

Hartford-Brainard

IATA/ICAO CODE: HFD/KHFD
CITY: Hartford
STATE: CT
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

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Title: Airport Manager
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 Hartford, CT 06114

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Airport Web Site:

ELEVATION: 19 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
02/20	4417	02/410 20/559	-	150
11/29	2314	29/257	-	71
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Letter to Airmen No. 10-1 08-1
Subject: Voluntary Airport Noise Abatement
Cancellation: 1-1- 2012
Issued: 4-1-2010
Effective: 4-1-20101-1-2008

This Letter to Airmen identifies noise sensitive areas in the vicinity of Hartford-Brainard Airport, and describes procedures to minimize noise impact in these areas. The State of Connecticut developed these procedures with the assistance of the FAA, pilots, aviation business, community representatives and other interested parties. Your cooperation with these noise abatement efforts is urged.

Noise Sensitive Land Uses

When possible, please avoid overflight of the close-in noise sensitive areas (contact Airport Manager for a copy of this map).

Priority of Runway Use

A. When the wind is less than 5 knots, and traffic and other conditions permit, Hartford-Brainard Tower will utilize runway 2 for departures, and runway 20 for arrivals. This bi-directional use of the runway minimizes noise levels in the sensitive areas. When using a bi-directional flow, the runway must be clear and dry with braking action reported as "good".

B. Runway 2 will be designated as the "Calm Wind Runway". It will be used whenever the wind speed is less than 5 knots, and conditions do not allow the use of runway 20 for arrivals. If runway 2 is used with a tailwind component, the runway must be clear and dry with breaking action reported as "good".

C. If a pilot determines, in the interest of safety, another runway should be used, Hartford-Brainard Tower, to the extent traffic and other conditions permit, will assign that runway. Workload permitting, the pilot will be informed if the requested runway is noise sensitive. Also, it is recognized that Hartford-Brainard Tower personnel, when safety, traffic or other conditions require such an assignment, may have to assign a runway which is other than the preferred runway.

Fixed Wing Flight Track Procedures

A. Runway 2 VFR departures, traffic permitting should turn left at least 20 degrees and follow the river until 2 nautical miles north of the airport (one mile north of the Charter Oak Bridge).

B. Runway 20 VFR departures, traffic permitting, should turn left at least 25 degrees as soon as practical after take-off and follow the river until 2 nautical miles south of the airport (one mile south of the Putman Bridge).

C. Runway 2 arrivals from the south, traffic permitting and whenever possible, should remain east of Interstate 91 (I-91), and overfly the Putman Bridge.

Turbojet Business Aircraft

Pilots of turbojet business aircraft are requested to use NBAA recommended noise abatement procedures, developed for take-off over close-in residential communities, and for VFR and IFR approaches.

A copy of the NBAA procedures manual is available at the Airport Manager's Office.

Helicopter Flight Corridors

Helicopter flight corridors have been designed to minimize overflight of noise sensitive areas. Pilots should maintain a minimum altitude of five hundred feet AGL, (519 MSL), before crossing the boundaries. Contact the Airport Manager for this map.

Letter to Airmen No. 10-3

Subject: Voluntary Airport

Issued: 4-1-2010

Effective: 4-1-2010

Cancellation: 1-1-2012

The State of Connecticut has adopted two voluntary programs related to reducing noise at Hartford-Brainard Airport.

A. Maintenance run-ups should be conducted between the hours of 7:00am and 10:00pm.

B. Closed traffic and practice instrument approaches should be conducted between the hours

of 7:00 am and 10:00 pm Monday through Saturday, and between the hours of 9:00 am and 10:00 pm on Sunday.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Letter to Airmen No. 08-1
Subject: Voluntary Airport
Issued: 12-21-07
Effective: 1-1-2008
Cancellation: 1-1-2010

Propriety of Runway Use

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C. If a pilot determines, in the interest of safety, another runway should be used, Hartford-Brainard Tower, to the extent traffic and other conditions permit, will assign that runway. Workload permitting, the pilot will be informed if the requested runway is noise sensitive. Also, it is recognized that Hartford-Brainard Tower personnel, when safety, traffic or other conditions require such an assignment, may have to assign a runway which is other than the preferred runway.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Letter to Airmen No. 08-1
Subject: Voluntary Airport
Issued: 12-21-07
Effective: 1-1-2008
Cancellation: 1-1-2010

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APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

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