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Airport Information For KBED

Terminal Charts For KBED

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BEDFORD MA USA
ICAO/IATA: KBED / BED
Lat/Long: N42° 28.20', W071° 17.34'
Elevation: 132 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 16.0° W
Sectional Chart: New York

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

Sunrise: 1010 Z
Sunset: 2321 Z

Runway Information

Runway: 05
Length x Width: 5107 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 128 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 11
Length x Width: 7011 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 132 ft
Lighting: Edge, ALS, Part time, Pilot controlled

Runway: 23
Length x Width: 5107 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 128 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 7011 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 128 ft

Lighting: Edge, ALS, Part time, Pilot controlled

Communication Information

ATIS: 124.600

ASOS: 124.600

Hanscom Tower: 118.500 CTAF PCL

Hanscom Ground: 121.700

Hanscom Clearance Delivery: 121.850

Boston Approach: 124.400

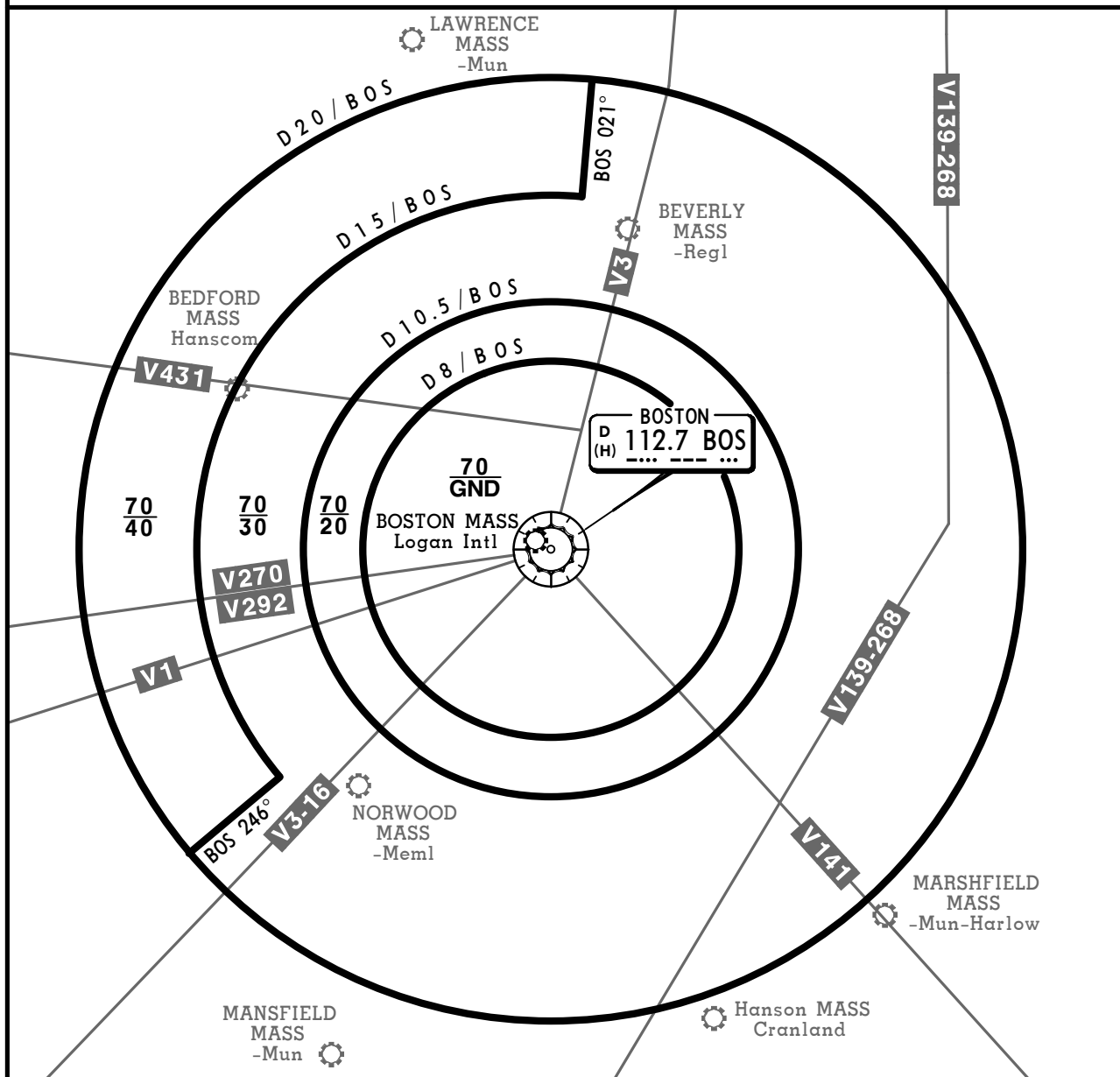
Boston Departure: 124.400

Hanscom UNICOM: 122.950

BOSTON CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

Boston App (091° - 269° 124.1) (270°-090° 124.4).



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

FLIGHT PROCEDURES

IFR Flights-Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

VFR Flights-

- a. Arriving aircraft, or aircraft desiring to transit Class B airspace, should contact Boston Approach Control on the frequency depicted. Pilots on initial contact should state their position, direction of flight and destination. If holding of VFR aircraft is required, the holding point will be specified by ATC and will be a prominent geographical fix, landmark or VOR radials.
- b. Aircraft departing the primary airport prior to taxiing are requested to advise the Boston clearance delivery position of the intended route of flight and altitude. Aircraft departing from other than Logan International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- c. Aircraft desiring to transit Class B airspace may obtain an ATC clearance to transit Class B airspace when traffic conditions permit and will be handled on an equitable "first-come, first-served basis," provided the requirements of FAR 91 are met.

JEPPesen BEDFORD, MASS
RNAV STAR
 4 MAR 22 10-2

ATIS
 (ASOS when Twr inop)
124.6

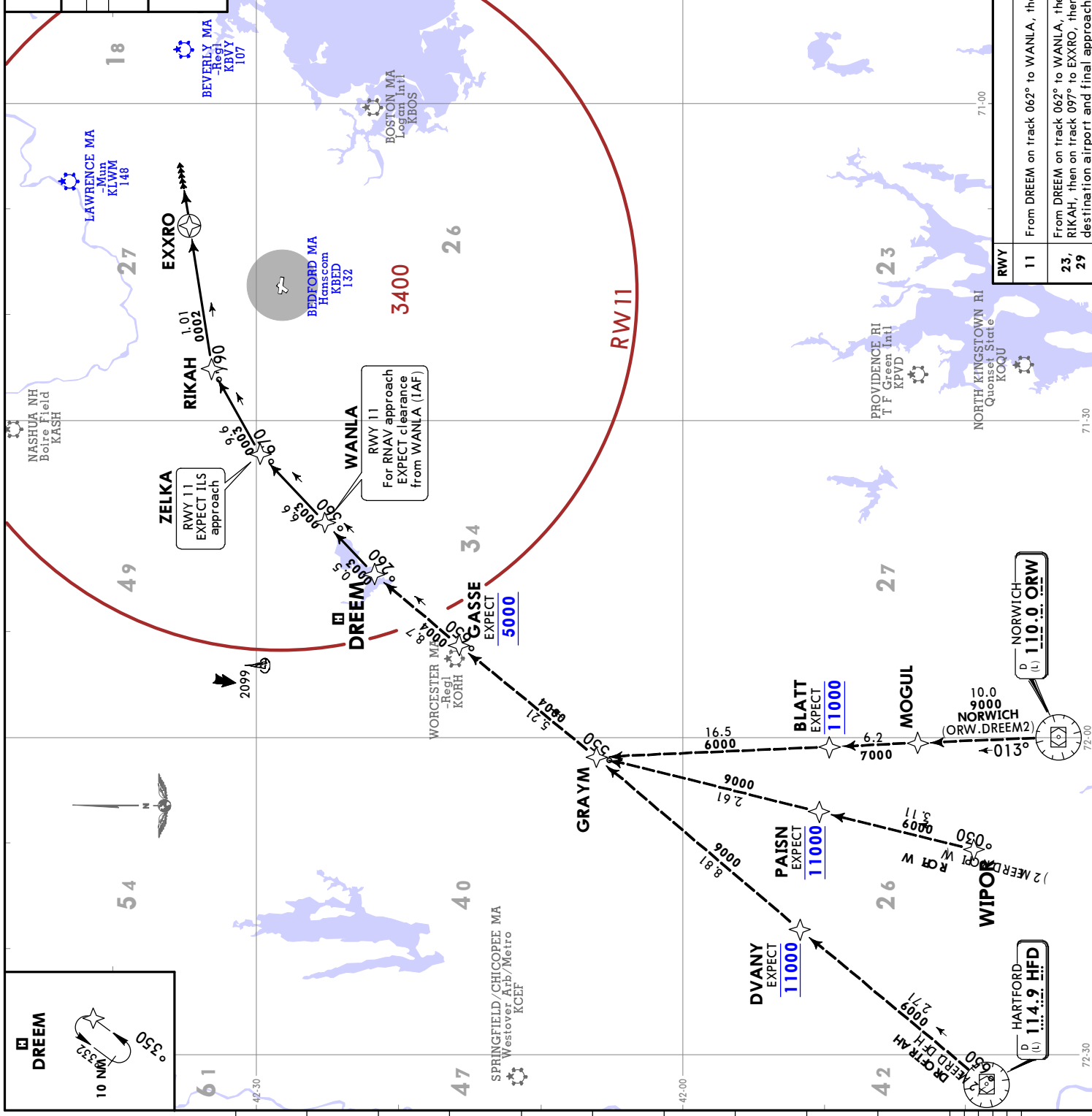
Apt Elev
 See Graphic

Alt Set: INCHES Trans level: FL180

RNAV 1 DME/DME/IRU or GPS required

1. RADAR required.
 2. WIPOR Transition ATC assigned.

DREAM 2 RNAV ARRIVAL
(DREAM.DREEM2)
(RWYS 11, 23, 29)

