VFR TERMINAL AREA CHART
BOSTON

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for additional airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways

Hard-surfaced runways 1500 ft. or greater

Seaplane Base

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification; airports may be public or private.

AIRPORT DATA

Box Indicates FAR 93 Special Traffic Management Rules & Airport Traffic Patterns.
CT - 118.3 • ATIS 123.8 Right Traffic Patterns (public use) 2000 L 75 122.8R
Rwy 04 conditions exist - see Supplement.
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems broadcast information on this frequency.
UNICOM - Unicom/civil advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS or ASOS/AWOS is not available or is other than primary CT frequency.
2000 - Elevation is tied to Sunset to Sunrise
L - Lighting in operation Sunset to Sunrise
M - Lighting limitations exist, refer to Supplement.
72 - Length of longest runway in hundreds of feet. Runway 07-25 is 7200 feet.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

Location Identifier
Location indication
Control tower
Airport of Entry
AOE

ADDITIONAL AIRPORT INFORMATION

Private "PVT" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Unverified
Abandoned
Hard-surfaced having landmark value, 3000 ft. or greater
Rotating Beacon Not Operating
Rotating Beacon Flash Selected

Fuel - available Mon-Fri 10:00 A.M. to 4:00 P.M. dispUcted
Repair - Limited repair available. Contact airport management for details as to which aircraft types airports with hard-surface runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and mentioned airspace effective below 18,000 ft. MSL are shown.

Class B Airspace
Class C Airspace Mode C - 10 NM Radius
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (Surface area value indicates surface up to but not including that value.)
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface designated abeds class 700 ft. or higher
Class E Airspace with floor 1200 ft. or greater above surface designated abeds Class G Airspace
Differentiates floors of Class E Airspace with floor more than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways - Airways are depicted.
Intersection - Arrows are directed towards facilities which establish intersection.
Total mileage between MAHANs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by magenta.
Helicopter Only
RNAV Waypoint
Prohibited, Restricted, Warning, Alert, and Canadian Advisory, Danger, and Restricted Areas
Military Training Routes
Military Operations Area
Special Airport Traffic Area
ADIZ - Air Defense Identification Zone
DEWIZ - Distant Early Warning Identification Zone
Time FAR 91.21(b)(4.)
National Security Area
Terminal Radar Service Area
MTR - Military Training Route
IFR Departure Route
IFR Arrival Route
IFR Arrival/Departure Route

COMMUNICATION BOXES

Underline indicates no voice on frequency
Crosshatch indicates Shutdown status
Operates less than continuous (see Remarks).
ASOS/AWOS
HIWAS
Heavy-line box indicates Flight Service Station (FSS). Frequencies 121.5, 123.6, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at all FSS. Frequencies not shown above boxes. All other frequencies are shown.
R - Receive only
Frequencies above this line are remoted to MIAMI (HI). Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for additional information.
FSS radio providing voice communication
MIAMI

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR)
VORTAC
VOR-DME
DME
Non-Directional Radio Beacon (NDB)
NDB - DME
Other facilities, i.e., FSS Outlet, RCO, etc.

OBSTRUCTIONS

1000 ft and higher AGL
Above 200 ft. AGL (Above 200 ft AGL in urban area)
Wind Turbine
Wind Turbine Farm
Group Obstruction
Obstruction with high-intensity lighting may operate part-time
Height above ground—MSL (1149)
Other than group obstruction or reported position and elevation unverified
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hazardous Flying
U - Unmanned Aircraft Activity
W - Parachute Jumping Area (See Supplement.)
STADIUM Intermittent TFR lights (within 3 NM, up to & incl 3000' AGL)
Space Launch Activity Area (See Supplement.)
Marine Light
Isogonic Line (2015 VALUE)
Fly-in Symbol
VFR Waypoints (Not all fabrication for ruby-dot/longitude.)

TOPOGRAPHIC INFORMATION

Power Transmission Line
Mountain Pass
Antenna Tower
Lookout Tower
Pass symbol does not indicate a recommended route for aircraft with restricted ceilings; does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.
1183 (Elevation of Pass)
818 (Elevation Base of Tower)

BOSTON TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

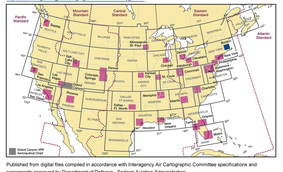
Federal Aviation Administration

TM

88TH EDITION EFFECTIVE 0901Z 10 NOV 2016
TO 0901Z 27 APR 2017

Includes airspace amendments effective **10 NOV 2016** and all other aeronautical data received by **15 SEP 2016**

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENT Aeronautical Chart Bulletin section (online at http://faa.gov/air/ais). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes. Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronautical/safety_alerts/



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

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NGA REF. NO. VFRTABOSTON

EFF. DATE 16315

CONTROL TOWER FREQUENCIES ON BOSTON TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"HOH-FRI" indicates Monday through Friday.

