

BOSTON, MASSACHUSETTS

D-ATIS
135.0
BOSTON APP CON
120.6 263.1

TKMAN
5000 210K

ADDDA
6000 220K

HNOVR
5000 220K

RDHOK
5000 210K

FLUTI
9000

WAATR
5000 210K

GRIFI
6000 220K

GGABE
6000 220K

JOBBE
6000 210K

LEEZI
6000 210K

GREGIO
9000

TTERI
9000 250K

AYBEE
6000 210K

KLANE

BECHH
5000 220K

SCITU
5000 210K

PUDJJ

OOSHIN
14000 9000 250K

EURRO
10000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: FEXXX, MERIT, PROVI, RIFLE transitions assigned by ATC only.

NOTE: Chart not to scale

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From EURRO on track 260° to cross OOSHN between 9000 and 14000 and at 250K.

Landing Rwy's 4L/R: From OOSHN on track 266° to cross TTER1 at or above 9000 and at 250K, then on track 268° to WAATR, then on track 240° to cross FLUT1 at or above 9000, then on track 215° to GRIF1, then on track 213° to cross GGABE at 6000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

Landing Rwy 15R: From OOSHN on track 282° cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 273° to cross HNOVR at 5000 and at 220K, then on track 271° to cross RDHOK at 5000 and at 210K, then on track 329° to cross TKMAN at 5000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

Landing Rwy's 22L/R: From OOSHN on track 282° to cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 323° to cross ADDDA at 6000 and at 220K, then on track 035° to cross LEEZI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

Landing Rwy 27: From OOSHN on track 217° to PUDJJ, then on track 272° to cross AYBEE at 6000 and at 210K, then on track 272°. Expect RADAR vectors to final approach course.

Landing Rwy's 32, 33L: From OOSH on track 266° to cross TTERI at or above 9000 at 250K, then on track 268° to WAATR, then on track 213° to PLGRM, then on track 181° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.