BOSTON

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)(KBOS) 1 E UTC–5(–4DT) **NEW YORK**
N42°21.78′ W71°00.38′ **COPTER**
19 B LRA Class I, ARFF Index E NOTAM FILE BOS **H–10J, 11D, 12K, L–33D, 34J**
IAP, AD

RWY 15R–33L: H10083X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCR 800 F/C/X/T HIRL CL
RWY 15R: MALSR. TDZL. PAPI(P4L)—GA 3.0° TCH 71′. RVR–TMR Thld dsplcd 882′. Trees.
RWY 33L: ALSF2. TDZL. PAPI(P4R)—GA 3.0° TCH 68′. RVR–TMR Boat.

RWY 04R–22L: H10006X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCR 830 F/C/X/T HIRL CL
RWY 04R: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 67′. RVR–TMR Thld dsplcd 1155′. Boat.
RWY 22L: MALSF. PAPI(P4R)—GA 3.0° TCH 71′. RVR–TMR Thld dsplcd 1199′. Boat.

RWY 04L–22R: H7864X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCR 800 F/C/X/T HIRL CL
RWY 04L: REIL. PAPI(P4L)—GA 3.1° TCH 51′. RVR–TR Boat.
RWY 22R: PAPI(P4L)—GA 3.0° TCH 50′. RVR–TR Thld dsplcd 819′. Boat.

RWY 09–27: H7001X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–550 PCR 810 F/C/X/T HIRL CL
RWY 09: RVR–TR Boat.
RWY 27: REIL. PAPI(P4L)—GA 3.0° TCH 71′. RVR–TR Boat.

RWY 14–32: H5000X100 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–490 PCR 780 F/C/X/T HIRL
RWY 14: Bldg.
RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 45′.

RWY 15L–33R: H2557X100 (ASPH) S–120, D–250, 2S–175, 2D–550 PCR 850 F/C/X/T MIRL
RWY 33R: PAPI(P4R)—GA 3.0° TCH 40′.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY	HOLD–SHORT POINT	AVBL LDG DIST
RWY 04L	15L–33R	5250
RWY 15R	09–27	6800
RWY 22L	09–27	6400
RWY 27	04R–22L	5650

RUNWAY DECLARED DISTANCE INFORMATION

RWY 04L:	TORA–7864	TODA–7864	ASDA–7864	LDA–7864
RWY 04R:	TORA–10006	TODA–10006	ASDA–10006	LDA–8851
RWY 09:	TORA–7001	TODA–7001	ASDA–7001	LDA–7001
RWY 14:	TORA–5000	TODA–5000	ASDA–5000	
RWY 15L:	TORA–2557	TODA–2557	ASDA–2557	LDA–2557
RWY 15R:	TORA–10083	TODA–10083	ASDA–10083	LDA–9202
RWY 22L:	TORA–10006	TODA–10006	ASDA–10006	LDA–8806
RWY 22R:	TORA–7864	TODA–7864	ASDA–7864	LDA–7046
RWY 27:	TORA–7001	TODA–7001	ASDA–7001	LDA–7001
RWY 32:				LDA–5000
RWY 33L:	TORA–10083	TODA–10083	ASDA–10083	LDA–10083
RWY 33R:	TORA–2557	TODA–2557	ASDA–2557	LDA–2557

ARRESTING GEAR/SYSTEM
RWY 04L: EMAS
RWY 15R: EMAS

SERVICE: S4 **FUEL** 100LL, JET A **OX** 1, 2, 3, 4 **LGT** Rwy status lights in operation. Rwy 22L VGSI unusable byd 7 degs left of centerline.

NOISE: For Noise Abatement, Rwy 15R is preferred for tkof, Rwy 33L is preferred for ldg. For more info on Noise Abatement procs call 617–561–3333. The use of the RNAV SIDS at Boston Logan are critical to rdcg noise and achieving our fly quiet goals. Massport and the FAA encourage pilots to use the publd RNAV flight procs at Boston Logan arpt whenever poss. All acft that have reqd alts abv 10,000 ft should be filing RNAV SIDS with FAA ATC. Ctc Massport′s Noise Abatement Ofc at 617–561–3333 with any qns.

AIRPORT REMARKS: Attended continuously. Birds on and invof arpt. Numerous cranes on and invof arpt. Rwy 14–32 undirectional, no ldgs Rwy 14, no tkfs Rwy 32. International ramp arrivals must obtain a gate assignment from international ramp control before entering ramp area. No remaining overnight parking for non–tenant charter acft without prior Massport permission. Terminal E, North and South Cargo arrivals ctc Massport Gate Control on 131.1 before entering/departing ramp area. Pilots should complete all calculations prior to pushback from gate. ASDE–X in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Ldg fee. Flight Notification Service (ADCUS) available.

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AIRPORT MANAGER: 617-567-5400
WEATHER DATA SOURCES: ASOS 135.0 (339) 746–6855. TDWR.
COMMUNICATIONS: D–ATIS APP 135.0 **D–ATIS DEP** 135.0 (617) 455–3003 **UNICOM** 122.95
Ⓡ **BOSTON APP/DEP CON** 127.2 (South) 120.6 (West) 118.25 (North)
Ⓡ **BOSTON DEP CON** 133.0
BOSTON TOWER 128.8 (West) 132.225 (East) 124.725 (Helicopters)
GND CON 121.9 121.75 **CLNC DEL** 121.65
PRE TAXI CLNC 121.65 **RAMP CTL** 134.05
CPDLC (LOGON KUSA)
PDC
AIRSPACE: CLASS B See VFR Terminal Area Chart.
VOR TEST FACILITY (VOT) 111.0
RADIO AIDS TO NAVIGATION: NOTAM FILE BOS.
BOSTON (VH) (DH) VORW/DME 112.7 BOS Chan 74 N42°21.45′ W70°59.37′ at fld. 18/16W.
VOR unusable:
043°–053° byd 40 NM blo 5,000′
043°–053° byd 74 NM
055°–065° byd 40 NM blo 5,000′
055°–065° byd 47 NM
061°–104° byd 18 NM blo 2,000′
070°–108° byd 40 NM
109°–119° byd 40 NM blo 6,000′
109°–119° byd 58 NM
120°–148° byd 40 NM
149°–167° byd 40 NM blo 2,100′
149°–167° byd 83 NM
168°–177° byd 40 NM
178°–188° byd 40 NM blo 11,000′
178°–188° byd 50 NM
204°–262° byd 40 NM
263°–273° byd 40 NM blo 4,000′
263°–273° byd 54 NM
271°–060° byd 25 NM blo 3,500′
274°–337° byd 40 NM
350°–042° byd 40 NM
DME unusable:
061°–104° byd 18 NM blo 2,000′
271°–060° byd 25 NM blo 3,500′
ILS/DME 110.3 I–BOS Chan 40 Rwy 04R. Class IIIE.
ILS/DME 110.7 I–MDC Chan 44 Rwy 15R. Class IC. Localizer offset angle 001° 35 min.
ILS/DME 110.3 I–LQN Chan 40 Rwy 22L. Class IT. Note *DME also serves Rwy 04R.
ILS/DME 111.3 I–DGU Chan 50 Rwy 27. Class IE.
ILS/DME 110.7 I–LIP Chan 44 Rwy 33L. Class IIIE. LOC unsbl byd 33° left side of course.
COMM/NAV/WEATHER REMARKS: DME Channel 40 located 2171′ from stop end Rwy 04R and 260′ left of centerline is common to Rwy 22L.

CAPE COD (See MARSTON MILLS on page 129)