

LAURENCE G. HANSCOM FIELD AIRPORT (BED)

PILOT INFORMATION

Updated: 02/23/2023

BED Tower Administrative Office
Business Phone 781-372-5500
Open 0800L to 1600L – Monday through Friday

Federal Aviation Administration

Introduction

The purpose of this document is to supplement the From the Flight Deck Videos that are produced by the FAA Runway Safety Group. Here you will also find information provided by the local air traffic controllers at the airport where you intend to fly.

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IMPORTANT NOTICE

The information in this facility supplement is subject to change. Not for navigation or legal* pre-flight action. Always refer to official pre-flight materials such as, but not limited to, NOTAMs, airport diagrams, VFR charts and airport construction notices for the latest airport-specific details.

General Links

Here are some links to current FAA information.

- **Aeronautical Information Services**
- **Airport Construction**
- **Airport Diagram**
- **Chart Supplement**
- **From the Flight Deck Videos**
- **Hot Spots**
- **NOTAMS**
- **VFR Charts**

Some Advisory Circulars for Reference

- AC 90-66B Non-Towered Airport Flight Operations (faa.gov) Subject: Non-Towered Airport Flight Operations – 2/25/19
- AC 91-73B (faa.gov) Subject: Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations – 7/30/12
- AC 91-92 (faa.gov) Subject: Pilot's Guide to a Preflight Briefing - 3/15/21
- AC 90-48E (faa.gov) Subject: Subject: Pilots' Role in Collision Avoidance – 10/20/22

BED Specific Section

Laurence G. Hanscom Field (BED) in Bedford Massachusetts is located 15 miles northwest of the Boston Logan airport, between the towns of Concord and Lexington. It is a medium sized airport serving primarily the Corporate, Business, and General aviation communities. The airport configuration consists of two intersecting runways 5/23 & 11/29. Three FBO's line the south and west sides of the airport providing aviation services to transient as well as based aircraft.

1. From the Flight Deck (FTFD) Video Notes

- The RWY layout has led to some unique issues involving proper RWY identification.
- Aircraft on a wide right downwind or wide right base to RWY 29 will attempt to land on RWY 23 because it comes into sight first.
- Similarly aircraft on a right base for RWY 11 will line up on RWY 05 because it comes into sight first.
- Positive identification of the landing RWY needs to be a part of every pilot's landing checklist.
- Hot Spot 1 is hazardous due to its complexity. The intersections of TWY S, J, F, G, and E combined with a large ramp area creates an area for confusion and misidentification.

2. Airspace

The airspace at BED is Class D with a 2600' MSL ceiling. It underlies BOS Class B airspace. (Refer to Sectional Chart)

Class D Airspace Requirements (CFR §91.129 and AIM 3-1-4; 3-2-5):

- Visibility — 3 statute miles
- Distance from Clouds — 500 feet below | 1,000 feet above | 2,000 feet horizontal
- Communications — Establish communications (controller response)
- Pilot — No special certification required
- Equipment — Two-way radio

Class B Airspace Requirements (CFR §91.131 and AIM 3-1-4; 3-2-3)

- Visibility — 3 statute miles
- Distance from Clouds — Clear of clouds
- Communications — Must obtain ATC clearance prior to entering/departing
- Pilot — Private Pilot Certificate (see AIM for alt requirements)
- Equipment — Two-way radio, operable transponder with automatic altitude reporting and ADS-B Out

3. Cautions

Hot Spots

HS 1 Pilots become confused with the wide expanse of pavement and convergence of numerous TWYs.

Departure

- ✓ Verify proper heading prior to starting takeoff roll on all departures.
- ✓ RWY 29 – pilots assigned 20 degrees to the left for a westbound departure must accurately fly that heading.
- ✓ RWY 11 – be aware that jet traffic will be assigned a right turn to the west.
- ✓ Do not leave TWR frequency early when within BED Class D airspace. TWR will instruct you to change frequency.
- ✓ Remember that BED underlies BOS Class B airspace.

Landing

- ✓ Wrong Surface Landing risk exists here.
- ✓ Positive identification of the landing RWY needs to be a part of every pilot's landing checklist.
- ✓ Aircraft on a wide right downwind or right base to RWY 29 will attempt to land on RWY 23 because it comes into sight first.
- ✓ Aircraft on a wide right downwind or right base to RWY 11 will attempt to land on RWY 05 because it comes into sight first.

Surface Risk – Movement Area

- ✓ Hot Spot 1 is hazardous due to its complexity.
- ✓ The intersections of TWY S, J, F, G, and E combined with a large ramp area creates an area for confusion and misidentification.

Additional Cautions (construction, wildlife, security, etc.)

- ✓ Hot Spot 1 is hazardous due to its complexity.
- ✓ The intersections of TWY S, J, F, G, and E combined with a large ramp area creates an area for confusion and misidentification.
- ✓ Be alert to small aircraft parked on ramps
- ✓ There is a massive expanse of concrete in front of Airport Customs. Follow GC instructions and follow the yellow taxi centerline marking. Do NOT cut your turn short.

4. Communications

BED Tower (TWR) operates from 0700-2300

When TWR is closed:

- ✓ The airspace becomes Class G.

- ✓ Use CTAF 118.5.
- ✓ Use CTAF to control Runway lighting when TWR is closed.
- ✓ Obtain clearance from Boston Approach on 124.40. Reception is good on the ground. This information is included in ASOS.

5. From the BED Control Tower

Local information that your BED TWR controllers want you to know.

Ground

- ✓ TWY R closed to air carrier operations – general aviation use only.
- ✓ When requesting flight following, coordinate with GC/TWR early and inform them of your initial on-course heading.

