

**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 27	<u>ORIGINAL/AMENDMENT</u> 3A	<u>CITY</u> BOSTON	<u>STATE</u> MA		
<u>AIRPORT ELEVATION</u> 19	<u>TDZE</u> 17	<u>SUPERSEDED</u> ILS OR LOC RWY 27	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 03/26/2020	<u>MAG VAR</u> 15W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-DGU	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
AYBEE	IAF	KLANE		TF	FB	1.00	271.89	6.97	4000
KLANE/I-DGU 15.32 DME/RADAR		LONER/I-DGU 11.54 DME/RADAR					271.58	3.78 (I-DGU)	3000
LONER/I-DGU 11.54 DME/RADAR	IF	RIPIT/I-DGU 6.40 DME/RADAR					271.58	5.15 (I-DGU)	1700

MISSED APPROACH

MAP:

ILS: DA
LOC: 3.89 NM AFTER RIPIT/I-DGU 6.40 DME/RADAR OR AT OQDEK/2.50 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 ON BOS VOR/DME R-268 TO BOSOX INT/BOS 29.91 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- PROFILE STARTS AT AYBEE
- FAC: 271.58 FAF: RIPIT/I-DGU 6.40 DME/RADAR DIST FAF TO MAP: 3.89 DIST FAF TO THLD: 5.11
- MIN ALT: AYBEE 6000, KLANE 4000, LONER/I-DGU 11.54 DME/RADAR 3000, RIPIT/I-DGU 6.40 DME/RADAR 1700
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1051
- MIN GS INCPT: 1700 GS ALT AT PFAF: RIPIT/I-DGU 6.40 DME/RADAR 1700 OM: MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 57.4
- MSA FROM: BOS VOR/DME 215-305 2500, 305-215 2000



PBN REQUIREMENTS NOTE:

RNP APCH-GPS. FROM AYBEE.

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.
DME OR RADAR REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART SPEED ICON IN PLANVIEW AT AYBEE: AT 210 KIAS.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 6000 AT AYBEE.
HOLD W, RT, 088.04 INBOUND.
CHART FAS OBST: 211 TANK (25-000449) 422204N/0705804W.

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 27	460	1 1/2	443	460	1 1/2	443	460	1 1/2	443	460	1 1/2	443			
S-LOC 27	460	1 1/2	443	460	1 1/2	443	460	1 1/2	443	460	1 1/2	443			

CHANGES - REASONS

-REMOVED CIRCLING MINIMUMS - PER FPT, ATC WOULD LIKE TO REMOVE THE CIRCLING LINE OF MINIMUM DUE TO THIS LOCATION NEVER USING CIRCLING.
-REMOVED "FROM AYBEE: RNAV 1-GPS REQUIRED" FROM EQUIPMENT REQUIREMENTS NOTES AND ADDED "RNP APCH - GPS. FROM AYBEE" TO PBN REQUIREMENTS NOTE - 8260.19I 8-6-8.C(2)(A).
-REMOVED CHART NOTE: "CIRCLING NA TO RWY 14" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
-REMOVED CHART NOTE: "CIRCLING NA FOR CATS C AND D W OF RWYS 4L AND 15R" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
-ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - CIRCLING MINS REMOVED AT THIS AIRPORT, PER ATC.
-ADDITIONAL FLIGHT DATA: ADDED FAS OBST ID - 8260.19I, 8-6-11.
-ALTERNATE MINIMUMS CHANGED FROM "ILS: STANDARD; LOC: STANDARD, CAT A 1000-1 1/2, CAT B 1100-1 1/2" TO "ILS: STANDARD; LOC: STANDARD" - REMOVED CIRCLING MINS; 8260.3E, 3-4-1.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZBW, BOS APP CON, BOS ATCT, AIRPORT MANAGER, ATA

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

DAVID DANNER

Apr 25, 2024

DATE

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Apr 17, 2024

OFFICE

AJV-A421

DATE

11/20/2023

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Apr 25, 2024

OFFICE

AJV-A421

DATE

05/16/2024

TITLE

MANAGER



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

<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 27	3A	BOSTON	MA	19	I-DGU

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM AYBEE **TO** KLANE

RNP 1.00 DISTANCE 6.97 PAT MAP HAT HMAS

<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	422543.60N/0703623.45W	200	164	98	4E	1000				AT2800	4000
2. SEA LEVEL	422543.60N/0703623.45W	0								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM KLANE/I-DGU 15.32 DME/RADAR **TO** LONER/I-DGU 11.54 DME/RADAR

