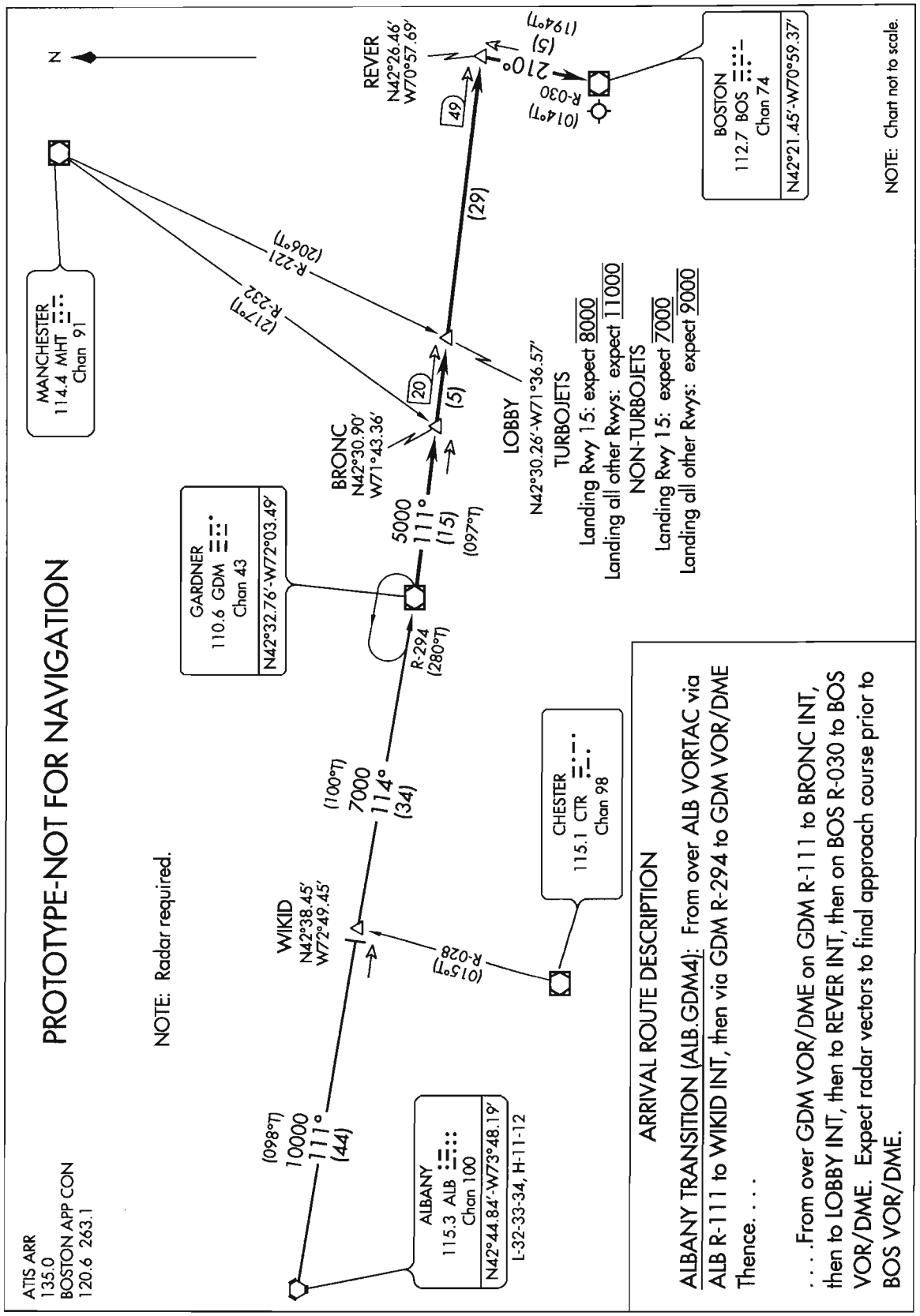
N
MANCHESTER
114.4 MHT
Chan 91
R-221
(206°T)
R-232
(217°T)
REVER
N42°26.46'
W70°57.69'
49
(29)
210°
(5)
(194°T)
R-030
(014°T)
BOSTON
112.7 BOS
Chan 74
N42°21.45'-W70°59.37'
NOTE: Chart not to scale.
BRONC
N42°30.90'
W71°43.36'
20
(5)
LOBBY
N42°30.26'-W71°36.57'
TURBOJETS
Landing Rwy 15: expect 8000
Landing all other Rwys: expect 11000
NON-TURBOJETS
Landing Rwy 15: expect 7000
Landing all other Rwys: expect 9000
5000
111°
(15)
(097°T)
GARDNER
110.6 GDM
Chan 43
N42°32.76'-W72°03.49'
R-294
(280°T)
PROTOTYPE-NOT FOR NAVIGATION
NOTE: Radar required.
(100°T)
7000
114°
(34)
CHESTER
115.1 CTR
Chan 98
WIKID
N42°38.45'
W72°49.45'
R-028
(015°T)
(068°T)
10000
111°
(44)
ALBANY
115.3 ALB
Chan 100
N42°44.84'-W73°48.19'
L-32-33-34, H-11-12
ATIS ARR
135.0
BOSTON APP CON
120.6 263.1
ARRIVAL ROUTE DESCRIPTION
ALBANY TRANSITION (ALB.GDM4): From over ALB VORTAC via ALB R-111 to WIKID INT, then via GDM R-294 to GDM VOR/DME Thence. . . .
. . . .From over GDM VOR/DME on GDM R-111 to BRONC INT, then to LOBBY INT, then to REVER INT, then on BOS R-030 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.