The Pilot's Guide

to

Boston Consolidated

Terminal

Radar Approach Control

(A90 TRACON)

"This document not intended for, nor to be used, in air navigation"

Boston Consolidated TRACON Welcomes You

As part of the Federal Aviation Administration, I am constantly reminded how important teamwork, focus, and standardization are needed to provide a safe and efficient service to our customers. The flying public relies on air traffic controllers in a most critical way. However, controllers also rely on the flying public. Communication is the exchange of information between individuals. In the aviation industry, if pilots and controllers are not speaking the same language, safety may be compromised.

The information in this pilot guide is furnished to provide information about the airspace which is handled by Boston Consolidated TRACON. In an effort to improve communications, there are also examples of phraseology, and suggestions to eliminate frequency congestion. This guide is not intended to replace current FAA publications, documents or NOTAMS. It is merely an aid to gain better understanding.

We at Boston Consolidated TRACON are constantly striving to improve teamwork, communication and standardization. A Customer Feedback Form has been included in this guide for your comments. Please let us know how we are doing and what we can do better to serve you. By continuing to raise the bar on individual performance expectation, each one of us can contribute to the overall improvement of an already great National Airspace System.

Joseph P. Davies, Air Traffic Manager

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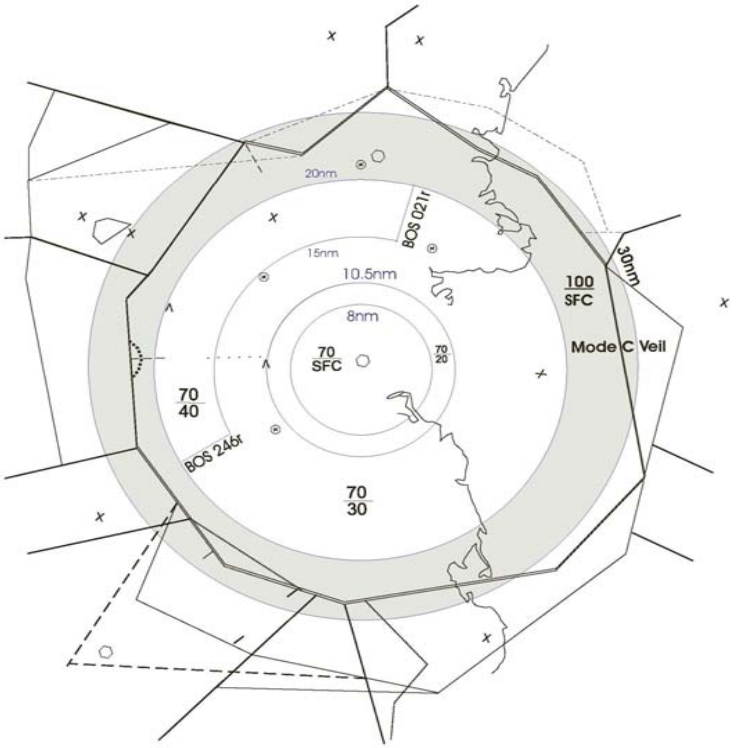
Boston Class B Airspace

The Boston Class Bravo airspace consists of three circular rings of airspace centered on Boston Logan International Airport. The inner ring starts on the airport, has an 8 NM radius and includes all altitudes from the surface to 7,000' MSL. The next ring has a 10.5 NM radius and includes the altitudes from 2,000' MSL through 7,000' MSL. The outer ring has a 20 NM radius and extends from 3,000' MSL through 7,000' MSL with the following exception. From the Boston 246 radial to the Boston 021 radial, between 15 NM and 20 NM, the floor of the Boston Class Bravo airspace is 4,000' MSL. Each of these shelves was designed to allow aircraft to climb/descend to satellite airports without a Class B clearance.



In addition to the Class Bravo airspace, a "Mode C Veil" exists for a 30 NM radius from the surface to 10,000' MSL. Unless otherwise authorized by ATC, aircraft operating within this airspace must be equipped with an altitude reporting, Mode C, transponder.

Pilot/Equipment Requirements for Operations

- Operable two-way radio
- Operable radar beacon transponder with automatic altitude reporting capability
- Operating VOR or TACAN receiver (required for IFR operations only)
- Pilot in command holds a private pilot certificate

Arrival or Through Flight Requirements

VFR aircraft must obtain an ATC clearance prior to entering the Class Bravo airspace. Use a current navigation chart and, depending on location, contact Boston Approach Control on the appropriate radio frequency to request a clearance. Radio contact should be established well in advance to preclude violating the airspace, if a Class Bravo clearance is not received.

Air Traffic Services

When aircraft are cleared into the Class Bravo airspace the following services will be provided:

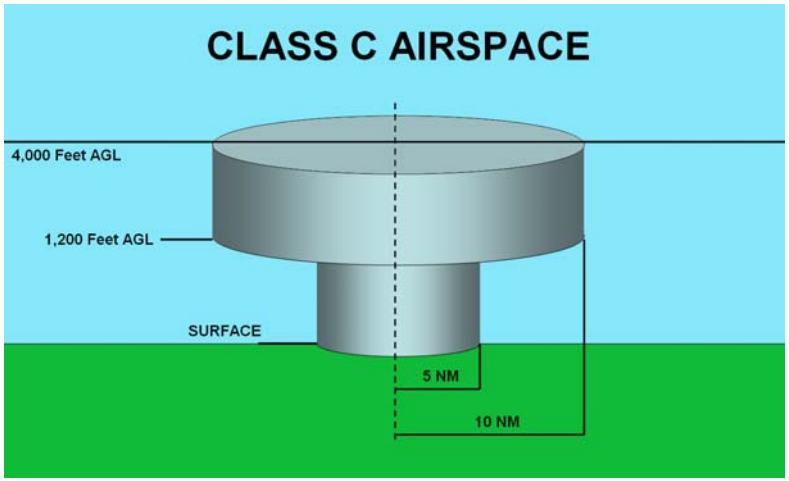
- Sequencing to the primary airport (BOS)
- Standard IFR services to IFR aircraft
- Separation, traffic advisories and safety alerts between IFR and VFR aircraft
- Traffic advisories and safety alerts to VFR aircraft

VFR aircraft departing satellite airports that underlie, or are adjacent to the Class Bravo airspace may request a

discrete code for flight following. Workload permitting, towers may issue a transponder code prior to departure. Pilots should advise clearance delivery or ground control of the type aircraft, destination and requested altitude. Receipt of a beacon code is not an authorization to enter the Class Bravo airspace. Clearance into Bravo airspace can only be issued by Boston Approach. ATC will advise aircraft when leaving the Bravo airspace; to resume own navigation and to either remain on the present frequency for continued advisories or squawk VFR.

Manchester Class C Airspace

Manchester Class C Airspace consists of a 5 NM inner core and a 10 NM shelf. The 5 NM inner core extends from the surface up to 4,300' MSL surrounding Manchester Airport. The 10 NM shelf extends no lower than 1,200' MSL up to 4,300' MSL.



Equipment Requirements

- Operable two-way radio
- Operable radar beacon transponder with automatic altitude reporting capability

Arrival or Through Flight Entry Requirements

Two-way radio communication must be established with Boston Approach prior to entry and thereafter maintained while in Class C airspace. Use a current navigation chart and, depending on location, contact Boston Approach Control on the appropriate radio frequency to request a clearance. When calling, state aircraft position, altitude, destination and request Class C service. Radio contact should be initiated far enough from the Class C airspace boundary to preclude entering Class C airspace before two-way radio communication is established.

