

**SARANAC LAKE**

**IFR ROUTES:**

<b>City Pairs</b>	<b>Route to File</b>	<b>Altitude to File</b>
BOS-SLK	MHT V141 TRIKY	6000 or 8000
SLK-BOS	BTV V141 CON TOMIE LWM BOS	7000 or 9000
SLK-BOS (/I) RNAV	CON TOMIE LWM BOS	7000 or 9000

\*TRIKY is on the BTV 311R 39 DME

\*TOMIE is on the CON 135R 6 DME

**RNAV WAY POINTS:**

<b>SLK AIRPORT</b>	<b>CONCORD VOR</b>	<b>NASHUA AIRPORT*</b>
From the: CON VOR 319R 138DME LEB VOR 312R 96DME MPV VOR 300R 78DME BTV VOR 285R 44 DME PBG VOR 254R 34 DME	From the: SLK VOR 139R/138D BTV VOR 150R/99D LEB VOR 149R/39D	From the: SLK VOR 142R/153D LEB VOR 165R/63D CON VOR 189R/28D MHT VOR 242R/7D BOS VOR 334R/34D

\* Pepperell has parachute jumping below 12,000 ft. Going over Nashua will keep you well north.

**IFR PROCEDURES TO REMEMBER:**

- VOR service volume and signal limitations (NOTAMs)
- Off Radial Obstruction Clearance Altitudes (OROCA) (large 2 digit number for each quadrant)
- Reviewing departure procedures (SLK has some important ones)
- **Canceling IFR on the ground in SLK with BTV FSS on 122.1, Receive 109.2**
- Verifying/crosschecking your altitude on the glideslope with approach plate.
- Following step down altitudes.
- When 'checking in' with the final approach controller (BOS CTR 120.35) make approach request and state you have weather and NOTAMs in SLK

**SLK IFR DEPARTURE:**

- Pick up clearance with BTV FSS. Transmit on 122.1, receive on 109.2 (SLK VOR)
- It will take a few minutes for BTV to get clearance and release time. Best to initiate the process before the pax are onboard with engine running.
- Let FSS know where you are and where you are going, when you will be ready to go and the runway you are going to use when you call for your clearance.
  - EX. Burlington radio CAIR 4802 on the ground in SLK, IFR clearance to BOS, I will be ready to go in 10 minutes, departing runway 23.

- REMEMBER to brief the departure procedure for the runway you will be using.

#### **SLK VFR DEPARTURES:**

- Normal uncontrolled field operations.
- Think about weight, wind, temperature and terrain when choosing a runway.
  - a crosswind on 5/23 may be better than a headwind on 9/27.
- **MAKE RADIO CALLS on UNICOM.** You will have to cross 9/27 if you are departing on 23. **Look before crossing the runway, Uncontrolled Field.**
- You can use either BOS center on 120.35 or BTV approach on 121.1 to get flight following.
- There is very high terrain to the east southeast. Use appropriate climb power and headings to get to a safe altitude before proceeding on course.
- VFR heading for CON/LEB is about 135 degrees
- VFR heading for BOS is about 150 degrees
- VFR heading for BTV is about 100 degrees

#### **SLK AIRPORT:**

- Cape Air ops in SLK is 129.25
- You can order fuel, de-ice through the company frequency. Do this on your in range call.
- Taxiway D brings you right to the terminal. (Review NOTAMS for closures)
- **Uncontrolled field, you will have to cross runway 9/27 on D & B going to the gate. MAKE RADIO CALLS and always check for traffic before crossing!**
- 27 has a hill on the approach end that makes the approach look a bit steeper than normal.
- Lake Placid is 10-15 miles east of SLK. **HIGH TERRAIN** could be a turbulent ride over the Adirondack mountain range. Flying north of Whiteface Mountain may be a good option. (Review Mountain flying on the pilot site)
- There is plenty of room to make a descent after passing the Adirondacks, no need to dive at the airport.
- It is difficult to hear the SLK ASOS enroute. You can use BTV FSS (frequency on the enroute chart) to receive the weather at SLK.
- There are numerous GA airplanes in the SLK and Lake Placid area. Keep your eyes and ears open. (Especially in the spring thru fall months)
- All runways have standard left hand traffic patterns.

