

**GENERAL****Operational Hours****ATS Hours:** TWR 1200-0400‡**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index B / CAT 6**Fuel:** Jet A, A+ 1100-0400‡, Other times 4HR PN**PCN:** RWY 11/29: 82/F/C/W/T  
RWY 05/23: 79/F/C/W/T**Customs:** Not published**Operation****Traffic Notes**

AD CLSD to part 121 (Domestic, Flag and Supplemental OPS) air carrier OPS over 60 PAX seats except with 24HR PPR.

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

Limited Aviation Weather Reporting Station (LAWRS) in operation.

**TWY Restriction**

TWY N CLSD to air carrier OPS HN and during IMC.

TWY G (between RWY 11/29 and RWY 05/23), TWY C, F, J, M, N, R, S, T MAX wingspan 36m / 118ft.

**VOR Test Facility (VOT):** 110.0**Warnings****SKR NDB** unusable: Beyond 10NM.

Birds and wildlife in vicinity of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.**Arrival Procedure****VFR Traffic Pattern**

Traffic pattern ALT:

- Fixed-wing ACFT: 1000ft AGL
- Jet ACFT: 1500ft AGL
- HVY jet ACFT: 1800ft AGL

**Noise Abatement Procedures**

Voluntary NAP in effect, contact AD management.

**ARRIVAL****Land And Hold Short Operation (LAHSO)**

These OPS include LDG and hold short of an intersection RWY/TWY or other predetermined points on the RWY.

<b>LDG RWY</b>	<b>Hold Short Point (HSP)</b>	<b>Distance</b>
RWY 05	RWY 11/29	914m / 3000ft
RWY 11	RWY 05/23	808m / 2650ft
RWY 29	RWY 05/23	1025m / 3662ft

**Non-standard GP Intercept Position on RWY 29**

GP intercept RWY 29 at *320m / 1049ft* after landing treshold.

Remaining DIST beyond GP is *1817m / 5962ft*.

**DEPARTURE****Take-off Minima**

RWY		11	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 4.2% up to 400, or TKOF must occur no later than 2100ft/640m prior to RWY end
3+4 ENG		0 - 2400R/0.5V	
RWY		05, 29	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-
RWY		23	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 7.1% up to 500
3+4 ENG		0 - 0.5V	
All ACFT		c300 - 2.0V	

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure****Noise Abatement Procedures**

Voluntary NAP in effect, contact AD management.

Noise sensitive historic area south of AD:

DEP RWY 23: continue on RWY HDG until 1000ft ACL, turn after passing highway.

**De-icing**

AVBL.

12-JUL-2018  
BED-KBED

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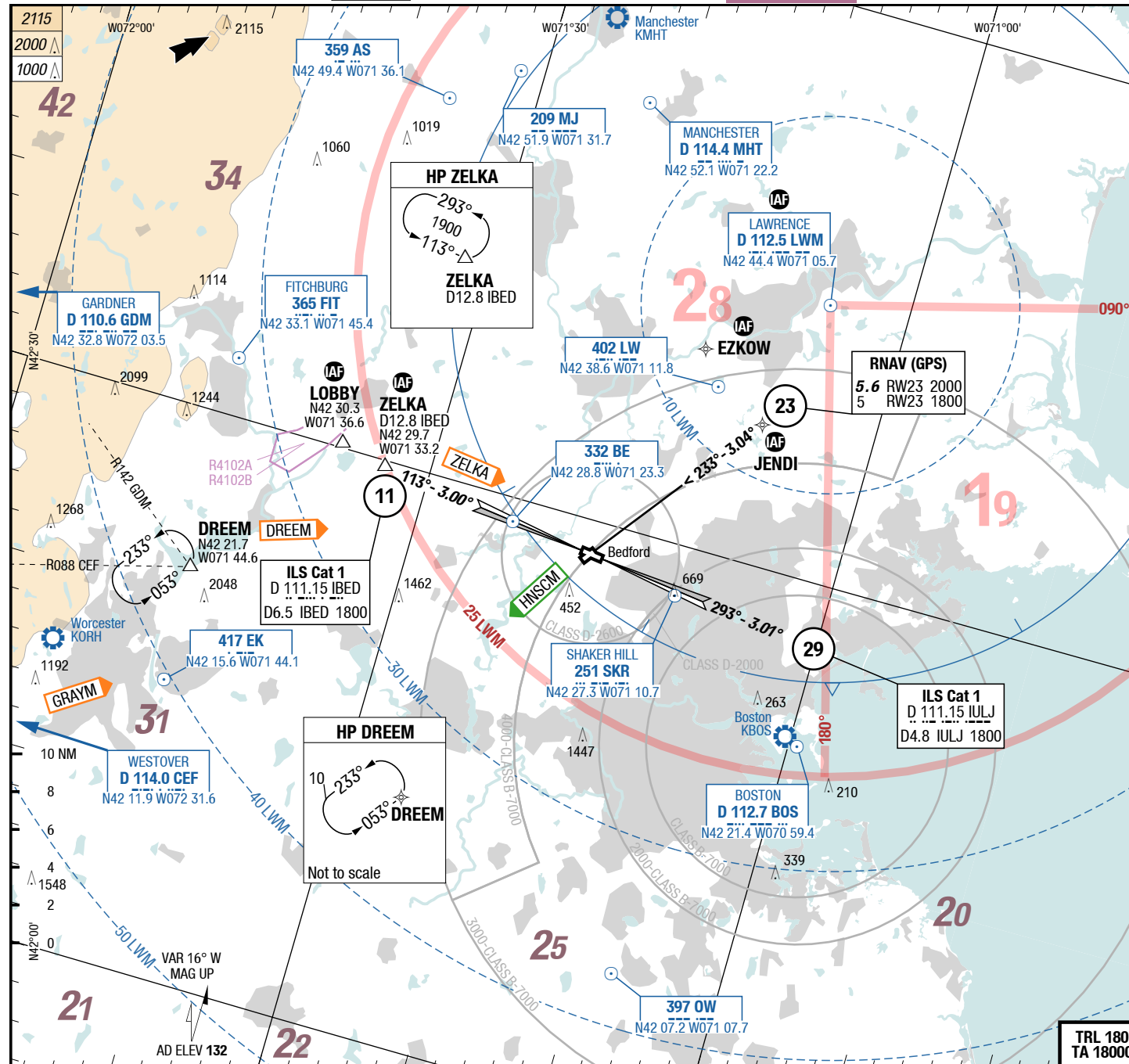
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AFC

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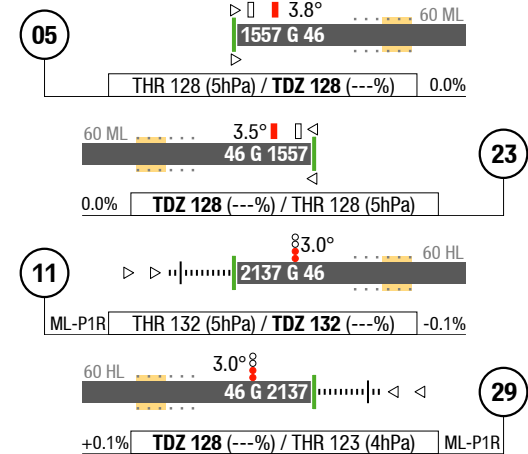
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AFC



Changes: FREQ

ATIS	124.600 ASOS
Bradley APP	119.000
Boston APP	124.400
Boston DEP	124.400
Hanscom TWR	118.500 CTAF (1200-0400±)
Hanscom GND	121.700
Hanscom DLV	121.850
Hanscom Unicom	122.950

Landing RWY system:



