

**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 4R ILS RWY 4R (SA CAT I) ILS RWY 4R (CAT II) ILS RWY 4R (CAT III)	<u>ORIGINAL/AMENDMENT</u> 11B	<u>CITY</u> BOSTON	<u>STATE</u> MA		
<u>AIRPORT ELEVATION</u> 19	<u>TDZE</u> 18	<u>SUPERSEDED</u> ILS OR LOC RWY 4R ILS RWY 4R (SA CAT I) ILS RWY 4R (CAT II) ILS RWY 4R (CAT III)	<u>ORIGINAL/AMENDMENT</u> 11A	<u>DATED</u> 04/20/2023	<u>MAG VAR</u> 15W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-BOS	<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>
GOSHI	IAF	WINNI/I-BOS 16.90 DME/RADAR		TF	FB	1.00	035.59	5.14	4000
WINNI/I-BOS 16.90 DME/RADAR	IF	NABBO/I-BOS 11.93 DME/RADAR					034.74	4.97 (I-BOS)	3000
NABBO/I-BOS 11.93 DME/RADAR		MILTT/I-BOS 6.93 DME/RADAR					034.74	5.00 (I-BOS)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 ON BOS VOR/DME R-030 TO WAXEN/BOS 14.04 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
- PROFILE STARTS AT GOSHI
- FAC:** 034.74 **FAF:** MILTT/I-BOS 6.93 DME/RADAR **DIST FAF TO MAP:** 5.12 **DIST FAF TO THLD:** 5.12
- MIN ALT:** GOSHI 6000, WINNI/I-BOS 16.90 DME/RADAR 4000, NABBO/I-BOS 11.93 DME/RADAR 3000, MILTT/I-BOS 6.93 DME/RADAR 1700, IRSEW/I-BOS 3.81 DME/RADAR 700
- DIST TO THLD FROM OM:** **MM:** **IM:** **100 HAT:** 940.00 **150 HAT:** 1893.00 **GS ANT:** 1016
- MIN GS INCPT:** 1700 **GS ALT AT PFAF:** MILTT/I-BOS 6.93 DME/RADAR 1700 **OM:** **MM:** **IM:**
- GS ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 51.2
- MSA FROM:** BOS VOR/DME 215-305 2500, 305-215 2000

QUALITY
20
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM GOSHI.

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4R: CAT A, B, C, D, RA 168, RVR 1400, HAT 150, DA 168 MSL
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4R: CAT A, B, C, D, RA 99, RVR 1200, HAT 100, DA 118 MSL
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 4R: 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.
CAT II, CAT III, AND SA CAT I CHART NOTE: WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA, PROCEDURE NA.
CHART NOTE: *FOR INOPERATIVE ALS INCREASE S-LOC 4R CAT A/B VISIBILITY TO RVR 5500.
CHART NOTE: ##WHEN VESSELS TALLER THAN 144 FEET PRESENT, S-ILS 4R NA.

CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED. SIMULTANEOUS OPERATIONS REQUIRE USE OF VERTICAL GUIDANCE; MAINTAIN LAST ASSIGNED ALTITUDE UNTIL ESTABLISHED ON GLIDESLOPE.
CHART SPEED ICON IN PLANVIEW AT GOSHI: AT 210 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD NE, LT, 209.99 INBOUND.
FAS OBST: 176 SHIP 422041N/0710053W.
CHART VDP AT 2.92 DME.
DISTANCE VDP TO THLD 1.11 NM.
CHART MANDATORY 6000 AT GOSHI.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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 04R	218	1800	200	218	1800	200	218	1800	200	218	1800	200			
S-LOC 04R	440	2400	422	440	2400	422	440	4000	422	440	4000	422			
## APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA															
S-ILS 04R	374	4000	356	374	4000	356	374	4000	356	374	4000	356			
S-LOC 04R*	440	4000	422	440	4000	422	440	4000	422	440	4000	422			