#### **FREQUENCIES:**

<b>BOS – SLK</b>		<b>SLK – BOS</b>	
Bos Approach	118.25	Bos Center	120.35

Bos Approach	134.75	BTV Approach	121.10
Bos Center	134.70	Bos Center	135.70
Bos Center	135.70	Bos Center	134.70
BTV approach	121.10	Bos Approach	134.75
Bos Center	120.35	Bos Approach	118.25
		Bos Approach	126.50
		Or	119.65

**BTV FSS 122.1 receive on 109.2 on the ground in SLK**  
**Clearance phone number – 888-766-8267**

## **PLATTSBURGH INTERNATIONAL**

### **IFR ROUTES:**

<b><i>City Pairs</i></b>	<b><i>Route to File</i></b>	<b><i>Altitude to File</i></b>
BOS-PBG	MHT V141 BTV	6000 or 8000
PBG-BOS	BTV V141 CON TOMIE LWM BOS	7000 or 9000
PBG-BOS (/I) RNAV	CON TOMIE LWM BOS	7000 or 9000

\*TOMIE is on the CON 135R 6 DME

### **RNAV WAY POINTS:**

<b><i>PLATTSBURGH AIRPORT</i></b>	<b><i>CONCORD VOR</i></b>	<b><i>BOSTON AIRPORT</i></b>
From the: BOS VOR 340R 173DME CON VOR 334R 119DME LEB VOR 333R 80DME MPV VOR 324R 58DME BTV VOR 335R 20DME	From the: PBG VOR 150R/125D BTV VOR 150R/99D LEB VOR 149R/39D	From the: PBG VOR 152R 178DME BTV VOR 156R 155DME LEB VOR 160R 95DME CON VOR 168R 58DME MHT VOR 166R 34DME

### **IFR PROCEDURES TO REMEMBER:**

- VOR service volume and signal limitations (NOTAMs)
- Off Radial Obstruction Clearance Altitudes (OROCA) (large 2 digit number for each quadrant)
- Reviewing departure procedures
- **Canceling IFR on the ground in PBG with BTV Approach on 121.85.**
- Verifying/crosschecking your altitude on the glideslope with approach plate.
- Following step down altitudes.
- When 'checking in' with the final approach controller (BTV Approach 121.10) make your approach request and state you have the weather & NOTAMs in PBG.

**PBG IFR DEPARTURE:**

- Pick up clearance with PBG clearance delivery on 121.85. BTV approach is in charge of PBG Clearance.
- BTV is very quick in answering your request for IFR clearance. Be prepared for a full route clearance. They will ask you to advise when ready for release.
- On weather days it is a good practice to ask BTV if any metering or EDCT are in effect for your return flight to BOS when you are inbound to PBG.

**PBG VFR DEPARTURES:**

- Normal uncontrolled field operations.
- **MAKE RADIO CALLS on UNICOM.**
- You can use BTV approach on 121.1 to get flight following.
- Look & Listen to the flow of traffic and work yourself in to the pattern.
- Runway 17/35 is 11,700 feet in length. Review the FOM for intersection departure limitations and perform the proper preflight calculations for accelerated stop and go distances.
- VFR heading for CON/LEB is about 151 degrees
- VFR heading for BOS is about 151 degrees
- VFR heading for BTV is about 150 degrees

**PBG AIRPORT:**

- Cape Air ops in PBG is 129.625
- You can order de-ice through the company frequency. Do this on your in range call
- Call Sheltair on UNICOM about 15 minutes out with any fuel order (including negative fuel). This also gives the crash/rescue a heads up you are inrange.
- Taxiway A brings you right to the terminal. (Review NOTAMS for closures)
- **HIGH TERRAIN** SW of the BTV airport. (Review Mountain flying on the pilot site)
- The airport ASOS is located on the approach end of 35. Conditions can vary tremendously to what the ASOS is reporting due to the length of the runway. Use Caution when the ASOS is reporting a crosswind LLWS is probable.
- Runway 17 has a non-standard right hand traffic pattern.
- Runway 35 has a standard left hand traffic pattern.
- ILS 17 is decommissioned. (NOTAMS)
- The Terminal is at the very far end of runway 35. 2 miles from the threshold.

**FREQUENCIES:**

<b>BOS – PBG</b>		<b>PBG – BOS</b>	
Bos Approach	118.25	BTV Approach	121.10

Bos Approach	134.75	Bos Center	135.70
Bos Center	134.70	Bos Center	134.70
Bos Center	135.70	Bos Approach	134.75
BTV approach	121.10	Bos Approach	118.25
		Bos Approach	126.50
		Or	119.65

**Clearance phone number – 888-766-8267**

## **RUTLAND**

### **IFR ROUTES:.**

<b><i>City Pairs</i></b>	<b><i>Route to File</i></b>	<b><i>Altitude to File</i></b>
BOS-RUT	MHT V141 LEB KOPVE	6000 or 8000
BOS-RUT (I) RNAV	MHT UTADE	6000 or 8000
RUT-BOS	CON TOMIE LWM BOS	5000 or 7000

