

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBAF

Terminal Charts For KBAF

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: WESTFIELD/SPRINGFIELD MA USA  
ICAO/IATA: KBAF / BAF  
Lat/Long: N42° 09.48', W072° 42.95'  
Elevation: 270 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 14.0° W  
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: High Pressure, Low Pressure  
Repair Types: Major Airframe, Major Engine  
Customs: Upon Prior Request  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1016 Z  
Sunset: 2326 Z

## Runway Information

Runway: 02  
Length x Width: 9000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 264 ft  
Lighting: Edge, Pilot controlled  
Stopway: 200 ft

Runway: 15  
Length x Width: 5000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 266 ft  
Lighting: Edge, REIL, Pilot controlled  
Displaced Threshold: 490 ft

Runway: 20  
Length x Width: 9000 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 270 ft  
Lighting: Edge, ALS, Pilot controlled  
Stopway: 200 ft

Runway: 33  
Length x Width: 5000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 265 ft  
Lighting: Edge, Pilot controlled

## Communication Information

ATIS: 127.100  
ATIS: 26.315 Military  
ASOS: 127.100  
Westfield Tower: 25.110 Military  
Westfield Tower: 118.900 CTAF PCL  
Westfield Ground: 121.700  
Westfield Ground: 28.940 Military  
Bradley Clearance Delivery: 121.700  
Bradley Approach: 125.350  
Bradley Approach: 28.150 Military  
Bradley Departure: 125.350  
Bradley Departure: 28.150 Military  
Hawk Ops Operations: 123.050  
Hawk Ops Operations: 35.630 Military  
Hawk Ops Operations: 30.900 Military

**KBAF/BAF**



**JEPPESEN WESTFIELD/SPRINGFIELD, MASS**

**WESTFIELD-BARNES REGL**

**10-1W**

13 NOV 20

**COLD TEMPERATURE TABLE**

**COLD TEMPERATURE RESTRICTED AIRPORT**

The cold temperature altitude correction note with its associated temperature depicted on affected approach charts indicates a cold temperature altitude correction is required at this airport when the reported temperature is at or below the published restricted temperature (refer to the following COLD TEMPERATURE CORRECTION TABLE to make manual corrections).

Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required.

Refer to FAA publications for a list of airports, temperatures corrections, applicable cold temperature segments, and cold temperature procedure restriction for procedures.

**COLD TEMPERATURE CORRECTION TABLE**

HEIGHT ABOVE AIRPORT (FEET)

	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
<b>REPORTED TEMP</b> +10°C (+50°F)	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0°C (+32°F)	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10°C (+14°F)	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20°C (-4°F)	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30°C (-22°F)	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40°C (-40°F)	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50°C (-58°F)	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500



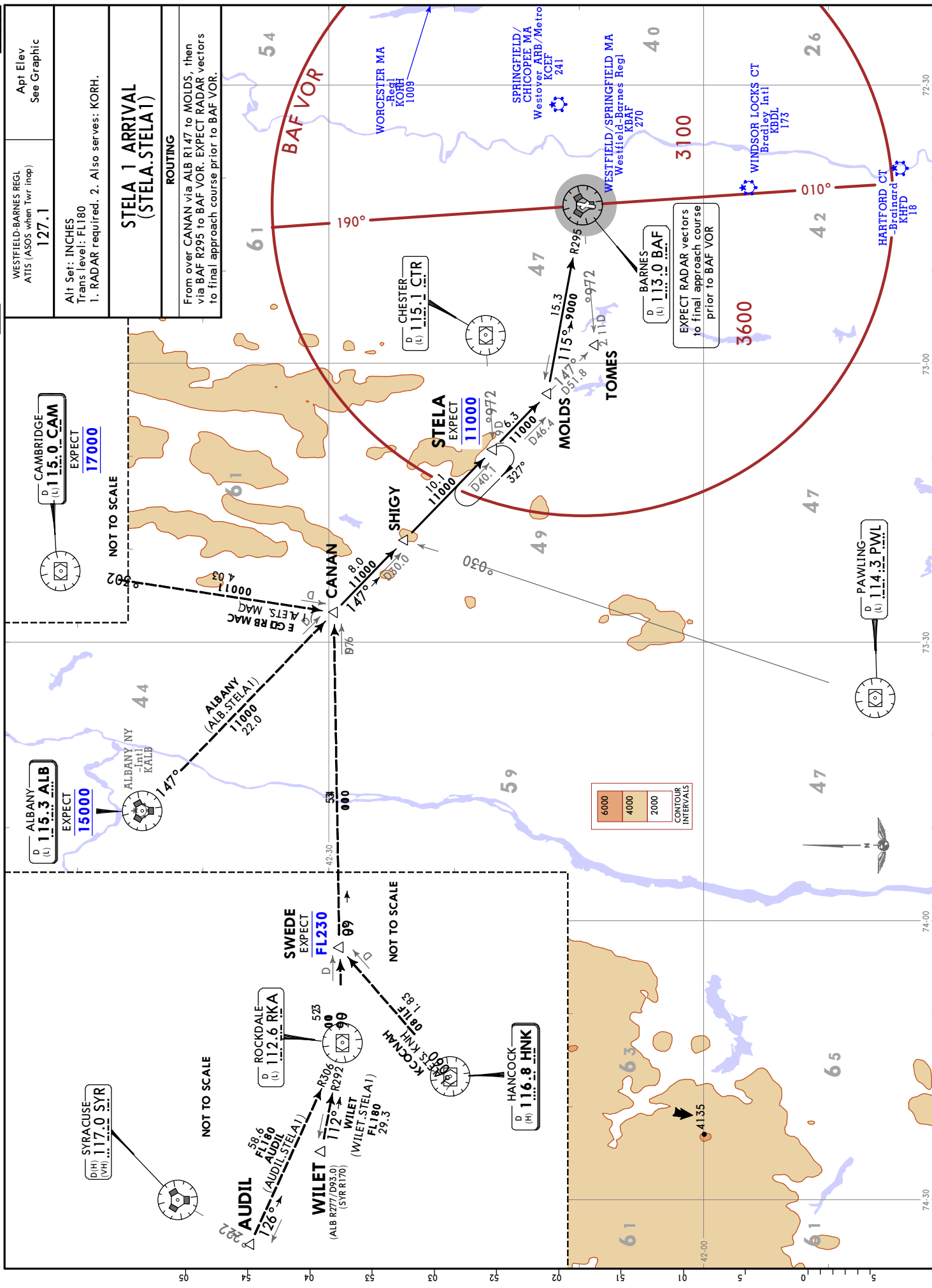
# WESTFIELD/SPRINGFIELD, MASS

**JEPPesen**  
14 APR 23 (10-2A) Eff 20 Apr

**KBAF/BAF**  
WESTFIELD-BARNES REGL

**WESTFIELD-BARNES REGL**

**STAR**



BRADLEY Departure (R)  
**125.35**  
 Apt Elev  
 See Graphic

Trans alt: 18000  
 1. RADAR departure headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.  
 2. Initial departure headings are predicated on

**COASTAL 9 DEPARTURE (CSTL9.CCC) (ALL RWYS)**

**TAKE-OFF OBSTACLE NOTES**  
 See TAKE-OFF OBSTACLE NOTES page (10-30B1).

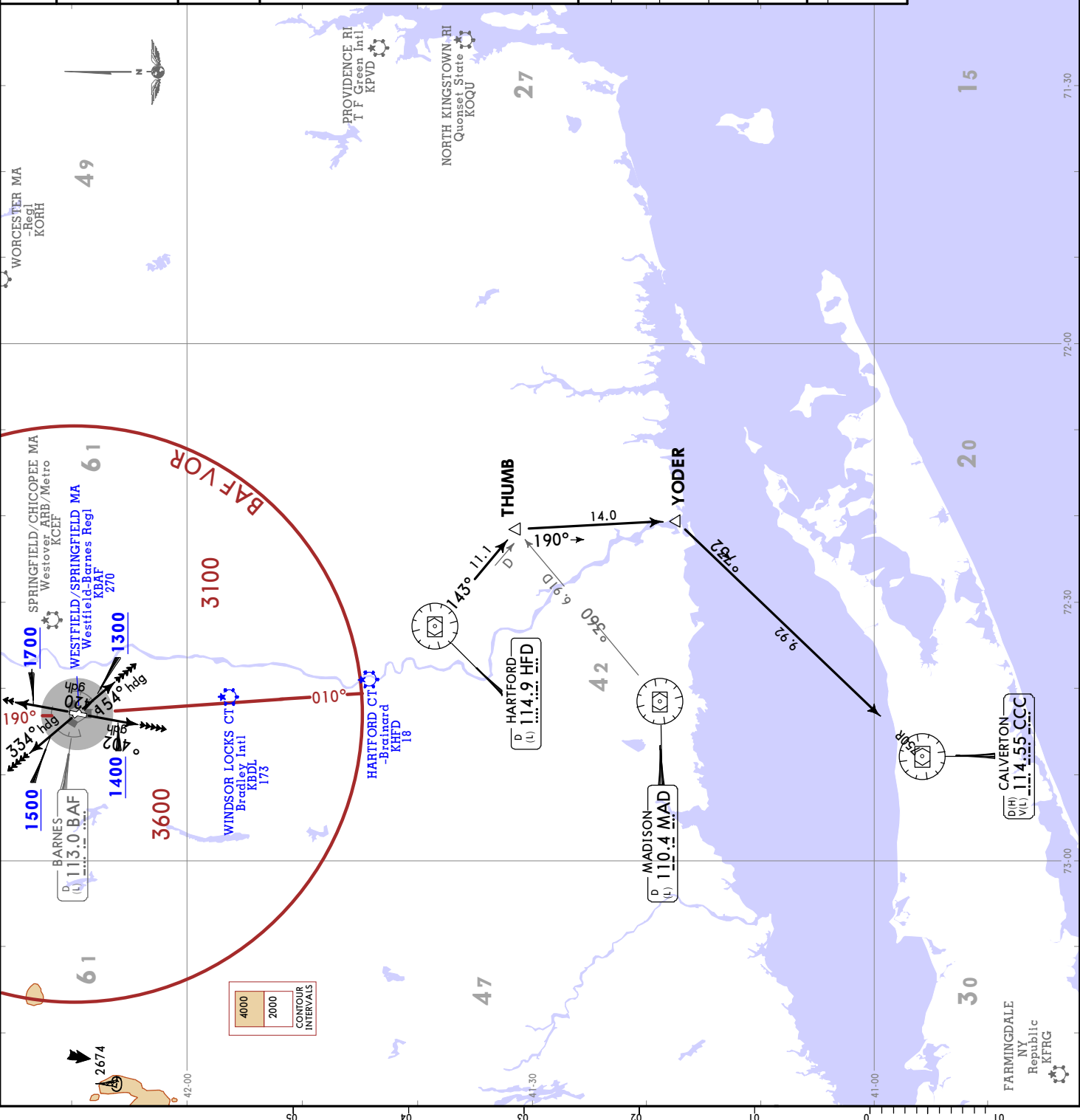
**TAKE-OFF MINIMUMS:**  
**Rwy 2:** 200-1 1/2 or standard with minimum climb of 210 FT/NM to 600, or alternatively, with standard take-off minimums and a normal 200 FT/NM climb gradient, take-off must occur no later than 1200 prior to DER.  
**Rwy 15:** 400-1 7/8 or standard with minimum climb of 460 FT/NM to 800.  
**Rwy 20:** Standard.  
**Rwy 33:** Standard with minimum climb of 340 FT/NM to 1800.

