

## List of pages in this Trip Kit

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Airport Information For KBDR

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Revision Letter For Cycle 16-2023

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Notebook

## General Information

Location: BRIDGEPORT CT USA  
ICAO/IATA: KBDR / BDR  
Lat/Long: N41° 09.81', W073° 07.57'  
Elevation: 9 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 13.0° W  
Sectional Chart: New York

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: HP Bottle, LP Bottle  
Repair Types: Major Airframe, Major Engine  
Customs: ADCUS  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1019 Z  
Sunset: 2326 Z

## Runway Information

Runway: 06  
Length x Width: 4677 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 7 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 11  
Length x Width: 4759 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 9 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 24  
Length x Width: 4677 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 7 ft  
Lighting: Edge, REIL, Pilot controlled  
Displaced Threshold: 320 ft

Runway: 29  
Length x Width: 4759 ft x 150 ft

Surface Type: asphalt  
TDZ-Elev: 7 ft  
Lighting: Edge, REIL, Pilot controlled  
Displaced Threshold: 364 ft

## Communication Information

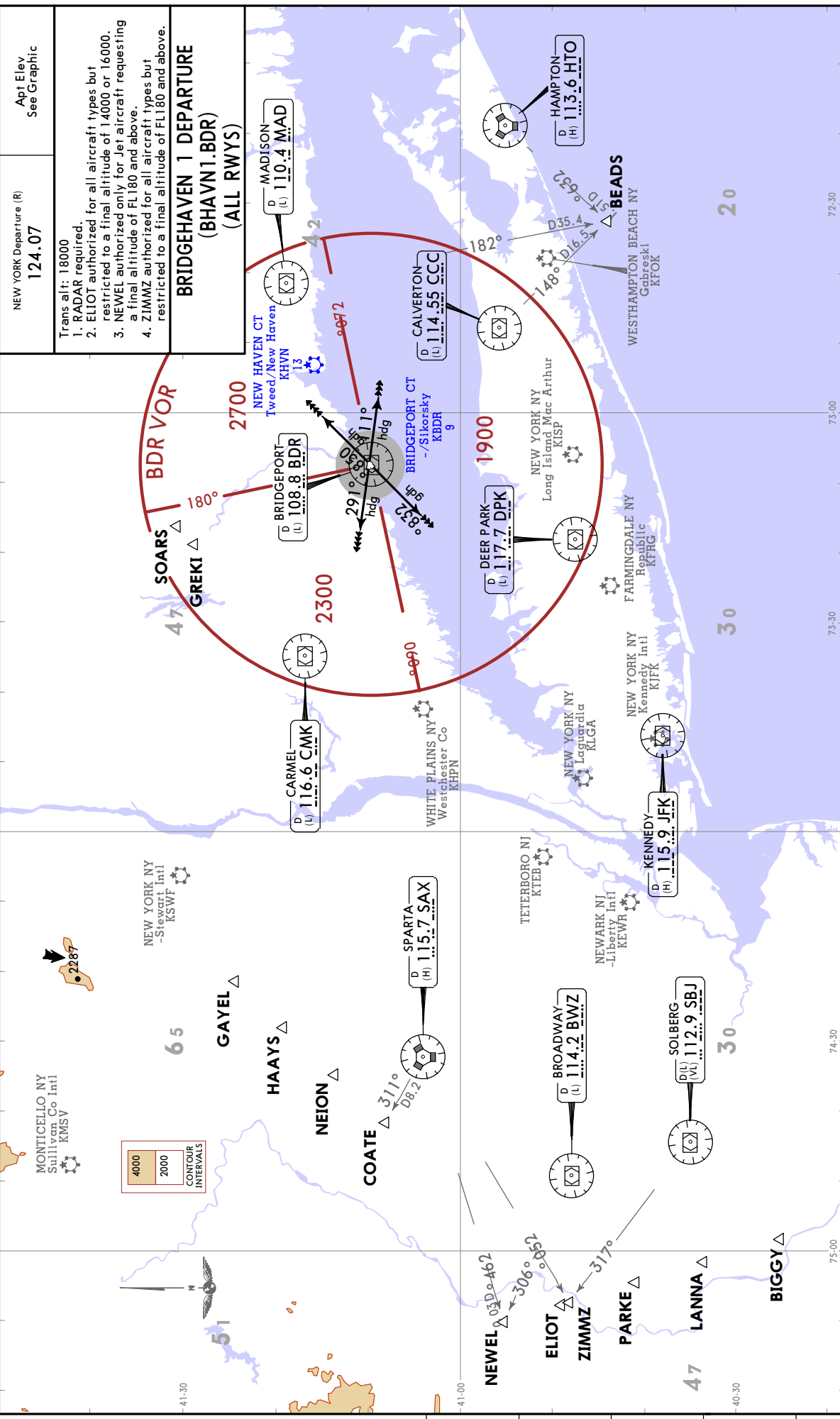
ATIS: 119.150  
ASOS: 119.150  
Bridgeport Tower: 120.900 CTAF PCL  
Bridgeport Ground: 121.750  
New York Clearance Delivery: 124.075  
Bridgeport Clearance Delivery: 121.750  
New York Approach: 124.075  
New York Departure: 124.075  
Bridgeport/Sikorsky UNICOM: 123.000  
Bridgeport FSS: 122.200 RCO