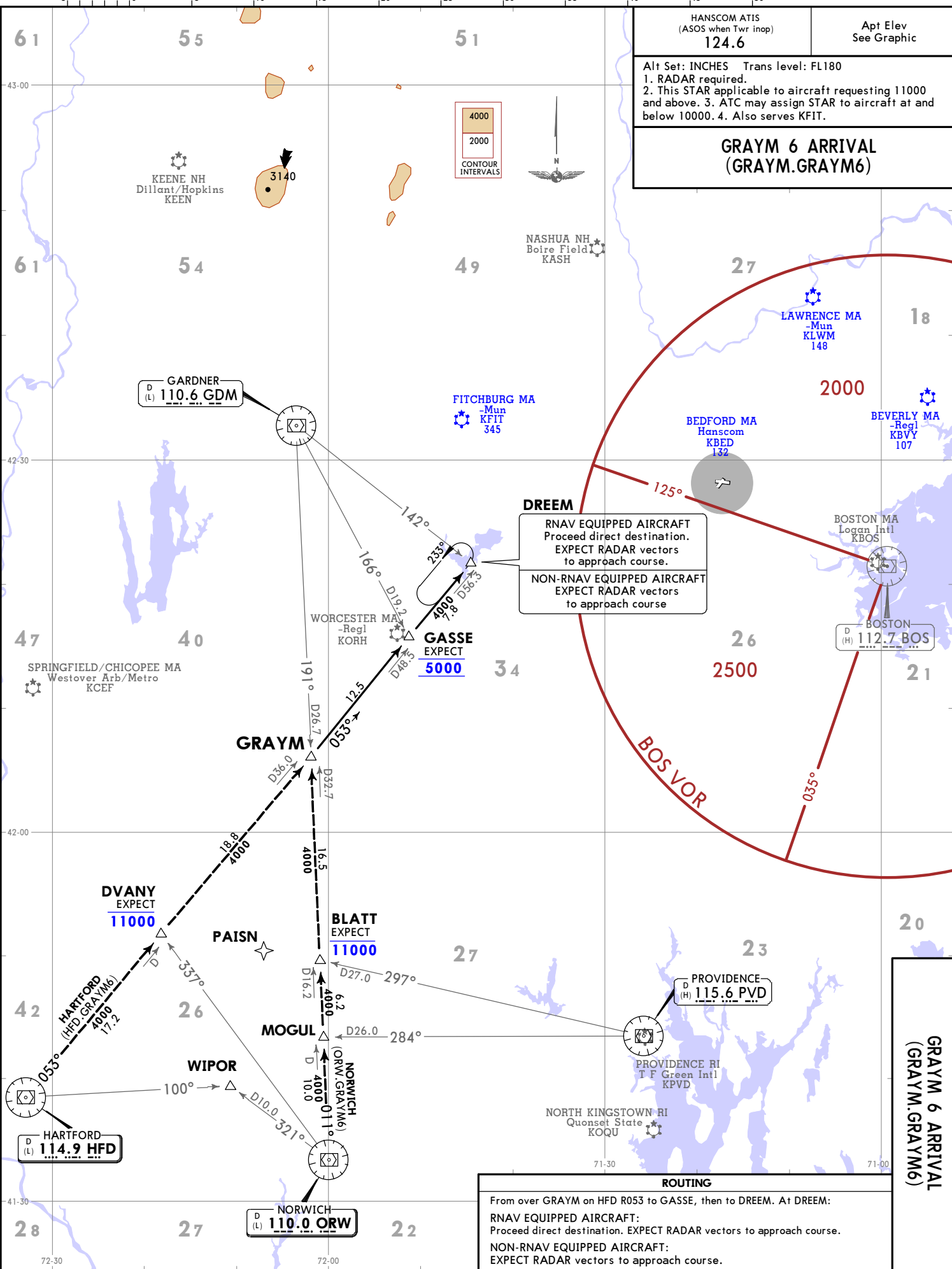


KBED/BED
HANSCOM

DREAM
 10 NM 332
 350

ROUTING	
RWY	ROUTING
11	From DREAM on track 062° to WANLA, then on track 063° to ZELKA. EXPECT ILS approach.
23, 29	From DREAM on track 062° to WANLA, then on track 063° to ZELKA, then on track 076° to RIKAH, then on track 097° to EXXRO, then on track 097° to ZELKA, then on track 076° to destination airport and final approach course.

CHANGES: New format.



HANSCOM ATIS (ASOS when Twr inop) 124.6	Apt Elev See Graphic
Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. This STAR applicable to aircraft requesting 11000 and above. 3. ATC may assign STAR to aircraft at and below 10000. 4. Also serves KFIT.	

GRAYM 6 ARRIVAL (GRAYM.GRAYM6)

DREEM

RNAV EQUIPPED AIRCRAFT
Proceed direct destination.
EXPECT RADAR vectors
to approach course.

NON-RNAV EQUIPPED AIRCRAFT
EXPECT RADAR vectors
to approach course

ROUTING

From over GRAYM on HFD R053 to GASSE, then to DREEM. At DREEM:
RNAV EQUIPPED AIRCRAFT:
Proceed direct destination. EXPECT RADAR vectors to approach course.
NON-RNAV EQUIPPED AIRCRAFT:
EXPECT RADAR vectors to approach course.

KBED/BED
HANSCOM
4 MAR 22 10-2A
JEPPesen
BEDFORD, MASS
STAR

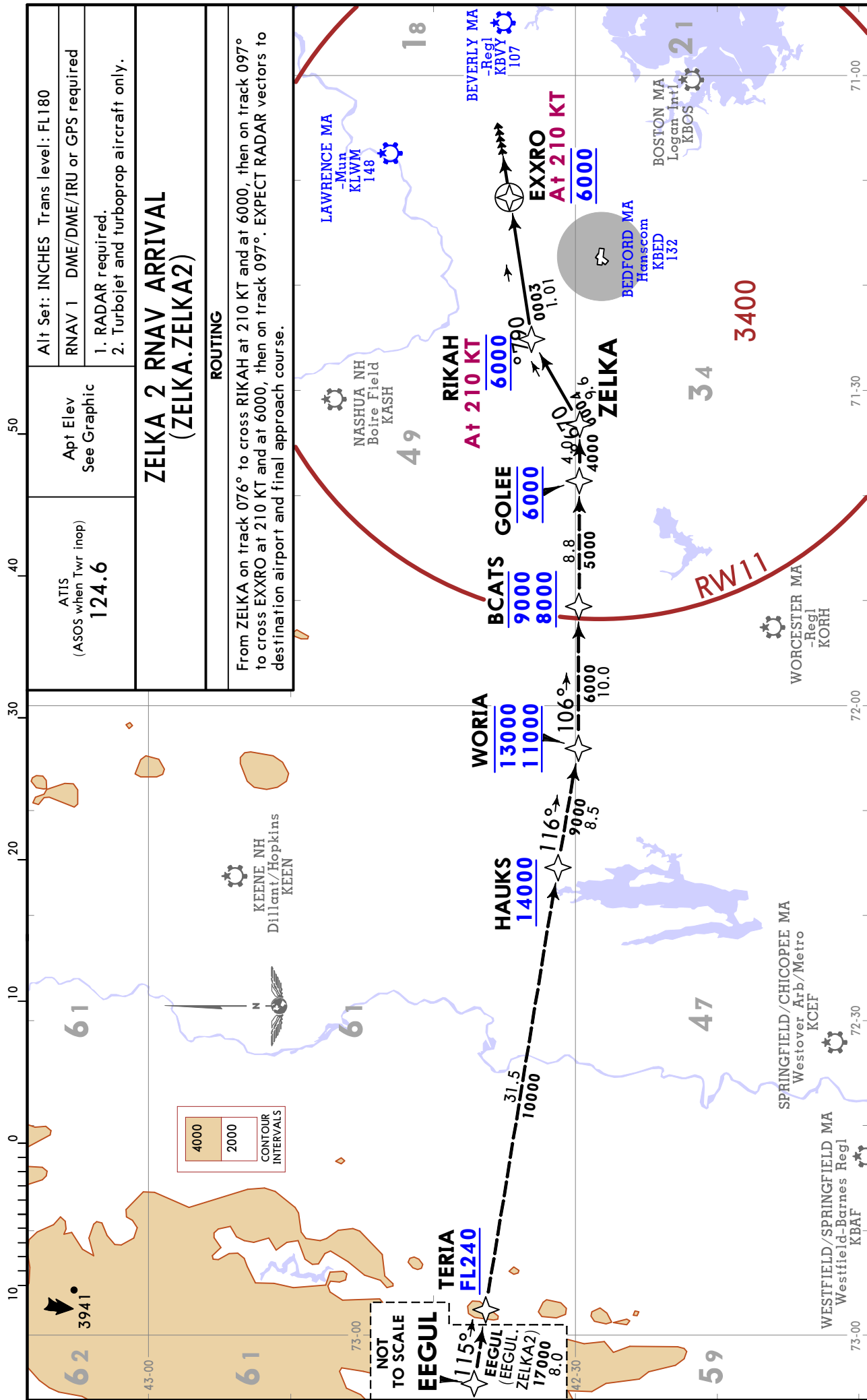
GRAYM 6 ARRIVAL
(GRAYM.GRAYM6)

