

HYANNIS

HYA IFR DEPARTURES:

- All flight to BOS must be filed as well as flight to non-canned destinations
- Use Clearance Delivery on 125.15 to 'pick up' clearance
- Just request IFR to destination and expect to get the letter of 'Canned Plan'
- Ex. (HYA Clearance Cair ### IFR to ACK....Cair ### you are cleared to ACK Route "B" maintain 2000 cape on 118.2 squawk 4651)
- When calling to taxi advise HYA Ground you are IFR to Destination.
- There is no Noise Abatement for IFR departures.
- Make turns at the prescribed altitude in the departure procedure for your runway

TO ACK	TO ACK	TO PVC	TO MVY	TO BOS
Route "A" RV Direct Assigned Alt	Route "B" RV LFV 210R Assigned Alt When Landing Runway 6 ACK	Route "Q" RV Direct Assigned Alt	Route "C" RV Direct Assigned Alt	Must file flight plan RV ACK 341R FREDO BOS Assigned Alt

HYA IFR ARRIVALS:

- Plan to fly 150 KIAS to the final approach fix
- After FAF slow to normal approach speed
- Be aware Turbulence and changes in Wind Direction/Speed on ILS 15 and 24 around 800-1000' AGL

HYA VFR DEPARTURES:

- There are no VFR codes available from ATC on the ground in HYA
- When requesting to taxi advise Ground Control VFR and your destination
- VFR altitudes to ACK/MVY are even thousands (1000' or 2000')
- Call Cape Approach for flight following as soon as clear of the HYA class D
- There are no intersection departures available in HYA
- Noise abatement as follows:

RUNWAY 6:

- Fly Runway Heading to Route 6.
- South bound departures; right turn to Parkers River, remaining east of schools
- Remain East of the 1240 antenna to avoid inbound traffic to Runway 33
- All other departures on course after reaching Route 6
- Avoid over flying the 'Campgrounds' and 'Presidential Heights'

RUNWAY 24:

- South Bound Departures:
 - Fly runway heading to 500' minimum then;
 - Left turn over the Sheridan Golf Course then;
 - Cross the shore at 'Stewarts Creek' East of the 'Kennedy Compound'
 - Remain west of 'Great Island' and 'Bishops Light' –to avoid traffic inbound to runway 33.
- All other Departures:
 - Runway Heading until reaching 1000', then on course

RUNWAY 33:

- South Bound Departures:
 - Runway Heading until reaching the 'Gravel Pits' then;
 - Left climbing turn to the Sheridan Golf Course then;
 - Cross the shore at 'Stewarts Creek' east of the 'Kennedy Compound'
 - Remain west of 'Great Island' and 'Bishops Light' –to avoid traffic inbound to runway 33.
- All other Departures:
 - Fly Heading 340 to 1000', then on course

RUNWAY 15:

- After Take-off fly heading 140 degrees
- Proceed to 'Mill Creek' Avoid over flying 'Hyannis Park' and 'Colonial Acres'
- Then, if flying to ACK;
 - Fly over Great Island Causeway
 - Remain West of the 1240 antenna to avoid traffic inbound to 24
- All other Departures;
 - Turn Right over 'Lewis Bay' and out the mouth of 'Hyannis Harbor'

HYA VFR ARRIVALS:

- Must contact HYA tower prior to entering their class D airspace
- Cape Approach will not "Hand you off to the Tower"
- Always give your position and the ATIS to the Tower on first call. (HYA Tower Cair ### 10 miles south inbound with information X)
- VFR altitudes from the south are 500' increments (500, 1500, 2500)
- Be cautious when you begin your descent not to descend into south bound traffic at 1000'
- Noise Abatement is as follows:

RUNWAY 6:

- Use Straight in Approach when possible.
- Follow PAPI after descending through 1000'
- Arrivals from the south as follows;
 - Cross the shoreline at 'Stewarts Creek'
 - Turn final after crossing the 'Sheridan Golf Course'

RUNWAY 24:

- Arrivals from the South;
 - Enter base over the mouth of 'Parkers River' at 1500 feet
 - Turn final over Route 6
- Arrivals from the North;
 - Straight in over Route 6
- All Arrivals avoid over flying 'The Campgrounds' and 'Presidential Heights'

RUNWAY 33:

- Arrivals from the South/ACK;
 - Fly over the 'Great Island Causeway'
 - Remain west of the 1240 antenna – to avoid 24 Departures
 - Remain at 1500' until intercepting the VASI straight in for 33
- Arrivals from the West/MVY;
 - Enter the base through the mouth of 'Hyannis Harbor'
 - Plan to turn final at VASI intercept at or above 800'
- Arrivals from the North;
 - Fly Left traffic
 - Fly over the 'Sheridan Golf Course'
 - Turn base over 'Hyannis Harbor'
 - Plan to turn final at VASI intercept at or above 800'

RUNWAY 15:

- Use Straight in Approach when practicable
- Arrivals from the South;
 - Enter Downwind over 'Stewarts Creek'
 - Fly over the 'Sheridan Golf Course'
 - Turn Right base over Route 132

HYA AIRPORT:

- All Flights in and out of HYA call HYA Ops on 130.85.
- You can order fuel through the HYA Gate.
- The HYA Gate has a Secure side (Near the tower) and unsecure side (Gate 5 & 6)
 - A Green line separates the 2 sides.
 - All unsecure flights must go to the unsecure side to deplane passengers before parking on the secure side.
- Wait for a marshaller to park and start you at the gate. The HYA gate is very busy with ramp agents, aircraft and passengers on the ramp.
- When taxiing in or out try to avoid taxiing through the Island Air parking spots.
- Call Ground before taxiing out of spot 1, 2 or 3. An Island plane may be in your blind spot, coming into park.
- The North Ramp is a non-movement area up to Taxiway A.
- Call ground when you are approaching 'A' for taxi instructions (when you can see the tower). The Island Air hangar blocks the towers view of us at the Fleet.

- Be alert for wheel chokes and safety cones on the ramp.
- Be aware of bird activity in the HYA area and wildlife on the ground.
- HYA is unable to use 'Taxi into Position and Hold'. Be ready to go once you receive your takeoff clearance.
- HYA is busy year round with the 135 operators and, in the warm seasons, GA aircraft. Listen to what is going on around you.
- Ask for assistance if you are not comfortable pulling a plane out of the hangar or if it looks tight for wing tip clearance.

NANTUCKET

ACK IFR DEPARTURES:

- All Flights to BOS must be filed as well as flights to non-canned destinations
- We use ground control to pick up our IFR clearance
- Just request IFR to destination and expect to get the letter of 'Canned Plan'
- Ex. (ACK Ground Cair ### IFR to HYA....Cair ### you are cleared to HYA Route "N" maintain 2000 cape on 126.1 squawk 4651)
- When calling to taxi advise ACK Ground you are IFR to Destination.
- There is no Noise Abatement for IFR departures.
- Make turns at the prescribed altitude in the departure procedure for your runway

TO HYA	TO MVY	TO PVD	TO EWB	TO BOS
Route "N"	Route "Y"	Route "V"	Route "E"	Must file
RV	Direct	RV	RV	Flight Plan
Direct	Maintain	V146	V146	RV
BOGEY	2000	PVD	COSSY	ACK 341R
Maintain		Maintain	Direct	FREDO
2000		2000	Maintain	BOS
		Expect	2000	Maintain
		4000	Expect	2000
			4000	4000

NOTES

1. When HYA is using 24,15 or 33 expect RV LRV 205R
2. When HYA is using 6 expect RV ACK 325R
3. When ACK is departing 15 expect RV ACK 010R

ACK IFR ARRIVALS:

- Plan to fly 150 KIAS to the final approach fix
- After FAF slow to normal approach speed
- Be aware Turbulence and changes in Wind Direction/Speed on 24 around 800-1000' AGL

ACK VFR DEPARTURES:

- Request a VFR code with ground on initial call for Taxi (ACK Ground Cair ### ready to Taxi VFR to HYA with Info X, Requesting a code)
- Intersection Departures are available. Refer to your FOM on limitations.
- VFR altitudes north bound are 500' increments (500, 1500 or 2500)
- Higher than 3000' use the proper hemispheric altitudes
- When clear of ACK class D airspace call Cape Approach on 126.10
- Your first call to cape should include you position, altitude and destination
- Even with a VFR code Cape will need you to tell them where you are.
- Nantucket is very noise sensitive. Cape Air follows the Noise Abatement when ever possible. Safety and Regulations come first.
- Prior to 0800 is the most Noise Sensitive period of the day
- Noise Abatement is as follows:

RUNWAY 6:

- Fly over Folger's Marsh then;
- Fly over 3rd Point then;
- On Course

RUNWAY 24:

- Runway heading to One Mile offshore then;
- Turn right to parallel the shore One Mile offshore then;
- Turn right over Smith's Point or proceed on course south of Island
- Avoid over flying the Island

RUNWAY 33:

- Slight right turn to avoid Downtown
- Fly over 1st Point then on course
- Stay over or west of 1st Point to avoid incoming traffic over 3rd Point

RUNWAY 15:

- Fly Runway heading to One Mile offshore then;
- Continue One Mile offshore around the east side of the Island
- After Passing Great Point proceed on course.
- After 0800, or if ACK Landing 24, you may fly the following procedure;
 - Runway heading to 1000' then;
 - A climbing turn to fly over the tower at or above 2000'
 - Fly over 1st point then on course
 - Be aware of inbound traffic for runway 6 or 24

ACK VFR ARRIVALS:

- Must contact ACK tower prior to entering their class D airspace
- Cape Approach will not "Hand you off to the Tower"
- Always give your position and the ATIS to the Tower on first call. (ACK Tower Cair ### 10 miles north inbound with information X)
- VFR altitudes from the north are 1000' increments (1000 or 2000)
- Be cautious when you begin your descent not to descend into north bound traffic at 1500'
- Noise Abatement is as follows:

RUNWAY 6:

- Fly over Smith's Point
- Remain one mile offshore until turning final on GS or PAPI

RUNWAY 24:

- Fly over 3rd Point then;
- Fly over Folger's Marsh
- Join the Final on GS or VASI
- Be aware of north bound traffic flying over 1st Point

RUNWAY 33/30:

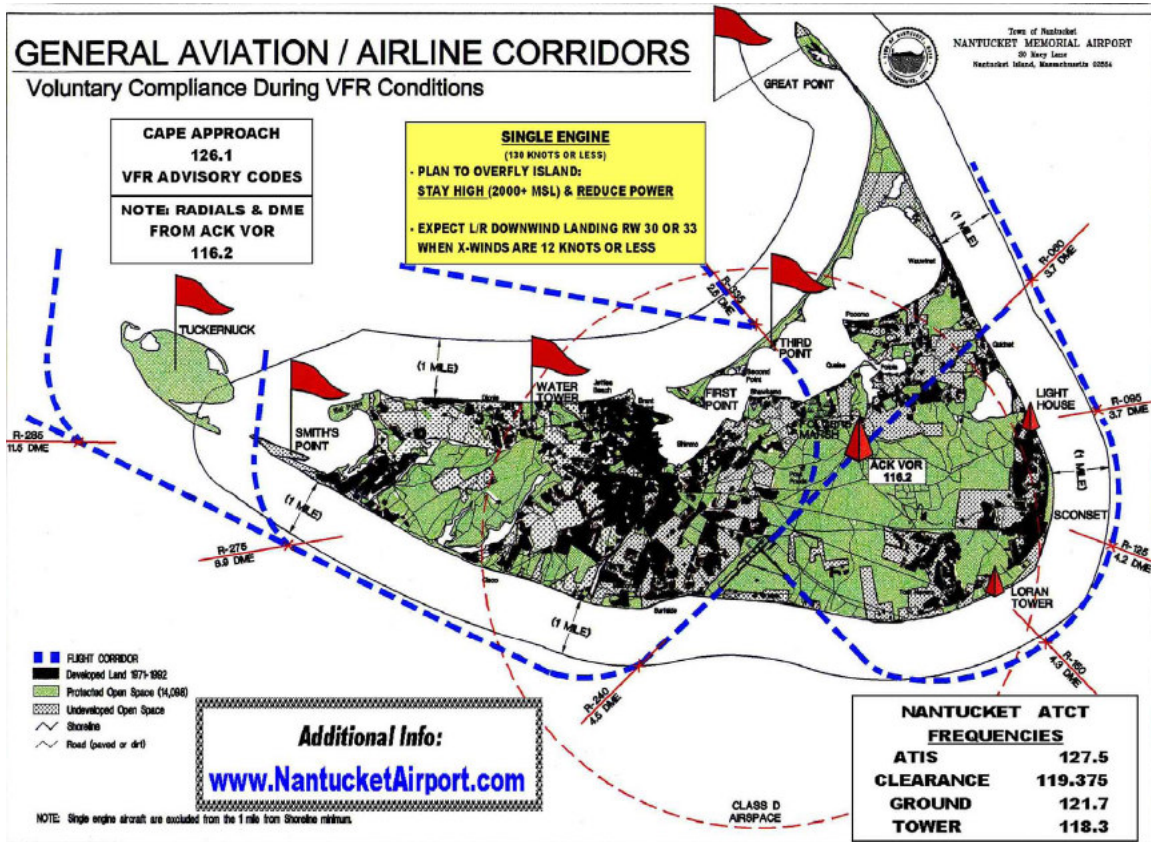
- Fly to the east side of Great Point
- Remain One Mile off shore
- Enter the Right Base staying One Mile offshore
- After 0800 you may use the following procedure
 - Fly over 3rd Point
 - Enter the Right Downwind
 - Fly Between the Groups of houses on the downwind