**KBDR/BDR**  
BRIDGEPORT/SIKORSKY

**JEPPESEN BRIDGEPORT, CONN**  
14 APR 23 10-3 Eff: 20 Apr SID



**NEW YORK DEPARTURE (R)**  
124.07  
Apt Elev See Graphic

Trans alt: 18000  
1. RADAR required.  
2. ELIOT authorized to a final altitude of 14000 or 16000.  
3. NEWEL authorized only for Jet aircraft requesting a final altitude of FL180 and above.  
4. ZIMMZ authorized for all aircraft types but restricted to a final altitude of FL180 and above.

**BRIDGEHAVEN 1 DEPARTURE (BHAVN1.BDR) (ALL RWYS)**

**NEW HAVEN CT**  
Tweed/New Haven  
KHAVN 13

**MADISON**  
D 110.4 MAD  
(L) 110.4 MAD

**CALVERTON**  
D 114.55 CCC  
(L) 114.55 CCC

**BRIDGEPORT CT**  
- Sikorsky  
KBDR 9

**DEER PARK**  
D 117.7 DPK  
(L) 117.7 DPK

**NEW YORK NY**  
Long Island Mac Arthur  
KISP

**FARMINGDALE NY**  
Republic  
KFRG

**NEW YORK NY**  
Kennedy Intl  
KJFK

**NEW YORK NY**  
LaGuardia  
KLGA

**KENNEDY**  
D 115.9 JFK  
(H) 115.9 JFK

**WESTHAMPTON BEACH NY**  
Gabreski  
KFOK

**BEADS**

**HAMPTON**  
D 113.6 HTO  
(H) 113.6 HTO

**TAKE-OFF OBSTACLE NOTES**

Rwy 6: Fence 14 from DER, 95 left of centerline, 17 AGL/18 MSL. Vehicles on road beginning 79 from DER, 1 right of centerline, up to 15 AGL/25 MSL.

Rwy 11: Vehicles on road beginning 195 from DER, 127 left of centerline, up to 15 AGL/28 MSL. Vehicles on road and poles beginning 207 from DER, 6 right of centerline, up to 73 AGL/73 MSL.

Rwy 24: Vehicles on road beginning 484 from DER, 537 right of centerline, up to 15 AGL/25 MSL.

Rwy 29: Building 555 from DER, 622 right of centerline, 57 AGL/59 MSL. Stack 2.2 NM from DER, 275 left of centerline, 497 AGL/512 MSL.

**TAKE-OFF MINIMUMS:**

Rwys 6, 11, 24: Standard.

Rwy 29: 600-2 3/4 or standard with minimum climb of 300 FT/NM to 700.

Gnd speed-KT	75	100	150	200	250	300
300 FT/NM	375	500	750	1000	1250	1500

RWY	INITIAL CLIMB	TOP ALTITUDE
6	Climb heading 058°	2000
11	Climb heading 111°	
24	Climb heading 238°	
29	Climb heading 291°	
<b>ROUTING</b>		
<b>BEADS DEPARTURES</b>	EXPECT vectors to MAD R182.	
<b>COATE DEPARTURES</b>	EXPECT vectors to SAX/SAX R311.	
<b>ALL OTHERS</b>	EXPECT vectors to assigned route/fix. MAINTAIN 2000. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.	