Air Traffic Services

When two-way radio communication and radar contact are established, all participating VFR aircraft will receive the following services within Class C airspace:

- Sequencing to the primary airport (MHT)
- Separation, traffic advisories and safety alerts from IFR aircraft
- Traffic advisories and safety alerts from other VFR aircraft

VFR aircraft are separated from IFR aircraft within the Class C airspace by:

- Visual Separation or
- 500' vertical; except when operating beneath a heavy jet or
- Target Resolution

Though not requiring regulatory action, Class C airspace has a procedural Outer Area. This area encompasses a 20

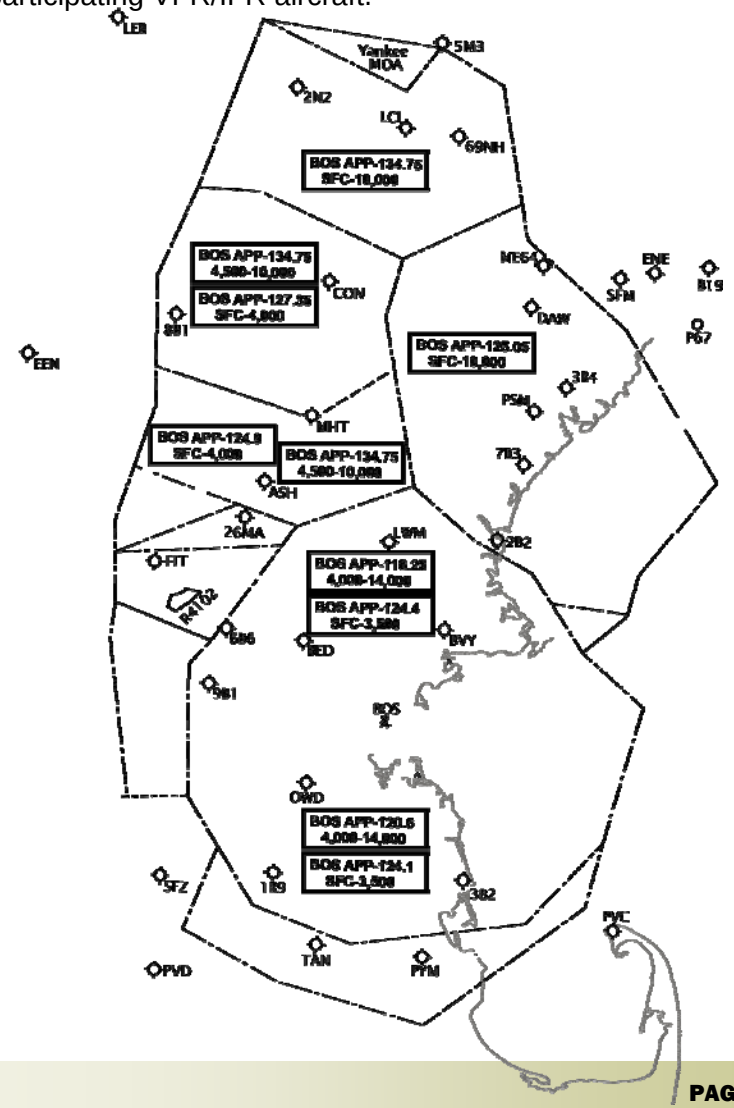
NM radius from Manchester Airport, excluding the Class C airspace. The vertical limits extend from the lower limits

of radio/radar coverage up to 10,000' MSL. Air traffic services and separation are also provided in the Outer Area unless the pilot requests termination of this service.

Basic radar services beyond the outer area on a workload-permitting basis. This can be terminated by the controller if workload dictates.

Boston Approach Airspace Diagram

Pilots requesting VFR Practice Instrument Approaches should contact Boston Approach on the frequency identified on this diagram or within the Airport Guide section of this document. Aircraft conducting VFR Practice Instrument Approaches will be provided IFR separation between the aircraft executing a Practice Instrument Approach and other participating VFR/IFR aircraft.



Radio Communication Technique

From AOPA ASF "IFR Communications Procedures"
(Reprinted with permission.)

The single most important thought in pilot controller communication is understanding. It is essential, therefore, that pilots acknowledge each radio communication with ATC by using the appropriate aircraft call sign. Call signs should never be abbreviated on initial contact or when other aircraft have similar sounding call signs and/or identical letters/numbers, e.g., Cessna 123F, Cessna 6122F, Baron 1223F, Cessna 1623F. ATC specialists may initiate abbreviated call signs of other than air carrier aircraft by using the prefix and last three digits/letters of the aircraft identification after communication has been established.

Brevity is important, and contacts should be kept brief as possible, but the controllers must know what you want to do before they can properly carry out their control duties. And you, the pilot, must know exactly what the controller wants you to do. Pilots must be certain that aircraft identification is complete and clearly identified before accepting a clearance. Standard phraseology may be used if necessary to ensure that the controller understands your request or intention.

One area of pilot-controller communication that needs to be addressed here is the irritation some pilots and/or controllers exhibit when the person at the other end apparently doesn't visualize the problem or understand exactly what they are expected to do. For example, irritation can surface in the en route system when the air traffic controller doesn't honor a pilot's request for a specific altitude or routing – especially if the pilot properly challenges the controller's instruction then follows that challenge with an editorial comment. It's important not to

become angry. Anger doesn't curb healing, but it does cloud one's reasoning. As a result, the pilot or controller

may focus on one immediate problem and forget or fail to see other problems or conflicts that exist. The point is, don't let frustration color your thought processes. The competent instrument pilot knows how to operate within the system and be assertive without becoming abrasive or contributing to an adversary relationship between pilots and controllers or FSS personnel. If a misunderstanding develops, don't argue the point on frequency; put it on hold until it can be resolved on the ground.

All pilots will find the Pilot/Controller Glossary contained in the AIM helpful in learning what certain words or phrases mean. Standard phraseology enhances safety and is the mark of a professional pilot. Jargon, idle chatter and "CB" slang have no place in ATC communications. The Pilot/Controller Glossary in the AIM is the same glossary used in the Air Traffic Control Handbook. Study and review it from time to time to sharpen your communication skills. The paragraphs listed below are recommended techniques that are used to enhance ATC communications.

- Listen before you transmit. Often you can get the information you want through ATIS or by monitoring the frequency. If you hear someone else talking, keying your transmitter is often futile and you will probably jam receivers causing others to repeat their call. If you have just changed frequencies, pause and listen to make sure the frequency is clear.

- Think before keying your transmitter. Know what you want to say and, if it is lengthy, ex., a flight or IFR position report, jot it down.

- The microphone should be very close to your lips. After pressing the mike button, pause momentarily to be sure the first word is transmitted. Speak in normal conversational tone.

- When you release the microphone button, wait a few seconds before calling again. The controller or FSS specialist may be jotting down your number, looking for your flight plan, transmitting on a different frequency, or selecting a transmitter to your frequency.

- Be alert to the sounds or lack of sounds in your receiver. Check your volume, recheck your frequency and make sure that your microphone is not stuck in the transmit position. Frequency blockage can, and has, occurred for extended periods of time due to unintentional transmitter operation. This type of interference is commonly referred to as a "stuck mike," and controllers may refer to it in this manner when attempting to assign an alternate frequency. If the assigned frequency is completely blocked by this type of interference, use the procedures described for en route IFR radio frequency outage to establish or reestablish communication with ATC, i.e., recontact the transferring controller, attempt to reestablish contact with the center on any other known frequency or through the nearest FSS.

- Be sure that you are within the performance range of your radio equipment and the ground station equipment. Remote radio sites do not always transmit and receive on all available frequencies for that facility, particularly with regard to VOR sites where you can hear but not reach a ground station's receiver. Remember that higher altitude increases the range of VHF "line of sight" communications.

Obtaining a Clearance for Departure

Step #1: Listen to the ATIS broadcast to obtain current information regarding weather, runway, wind, altimeter, NOTAMs, etc.

Step #2: Initiate a radio call to Clearance Delivery, or as otherwise instructed by the ATIS, stating the ATIS code and intentions.

Example A: *"Manchester Clearance Delivery, Lake 2384V with information (current ATIS code), VFR to the Northwest practice area at 2500."*

Example B: *"Bedford Hanscom Clearance Delivery, Grumman 5463G with information (current ATIS code), request IFR clearance to Nantucket."*

Step #3: Wait and listen carefully for the clearance from Clearance Delivery.

Example A: *"Lake 2384V, Manchester Clearance Delivery, Maintain VFR conditions at or below 2500, departure frequency will be (124.9 or as appropriate), squawk 5150."*

Example B: *"Grumman 5463G, Bedford Clearance Delivery, Cleared to Nantucket Airport via as filed (or appropriate routing changes), maintain 2000, expect (requested altitude) one zero minutes after departure, departure frequency will be (124.4 or as appropriate), squawk 4623."*

Step #4: Read back appropriate information as follows:

VFR pilots should read back assigned altitudes, frequency and transponder code. IFR pilots should read back entire clearance, as it was issued, unless otherwise instructed.

Preparing to Taxi for Departure

Step #I: Initiate a radio call to Ground Control on the appropriate frequency, unless otherwise instructed. State aircraft identification, location and request for taxi.

Aircraft Example: *"Nashua Ground, Cessna 13159 at GFW, ready to taxi."*

Step #2: Wait and listen carefully for the clearance from Ground Control.

ATC Response Example: *"Cessna 13159, Nashua Ground, taxi to runway three two."*

Step #3: Acknowledge the taxi clearance.

Aircraft Example: *"Cessna 13159, taxiing to runway three two."*

Step #4: Review the airport diagram to determine taxi route or request progressive taxi instructions.

