

Runway 33L Nocturnal Procedures at KBOS [FOR FLIGHT SIMULATION USE ONLY]

During late evening hours, pilots may be assigned a noise abatement approach procedure when landing on Runway 33L. The most common procedures are the RNAV (RNP) X RWY 33L and the LIGHT VISUAL RWY 33L.

Both procedures are charted and may be found [anywhere U.S. aviation charts are published](#). Archive versions of each procedure are included in this file for illustrative purposes. Pilots should access current versions of these charts for navigation use.

If you are assigned an approach to Runway 33L that you do not have the chart for or unsure how to fly, request the ILS RWY 33L from ATC instead.

RNAV (RNP) X RWY 33L

To fly this approach, your aircraft must be RNAV and RNP capable. One way to identify that your aircraft is capable is if this procedure is retrievable from your aircraft's FMS. **If you cannot load the procedure from your aircraft's FMS, you cannot fly the RNAV (RNP) X RWY 33L and must request a different procedure.**

When assigned the RNAV (RNP) X RWY 33L approach:

- You **must** retrieve the approach from your FMS. You **cannot** manually insert or edit waypoints.
- Ensure you retrieve **the correct approach**. There are multiple approaches to Runway 33L in your FMS. Ensure you have selected the "RNAVX 33L" or "RNVX 33L" approach. If you only see one RNAV approach, or do not see the correct waypoints or transitions, advise ATC that you are unable to fly this procedure.
- When programming the approach, select:
 - The **YOUUK** transition when coming from the northwest (JFUND arrivals).
 - The **BRUNL** transition when coming from the east (OOSHN arrivals).
 - The **BBOGG** transition when coming from the southwest (ROBUC arrivals).
- Verify that the waypoints in your FMS match those on the chart. For example, if you are flying the **YOUUK** transition, you should have the following waypoints: **YOUUK > CNOLI > FEEST > TRCIE > SRENE > CRLTN > SHUSH > KWIET > MURMR**. If you do not see these waypoints, do not accept an approach clearance.
- Pilots can expect to be cleared direct to any of **YOUUK, BRUNL, BBOGG, or CALMM** initially. These are "initial approach fixes", as identified by the "(IAF)" symbol above each waypoint.
- Maintain your last assigned altitude until you receive an approach clearance.
- Charted speed restrictions are mandatory unless specifically cancelled by ATC.
- Only once "cleared RNAV X Runway 33L approach" by ATC, cross the IAF at the assigned altitude, then descend along the approach to the runway, following applicable speed and altitude constraints.

The following pages provide an illustrative chart and example FMS programming for the RNAV (RNP) X RWY 33L approach in both an Airbus and Boeing FMS.

BOSTON, MASSACHUSETTS

AL-58 (FAA)

