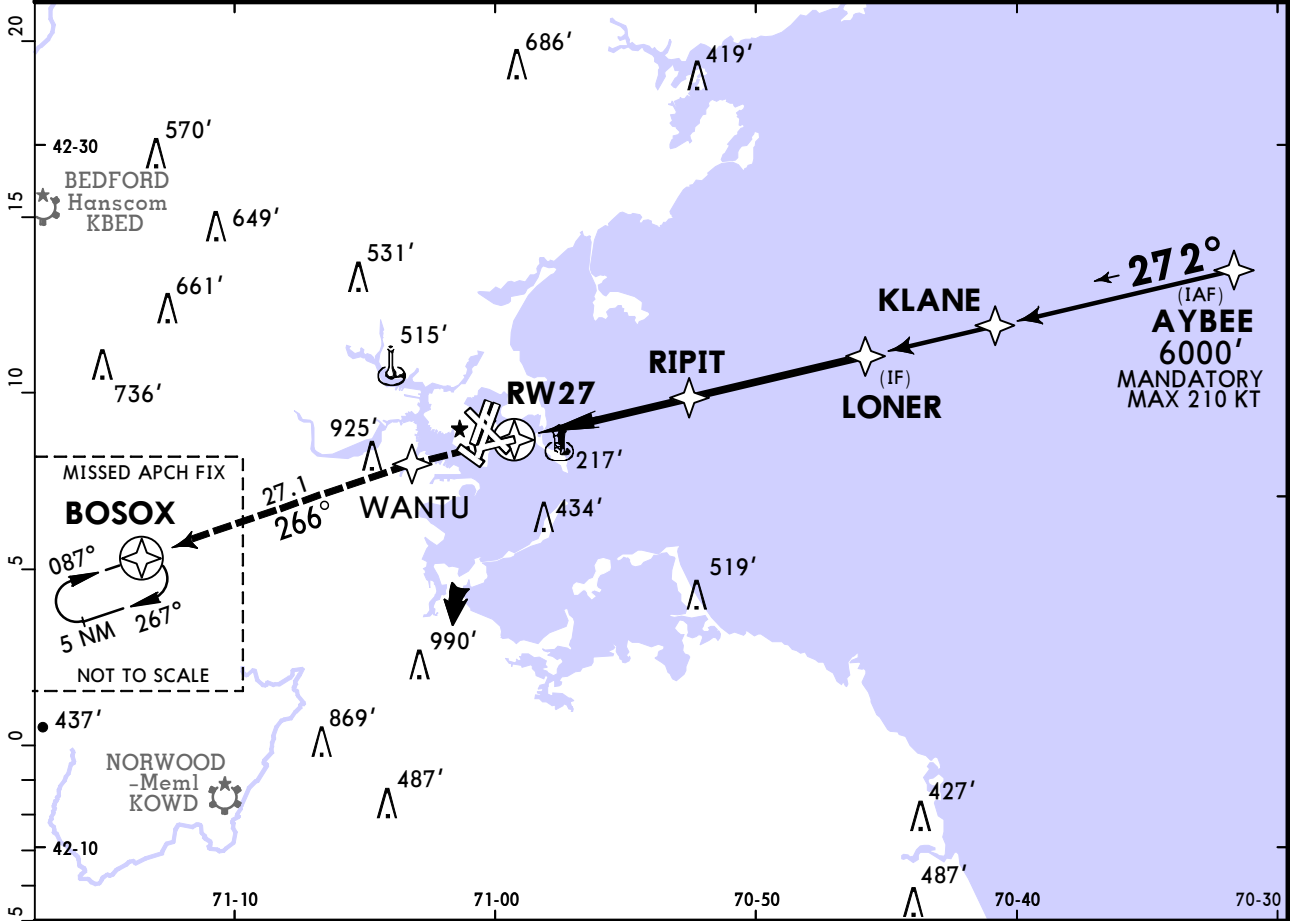
TERPS AMEND 1F 13 JUN 2024

KBOS/BOS
LOGAN INTL

JEPPESEN
7 JUN 24 (12-6) Eff 13 Jun

BOSTON, MASS
RNAV (GPS) Rwy 27

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground		Helicopter
135.0	120.6	128.8	132.225	121.75	121.9	124.725
RNAV	Final Apch Crs 272°	RIPIT 1700' (1683')	LNAV/VNAV DA(H) 510' (493')	Apt Elev 19' TDZE 17'		2500 MSA RW27
MISSED APCH: Climb to 3000' direct WANTU and on track 266° to BOSOX and hold.						
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' ↑	D →	WANTU
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW27										