Gnd speed-KT	75	100	150	200	250	300
200 FT/NM	250	333	500	667	833	1000
210 FT/NM	263	350	525	700	875	1050
340 FT/NM	425	567	850	1133	1417	1700
460 FT/NM	575	767	1150	1533	1917	2300

RWY	TOP ALTITUDE	
	INITIAL CLIMB	ALTITUDE
<b>2</b>	Climb on heading 024° to 1700, then as assigned for RADAR vectors to HFD VOR.	3000
<b>15</b>	Climb on heading 154° to 1300, then as assigned for RADAR vectors to HFD VOR.	
<b>20</b>	Climb on heading 204° to 1400, then as assigned for RADAR vectors to HFD VOR.	
<b>33</b>	Climb on heading 334° to 1500, then as assigned for RADAR vectors to HFD VOR.	

**ROUTING**

From over HFD VOR proceed on HFD R143 to THUMB, then on HTO R010 to YODER, then on CCC R057 to CCC VOR, then on assigned route. MAINTAIN 3000 or assigned altitude. EXPECT clearance to requested flight level 10 minutes after departure.



**KBAF/BAF WESTFIELD-BARNES REGL**

FARMINGDALE NY Republic KFRG

KBAF/BAF



JEPPESEN WESTFIELD/SPRINGFIELD, MASS

14 JUN 19

10-30B1

Eff 20 Jun

WESTFIELD-BARNES REGL

## TAKEOFF OBSTACLE NOTES

◦ RWY 2:

Tree 3074' from DER, 658' left of centerline, 77' AGL/352' MSL. Tree 3231' from DER, 747' right of centerline, 72' AGL/350' MSL. Tree 3377' from DER, 867' left of centerline, 75' AGL/354' MSL. Tree 4381' from DER, 144' left of centerline, 92' AGL/385' MSL. Tree 1.2 NM from DER, 878' right of centerline, 99' AGL/465' MSL.

◦ RWY 15:

Tree 67' from DER, 449' left of centerline, 38' AGL/251' MSL. Trees beginning 209' from DER, 74' left of centerline, up to 265' MSL. Trees beginning 517' from DER, 40' right of centerline, up to 269' MSL. Trees beginning 558' from DER, 532' left of centerline, up to 282' MSL. Trees beginning 691' from DER, 420' left of centerline, up to 66' AGL/289' MSL. Trees beginning 791' from DER, 534' left of centerline, up to 309' MSL. Tree 936' from DER, 612' right of centerline, 280' MSL. Tree 1034' from DER, 646' right of centerline, 295' MSL. Trees beginning 1036' from DER, 384' right of centerline, up to 312' MSL. Tree 1231' from DER, 719' left of centerline, 317' MSL. Trees beginning 1285' from DER, 404' right of centerline, up to 313' MSL. Trees beginning 1304' from DER, 438' left of centerline, up to 330' MSL. Trees beginning 1399' from DER, 555' right of centerline, up to 321' MSL. Trees beginning 1414' from DER, 90' left of centerline, up to 334' MSL. Trees beginning 1458' from DER, 51' right of centerline, up to 85' AGL/324' MSL. Trees beginning 1496' from DER, 9' left of centerline, up to 335' MSL. Trees beginning 1685' from DER, 9' right of centerline, up to 326' MSL. Trees beginning 1691' from DER, 103' left of centerline, up to 345' MSL. Trees beginning 1915' from DER, 5' left of centerline, up to 354' MSL. Trees beginning 2541' from DER, 85' right of centerline, up to 327' MSL. Trees beginning 3032' from DER, 697' right of centerline, up to 329' MSL. Trees beginning 3255' from DER, 1123' left of centerline, up to 368' MSL. Tree 3261' from DER, 1270' right of centerline, 331' MSL. Tree 3390' from DER, 1231' left of centerline, 370' MSL. Trees beginning 3394' from DER, 1011' left of centerline, up to 389' MSL. Tree 3526' from DER, 1298' left of centerline, 402' MSL. Trees beginning 3538' from DER, 987' left of centerline, up to 408' MSL. Trees beginning 3652' from DER, 892' left of centerline, up to 410' MSL. Trees beginning 3715' from DER, 734' left of centerline, up to 413' MSL. Trees beginning 3787' from DER, 888' left of centerline, up to 416' MSL. Trees beginning 3932' from DER, 642' left of centerline, up to 418' MSL. Trees beginning 4020' from DER, 610' left of centerline, up to 424' MSL. Trees beginning 4081' from DER, 581' left of centerline, up to 428' MSL. Trees beginning 4332' from DER, 684' left of centerline, up to 439' MSL. Trees beginning 4518' from DER, 647' left of centerline, up to 449' MSL. Trees beginning 4563' from DER, 529' left of centerline, up to 451' MSL. Tank and trees beginning 4666' from DER, 375' left of centerline, up to 457' MSL. Trees beginning 4784' from DER, 39' left of centerline, up to 465' MSL. Trees beginning 5440' from DER, 39' right of centerline, up to 405' MSL. Tree 5542' from DER, 117' right of centerline, 407' MSL. Trees beginning 5561' from DER, 146' left of centerline, up to 466' MSL. Trees beginning 5581' from DER, 9' right of centerline, up to 412' MSL. Terrain and trees beginning 5700' from DER, 263' left of centerline, up to 471' MSL. Trees beginning 5815' from DER, 151' left of centerline, up to 486' MSL. Trees beginning 5837' from DER, 18' left of centerline, up to 513' MSL. Trees beginning 5935' from DER, 71' left of centerline, up to 530' MSL. Terrain and trees beginning 1 NM from DER, 74' left of centerline, up to 559' MSL. Terrain and trees beginning 1 NM from DER, 12' left of centerline, up to 592' MSL. Trees beginning 1.3 NM from DER, 48' right of centerline, up to 464' MSL. Tree 1.3 NM from DER, 313' right of centerline, 476' MSL. Trees beginning 1.3 NM from DER, 6' right of centerline, up to 484' MSL. Trees beginning 1.3 NM from DER, 212' right of centerline, up to 490' MSL. Trees beginning 1.4 NM from DER, 102' right of centerline, up to 493' MSL. Trees beginning 1.4 NM from DER, 107' right of centerline, up to 500' MSL. Trees beginning 1.4 NM from DER, 392' right of centerline, up to 511' MSL. Vehicles on road and trees beginning 1.4 NM from DER, 11' right of centerline, up to 512' MSL. Vehicles on road and trees beginning 1.4 NM from DER, 292' right of centerline, up to 521' MSL. Vehicles on road and trees beginning 1.4 NM from DER, 9' right of centerline, up to 524' MSL. Trees beginning 1.5 NM from DER, 1005' right of centerline, up to 59' AGL/525' MSL.

KBAF/BAF


**JEPPESEN WESTFIELD/SPRINGFIELD, MASS**  
 14 JUN 19 (10-30B2) **Eff 20 Jun** WESTFIELD-BARNES REGL

<b>TAKEOFF OBSTACLE NOTES (CONTD)</b>
---------------------------------------

- RWY 20:

Trees beginning 541' from DER, 482' right of centerline, up to 44' AGL/294' MSL. Tree 1082' from DER, 734' left of centerline, 61' AGL/309' MSL. Trees beginning 1157' from DER, 170' left of centerline, up to 65' AGL/314' MSL. Trees beginning 1219' from DER, 385' right of centerline, up to 70' AGL/311' MSL. Trees beginning 1325' from DER, 430' right of centerline, up to 73' AGL/314' MSL. Trees beginning 1489' from DER, 106' right of centerline, up to 72' AGL/317' MSL. Tree 1594' from DER, 256' right of centerline, 76' AGL/318' MSL. Tree 1597' from DER, 486' right of centerline, 80' AGL/320' MSL. Trees beginning 1622' from DER, 47' left of centerline, up to 75' AGL/321' MSL. Trees beginning 1676' from DER, 38' right of centerline, up to 87' AGL/329' MSL.