24249

APP CRS	Rwy Idg	10083
330°	TDZE	16
	Apt Elev	19

RNAV (RNP) X RWY 33L

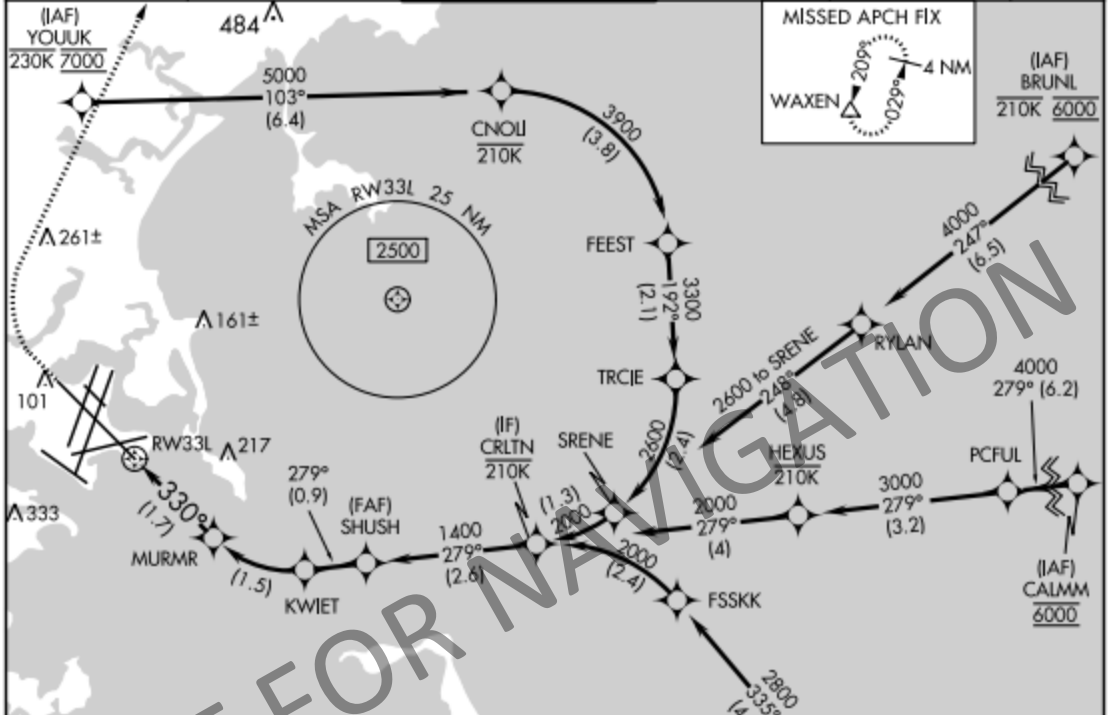
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNP AR APCH. RF required.

▼ For uncompensated Baro-VNAV systems, procedure NA below -14°C or
 ▲ NA above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4000.

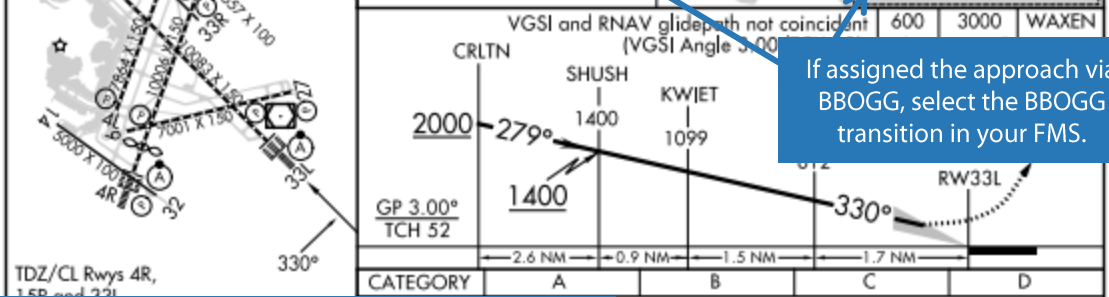
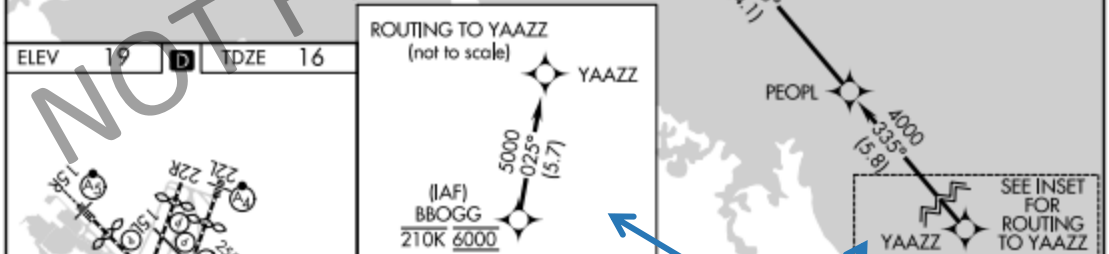
ALSF-2 MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.

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



NE-1, 31 OCT 2024 to 28 NOV 2024

NE-1, 31 OCT 2024 to 28 NOV 2024



If assigned the approach via BBOGG, select the BBOGG transition in your FMS.