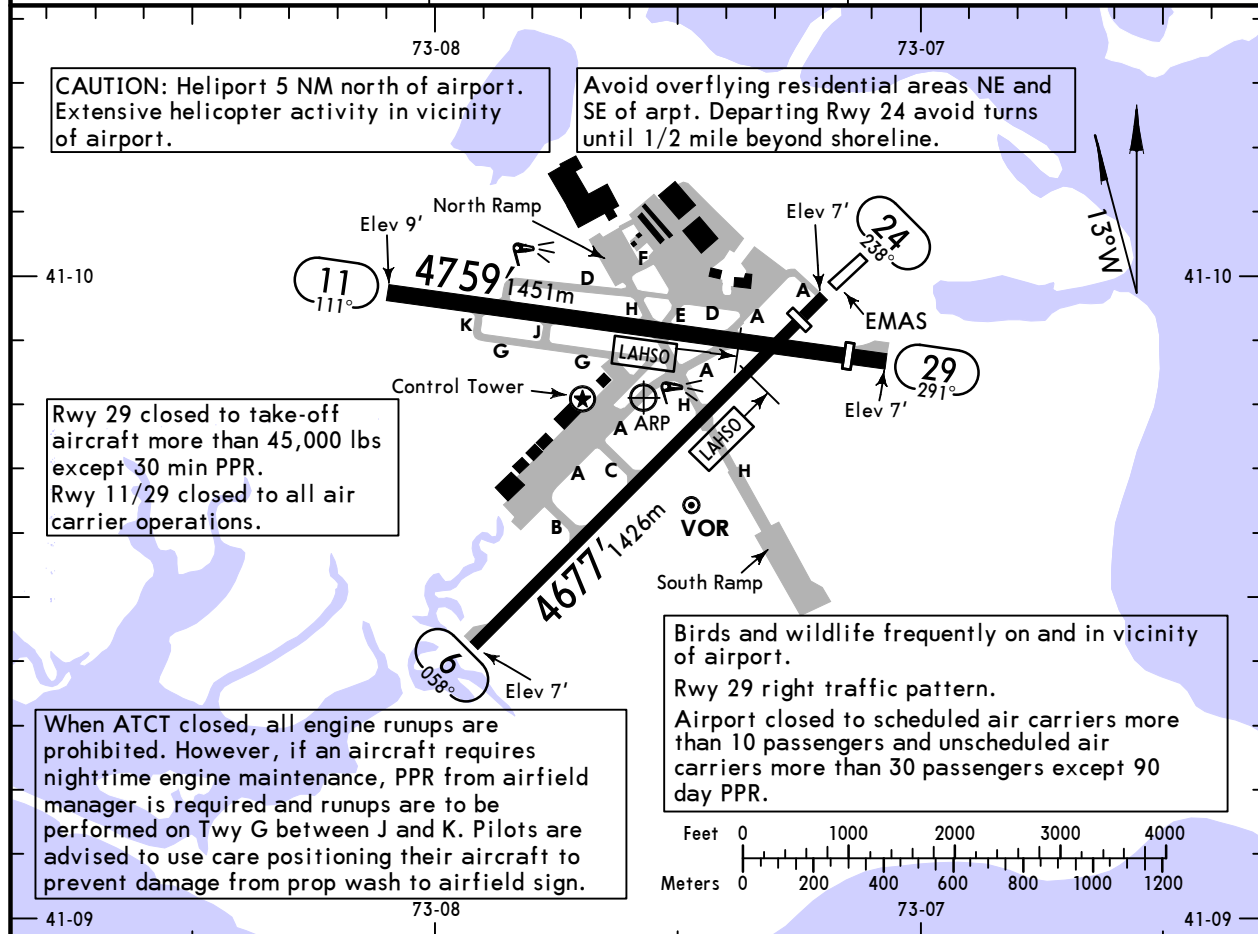
# KBDR/BDR

Apt Elev 9'  
N41 09.8 W073 07.6

**JEPPESSEN**  
5 AUG 22 (10-9)

**BRIDGEPORT, CONN**  
BRIDGEPORT/SIKORSKY

ATIS (ASOS when Twr inop) <b>119.15</b> VOT 109.25	*BRIDGEPORT Clearance <b>121.75</b>	NEW YORK Clearance <b>124.075</b> when Twr inop	*Ground <b>121.75</b>
*Tower <b>CTAF 120.9</b>	UNICOM 123.0	NEW YORK Departure (R) <b>124.075</b>	



### ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS

RWY	LANDING BEYOND			TAKE OFF	WIDTH
	Threshold	Glide Slope	LAHSO		
6 ① ② 24	③ HIRL ③ REIL ③ PAPI-R (angle 3.0°)	3685' 1123m	11/29 3700' 1128m		100' 30m
	③ HIRL ③ REIL PAPI-L (angle 3.0°)	4357' 1328m			
11 ④ 29	③ HIRL ③ REIL ③ PAPI-L (angle 3.5°)		6/24 3350' 1021m		150' 46m
	③ HIRL ③ REIL ③ PAPI-L (angle 3.0°)	4395' 1340m			

- ① Runway grooved.
- ② No run up in position prior to take-off when using full length of runway 24.
- ③ Activate on 120.9 when Tower inop.
- ④ Not available for scheduled air carrier operations with more than 9 passenger seats or unscheduled air carrier operations with at least 31 passenger seats.