- RWY 33:

Fence 82' from DER, 419' right of centerline, 5' AGL/268' MSL. Tree 105' from DER, 207' left of centerline, 267' MSL. Poles and buildings beginning 645' from DER, 440' right of centerline, up to 50' AGL/311' MSL. Tree 863' from DER, 723' left of centerline, 329' MSL. Tree 956' from DER, 377' left of centerline, 80' AGL/340' MSL. Trees beginning 958' from DER, 429' left of centerline, up to 360' MSL. Pole and trees beginning 1088' from DER, 434' left of centerline, up to 361' MSL. Pole and trees beginning 1566' from DER, 33' left of centerline, up to 362' MSL. Trees beginning 1652' from DER, 30' right of centerline, up to 355' MSL. Trees beginning 1877' from DER, 93' right of centerline, up to 358' MSL. Trees beginning 2091' from DER, 26' left of centerline, up to 367' MSL. Trees beginning 2263' from DER, 70' left of centerline, up to 375' MSL. Trees beginning 2400' from DER, 69' left of centerline, up to 379' MSL. Trees beginning 2604' from DER, 25' right of centerline, up to 364' MSL. Trees beginning 2721' from DER, 13' left of centerline, up to 383' MSL. Trees beginning 2847' from DER, 107' left of centerline, up to 388' MSL. Buildings and trees beginning 3011' from DER, 3' left of centerline, up to 392' MSL. Tree 4175' from DER, 331' right of centerline, 370' MSL. Tree 4407' from DER, 168' right of centerline, 375' MSL. Tree 4503' from DER, 95' right of centerline, 383' MSL. Trees beginning 1.3 NM from DER, 2512' right of centerline, up to 488' MSL. Tree 1.4 NM from DER, 2625' right of centerline, 508' MSL. Trees beginning 1.4 NM from DER, 2530' right of centerline, up to 84' AGL/513' MSL. Towers beginning 1.5 NM from DER, 2439' left of centerline, up to 307' AGL/545' MSL.

# KBAF/BAF

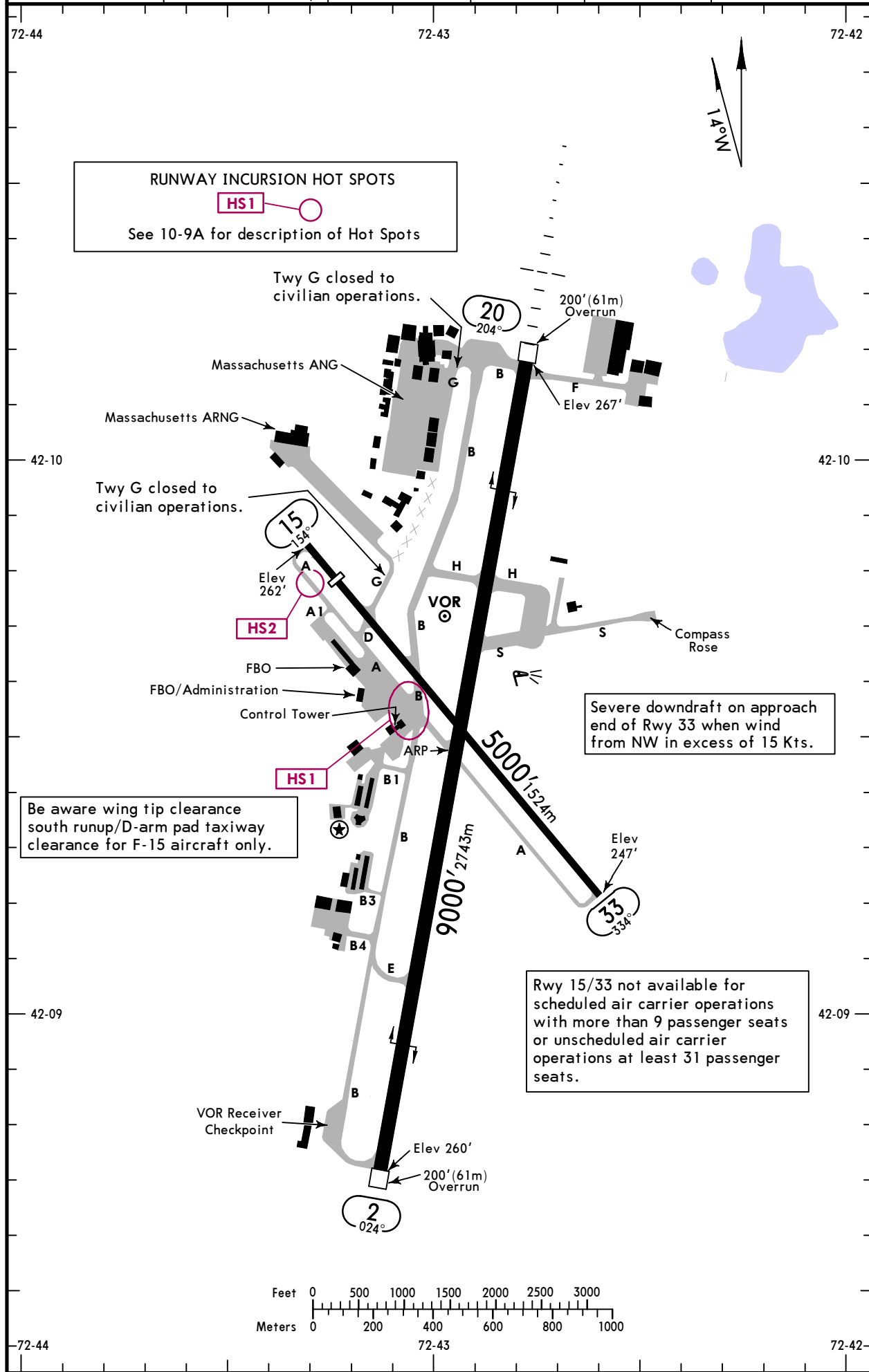
Apt Elev **270'**  
N42 09.5 W072 43.0

# JEPPesen WESTFIELD/SPRINGFIELD, MASS

6 JAN 23 (10-9)

WESTFIELD-BARNES REGL

ATIS (ASOS when Twr inop) <b>127.1</b>	YANKEE Clearance <b>121.7</b> when Twr inop	*WESTFIELD Ground <b>121.7</b>	*Tower CTAF <b>118.9</b>	UNICOM <b>122.95</b>	YANKEE Departure (R) <b>125.35</b>
--	--	-----------------------------------	-----------------------------	-------------------------	---------------------------------------



**KBAF/BAF**

**JEPESEN WESTFIELD/SPRINGFIELD, MASS**

6 JAN 23 **10-9A**

**WESTFIELD-BARNES REGL**

**GENERAL**

Birds and other wildlife on and in vicinity of the airport.  
 Rwy 2/20, military aircraft arresting barriers may fail in the up position. Verify status of barriers prior to landing. Utilize Rwy 15/33 maximum extent at night or when tower closed. Heavy aircraft should avoid landing directly on arresting barrier.  
 Aircraft and helicopter noise abatement procedures in effect; contact airport manager.  
 Prior permission required for air carrier operations with more than 9 passengers; contact airport manager.  
 ANG: No aircraft with wingspan greater than 110' (34m) allowed on ANG ramp.  
 Traffic pattern altitude 1300' MSL/1029' AGL light aircraft, 1800' MSL/1529' AGL heavy & military aircraft. Expect military overhead and closed traffic pattern.

**ADDITIONAL RUNWAY INFORMATION**

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND Threshold	Glide Slope		
2	① HIRL	PAPI-L (angle 3.0°)	grooved			150'
20	① HIRL	① MALSR PAPI-L (angle 3.0°)	grooved RVR	②	8052' 2454m	46m
15	③ MIRL REIL	③④ PAPI-L (angle 3.5°)	grooved	⑤		75'
33	③ MIRL	PAPI-L (angle 4.0°)	grooved			23m

① Dusk-dawn, activate on 118.9 when Twr inop.  
 ② LDA 8919' (2719m).

③ Dusk-dawn, activate on 118.9 when Twr inop.  
 ④ Unusable beyond 4 NM.  
 ⑤ LDA 4510' (1375m).

**RUNWAY INCURSION HOT SPOTS**



- HS1** Maintain vigilance departing ramp. Twy A and Twy B complex intersection in close proximity to Rws.
- HS2** Unusual location for Rwy hold position marking on Twy A for Rwy 15.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

	Rwy 20		Rwy 2			Rwy 15			Rwy 33		Climb in Visual Conditions
	Adequate Vis Ref	STD	① With Mim climb of 210'/NM to 600'		Other	With Mim climb of 460'/NM to 800'		Other	With Mim climb of 340'/NM to 1800'		
			Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	200-1 1/2	1/4	1	400-1 7/8	1/4	1	1500-3
3 & 4 Eng		1/2		1/2			1/2				

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1200' prior to departure end of runway.

**OBSTACLE DP**

Rwy 2, climb heading 024° to 1700' before proceeding on course.  
 Rwy 15, climb heading 154° to 1300' before proceeding on course.  
 Rwy 20, climb heading 204° to 1400' before proceeding on course.  
 Rwy 33, climb heading 334° to 1500' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1/10-9A2)

**VISUAL CLIMB OVER AIRPORT (VCOA)**

Rwy 33: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Westfield-Barnes Regl Airport at or above 1600' before proceeding on course.