CHANGES - REASONS

1. CHANGES FROM P-NOTAMS FOR AMDT 11A INCORPORATED INTO FORM - IAW 8260.19I 8-3-4C(3).
2. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMB TO 3000 ON BOS VOR/DME R-030 TO WAXEN INT BOS 14.04 DME AND HOLD" TO "CLIMB TO 3000 ON BOS VOR/DME R-030 TO WAXEN/BOS 14.04 DME AND HOLD" – WAXEN NO LONGER INTERSECTION FIX DUE TO REMOVING MHT VDME FROM FIX MAKE-UP.
3. REMOVED "CLIMB TO 3000 ON HEADING 035 AND MHT VOR/DME R-145 TO WAXEN/MHT 26.42 DME AND HOLD (DME REQUIRED)" – ALTERNATE MISSED APPROACHED REMOVED.
4. PROFILE LINE 4: CHANGED FROM "GOSHI 6000, WINNI 4000, NABBO 3000, MILTT 1700, IRSEW/I-BOS 3.81 DME/RADAR 700*" TO "GOSHI 6000, WINNI/I-BOS 16.90 DME/RADAR 4000, NABBO/I-BOS 11.93 DME/RADAR 3000, MILTT/I-BOS 6.93 DME/RADAR 1700, IRSEW/I-BOS 3.81 DME/RADAR 700" - IAW 8260.19I 8-6-7D.
5. EQUIPMENT REQUIREMENTS NOTES: REMOVED "RNAV 1-GPS OR RADAR REQUIRED FOR PROCEDURE ENTRY" - UPDATED NOTE ADDED TO PBN REQUIREMENTS NOTE SECTION IAW 8260.19I.
6. NOTES: REMOVED "CAT I CHART NOTE: CIRCLING NA FOR CAT C/D W OF RWYS 4L AND 15R" AND "CAT I CHART NOTE: CIRCLING NA TO RWY 14" - CIRCLING REMOVED AT THIS AIRPORT, PER ATC.
7. NOTES: CHANGED FROM "CHART NOTE: **FOR INOPERATIVE ALS INCREASE S-LOC 4R CAT A/B VISIBILITY TO RVR 5500; RWY 4R HELICOPTER VISIBILITY REDUCTION BELOW 4000 RVR NOT AUTHORIZED" TO "CHART NOTE: *FOR INOPERATIVE ALS INCREASE S-LOC 4R CAT A/B VISIBILITY TO RVR 5500" – 20:1 PENETRATIONS NO LONGER EXIST, CIRCLING REMOVED.
8. NOTES: CHANGED FROM "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH" TO "SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL" - IAW 8260.19I PARA. 8-6-11M(1).
9. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" – CIRCLING REMOVED AT THIS AIRPORT, PER ATC.
10. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: WAXEN/MHT 26.42 DME" - ALTERNATE MISSED APPROACHED REMOVED.
11. ADDITIONAL FLIGHT DATA: REMOVED "**LOC ONLY" AND THE ASTERISK FROM "CHART VDP AT 2.92 DME" - NO LONGER REQUIRED BY CRITERIA.
12. ADDITIONAL FLIGHT DATA: REMOVED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SE WAXEN /MHT 26.42 DME, RT, 325.00 INBOUND.HOLD NE, LT, 209.99 INBOUND. - ALTERNATE MISSED APPROACHED REMOVED.
13. ALTERNATE MINIMUMS CHANGED FROM " ILS: STANDARD; LOC: CAT A 1000-2, CAT B 1100-2, NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "ILS: STANDARD; LOC: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE" - REMOVED CIRCLING MINS.
14. MINIMUMS: REMOVED ALL CIRCLING MINIMUMS - PER FPT, ATC WOULD LIKE TO REMOVE THE CIRCLING LINE OF MINIMUM DUE TO THIS LOCATION NEVER USING CIRCLING.

04/02/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/28/2024.