TAKE-OFF					FOR FILING AS ALTERNATE		
Rwys 6, 11, 24		Rwy 29			Authorized Only When Twr Operating		
Adequate Vis Ref	STD	With Min climb of 300'/NM to 700'		Other	ILS Rwy 6	LOC Rwy 6	RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 29
		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1	600-2 3/4	A 600-2	800-2	800-2
3 & 4 Eng	1/4	1/2	1/2		B 700-2		
					C 900-2 1/2	900-2 1/2	900-2 1/2
					D 900-2 3/4	900-2 3/4	900-2 3/4

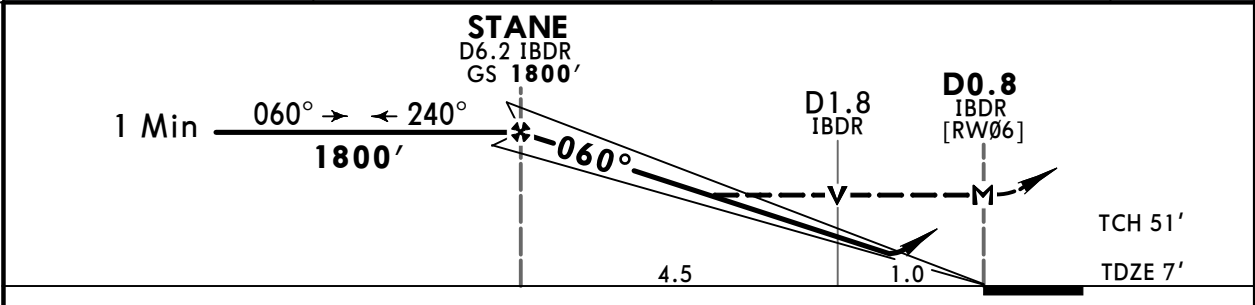
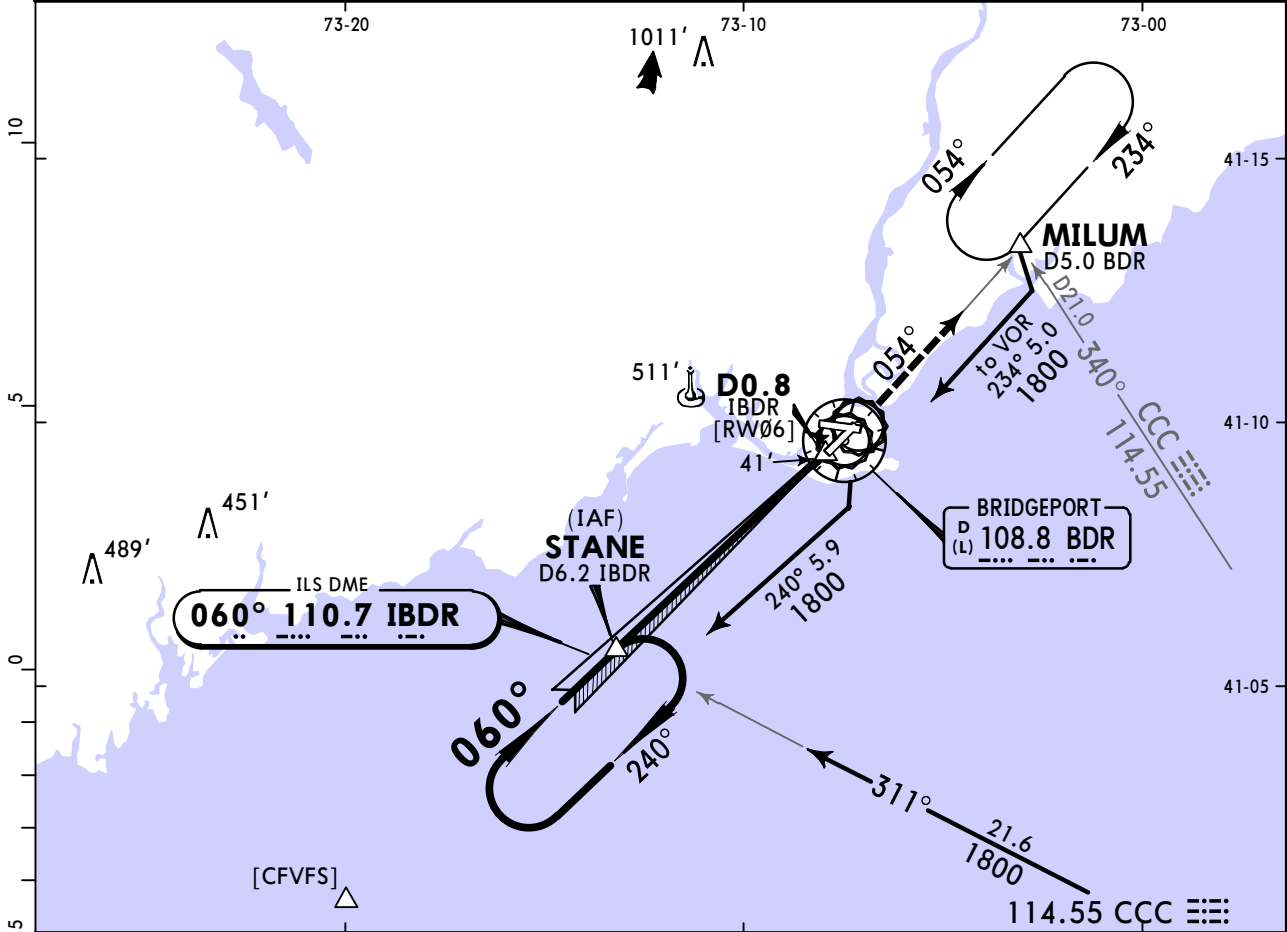
**TAKE-OFF OBSTACLE NOTES:** Rwy 6, fence 14' from DER, 95' left of centerline, 17' AGL/18' MSL. Vehicles on road beginning 79' from DER, 1' right of centerline, up to 15' AGL/25' MSL.  
 Rwy 11, vehicles on road beginning 195' from DER, 127' left of centerline, up to 15' AGL/28' MSL. Vehicles on road and poles beginning 207' from DER, 6' right of centerline, up to 73' AGL/73' MSL.  
 Rwy 24, vehicles on road beginning 484' from DER, 537' right of centerline, up to 15' AGL/25' MSL.  
 Rwy 29, building 555' from DER, 622' right of centerline, 57' AGL/59' MSL. Stack 2.2 NM from DER, 275' left of centerline, 497' AGL/512' MSL.