TERPS		STRAIGHT-IN LANDING RWY 27	
	LNAV/VNAV DA(H) 510' (493')		LNAV MDA(H) 640' (623')
A			1½
B			
C	1¾		
D			1¾

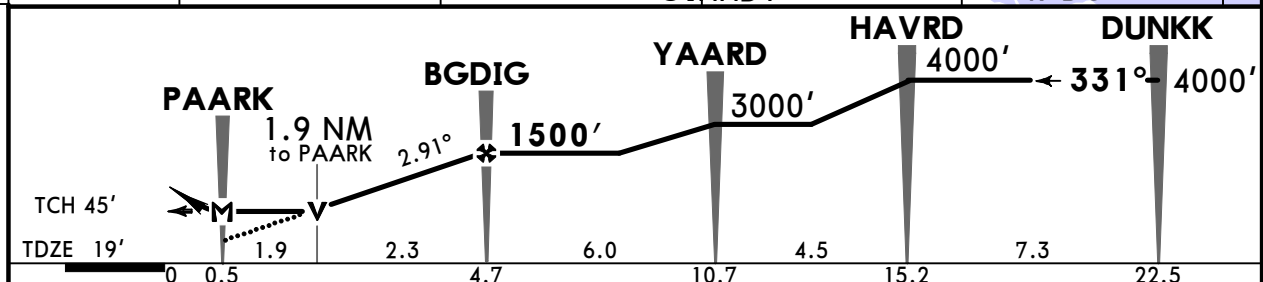
TERPS AMEND 1B 13 JUN 2024

KBOS/BOS LOGAN INTL

JEPESEN
7 JUN 24 (12-7) Eff 13 Jun

BOSTON, MASS RNAV (GPS) Rwy 32

D-ATIS Arrival	BOSTON Approach (R)	BOSTON Tower West East		Ground	Helicopter
135.0	120.6	128.8	132.225	121.75 121.9	124.725
RNAV	Final Apch Crs 331°	BGDIG 1500' (1481')	MDA(H) 820' (801')	Apt Elev 19' TDZE 19'	2500 MSA PAARK
MISSED APCH: Climb to 3000' direct WINDZ and on track 284° to TELLE and hold.					
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
Final approach course offset 10.05°.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 3000' ↑ D → WINDZ
Descent Angle	2.91°	360	463	515	618	824	
MAP at PAARK							

