

VFR TERMINAL AREA CHART

United States Department of Transportation

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Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: Severe turbulence may occur over rugged terrain. See AEA.

Class B Airspace within the United States extends up to 10,000 feet MSL. Airspace above 10,000 feet MSL within Class B Airspace, including the airspace less than 100 feet above the terrain and certain vertical obstacle areas.

CONVERSION OF ELEVATIONS

Table with columns for FEET, METERS, and conversion values.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and communication lines, towers, or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft which may be near any fix retrieved from a GPS database.

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

- 1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Logan International Airport unless the pilot in command holds at least a private pilot certificate.
3. Except as noted in 3. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
(a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.305; or
(b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for IFR operations.
6. A transponder with automatic altitude reporting equipment.
NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

- 1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the operating chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequency.
3. Aircraft departing to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unradar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEFs). The Maximum Elevation Figure (MEF) is the highest MSL elevation of any obstruction within a 25 NM radius of the charted station. Obstructions are shown as follows: Obstructions 100 feet or higher are shown with their MEF and MSL elevation. Obstructions less than 100 feet are shown with their MEF only. Obstructions are shown as follows: Obstructions 100 feet or higher are shown with their MEF and MSL elevation. Obstructions less than 100 feet are shown with their MEF only.

EXAMPLE: 12,000 feet

125

NORTH AMERICAN AIRSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if possible, will maintain a listening watch on appropriate VFR 121.5 MHz. This requirement applies to all aircraft in the U.S. national airspace, including those operating in Class B Airspace. Pilots should be prepared to receive and respond to ATIS, military flight information, and other information as required. Pilots should be prepared to receive and respond to ATIS, military flight information, and other information as required.

MILITARY TRAINING ROUTES (MTRs)

All MTRs are shown on this chart and are subject to change without notice. Only the route controller, or other authorized personnel, can authorize a pilot to enter an MTR. Pilots should be prepared to receive and respond to ATIS, military flight information, and other information as required.

CAUTION: USAF PAWS Radar Hazardous to Aircraft

1 NM radius 41°45.1'N 70°32.3'W 87°C 10300 MSL



PORTS

Other than the one shown in this chart, all other airports are shown on the appropriate sectional aeronautical chart.

ADDITIONAL AIRPORT INFORMATION

ADDITIONAL AIRPORT INFORMATION. This chart contains information on airports that are not shown on the appropriate sectional aeronautical chart.

AIRPORT TRAFFIC AND SERVICE INFORMATION

AIRPORT TRAFFIC AND SERVICE INFORMATION. This chart contains information on airports that are not shown on the appropriate sectional aeronautical chart.

COMMUNICATION BOXES

COMMUNICATION BOXES. This chart contains information on communication boxes that are not shown on the appropriate sectional aeronautical chart.

RADIO AIDS TO NAVIGATION

RADIO AIDS TO NAVIGATION. This chart contains information on radio aids to navigation that are not shown on the appropriate sectional aeronautical chart.

OBSTRUCTIONS

OBSTRUCTIONS. This chart contains information on obstructions that are not shown on the appropriate sectional aeronautical chart.

MISCELLANEOUS

MISCELLANEOUS. This chart contains information on miscellaneous information that are not shown on the appropriate sectional aeronautical chart.

TOPOGRAPHIC INFORMATION

TOPOGRAPHIC INFORMATION. This chart contains information on topographic information that are not shown on the appropriate sectional aeronautical chart.

BOSTON TAC

BOSTON TAC VFR TERMINAL AREA CHART SCALE 1:250,000

86TH EDITION EFFECTIVE

0901Z 28 APR 2016 TO 0901Z 10 NOV 2016

Includes all airspace amendments effective 31 MAR 2016 and all other aeronautical data received by 3 MAR 2016

Information on this chart will change. Consolidated major changes are available every 56 days in the Chart Supplement (Chart Supplement) and other flight information publications (FIPs) for the latest changes.

NOTICES TO AIRMEN (NOTAM) and other flight information publications (FIPs) for the latest changes.

Published in accordance with INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY DEPARTMENT OF DEFENSE - FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

CONTROL TOWER FREQUENCIES ON BOSTON TERMINAL AREA CHART

Table with columns for CONTROL TOWER, OPERATOR, FREQ, COM, ATIS, and ADVISORY.

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

Table with columns for FACILITY, SERVICE AVAILABILITY, and SERVICE FREQUENCIES.

SPECIAL USE AIRSPACE ON BOSTON TERMINAL AREA CHART

Table with columns for NUMBER, ALTITUDE, TIME OF USE, CONTROLLING AGENCY, and FREQUENCIES.

REPORTING CHART ERRORS

You are requested to report to us any chart errors or omissions that you may observe while using this chart.

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