

# Westover AFB/Metropolitan Airport

IATA/ICAO CODE: CEF/KCEF  
 CITY: Springfield/Chicopee  
 STATE: MA  
 COUNTRY: USA

## AIRPORT CONTACT

No changes reported by the airport in 2011

[Verify information below with the airport](#)

Name: Michael W. Bolton  
 Title: Director of Civil Aviation  
 Airport: Westover AFB  
 Address: Westover Metropolitan Airport  
 255 Padgette Street  
 Chicopee, MA 01022  
 Phone: +1 413 593 5543  
 Fax: +1 413 593 5546  
 Email: [m.bolton@wmass-arptcef.com](mailto:m.bolton@wmass-arptcef.com) or [sales@wmass-arptcef.com](mailto:sales@wmass-arptcef.com)  
 Airport Web Site: [www.wmass-arptcef.com](http://www.wmass-arptcef.com)

ELEVATION: 241 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05/23	11597	05/1201	3/3	300
15/33	7082	-	-	150

[Check FAA Airport Diagrams for current information.](#)

## NOISE ABATEMENT PROCEDURES

Noise Abatement Departure Procedures for Military Aircraft on Runway 23. The Air Force operates mainly to the south due to placement of NAVAIDS. As part of noise mitigation for the flow of military operations for C-5s that remain in the local area, Air Force and Bradley Tower (the parent FAA air traffic control facility for Westover) would develop procedures for a right turn after take-off or missed approach to a heading of approximately 360 degrees at an altitude of 600 feet above ground level. Traffic permitting, Bradley would provide individual clearances through Westover Tower. After the initial right turn and upon positive radar contact, aircraft would be vectored by Bradley along a downwind leg and then cleared to turn inbound to intercept a final approach course of one of the instrument approaches used for training in the local area. For C-5s or other military aircraft departing the local area ATC would provide a clearance to turn after takeoff based on aircraft destination--either to a heading of 205 degrees (a 25 degree left turn) for aircraft departing towards the Hartford, Dream, Putnam, Norwich, Gardner, and Madison navigational fixes, or to an initial heading of 255 degrees (25 degree right turn) towards Keene, Pawling, Chester, and Barnes. As above, individual clearances would be through Westover Tower prior to take-off. Following positive radio and radar contact with Bradley, aircraft would be vectored on course. Noise abatement headings could be expected between 10 pm (2200) and 6 am (0600). During other hours,

it is recommended that Westover Tower request a noise abatement heading, recognizing that each military jet aircraft cleared to turn will be left to the discretion of Bradley Approach Control.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS**

Airport closed from 0400-1200Z.

**PREFERENTIAL RUNWAYS**

Civil (Departures Runway 5 and Landings Runway 23).  
Military (Departures and Landings on Runway 23)

**OPERATING QUOTA - [NONE](#)**

**ENGINE RUN-UP RESTRICTIONS**

Military tries to keep run-ups to daytime hours only.

**APU OPERATING RESTRICTIONS - [NONE](#)**

**NOISE BUDGET RESTRICTIONS - [NONE](#)**

**NOISE SURCHARGE - [NONE](#)**

**NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION**

Type of Program	Date Implemented	Status
Noise Exposure Map / Noise Compatibility Program) NEM / NCP	1994	Study completed. Identified a number of operational elements; land use elements; implementation, monitoring, and review elements; operational measures; land use measures; and implementation, monitoring and review measures. Accomplished changes in runway end use and flight track modification. One of five surrounding town adopted airport land use compatiibility zoning.
AICUZ	1996	Revalidated every two years. Level of Military operations has been relatively stable.
Joint Land Use Study	1995	Create multi-town committee to cordinate land use compatibility efforts. Establish overlay zoning. Establish performance standards. Require affected public buildings to have soundproofing. Amend subdivision regulations to disclose noise levels.
		Updated 1994 study. Identified the following: Within 75+ DNL (10 residences) . Within 70-75 DNL (414 residences). Within 65-75 DNL (2,541 residences; 5 schoools; 5

Noise Exposure Map Update	2004	churches). Study included preliminary planning for a land acquisition / sound insulation program.  <a href="#">2008 Noise Exposure Map</a>
Joint Land Use Study Update	2004	Update GIS mapping. 5-year buildout analysis. Recommendations for community outreach, and included draft State legislature initiatives.
Land Acquisition/Relocation Project	2005	Beginning acquisition/related relocation of 10 parcels. Expect to be complete in 2006. Beginning of addressing incompatibility determined in 2004 NEM Update.

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)