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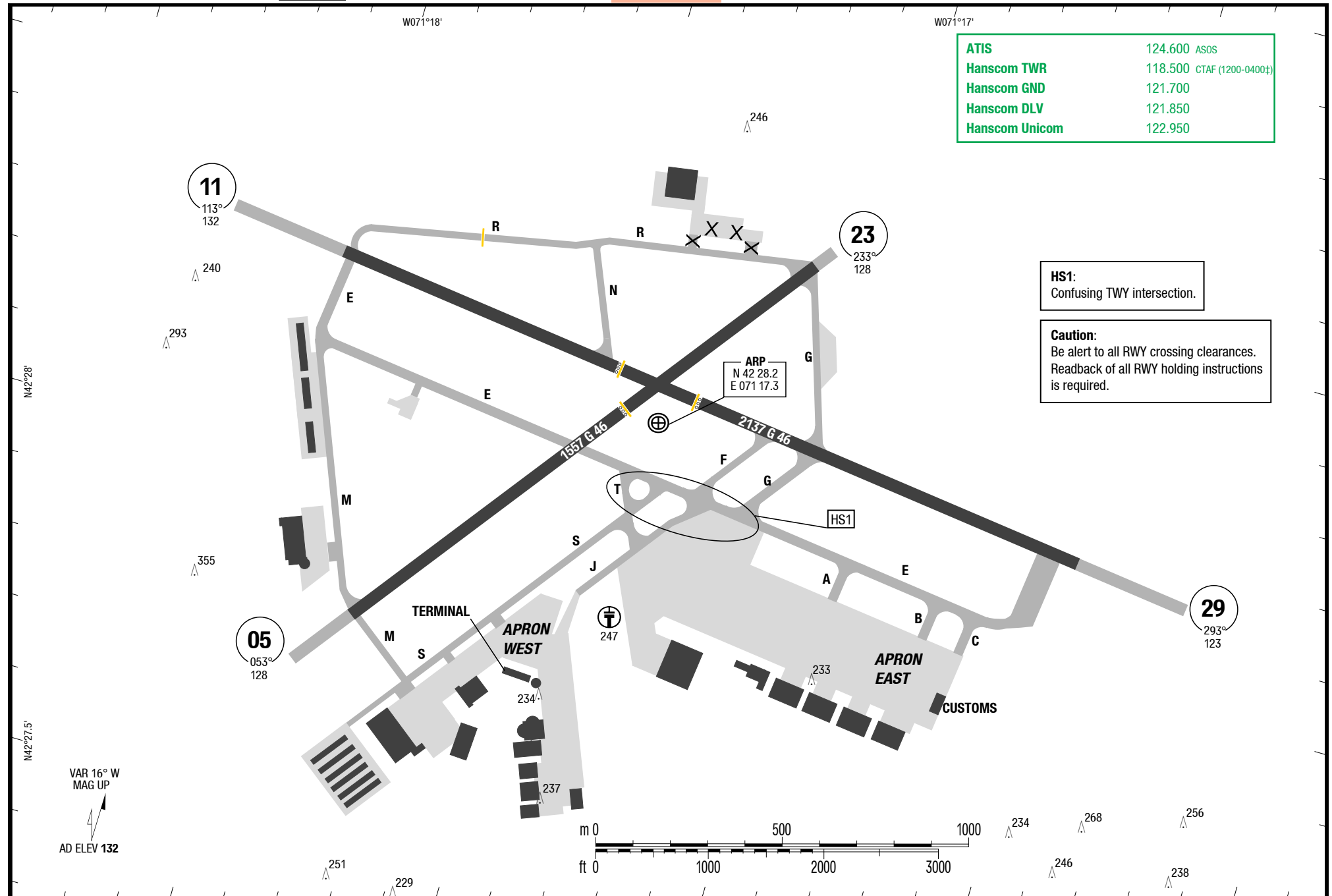
AGC

3-20

ATIS	124.600 ASOS
Hanscom TWR	118.500 CTAF (1200-0400±)
Hanscom GND	121.700
Hanscom DLV	121.850
Hanscom Unicom	122.950