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KBED / BED
HANSCOM

JEPPesen
4 MAR 22 (10-2B)

BEDFORD, MASS
RNAV STAR



KBED/BED



 13 MAY 22 (10-30B1) Eff 19 May

 BEDFORD, MASS
 LAURENCE G HANSCOM

TAKEOFF OBSTACLE NOTES - DEPs

- Rwy 5:
 Trees, vegetation, building beginning 44 from DER, 309 left of centerline, up to 30 AGL/166 MSL. Fence 152 from DER, 248 right of centerline, 6 AGL/132 MSL. Trees beginning 255 from DER, 84 left of centerline, up to 39 AGL/171 MSL. Tree 964 from DER, 113 right of centerline, 34 AGL/161 MSL. Tree 857 from DER, 203 right of centerline, 31 AGL/157 MSL. Trees, poles beginning 1153 from DER, 386 right of centerline, up to 197 MSL. Trees beginning 1195 from DER, 11 left of centerline, up to 46 AGL/173 MSL. Tree 1443 from DER, 433 left of centerline, 176 MSL. Tree 1648 from DER, 402 left of centerline, 184 MSL. Tree 1680 from DER, 213 left of centerline, 198 MSL. Trees, pole beginning 1681 from DER, 117 right of centerline, up to 201 MSL. Trees beginning 1761 from DER, 57 left of centerline, up to 202 MSL. Trees beginning 2049 from DER, 56 left of centerline, up to 210 MSL. Trees beginning 2400 from DER, 263 right of centerline, up to 209 MSL. Trees beginning 2475 from DER, 515 right of centerline, up to 221 MSL. Trees beginning 2594 from DER, 133 right of centerline, up to 229 MSL. Trees beginning 2663 from DER, 84 left of centerline, up to 91 AGL/214 MSL. Trees beginning 2838 from DER, 10 left of centerline, up to 224 MSL. Tree 2859 from DER, 415 right of centerline, 230 MSL. Trees beginning 2910 from DER, 235 right of centerline, up to 231 MSL. Trees beginning 3233 from DER, 42 left of centerline, up to 231 MSL. Trees beginning 3328 from DER, 2 right of centerline, up to 232 MSL. Trees beginning 3719 from DER, 7 right of centerline, up to 235 MSL.
- Rwy 11:
 Sign 81 from DER, 237 right of centerline, 7 AGL/126 MSL. Tree 1431 from DER, 683 right of centerline, 166 MSL. Tree 1672 from DER, 898 right of centerline, 181 MSL. Tree 1874 from DER, 954 left of centerline, 180 MSL. Tree 1885 from DER, 959 right of centerline, 219 MSL. Trees, building beginning 2108 from DER, 456 right of centerline, up to 231 MSL. Tree 2244 from DER, 266 left of centerline, 182 MSL. Trees beginning 2311 from DER, 117 left of centerline, up to 197 MSL. Tree 2981 from DER, 421 left of centerline, 199 MSL. Tree 3302 from DER, 99 left of centerline, 206 MSL.
- Rwy 23:
 Sign 2 from DER, 303 right of centerline, 133 MSL. Vehicles on road beginning 534 from DER, 4 right of centerline, up to 152 MSL. Building 614 from DER, 620 left of centerline, 22 AGL/151 MSL. Tree 855 from DER, 696 left of centerline, 166 MSL. Terrain 982 from DER, 338 right of centerline, 162 MSL. Pole, tree beginning 1052 from DER, 378 left of centerline, up to 41 AGL/180 MSL. Trees, pole beginning 1090 from DER, 558 left of centerline, up to 188 MSL. Tree, pole beginning 1241 from DER, 573 left of centerline, up to 48 AGL/197 MSL. Tree 1281 from DER, 741 left of centerline, 221 MSL. Trees beginning 1420 from DER, 138 right of centerline, up to 232 MSL. Trees, building beginning 1588 from DER, 88 left of centerline, up to 259 MSL. Trees beginning 2149 from DER, 545 left of centerline, up to 268 MSL. Trees beginning 2464 from DER, 523 left of centerline, up to 277 MSL. Trees beginning 2830 from DER, 659 left of centerline, up to 283 MSL. Trees, building beginning 3549 from DER, 261 left of centerline, up to 286 MSL. Trees beginning 3813 from DER, 301 left of centerline, up to 292 MSL. Tree 4089 from DER, 39 right of centerline, 236 MSL. Trees beginning 4164 from DER, 131 left of centerline, up to 302 MSL. Tree 4443 from DER, 89 right of centerline, 244 MSL. Tree 4549 from DER, 810 right of centerline, 252 MSL. Trees beginning 4588 from DER, 45 right of centerline, up to 260 MSL. Tree 4902 from DER, 912 right of centerline, 262 MSL. Tree 4904 from DER, 602 right of centerline, 264 MSL. Trees beginning 5089 from DER, 686 right of centerline, up to 272 MSL. Tree 5381 from DER, 1368 right of centerline, 276 MSL. Trees beginning 5387 from DER, 384 right of centerline, up to 291 MSL. Trees beginning 5392 from DER, 176 left of centerline, up to 308 MSL. Tree 5571 from DER, 1263 right of centerline, 294 MSL.

KBED/BED

13 MAY 22 **JEPPESEN**
10-30B2 Eff 19 May**BEDFORD, MASS**
LAURENCE G HANSCOM**TAKEOFF OBSTACLE NOTES - DEPs (CONTD)**

- Rwy 23 (Contd):
Trees beginning 5664 from DER, 46 left of centerline, up to 310 MSL. Trees, building beginning 5719 from DER, 246 right of centerline, up to 310 MSL. Trees beginning 5912 from DER, 393 left of centerline, up to 319 MSL. Trees, buildings beginning 5990 from DER, 174 right of centerline, up to 326 MSL. Trees beginning 6045 from DER, 99 left of centerline, up to 321 MSL. Trees, building beginning 1 NM from DER, 49 left of centerline, up to 363 MSL. Trees, building beginning 1 NM from DER, 40 right of centerline, up to 339 MSL. Tree, building beginning 1 NM from DER, 306 right of centerline, up to 345 MSL. Trees, buildings beginning 1 NM from DER, 6 right of centerline, up to 361 MSL. Trees, buildings, tower beginning 1 NM from DER, 69 left of centerline, up to 70 AGL/364 MSL. Trees beginning 1.1 NM from DER, 94 left of centerline, up to 373 MSL. Trees beginning 1.4 NM from DER, 741 left of centerline, up to 81 AGL/379 MSL. Tree 1.5 NM from DER, 509 left of centerline, 366 MSL.
- Rwy 29:
Sign 12 from DER, 274 right of centerline, 8 AGL/135 MSL. Tree 391 from DER, 487 left of centerline, 20 AGL/153 MSL. Poles, trees beginning 1109 from DER, 4 left of centerline, up to 22 AGL/240 MSL. Tree 1207 from DER, 776 right of centerline, 182 MSL. Tree 1735 from DER, 887 right of centerline, 183 MSL. Tree 2571 from DER, 899 right of centerline, 200 MSL. Trees beginning 2678 from DER, 50 right of centerline, up to 106 AGL/243 MSL. Trees beginning 4126 from DER, 229 right of centerline, up to 62 AGL/246 MSL.

