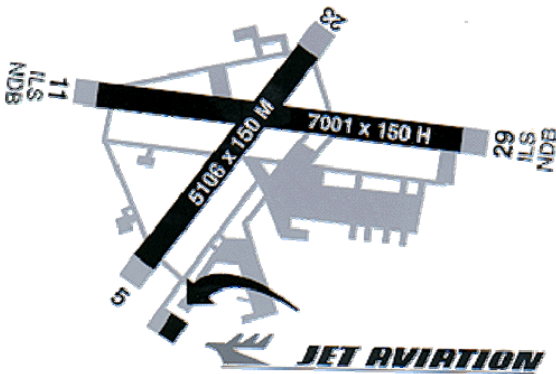


FBO Information

Jet Aviation
ARINC 131.52
380 Hanscom Drive
Bedford, MA 01730
(781) 274-0030
Open 24 Hours

Door Codes:
Outer Doors: 1345
Inner Doors: 2451

<http://www.jetaviation.com/index.php/jet/bedford/locationmap>



PLEASE :

- 1 Clean up after yourself and replace cowl plugs, pitot tube covers, and reinstall the prop lock. (All piston aircraft left on a ramp at Hanscom field require a prop lock when not attended.)
- 2 Verify that the brake overtemp indicators are not black before AND after your flight, and if they are, then you must notify AirShares Elite at 800-482-5411.
- 3 Obey the Hanscom Field voluntary night curfew (11:00pm to 7:00 am). No touch and go operations are allowed during this time, and flights will be assessed an airport surcharge.
- 4 Telephone AirShares Elite to report any serious or airworthiness related squawks prior to any flight.
- 5 Feel free to contact AirShares Elite well in advance of your trip to inquire about the navigation databases and equipment on board the aircraft you'll be flying.

Dispatch Procedures

Out

Security at Hanscom Field (BED) is strict. You can park in the large parking lot behind the FBO then walk to the guard shack and tell the guard you are picking up an airplane (you will need the tail number of the airplane you will be flying). The guard will notify the FBO staff and buzz you through the gate. The aircraft binder with the keys, Flight Detail Sheets, and fuel card is located just inside the FBO front door to the left at the Operations Window.

At Jet Aviation, aircraft are usually located on the ramp just outside the back door of the FBO. You will need a gate code to get through the ramp gate. You will also need a temporary identification badge to access the ramp, and the FBO front desk staff can provide you both the code and the temporary identification badge.

If you need more than fuel to tabs, you may call your fuel order in to the FBO an hour before your departure. We recommend not calling the night before in case unexpected circumstances force you to cancel your flight. (The aircraft would then be left topped off for another Owner who may not be able to fly with full fuel.)

In

After taxiing to the Jet Aviation ramp, find an empty space to the left side of the ramp to leave the aircraft. Usually, you can simply taxi back to the area where you picked up the airplane on departure. Please do not forget to reinstall the mandatory prop lock.

Return the aircraft binder to the same Operations Window where you picked it up and discard your temporary identification badge.

Grounding squawks must be reported immediately by calling AirShares Elite at 800-482-5411.

Local ATC Procedures

VFR

Hanscom Field is one of the busiest airports in New England. If you are departing VFR and would like a squawk code for flight following Ground Control is more than happy to issue a code prior to or during your taxi. The Boston Class B airspace exists directly above the Hanscom Class D airspace between 3000 and 4000 feet depending on how far east or west you are located. Be advised that with the brisk climb performance of your Cirrus it is very easy to bust this Class B airspace if you are not careful. Also, be advised that there is a lot of training activity to the west of the airport and pilots should always be on the lookout for other traffic. We recommend obtaining a VFR squawk code to help with traffic avoidance.

IFR

Much of the traffic in to and out of Hanscom Field is on an IFR flight plan, so be advised that ATC will usually be sequencing multiple aircraft at the same time. If you are arriving to the airport from the north or west and runway 29 is being used, expect to be vectored for a right downwind. If you are arriving from the south, expect to be vectored over the top of the field to enter the right downwind.

Noise Abatement

Hanscom Field is located in a very noise sensitive, affluent area and noise abatement procedures must be followed, safety permitting, to avoid complaints. Known as "Fly Friendly," the local noise abatement program is aimed at reducing noise levels in and around Hanscom Field and reaffirming the aviation community's commitment to the National Business Aircraft Association's (NBAA) published guidelines and the Aircraft Owners and Pilots Association (AOPA) recommendations. A copy of the Hanscom Field Noise Abatement Procedures has been attached to this document. If you have any questions whatsoever please contact the AirShares Elite local office or Massport (the Hanscom Field governing authority) directly at (781) 869-8000.