**KBDR/BDR**  
**BRIDGEPORT/SIKORSKY**

**JEPPESEN**  
14 APR 23 **(11-1)** Eff 20 Apr

**BRIDGEPORT, CONN**  
**ILS or LOC Rwy 6**

ATIS (ASOS when Twr inop) <b>119.15</b>		NEW YORK Approach (R) <b>124.075</b>		*BRIDGEPORT Tower <b>CTAF 120.9</b>		*Ground <b>121.75</b>	
LOC IBDR <b>110.7</b>	Final Apch Crs <b>060°</b>	STANE <b>1800'</b> (1793')		ILS DA(H) <b>257'</b> (250')	Apt Elev 9' TDZE 7'		<p>MSA BDR VOR</p>
<b>MISSED APCH: Climb to 1800' outbound on BDR VOR R-054 to MILUM INT and hold.</b>							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 11 not authorized at night. 2. Autopilot coupled approach not authorized below 350'. 3. Final approach course offset 2.16°. 4. Pilot controlled lighting 120.9.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	1800' ↑ on	BDR 108.8 R-054	MILUM	
GS	3.00°	372	478	531	637	743					849
MAP at D0.8 IBDR or STANE to MAP	5.5	4:43	3:40	3:18	2:45	2:21					2:04

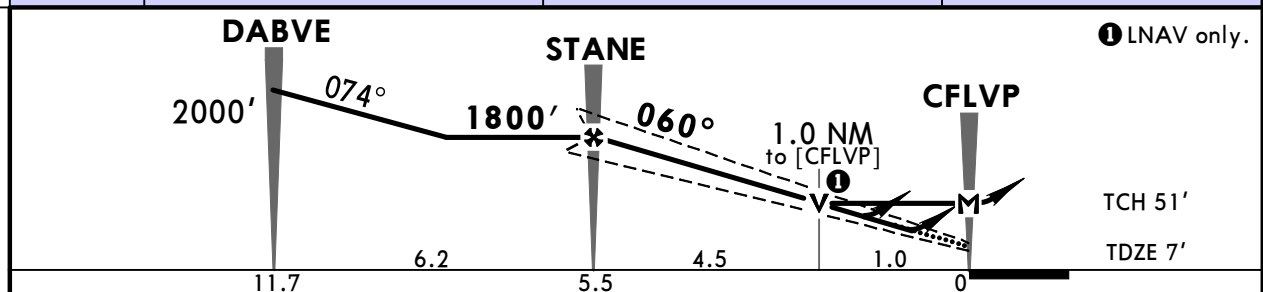
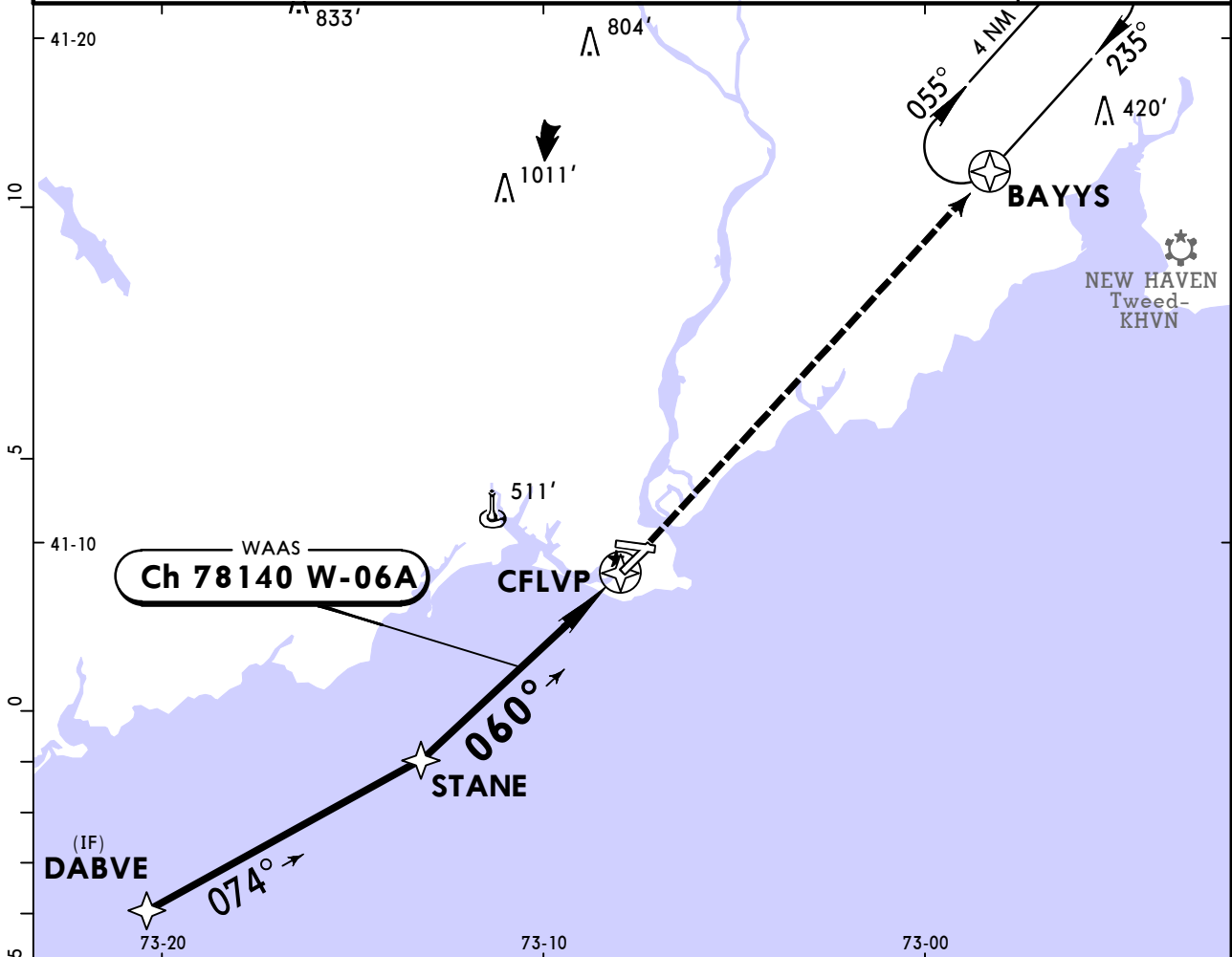
TERPS AMEND 10B 22 JUN 2017	STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND				
	ILS				LOC (GS out)				
	DA(H) <b>257'</b> (250')				MDA(H) <b>380'</b> (373')				