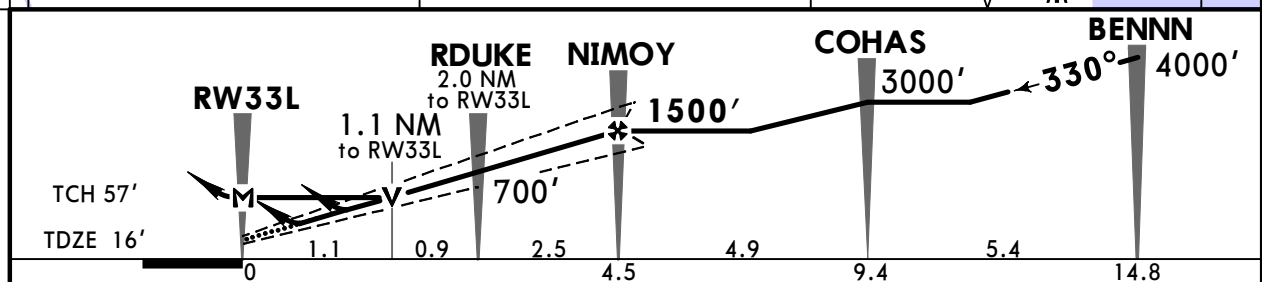
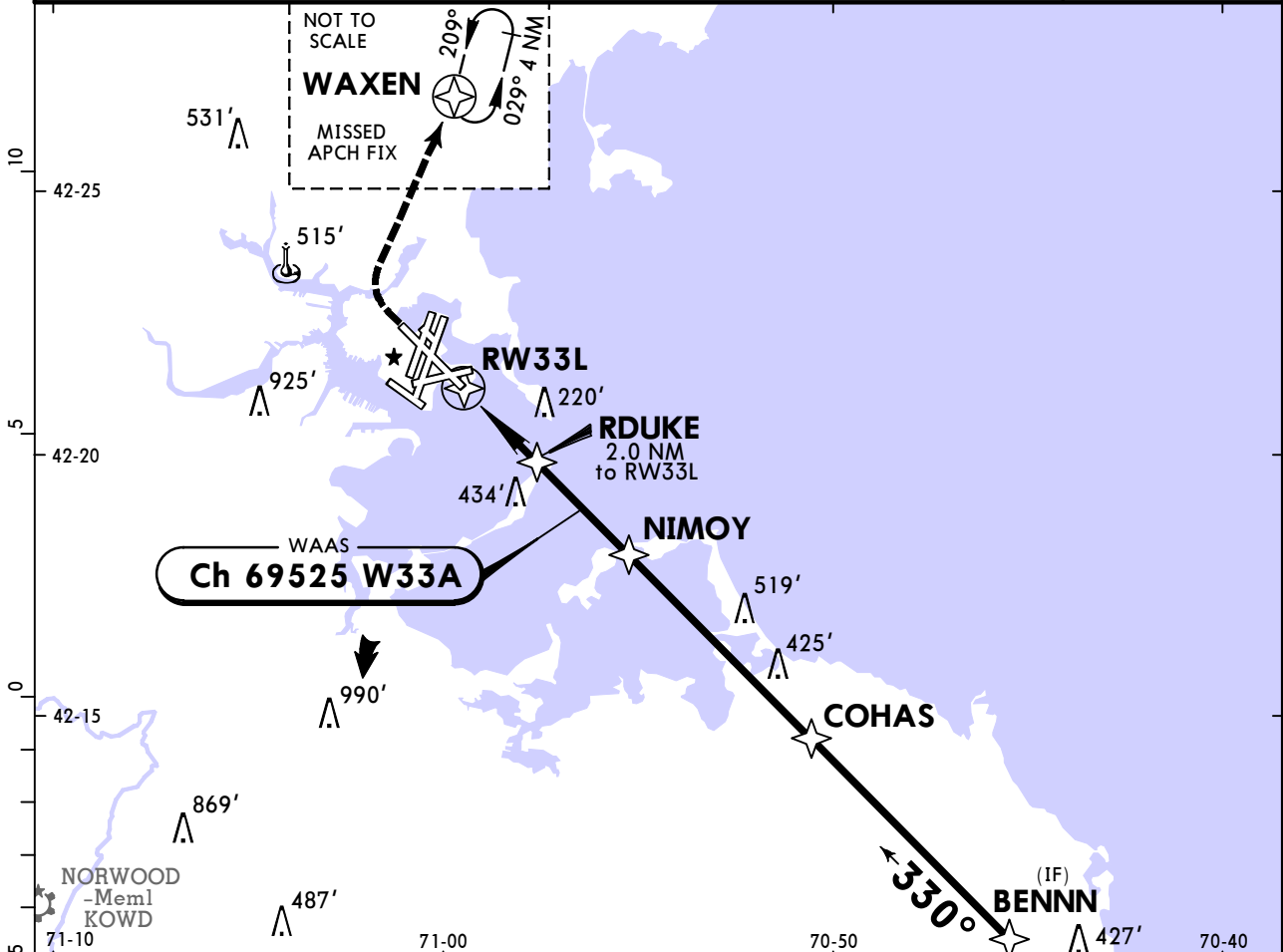
TERPS		STRAIGHT-IN LANDING RWY 32	
LNAV		MDA(H) 820' (801')	
A	1		
B	1¼		
C	2½		
D			

