

AIRCRAFT OWNERS AND PILOTS ASSOCIATION (AOPA) SUMMIT 2011

**Hartford, CT
September 21-24, 2011**

In anticipation of a large number of aircraft operating to and from the Hartford area in conjunction with the AOPA Summit, the following procedures will be used to enhance safety and minimize air traffic delays.

TRAFFIC MANAGEMENT

Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or Expect Departure Clearance Times (EDCTs) that may be issued for all domestic **IFR ARRIVALS** to the following airport:

AIRPORT	IDENTIFIER
Hartford-Brainard Airport	HFD

Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, airborne changes of destination to above listed airport will not be accepted within 200nm of destination, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

IMPORTANT INFORMATION

Pilots are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Hartford, CT area. IFR flight plans should be filed at least 6 hours prior to proposed time of departure.

LOCAL TRAINING AND PRACTICE APPROACHES

Local traffic pattern and closed traffic training will be prohibited at HFD and BDL during the AOPA Summit. Practice approaches to airports within 30 NM of BDL will be extremely limited and potentially unavailable due to the volume associated with the AOPA Summit.

HARTFORD-BRAINARD AIRPORT (KHFD)

The Federal Aviation Administration operates a contract ATC tower at KHFD:

DAY	DATE	TIME (EDT)	TIME (UTC)
Wednesday-Sunday	September 21-25	0600-2400	1000 – 0400

HFD FREQUENCIES	
Tower	119.6
Ground Control	121.6
Clearance Delivery	120.82
ATIS	126.45

HFD VFR ARRIVALS

CAUTION:

- Avoid Bradley Int'l Airport (BDL) Class C airspace just north of HFD.
- Plan to approach the airport from the West and East to avoid BDL Class C airspace, **and to avoid VFR departure routes from HFD.**
- If necessary, expect to hold as depicted at the altitudes specified in the graphic.

Arriving from the North, Northwest, Southwest, and South: Begin arrival route over the former Mountain Meadow Airport (VPJON) (N414621/W730039) at 3,000 feet MSL. Monitor HFD ATIS on 126.45 prior to reaching Mountain Meadow for airport weather, runway, and capacity information. Arrive at Mountain Meadow (VPJON) at 3,000 ft. MSL operating at 110 kts IAS and proceed on a course of 112 degrees direct to the Hartford-Brainard Airport (KHFD). Aircraft not capable of operating at 110 kts reduce to minimum safe airspeed and pass slower traffic on the right. Approaching Mountain Meadow (VPJON), contact Bradley Apch on 135.75 for basic radar service. Operate at 2,500 feet MSL until passing the UCONN Medical Center Building, which will be on your right, then descend to pattern altitude and when instructed, contact Brainard Tower on 119.6 with call sign and type of aircraft for further instructions. This course will take you directly towards a midfield downwind. **Use extreme caution for the now closed Rentschler Airport on the eastern side of the CT River. Do not confuse Rentschler Airport for Brainard Airport.** **HOLDING:** In the event that arrivals are stopped at HFD, plan to hold at the former Mountain Meadow Airport (VPJON) (N414621/W730039), right turns at 2,500 MSL, reverse course over the City of Torrington, take special care to check to your right before turning as faster traffic could be there.

See Graphic 1 & Graphic 2 below textual portion of the notam...