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OPERATION REQUIRED

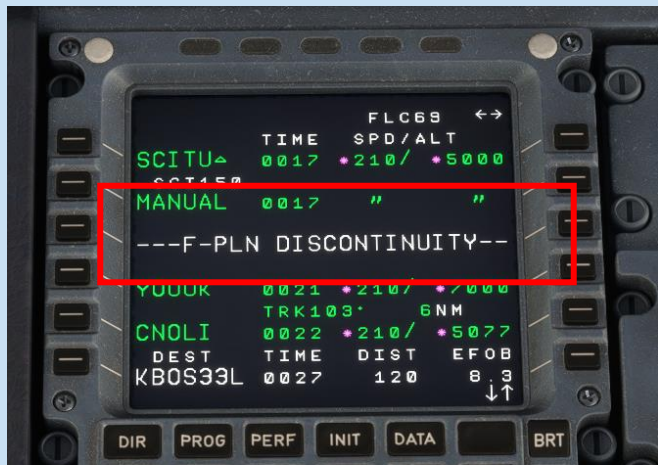
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

RNAV (RNP) X RWY 33L

RNAV (RNP) RWY 33L Approach Setup

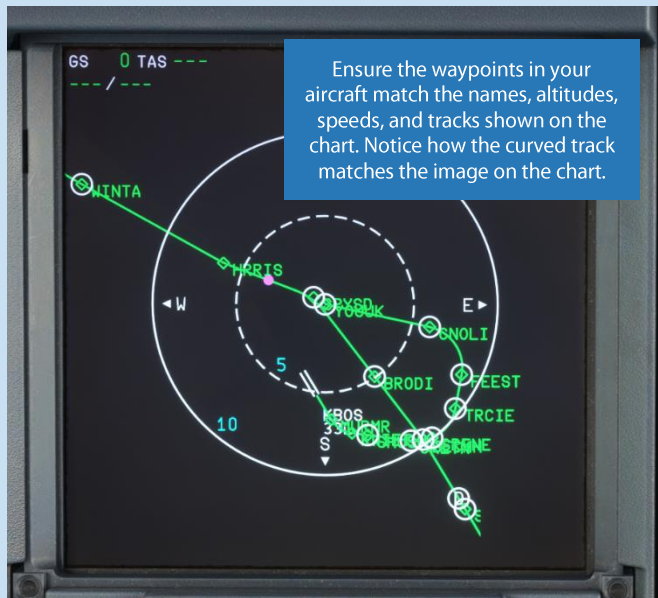
Airbus

The images below depict the RNAV X RWY 33L approach programming based on an Airbus flying the JFUND arrival and set up for the RNAV X RWY 33L approach via the YOUUK IAF.



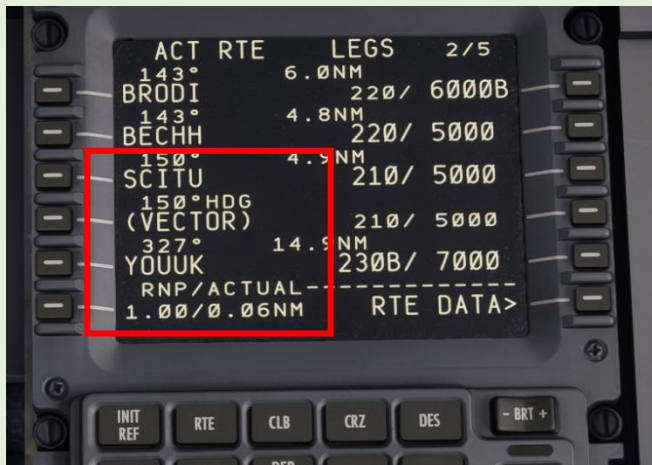
When the approach is loaded, a **F-PLN DISCONTINUITY** will be correctly inserted as shown above. This is how the MCDU should look when you are flying the JFUND arrival.

Leave the programming like this until you are cleared direct YOUUK. At that point, go direct YOUUK and commence the approach.



Boeing

The images below depict the RNAV X RWY 33L approach programming based on a Boeing 737 flying the JFUND arrival and set up for the RNAV X RWY 33L approach via the YOUUK IAF.