**HS1:**  
Confusing TWY intersection.

**Caution:**  
Be alert to all RWY crossing clearances.  
Readback of all RWY holding instructions  
is required.



Changes: FREQ

15-FEB-2018  
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NIL

4-10

**HANSCOM 2 (HNSCM2)**

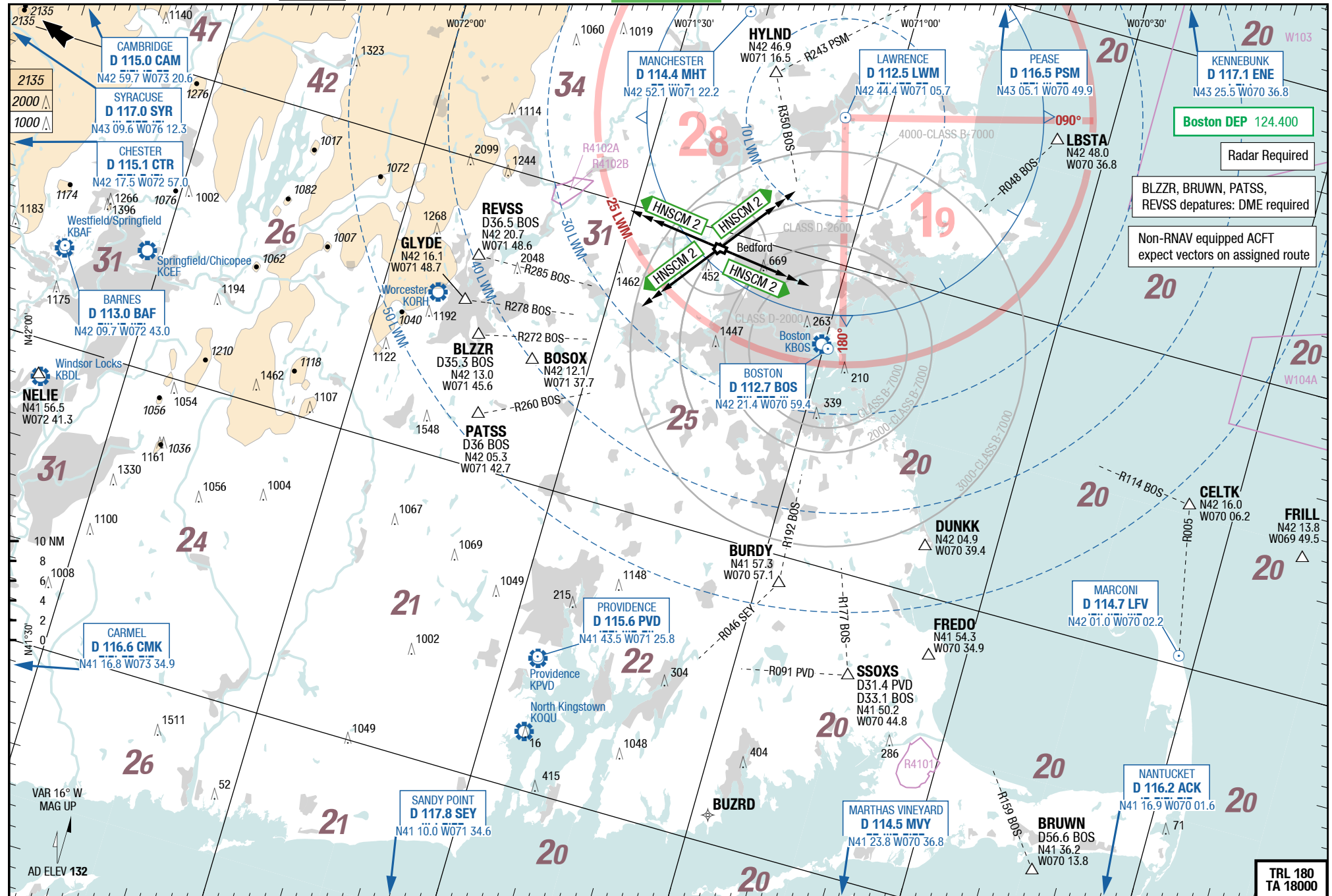
SID

SID

NIL

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**HANSCOM 2 (HNSCM2)**



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5-10

**HANSCOM 2 (HNSCM2)****SIDPT****HANSCOM 2**

RWYs 05 (053°) / 11 (113°) / 23 (233°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
<b>HANSCOM 2</b> <b>HNSCM 2</b> <b>124.400</b> ①		<b>initial climb 2000</b>
<b>RWY 05</b>	Climb HDG as assigned by ATC - expect radar vectors to assigned route/navaid/fix.  Aircraft proceeding to: BLZZR: expect radar vectors on R273 <b>BOS</b> (DME required) BRUWN: expect radar vectors on R159 <b>BOS</b> (DME required) CELTK: expect radar vectors on R114 <b>BOS</b> HYLND: expect radar vectors on R350 <b>BOS</b> PATSS: expect radar vectors on R260 <b>BOS</b> (DME required) REVSS: expect radar vectors on R285 <b>BOS</b> (DME required) SSOXS: expect radar vectors on R177 <b>BOS</b>	
<b>RWY 11</b> 4.2% to 400	Climb HDG as assigned by ATC - expect radar vectors to assigned route/navaid/fix.  Aircraft proceeding to: BLZZR: expect radar vectors on R273 <b>BOS</b> (DME required) BRUWN: expect radar vectors on R159 <b>BOS</b> (DME required) CELTK: expect radar vectors on R114 <b>BOS</b> HYLND: expect radar vectors on R350 <b>BOS</b> PATSS: expect radar vectors on R260 <b>BOS</b> (DME required) REVSS: expect radar vectors on R285 <b>BOS</b> (DME required) SSOXS: expect radar vectors on R177 <b>BOS</b>	
<b>RWY 23</b> 7.1% to 500	Climb HDG as assigned by ATC - expect radar vectors to assigned route/navaid/fix.  Aircraft proceeding to: BLZZR: expect radar vectors on R273 <b>BOS</b> (DME required) BRUWN: expect radar vectors on R159 <b>BOS</b> (DME required) CELTK: expect radar vectors on R114 <b>BOS</b> HYLND: expect radar vectors on R350 <b>BOS</b> PATSS: expect radar vectors on R260 <b>BOS</b> (DME required) REVSS: expect radar vectors on R285 <b>BOS</b> (DME required) SSOXS: expect radar vectors on R177 <b>BOS</b>	

① Expect clearance to filed altitude/flight level 10 min after departure.

Changes: New

## BED-KBED

## HANSCOM 2 (HNSCM2)

① Expect clearance to filed altitude/flight level 10 min after departure.

<b>Obstacle Departure</b>	
<b>RWY</b>	<b>Notes</b>
<b>05</b>	Trees, fence, bush, and vegetation beginning 44ft from DER, 84ft left and 113ft right of centerline, up to 39ft AGL/171ft MSL. Trees and poles beginning 1153ft from DER. 11ft left and 117ft right of centerline, up to 71ft AGL/221ft MSL. Trees beginning 2528ft from DER, 9ft left and 2ft right of centerline, up to 91ft AGL/235ft MSL.
<b>11</b>	Sign 81ft from DER, 237ft right of centerline, 14ft AGL/126ft MSL. Trees beginning 1431ft from DER, 684ft right of centerline, up to 53ft AGL/181ft MSL. Trees beginning 1875ft from DER, 99ft left and 457ft right of centerline, up to 73ft AGL/231ft MSL. Tower 5028ft from DER, 1681ft left of centerline, 155ft AGL/285ft MSL.
<b>23</b>	Sign 2ft from DER, 303ft right of centerline, 6ft AGL/133ft MSL. Vehicle on road 534ft from DER, from 293ft right to 3ft right of centerline, up to 15ft AGL/167ft MSL. Building 614ft from DER, 620ft left of centerline, 23ft AGL/151ft MSL. Trees, terrain, and pole beginning 855ft from DER, 379ft left and 337ft right of centerline, up to 38ft AGL/180ft MSL. Trees beginning 1090ft from DER, 558ft left and 263ft right of centerline, up to 48ft AGL/232ft MSL. Trees and building beginning 1588ft from DER, 88ft left and 138ft right of centerline, up to 95ft AGL/259ft MSL. Trees beginning 2149ft from DER, 524ft left and 213ft right of centerline, up to 100ft AGL/286ft MSL. Trees, buildings, and tower beginning 3721ft from DER, 48ft left and 4ft right of centerline, up to 100ft AGL/379ft MSL.
<b>29</b>	Sign 13ft from DER, 273ft right of centerline, 24ft AGL/135ft MSL. Tree 391ft from DER, 487ft left of centerline, 20ft AGL/153ft MSL. Poles and trees beginning 1109ft from DER, 734ft left and 49ft right of centerline, up to 106ft AGL/243ft MSL. Trees beginning 3007ft from DER, 6ft left and 49ft right of centerline, up to 100ft AGL/243ft MSL.



## BED-KBED

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ZELKA 2 RNAV

**6-10**

## DREEM 2 RNAV

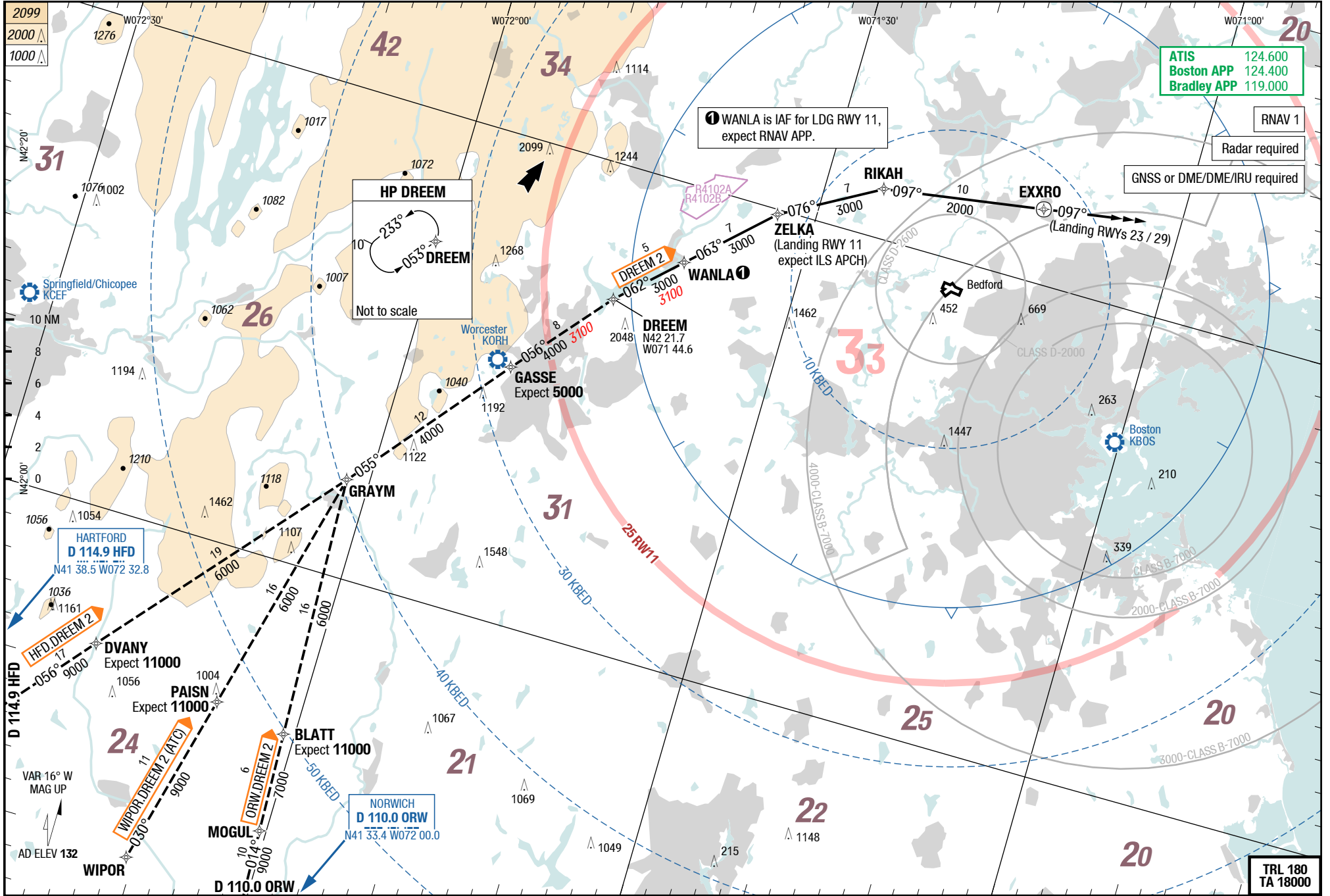
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# STAR

