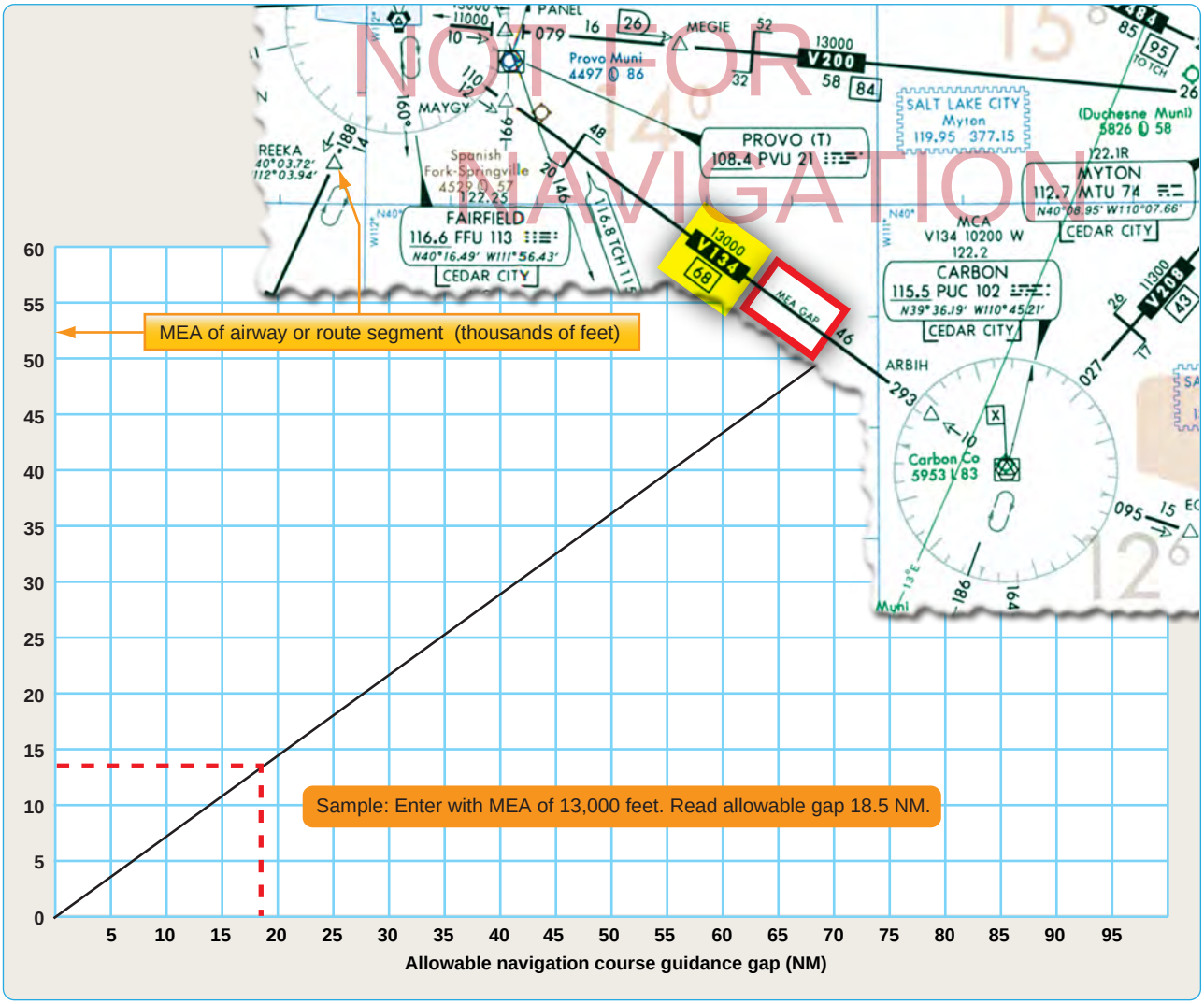

Figure 2-49. Navigational course guidance gaps.

VOR test facilities (VOT)

Facility Name (Airport Name)	Frequency	Type VOT Facility	Remarks
Bradlay Intl	111.40	G	
Bridgeport	109.25	G	
Groton	110.25	G	
Hartford	108.20	G	

Figure 2-50. VOR test facilities (VOT) frequencies.

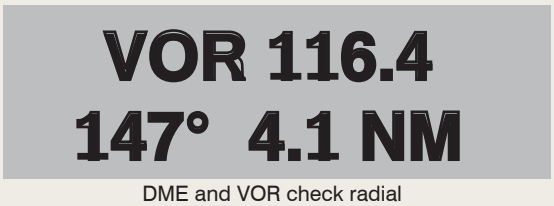

Figure 2-51. VOR checkpoint signs.

2. On the VOR, set the course selector to 0° and the track bar (TB) indicator should read center. The TO-FROM indicator should read FROM.
3. Set the course selector to 180° and the TO-FROM indicator should read TO and the TB should then be centered.

Note: Determining the exact error in the receiver is done by turning the track selector until the TB is centered and noting the degrees difference between 180° or 0°. The maximum bearing error with the VOT system check is plus or minus 4° and apparent errors greater than 4° indicate that the VOR receiver is beyond acceptable tolerance.

VOR Checkpoint Signs

Many aerodromes have VOR checkpoint signs that are located beside the taxiways. [Figure 2-51] These signs indicate the exact point on the aerodrome that there is sufficient signal strength from a VOR to check the aircraft's