NOTE: A clearance to taxi to a runway for departure, **without** "hold short" instructions at any point along the route, authorizes the aircraft to proceed via taxiways and cross any runways **EXCEPT** the runway which the aircraft will be departing from. Aircraft may NOT enter or cross the departure runway at any point. All "hold short" instructions are required to be read back and complied with. If, at any point, you get lost or lose track of your position on the airport, stop and ask for clarification.

Please also review "Operation Lights On" in the Airman's Information Manual.

Ready for Takeoff

Step #1: Contact the Tower on the appropriate frequency with position.

Example: *"Norwood Tower, Skyhawk 104FP at runway 28, ready for takeoff."*

Step #2: Wait and listen carefully for the clearance from the Tower.

Example: *"Skyhawk 104FP Norwood Tower, wind 260 at 8, runway 28, cleared for takeoff."*

Step #3: Acknowledge the Tower response.

Example: *"Skyhawk 104FP, Roger, Cleared for takeoff."*

Step #4: After all conflicts with traffic in the pattern are resolved, instructions will be given to contact Approach Control if VFR advisories are requested. Initiate a call to Approach Control stating position, requested altitude and destination.

Example: *"Boston Approach, Skyhawk 104FP, 3 miles west of Norwood, requesting a VFR climb to 5500, landing Nantucket."*

Step #5: Wait and listen carefully for the clearance from Approach Control.

Example: *"Skyhawk 104FP, Boston Approach squawk 5123."*

Returning to the Airport
or
Transiting the Class B/C Airspace

Step #1: Listen to the ATIS broadcast of the appropriate airport of landing.

Step #2: Initiate a radio call to Boston Approach on the appropriate frequency, or as otherwise instructed by the ATIS, stating the ATIS code, geographical position or direction/distance from the airport, altitude and intentions.

Example A: *"Boston Approach, Cherokee 3456X, over Plum Island with information Delta, at 2500, landing Bedford."*

Example B: *"Boston Approach, Cessna 1234V, 20 miles Southwest of the Manchester airport with information Alpha, at 3000, request touch-and-go's."*

When transiting the Class B/C airspace, initiate a radio call to Boston Approach on the appropriate frequency. State the geographical position or direction/distance from an airport, altitude and intentions.

Example C: *"Boston Approach, Bonanza 6789T, just departed Minuteman, climbing out of 2000 for 2500 enroute to Laconia, request radar services."*

Example D: *"Boston Approach, Centurion 4321J, just departed Bedford, climbing out of 1700 enroute to Nantucket, requesting clearance through the Boston Class Bravo at 5500."*

Transition from Approach Control to the Tower

Step #1: Contact the Tower on the appropriate frequency, stating position from the airport.

Example A: *"Manchester Tower, Baron 7654L, seven miles northeast for a left base, runway 17."*

Example B: *"Bedford Tower, Seminole 1212C on ILS runway 11 approach outside of BEDDS."*

Step #2: Wait and listen carefully for the clearance from the Tower.

Example A: *"Baron 7654L, Manchester Tower, number two for runway 17 following a Boeing 737 short final, caution wake turbulence, cleared to land. "*

Example B: *"Seminole 1212C, Bedford Tower, expect landing clearance on a 2-mile final, traffic is a vehicle on the approach end of runway 11."*

Note: A clearance to land means to a full stop only. If you desire a Touch-&-Go or any other option, you must request this from the Tower controller prior to crossing the runway threshold.

Switching to Ground Control

Upon reaching taxi speed, exit the runway where instructed by the Tower. If no instructions are received, exit the runway at the first available taxiway. Ensure the entire aircraft has crossed the hold short line before coming to a stop. Do not reverse course or turn onto another runway (active or otherwise) unless instructed by the Tower. Remain on the Tower frequency until instructed to contact Ground Control.

Step #1: Initiate a radio call to Ground Control on the appropriate frequency, stating position and destination on the airport.

Example: *"Pease Ground, Apache 234AB at taxiway Charlie, taxi to the Terminal ramp."*

Step #2: Wait and listen carefully for a clearance from Ground Control.

Example: *"Apache 234AB, Pease Ground, follow the Seneca ahead and taxi to the Terminal Ramp.*

Note: If uncertainty exists and detailed instructions are required, ask for progressive taxi instructions.

Transponder Operations

Switch the transponder to the "On" or "ALT" operating position prior to takeoff and to "Off" or "Standby" after completing the landing roll.

Normal Transponder Codes:

VFR (all altitudes) – **1200**, or as assigned by ATC

IFR – as assigned by ATC

Note: A pilot on an IFR flight who elects to cancel the IFR flight plan, and does not request additional services, should adjust the transponder according to VFR operations.

Special Transponder Codes:

Hijack – **7500** (If the aircraft is not transponder equipped, advise "Transponder code seven-five-zero-zero" during a report to ATC.)

Radio Failure – **7600**

Emergency – **7700**

At no time should code 7777 be used as this is assigned to military interception procedures.

Note: Avoid inadvertent selection of special codes during routine code changes. These codes trigger alarms at automated ground facilities.

Common ATC Terms for transponder use

Squawk (number) – Operate the transponder on a specified, ATC assigned code.

Ident – Engage the transponder "Ident" feature.

Squawk and Ident – Operate the transponder on a specified code and engage the "Ident" feature.

Squawk Standby – Switch the transponder to the "Standby" position.

Squawk Altitude – Activate Mode C with automatic altitude reporting.

Stop Altitude Squawk – Deactivate Mode C or turn off the altitude reporting switch and continue to transmit Mode C framing pulses, if the transponder has this capacity.

Stop Squawk – Turn the transponder off.

Squawk Mayday – Set the transponder to the emergency code 7700.

Temporary Flight Restriction (TFR's)

There are several internet resources available to review TFR information. Some of these links are:

www.aopa.org
www.faasafety.gov
www.airspace.blm.gov

Prior to departure, check with an Automated Flight Service Station to determine if there are any TFR's activated along the intended route of flight.

TFR's may be activated at ANY time and some are active all the time. One example is Prohibited Area 67 (P67). The dimension is: 1 NM radius from the surface to 1,000' AGL. The P67 TFR may be expanded to a 10 NM radius "no fly zone" and a 30 NM radius "restricted fly zone" with an altitude stratum from the surface to 18,000' MSL. Normally aircraft within the 10-30 mile ring of this TFR shall be on a filed flight plan and assigned a beacon code from ATC. Aircraft should not change beacon codes while in this area.

Special Activities

Within Boston Approach airspace are many activities which may require alternative planning. The following is a list, with brief descriptions, of the most common "special" activities. These events may generate a TFR and/or a NOTAM. Always check with the appropriate Automated Flight Service Station for current information.

New Hampshire International Speedway (NHIS):

Located in Loudon, NH, NHIS hosts nationally televised racing events throughout the summer and fall months. Special procedures affect both the Concord (CON) and Laconia (LCI) airports, in addition to NHIS.

Rocket Launches:

There are two areas utilized by local clubs for rocket launching activities. One site is located in Amesbury, MA and encompasses a 1.5 NM radius up to 5,000' MSL. The other site is located in Halifax, MA and encompasses a 2 NM radius up to 7,000' MSL.

Parachute Jump Areas:

Parachute jumping activity occurs at both Pepperell, MA (26MA) and Lebanon, ME (ME64). Both areas are active daily up to 14,500' MSL from sunrise to sunset.

Restricted Area "R-4102":

This area, located between Fitchburg and Stowe, MA encompasses military air/ground activity from the surface to 3,995' MSL.

Yankee MOA:

Located in the vicinity of Moultonboro and Lebanon, NH, this area is used for military air operations and training from the surface to 18,000' MSL.

Open Air Events:

Gillette Stadium, Fenway Park and the Esplanade along the Charles River are examples of outdoor locations hosting sporting/concert events and may generate a TFR.

Boston Harbor:

Liquid Natural Gas (LNG) tankers routinely transition into and out of Boston Harbor. Flight paths may be altered.

Preferred IFR Routes

Due to traffic complexity and density along the eastern/northeastern seaboard, many destinations along the east coast require specific routes listed in the Airport Facility Directory. Check the Airport Facility Directory (Northeast Edition) or call the appropriate Automated Flight Service Station for the preferred route to the destination.