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ZELKA 2 RNAV

## DREEM 2 RNAV



Changes: Completely revised

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BED-KBED

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STAR

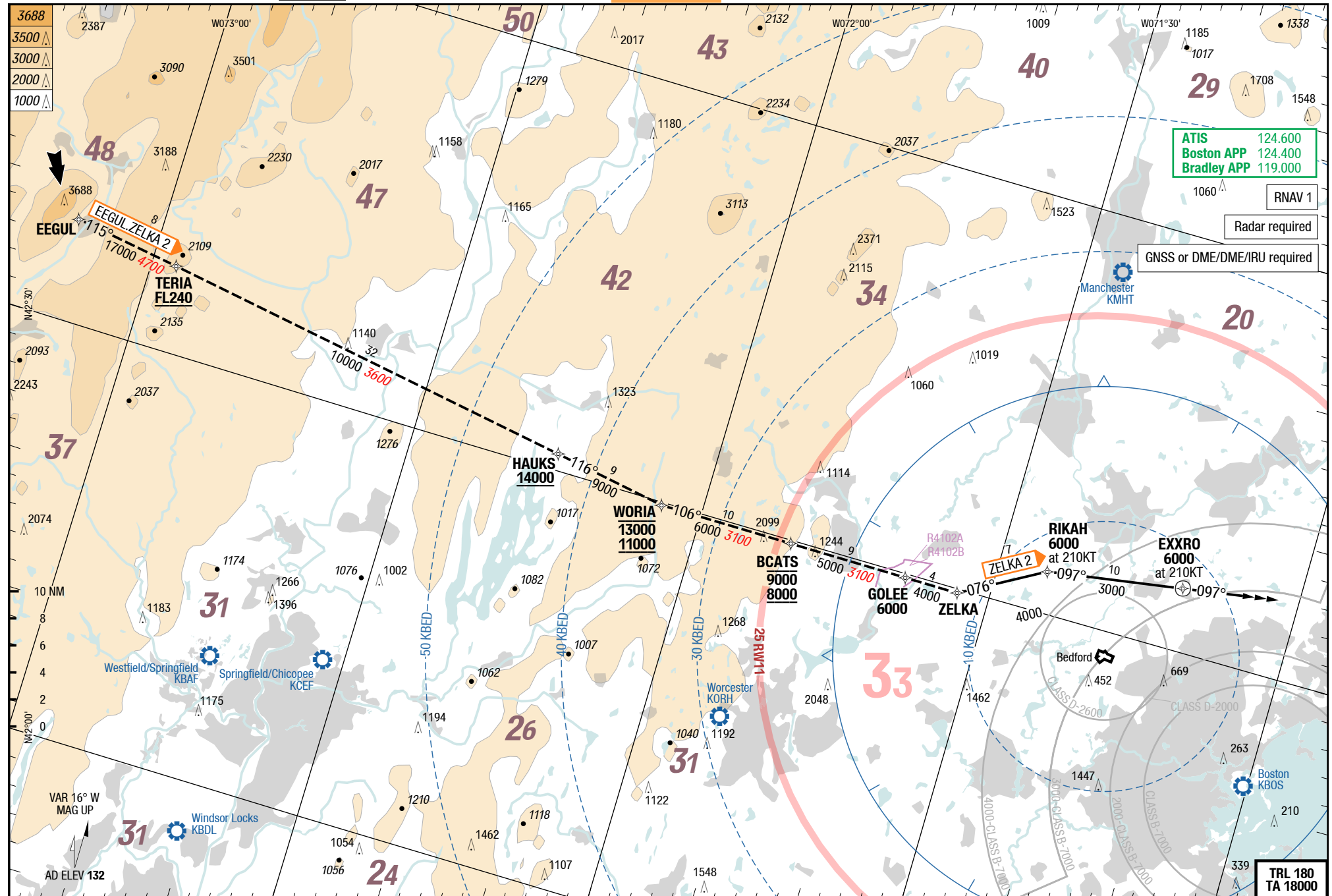
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6-20

ZELKA 2 RNAV

ZELKA 2 RNAV



Changes: new

15-FEB-2018  
**BED-KBED**

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NIL

**GRAYM 5**

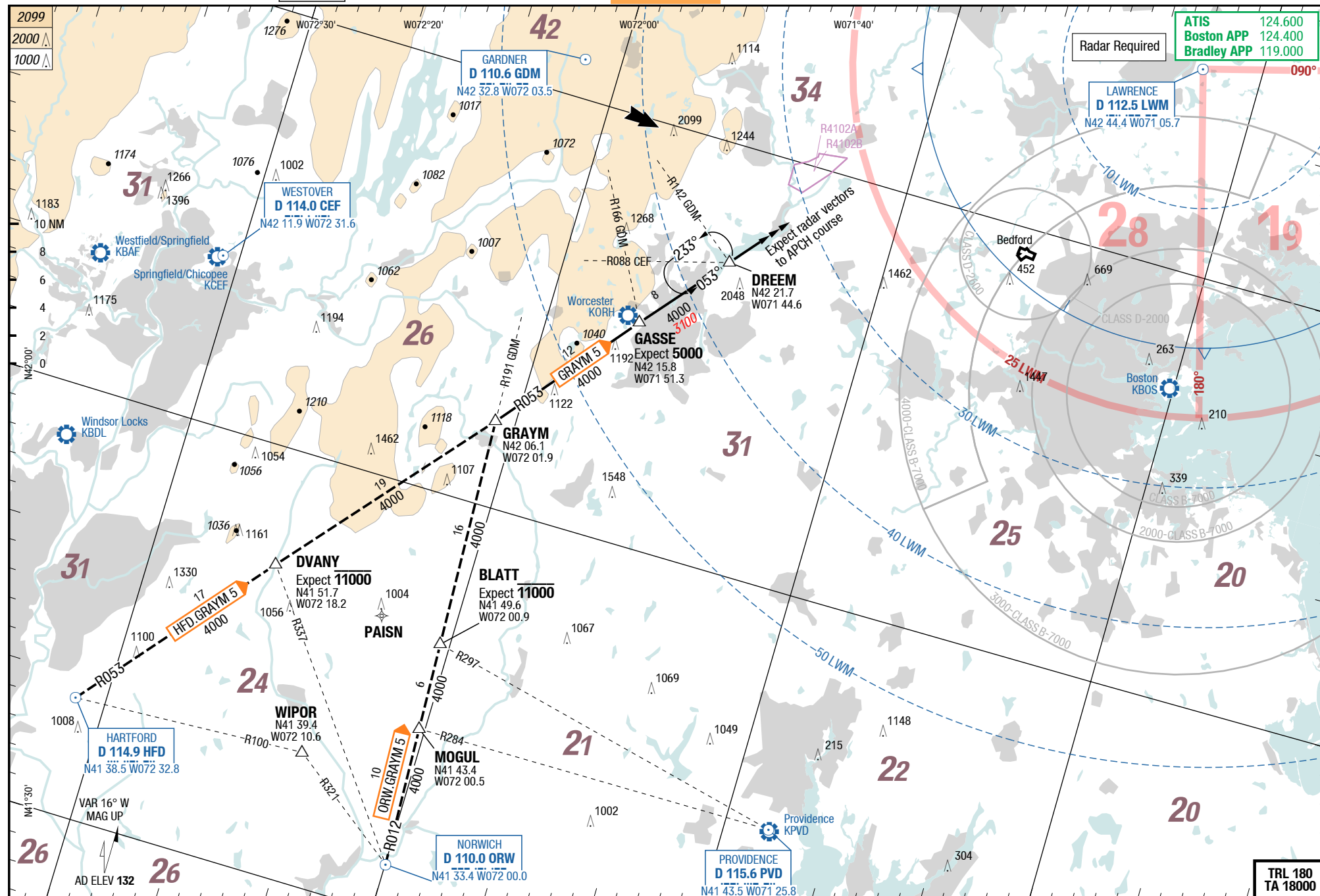
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**STAR**