**FOR FILING AS ALTERNATE**

Authorized Only When Local Weather Available

	Authorized Only When Tower Operating	RNAV (GPS) Rwy 20 VOR or TAC Rwy 2 VOR Rwy 20	Authorized Only When Tower Operating	RNAV (GPS) Rwy 2
	ILS Rwy 20		LOC Rwy 20	
A	800-2	900-2	1000-2	1100-2
B		900-2 3/4	1000-3	1100-3
C		1400-3	1400-3	1400-3
D				

## ODP TAKEOFF OBSTACLE NOTES

◦ RWY 2:

Tree 3074' from DER, 658' left of centerline, 77' AGL/352' MSL. Tree 3231' from DER, 747' right of centerline, 72' AGL/350' MSL. Tree 3377' from DER, 867' left of centerline, 75' AGL/354' MSL. Tree 4381' from DER, 144' left of centerline, 92' AGL/385' MSL. Tree 1.2 NM from DER, 878' right of centerline, 99' AGL/465' MSL.

◦ RWY 15:

Tree 67' from DER, 449' left of centerline, 38' AGL/251' MSL. Trees beginning 209' from DER, 74' left of centerline, up to 265' MSL. Trees beginning 517' from DER, 40' right of centerline, up to 269' MSL. Trees beginning 558' from DER, 532' left of centerline, up to 282' MSL. Trees beginning 691' from DER, 420' left of centerline, up to 66' AGL/289' MSL. Trees beginning 791' from DER, 534' left of centerline, up to 309' MSL. Tree 936' from DER, 612' right of centerline, 280' MSL. Tree 1034' from DER, 646' right of centerline, 295' MSL. Trees beginning 1036' from DER, 384' right of centerline, up to 312' MSL. Tree 1231' from DER, 719' left of centerline, 317' MSL. Trees beginning 1285' from DER, 404' right of centerline, up to 313' MSL. Trees beginning 1304' from DER 438' left of centerline, up to 330' MSL. Trees beginning 1399' from DER, 555' right of centerline, up to 321' MSL. Trees beginning 1414' from DER, 90' left of centerline, up to 334' MSL. Trees beginning 1458' from DER, 51' right of centerline, up to 85' AGL/324' MSL. Trees beginning 1496' from DER, 9' left of centerline, up to 335' MSL. Trees beginning 1685' from DER, 9' right of centerline, up to 326' MSL. Trees beginning 1691' from DER, 103' left of centerline, up to 345' MSL. Trees beginning 1915' from DER, 5' left of centerline, up to 354' MSL. Trees beginning 2541' from DER, 85' right of centerline, up to 327' MSL. Trees beginning 3032' from DER, 697' right of centerline, up to 329' MSL. Trees beginning 3255' from DER, 1123' left of centerline, up to 368' MSL. Trees 3261' from DER, 1270' right of centerline, 331' MSL. Tree 3390' from DER, 1231' left of centerline, 370' MSL. Trees beginning 3394' from DER, 1011' left of centerline, up to 389' MSL. Tree 3526' from DER, 1298' left of centerline, 402' MSL. Trees beginning 3538' from DER, 987' left of centerline, up to 408' MSL. Trees beginning 3652' from DER, 892' left of centerline, up to 410' MSL. Trees beginning 3715' from DER, 734' left of centerline, up to 413' MSL. Trees beginning 3787' from DER, 888' left of centerline, up to 416' MSL. Trees beginning 3932' from DER, 642' left of centerline, up to 418' MSL. Trees beginning 4020' from DER, 610' left of centerline, up to 424' MSL. Trees beginning 4081' from DER, 581' left of centerline, up to 428' MSL. Trees beginning 4332' from DER, 684' left of centerline, up to 439' MSL. Trees beginning 4518' from DER, 647' left of centerline, up to 449' MSL. Trees beginning 4563' from DER, 529' left of centerline, up to 451' MSL. Tank and trees beginning 4666' from DER, 375' left of centerline, up to 457' MSL. Trees beginning 4784' from DER, 39' left of centerline, up to 465' MSL. Trees beginning 5440' from DER, 39' right of centerline, up to 405' MSL. Tree 5542' from DER, 117' right of centerline, 407' MSL. Trees beginning 5561' from DER, 146' left of centerline, up to 466' MSL. Trees beginning 5581' from DER, 9' right of centerline, up to 412' MSL. Terrain and trees beginning 5700' from DER, 263' left of centerline, up to 471' MSL. Trees beginning 5815' from DER, 151' left of centerline, up to 486' MSL. Trees beginning 5837' from DER, 18' left of centerline, up to 513' MSL. Trees beginning 5935' from DER, 71' left of centerline, up to 530' MSL. Terrain and trees beginning 1 NM from DER, 74' left of centerline, up to 559' MSL. Terrain and trees beginning 1 NM from DER, 12' left of centerline, up to 592' MSL. Trees beginning 1.3 NM from DER, 48' right of centerline, up to 464' MSL. Tree 1.3 NM from DER, 313' right of centerline, 476' MSL. Trees beginning 1.3 NM from DER, 6' right of centerline, up to 484' MSL. Trees beginning 1.3 NM from DER, 212' right of centerline, up to 490' MSL. Trees beginning 1.4 NM from DER, 102' right of centerline, up to 493' MSL. Trees beginning 1.4 NM from DER, 107' right of centerline, up to 500' MSL. Trees beginning 1.4 NM from DER, 392' right of centerline, up to 511' MSL. Vehicles on road and trees beginning 1.4 NM from DER, 11' right of centerline, up to 512' MSL. Vehicles on road and trees beginning 1.4 NM from DER, 292' right of centerline, up to 521' MSL. Vehicles on road and trees beginning 1.4 NM from DER, 9' right of centerline, up to 524' MSL. Trees beginning 1.5 NM from DER, 1005' right of centerline, up to 59' AGL/525' MSL.

KBAF/BAF


**JEPPESEN WESTFIELD/SPRINGFIELD, MASS**  
 14 JUN 19 **10-9A2** **Eff 20 Jun** WESTFIELD-BARNES REGL

## ODP TAKEOFF OBSTACLE NOTES

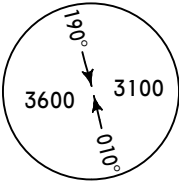
- RWY 20:

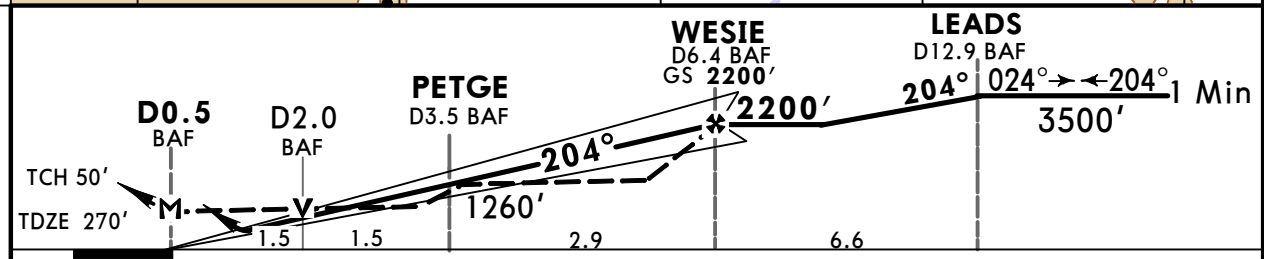
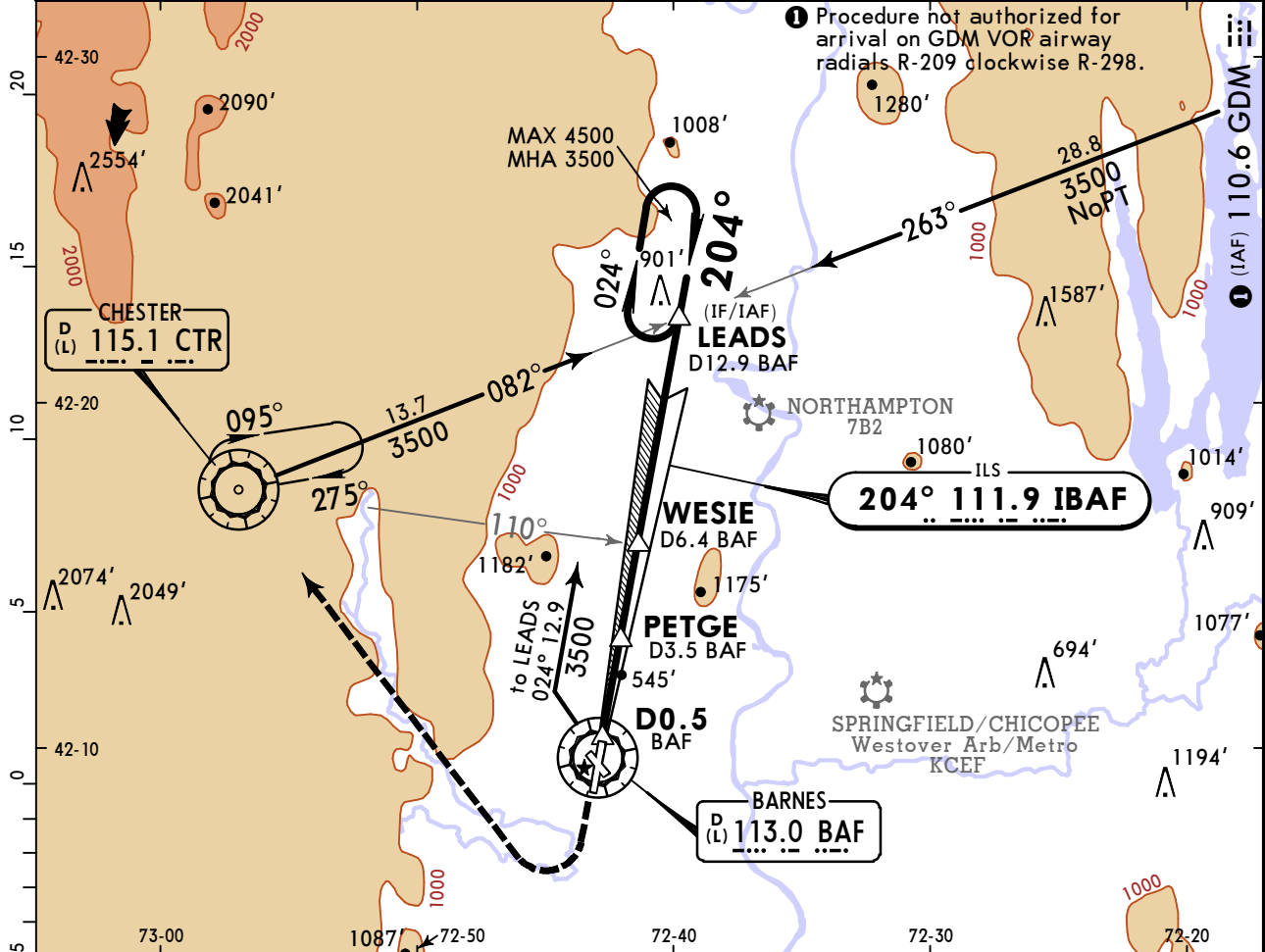
Trees beginning 541' from DER, 482' right of centerline, up to 44' AGL/294' MSL. Tree 1082' from DER, 734' left of centerline, 61' AGL/309' MSL. Trees beginning 1157' from DER, 170' left of centerline, up to 65' AGL/314' MSL. Trees beginning 1219' from DER, 385' right of centerline, up to 70' AGL/311' MSL. Trees beginning 1325' from DER, 430' right of centerline, up to 73' AGL/314' MSL. Trees beginning 1489' from DER, 106' right of centerline, up to 72' AGL/317' MSL. Tree 1594' from DER, 256' right of centerline, 76' AGL/318' MSL. Tree 1597' from DER, 486' right of centerline, 80' AGL/320' MSL. Trees beginning 1622' from DER, 47' left of centerline, up to 75' AGL/321' MSL. Trees beginning 1676' from DER, 38' right of centerline, up to 87' AGL/329' MSL.