Arriving from the East or Northeast: Begin arrival route over the Windham Airport (KIJD) at 2,500 feet MSL. Monitor HFD ATIS on 126.45 prior to reaching KIJD for airport weather, runway, and capacity information. Arrive at the Windham Airport (KIJD) at 2,500 feet MSL operating at 110 kts IAS and proceed to the (VPRES) waypoint (N414146/W722105). Aircraft not capable of operating at 110 kts reduce to minimum safe airspeed and pass slower traffic on the right. Approaching or immediately after passing Windham, contact Bradley Apch on 135.75 for basic radar service maintaining 2,500 feet MSL. Turn right at VPRES and proceed direct to the Hartford-Brainard Airport (KHFD), and descend to 1,500 feet MSL. When instructed contact Brainard Tower on 119.6 after passing VPRES with call sign and type of aircraft for further instructions. This course will take you directly towards a midfield downwind. **Use extreme caution for the now closed Rentschler Airport on the eastern side of the CT River. Do not confuse Rentschler Airport for Brainard Airport.** **HOLDING:** In the event that arrivals are stopped at HFD, plan to hold at Columbia Lake (VPRES)(series of two lakes approximately 10 NM east of HFD VOR) (N414146/W722105), right turns at 2,500 feet, remain over or north of Columbia Lake and over-fly Coventry Lake then the UCONN campus before initiating course reversal abeam IJD airport. Take special care to check to your right before turning as faster traffic could be there. Be cognizant of approaching aircraft at Windham Airport from the east.

See Graphics 3, 4, & 5

Ground Operations: After landing, exit the runway as soon as practical, or as instructed by ATC. Follow the directions of the flagmen to parking.

HFD DEPARTURES

VFR – Follow the directions of the volunteer flagmen on the taxiways to the active runway. All VFR Rwy 2 departures expect to depart from the Rwy 11-29 intersection. Contact Tower when you are number 3 for departure.

IFR – Direct routing from HFD is not available. IFR Preferred Routes should be used and will aid in the efficient flow of departures during the event. IFR Preferred Routes are available in the back of the Airport/Facilities Directory (Green Book) or via the FAA Command Center web site at www.fly.faa.gov/, then select Products, then select Route Management Tool for the listing. Additionally, personnel from HFD FCT will be present in a booth inside Atlantic Aviation to assist in filing correct IFR routes. Call Clearance Delivery for IFR clearance prior to taxiing. After receiving ATC clearance, monitor Ground Control and follow the directions of the volunteer flagmen on the taxiways to the active runway. If departing Rwy 2, Taxi into the run-up pad and Call Tower when you are number 2 for departure and **state that you are IFR to obtain a release.**

Unless otherwise advised by ATC, fly the VFR departure routes after takeoff to avoid incoming routes and the BDL Class C airspace.