\*TOMIE is on the CON 135R 6 DME

### **RNAV WAYPOINTS:**

<b><i>RUTLAND AIRPORT</i></b>	<b><i>UTADE INTERSECTION</i></b>	<b><i>NASHUA AIRPORT*</i></b>
<b>From the:</b> BOS VOR 327R 112DME MHT VOR 315R 80DME CON VOR 303R 62DME LEB VOR 270R 33DME	<b>From the:</b> MHT VOR 329R 89DME CON VOR 321R 68DME LEB VOR 309R 29DME MPV VOR 249R 21DME	<b>From the:</b> RUT VOR 142R 75DME LEB VOR 165R 62DME CON VOR 189R 28DME MHT VOR 242R 7DME

\* Pepperell has parachute jumping below 12,000 ft. Going over Nashua will keep you well north.

### **IFR PROCEDURES TO REMEMBER:**

- VOR service volume and signal limitations (NOTAMs)
- Off Radial Obstruction Clearance Altitudes (OROCA) (large 2 digit number for each quadrant)
- Reviewing departure procedures (RUT has some important ones)
- **Canceling IFR on the ground in RUT with BTV FSS on 122.30.**
- Fully briefing your altitudes and distances with approach plate.
- Following step down altitudes.
- Reviewing missed approach procedure/single engine extraction procedure during your approach briefing.
- When 'checking in' with the final controller (BOS Center 135.70) make your approach request and state that you have the weather and NOTAMs in RUT.

### **RUT IFR DEPARTURE:**

- Pick up clearance with BTV FSS. 122.30
- It will take a few minutes for BTV to get clearance and release time. Best to initiate the process before the pax are onboard with engine running.
- Let FSS know where you are and where you are going, when you will be ready to go and the runway you are going to use when you call for your clearance.
  - EX. Burlington radio CAIR 4802 on the ground in RUT, IFR clearance to BOS, I will be ready to go in 10 minutes, departing runway 19.
- REMEMBER to brief the departure procedure for the runway you will be using.

#### **RUT VFR DEPARTURE:**

- Normal uncontrolled field operations.
- You can use BOS center on 134.70 to get flight following.
- **MAKE RADIO CALLS on UNICOM and look before crossing runways.**  
You will have back taxi if you are departing runway 1 and will have to cross 1/19 if departing runway 13.
- Think about weight, wind, temperature and terrain when choosing a runway.
  - a crosswind on 1/19 may be better than a headwind on 13/31.
- There is very high terrain all quadrants. Use appropriate climb power and headings to get to a safe altitude before proceeding on course.
- VFR heading for ASH is about 140 degrees
- VFR heading for BOS is about 150 degrees

#### **RUT AIRPORT:**

- Cape Air ops in RUT is 129.25. HYA SOC also available in the RUT area.
- You can order fuel on UNICOM as you make your position reports. Columbia Aviation monitors UNICOM and they fuel us.
- Review NOTAMs for taxiway closures in winter months.
- Runway 1/19 is the first, at times only, runway plowed in the winter.
- **Uncontrolled field and you may have to cross an intersecting runway. MAKE RADIO CALLS and always check for traffic before crossing!**
- The sloping terrain may make the approaches look a bit steeper than normal.
- **HIGH TERRAIN** all quadrants could be a turbulent ride and heavy icing conditions over the mountain range. (Review Mountain flying on the pilot site)
- There is plenty of room to make a descent after passing Killington, no need to dive at the airport.
- It is difficult to hear the RUT ASOS enroute. You can use FSS (frequency on the enroute chart) to receive the weather at RUT.
- There are numerous GA airplanes in the RUT area. Keep your eyes and ears open. (Especially in the spring thru fall months)
- Runway 19 has non-standard Right hand Traffic pattern.
- Runways 1, 13 and 31 have Standard Left hand Traffic patterns.
- Look and Listen for other traffic in the pattern and work yourself in.

#### **FREQUENCIES:**

<b><i>BOS – RUT</i></b>	<b><i>RUT – BOS</i></b>
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<b><i>Cape Air/ Nantucket Airlines</i></b>	<b><i>IOE/FAM NORTHERN ROUTES</i></b>	<b><i>10/16/2008 7</i></b>
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Bos Approach	118.25	Bos Center	135.70
Bos Approach	134.75	Bos Center	134.70
Bos Center	134.70	Bos Approach	134.75
Bos Center	135.70	Bos Approach	118.25
		Bos Approach	126.50
		Or	119.65

**BTV FSS 122.3 on the ground in RUT**

**Clearance phone number – 888-766-8267**