KBOS/BOS
LOGAN INTL

JEPPESSEN
7 JUN 24
Eff 13 Jun (12-8)

BOSTON, MASS
RNAV (GPS) Z Rwy 33L

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
WAAS Ch 69525 W33A	Final Apch Crs 330°	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.				 2500 MSA RW33L
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -14°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68').				



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	→
MAP at RW33L										

TERPS		STRAIGHT-IN LANDING RWY 33L			
LPV DA(H) 216' (200')		LNAV/VNAV DA(H) 324' (308')		LNAV MDA(H) 440' (424')	
	TDZ/CL out	ALSout		ALS out	
A					
B	RVR 18	RVR 24	RVR 40	RVR 24	RVR 50
C	or 1/2	or 1/2	or 3/4	or 1/2	or 1
D					
					RVR 24 or 1/2
					RVR 40 or 3/4
					RVR 50 or 1
					RVR 60 or 1/4

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

KBOS/BOS LOGAN INTL

JEPPESEN
24 DEC 21
Eff 30 Dec 12-20

BOSTON, MASS RNAV (RNP) X Rwy 33L

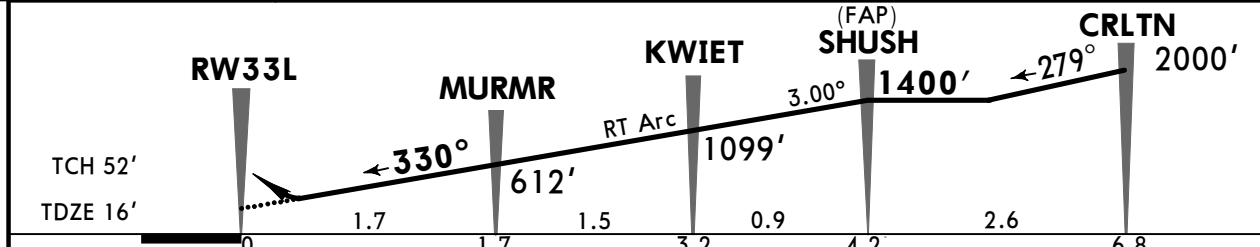
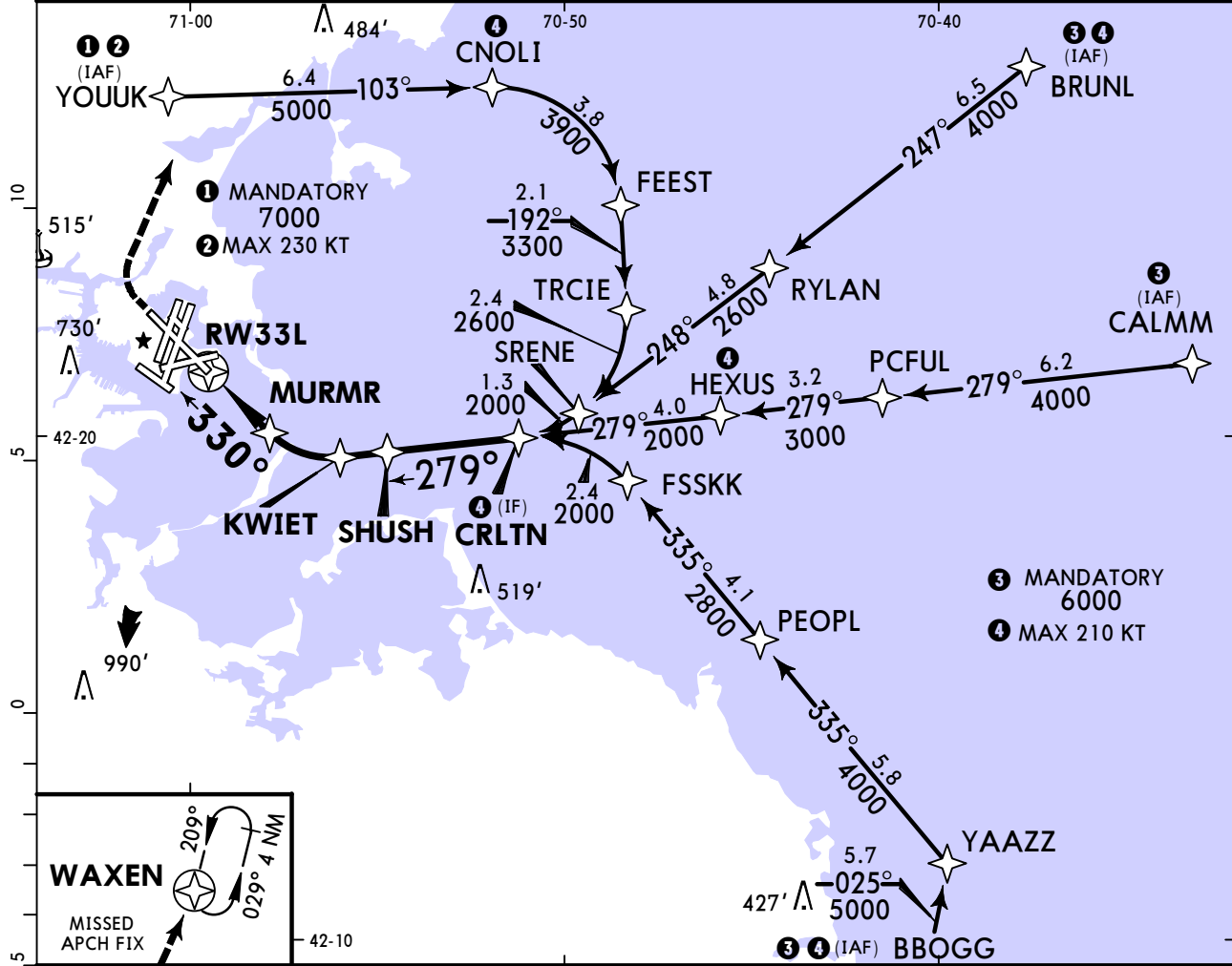
D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
-------------------------	------------------------------	--	------------------------	-----------------------