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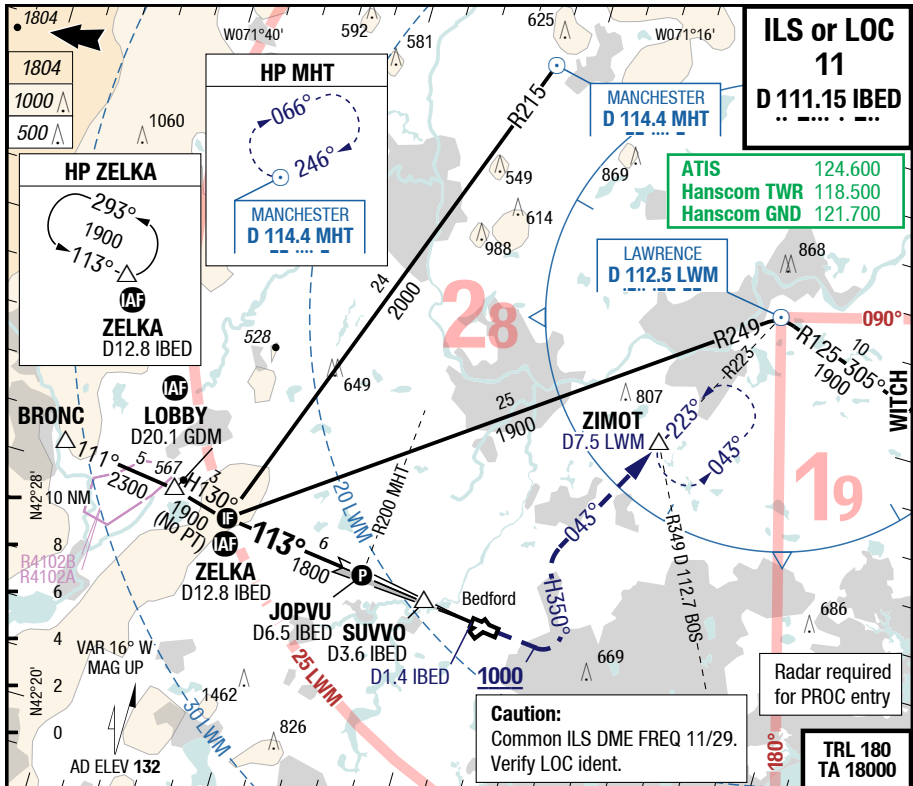
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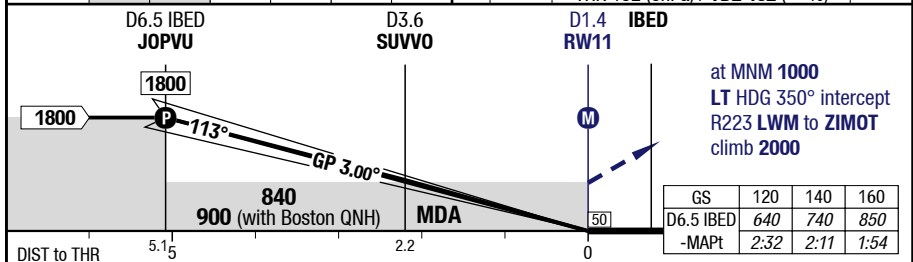


Changes: new

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**BED-KBED****7-10****ILS or LOC 11**

LOC 3.00° D IBED			6.5	6	5	4		83.0°	60 HL	
			1800	1640	1320	1000				
ML-P1R THR 132 (5hPa) / TDZ 132 (---%) -0.1%										



TERPS	11	Cat 1	Cat 1 BOS QNH <sup>1)</sup>	LOC DME	LOC DME BOS QNH <sup>1)</sup>	Circling TERPS	Circling <sup>1)</sup> TERPS
C	ft - ft/SM ft	260 - 4000R/0.75V 390	300 - 4000R/0.75V 440	530 - 5500R/1.0V 660	590 - 1,25V 720	750 - 2,25V 880	810 - 2,25V 940
D	ft - ft/SM ft	260 - 4000R/0.75V 390	300 - 4000R/0.75V 440	530 - 5500R/1.0V 660	590 - 1,25V 720	790 - 2,5V 920	850 - 2,75V 980

1) Use with Boston (KBOS) QNH

Changes: new

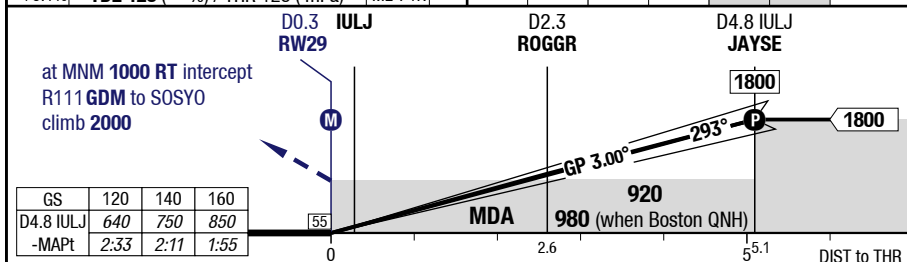
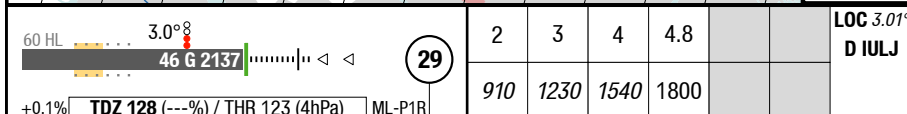
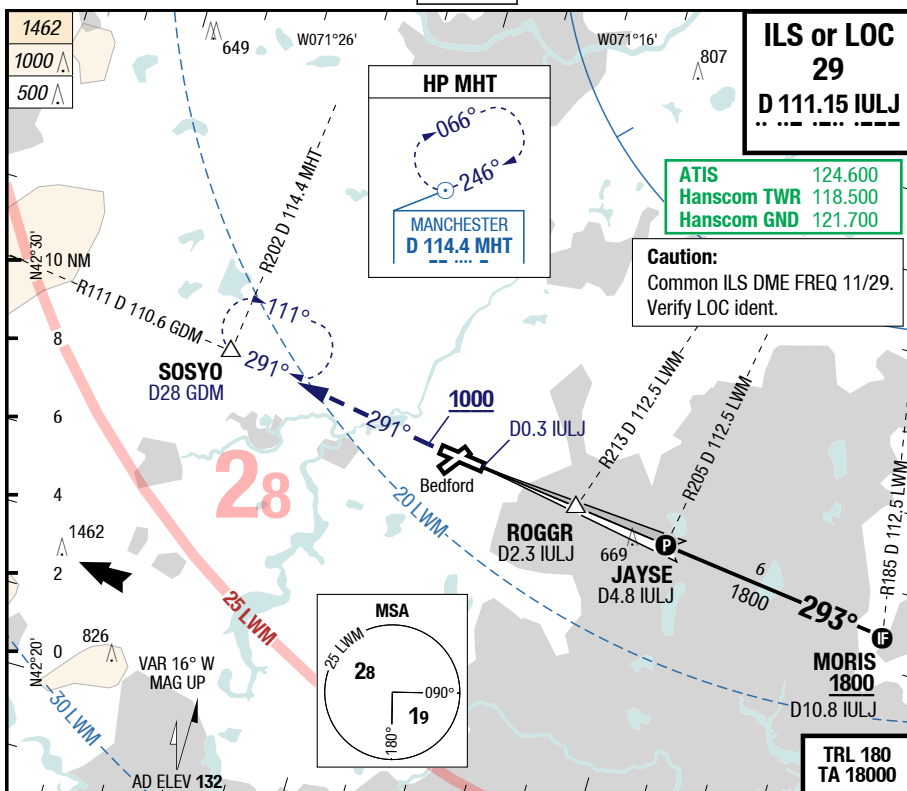
AMDT 26B



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**BED-KBED****7-20****ILS or LOC 29**

TERPS	29	Cat 1	Cat 1 BOS QNH 1)	LOC	LOC BOS QNH 1)	Circling TERPS	Circling 1) TERPS
C	ft - ft/SM ft	200 - 0.5V 330	250 - 0.5V 380	500 - 1.0V 620	560 - 1.13V 680	750 - 2.25V 880	810 - 2.25V 940
D	ft - ft/SM ft	200 - 0.5V 330	250 - 0.5V 380	500 - 1.0V 620	560 - 1.13V 680	790 - 2.5V 920	850 - 2.75V 980