Weather Information

Bangor AFSS RCO's

Concord:..... 122.2, 122.3
Rochester: 122.25

Bridgeport AFSS RCO's

Boston: 122.4
Fitchburg: 118.025
Mansfield:..... 121.725

HIWAS

Concord VORTAC:..... 112.9

ASOS/AWOS

BED... (781) 274-9733 ..... 124.6
BVY... (978) 921-5042 ..... 119.2
BOS... (617) 567-5762
CON.. (603) 224-6558 ..... 132.32
FIT .... (978) 343-9121 ..... 135.125
LCI.... (603) 524-5134 ..... 133.525
LWM . (978) 687-8017 ..... 126.75
MHT . (603) 668-8992
OWD . (781) 762-4314 ..... 119.95
PYM . (508) 746-8003 ..... 135.625
DAW . (603) 332-7814 ..... 135.275

SFM .. (207) 324-1958.....120.025

ATIS Phone Numbers

BED .....(781) 274-6283
BOS .....(617) 567-0160
OWD.....(781) 769-3825
PSM.....(603) 430-3232

Telephone Numbers

Air Traffic Control Facilities

Bedford ATCT .....(781) 372-5515
Beverly NFCT .....(978) 922-1881
Lawrence NFCT.....(978) 683-5510
Manchester ATCT .....(603) 669-4732
Nashua NFCT.....(603) 595-2104
Norwood NFCT .....(781) 769-1845
Pease DoD .....(603) 430-2564

Area Flight Service Stations

Bangor AFSS .....(800) 992-7433
Clearance Delivery .....(866) 295-3835

Bridgeport AFSS.....(800) 992-7433
Clearance Delivery .....(866) 293-5149

Flight Standards District Offices

Boston FSDO.....(781) 274-7130
Portland FSDO .....(207) 780-3263
Windsor Locks FSDO.....(860) 654-1000

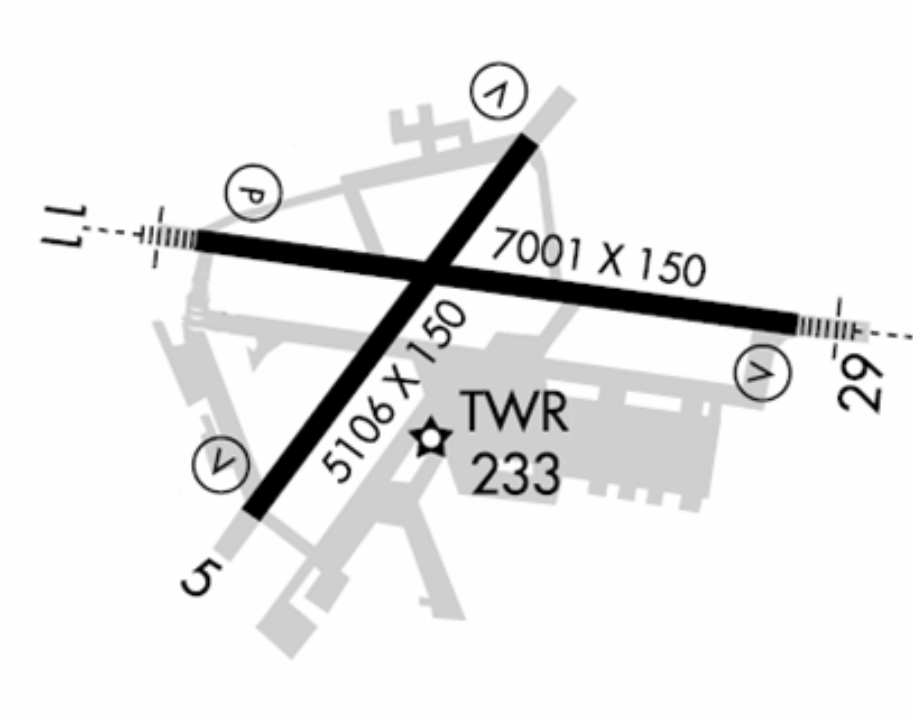
VOR Frequencies

Boston (BOS) 112.7
Bradley (BDL) 109.9
Concord (CON).....112.9
Gardner (GDM).....110.6
Hartford (HFD) 114.9
Keene (EEN) 109.4
Kennebunk (ENE) 117.1
Lawrence (LWM) 112.5
Lebanon (LEB) 113.7
Manchester (MHT).....114.4
Marconi (LFV).....114.7
Martha's Vineyard (MVY).....114.5
Nantucket (ACK) 116.2
Norwich (ORW).....110.0
Pease (PSM).....116.5
Providence (PVD).....115.6
Putnam (PUT).....117.4
Sandy Point (SEY) 117.8

Airport Guide

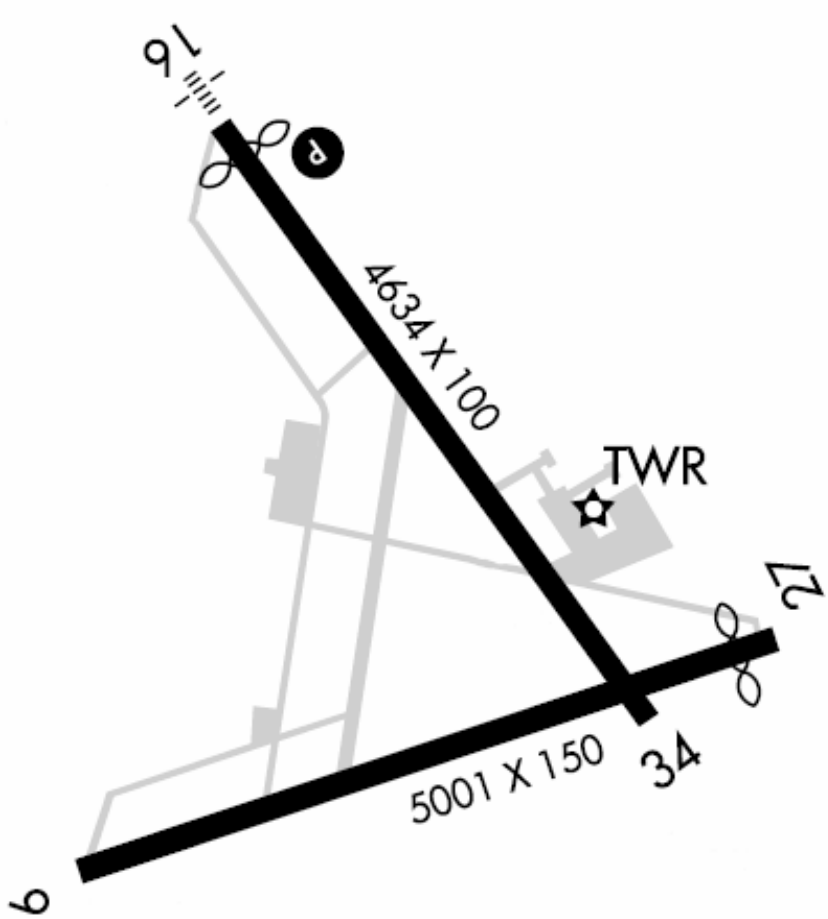
Bedford Hanscom, MA (BED)

ATIS:	124.6
Clearance:	121.85
Ground:	121.7
Tower:	118.5
App/Dep:	124.4
ILS Rwy 11/29:	111.15
BEDDS LOM:	332
SKR NDB:	251



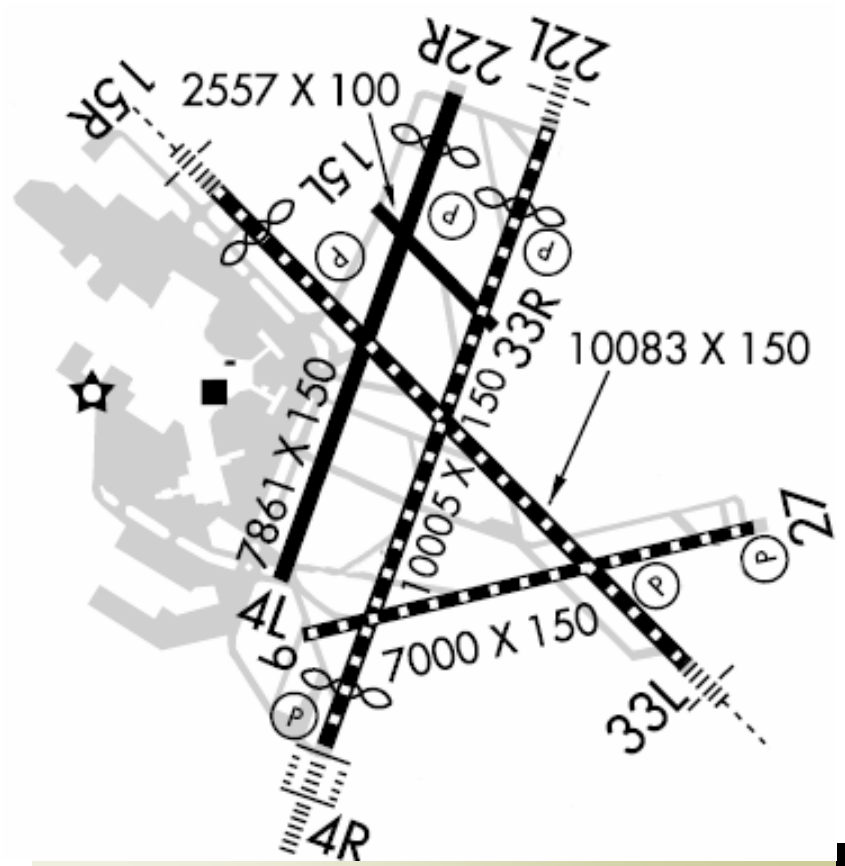
Beverly, MA (BVY)