KBED/BED

Apt Elev **132'**
N42 28.2 W071 17.3

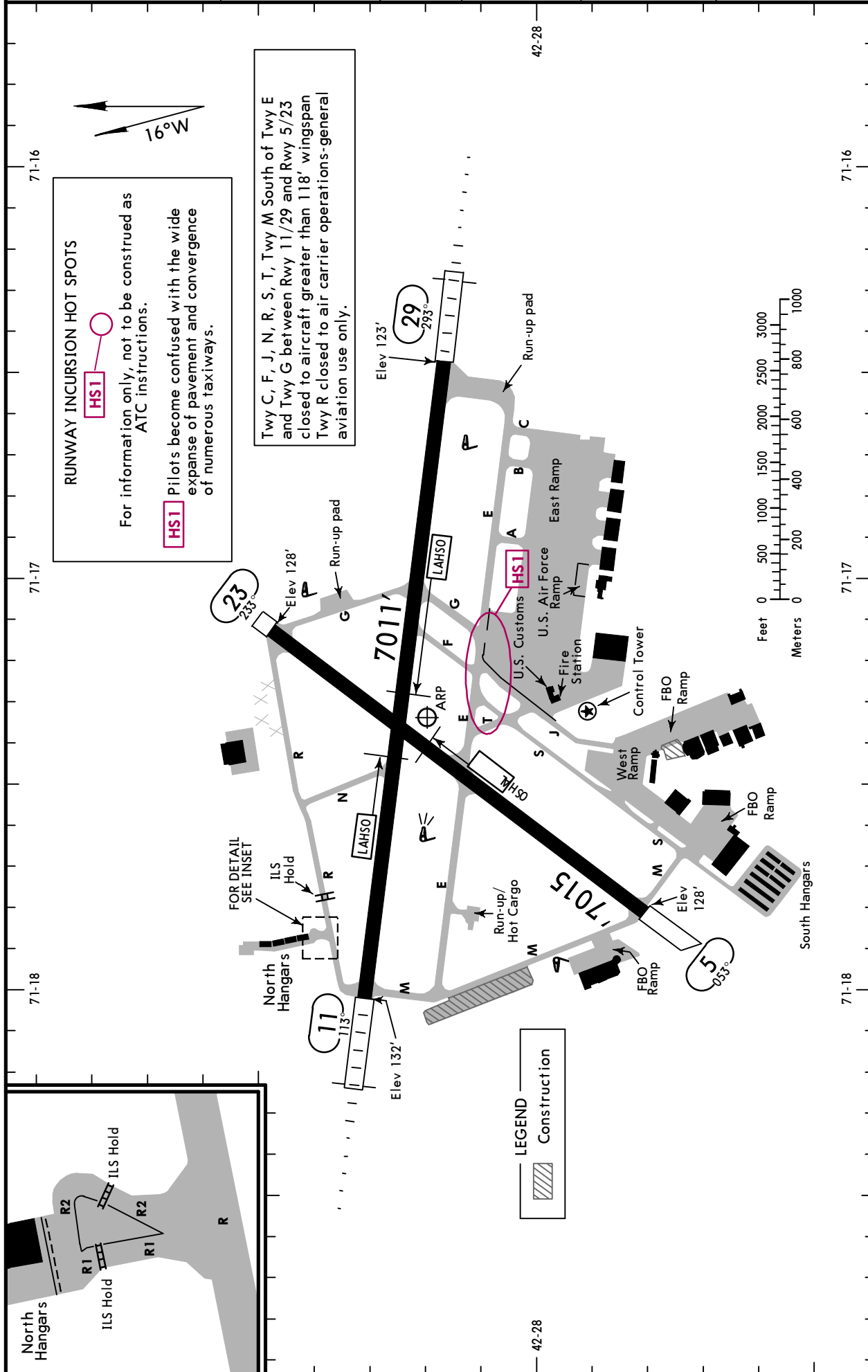


17 FEB 23 **10-9** Eff 23 Feb

BEDFORD, MASS

HANSCOM

ATIS (ASOS when Twr inop) 124.6	*HANSCOM Clearance 121.85	*Ground 121.7	*Tower CTAF 118.5	UNICOM 122.95	BOSTON Departure (R) 124.4
VOT 110.0					



CHANGES: Taxiways R1 and R2 added, inset added.

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KBED/BED



BEDFORD, MASS

17 FEB 23

10-9A

Eff 23 Feb

HANSCOM

GENERAL

Birds and wildlife on and in vicinity of airport.
 No practice low approaches or touch and go landings for aircraft 12,500 lbs and over.
 No practice low approaches or touch and go landings for aircraft under 12,500 lbs between 2300-0700 LT.
 Closed to Part 121 air carrier operations with over 60 seats except 24 hr PPR.
 Rwy 29 right traffic for aircraft over 12500 lbs.
 Voluntary noise abatement procedures in effect, contact airport manager.
 Noise sensitive historic area south of airport; for Rwy 23 departure continue runway heading to 1000' AGL, turning crosswind over route 2.
 Noise rules in effect- helicopters operating within controlled airspace are required to maintain highest possible altitude.
 Be alert for small aircraft parked on ramps.
 Prior permission required for maintenance engine runup. Contact airport manager.
 Prior permission required for all aircraft carrying explosives.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE-OFF	WIDTH
				LAHSO Distance			
5	① MIRL ① REIL PAPI-L (angle 3.50°) grooved			11/29	3000'		150'
23	① MIRL ① REIL PAPI-R (angle 3.20°) grooved						

① Activate on 118.5.

11	② HIRL ② MALSR PAPI-L (angle 3.0°) grooved RVR		5972'	5/23	2650'		150'
29	② HIRL ② MALSR PAPI-R (angle 3.0°) grooved		6050'	5/23	3662'		

② Activate on 118.5.

TAKE-OFF

	Rwy 5, 29		Rwy 11		Other
	Adequate Vis Ref	STD	With Mim climb of 258'/NM to 400'		
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	RVR 16 or 1/4	RVR 50 or 1	300 - 1
3 & 4 Eng		1/2		RVR 24 or 1/2	

Rwy 23

	With Mim climb of 439'/NM to 400'		Other
	Adequate Vis Ref	STD	
3 & 4 Eng	1/2		

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available	Authorized Only When Twr Operating
	ILS Rwy 11 ILS Rwy 29	RNAV (RNP) Y Rwy 11 RNAV (RNP) Y Rwy 29	RNAV (GPS) Z Rwy 29	RNAV (GPS) Z Rwy 11 RNAV (GPS) Rwy 23
A	600-2	800-2	800-2	800-2
B			800-2 1/4	800-2 1/4
C			800-2 1/2	800-2 1/2
D				

A
M
E
N
D
6
A

ODP TAKEOFF OBSTACLE NOTES

- Rwy 5:
 Trees, vegetation, building beginning 44' from DER, 309' left of centerline, up to 30' AGL/166' MSL. Fence 152' from DER, 248' right of centerline, 6' AGL/132' MSL. Trees beginning 255' from DER, 84' left of centerline, up to 39' AGL/171' MSL. Tree 857' from DER, 203' right of centerline, 31' AGL/157' MSL. Tree 964' from DER, 113' right of centerline, 34' AGL/161' MSL. Trees, poles beginning 1153' from DER, 386' right of centerline, up to 197' MSL. Trees beginning 1195' from DER, 11' left of centerline, up to 46' AGL/173' MSL. Tree 1443' from DER, 433' left of centerline, 176' MSL. Tree 1648' from DER, 402' left of centerline, 184' MSL. Tree 1680' from DER, 213' left of centerline, 198' MSL. Trees, pole beginning 1681' from DER, 117' right of centerline, up to 201' MSL. Trees beginning 1761' from DER, 57' left of centerline, up to 202' MSL. Trees beginning 2049' from DER, 56' left of centerline, up to 210' MSL. Trees beginning 2400' from DER, 263' right of centerline, up to 209' MSL. Trees beginning 2475' from DER, 515' right of centerline, up to 221' MSL. Trees beginning 2594' from DER, 133' right of centerline, up to 229' MSL. Trees beginning 2663' from DER, 84' left of centerline, up to 91' AGL/214' MSL. Trees beginning 2838' from DER, 10' left of centerline, up to 224' MSL. Tree 2859' from DER, 415' right of centerline, 230' MSL. Trees beginning 2910' from DER, 235' right of centerline, up to 231' MSL. Trees beginning 3233' from DER, 42' left of centerline, up to 231' MSL. Trees beginning 3328' from DER, 2' right of centerline, up to 232' MSL. Trees beginning 3719' from DER, 7' right of centerline, up to 235' MSL.
- Rwy 11:
 Sign 81' from DER, 237' right of centerline, 7' AGL/126' MSL. Tree 1431' from DER, 683' right of centerline, 166' MSL. Tree 1672' from DER, 898' right of centerline, 181' MSL. Tree 1874' from DER, 954' left of centerline, 180' MSL. Tree 1885' from DER, 959' right of centerline, 219' MSL. Trees, building beginning 2108' from DER, 456' right of centerline, up to 231' MSL. Tree 2244' from DER, 266' left of centerline, 182' MSL. Trees beginning 2311' from DER, 117' left of centerline, up to 197' MSL. Tree 2981' from DER, 421' left of centerline, 199' MSL. Tree 3302' from DER, 99' left of centerline, 206' MSL.
- Rwy 23:
 Sign 2' from DER, 303' right of centerline, 133' MSL. Vehicles on road beginning 534' from DER, 4' right of centerline, up to 152' MSL. Building 614' from DER, 620' left of centerline, 22' AGL/151' MSL. Tree 855' from DER, 696' left of centerline, 166' MSL. Terrain 982' from DER, 338' right of centerline, 162' MSL. Pole, tree beginning 1052' from DER, 378' left of centerline, up to 41' AGL/180' MSL. Trees, pole beginning 1090' from DER, 558' left of centerline, up to 188' MSL. Tree, pole beginning 1241' from DER, 573' left of centerline, up to 48' AGL/197' MSL. Tree 1281' from DER, 741' left of centerline, 221' MSL. Trees beginning 1420' from DER, 138' right of centerline, up to 232' MSL. Trees, building beginning 1588' from DER, 88' left of centerline, up to 259' MSL. Trees beginning 2149' from DER, 545' left of centerline, up to 268' MSL. Trees beginning 2464' from DER, 523' left of centerline, up to 277' MSL. Trees beginning 2830' from DER, 659' left of centerline, up to 283' MSL. Trees, building beginning 3549' from DER, 261' left of centerline, up to 286' MSL. Trees beginning 3813' from DER, 301' left of centerline, up to 292' MSL. Tree 4089' from DER, 39' right of centerline, 236' MSL. Trees beginning 4164' from DER, 131' left of centerline, up to 302' MSL. Tree 4443' from DER, 89' right of centerline, 244' MSL. Tree 4549' from DER, 810' right of centerline, 252' MSL. Trees beginning 4588' from DER, 45' right of centerline, up to 260' MSL. Tree 4902' from DER, 912' right of centerline, 262' MSL. Tree 4904' from DER, 602' right of centerline, 264' MSL. Trees beginning 5089' from DER, 686' right of centerline, up to 272' MSL. Tree 5381' from DER, 1368' right of centerline, 276' MSL. Trees beginning 5387' from DER, 384' right of centerline, up to 291' MSL. Trees beginning 5392' from DER, 176' left of centerline, up to 308' MSL. Tree 5571' from DER, 1263' right of centerline, 294' MSL. Trees beginning 5664' from DER, 46' left of centerline, up to 310' MSL. Trees, building beginning 5719' from DER, 246' right of centerline, up to 310' MSL. Trees beginning 5912' from DER, 393' left of centerline, up to 319' MSL. Trees, buildings beginning 5990' from DER, 174' right of centerline, up to 326' MSL. Trees beginning 6045' from DER, 99' left of centerline, up to 321' MSL. Trees, building beginning 1 NM from DER, 49' left of centerline, up to 363' MSL. Trees, building beginning 1 NM from DER, 40' right of centerline, up to 339' MSL. Tree, building beginning 1 NM from DER, 306' right of centerline, up to 345' MSL. Trees, buildings beginning 1 NM from DER, 6' right of centerline, up to 361' MSL. Trees, buildings, tower beginning 1 NM from DER, 69' left of centerline, up to 70' AGL/364' MSL. Trees beginning 1.1 NM from DER, 94' left of centerline, up to 373' MSL. Trees beginning 1.4 NM from DER, 741' left of centerline, up to 81' AGL/379' MSL. Tree 1.5 NM from DER, 509' left of centerline, 366' MSL.
- Rwy 29:
 Sign 12' from DER, 274' right of centerline, 8' AGL/135' MSL. Tree 391' from DER, 487' left of centerline, 20' AGL/153' MSL. Poles, trees beginning 1109' from DER, 4' left of centerline, up to 22' AGL/240' MSL. Tree 1207' from DER, 776' right of centerline, 182' MSL. Tree 1735' from DER, 887' right of centerline, 183' MSL. Tree 2571' from DER, 899' right of centerline, 200' MSL. Trees beginning 2678' from DER, 50' right of centerline, up to 106' AGL/243' MSL. Trees beginning 4126' from DER, 229' right of centerline, up to 62' AGL/246' MSL.