When the approach is loaded, a **(VECTOR)** segment (discontinuity) will be correctly inserted as shown above. This is how the FMS should look when you are flying the JFUND arrival.

Leave the programming like this until you are cleared direct YOUUK. At that point, go direct YOUUK and commence the approach.



LIGHT VISUAL RWY 33L

This approach does not require any special aircraft capability and is a good option for aircraft that cannot fly the RNAV (RNP) X RWY 33L.

The approach will likely not be in your FMS. Pilots can consider “building” the approach by entering the waypoints MYNOT, LYHTT, and WORRN into the FMS. When turning final, pilots can continue to follow the FMS track or switch to localizer/glideslope-based guidance.

In practice, pilots can expect to be issued “direct MYNOT” or given vectors to join the BOS R-128 inbound until they report a lighthouse or the airport in sight. Once cleared for the approach, pilots should follow the direction on the chart to align with Runway 33L. Ultimately, this is a visual approach and can safely be flown visually while using points on the chart for reference.

The following pages provide an illustrative chart and example FMS programming for the LIGHT VISUAL RWY 33L approach in both an Airbus and Boeing FMS.

Airspace Briefing Guide

For other helpful tips and recommended practices about flying online, read our [Airspace Briefing Guide](#).

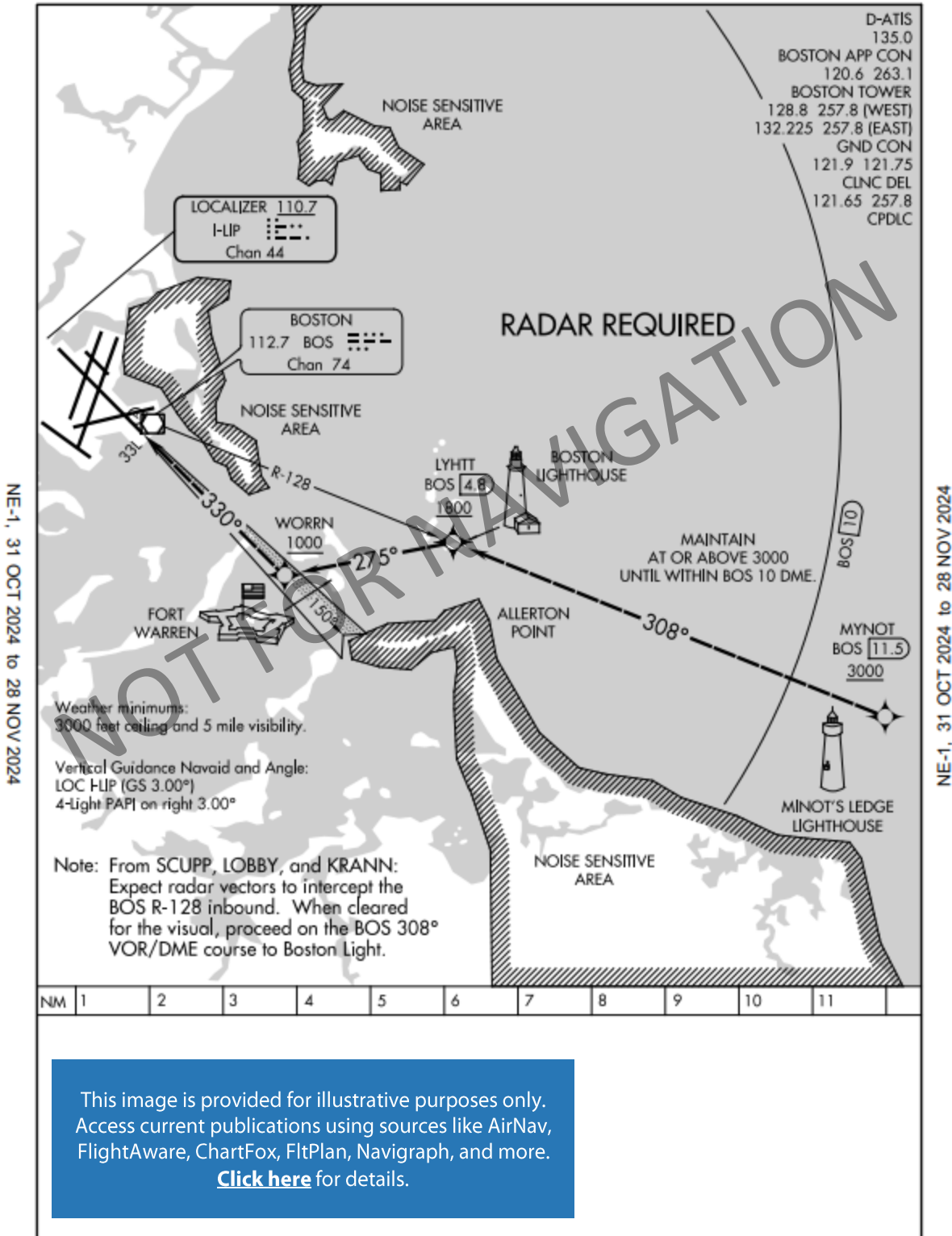
About Boston Virtual ARTCC

