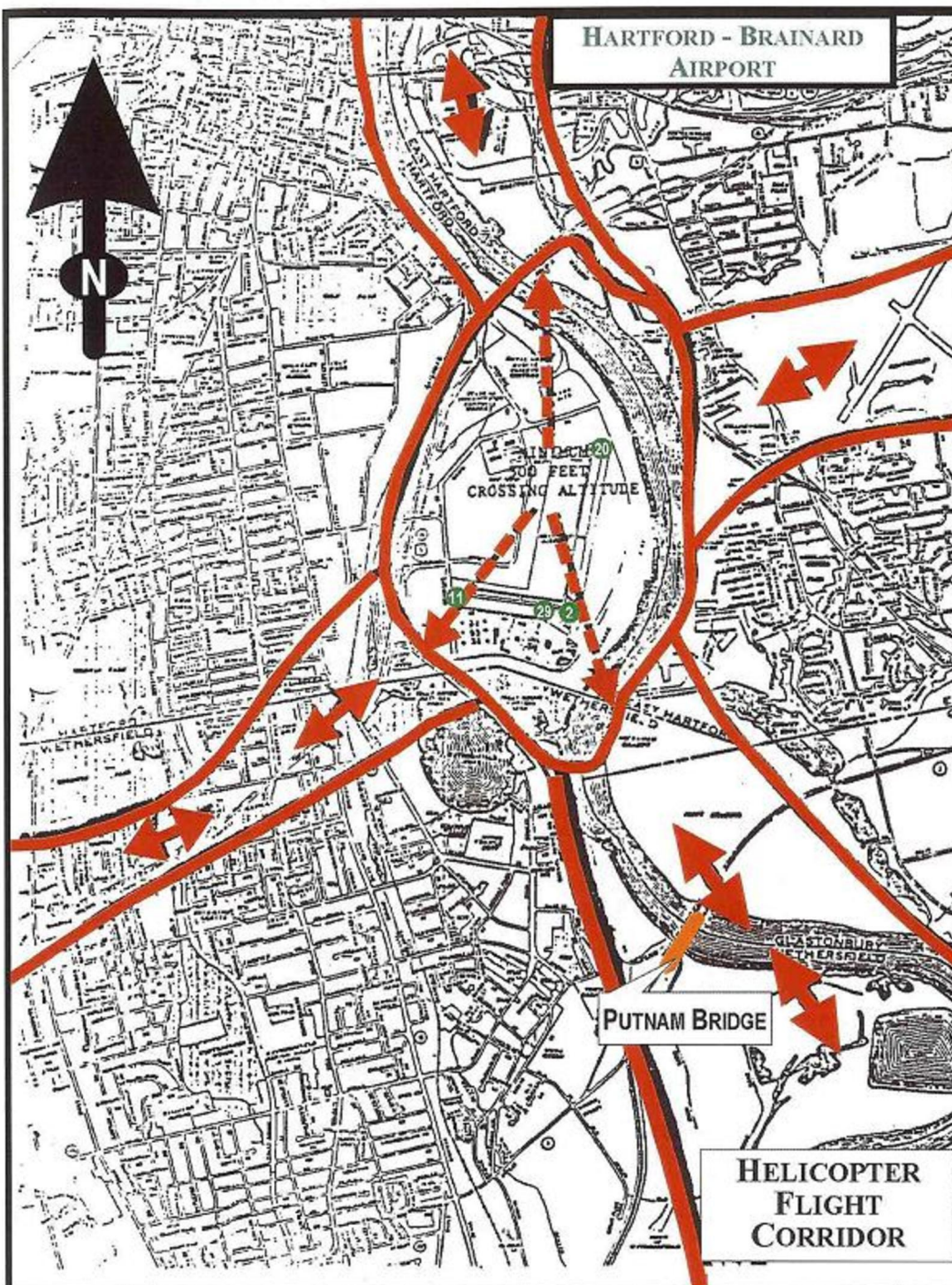


**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH****Diagram #1: HFD Helicopter Corridors**

Aircraft Category HELI / All Runways