ATIS:	119.2
Ground:	121.6
Tower:	125.3
App/Dep:	124.4
LOC Rwy 16:	110.5
TOF NDB:	269



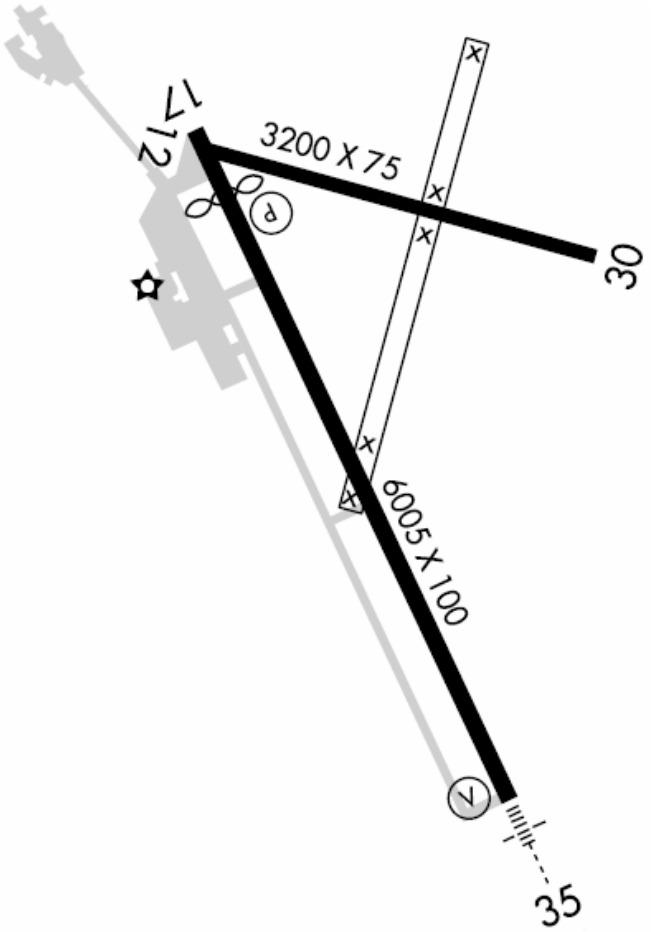
Boston, MA (BOS)

ATIS:	135.0
Clearance:	121.65
Ground:	121.9, 121.75
Tower:	128.8, 132.22
Departure:	133.0
Approach:	118.25 (North)
	120.6 (South)
ILS Rwy 4R/22L:	110.3
ILS Rwy 15R/33L:	110.7
ILS Rwy 27:	111/3



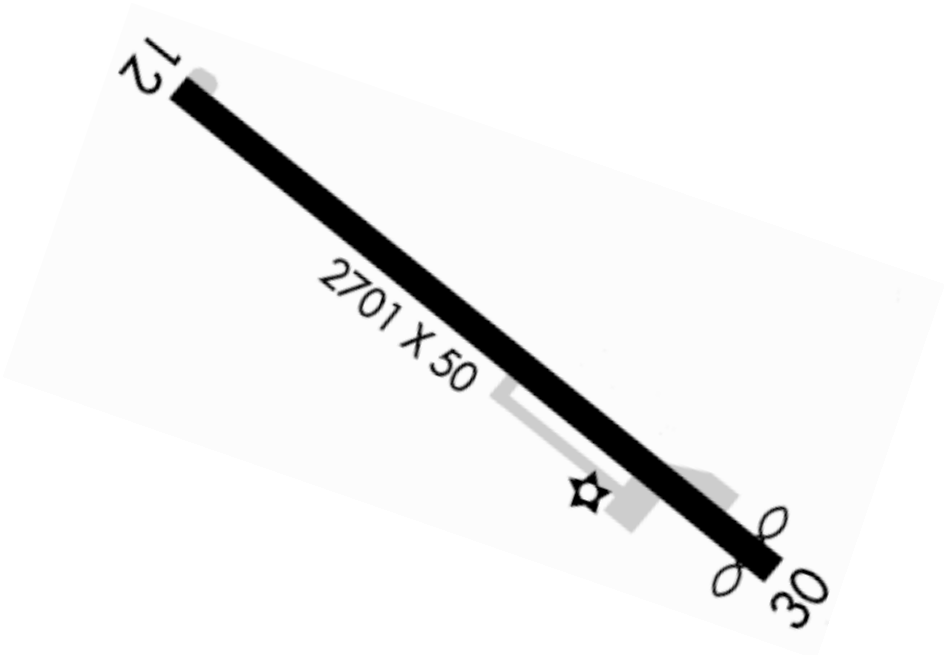
Concord (CON)

CTAF:	122.7
Remote Clearance:	133.65
ASOS:	132.32
App/Dep:	124.9
ILS Rwy 35:	108.7
CO NDB:	216



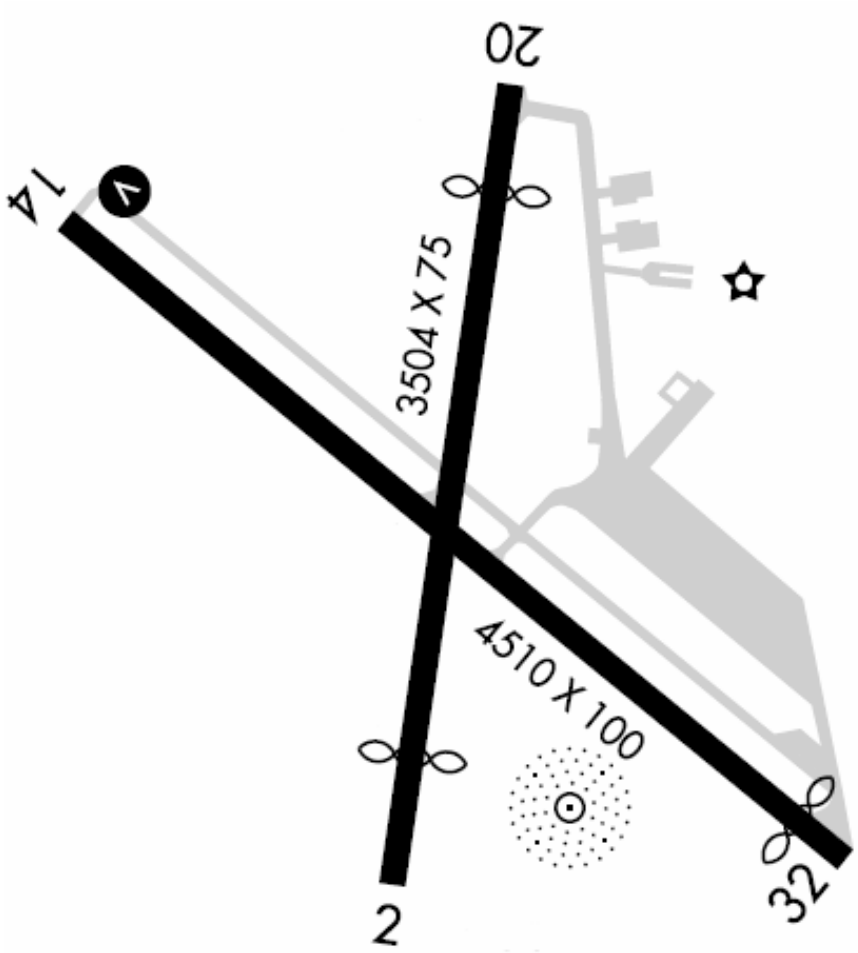
Eliot Littlebrook Airpark (3B4)