RNP DISTANCE 3.78 PAT MAP HAT HMAS

<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. AAO	422427.18N/0704301.34W	200	250	50	4D	1000				AT1800	3000
4. SEA LEVEL	422427.18N/0704301.34W	0								AS1500	1500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

LONER/I-DGU 11.54 DME/RADAR

TO

RIPIT/I-DGU 6.40 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u> 5.15	<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>
5. TRAVERSE_WAY (25-047563)	422155.80N/0704814.55W	206	50	20	2C	500				AT900	1700
6. SEA LEVEL	422300.00N/0704900.00W	0								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

RIPIT/I-DGU 6.40 DME/RADAR

TO

RW27

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		3.89		DA			443				
<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				460

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

RIPIT/I-DGU 6.40 DME/RADAR

TO

3.89 NM AFTER RIPIT/I-DGU 6.40 DME/RADAR OR AT OQDEK/2.50 DME

RNP

DISTANCE

3.89

PAT

MAP

3.89 NM AFTER RIPIT/I-DGU
6.40 DME/RADAR OR AT
OQDEK/2.50 DME

HAT

443

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7. TANK (25-000449)	422204.30N/0705803.73W	211	20	3	1A	250				SA-14	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

BOSOX INT/29.91 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS

183

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3000
8. TOWER (25-000031)	421837.18N/0711411.71W	1447	20	3	1A					AT1500	3000
9. TERRAIN	421424.00N/0713742.00W	722 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LOC

FROM

3.89 NM AFTER RIPIT/I-DGU 6.40 DME/RADAR OR AT OQDEK/2.50 DME

TO

BOSOX INT/29.91 DME

<u>RNP</u>	<u>DISTANCE</u>	<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>
							ASC				3000
8. TOWER (25-000031)	421837.18N/0711411.71W	1447	20	3	1A					AT1500	3000
9. TERRAIN	421424.00N/0713742.00W	722 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

BOS VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
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

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

FINAL SEGMENT OBSTACLE IS IN SECONDARY AREA.

FINAL SEGMENT (ILS): DA BASED ON AGREEMENT BETWEEN ANE AND MASS PORT AUTHORITY FOR DA NO LOWER THAN 460' AND VISIBILITY NO LESS THAN 1 MILE.

ANE-220/RISSO REQUESTED THAT THE LOCALIZER ONLY MAP BE MOVED FROM RWY 27 THLD TO THAT OF THE DH (1.2 NM FROM THLD) AS TO KEEP THE MDA AT 460 RATHER THAT RAISING THE MDA TO 540 AND LEAVE THE MAP AT RWY 27 THLD.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BOS APP CON, BOS TOWER

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

WX REMARKS:

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-DGU	ATCT	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
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, REIL, C/LINE, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW04R - ALSF-2, HIRL, C/LINE, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW15R - MALSR, TDZ, HIRL, C/LINE, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - MALSF, HIRL, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22R - C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW27 - C/LINE, REIL, HIRL, PAPI-4L	PIR-G	APPROACH, ROLL OUT
RW32 - REIL, HIRL, PAPI-4L	PIR-G	
RW33L - ALSF-2, HIRL, TDZ, C/LINE, PAPI-4R	PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	14.8	57.4	12.3	1051	3.00	71.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
--------------	---------------	-----	---------

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - VDP IS AFTER MISSED APPROACH POINT.

PER BOS TRACON, NO ALTERNATE MISSED APPROACH REQUIRED - THEY WILL EITHER SUBSTITUTE THE RNAV (GPS) RWY 27 PROCEDURE OR UTILIZE RWY 22L OR 33L.

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

NO ADDITIONAL AIRSPACE REQUIRED.

NO AIRSPACE LETTER DUE TO NO AIRSPACE FORM AVAILABLE TO TRANSCRIBE.

PART D: AIRSPACE

PART E: PREPARED BY

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