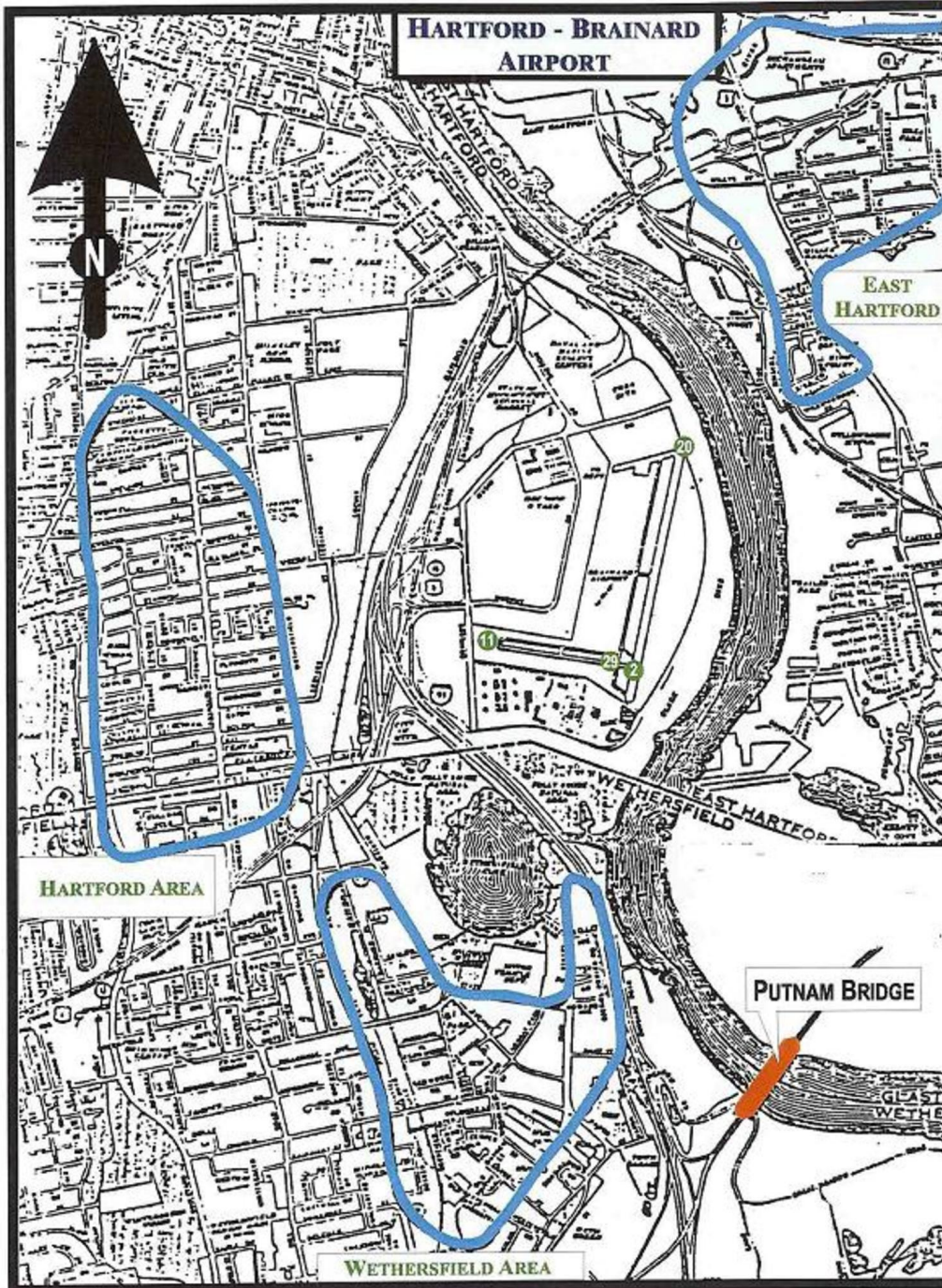
**HELICOPTER FLIGHT CORRIDOR**

Please follow the flight corridor designated by the red outline.