- RWY 33:

Fence 82' from DER, 419' right of centerline, 5' AGL/268' MSL. Tree 105' from DER, 207' left of centerline, 267' MSL. Poles and buildings beginning 645' from DER, 440' right of centerline, up to 50' AGL/311' MSL. Tree 863' from DER, 723' left of centerline, 329' MSL. Tree 956' from DER, 377' left of centerline, 80' AGL/340' MSL. Trees beginning 958' from DER, 429' left of centerline, up to 360' MSL. Pole and trees beginning 1088' from DER, 434' left of centerline, up to 361' MSL. Pole and trees beginning 1566' from DER, 33' left of centerline, up to 362' MSL. Trees beginning 1652' from DER, 30' right of centerline, up to 355' MSL. Trees beginning 1877' from DER, 93' right of centerline, up to 358' MSL. Trees beginning 2091' from DER, 26' left of centerline, up to 367' MSL. Trees beginning 2263' from DER, 70' left of centerline, up to 375' MSL. Trees beginning 2400' from DER, 69' left of centerline, up to 379' MSL. Trees beginning 2604' from DER, 25' right of centerline, up to 364' MSL. Trees beginning 2721' from DER, 13' left of centerline, up to 383' MSL. Trees beginning 2847' from DER, 107' left of centerline, up to 388' MSL. Buildings and trees beginning 3011' from DER, 3' left of centerline, up to 392' MSL. Tree 4175' from DER, 331' right of centerline, 370' MSL. Tree 4407' from DER, 168' right of centerline, 375' MSL. Tree 4503' from DER, 95' right of centerline, 383' MSL. Trees beginning 1.3 NM from DER, 2512' right of centerline, up to 488' MSL. Tree 1.4 NM from DER, 2625' right of centerline, 508' MSL. Trees beginning 1.4 NM from DER, 2530' right of centerline, up to 84' AGL/513' MSL. Towers beginning 1.5 NM from DER, 2439' left of centerline, up to 307' AGL/545' MSL.

# KBAF/BAF WESTFIELD-BARNES REGL 25 JUN 21 (11-1) ILS or LOC Rwy 20

ATIS (ASOS when Twr inop) <b>127.1</b>		YANKEE Approach (R) <b>125.35</b>		*WESTFIELD Tower CTAF <b>118.9</b>		*Ground <b>121.7</b>	
LOC IBAF <b>111.9</b>	Final Apch Crs <b>204°</b>	WESIE <b>2200'</b> (1930')		ILS DA(H) <b>520'</b> (250')	Apt Elev 270' TDZE 270'		
<b>MISSED APCH:</b> Climb to 1300', then climbing RIGHT turn to 4000' direct CTR VOR and hold, continue climb-in-hold to 4000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 15 not authorized at night. 2. DME from BAF VOR. DME use requires simultaneous reception of IBAF and BAF DME. 3. Cold temperature altitude correction required at or below -21°C. 4. Pilot controlled lighting 118.9.							

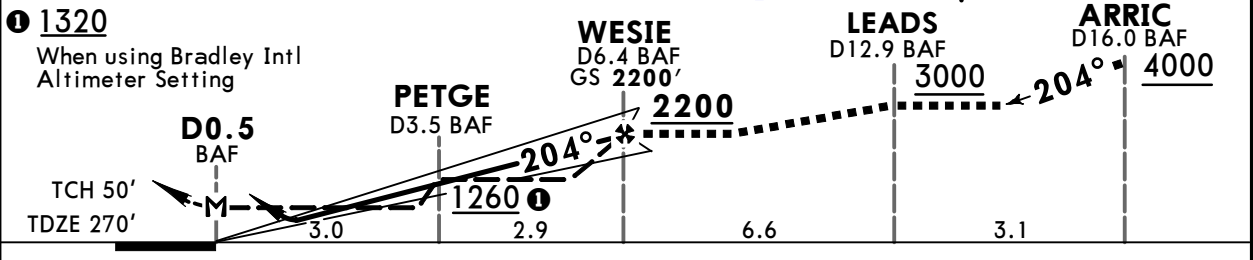
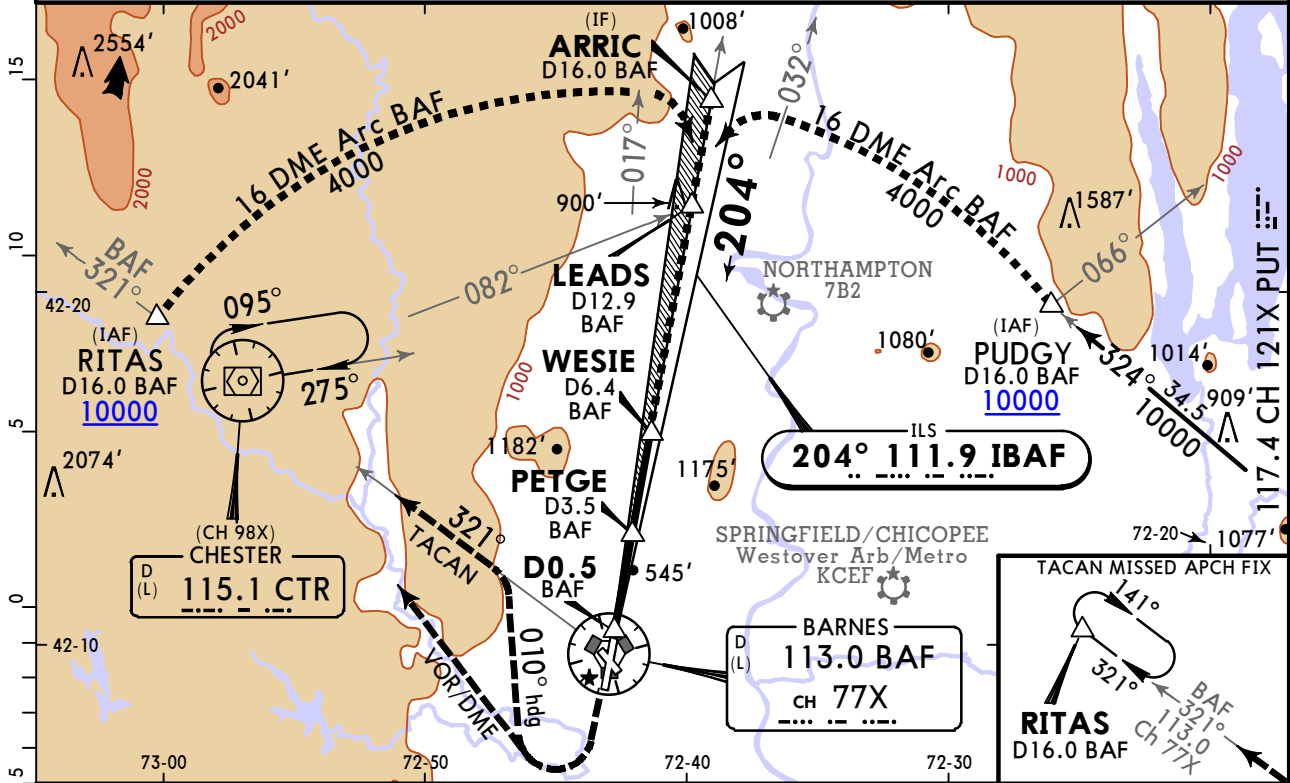


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1300' ↑	4000' RT	D →	CTR 115.1	
GS	3.00°	372	478	531	637	743						849
MAP at D0.5 BAF or WESIE to MAP	5.9	5:03	3:56	3:32	2:57	2:32						2:13

