

BOSTON (BOS/KBOS)

Elevation 20ft

CATEGORY B

AV brief – required

BAV AV not yet available.

GENERAL

- Located on a peninsula in Massachusetts Bay, with the city to the N and NW, Logan Intl airport is difficult to pick out
- Shipping channel to Boston Harbour crosses the approach paths to Rwy 04R, 09 and 33L.
- See Lido AOI pages for details of Preferential Runways and taxi routes, IFR Departures, Clearance and Gate Hold Procedures.
- Land and hold short lights have been installed on 4 Rwys. These in-pavement lights will remain on/flashing even when using full length for T/O or landing. Their locations are:

Rwy 22L (short of Rwy 27/09) Rwy 04L (short of Rwy 33R/15L)

Rwy 27 (short of Rwy 22L/04R) Rwy 15R (short of Rwy 09/27)

- Wherever possible in accordance with safe ops, BOS authorities request consideration be given to the use of minimum reverse thrust on landing and reduced engine taxi-in/taxi-out.

Threats

CFIT

- Numerous obstructions, including one to over 900ft asl, within 4 nm to the W and NW.
- There are towers 10 nm WSW rising to nearly 1,400ft asl.
- At 1.5 nm finals Rwy 04L and only just left of the centre line is an obstruction to nearly 350ft asl.
- Pilots should be aware that false localiser capture has been reported on Rwy 27.

Ground Collision

- Arrival and Departure taxi routing may involve multiple runway crossings. Ensure that the briefing highlights the required clearances with the expected taxi route.
- Do not proceed beyond the designated taxi clearance limit, unless cleared to do so. Ensure taxi is completed in accordance with OM B Section 2.12.0 – Procedures for Taxiing Aircraft to enable effective monitoring.
- Rwy 15R is occasionally used for taxi to Twy N for a 22L/R departure. Taxi with caution, especially in conditions of reduced visual cues, as Rwy 15R edge and centreline lights are most prominent and indications of the upcoming Twy N are easily missed.
 - Twy N has no centreline lights, however signs are present on the left of Rwy 15R.
 - Potential for incursion of Rwy 04L/22R.
- Ground collision threat when operating from Stand E11 or E12 due to:
 - Bright lights surrounding the ramp (adjacent Cargo ramp), but no Twy centreline lights, occasional edge lights and undistinguishable TWY lines when wet.
 - Significant vehicle traffic. Massport mandate that ground handlers must have wing walkers.

Loss of Control

CAUTION: • *Spurious PWS WINDSHEAR ahead warnings have been recorded on approach and initial climb.*

- *Provided the weather situation has been carefully considered during the approach briefing and it is considered there is no risk of WINDSHEAR conditions within the airport area, crews may exercise their discretion on whether it is appropriate to continue the approach or go-around in the event of a PWS alert.*

- Birds are a problem particularly towards dusk.

Mid Air Collision

- Numerous light aircraft on VFR flight plans.

ARRIVAL

Diversion Airports

BANGOR	BGR/KBGR	174 nm/033°T	CAT A
MONTREAL(P.E Trudeau)	YUL/CYUL	221 nm/327°T	CAT A
NEW YORK	JFK/KJFK	162 nm/230°T	CAT B
NEWARK	EWR/KEWR	174 nm/230°T	CAT A

Others that may be used include Philadelphia, Toronto, Baltimore and Washington.

Approach

- Expect Radar vectors.
- ATC may offer visual approaches, which can be difficult to accomplish, particularly at night with city lights to the N and NW. Continue with Radar vectors if in doubt.
- 'Go-arounds' become necessary comparatively frequently at Boston.
- The Lido IACs contain notes that cover shipping obstructions when tall vessels are present in the area. This may affect approach minima or the ILS category.
- Circling not approved W of 04L clockwise to 15R.
- Final Approach Track to ILS 15R is offset by 2°. Aircraft will not intercept RCL before the threshold. Crosswind conditions compound the illusion of a significant offset. A visual manoeuvre will be required to intercept the runway centreline.

RNAV Visual 33L

This approach is designed for noise abatement purposes and will only be assigned by BOS TRACON between the hours of 2300L and 0600L. If arriving between these times ATC will expect crews to fly this approach so crews should not routinely request to fly it. If for operational reasons there is a requirement to land on a different runway to this one then request this from ATC as early as possible.