**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH****Diagram #2: KHFD Noise Sensitive Areas**

All Aircraft Categories / All Runways

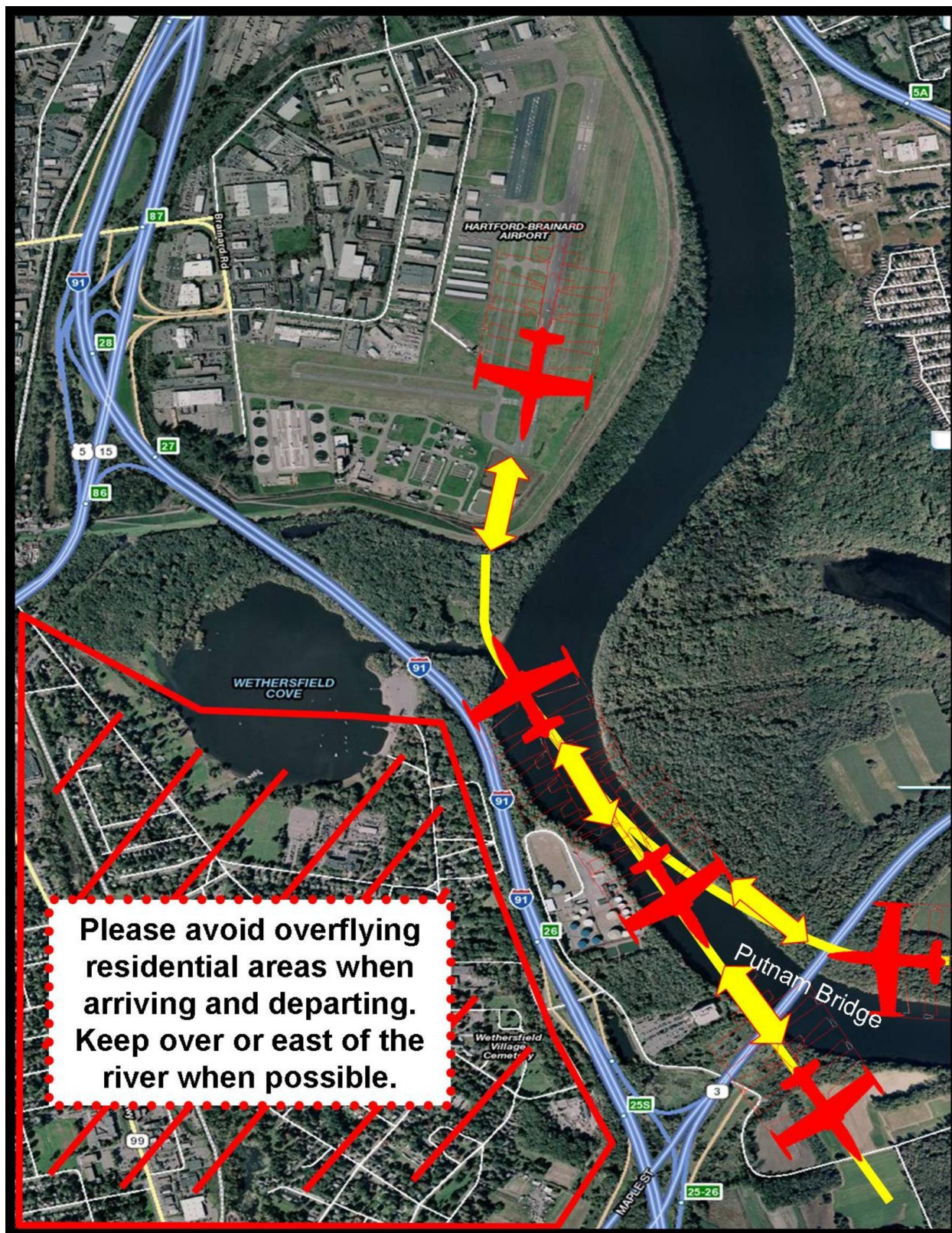
*Hartford - Brainard Airport***RESIDENTIAL NOISE SENSITIVE AREAS**

Avoid overflight of outlined areas whenever possible.