NOTT-Notice to other Towers

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BARNSTABLE MUNI-BOARDMAN/POLANDO	0600-2200	119.3 257.8	118.45	123.8	
BEVERLY	0700-2100 13 MAY–31 OCT 0700-2000 1 NOV–14 MAR	125.2	121.6	119.2	
BOIE	0700-2100	133.2	121.8	135.1	
CAPE COD CGAS	CONTINUOUS	138.425 297.1	134.15 372.8	126.475 239.825	
GREEN STATE	0340-2400	120.7 257.8	121.9 348.6	134.2	
HANSCOM FLD	0700-2200	118.3 257.8	121.7	128.75	
HYANNIS	0700-2200	119.25	121.9	124.3	
LOGAN INTL	CONTINUOUS	128.8 257.8 124.725 389.8	121.9	133.0	
MARTHAS VINEYARD	0600-2200 13 MAY–31 OCT 0700-1700 1 NOV–14 MAR	131.4	124.35	134.25	
NANTUCKET MEM	0600-2200 13 MAY–30 SEP 0700-2100 1 OCT–14 MAR	118.3	132.5	137.5	
NEW BEDFORD RGNL	0600-2200	118.1 239.0	121.7	124.85	
NORWOOD MEM	0700-2000 1 NOV–30 APR 0700-2200 1 MAY–31 OCT	126.0	121.8	119.95	
QUONSET STATE	0800-2300 TUE FRI 1000-2300 SAT 1000-1800 SUN CLSD MON	126.35 252.9	134.5 273.8	118.6	

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

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
BOSTON CLASS B	124.4 279.4 (270°-090°) 124.1 263.1 (091°-269°)	CONTINUOUS
PROVIDENCE CLASS C	123.675 344.675 (CTC PROVIDENCE APP WITHIN 20 NM OF P INTXN)	0343-2400, CVT CLASS E
CAPE COD CGAS	118.2 284.6 CVT 122.9 367.1 BOSTON CNTR	0600-2300 13 MAY–30 SEP 0600-2200 1 OCT–14 MAY

SPECIAL USE AIRSPACE ON BOSTON TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "SS" on altitude means "To and including." "NOTAM" - Pilot to ground communications. Contact Flight Service for information.

T- Other times by NOTAM.
NOTAM - Use of this area is restricted. Areas indicate FAA and DoD NOTAM system. Check Supplement for other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-4101	TO 9000	0600-1800 1st WED IN ADVANCE	CAPE APP	
R-4102 A	TO BUT NOT INCL 2000	0800-2200 SAT 1ST WED IN ADVANCE	BOSTON TRACON	124.4
R-4102 B	2000 TO 3995	0800-2200 SAT 1ST WED IN ADVANCE	BOSTON TRACON	124.4
W-103	TO 2000	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-104 A	TO 12,000	INTERMITTENT BY NOTAM	BOSTON CNTR	
W-104 B	TO BUT NOT INCL FL 180	INTERMITTENT BY NOTAM	BOSTON CNTR	

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at http://faa.gov/air/ais. See the FAQs prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at 9-AMC-Aerochart@faa.gov or mail to: FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

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Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Entire area of this chart is between the Eastern Standard Time Zone of (+5 GMT) = UTC

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 AIM.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

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

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

BOSTON VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPCOH	COHASSET	N42°13.58' / W070°48.94'
VPCUT	CUTTYHUNK HARBOR	N41°25.50' / W070°58.05'
VPFRA	FRAMINGHAM SHOPPING CENTER	N42°18.16' / W071°23.65'
VPHOL	WOODS HOLE	N41°31.06' / W070°40.20'
VPHUL	HULL	N42°18.20' / W070°53.30'
VPLPT	NANTUCKET GREAT POINT	N41°23.41' / W070°02.76'
VPNED	NEEDHAM TOWERS	N42°18.51' / W071°14.64'
VPPEA	PEABODY SHOPPING CENTER	N42°32.52' / W070°55.82'
VPROC	ROCKINGHAM RACE TRACK	N42°46.29' / W071°13.57'
VPSCI	SCITUATE	N42°11.80' / W070°48.69'
VPTPT	NANTUCKET THIRD POINT	N41°18.51' / W070°03.37'
VPTUC	TUCKERNUCK	N41°18.31' / W070°15.45'
VPWAK	WAKEFIELD	N42°30.72' / W071°05.24'
VPWAN	WANG TOWERS	N42°28.88' / W071°19.45'

BOSTON CLASS B AIRSPACE

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 2. 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 61.325; 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 to 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

IFR FLIGHTS—Aircraft operating within the Boston Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying 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 frequencies.
3. Aircraft desiring 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 unidentified radar 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 (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines represent the highest known elevation in feet rounded up to the HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "ARI" section 9-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

Any landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service without authorization from the respective agency. Exceptions include: a) when forced to land due to an emergency beyond the control of the operator, d) at officially designated landing sites, or f) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Park Service, National Wildlife Refuges, Big Game Refuges, and Wilderness Areas administered by the National Park Service; National Wildlife Refuges, Big Game Refuges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular AC 91-36, Visual Flight Rules Over Charted U.S. Wildlife Refuges, defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachutist or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.