Runway Availability

A32N A350 B747 B777 B787

Not Applicable

A380

- In general, A380 will be assigned runways 04R/22L or 15R/33L with 15R/33L being the preferred runway for all arrivals and departures.
- Rwy 33L is the primary preferred runway for A380 landing.
- Rwy 22L is the secondary preferred runway for A380 landing.
- The assigned landing runway for A380 may be different from the primary landing runway in use as stated on ATIS. Prior consultation with the area controllers is recommended, to obtain the expected landing Rwy for A380.
- When Rwy 27 is primary runway in use for landing, A380 crew should expect 33L.
- ATC will never assign Rwy 27 for an A380 arrival, but Rwy 27 is available on pilot request. Landing performance may prohibit the use of Rwy 27 in certain conditions. In general it is not recommended to use Rwy 27 but in the exceptional case where Rwy 27 is used then careful consideration should be given to how to avoid, trap and mitigate against the threat of runway excursion.
- ATC will usually try to assign 15R for A380 departures, even if 15R is not the current runway in use for departures.

GROUND

A380

- A380 de-icing is not available at BOS.

ALL

- Runway Status Light (RWSL) system in use.
- BA aircraft park at the International Terminal on the N apron.
- There is a marked slope on the ramp.
- Gate assignment must be obtained from Intl Ramp Control before entering ramp area.

A380

- Preferred taxi routes for A380 are shown on the BOS LIDO charts 3-70 and 3-80.
- Other taxiways than the ones shown may be available but will require co-ordination with ATC and the airport authority.
- Wingtip collision risk: Exercise caution when operating on Twy N/N3 or M/K. If the A380 is on Twy N, there should not be another aircraft on Twy N3, or vice versa. No aircraft should be holding at Rwy 09/27 on Twy K, if any aircraft is taxiing on Twy M between Twy E and Rwy 09/27.
- Taxiing at the southern end of B between K and M requires a road closure and the closure must be confirmed by Massport. Taxiing on N between M and B requires the perimeter road to be closed but does not need to be confirmed by Massport.
- Massport have placed a taxi speed limit of 13 kts on all taxiways. Manoeuvring around the airfield is tight and congested.

- The table below shows historical data for the percentage of flights when the time between vacating the runway and parking the aircraft was greater than 7 minutes. An opportunity therefore existed to shut down engines 1 & 4 (or 2 & 3).

Considerations:

- Whilst taxiing, lookout and monitoring are of prime importance. The risk of GCOL must always be addressed;
- The time period of 7 minutes assumes a 5 minute engine cool-down period and also allows a buffer of 2 minutes to park the aircraft.

Note: Shutting engines down whilst parking the aircraft could cause unnecessary distraction and is inadvisable;

- Ground testing has shown that there is no perceptible difference in manoeuvrability dependent on whether engines 2 & 3 or 1 & 4 are shut down.

Landing Runway	% Flights with Taxi-in time >7 Min
04L	100%
15R	100%
22R	100%
33L	0%

Taxi Routing

The table below lists the preferred taxi routings and runways that are pre-approved for the A380. Refer also to Lido A380 AGC/APC.

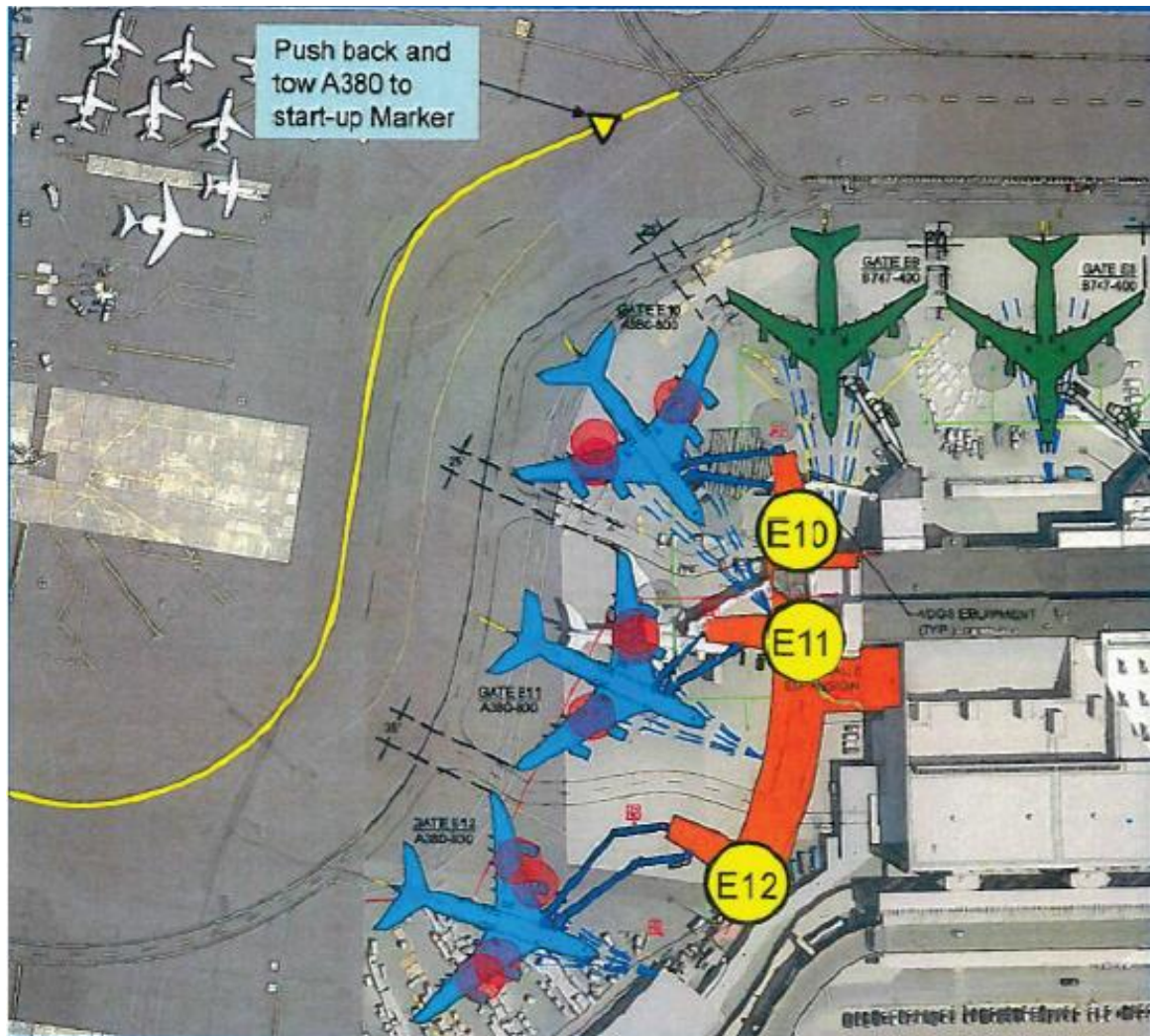
ARR Rwy	Inbound Taxi Route	DEP Rwy	Outbound Taxi Route
04R	N/N3, M, C, B, L or N/ N3, N, B, L	04R	L, B, C, M, B or L, B, K, M, B
22L	B, M, C, B, L or B, M, K, B, L	22L	L, B, C, M, N or L, B, N
33L	L	33L	L, B, C
15R	C, B, L	15R	L