**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH****Diagram #3: KHFD South ARR & DEP**

All Aircraft Categories / Runways: 02, 20, NE &amp; SW



**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH****OVERVIEW**

Welcome to Hartford-Brainard Airport.

Safety is first, being a good neighbor is second. Please request and follow noise abatement procedures with the Tower whenever possible.

Thank you,

Airport Manager

**CURFEWS****All Aircraft Categories / All Runways**

Voluntary curfew on closed traffic and practice instrument approaches. These operations should be conducted between the hours of 7:00am and 10:pm Monday through Saturday and between the hours of 9:00am and 10:00 pm on Sundays.

**ARRIVALS****All Aircraft Categories / Runways: 02, 11, 29 & SW**

When arriving from the south please make your approach from the the southeast following the Connecticut River and meadows areas (areas east of Interstate-91) as long as possible before turning final to Runway 2. Please avoid the residential area south of the Runway 2 final approach course whenever possible. Following the published Rwy 2 LDA procedure will keep you clear of this area.

**DEPARTURES****All Aircraft Categories / Runway 02**

Runway 02 VFR departures, traffic permitting, should turn left at least twenty degrees and follow the river until two nautical miles north of the airport (one mile north of the Charter Oak Bridge).

**All Aircraft Categories / Runway 20**

Runway 20 VFR departures, traffic permitting, should turn left, at least twenty five degrees as soon as practical after takeoff and follow the river until two nautical miles south of the airport (one mile south of the Putnam Bridge)

**PREFERENTIAL RUNWAYS****All Aircraft Categories**

When wind is less than 5 knots, and traffic and other conditions permit, HFD Tower will utilize runway 02 for departures and runway 20 for arrivals. When using bi-directional flow the runway must be clear and dry with braking action reported as "good".

Runway 02 will be the designated "Calm Wind Runway". It will be used whenever the wing speed is less than 5 knots, and conditions do not allow the use of runway 20 for arrivals. If runway 2 is used a tailwind component the runway must be clear and dry with braking action reported as "good".

If a pilot determines in the interest of safety another runway should be used HFD Tower to the extent traffic and other conditions permit, will assign that runway.

**PREFERENTIAL INSTRUMENT PROCEDURES****All Aircraft Categories / Runways: 02 & 20**

Use of the LDA runway 02 arrival is consistent with our Noise Program and its use in IFR and VFR conditions is appreciated. In circle to land to Runway 20 arrivals, use of the left downwind is requested.

**PATTERN ALTITUDES****ALL VALUES ARE MSL (FEET)****All Aircraft Categories / Runway 02**

Use published pattern altitudes.

For safety and noise when arriving on Runway 02, the PAPI provides the pilot with a safe and accurate glide slope on final approach to the runway. Please remain as high as possible, for as long as possible, above populated areas.

**FLIGHT TRAINING**

Voluntary curfew on closed traffic and practice instrument approaches. These operations should be conducted between the hours of 7:00am and 10:pm Monday through Saturday and between the hours of 9:00am and 10:00 pm on Sundays.



**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH****NBAA PROCEDURES**

Our airport recommends use of NBAA procedures, please see the appendix.

**AOPA NOISE AWARENESS STEPS**

Our airport recommends use of AOPA procedures, please see the appendix.