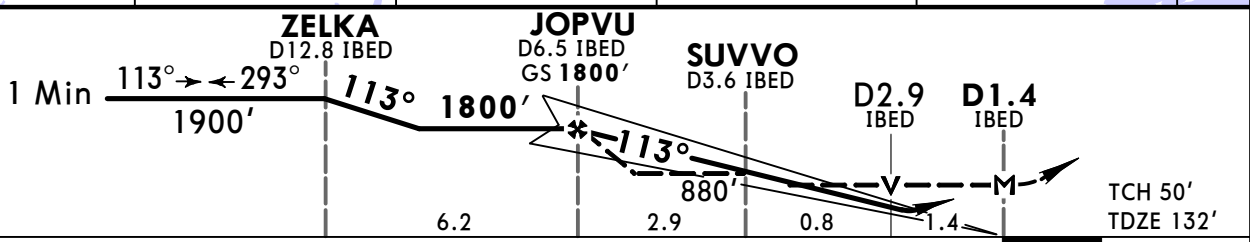
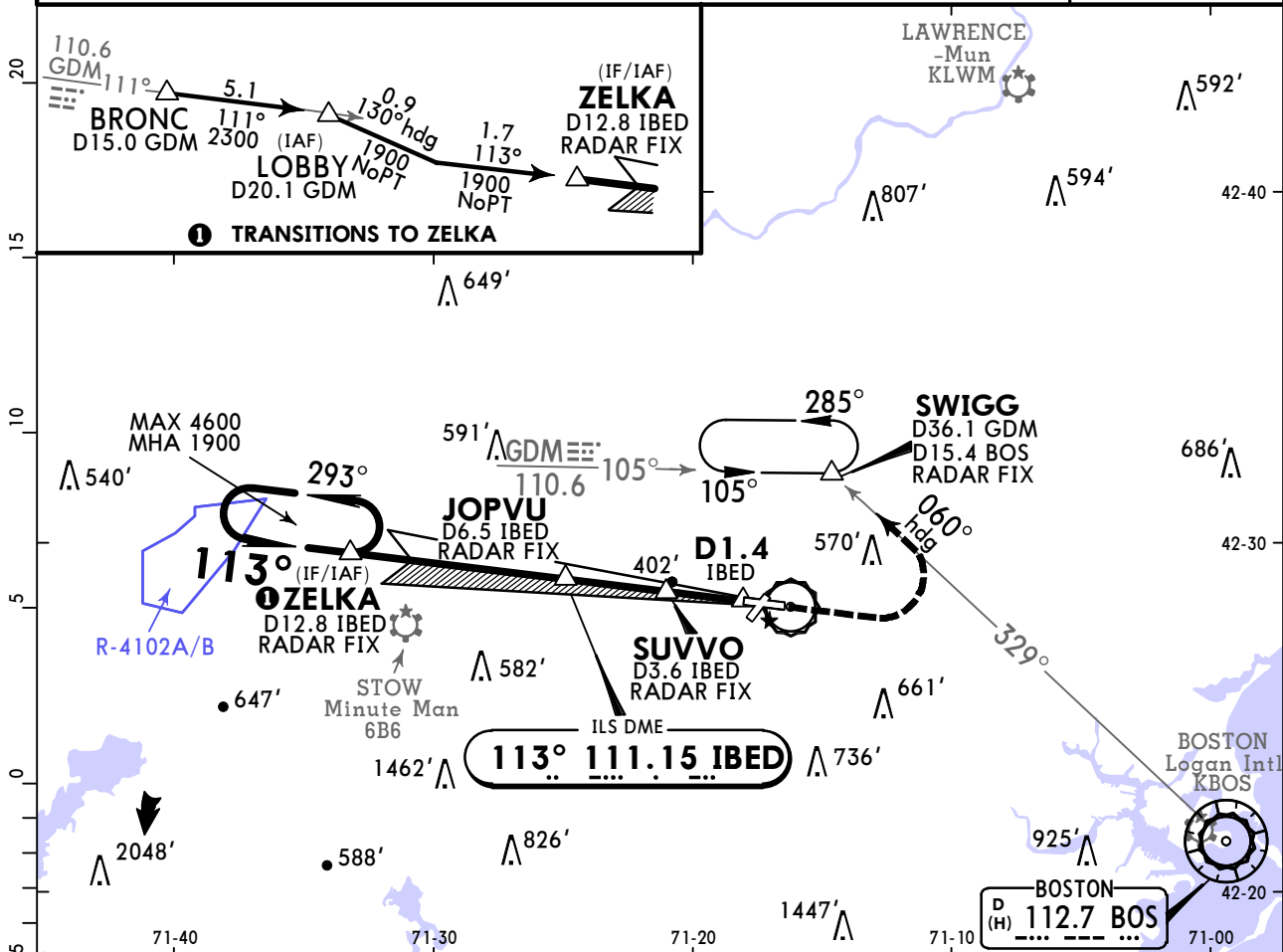
**KBED/BED
HANSKOM**

JEPPESEN
29 NOV 19 **(11-1) Eff 5 Dec**

**BEDFORD, MASS
ILS or LOC Rwy 11**

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSKOM Tower CTAF 118.5		*Ground 121.7	
LOC IBED 111.15	Final Apch Crs 113°	JOPVU 1800' (1668')		ILS DA(H) 383' (251')	Apt Elev 132' TDZE 132'		<p>MSA BOS VOR</p>
MISSED APCH: Climb to 1000', then climbing LEFT turn to 2000' on heading 060° and outbound on BOS VOR R-329 to SWIGG/D36.1 GDM and hold, continue climb-in-hold to 2000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

1. Radar required for procedure entry. 2. DME or Radar required.
3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 67').
4. Pilot controlled lighting 118.5.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1000'	2000'	on 060° and 112.7	BOS R-329
GS	3.00°	372	478	531	637	849					
MAP at D1.4 IBED or JOPVU to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				

TERPS				STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
ILS DA(H) 383' (251')		LOC (GS out) MDA(H) 660' (528')					
FULL		RAIL/ALS out		RAIL/ALS out		Max Kts	
A				RVR 24 or 1/2		90	
B				RVR 50 or 1		120	
C		RVR 24 or 1/2		RVR 40 or 3/4		140	
D				RVR 55 or 1		165	
						MDA(H)	
						720' (588') -1	
						880' (748') -2 1/4	
						920' (788') -2 1/2	