Note: Twy C cannot be used to exit Rwy 22L.

A380

Parking

- A380 can be accommodated at the International Terminal E at Gates E10, E11 and E12. Gate E12 is BA's preferred A380 gate, with E11 being the most likely backup.
- All GA aircraft on the apron opposite stands E10-E12 must be inside the white dashed line to ensure wing tip clearance.
- Two wing men, a marshaller and stand guidance will be provided to assist parking on stand.
- Exercise caution establishing on the stand centre line when turning off the main apron taxilane. There is no extended stand centre line that meets the taxilane centreline, so care is required in order not to turn on to stand too early (or too late). This is particularly pertinent when using the normal parking stand E12 (see image below).
- A380 can also be parked remotely at the North Cargo area. When an A380 operates on the north cargo apron, the service road will be closed and wing-walkers will be available on the westerly side of the taxilane.
- NC6 and NC7 are closed and NC4 is restricted to B757 and smaller.



DEPARTURE

ALL

- Any request for a departure runway other than the one advertised is likely to lead to long delays or the request may be denied. Only request a different runway if it is required for operational necessity. If a request is needed it can be made up to 30 minutes prior to pushback.
- Call Clearance Delivery 10 mins before taxi.
- When ready to push, crews must request clearance from MASPORT and ground controller prior to pushback.

A380

BAV Crew Reports

- Experience suggests large breakaway thrust is required when taxiing away from the Apron be aware of potential jet-blast hazard.

ALL

- Particular caution is required when taxiing for Rwy 04R departure due to potential confusion with clearances to Twy B Hold Point (short of Rwy 04L) and to the Rwy 04R hold via Twy B.
- The access taxiway adjacent to Rwy 15R threshold is a cul-de-sac and is marked with red edge lighting.
- The W end of Rwy 09/27 and SW end of Rwy 04L/22R are not used for take off, landing or taxiing.

A32N B747 B777

- See Performance Manual/CARD if shipping is present as restrictions may apply.

A380

- A380 de-icing will be conducted on stand or at the North Cargo area.
- A380 will be pushed back and pulled forward to the engine start up point, as indicated by the triangle on the taxiway centreline and as depicted on the previous diagram.

A380 A350

- Refer to OIS if shipping is present, as restrictions may apply, which require flight crew to add an additional obstacle.

B787

- Refer OPT if shipping is present, as restrictions may apply, which require flight crew to add an additional obstacle.

WEATHE

- Frequent low cloud spring and autumn.
- Sea fog prevalent in spring and can also be a problem in summer.
- Snow, heavy at times, Dec to Mar.
- Prevailing wind NW'ly in winter, SW'ly in summer.

OPERATIONAL INFORMATION

Handling Agent	BOS OPS
Handling Agent VHF	129.15
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times