HELICOPTER TRAFFIC

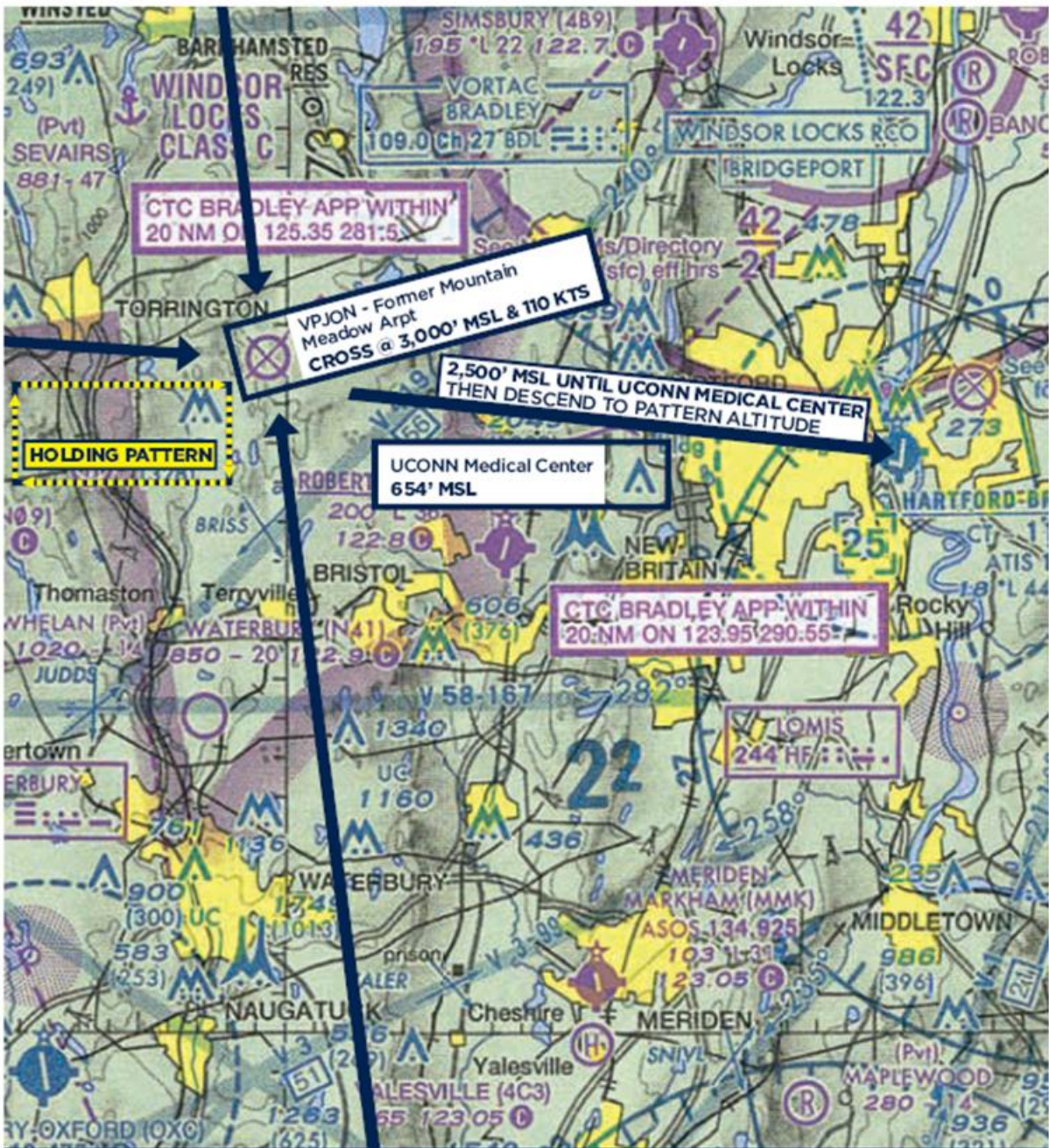
Helicopter departures contact the tower prior to departing. Arrivals contact the tower prior to Class D airspace. Unless advised by the tower, depart to the south and arrive from the Southeast or Southwest, maintain at or below 500' within 5 miles of the airport.

DEPARTING HFD

Depending on wind and weather, Runway 2 or 20 will be the only departure runway available. Departing Runway 2, As soon as practical, Turn right and over-fly the former Rentschler Airport, then fly heading 090° until east of the City of Manchester before proceeding on course. Remain at or below 2000 feet. Be aware that traffic landing Runway 33 at BDL may be operating at or above 2500 feet. Departing Runway 20, Turn left heading 175 to the Putnam Bridge, then fly the west shore of the CT River until reaching 2500 feet before proceeding on course.

See Graphic 6 below...