1) Use with Boston (KBOS) QNH

Changes: new

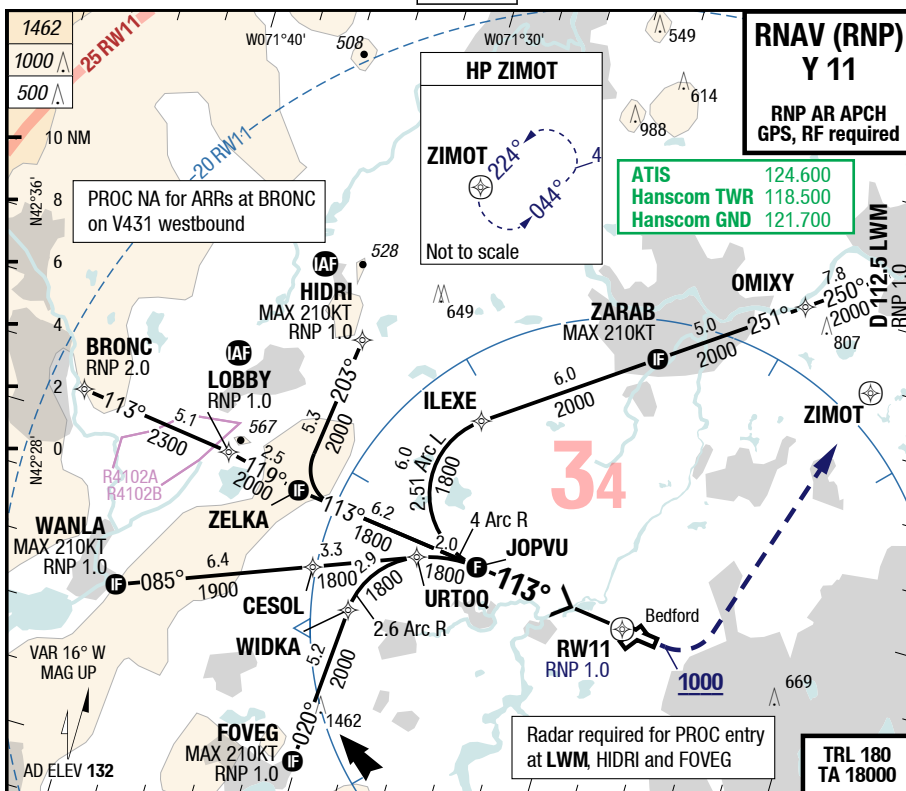
AMDT 8

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**BED-KBED****7-30****RNAV (RNP) Y 11**

Changes: new

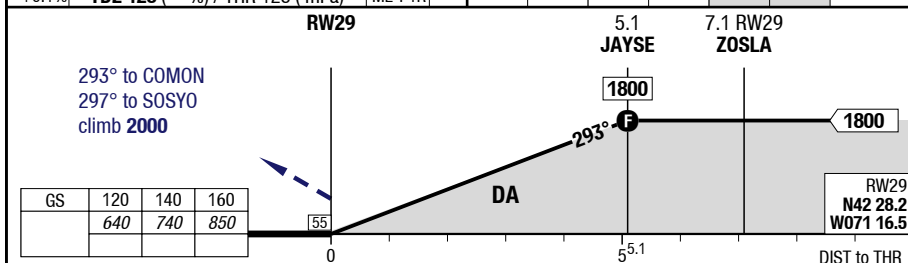
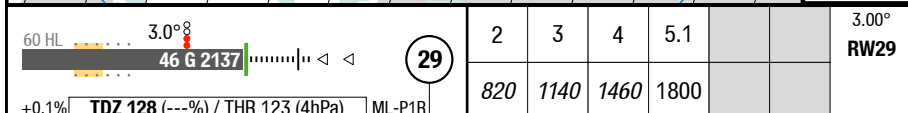
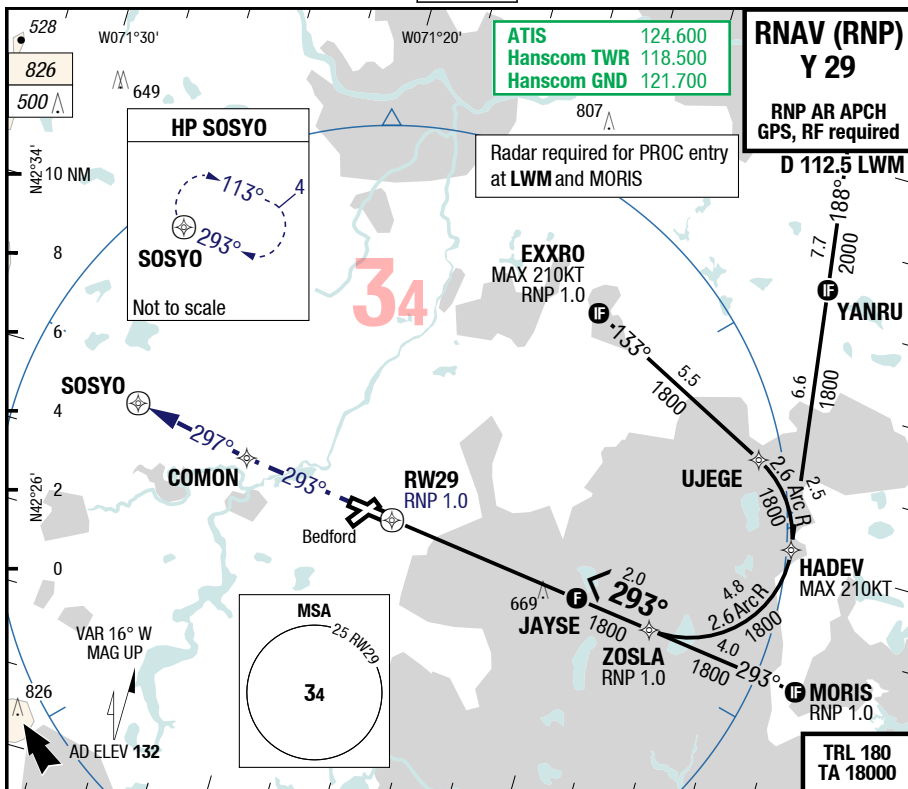
Orig A

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**BED-KBED****7-40****RNAV (RNP) Y 29**

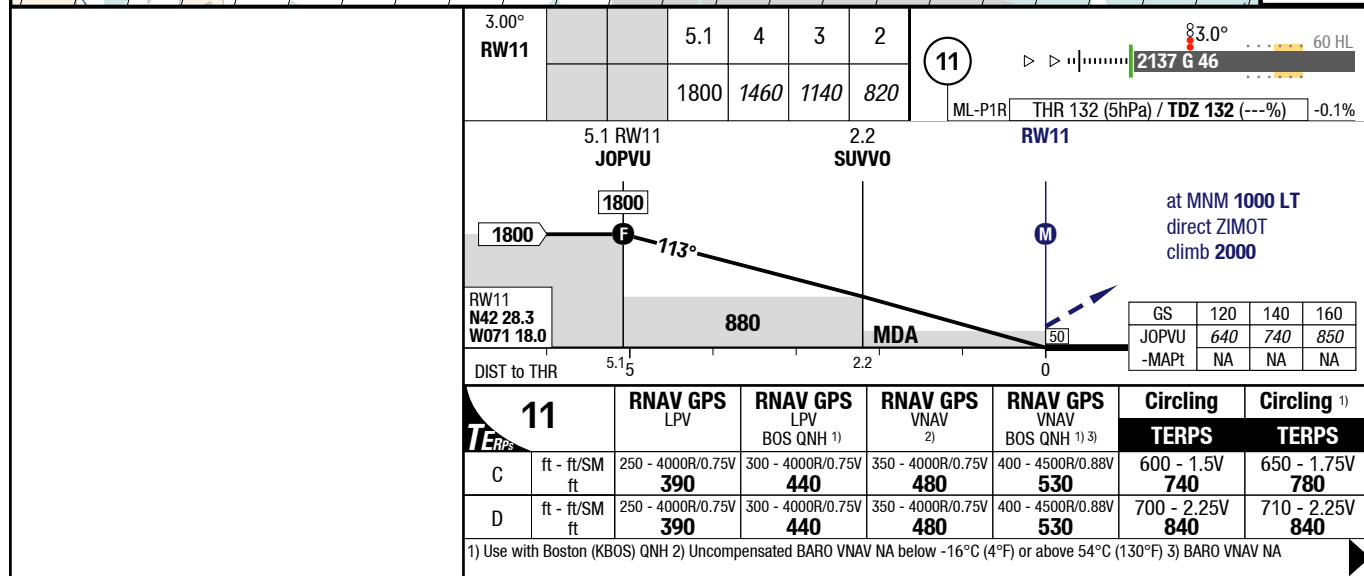
29		RNAV RNP 0.30 VNAV 1)	RNAV RNP 0.30 VNAV APL U/S 1)	Circling TERPS	
C	ft - ft/SM ft	530 - 1.25V <b>660</b>	530 - 1.75V <b>660</b>		Not published
D	ft - ft/SM ft	530 - 1.25V <b>660</b>	530 - 1.75V <b>660</b>		Not published