TERPS	STRAIGHT-IN LANDING RWY 20						CIRCLE-TO-LAND			
	ILS		LOC (GS out)				With PETGE		Without PETGE	
	DA(H)	RAIL/ALS out	With PETGE MDA(H)	Without PETGE MDA(H)	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)	MDA(H)	
A	520' (250')		800' (530')	1260' (990')	3/4	1 1/4	90	1160' (890') - 1 1/4	1260' (990') - 1 1/4	
B					1	1 1/2	120		1260' (990') - 1 1/2	
C	1/2	3/4	1/2	1	1	2 1/2	140	1160' (890') - 2 3/4	1260' (990') - 3	
D			1	1 1/2	2 1/2	3	165	1660' (1390') - 3	1660' (1390') - 3	

# KBAF/BAF WESTFIELD-BARNES REGL 1 APR 22 (11-2) CAT C, D & E HI-ILS or LOC Rwy 20

ATIS (ASOS when Twr inop) 127.1 263.15		YANKEE Approach (R) 125.35 281.5		*WESTFIELD Tower CTAF 118.9 251.1		*Ground 121.7 289.4	
LOC IBAF <b>111.9</b>	Final Apch Crs <b>204°</b>	WESIE <b>2200'</b> (1930')		ILS DA(H) (CONDITIONAL) <b>520'</b> (250')	Apt Elev 270' TDZE 270'		
<b>MISSED APCH:</b> Climb to 1300', then climbing RIGHT turn to 4000' direct CTR VOR DME and hold, continue climb-in-hold to 4000' (TACAN aircraft climb to 1300' then climbing RIGHT turn to 4000' on heading 010° and on BAF VORTAC R-321 to RITAS/D16.0 BAF and hold), or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME from BAF VORTAC. 2. EMERG SAFE ALT 100 NM 7000. 3. Night landing: Rwy 15, 20, 33 not authorized. 4. Use local altimeter setting; if not received, use Bradley Intl altimeter setting. 5. Cold temperature alt correction required at or below -21°C. 6. Pilot controlled lighting 118.9.							



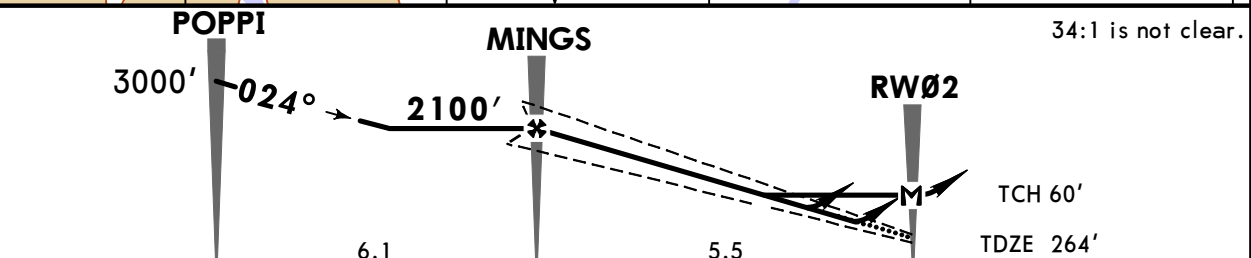
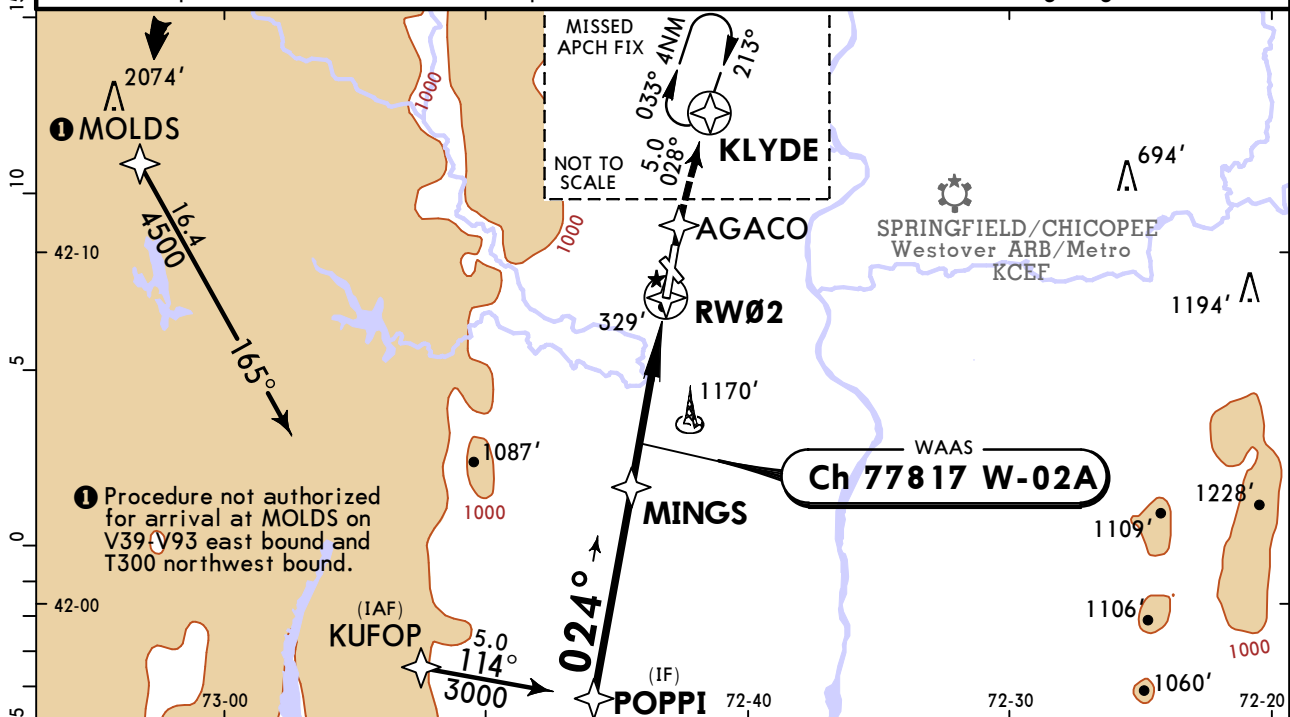
Gnd speed-Kts	70	90	100	120	140	160	MALSR	1300'	4000'	D	CTR 115.1 (CH 98X)
GS	3.00°	372	478	531	637	743					
MAP at D0.5 BAF or WESIE to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13	PAPI	↑	RT	

Military				STRAIGHT-IN LANDING With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting				
ILS DA(H) <b>520'</b> (250')		LOC (GS out) MDA(H) <b>800'</b> (530')		FULL		ALS out		Max Kts	MDA(H)			
A/B	NA		NA		NA		A/B		NA			
C	R50 or V1		R50 or V1		R55 or V1 1/4		140	1160' (890') -V2 3/4				
D	R50 or V1		R50 or V1		R55 or V1 1/4		165	1660' (1390') -V3				
E	V1 1/4		V1 1/4		V3		200	1660' (1390') -V3				
TERPS MIL (USAF) AMEND 4				STRAIGHT-IN LANDING With Bradley Intl Altimeter Setting				CIRCLE-TO-LAND With Bradley Intl Altimeter Setting				
ILS DA(H) <b>564'</b> (294')		LOC (GS out) MDA(H) <b>860'</b> (590')		FULL		ALS out		Max Kts	MDA(H)			
A/B	NA		NA		NA		A/B		NA			
C	R50 or V1		R50 or V1		V1 1/4		140	1200' (930') -V2 3/4				
D	R50 or V1		R50 or V1		V1 1/4		165	1200' (930') -V3				
E	V1 1/4		V1 1/4		V3		200	1680' (1410') -V3				

# KBAF/BAF WESTFIELD-BARNES REGL 11 JUN 21 (12-1) Eff 17 Jun RNAV (GPS) Rwy 2

ATIS (ASOS when Twr inop) <b>127.1</b>	YANKEE Approach (R) <b>125.35</b>	*WESTFIELD Tower CTAF <b>118.9</b>	*Ground <b>121.7</b>
WAAS <b>Ch 77817 W-02A</b>	Final Apch Crs <b>024°</b>	MINGS <b>2100'</b> (1836')	LPV DA(H) (CONDITIONAL) <b>515'</b> (251')
Apt Elev 270' TDZE 264'			3600 MSA RW02
<b>MISSED APCH: Climb to 3000' direct AGACO and on 028° track to KLYDE and hold, continue climb-in-hold to 3000'.</b>			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
RNP Apch			

1. Use local altimeter setting; if not received, use Bradley Intl, CONN altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C.
3. Baro-VNAV not authorized when using Bradley Intl, CONN altimeter setting. 4. Rwy 2 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and RNAV glidepath not coincident.
6. Cold temperature altitude correction required at or below -21°C. 7. Pilot controlled lighting 118.9.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D	AGACO	
Glide Path Angle	3.01°	373	479	532	639	745					852
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW02											

STRAIGHT-IN LANDING RWY 2 With Local Altimeter Setting		
LPV DA(H) <b>515'</b> (251')	LNAV/VNAV DA(H) <b>858'</b> (594')	LNAV MDA(H) <b>1360'</b> (1096')
A		1 1/4
B		1 1/2
C	1	2
D		3

With Bradley Intl, CONN Altimeter Setting		
LPV DA(H) <b>559'</b> (295')	LNAV/VNAV DA(H) <b>902'</b> (638')	LNAV MDA(H) <b>1420'</b> (1156')
A		1 1/4
B		1 1/2
C	1	2 1/4
D		3