Take-off/Departure

- ✓ Voluntary noise abatement procedures – Contact Airport Manager 781-869-8000
- ✓ Noise sensitive historical area south of the airport. RWY 23 departures continue RWY heading to 1000' AGL, turning crosswind over Route 2.

Arrival/Landing

- ✓ RWY 29 right traffic for aircraft over 12,500 lbs.
- ✓ No practice low approaches/touch-and-go landings for aircraft 12,500 lbs and over.
- ✓ No practice low approaches/touch-and-go landings for aircraft under 12,500 lbs between the hours of 0400Z-1200Z

Helicopter Pilots

- ✓ Helicopters operating within controlled airspace are required to maintain highest possible altitude.
- ✓ For coordination, advise TWR early if you plan to depart from the RWY, TWY or ramp.

6. Additional Information for BED

- ✓ Birds and wildlife on and in vicinity of airport

End of BED Specific Section

General Information Section

1. Some Best Practices

Do:

- ✓ Refer to the airfield diagram and/or airport moving map while stopped and/or prior to taxiing.
- ✓ Keep your eyes outside to observe traffic, potential threats and airport signs and markings.
- ✓ Ask the controller to repeat instructions and clearances if you are not sure.
- ✓ Ask for progressive taxi instructions if you are unfamiliar or have lost situational awareness.
- ✓ Taxi your aircraft to the side of the run-up area to allow other aircraft to taxi around you if you are not ready for departure.
- ✓ Advise TWR on initial contact (ground or air) if you are a student pilot.
- ✓ Using runway and/or taxiway designators to describe your position, and turning on exterior lights will assist the controller in identifying you.
- ✓ Acknowledge all ATC instructions and read back all hold short restrictions with your call sign.
- ✓ Always make sure that your aircraft is completely behind all hold-short lines.
- ✓ Advise GND/TWR if you want an intersection departure and wait for TWR clearance to take off. There may be a delay due to wake turbulence or traffic.
- ✓ When using any RWY, verify mag heading and look for the white markings to avoid a wrong surface event.
- ✓ Consider backing up a visual approach with an underlying instrument (ILS/LOC/GPS) approach if time and workload allows.
- ✓ Remember that you must have a clearance to cross all RWYs, active and not active.
- ✓ Use caution when taxiing smaller aircraft/helicopters in the vicinity of larger aircraft/helicopters. Controllers may use the words rotor wash, jet blast, or prop wash when issuing cautionary advisories. A general rule of thumb is 100 feet behind a jet aircraft.
- ✓ Reference GPS User Waypoint, or if available, the assigned runway's instrument approach. If unsure that you are aligned for the assigned runway, announce going around and why.
- ✓ Verify proper heading prior to starting takeoff roll on all departures. Consider checking and calling out, Wet compass, runway heading, runway paint/signage for departure runway, and directional gyro shows runway heading.

Do Not:

- ✓ Do not taxi on your own without obtaining taxi instructions from ATC.
- ✓ Do not cross an active RWY without specific controller permission to cross that RWY.
- ✓ Do not use a RWY as a turn-off during landing unless cleared to do so by TWR.
- ✓ Do not wait until you are ready for departure to request an IFR clearance. Making your request to clearance delivery or ground control prior to taxiing will allow time for ATC coordination.
- ✓ Do not, on departure, leave TWR frequency while still in TWR airspace unless previously approved. (Note: frequency change outside of TWR airspace is at pilot's discretion.)

2. Lost Communications Tips (Additional information in the Aeronautical Information Manual (AIM) Chapter 6 - Section 4)

- ✓ Squawk **Transponder Code 7600** if you experience loss of two-way radio capability.
- ✓ If you can hear other aircraft but nobody responds to your calls then you should check forproper

frequency selection, popped circuit breaker, radio panel setup, or an improperly hooked up intercom.

- ✓ Weak batteries in intercoms are often the cause of “radio failure”. Your emergency checklistmay come in handy for checking other areas specific to your aircraft.
- ✓ If you can’t hear anything on the receiver, check the volume control, squelch, intercom, circuit breaker, or a stuck mike.
- ✓ After you have determined the extent of the radio failure, you can determine how to communicate with the ATC.

3. Emergencies

- ✓ Each pilot in command who (though not deviating from a rule of this subpart) is given priority by ATC in an emergency and shall submit a detailed report of that emergency within 48 hours to the manager of that ATC facility, if requested by ATC. Ref: CFR §91.123 (d)
- ✓ It is extremely rare that a pilot is asked to justify declaring an emergency. In most cases,when a report is needed, it can usually be accomplished with a phone call.
- ✓ Additional information is also found in the AIM in Chapter 6 – Emergency Procedures

4. Special VFR (AIM 4-4-6)

- ✓ Special VFR is primarily intended to offer pilots a way to operate into, out of, and through tower controlled airspace when local weather restricts the visibility or ceiling tobelow VFR minimums.
- ✓ There are times, for instance, when visibility is below three miles due to ground fog or the ceiling is below 1000 feet AGL due to a cold front passage, it may be advantageousto use the Special VFR rules to be able to get to VFR conditions.
- ✓ There are rules and conditions that apply to Special VFR and the one that controllers deal with the most often is the requirement that the pilot must request the clearance. We cannot offer it, as we cannot determine your abilities as a pilot and have no wish totalk you into accepting a clearance that may be beyond your experience level.

The basic requirements for Special VFR are:

- ✈ The clearance must be requested by the pilot.
- ✈ If it is after sunset and before sunrise the pilot requesting the clearance must be IFRrated and the aircraft must be certified for IFR flight.
- ✈ A minimum of 1 mile visibility must exist as reported by the tower.

What you may do with a Special VFR clearance:

- ✈ You may depart for another destination
- ✈ You may transition
- ✈ You may enter and land
- ✈ You may do touch and go landings

End of General Section