

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>
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# ILS or LOC RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP APCH - GPS. From GOSHI.

DME required.

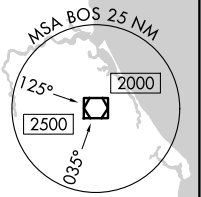
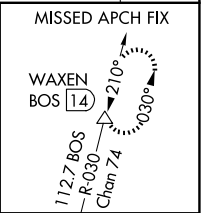
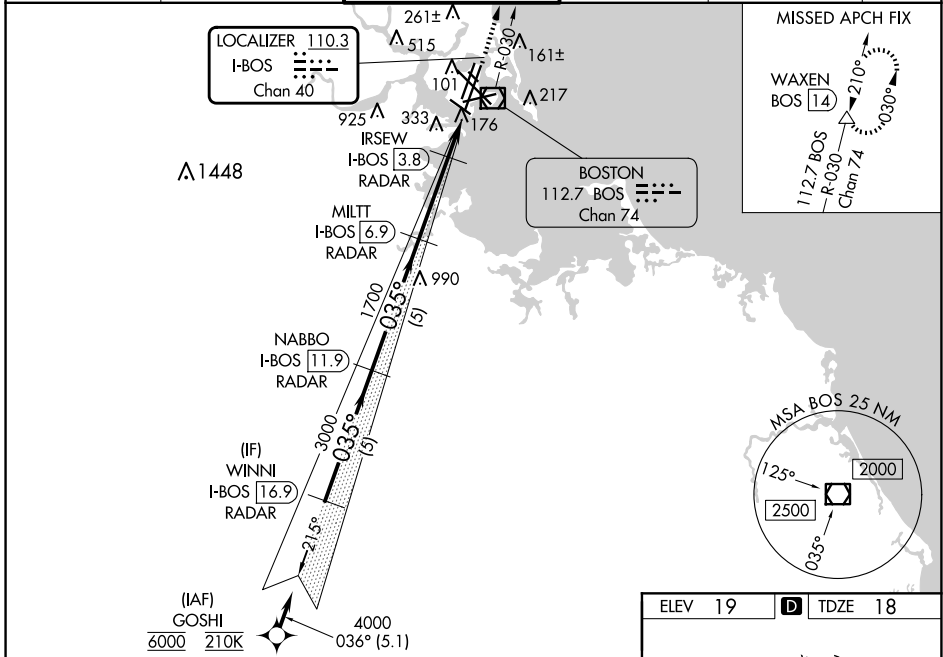
⚠ Simultaneous approach authorized. Simultaneous operations require use of vertical guidance; maintain last assigned altitude until established on glideslope.  
 \* For inop ALS increase S-LOC 4R Cat A/B visibility to RVR 5500.  
 # When vessels taller than 144 feet present, S-ILS 4R NA.

ALSIF-2



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

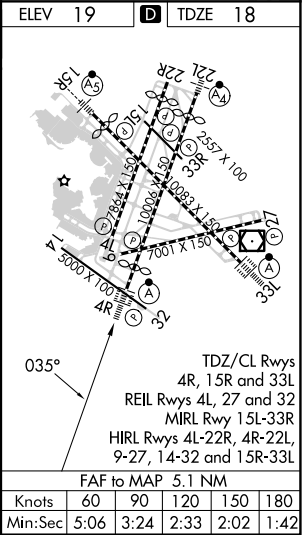
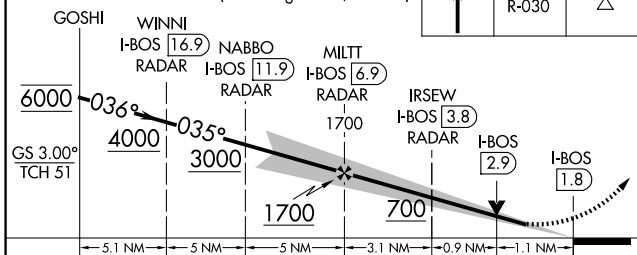
D-ATIS <b>135.0</b>	BOSTON APP CON <b>120.6 263.1</b>	BOSTON TOWER <b>128.8 257.8 (WEST)</b> <b>132.225 257.8 (EAST)</b>	GND CON <b>121.75 121.9</b>	CLNC DEL <b>121.65 257.8</b>	CPDLC
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NE-1, 15 MAY 2025 to 12 JUN 2025

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



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)	