CTAF: 122.8
App/Dep: 125.05



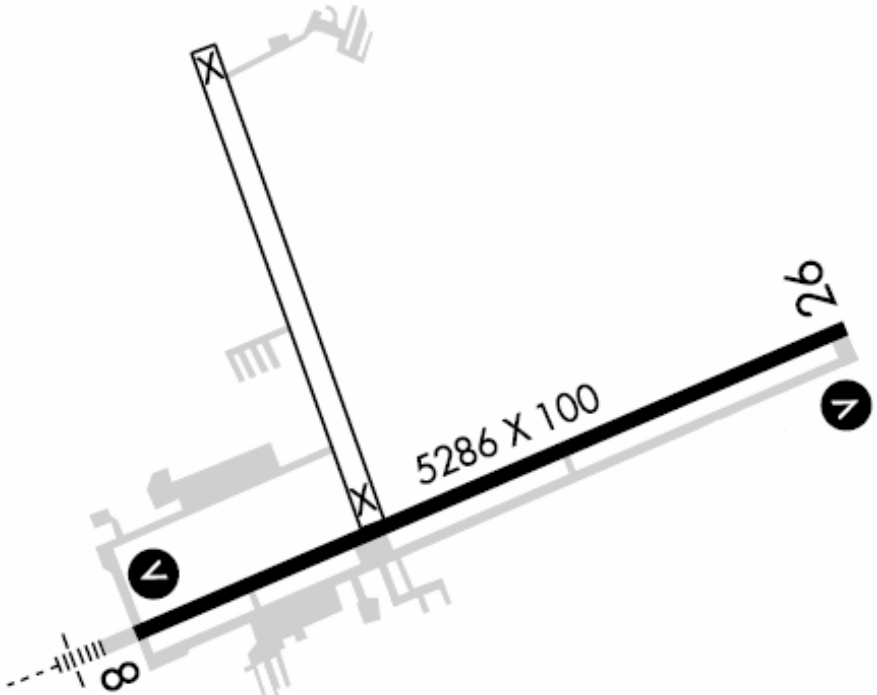
Fitchburg (FIT)

CTAF: 122.7
ASOS: 135.175
App/Dep: 124.4
FIT NDB: 365



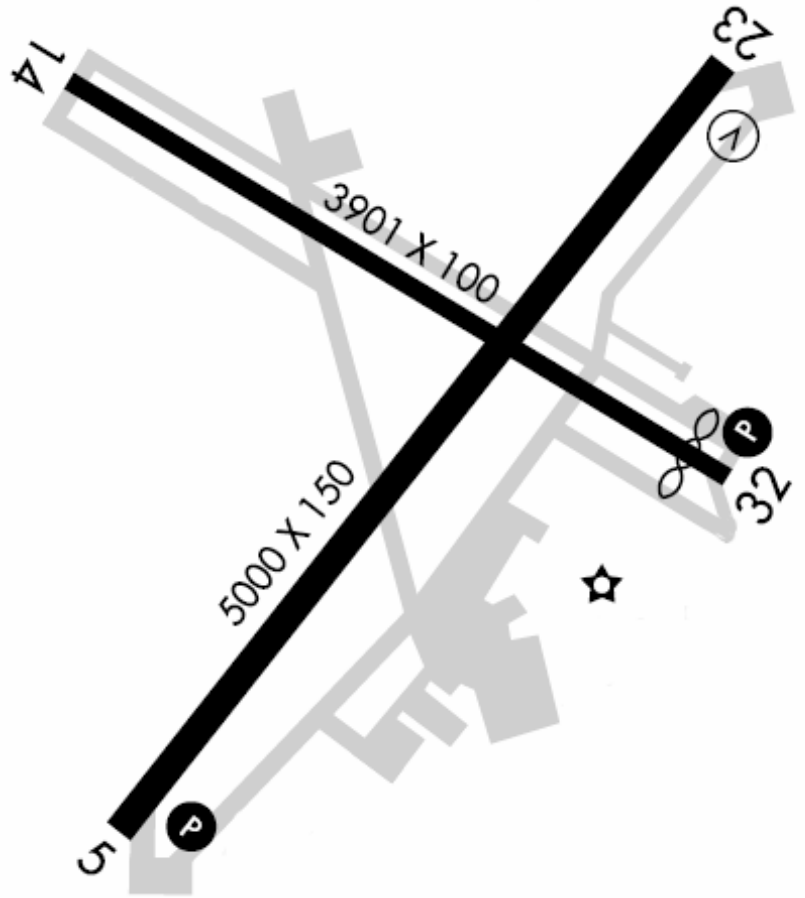
Laconia (LCI)

CTAF:	123.0
ASOS:	133.525
Remote Clearance:	119.85
App/Dep:	134.75
ILS Rwy 8:	108.5
LC NDB:	328



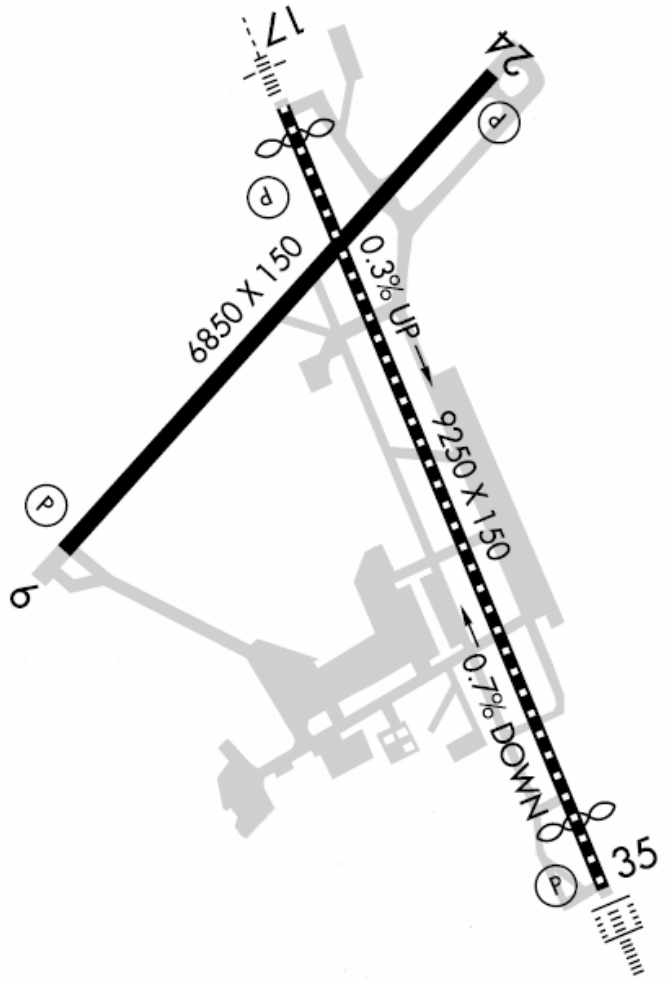
Lawrence (LWM)

ATIS:	126.75
Ground:	124.3
Tower:	119.25
App/Dep:	124.4
ILS Rwy 5:	111.7
HGX NDB:	402



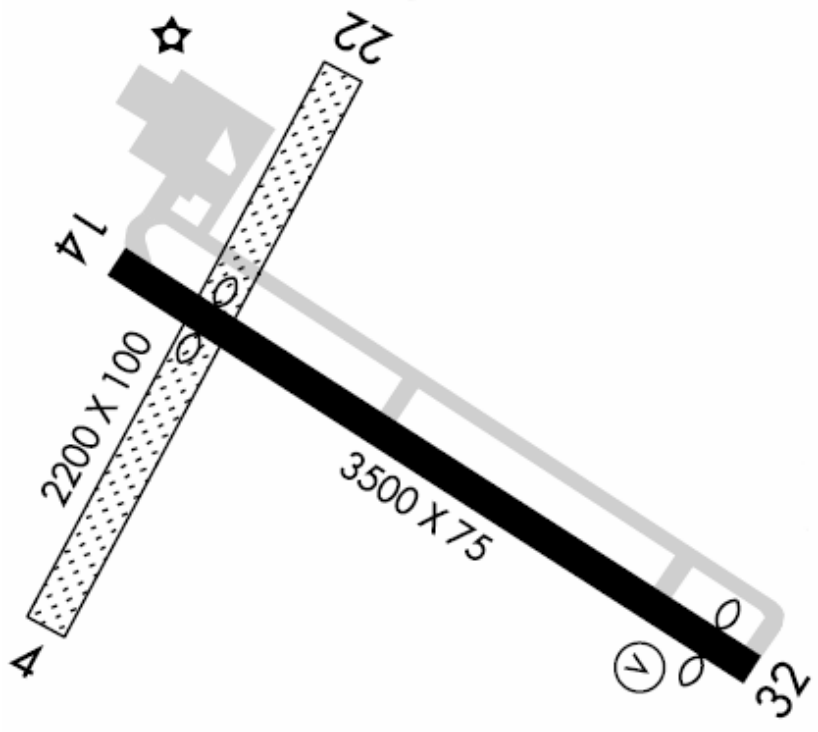
Manchester (MHT)