TERPS AMEND 0D 3 MAR 2016

# KBAF/BAF WESTFIELD-BARNES REGD 11 JUN 21 (12-2) Eff 17 Jun RNAV (GPS) Rwy 20

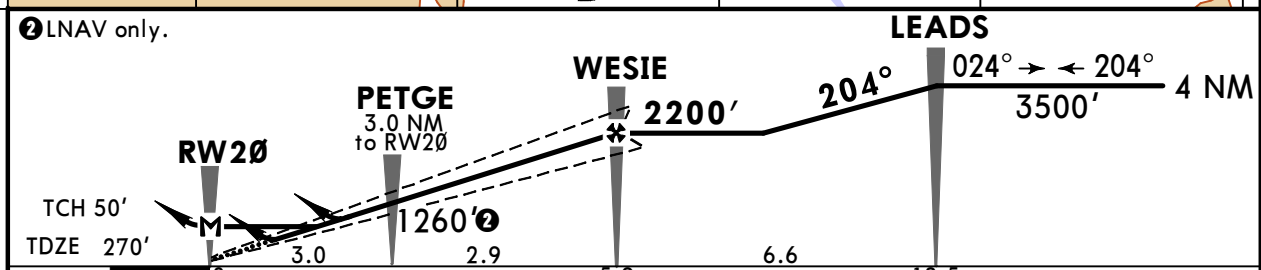
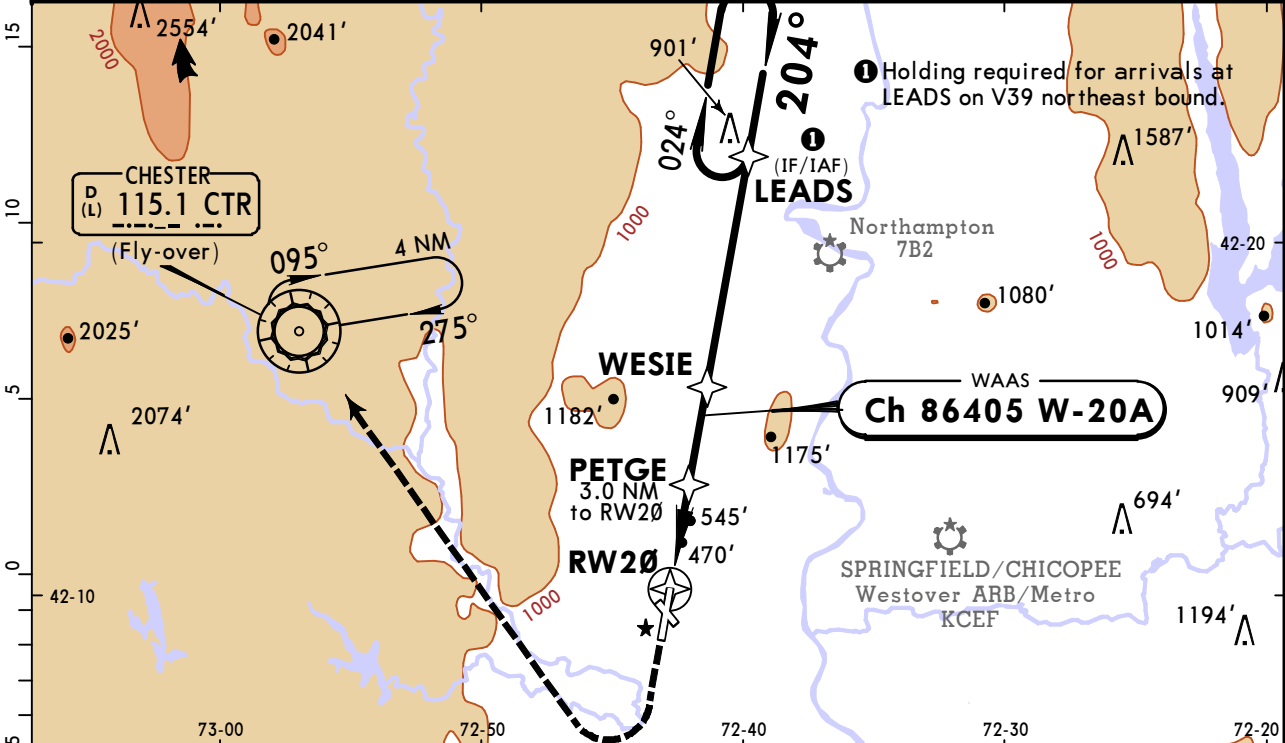


WESTFIELD/SPRINGFIELD, MASS

ATIS (ASOS when Twr inop) <b>127.1</b>		YANKEE Approach (R) <b>125.35</b>		*WESTFIELD Tower CTAF <b>118.9</b>		*Ground <b>121.7</b>	
BRIEFING STRIP™	WAAS <b>Ch 86405</b> W-20A	Final Apch Crs <b>204°</b>	WESIE <b>2200'</b> (1930')		LPV DA(H) (CONDITIONAL) <b>520'</b> (250')	Apt Elev 270' TDZE 270'	3600  MSA RW20
	MISSED APCH: Climb to 1700' then climbing RIGHT turn to 4000' direct CTR VOR and hold.						

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Night landing: Rwy 15 not authorized. 2. Use local altimeter setting; if not received, use Bradley Intl, CONN altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 4. Baro-VNAV not authorized when using Bradley Intl, CONN altimeter setting. 5. DME/DME RNP-0.30 not authorized. 6. Cold temperature altitude correction required at or below -21°C. 7. Pilot controlled lighting 118.9.



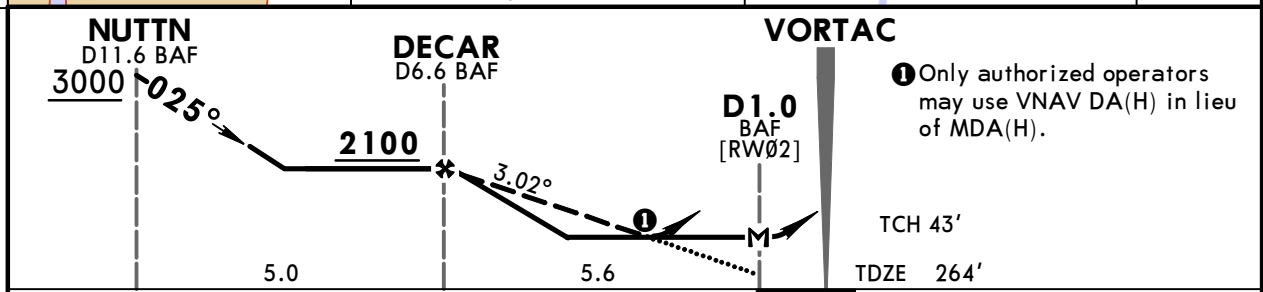
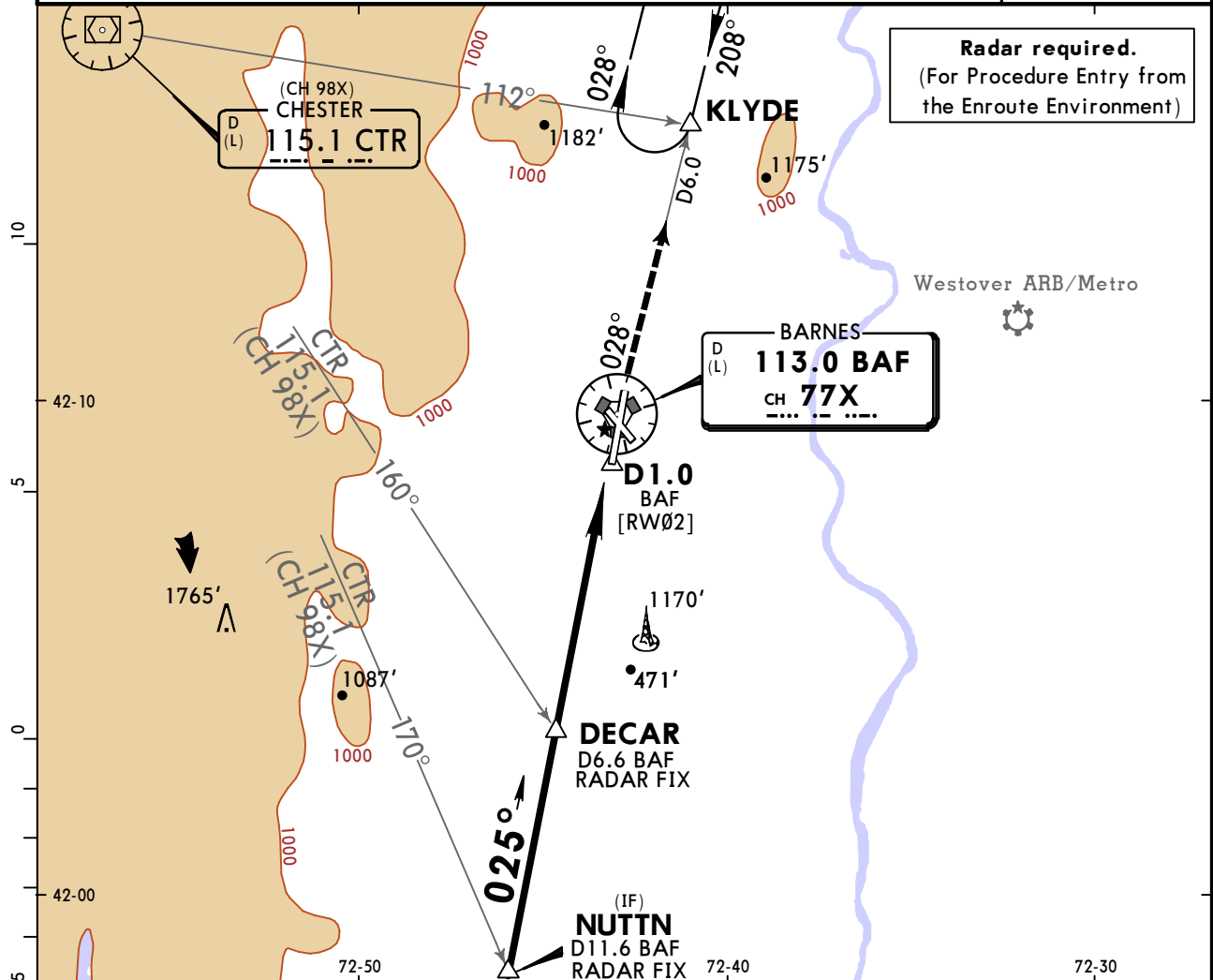
Gnd speed-Kts	70	90	100	120	140	160	MALS R	1700'	4000'	D →	CTR 115.1
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑		
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW20											

