

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> BOS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 33L ILS RWY 33L (SA CAT I) ILS RWY 33L (CAT II) ILS RWY 33L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 5G	<u>CITY</u> BOSTON	<u>STATE</u> MA		
<u>AIRPORT ELEVATION</u> 19	<u>TDZE</u> 16	<u>SUPERSEDED</u> ILS OR LOC RWY 33L ILS RWY 33L (SA CAT I) ILS RWY 33L (CAT II) ILS RWY 33L (CAT III)	<u>ORIGINAL/AMENDMENT</u> 5F	<u>DATED</u> 06/17/2021	<u>MAG VAR</u> 15W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-LIP	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BENNN/I-LIP 14.95 DME/RADAR	IF	COHAS/I-LIP 9.59 DME/RADAR					330.18	5.36 (I-LIP)	3000
COHAS/I-LIP 9.59 DME/RADAR		NIMOY/I-LIP 4.65 DME/RADAR					330.18	4.94 (I-LIP)	1500

MISSED APPROACH

MAP:

ILS: DA
LOC: 4.48 NM AFTER NIMOY/I-LIP 4.65 DME/RADAR OR AT I-LIP 0.18 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 ON BOS VOR/DME R-030 TO WAXEN/BOS 14.04 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)	
2.	PROFILE STARTS AT BENNN/I-LIP 14.95 DME/RADAR						
3.	FAC:	330.18	FAF:	NIMOY/I-LIP 4.65 DME/RADAR	DIST FAF TO MAP:	4.48	DIST FAF TO THLD: 4.48
4.	MIN ALT: BENNN/I-LIP 14.95 DME/RADAR 4000, COHAS/I-LIP 9.59 DME/RADAR 3000, NIMOY/I-LIP 4.65 DME/RADAR 1500, RDUKE/I-LIP 2.16 DME/RADAR 700						
5.	DIST TO THLD FROM OM:		MM:	IM:	100 HAT:	824	150 HAT: 1775.00 GS ANT: 976
6.	MIN GS INCPT: 1500		GS ALT AT PFAF: NIMOY/I-LIP 4.65 DME/RADAR 1500			OM:	MM:
7.	GS ANGLE: 3.00		34:1:		20:1:	TCH: 57.0	IM:
8.	MSA FROM: BOS VOR/DME 215-305 2500, 305-215 2000						



AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	CITY	STATE
BOS	ILS OR LOC RWY 33L ILS RWY 33L (SA CAT I) ILS RWY 33L (CAT II) ILS RWY 33L (CAT III)	5G	BOSTON	MA

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 33L: CAT A, B, C, D, RA 166, RVR 1400, HAT 150, DA 166 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 33L: CAT A, B, C, D, RA 116, RVR 1200, HAT 100, DA 116 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 33L: CAT A, B, C, D, RVR 600
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.

ADDITIONAL FLIGHT DATA:

HOLD NE, LT, 209.99 INBOUND.
CHART FAS OBST: 201 TREE 421948N/0705723W.
CHART VDP AT 1.35 DME.
DISTANCE VDP TO THLD 1.18 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 33L	216	1800	200	216	1800	200	216	1800	200	216	1800	200			
S-LOC 33L	460	2400	444	460	2400	444	460	4500	444	460	4500	444			

CHANGES - REASONS

- REMOVED CIRCLING MINIMUMS - PER FPT, ATC WOULD LIKE TO REMOVE THE CIRCLING LINE OF MINIMUM DUE TO THIS LOCATION NEVER USING CIRCLING.
- EQUIPMENT REQUIREMENT NOTE CHANGED FROM "RADAR REQUIRED FOR PROCEDURE ENTRY, DME" TO "RADAR REQUIRED FOR PROCEDURE ENTRY. DME REQUIRED." - 8260.19I 8-6-8.
- REMOVED CHART NOTE: "CIRCLING NA FOR CATS C AND D W OF RWYS 4L AND 15R" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- REMOVED CHART NOTE: "CIRCLING NA TO RWY 14" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
- ALTERNATE MINIMUMS CHANGED FROM "ILS: STANDARD; LOC: CAT A 1000-2, CAT B 1100-2, CAT C, D 1100-3" TO "ILS: STANDARD; LOC: STANDARD" - REMOVED CIRCLING MINS; 8260.3E, 3-4-1.