ATIS:	119.55
Clearance:	135.9
Ground:	121.9
Tower:	121.3
App/Dep:	124.9
ILS Rwy 6:	109.95
ILS Rwy 17/35	109.1



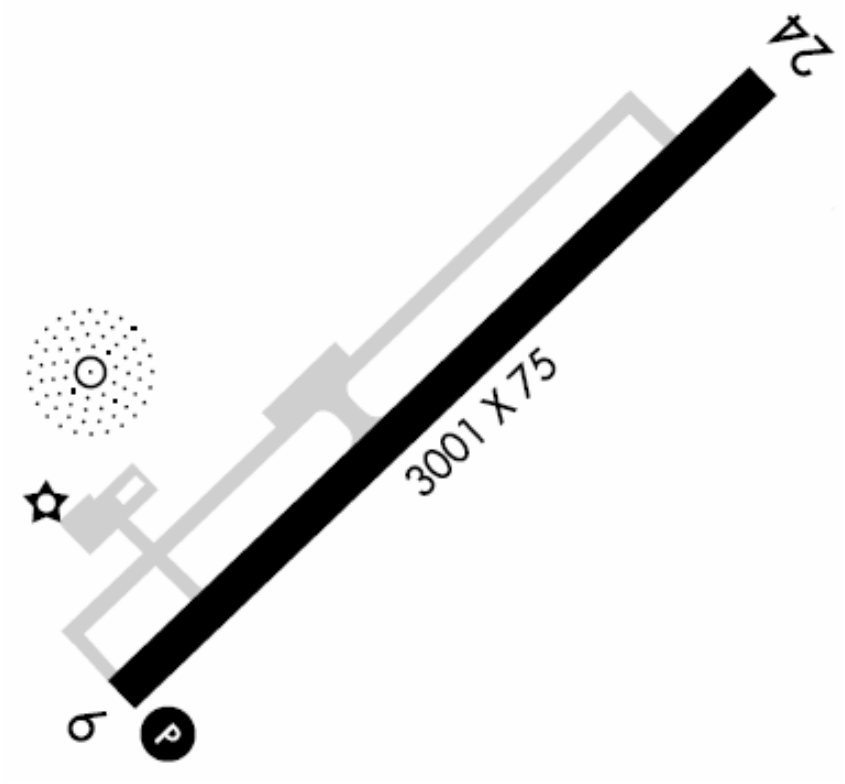
Mansfield (1B9)

CTAF:	123.0
App/Dep:	124.1
IHM NDB:	220



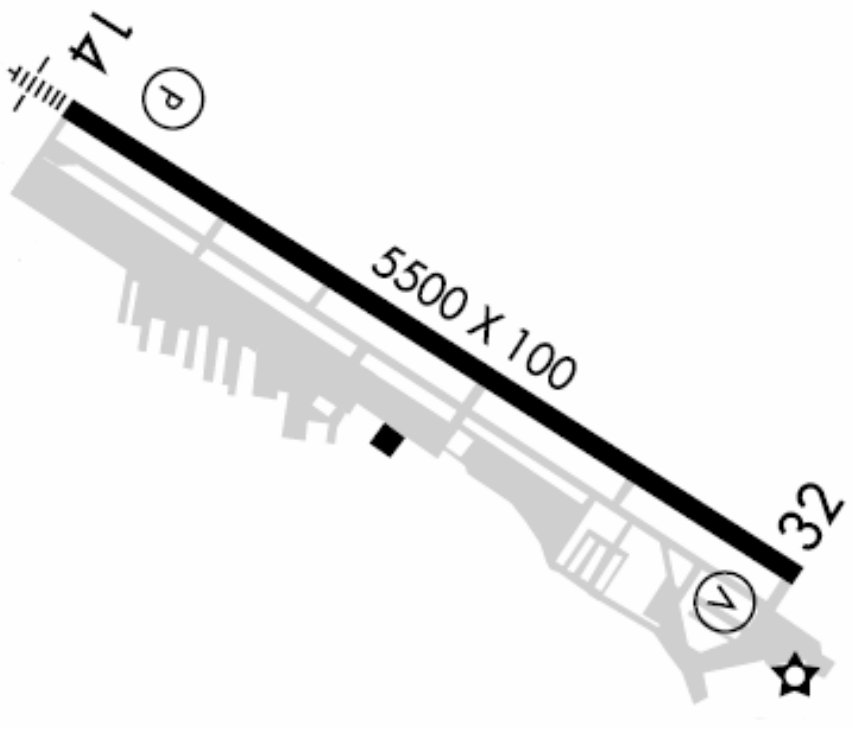
Marshfield (3B2)

CTAF: 122.8
App/Dep: 124.1
IMR NDB: 368



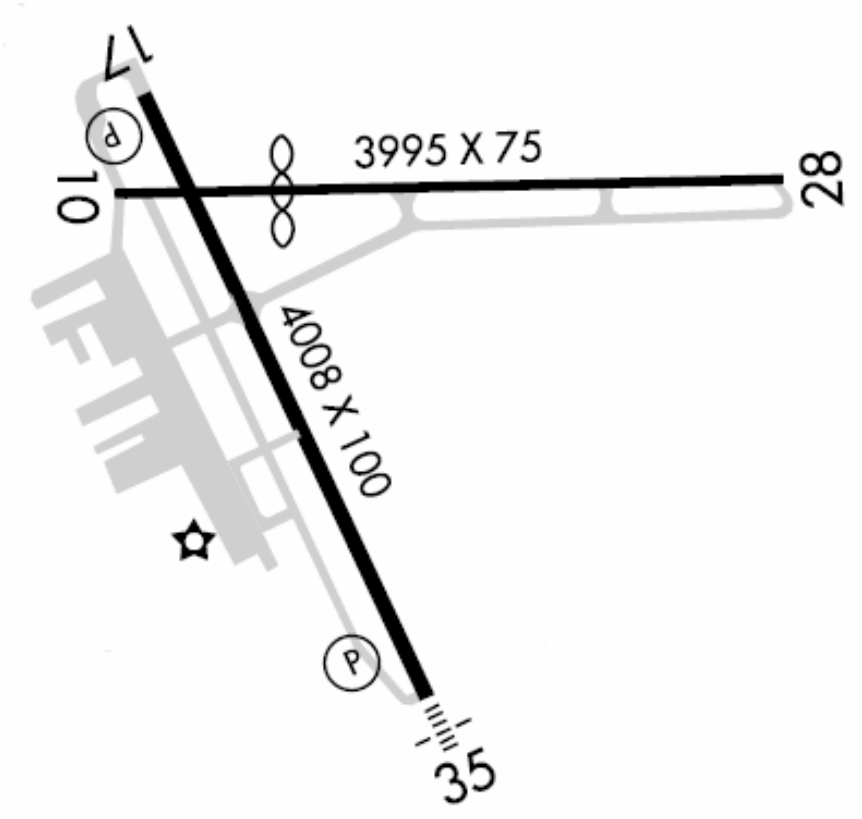
Nashua (ASH)

ATIS: 125.1
Ground: 121.8
Tower: 133.2
App/Dep: 124.9
ILS Rwy 14: 109.7
AS NDB: 359