TERPS						STRAIGHT-IN LANDING RWY 20			CIRCLE-TO-LAND		
						With Local Altimeter Setting					
LPV		LNAV/VNAV		LNAV		LNAV		LNAV		LNAV	
DA(H) 520' (250')		DA(H) 955' (685')		MDA(H) 800' (530')		DA(H) 561' (291')		DA(H) 996' (726')		MDA(H) 860' (590')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A										Max Kts	MDA(H)
B	RVR 24 or 1/2	RVR 40 or 3/4	1 7/8	2 1/2	RVR 24 or 1/2	RVR 55 or 1	1 1/4	1 3/4	1 1/2	90	1160' (890') - 1 1/4
C										120	1160' (890') - 2 3/4
D										140	1160' (890') - 2 3/4
										165	1660' (1390') - 3
						With Bradley Intl, CONN Altimeter Setting					
A										Max Kts	MDA(H)
B	RVR 24 or 1/2	RVR 40 or 3/4	2 1/4	2 3/4	RVR 24 or 1/2	RVR 55 or 1	1 1/4	1 3/4	1 1/2	90	1220' (950') - 1 1/4
C										120	1220' (950') - 2 3/4
D										140	1220' (950') - 2 3/4
										165	1720' (1450') - 3

TERPS AMEND ID 3 MAR 2016

# KBAF/BAF WESTFIELD-BARNES REGL 2 APR 21 (13-1) WESTFIELD/SPRINGFIELD, MASS VOR or TACAN Rwy 2

ATIS (ASOS when Twr inop) 127.1 263.15		YANKEE Approach (R) 125.35 281.5		*WESTFIELD Tower CTAF 118.9 251.1		*Ground 121.7 289.4	
VORTAC BAF <b>113.0</b>	TACAN BAF CH <b>77X</b>	Final Apch Crs <b>025°</b>	DECAR <b>2100</b> (1836')	MDA(H) <b>780'</b> (516')	Apt Elev 270'	TDZE 264'	
<b>MISSED APCH:</b> Climb to 3000' outbound via BAF VORTAC R-028 to KLYDE INT and hold.							
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Night landing: Rwy 15 not authorized. 2. VGSI and descent angles not coincident. 3. Helicopter visibility reduction below 3/4 SM not authorized. 4. Cold temperature altitude correction required at or below -21°C. 5. Pilot controlled lighting 118.9.							



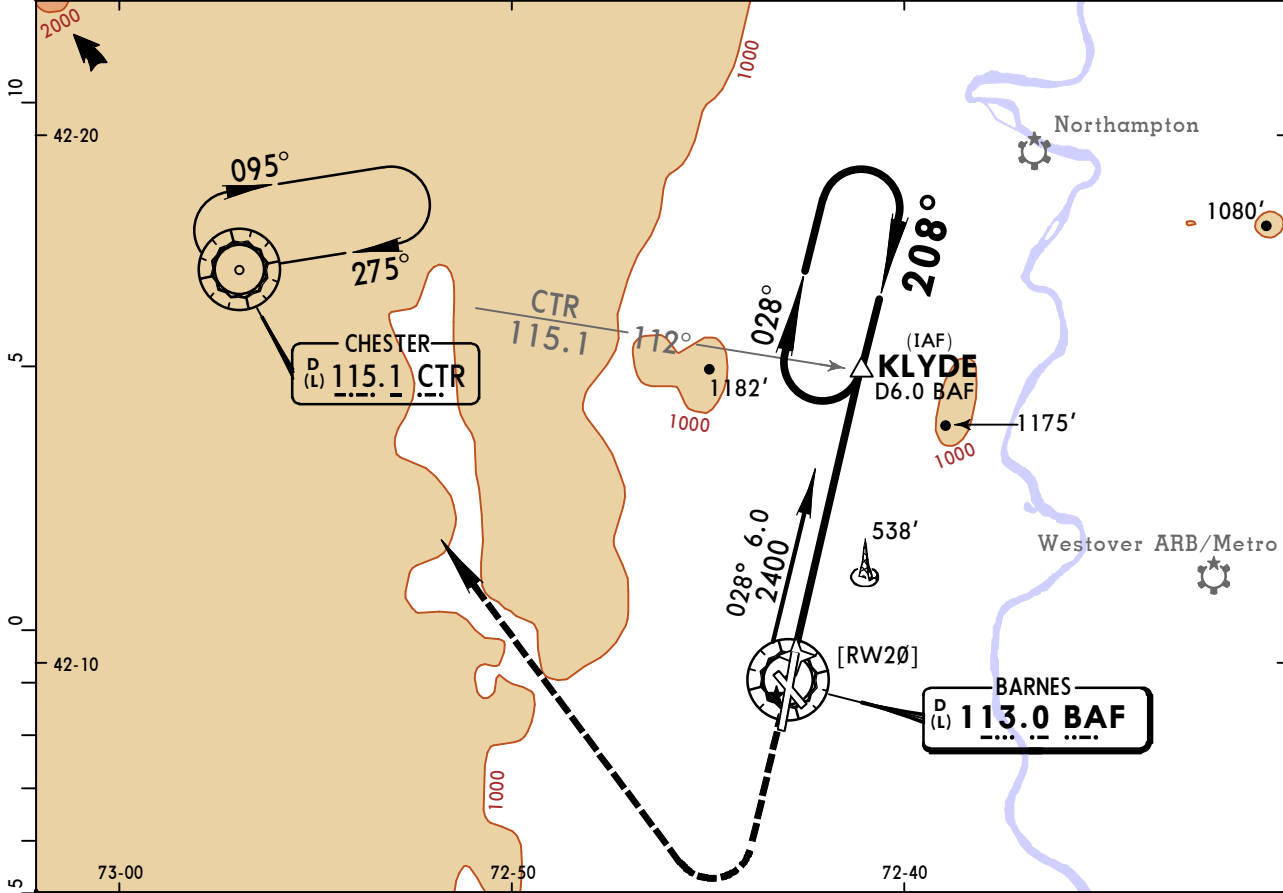
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' ↑ via CH 77X R-028	BAF 113.0 KLYDE
Descent Angle 3.02°	374	481	534	641	748	855			
MAP at D1.0 BAF or DECAR to MAP	5.6	4:48	3:44	3:22	2:48	2:24			

TERPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	MDA(H) <b>780'</b> (516')			
	A	V1		Max Kts 90
	B	V1 1/2		120
	C	V1 3/4		140
D		165		
E		180		

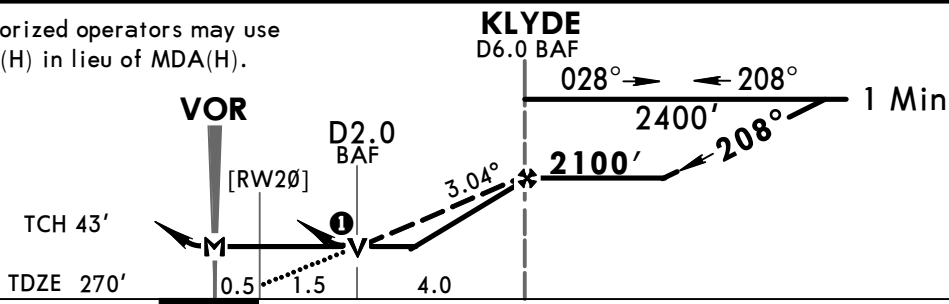
TERPS AMEND 4G 3 MAR 2016

# KBAF/BAF WESTFIELD-BARNES REGL 2 APR 21 (13-2) VOR Rwy 20

ATIS (ASOS when Twr inop) <b>127.1</b>		YANKEE Approach (R) <b>125.35</b>		*WESTFIELD Tower <b>CTAF 118.9</b>		*Ground <b>121.7</b>	
VOR BAF <b>113.0</b>	Final Apch Crs <b>208°</b>	Minimum Alt <b>KLYDE</b> <b>2100'</b> (1830')	MDA(H) <b>940'</b> (670')	Apt Elev 270'	TDZE 270'		
<b>MISSED APCH: Climb to 1200', then climbing RIGHT turn to 4000' direct CTR VOR and hold; continue climb in hold to 4000'.</b>							MSA BAF VOR
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Night landing: Rwy 15 not authorized. 2. VGSI and descent angles not coincident. 3. Cold temperature altitude correction required at or below -21°C. 4. Pilot controlled lighting 118.9.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1200' ↑ 4000' ↗ RT CTR 115.1
Descent Angle	3.04°	376	484	538	645	861	
MAP at VOR							

TERPS STRAIGHT-IN LANDING RWY20			TERPS CIRCLE-TO-LAND		
MDA(H) 940' (670')			MDA(H)		
	RAIL/ALS out	Max Kts			
A		90	1160' (890') -1 1/4		
B	RVR 40 or 3/4	120	1160' (890') -2 3/4		
C	RVR 60 or 1/4	140	1660' (1390') -3		
D	1 1/2	165			

TERPS AMEND 20F 3 MAR 2016

### Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

**WESTFIELD/SPRINGFIELD, MA (WESTFIELD-BARNES REGL - KBAF)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBAF

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.