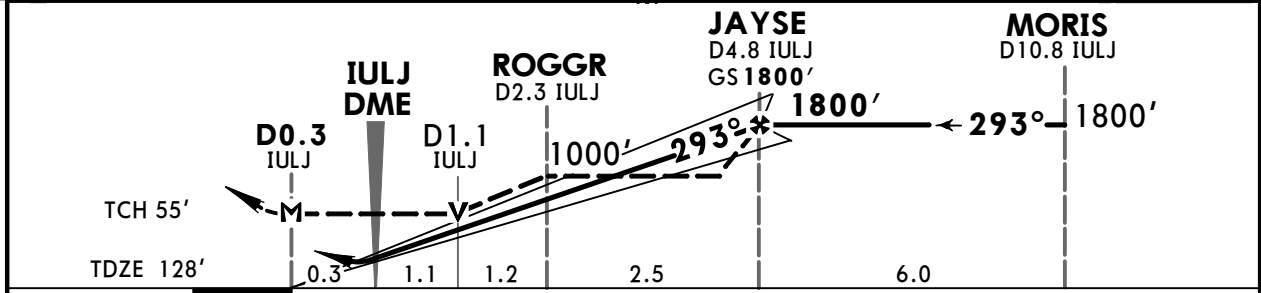
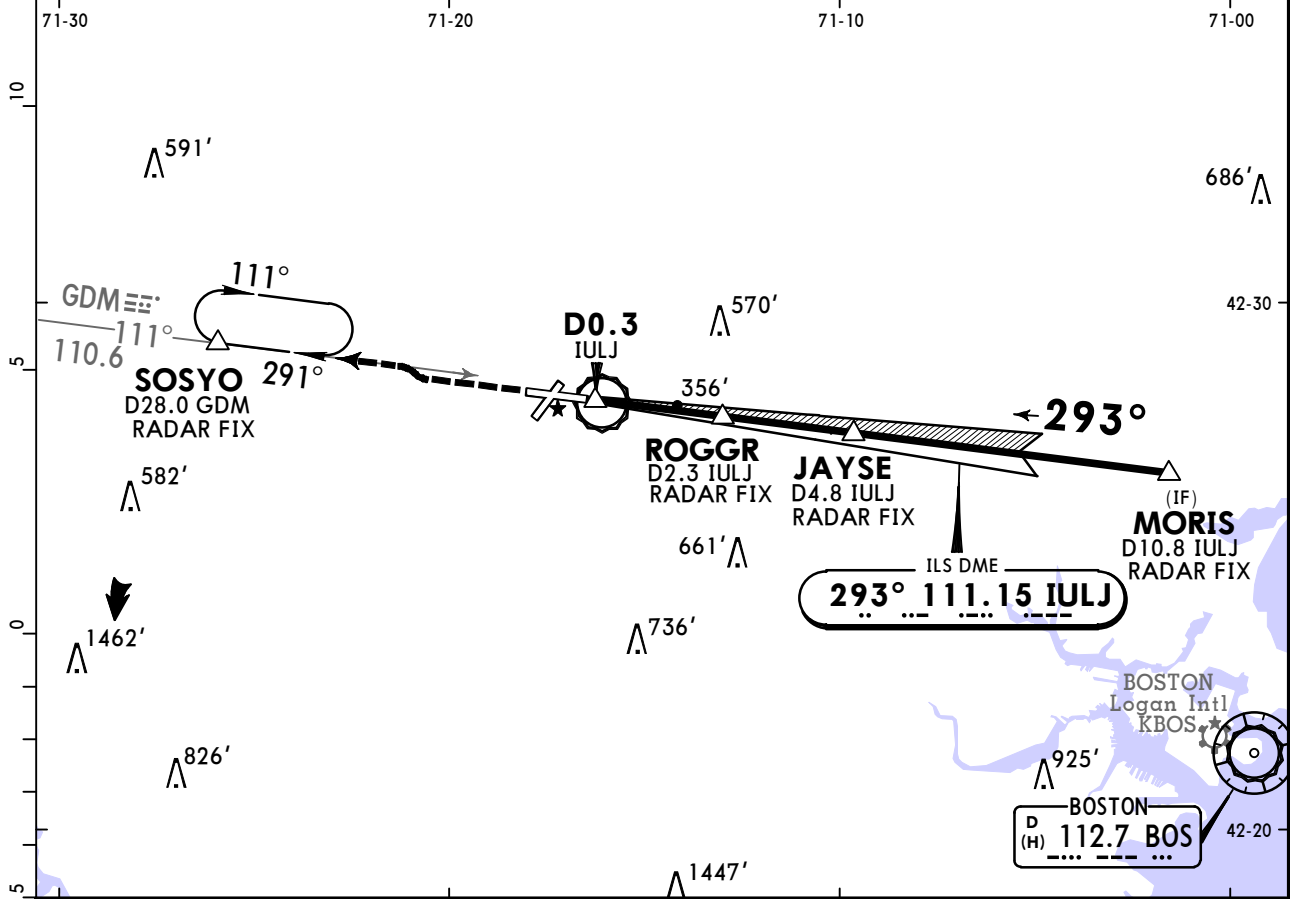
TERPS AMEND 27 20 JUN 2019

**KBED/BED
HANSKOM**

JEPPESEN
29 NOV 19 **(11-2) Eff 5 Dec**

BEDFORD, MASS
ILS or LOC Rwy 29

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSKOM Tower CTAF 118.5		*Ground 121.7	
LOC IULJ 111.15	Final Apch Crs 293°	JAYSE 1800' (1672')		ILS DA(H) 328' (200')	Apt Elev 132' TDZE 128'		
MISSED APCH: Climb to 1000', then climbing RIGHT turn to 2000' inbound on R-111 GDM VOR to SOSYO/D28.0 GDM and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required for procedure entry. 2. DME or Radar required. 3. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 1000' ↑ 2000' ↗ on RT GDM on 110.6 SOSYO R-111
GS	3:00°	372	478	531	637	743	
MAP at D0.3 IULJ or JAYSE to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

TERPS				STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 328' (200')		MDA(H) 620' (492')					
FULL		ALS out		ALS out		Max Kts	
A				1/2	1	90	720' (588') - 1
B						120	
C	1/2	3/4		1	1 3/8	140	880' (748') - 2 1/4
D						165	920' (788') - 2 1/2

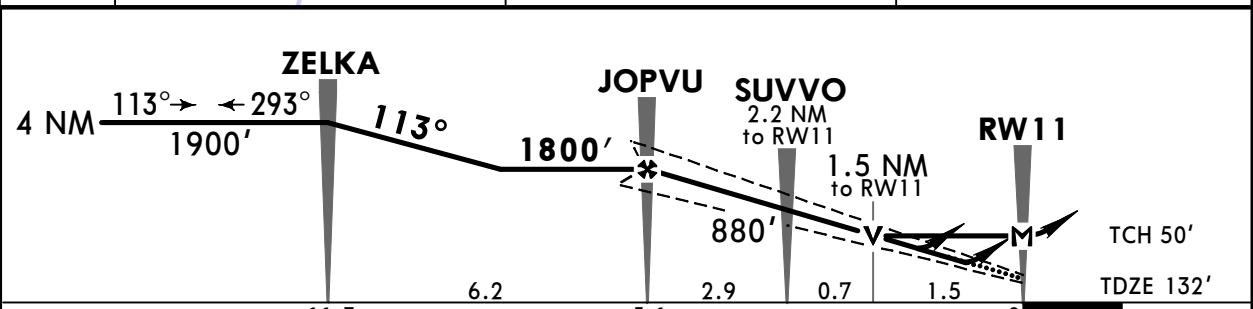
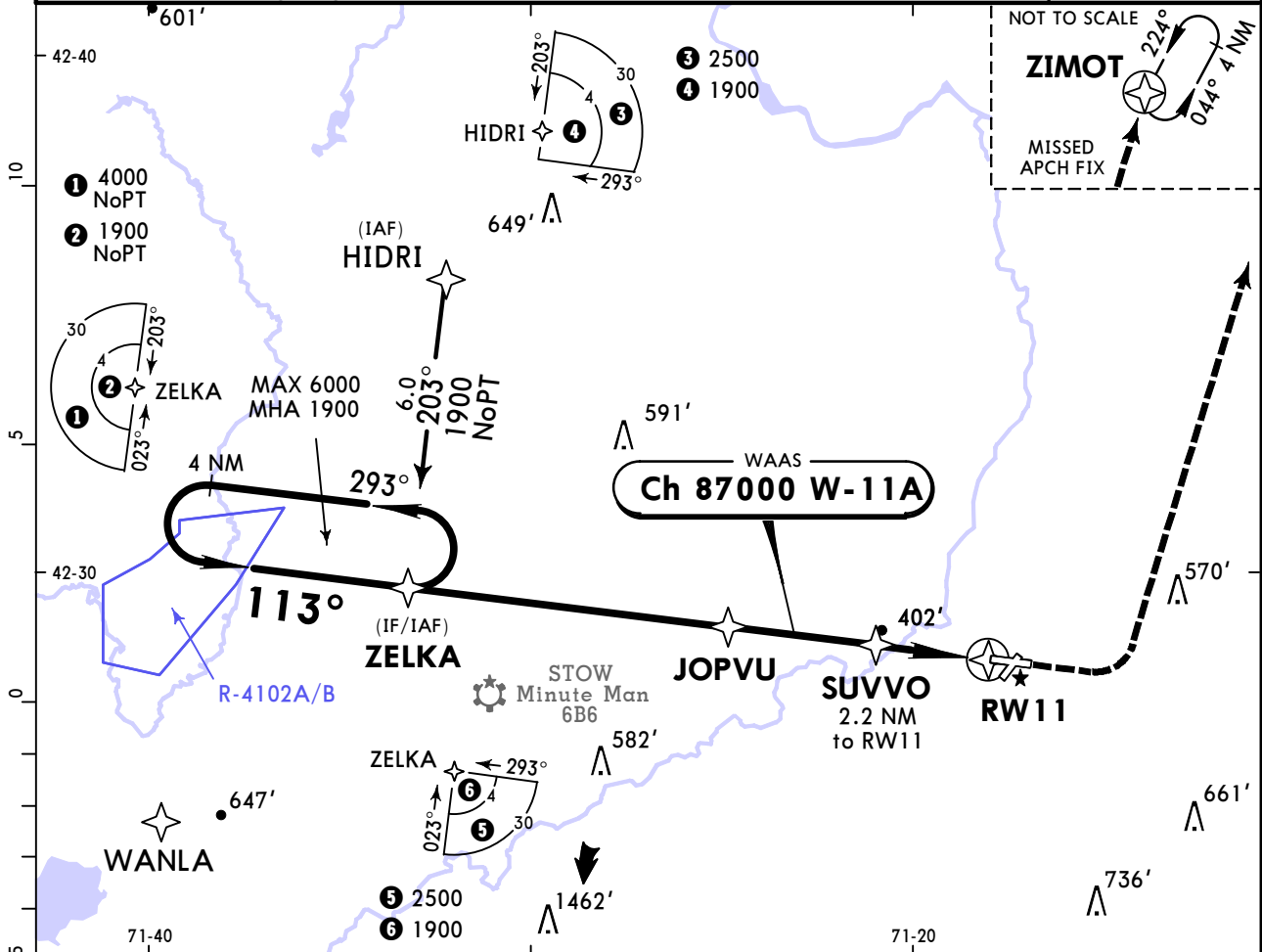
TERPS AMEND 9B 5 DEC 2019