	A							Max Kts	MDA(H)
	B							90	<b>480'</b> (471') -1
C	<b>3/4</b>			<b>1</b>			120	<b>620'</b> (611') -1	
D							140	<b>820'</b> (811') -2 1/2	
							165	<b>820'</b> (811') -2 3/4	

**KBDR/BDR**  
BRIDGEPORT/SIKORSKY

**JEPPESEN**  
17 MAR 23 (12-1)

**BRIDGEPORT, CONN**  
RNAV (GPS) Rwy 6

ATIS (ASOS when Twr inop) <b>119.15</b>		NEW YORK Approach (R) <b>124.075</b>		*BRIDGEPORT Tower <b>CTAF 120.9</b>		*Ground <b>121.75</b>	
WAAS <b>Ch 78140</b> <b>W-06A</b>	Final Apch Crs <b>060°</b>	<b>STANE</b> <b>1800'</b> (1793')	LPV DA(H) <b>257'</b> (250')	Apt Elev 9' TDZE 7'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;">2700</div> <p>MSA RW06</p>	
<b>MISSED APCH: Climb to 2600' direct BAYYS and hold.</b>							
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'			
<p>1. Circling Rwy 11 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C. 3. Final approach course offset 2.16°. 4. Rwy 6 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 120.9.</p>							



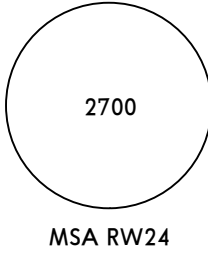
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2600'	D → BAYYS
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at [CFLVP]									