**AIRPORT CONTACT INFORMATION**

**Name** Kurt Sendlein  
**Title** Airport Operations Coordinator  
**Noise Hotline** 860-566-2895  
**Phone** 860-566-7037  
**Fax** 860-566-6176  
**Email** KSendlein@ctairports.org  
**Web Address** <http://ctairports.org/GeneralAviationAirports/HartfordBrainard/AbouttheAirport.aspx>

**Hartford Brainard Airport**  
 239 Maxim Road  
 Airport Operations Office  
 Hartford CT 06114

**ABOUT AIRCRAFT CATEGORIES**

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.  
 See [http://whispertrack.com/pdf/faa\\_handbook.pdf](http://whispertrack.com/pdf/faa_handbook.pdf)

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)

MANDATORY RESTRICTIONS (NONE)

REVERSE THRUST (NO RESTRICTIONS)

INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

ENGINE RUNUP (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

STAGE II (NO RESTRICTIONS)

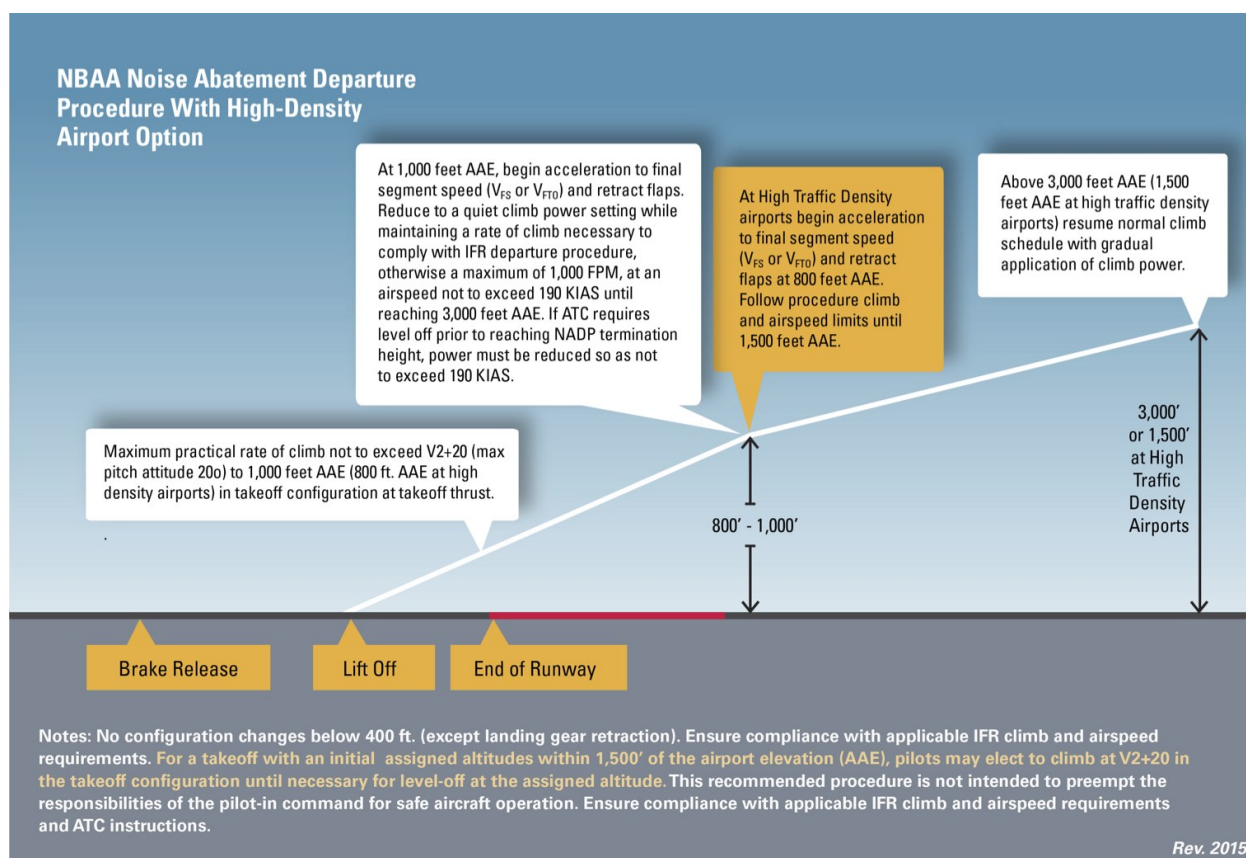
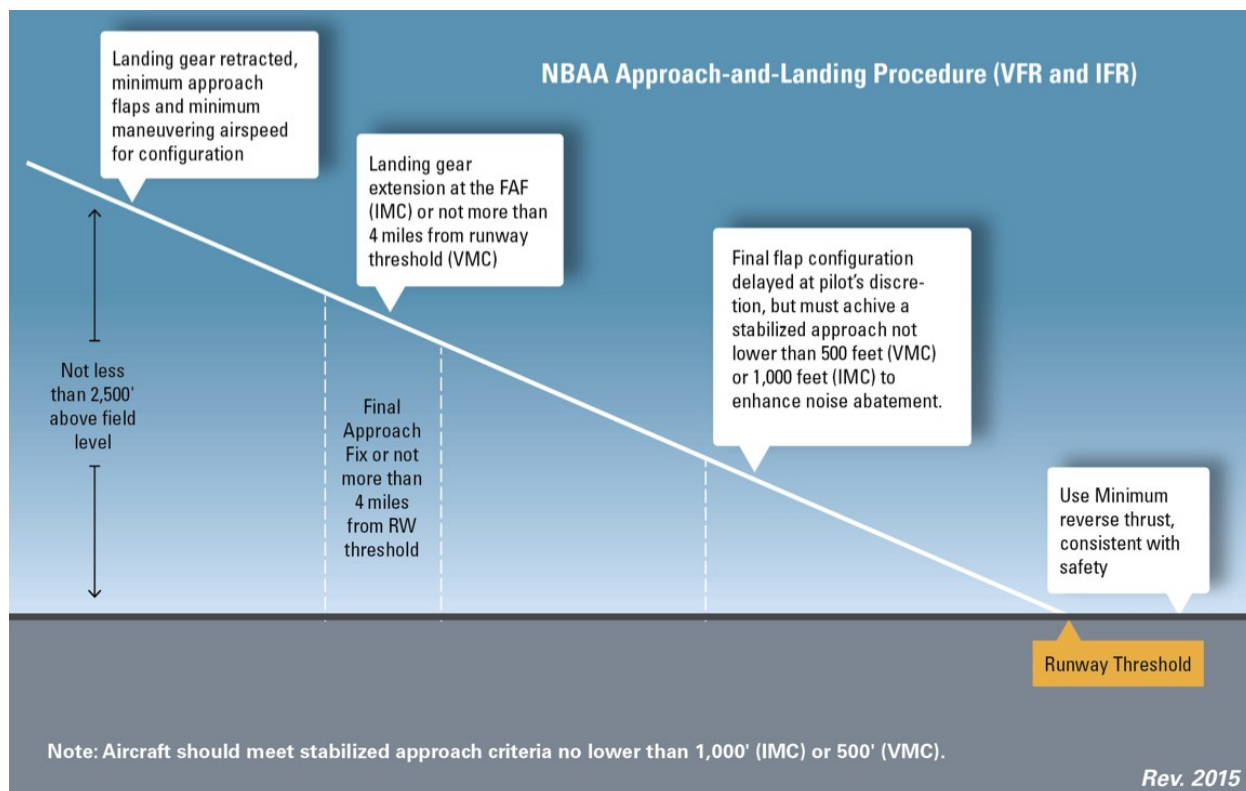
STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH**

**KHFD****Hartford Brainard Airport**  
Hartford, Connecticut, United StatesNoise  
Sensitivity  
Level:**HIGH**

## AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.