

LOC/DME I-BOS <b>110.3</b> Chan <b>40</b>	APP CRS <b>035°</b>	Rwy Idg <b>8851</b> TDZE <b>18</b> Apt Elev <b>19</b>
---	------------------------	---

# ILS or LOC RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

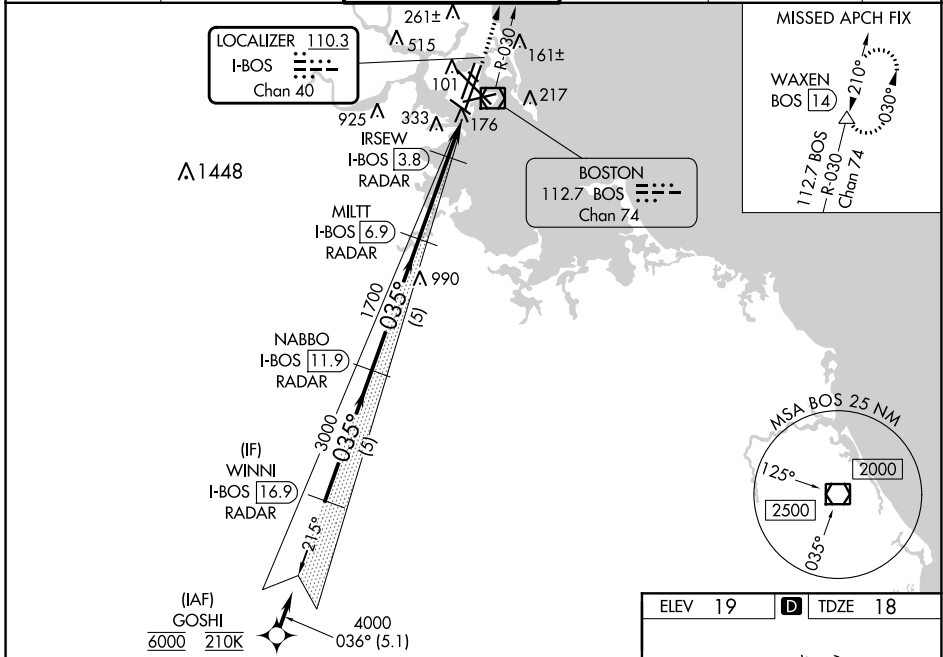
RNP APCH - GPS. From GOSHI.  
DME required.

⚠ Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.  
\* For inop ALS increase S-LOC 4R Cat A/B visibility to RVR 5500.  
# When vessels taller than 144 feet present, S-ILS 4R NA.

ALSF-2  
ⓐ

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

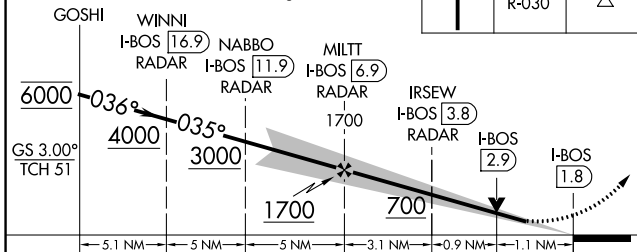
D-ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8 (WEST)</b> <b>132.225 257.8 (EAST)</b>	GND CON <b>121.75 121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
------------------------	--------------------------------------	--	--------------------------------	---------------------------------	-------



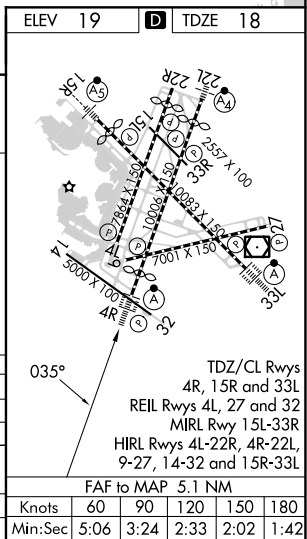
NE-1, 08 AUG 2024 to 05 SEP 2024

NE-1, 08 AUG 2024 to 05 SEP 2024

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67).  
3000 BOS WAXEN  
R-030 △



CATEGORY	A	B	C	D
S-ILS 4R		218/18	200 (200-½)	
S-LOC 4R	440/24	422 (500-½)	440/40	422 (500-¾)
# APPROACH MINIMA WHEN CONTROL TOWER REPORTS TALL VESSELS IN APPROACH AREA				
S-ILS 4R		374/40	356 (400-¾)	
S-LOC 4R*		440/40	422 (500-¾)	



ELEV 19	TDZE 18
Knots 60 90 120 150 180	
Min:Sec 5:06 3:24 2:33 2:02 1:42	