COORDINATED WITH:

A4A

X

ALPA

X

AOPA

X

APA

X

HAI

NBAA

X

OTHER: ZBW, BOS APP CON, BOS ATCT, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by
DAVID DANNER
Apr 25, 2024

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by
Timothy Johnson
Apr 15, 2024

OFFICE

DATE

AJV-A421

11/20/2023

APPROVED BY

DAVID DANNER

Digitally signed by
DAVID DANNER
Apr 25, 2024

OFFICE

DATE

TITLE
MANAGER

AJV-A421

05/16/2024

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u> BOS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 33L ILS RWY 33L (SA CAT I) ILS RWY 33L (CAT II) ILS RWY 33L (CAT III)	<u>AMDT NO.</u> 5G	<u>CITY</u> BOSTON	<u>STATE</u> MA	<u>AIRPORT ELEVATION</u> 19	<u>FACILITY</u> I-LIP
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PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

<u>FROM</u> BENNN/I-LIP 14.95 DME/RADAR	<u>TO</u> COHAS/I-LIP 9.59 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 5.36	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1. AAO	421130.00N/0704915.00W	460	164	98	4E	500				AC98 AT1942	3000
2. TERRAIN	421130.00N/0704915.00W	260 (300)								AS1500	1800

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

<u>FROM</u> COHAS/I-LIP 9.59 DME/RADAR	<u>TO</u> NIMOY/I-LIP 4.65 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 4.94	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3. TOWER (25-000029)	421644.00N/0705232.00W	520	100	20	3C	500				AT480	1500
4. TERRAIN	421424.00N/0705112.00W	191 (200)								AS1000	1200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



FINAL: ILS

FROM

NIMOY/I-LIP 4.65 DME/RADAR

TO

RW33L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
		4.48		DA			200					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				216

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT I

FROM

NIMOY/I-LIP 4.65 DME/RADAR

TO

RW33L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.48		DA				150				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				166

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS CAT II

FROM

NIMOY/I-LIP 4.65 DME/RADAR

TO

RW33L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		4.48		DA			100				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				116

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

NIMOY/I-LIP 4.65 DME/RADAR

TO

RDUKE/I-LIP 2.16 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	2.48										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
5. AAO	421756.95N/0705554.18W	322	50	20	2C	250				DG128	700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC STEPDOWN

FROM

RDUKE/I-LIP 2.16 DME/RADAR

TO

4.48 NM AFTER NIMOY/I-LIP 4.65 DME/RADAR OR AT I-LIP 0.18 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	2.00		4.48 NM AFTER NIMOY/I-LIP 4.65 DME/RADAR OR AT I-LIP 0.18 DME	444	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
6. TREE	421948.42N/0705723.42W	201	50	20	2C	250					460

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

WAXEN/BOS 14.04 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
					46

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
7. TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	1000					1700
8. TERRAIN	422654.00N/0710515.00W	325 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS CAT II

FROM

DA

TO

WAXEN/BOS 14.04 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
7. TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	1000					1700
8. TERRAIN	422654.00N/0710515.00W	325 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FACILITY
I-LIP

WAXEN/BOS 14.04 DME

HMAS

RF CENTER FIX/DISTANCE

25

MSA REMARKS:

QUALITY
8
CHECKED

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BOS APP CON, BOS TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	BOS	24	BOS	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-LIP	BOS ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW09 - C/LINE, HIRL	BSC-G	APPROACH, ROLL OUT
RW14 - HIRL	BSC-G	
RW15L - MIRL	BSC-G	
RW33R - MIRL, PAPI-4R	BSC-G	
RW04L - REIL, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW04R - ALSF-2, TDZ, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15R - MALSR, HIRL, TDZ, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - MALSF, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW27 - C/LINE, REIL, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32 - HIRL, REIL, PAPI-4L	PIR-G	
RW33L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	15.7	57.0	11.3	976	3.00	68.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BOS	ILS OR LOC RWY 33L ILS RWY 33L (SA CAT I) ILS RWY 33L (CAT II) ILS RWY 33L (CAT III)	5G	BOSTON	MA	19	I-LIP

"VISUAL PORTION OF FINAL" PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
PER FPT, BOSTON CONSOLIDATED TRACON/A90 CONCURS WITH REMOVING CIRCLING MINIMUMS FROM ALL IAPS AT KBOS.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.23
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	315.18
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	6.83
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.22
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	315.18
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)	422116.74N/0705929.71W
ARP COORDINATES	422146.60N/0710023.00W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 22R DISTANCE 0.92 NM
FAF COORDINATES	421805.71N/0705514.10W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
TIMOTHY JOHNSON	AJV-A421	11/20/2023	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
BOS

PROCEDURE NAME
ILS OR LOC RWY 33L
ILS RWY 33L (SA CAT I)
ILS RWY 33L (CAT II)
ILS RWY 33L (CAT III)

AMDT NO.
5G

CITY
BOSTON

STATE
MA

AIRPORT ELEVATION
19

FACILITY
I-LIP