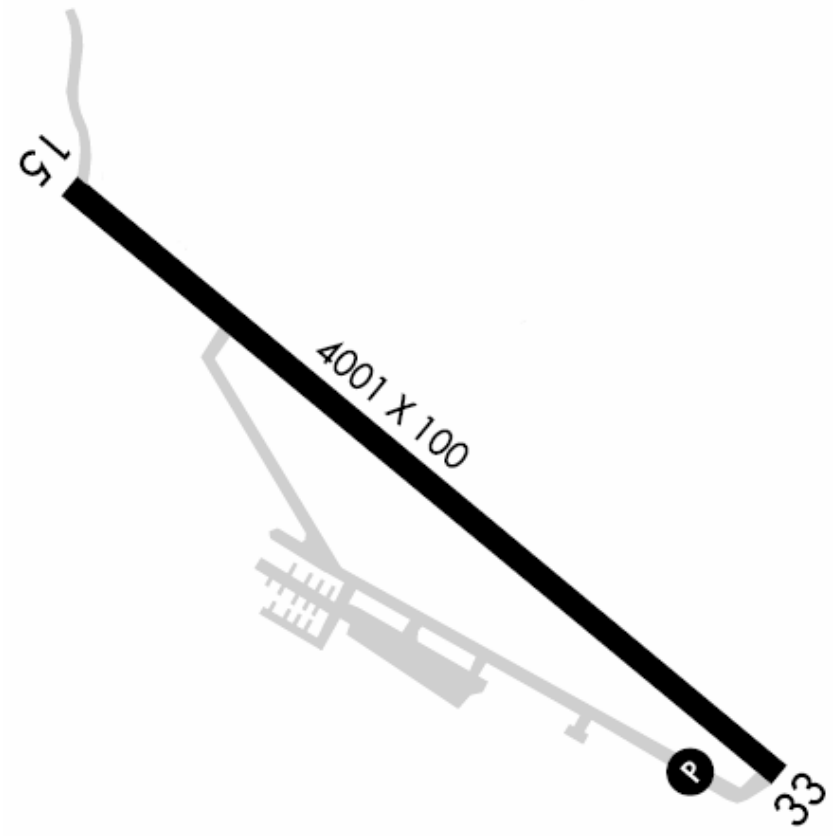
Norwood (OWD)

ATIS:	119.95
Ground:	121.8
Tower:	126.0
App/Dep:	124.1
LOC Rwy 35:	108.3
OW NDB:	397



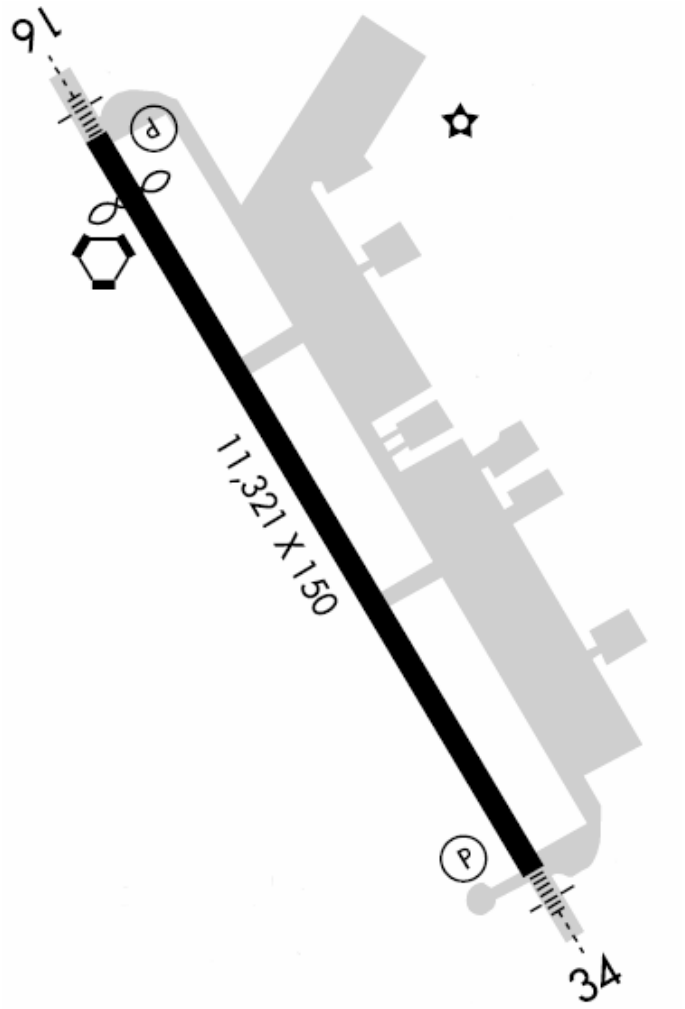
Rochester Skyhaven (DAW)

CTAF:	122.7
ASOS:	135.275
App/Dep:	125.05
ESG NDB:	260



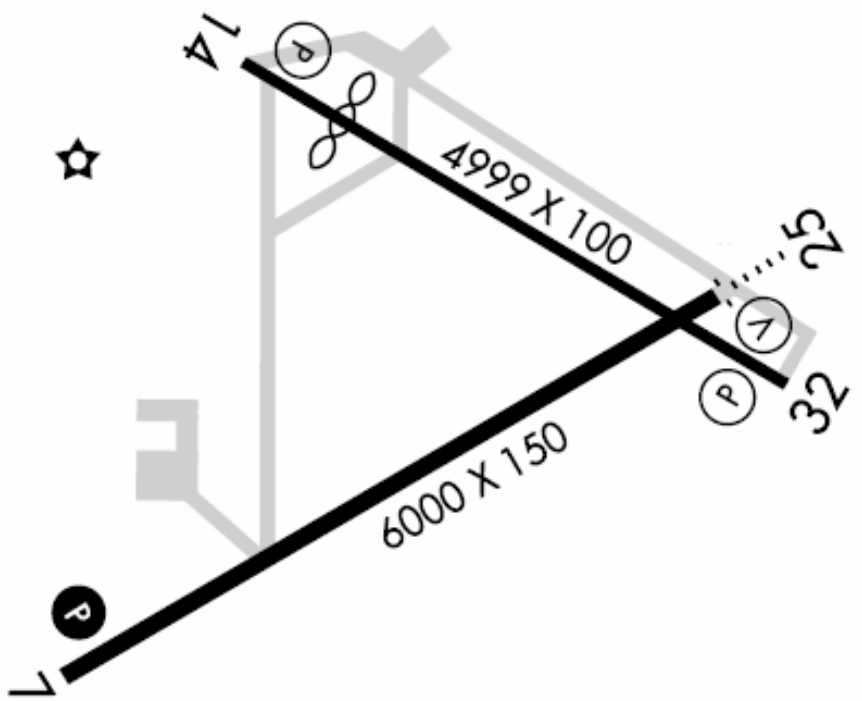
Pease (PSM)

ATIS:	132.05
Ground:	120.95
Tower:	128.4
App/Dep:	125.05
ILS Rwy 16/34:	110.1



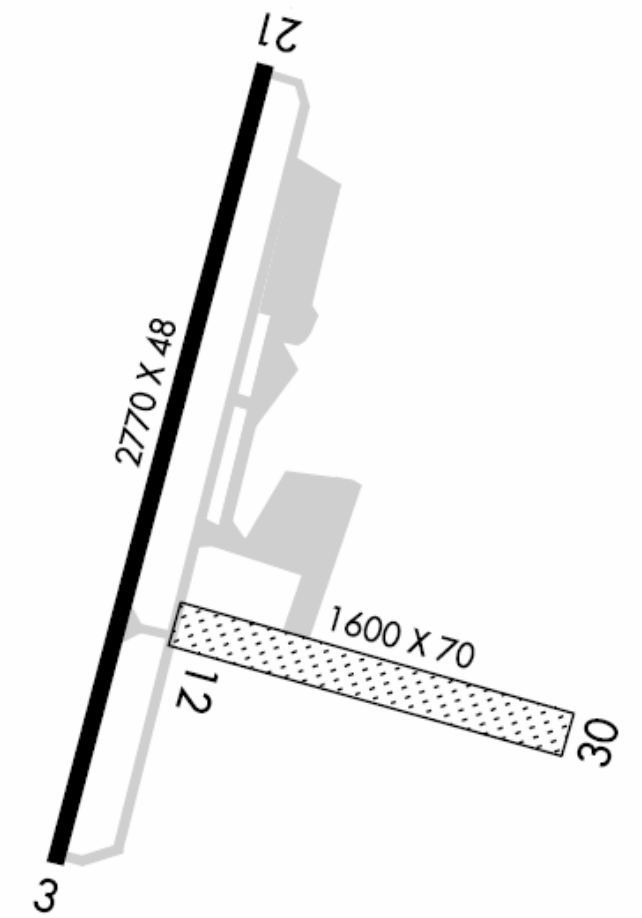
Sanford Regional (SFM)

CTAF:	122.8
AWOS:	120.025
Remote Clearance (PWM App.):	126.05
App/Dep:	125.05
ILS Rwy 7:	111.5
SF NDB:	349



Stowe-Minuteman (6B6)

CTAF: 122.8
App/Dep: 124.4
VOR/DME (MHT VOR): 114.4
LOM BE: 332



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Customer Feedback

We like hearing from our customers who fly in and around the Boston, MA and Manchester, NH areas, and surrounding airports. All comments or questions are welcome. For a speedier response, please include your email address. Mail this form to:

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Merrimack, NH 03054
Attn: Quality Assurance Department

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