RUNWAY 15:

- There is no published Noise Abatement for Landing Runway 15
- Fly over the Harbor or 1st Point for the Straight in Approach

ACK AIRPORT:

- ACK ops is on 130.85 for ACK AIR & 129.25 for 9K (Cape Air Flights)
- In the winter months all flights use 130.85.
- You can order fuel on your inrange call.
- The Airport is under construction and the parking area is very crowded. Use caution while moving the aircraft on the ground. If in doubt of wingtip clearance, ask for wing walkers.
- Wait for a marshaller to park and start you at the gate. The ACK gate is very busy with ramp agents, aircraft and passengers on the ramp.
- The secure side is towards the east end of the ramp.
- ACK AIR shares the ramp with Island Air.
- Refer to the FOM on runway selection and intersection departure limitations.



PROVINCETOWN

IFR ROUTES:

- PVC-BOS; Direct 4000 feet
- BOS-PVC; Direct 3000 feet

RNAV WAYPOINTS:

PROVINCETOWN AIRPORT

From the:
BOS VOR 135R 39DME
LFV VOR 306R 8.9DME

PVC IFR DEPARTURES:

- All flights must file a flight plan.
- Pick up clearance with Cape Approach 120.65
- You can use the radio in the back room to talk to Cape. Find out about delays.
- Cape will give you a release time and heading to fly upon entering controlled airspace. 700 feet around PVC.
- **MAKE RADIO CALLS** before taxiing onto the runway for departure.

PVC IFR ARRIVALS:

- **PILOT CONTROLLED LIGHTING 122.85!** 7 high, 5 med & 3 for low.
- On your initial call to Cape Approach advise them of your approach request and inform them you have the weather in PVC.
- The ILS 7 circle to 25 has lower mins than the NDB 25 straight in.
- Cape has limited radar coverage in the PVC area. You would have to do the full NDB 25 if you request that approach.
- Check the AWOS at or slightly before PHONY to make the last weather check.
- Refer to the FOM for tailwind limitations.
- **Cancel your IFR with Cape Approach on the ground in PVC on 120.65**

PVC VFR DEPARTURES:

- Normal uncontrolled field operations.
- North bound departures to BOS use either 1500 or 2500 feet.
- Cape Approach will not have you on radar, so make your first call to BOS on 120.60 or 124.1 (busy times) for flight following and your BRAVO Clearance.

PVC AIRPORT:

- Cape Air ops in PVC is on 129.25
- Order your fuel on your in-range call.
- Be aware of birds flying in the area and wildlife on the runway.
- Runway 25 Right hand Traffic. Runway 7 Left hand Traffic.
- There are numerous GA planes in the PVC area (not all with radios).
- **MAKE RADIO CALLS.** There may be several Cape Air Twin Cessnas in the area so use a tail number as well. Work yourself into the traffic pattern.

MARTHA'S VINEYARD

MVY IFR DEPARTURES:

- All flights to BOS must be filed as well as flight to non-canned destinations.
- When the tower is open use ground 121.8 or tower 121.4 to get clearance.
- When the tower is closed use Cape Clearance on 134.65 or 133.75.
- Just request IFR to destination and expect to get the letter of 'Canned Plan'
- There is no Noise Abatement for IFR departures.
- Make turns at the prescribed altitude in the departure procedure for your runway.