Hazards

Wake Turbulence

The aircraft operating out of Hanscom Field vary from large heavy military aircraft to small single engine piston aircraft. Airline traffic traveling to and from Boston Logan Field (BOS) just to the east create wake that the Cirrus pilot should be vigilant to avoid.

Weather

While Hanscom Field enjoys fair weather in the summer, there are occasional hazy, low visibility days. During the winter months the weather is more variable, and conditions can go from clear to low visibility and snow in a matter of minutes. Always follow the taxiway centerline as the snowplows tend to leave snow piles at the corners and sides of the taxiway. These can pile up higher than the wingtip and make aircraft contact in some areas if the taxiway centerline is not followed.

Birds and Wildlife

There are often birds on the field and on the arrival and departure path for each runway.

Off-airport Landing Sites

Aside from some nearby golf courses, the densely populated or forested areas surrounding the airport do not offer much in the way of off-airport forced landing sites. CAPS deployment may be the only option, altitude permitting.

Local AirShares Elite Office

AirShares Elite New England
(On the second floor of Jet Aviation)

380 Hanscom Drive
Bedford, MA 01730
Phone: (781) 541-7070
Fax: (781) 274-8197

Brad Rosse, Regional Director

Mark Henry, Regional Chief Pilot

L.G. HANSCOM FIELD (BED)

HANSCOM FIELD
(BED)



VOLUNTARY NOISE ABATEMENT PROCEDURES

Piston Fixed Wing Aircraft

To further our goal of minimizing aircraft noise over the surrounding residential areas, we recommend that the following noise abatement procedures be followed whenever possible. These procedures are suggested in "Flying Friendly," a video by the Aircraft Owners and Pilots Association (AOPA).

RECOMMENDED ARRIVAL PROCEDURES

1. Straight-in approaches **maintain at least** 1500 feet MSL until intercepting the VASI/PAPI glide path.
2. VFR aircraft **maintain at least** 1500 feet MSL until 3 miles from the airport.
3. On final approach, **stay on or above** the VASI/PAPI glide path until crossing the airport threshold.
4. Set the propeller to high RPM **on short final**, after making your final power setting.
5. When practicing touch & go operations, touch down within 1000 feet of the runway threshold.

RECOMMENDED DEPARTURE PROCEDURES

1. **Use the full length** of the runway for departures, avoiding intersection takeoffs.
2. After lift-off, climb out at the **best rate-of-climb** airspeed (V_y).
3. Set propeller to the "cruise climb" power setting **before** reaching the airport boundary. **Avoid** flying over residential areas with the propeller set to high rpm.
4. When departing the pattern, unless otherwise instructed by ATC, maintain runway heading to 1000 feet MSL before turning on course.
5. When staying in the traffic pattern, unless otherwise instructed by ATC,
 - *climb straight ahead to 500 ft AGL before turning crosswind.
 - *maintain your traffic pattern as close to the runway as possible.
 - *stay at pattern altitude as long as practical.
 - *avoid extending your pattern over residential areas.



AIRPORT REGULATIONS

1. Avoid operations between the hours of 11:00 PM and 7:00 AM, whenever possible. A fee applies to all operations during this period.
2. Touch and go operations are not permitted between the hours of 11:00 PM and 7:00 AM.
3. Touch and go operations are not permitted at any time by aircraft exceeding 12,500.
4. Maintenance runups are only permitted in designated areas and shall not be conducted after 9:00 PM without the express prior approval of the Airport Director.

FREQUENCIES:

ATIS	124.6
CLEARANCE	121.85
GROUND	121.7
TOWER	118.5
APP/DEP	124.4
JET AVIATION	131.525
MERCURY AIR CTR.	130.8

TRAFFIC PATTERNS:

1000' AGL / 1133' MSL	FIXED WING
1500' AGL / 1633' MSL	TURBOJET
1800' AGL / 1933' MSL	HEAVY JET AIRCRAFT

FIELD ELEVATION: 133' MSL

JET AVIATION (781) 274-0030
 MERCURY AIR CENTER (781) 274-0010
 MASSPORT (781) 869-8000