Graphic 1



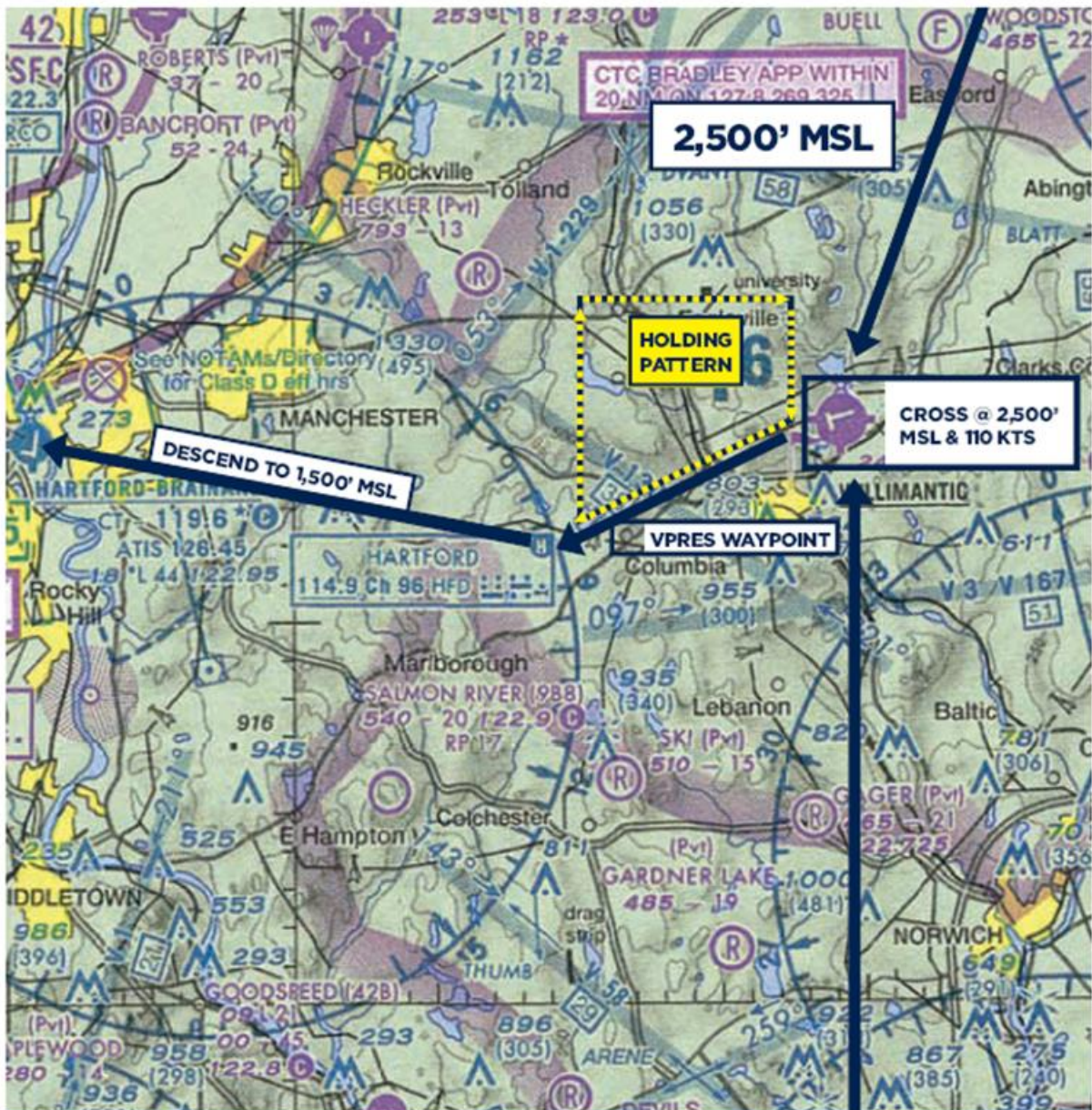
NORTH, SOUTH & WEST ARRIVALS

REFERENCE PURPOSES ONLY-NOT FOR NAVIGATION
USE ONLY OFFICIAL SOURCES FOR FLIGHT

Graphic 2

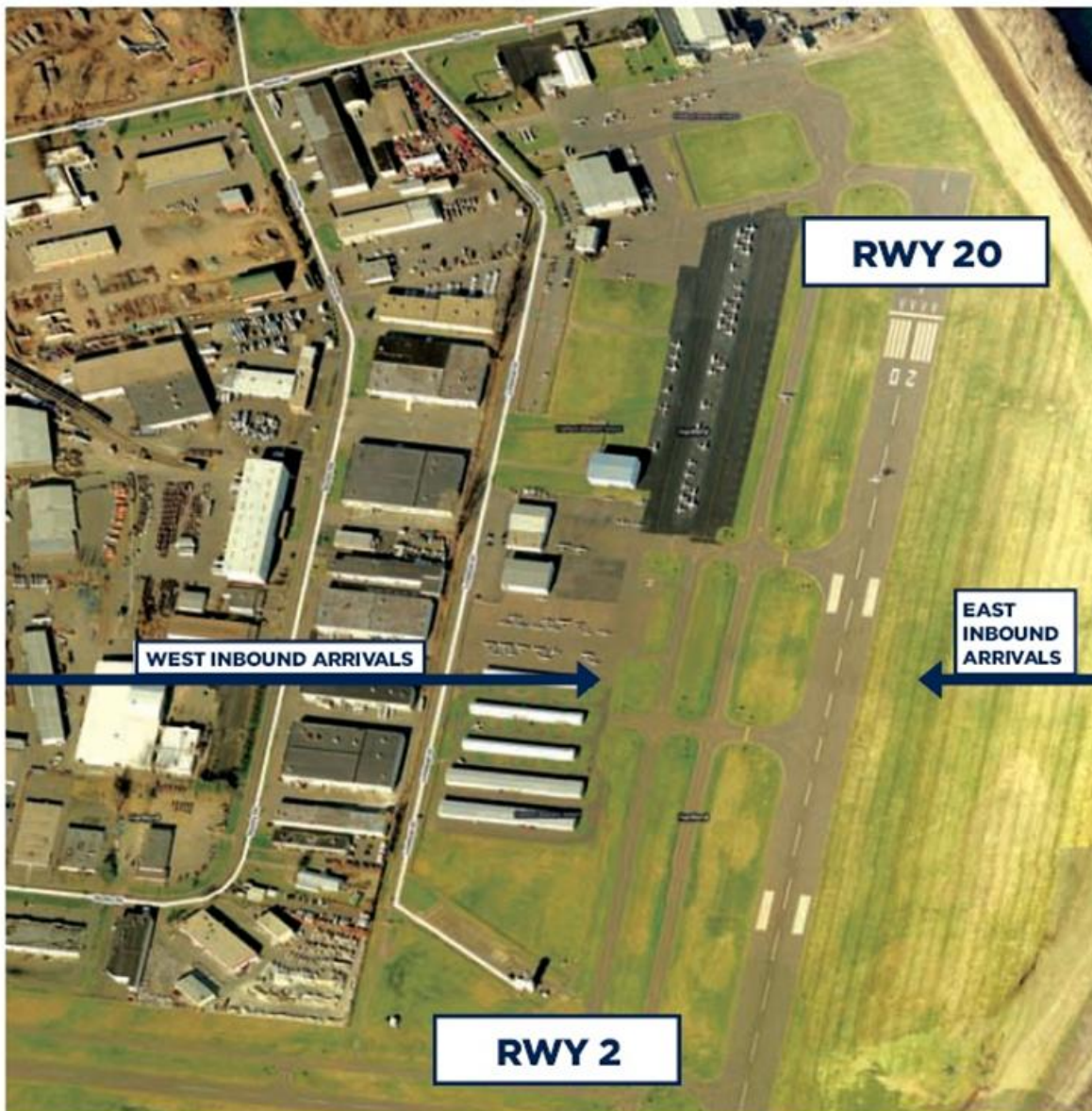


Graphic 3



NORTHEAST, SOUTHEAST & EAST ARRIVALS

REFERENCE PURPOSES ONLY-NOT FOR NAVIGATION
USE ONLY OFFICIAL SOURCES FOR FLIGHT



**INBOUND TRAFFIC FLOW
EXPECT TO ENTER DOWNWIND
LEGS TO RWYS 2,20**

**REFERENCE PURPOSES ONLY-NOT FOR NAVIGATION
USE ONLY OFFICIAL SOURCES FOR FLIGHT**

Graphic 5



Graphic 6