**KBED/BED
HANSKOM**

JEPPESEN
30 SEP 22 (12-1)

**BEDFORD, MASS
RNAV (GPS) Z Rwy 11**

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSKOM Tower CTAF 118.5		*Ground 121.7	
WAAS Ch 87000 W-11A	Final Apch Crs 113°	JOPVU 1800' (1668')	LPV DA(H) 384' (252')	Apt Elev 132' TDZE 132'		TAA 30 NM IAF	
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct ZIMOT and hold.							
RNP Apch-GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67'). 3. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 1000'	PAPI 2000'	D → ZIMOT
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW11									

TERPS						STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND		
LPV DA(H) 384' (252')		LNAV/VNAV DA(H) 474' (342')		LNAV MDA(H) 660' (528')		Max Kts 90 120 140 165	MDA(H)			
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out			720'(588') - 1			
A	RVR 24	RVR 40	RVR 30	RVR 55	RVR 24 or 1/2		RVR 50 or 1	880'(748') - 2 1/4		
B	or 1/2	or 3/4	or 5/8	or 1	RVR 55 or 1		1 1/2	920'(788') - 2 1/2		

TERPS AMEND 3 2 DEC 2021

CHANGES: None.

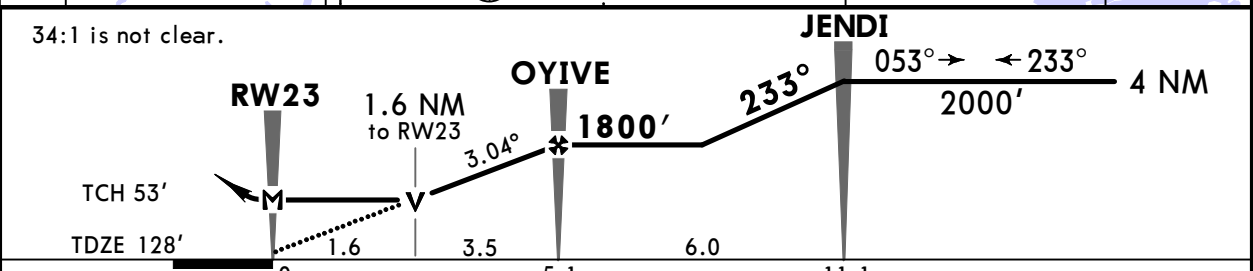
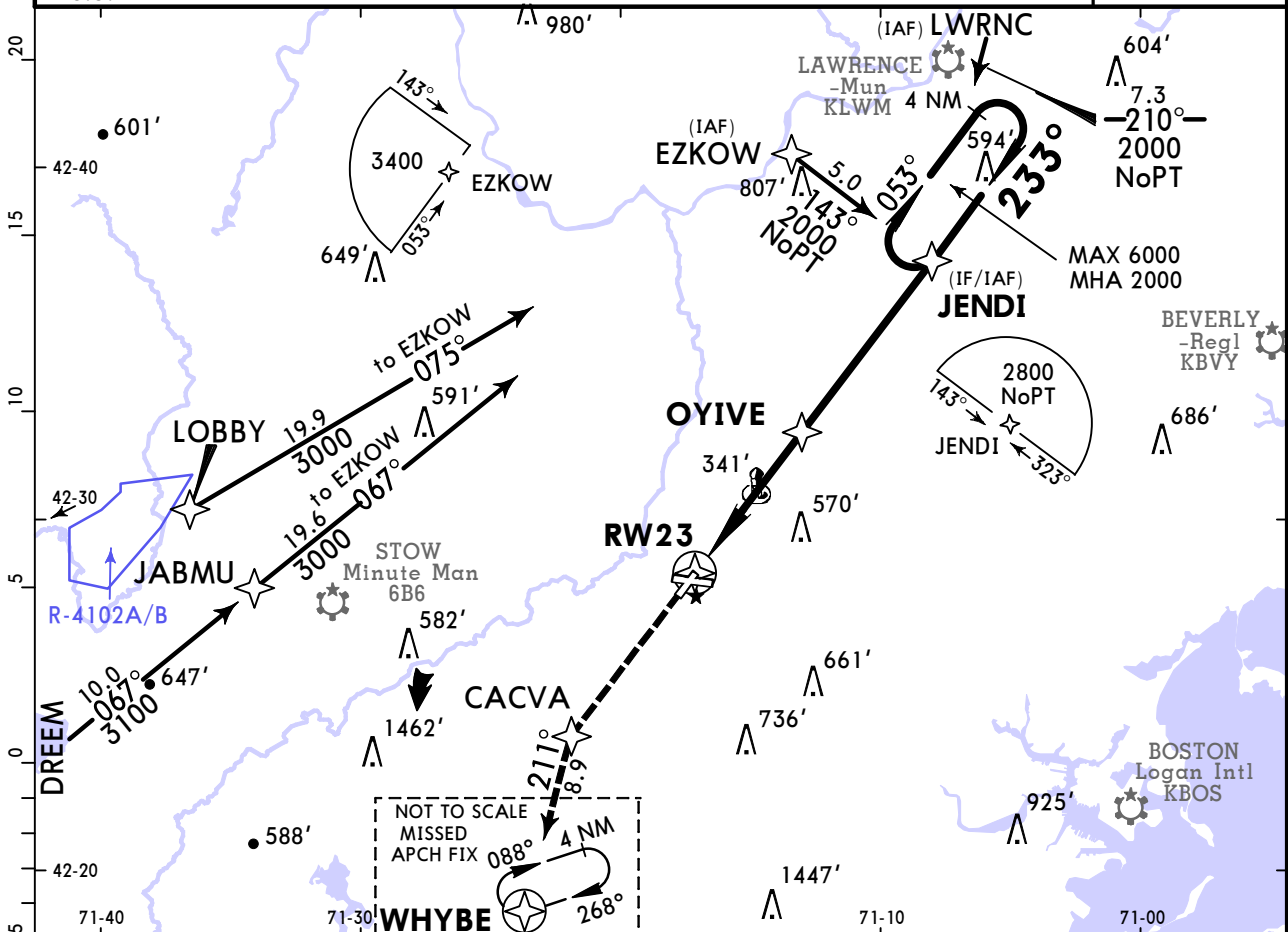
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HANSKOM**

JEPPESSEN
30 SEP 22 (12-2)

**BEDFORD, MASS
RNAV (GPS) Rwy 23**

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSKOM Tower CTAF 118.5		*Ground 121.7	
RNAV	Final Apch Crs 233°	OYIVE 1800' (1672')		LNAV MDA(H) 640' (512')		Apt Elev 132' TDZE 128'	
MISSED APCH: Climb to 3000' direct CACVA and on track 211° to WHYBE and hold.							TAA 30 NM IAF
RNP Apch-GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and descent angles not coincident (VGSI angle 3.20°/TCH 55'). 2. Rwy 23 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle	3.04°	376	484	538	645	753	861			
MAP at RW23										

TERPS		STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND			
		LNAV				C			
		MDA(H) 640' (512')				Max Kts			
A		1				90	740' (608') - 1		
B		1				120	800' (668') - 1		
C		1 3/8				140	880' (748') - 2 1/4		
D		1 3/8				165	920' (788') - 2 1/2		