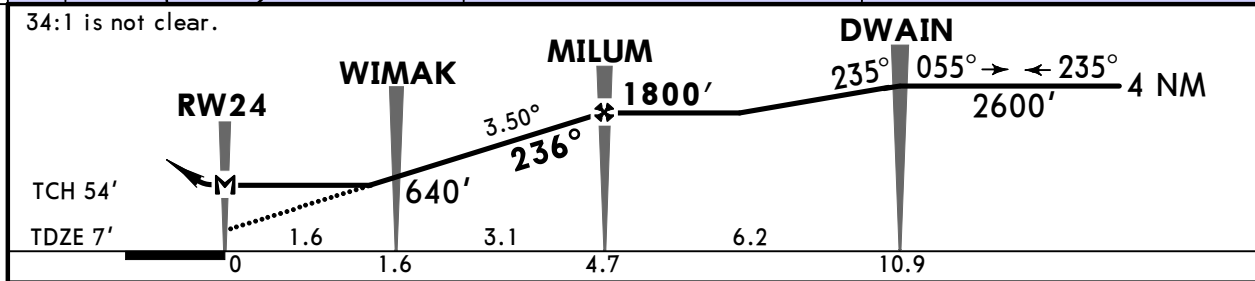
TERPS AMEND 1B 22 JUN 2017	<b>TERPS</b>			<b>STRAIGHT-IN LANDING RWY 6</b>			<b>CIRCLE-TO-LAND</b>		
	LPV DA(H) <b>257'</b> (250')		LNAV/VNAV DA(H) <b>284'</b> (277')		LNAV MDA(H) <b>380'</b> (373')		<div style="border: 1px solid black; padding: 2px;">G</div> <p>Max Kts</p>	MDA(H)	
	A				90	<b>480'</b> (471') -1			
	B				120	<b>620'</b> (611') -1			
	C	3/4		7/8	1	140		<b>820'</b> (811') -2 1/2	
D					165	<b>820'</b> (811') -2 3/4			

**KBDR/BDR**  
**BRIDGEPORT/SIKORSKY**

**JEPPESEN**  
17 MAR 23 (12-2)

**BRIDGEPORT, CONN**  
**RNAV (GPS) Rwy 24**

ATIS (ASOS when Twr inop) <b>119.15</b>		NEW YORK Approach (R) <b>124.075</b>		*BRIDGEPORT Tower <b>CTAF 120.9</b>		*Ground <b>121.75</b>		
RNAV	Final Apch Crs <b>236°</b>	MILUM <b>1800'</b> (1793')	LNAV MDA(H) <b>380'</b> (373')	Apt Elev 9' TDZE 7'				
<b>MISSED APCH: Climb to 1800' direct STANE and hold.</b>								
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'				
1. Circling Rwy 11 not authorized at night. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 52'). 3. Rwy 24 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 120.9.								



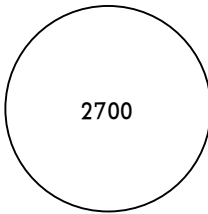
Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.50°	434	557	619	743	867	991		
MAP at RW24									

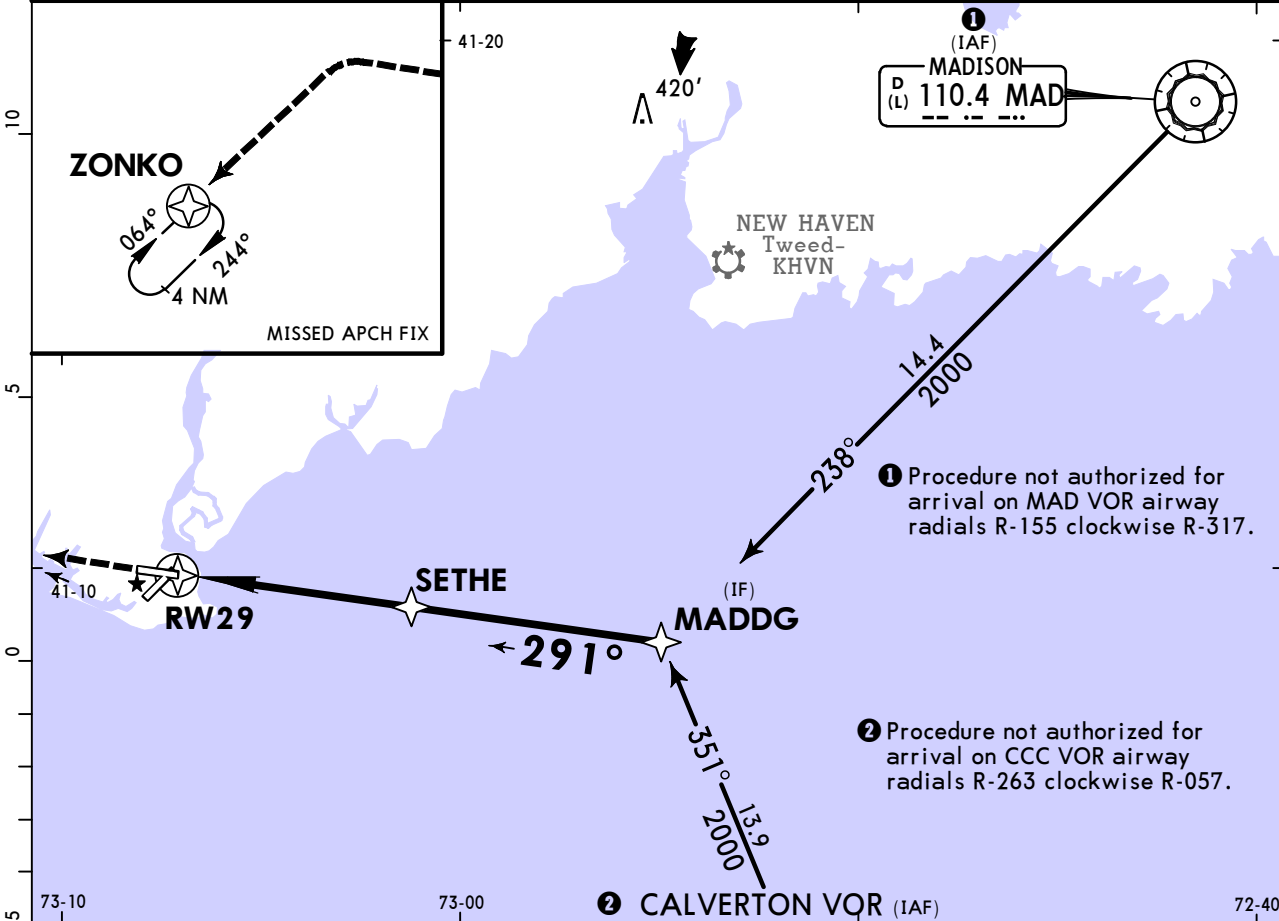
TERPS AMEND 1B 22 JUN 2017	<b>TERPS</b>						<b>STRAIGHT-IN LANDING RWY 24</b>			<b>CIRCLE-TO-LAND</b>		
							<b>LNAV</b>					
							MDA(H) <b>380'</b> (373')					
							<b>1</b>					
							<b>C</b>					
						Max Kts						
						MDA(H)						
						90 <b>480'</b> (471') - 1						
						120 <b>620'</b> (611') - 1						
						140 <b>820'</b> (811') - 2 1/2						
						165 <b>820'</b> (811') - 2 3/4						