1. EQUIPMENT REQUIREMENTS NOTES: CHANGED FROM "DME OR RADAR REQUIRED" TO "DME REQUIRED".

Digitally signed by

ERIC N SUSKI

Apr 05, 2024

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ 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

Digitally signed by

ERIC N SUSKI

Apr 05, 2024

DATE

DEVELOPED BY

ERIC N SUSKI (EMMANUEL R. GONZALES)

Digitally signed by

ERIC N SUSKI

Apr 05, 2024

OFFICE

AJV-A431

DATE

12/12/2023

APPROVED BY

ERIC N SUSKI

Digitally signed by

ERIC N SUSKI

Apr 05, 2024

OFFICE

AJV-A431

DATE

TITLE

MANAGER



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 4R ILS RWY 4R (SA CAT I) ILS RWY 4R (CAT II) ILS RWY 4R (CAT III)	<u>AMDT NO.</u> 11B	<u>CITY</u> BOSTON	<u>STATE</u> MA	<u>AIRPORT ELEVATION</u> 19	<u>FACILITY</u> I-BOS
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

<u>FROM</u> GOSHI	<u>TO</u> WINNI/I-BOS 16.90 DME/RADAR
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<u>RNP</u> 1.00	<u>DISTANCE</u> 5.14	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	420527.00N/0710839.00W	614	164	98	4E	1000				AT2386	4000
TERRAIN	420527.00N/0710839.00W	414 (400)								AS1500	1900

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

<u>FROM</u> WINNI/I-BOS 16.90 DME/RADAR	<u>TO</u> NABBO/I-BOS 11.93 DME/RADAR
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<u>RNP</u>	<u>DISTANCE</u> 4.97	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	420800.00N/0711242.00W	601	164	98	4E	500				AC98 AT1801	3000
TERRAIN	420800.00N/0711242.00W	401 (400)								AS1500	1900

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

FROM

NABBO/I-BOS 11.93 DME/RADAR

TO

MILTT/I-BOS 6.93 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 5.00	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<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>
TOWER (25-000538)	421449.00N/0710254.00W	990	250	50	4D	500				AT210	1700
TERRAIN	421242.00N/0710648.00W	640 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

MILTT/I-BOS 6.93 DME/RADAR

TO

RW04R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.12		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				218

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

MILTT/I-BOS 6.93 DME/RADAR

TO

RW04R

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.12		DA				356				
<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>
SHIP	422041.00N/0710053.00W	144	50	20	2C		34:1			AC20 MA33	374

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FOR APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA.

FINAL: ILS SA CAT I

FROM

MILTT/I-BOS 6.93 DME/RADAR

TO

RW04R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
		5.12		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				168

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

MILTT/I-BOS 6.93 DME/RADAR

TO

RW04R

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.12		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				118

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

MILTT/I-BOS 6.93 DME/RADAR

TO

IRSEW/I-BOS 3.81 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.12										
<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>
AAO	421730.71N/0710312.26W	315	50	20	2C	250				DG135	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

IRSEW/I-BOS 3.81 DME/RADAR

TO

5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	2.00		5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME	422	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
SHIP	422041.00N/0710053.00W	176	50	20	2C	250					440

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

IRSEW/I-BOS 3.81 DME/RADAR

TO

5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	2.00		5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME	422	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
SHIP	422041.00N/0710053.00W	176	50	20	2C	250					440

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FOR APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA.