1) Uncompensated BARO VNAV NA below -16°C (4°F) or above 54°C (130°F)

Changes: new

Orig A

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BED-KBED

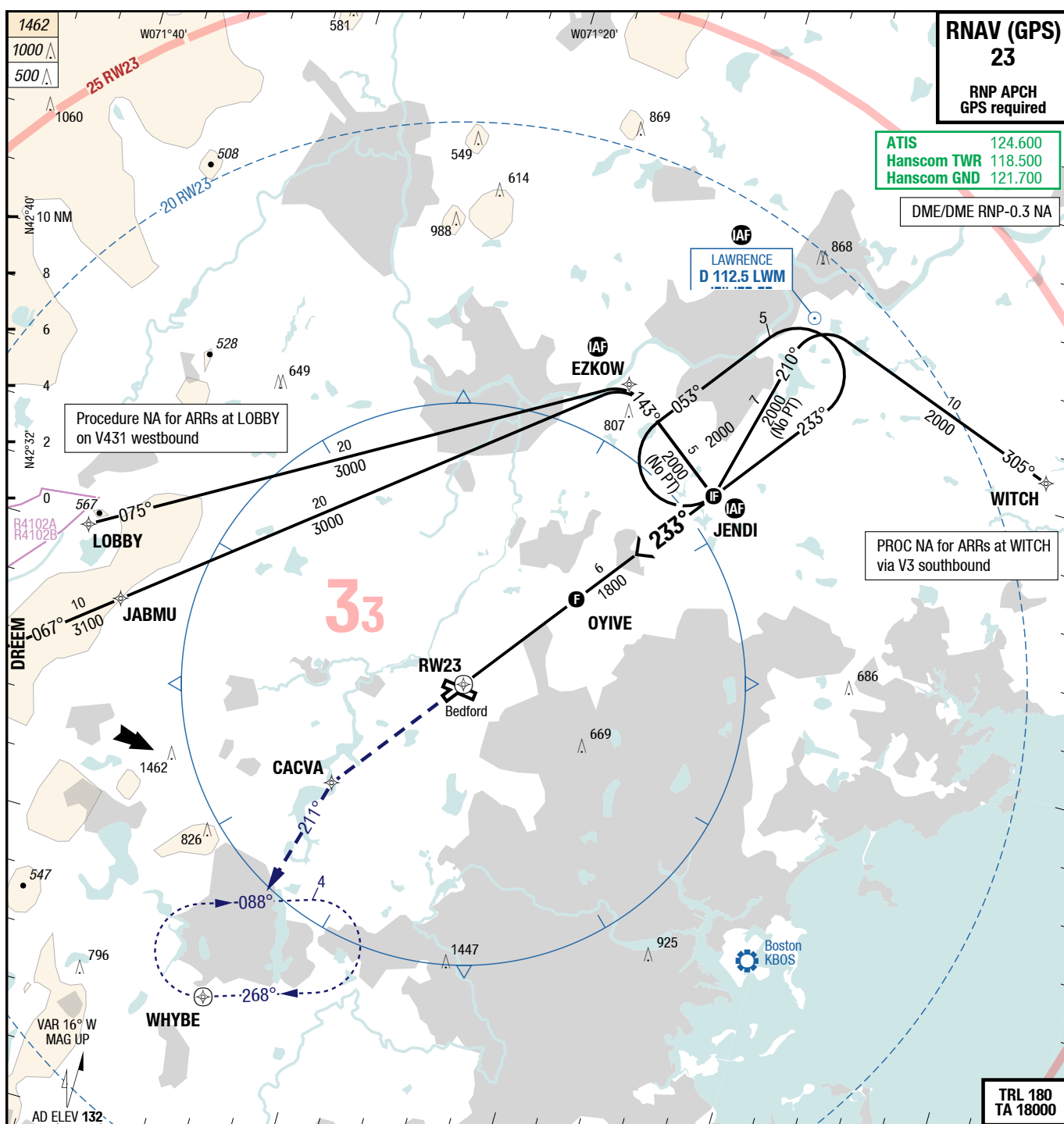
United States Bedford Laurence G Hanscom Fld  
7-60

RNAV (GPS) 23

IAC

IAC

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RNAV (GPS) 23



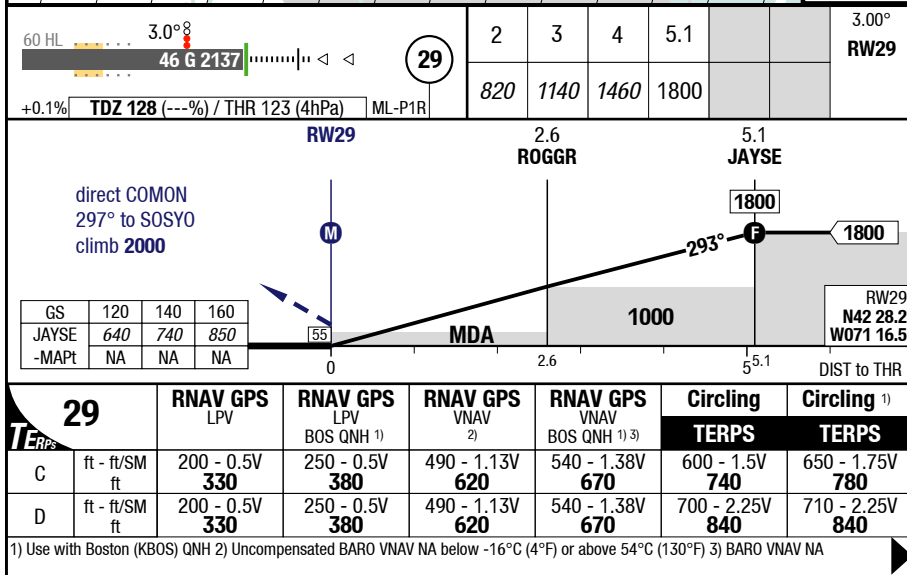
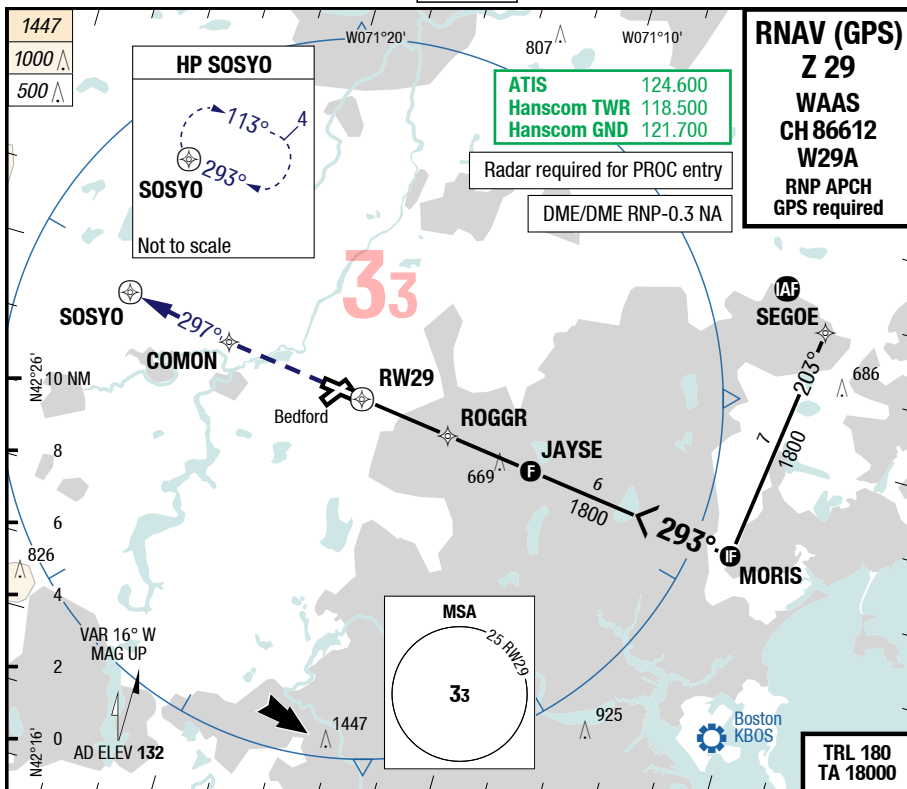
60 ML 3.5° 46 G 1557		23		2	3	4	5.6	3.04°
0.0% TDZ 128 (---%) / THR 128 (5hPa)				830	1150	1480	2000	RW23
direct CACVA 211° to WHYBE climb 2000		RW23		5	5.6	11.1	RW23	
		OYIVE		1800				
		JENDI						
		MDA		1800				
		RW23 N42 28.5 W071 17.1						
		DIST to THR		0	5	10		
23		RNAV GPS LNAV	RNAV GPS LNAV BOS QNH 1)	Circling		Circling 1)		
TERPS				TERPS		TERPS		
C	ft - ft/SM	520 - 1.5V 640	580 - 1.5V 700	600 - 1.5V 740		650 - 1.75V 780		
D	ft - ft/SM	520 - 1.5V 640	580 - 1.75V 700	700 - 2.25V 840		710 - 2.25V 840		

