LOC/DME I-BOS	APP CRS	Rwy Idg	8851
110.3	036°	THRE	18
Chan 40		Apt Elev	20

ILS RWY 4R (SA CAT I)

BOSTON/GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

When control tower reports tall vessels in approach area, procedure NA. Requires specific OPSPEC, MPSEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.

ATIS	BOSTON APP CON	BOSTON TOWER	GND CON	CLNC DEL
ARR 135.0 DEP 127.875	120.6 263.1	128.8 257.8	121.9	121.65 257.8

ALTERNATE MISSED APCH FIX: 114.4 MHT R-145 Chan 91, R-030, 145°, 325°, WAXEN MHT 26.4, 112.7 BOS Chan 74

MISSED APCH FIX: 114.4 MHT Chan 91, 210°, 030°, WAXEN BOS 14, 112.7 BOS R-030 Chan 74, R-145

LOCALIZER 110.3 I-BOS Chan 40

BOSTON 112.7 BOS Chan 74

MILTT I-BOS 6.9 RADAR

NABBO I-BOS 11.9 RADAR

(IF) WINNI I-BOS 16.9 RADAR

MSA BOS 25 NM: 125° 2000, 2500, 035°

RADAR REQUIRED

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).

3000	BOS R-030	WAXEN

WINNI I-BOS 16.9 RADAR — NABBO I-BOS 11.9 RADAR — MILTT I-BOS 6.9 RADAR

4000 — 036° — 3000 — 1700 — DH RA 168 — 18 MSL

GS 3.00° TCH 51

5 NM — 5 NM — 4.8 NM — 1855′ — 1017′

CATEGORY	A	B	C	D
S-ILS 4R	RA 168/14		150 DA 168	

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 20 D THRE 18

2557 X 100, TWR 317, 10083 X 150, 7861 X 150, 10005 X 150, 7000 X 150, 5000 X 100, 4R, 33L, 15R, 22L, 15L, 33R, 27, 9, 32, 62±

TDZ/CL Rwys 4R, 15R and 33L
REIL Rwys 4L, 27 and 32
MIRL Rwy 15L-33R
HIRL Rwys 4L-22R, 4R-22L, 14-32, 15R-33L and 9-27

NE-1, 07 FEB 2013 to 07 MAR 2013
NE-1, 07 FEB 2013 to 07 MAR 2013