RNAV	Final Apch Crs 330°	SHUSH 1400' (1384')	RNP 0.30 DA(H) 273' (257')	Apt Elev 19' TDZE 16'	2500 MSA RW33L
------	-------------------------------	-------------------------------	---	--------------------------	-------------------

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'
RNP AR Apch. RF required.

1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -14°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 68').



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	→

TERPS STRAIGHT-IN LANDING RWY 33L

RNP 0.30
DA(H) **273'** (257')

A	RVR 24 or 1/2	ALS out
B		
C		
D		

KBOS/BOS



BOSTON, MASS

LOGAN INTL

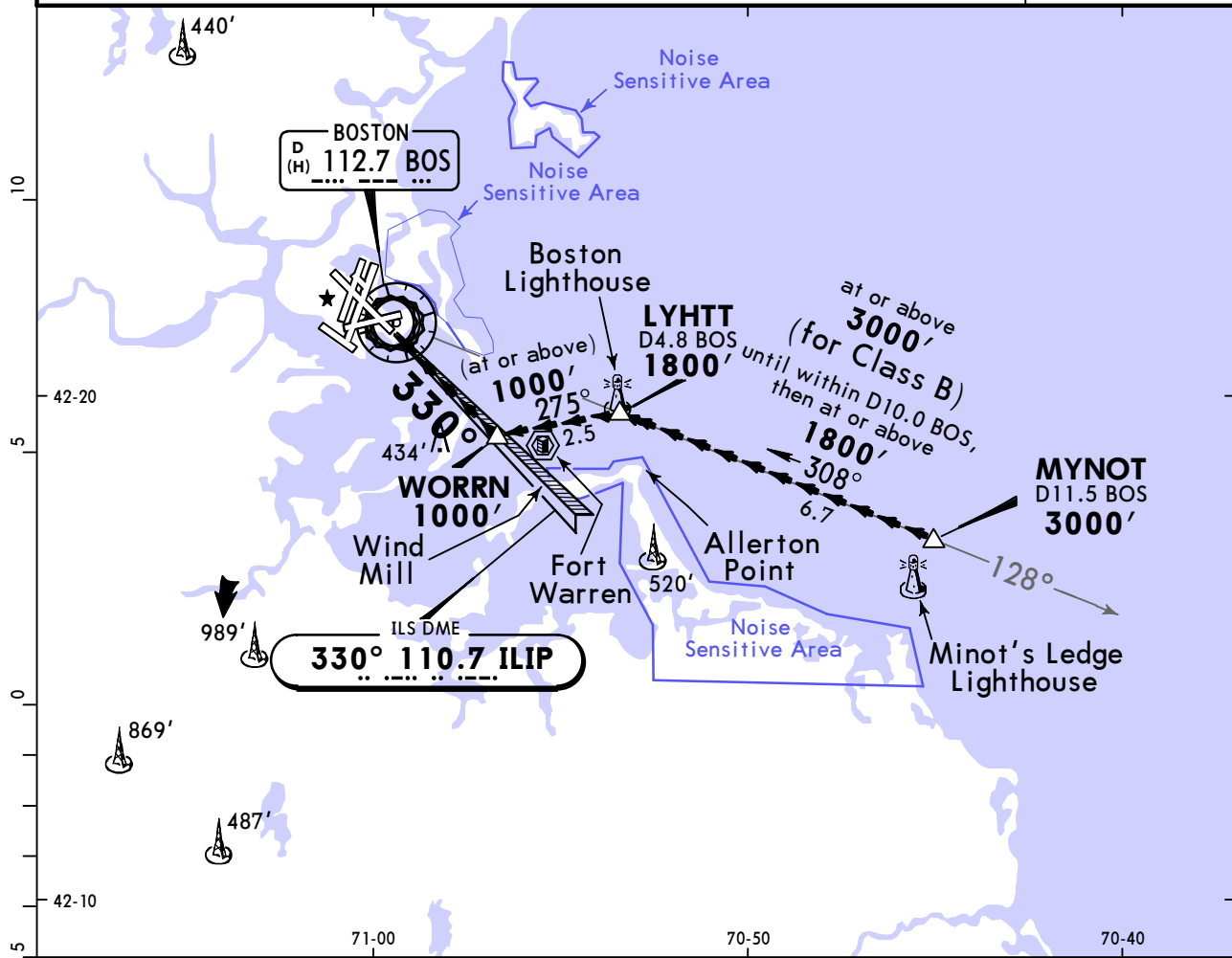
24 JAN 20
Eff 30 Jan

19-1

LIGHT VISUAL Rwy 33L

BRIEFING STRIP™

D-ATIS Arrival 135.0	BOSTON Approach (R) 120.6	BOSTON Tower West 128.8 East 132.225	Ground 121.75 121.9	Helicopter 124.725
NAVAIDS- See Planview	Final Apch Crs 330°	No FAF	CEIL-VIS 3000'-5	Apt Elev 19'
MISSED APCH: No missed approach procedure.				<p>MSA BOS VOR</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Vertical Guidance Navaid and Angle: LOC ILIP (GS 3.00°), PAPI-R 3.00°.				



LIGHT VISUAL RWY 33L

From SCUPP, LOBBY, and KRANN: expect radar vectors to intercept the BOS VOR R-128 inbound.

When cleared for the visual, proceed on the BOS VOR 308° course to Boston Light.

WEATHER MINIMUMS

Ceiling **3000'** - VIS **5**

TERPS AMEND 1A 12 OCT 2017

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

BOSTON, MA (LOGAN INTL - KBOS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBOS

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.