Boston Virtual ARTCC provides air traffic control within the Boston ARTCC on VATSIM. We also encourage pilot members to join the ARTCC and take advantage of exclusive scenery updates, training programs, and one of the most active and realistic aviation communities. For more information, visit bwartcc.com.

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LIGHT VISUAL RWY 33L

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA) BOSTON, MASSACHUSETTS



NE-1, 31 OCT 2024 to 28 NOV 2024

NE-1, 31 OCT 2024 to 28 NOV 2024

LIGHT VISUAL RWY 33L

Amdt 1A 12OCT17

BOSTON, MASSACHUSETTS
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
42°22'N-71°00'W

This image is provided for illustrative purposes only. Access current publications using sources like AirNav, FlightAware, ChartFox, FltPlan, Navigraph, and more. [Click here](#) for details.

Boston Virtual ARTCC is a free, immersive, and realistic air traffic control community for pilots and aviation enthusiasts using flight simulators on VATSIM.

The information in this document is for flight simulation use only and is not applicable to real-world aviation.

LIGHT VISUAL RWY 33L Approach Setup

Airbus

The images below depict the pilot manually "building" waypoints on the LIGHT VISUAL RWY 33L in an Airbus.



The LIGHT VISUAL waypoints are manually added **after** the F-PLN DISCONTINUITY.

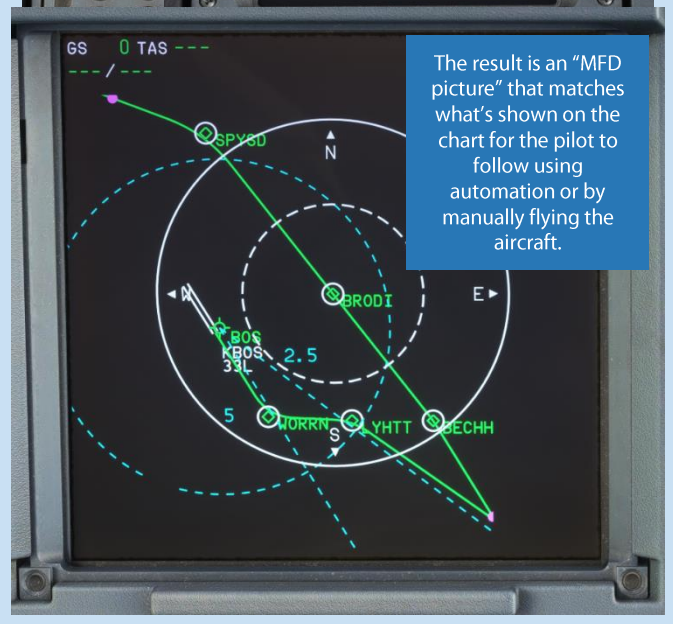
The original JFUND arrival waypoints and discontinuity **must** be followed until ATC vectors off the STAR.



The pilot has inserted the waypoints **MYNOT, LYHTT, and WORRN** manually, and inputted the "at or above" altitudes shown on the chart to assist with descent planning...