**KBDR/BDR**  
**BRIDGEPORT/SIKORSKY**

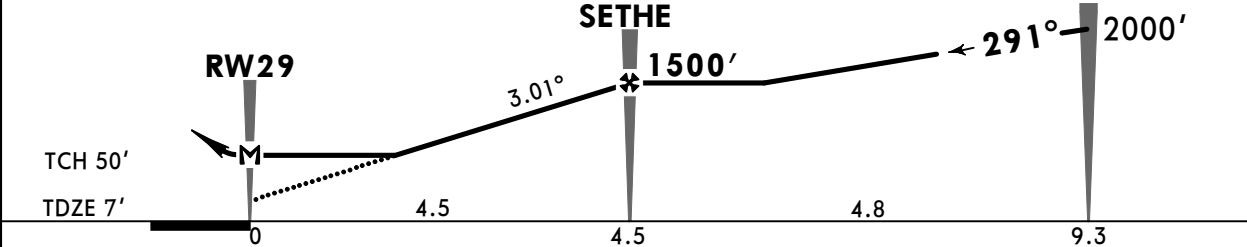
**JEPPESEN**  
17 MAR 23 **(12-3)**

**BRIDGEPORT, CONN**  
**RNAV (GPS) Rwy 29**

ATIS (ASOS when Twr inop) <b>119.15</b>		NEW YORK Approach (R) <b>124.075</b>		*BRIDGEPORT Tower <b>CTAF 120.9</b>		*Ground <b>121.75</b>		
RNAV	Final Apch Crs <b>291°</b>	<b>SETHE</b> <b>1500'</b> (1493')	<b>LNAV</b> MDA(H) <b>380'</b> (373')	Apt Elev 9' TDZE 7'		 2700 MSA RW29		
<b>MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' direct ZONKO and hold.</b>								
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'				
1. Circling Rwy 11 not authorized at night. 2. Rwy 29 helicopter visibility reduction below 1 SM not authorized. 3. Pilot controlled lighting 120.9.								



Visual segment - obstacles.  
34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160	REIL	<b>500'</b>	<b>2000'</b>	D → <b>ZONKO</b>
Descent Angle	3.01°	373	479	532	639	745	PAPI-L	↑	LT ↶	
MAP at RW29										

<b>TERPS</b>						<b>STRAIGHT-IN LANDING RWY 29</b>					<b>CIRCLE-TO-LAND</b>			
						<b>LNAV</b>					<b>C</b>			
						MDA(H) <b>380'</b> (373')					Max Kts			
A											90 <b>480'</b> (471') - 1			
B											120 <b>620'</b> (611') - 1			
C											140 <b>820'</b> (811') - 2 1/2			
D											165 <b>820'</b> (811') - 2 3/4			

TERPS AMEND 2B 5 NOV 2020

### Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**BRIDGEPORT, CT (BRIDGEPORT/SIKORSKY - KBDR)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBDR

### 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.