TO ACK	TO HYA	TO EWB	TO PVD	TO BOS
Route "Y"	Route "H"	Route "Z"	Route "V"	Must file
RV	RV	RV	RV	Flight plan
Direct	Direct	V146	V146	RV
Maintain	Maintain	COSSY Direct	Direct	FREDO
2000	2000	Maintain	Maintain	BOS
		2000	2000	4000

MVY IFR ARRIVALS:

- Plan to fly 150 KIAS to the final approach fix.
- After FAF slow to normal approach speed.
- Be aware of Turbulence and changes in Wind Direction and Speed on the ILS 24 1000 feet AGL and below.
- When the tower is closed remember to cancel your IFR with Cape on 134.65

or

133.75

MVY VFR DEPARTURES:

- There are no VFR codes available from ATC on the ground in MVY
- When requesting to taxi advise ground of your destination.
- Call Cape Approach for flight following as soon as clear of the MVY class D.
- Refer to the FOM on runway selection and intersection departure limitations.
- Noise Abatement is as follows: **Avoid Overflying Residential Areas**

RUNWAY 6:

- Fly Runway Heading to the Shoreline, 2000 feet
- Turn on course
- Remain one mile off shore.

RUNWAY 24:

- Fly Runway Heading to 3rd Finger.
- Turn on course after passing 2000 feet.
- North Bound Departures turn right crosswind until West Tisbury Road, then on course **or if able** an immediate Right turn to remain North of the road & Forest

RUNWAY 33:

- Fly Runway Heading to 2000 feet
- Then on course.
- Remain 1 mile offshore

RUNWAY 15:

- Fly Runway Heading to 2000 feet
- Then on course.
- Remain 1 mile offshore

MVY VFR ARRIVALS:

- Must contact MVY tower before entering their class D airspace.
- Cape Approach will not "Hand you off" to the tower.
- Always give your position and ATIS to the tower on your first call.
- MVY airspace can become very busy in the spring/summer season. Use your Landing Lights as necessary.
- Noise Abatement is as follows: ***Avoid Overflying Residential Areas.***

RUNWAY 6:

- From the North;
 - Fly over Lake Tashmoo then to the Sand Pit
 - Enter Left Downwind over the Forest
 - Turn over West Tisbury road for the Left Base
- All others Plan to turn a 2 mile final.

RUNWAY 24:

- From the North;
- Fly over Lake Tashmoo then to the Sand Pit
 - Fly 45 for the Right downwind
 - Turn base over the Sand Pit
- All other Arrivals Plan to fly a straight in over the Shoreline

RUNWAY 33:

- Fly Close-in patterns to enter downwind..

RUNWAY 15:

- From the North;
 - Fly over Lake Tashmoo to the Sand Pit.
 - Left Base entry
- From the West;
 - Fly Direct to MVY for close in Right Base.

MVY AIRPORT:

- Cape Air ops Frequency is 129.25.
- Make your request for fuel/deice on your inrange call
- Be patient when calling. At times the ops man is the only one on duty
- MVY has a split ramp. Secure (High side, closest to the GA/Restaurant Parking) and unsecure (Low side)
- Katama Airfield is 6 miles south east of MVY (on the south east shore). Uncontrolled field with numerous aircraft in the area. Weekends very busy.

NEW BEDFORD

EWB IFR DEPARTURES:

- All flights to non-canned destinations must be filed.
- Use Ground Control to 'pick up' clearance

- Just request IFR to destination and expect to get the letter of 'Canned Plan'
- There is no Noise Abatement for IFR departures.
- Make turns at the prescribed altitude in the departure procedure for your runway
- **When the tower is closed you can call PVD Tracon, 401-738-8945, to obtain your clearance.** The phone number is by the W&B computer in EWB.

TO ACK	TO MVY
Route 'N' RV PVD 143R CLAMY ACK Maintain 2000 Expect 3000	Route 'M' DIRECT Maintain 2000 Expect 3000

EWB IFR ARRIVALS:

- PVD Approach handles the vectors for EWB. They tend to keep you high.
- Ask Cape Approach for a lower altitude when you are over the Vineyard VOR.
- The Mall is between the maker and runway. It is extremely bright at night and can be distracting while flying the ILS 5.
- **When the tower is closed remember to cancel your IFR with PVD Tracon 401-738-8945.** The phone number is by the W&B computer in EWB.

EWB VFR DEPARTURES:

- You can call cape approach on 118.20 for flight following.
- West Island is 10 miles southeast of the airport. A good check point.
- Recommended Noise Abatement is on a sign at the hold short line of the runway you are departing from.

EWB VFR ARRIVALS:

- 1420 (NDB) is on a 1.5 mile final for 32
- The Dump puts you on the right base for 5
- 'The Pit' is on a 2 mile left base for 23
- West Island is ten miles southeast of the airport.

EWB AIRPORT:

- Cape Air ops is on 129.25. You can order fuel with them on your in-range call.
- Noreast Aviation frequency is 122.77. They fuel us.