MISSED APPROACH: ILS

FROM

DA

TO

WAXEN/BOS 14.04 DME

RNP	DISTANCE	PAT	MAP		HAT	HMAS					
						52					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	1000					1700
TERRAIN	423012.00N/0705754.00W	286 (300)								AS1500	1800

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					
						139					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
SHIP	422041.00N/0710053.00W	144	50	20	2C		ASC			AC20	3000
TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	1000					1700
TERRAIN	423012.00N/0705754.00W	286 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME

TO

WAXEN/BOS 14.04 DME

RNP	DISTANCE	PAT	MAP		HAT		HMAS				
							190				
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	1000					1700
TERRAIN	423012.00N/0705754.00W	286 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

BASED ON 176FT VESSEL ON FINAL, NO TALL SHIP LINE OF MINIMA

MISSED APPROACH: LOC

FROM

5.12 NM AFTER MILTT/I-BOS 6.93 DME/RADAR OR AT I-BOS 1.81 DME

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
TOWER (25-000575)	423153.72N/0705910.41W	686	20	3	1A	1000					1700
TERRAIN	423012.00N/0705754.00W	286 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

BASED ON 176FT VESSEL ON FINAL, TALL SHIP LINE OF MINIMA



FACILITY
I-BOS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
215-305	TOWER (25-000619)	422302.73N/0712935.33W	290	22.5	1462	50	3	2A	1000			2500
305-215	TOWER (25-000538)	421449.10N/0710253.50W	218	07.1	990	250	50	4D	1000			2000

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



FACILITY
I-BOS

BOS APP CON, BOS TOWER

ADJUSTMENTS
0

ADJUSTMENTS

24 HOUR ATC TOWER HAS REDUNDANT WEATHER SOURCES,
BACK-UP ALTIMETER NOT REQUIRED.

CAT
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 - HIRL, C/LINE, REIL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW04R - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15R - MALSR, C/LINE, TDZ, HIRL, 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 - REIL, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32 - REIL, HIRL, PAPI-4L	PIR-G	
RW33L - ALSF-2, C/LINE, TDZ, HIRL, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

TCH
67.0

FT FROM THRESHOLD
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE 1155

APT ISA

AIRPORT ID
BOS

PROCEDURE NAME
ILS OR LOC RWY 4R
ILS RWY 4R (SA CAT I)
ILS RWY 4R (CAT II)
ILS RWY 4R (CAT III)

AMDT NO.
11B

CITY
BOSTON

STATE
MA

AIRPORT ELEVATION
19

FACILITY
I-BOS

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' VEGETATION USED PER FPT.

FIXES WINNI AND NABBO PLACED AT ATC REQUEST TO KEEP APPROACH AIRCRAFT WITHIN CLASS B AREA.

MAXIMUM SHIP HEIGHT LIMITED TO 176 FEET BY THE HARBOR MASTER. ON OCCASIONS WHERE A TALLER VESSEL REQUIRES ACCESS, THE HARBOR MASTER WILL COORDINATE WITH THE AIRPORT TO TEMPORARILY SUSPEND OPERATIONS.

BOS ATCT HAS A RADAR THAT IS SET TO ALARM IF A VESSEL TALLER THAN 97 FEET IS ABOUT TO ENTER THE PRECISION APPROACH AREA. VESSELS LARGER THAN 97 FEET PENETRATE THE PRECISION APPROACH SURFACE. WHEN ALERTED BY ALARM, TOWER NOTIFIES AIRCRAFT TALL VESSELS IN APPROACH AREA, AND AIRCRAFT WILL REVERT TO TALL VESSEL MINIMUMS. TALL VESSEL VISIBILITY MINIMUMS LIMITED TO RVR 4000 DUE TO THE 34:1 VISUAL SURFACE BEING PENETRATED.

BOS ATCT HAS HARBOR RADAR ALSO SET TO ALARM AT 144 FEET. WHEN VESSELS TALLER THAN 144 FEET ENTER THE APPROACH AREA, S-ILS NA DUE TO A GQS PENETRATION.

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	3.24
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	019.74
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.92
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.28
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	019.74
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	422114.55N/0710037.27W
ARP COORDINATES	422146.60N/0710023.00W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 22R DISTANCE 0.92 NM
FAF COORDINATES	421625.12N/0710257.08W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
THLD DISPLACED 1155FT, ACTUAL COORDINATES: 422103.81N/0710042.46W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
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