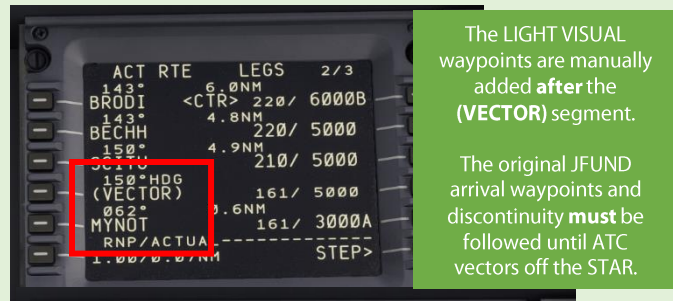
...and used the **FIX INFO** page to draw the BOS-128 and BOS-150 radials that are depicted on the chart.



The result is an "MFD picture" that matches what's shown on the chart for the pilot to follow using automation or by manually flying the aircraft.

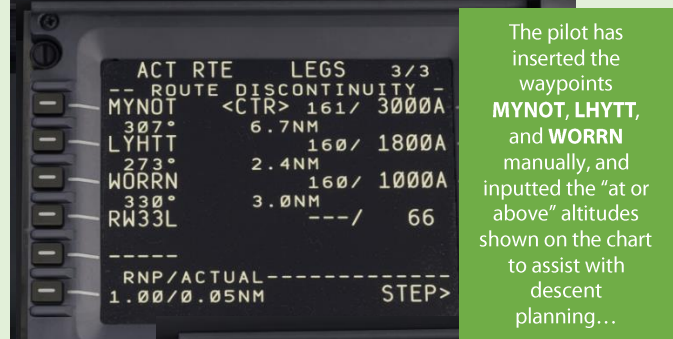
Boeing

The images below depict the pilot manually "building" waypoints on the LIGHT VISUAL RWY 33L in the Boeing 737.

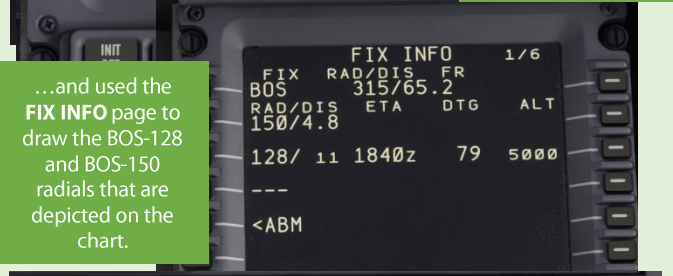


The LIGHT VISUAL waypoints are manually added **after** the (VECTOR) segment.

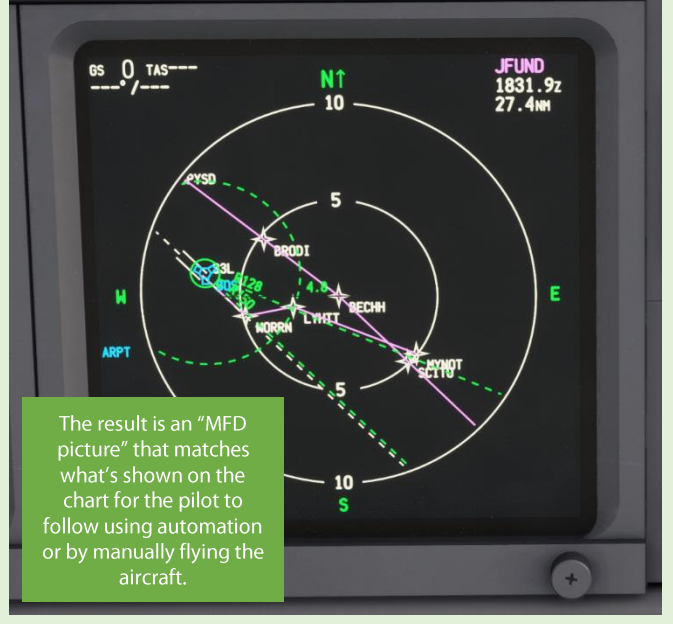
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...and used the **FIX INFO** page to draw the BOS-128 and BOS-150 radials that are depicted on the chart.



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