1) Use with Boston (KBOS) QNH

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**BED-KBED****7-70****RNAV (GPS) Z 29**

Changes: new

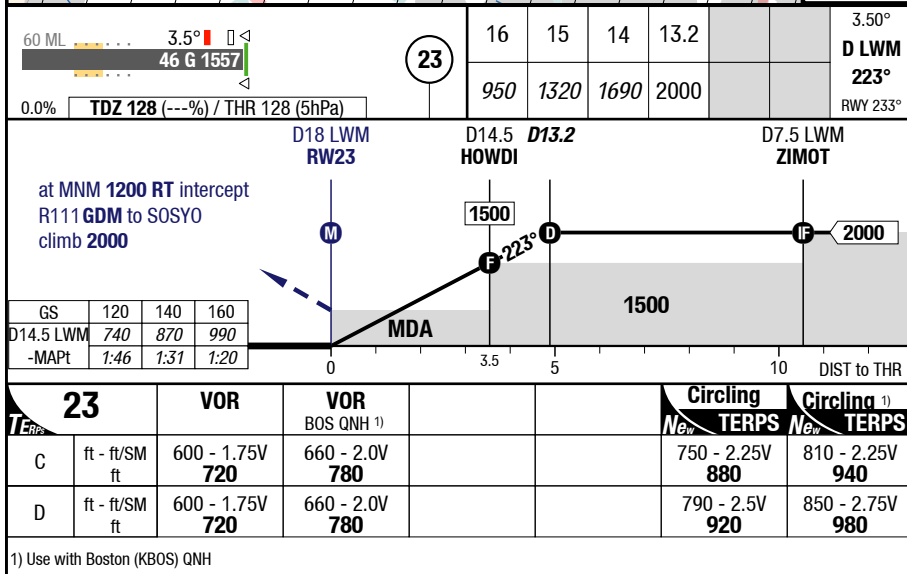
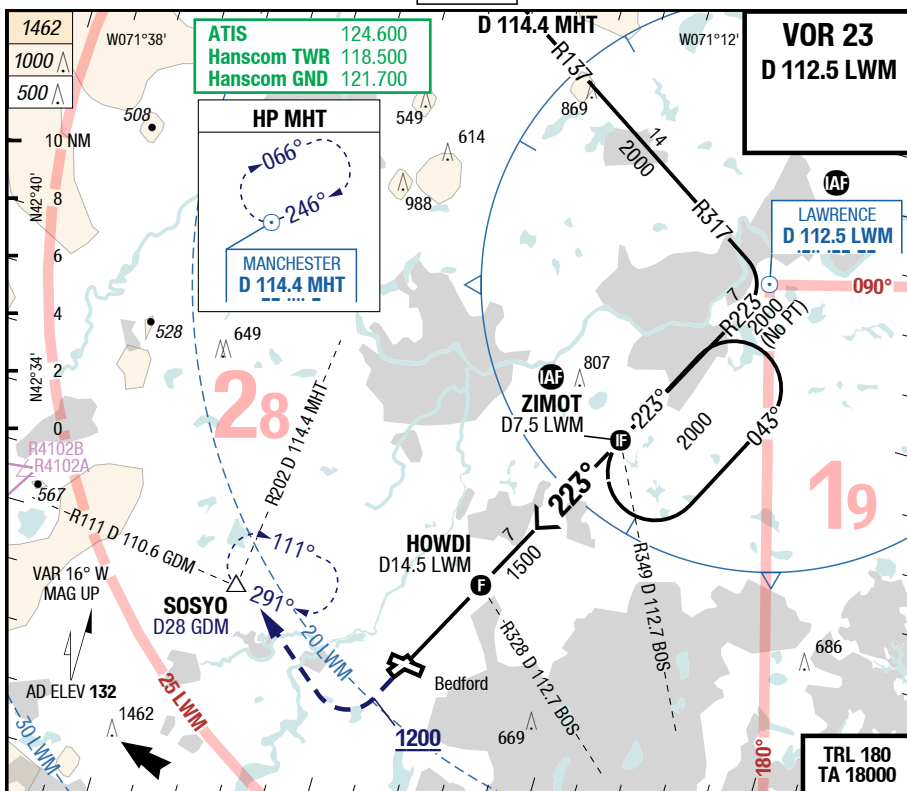
AMDT 1A

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**BED-KBED****7-90****VOR 23**

Changes: new

AMDT 10

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**BED-KBED****7-110****WxMinima Overflow**

<b>11</b> <i>TERPS</i>		<b>LOC</b> wo SUVVO	<b>LOC</b> wo SUVVO BOS QNH <sup>1)</sup>	<b>LOC</b> wo SUVVO BOS QNH,APL U/S			
C	ft - ft/SM ft	710 - 1.75V <b>840</b>	770 - 2.0V <b>900</b>	770 - 2.5V <b>900</b> <sup>1)</sup>			
D	ft - ft/SM ft	710 - 1.75V <b>840</b>	770 - 2.0V <b>900</b>	770 - 2.5V <b>900</b> <sup>1)</sup>			
1) Use with Boston (KBOS) QNH							
<b>11</b> <i>TERPS</i>		<b>RNAV GPS</b> LNAV	<b>RNAV GPS</b> LNAV BOS QNH <sup>1)</sup>				
C	ft - ft/SM ft	530 - 5500R/1.0V <b>660</b>	590 - 1.25V <b>720</b>				
D	ft - ft/SM ft	530 - 5500R/1.0V <b>660</b>	590 - 1.25V <b>720</b>				
1) Use with Boston (KBOS) QNH							
<b>29</b> <i>TERPS</i>		<b>LOC</b> wo ROGGR	<b>LOC</b> wo ROGGR APL U/S	<b>LOC</b> wo ROGGR BOS QNH <sup>1)</sup>		<b>Circling</b> <sup>2)</sup> <i>New TERPS</i>	<b>Circling</b> <sup>1) 2)</sup> <i>New TERPS</i>
C	ft - ft/SM ft	800 - 1.75V <b>920</b>	800 - 2.5V <b>920</b>	860 - 2.0V <b>980</b>		800 - 2.5V <b>930</b>	860 - 2.5V <b>990</b>
D	ft - ft/SM ft	800 - 1.75V <b>920</b>	800 - 2.5V <b>920</b>	860 - 2.0V <b>980</b>		800 - 2.5V <b>930</b>	860 - 2.75V <b>990</b>
1) Use with Boston (KBOS) QNH							
2) wo ROGGR							
<b>29</b> <i>TERPS</i>		<b>RNAV GPS</b> LNAV	<b>RNAV GPS</b> LNAV BOS QNH <sup>1)</sup>				
C	ft - ft/SM ft	520 - 1.0V <b>640</b>	580 - 1.25V <b>700</b>				
D	ft - ft/SM ft	520 - 1.0V <b>640</b>	580 - 1.25V <b>700</b>				
1) Use with Boston (KBOS) QNH							

Changes: new