TERPS AMEND 1A 25 FEB 2021

**KBED/BED
HANSCOM**

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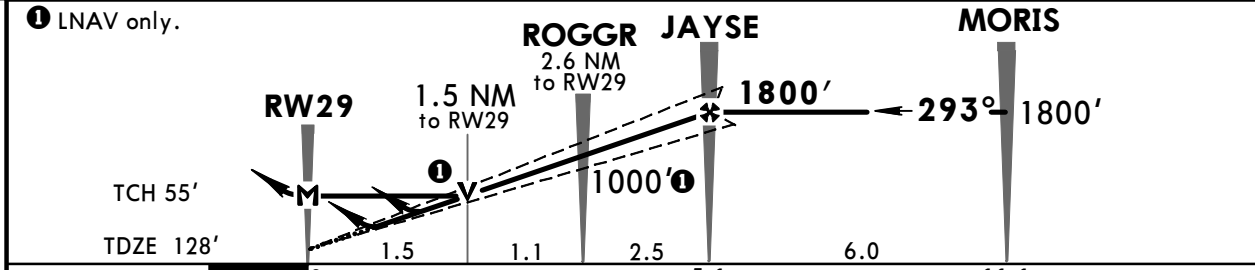
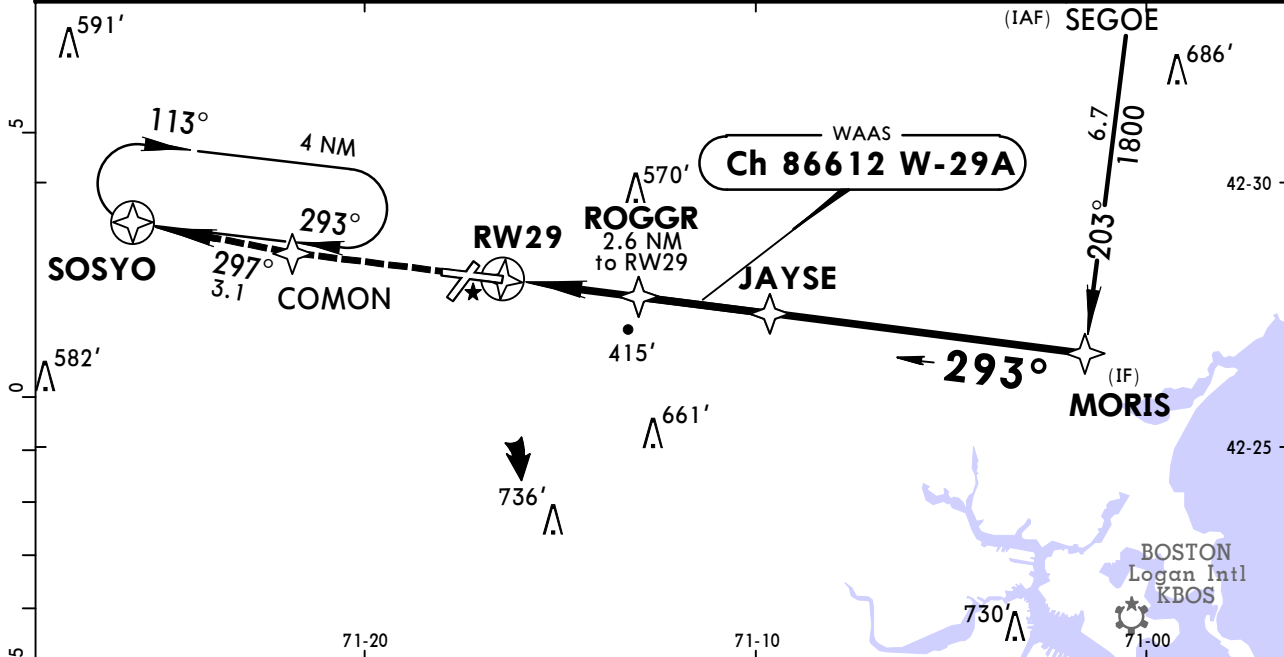
6 SEP 19 (12-3)

**BEDFORD, MASS
RNAV (GPS) Z Rwy 29**

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSCOM Tower CTAF 118.5		*Ground 121.7		
WAAS Ch 86612 W-29A	Final Apch Crs 293°	Minimum Alt JAYSE 1800' (1672')	LPV DA(H) (CONDITIONAL) 328' (200')	Apt Elev 132' TDZE 128'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 3300 </div> <p style="text-align: center; margin-top: 5px;">MSA RW29</p>		
MISSED APCH: Climb to 2000' direct COMON and via 297° track to SOSYO and hold.								
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			

1. Use local altimeter setting; if not received, use Boston altimeter setting.
2. Baro-VNAV not authorized when using Boston altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 4. VDP not authorized when using Boston altimeter setting.
5. Pilot controlled lighting 118.5.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 2000' COMON
Glide Path Angle	3.00°	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW29							

TERPS						STRAIGHT-IN LANDING RWY 29 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 328' (200')		LNAV/VNAV DA(H) 614' (486')		LNAV MDA(H) 640' (512')		Max Kts		MDA(H)	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out					
A				1/2	1	90	720'(588') -1		
B	1/2	3/4	1 1/8	1 3/8		120			
C				1	1 3/8	140	880'(748') -2 1/4		
D						165	920'(788') -2 1/2		
						With Boston Altimeter Setting		With Boston Altimeter Setting	
LPV DA(H) 377' (249')		LNAV/VNAV DA(H) 663' (535')		LNAV MDA(H) 700' (572')		Max Kts		MDA(H)	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out					
A				1/2	1	90	780'(648') -1		
B	1/2	3/4	1 1/8	1 1/2		120			
C				1 1/4	1 5/8	140	940'(808') -2 1/4		
D						165	980'(848') -2 3/4		

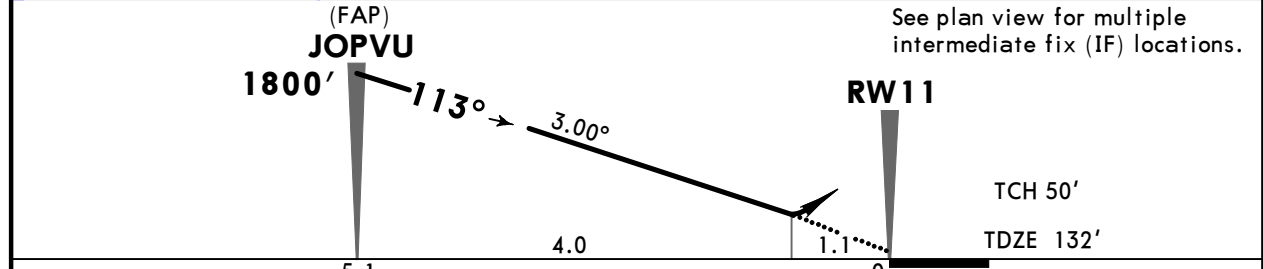
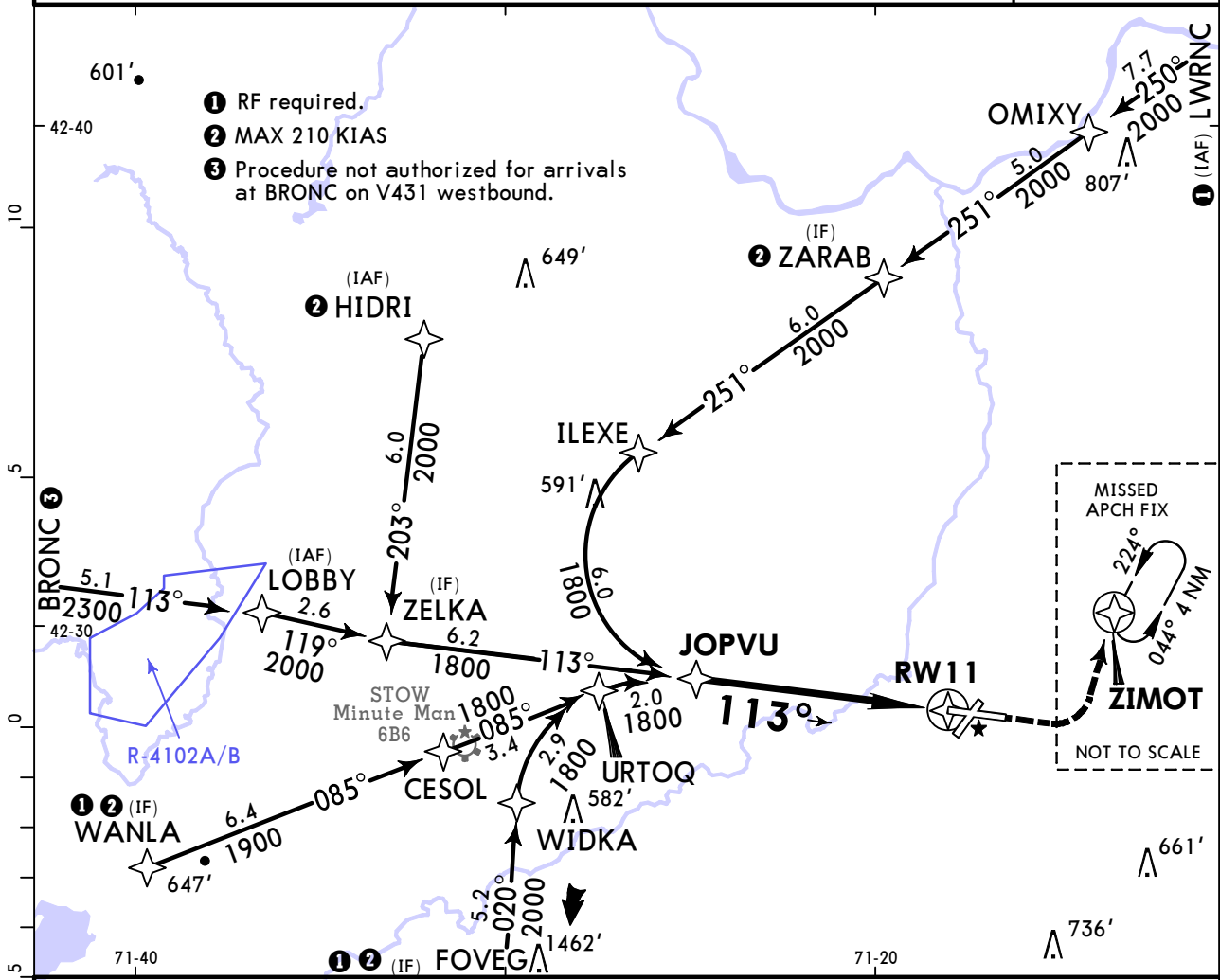
TERPS AMEND 1B 25 MAY 2017

**KBED/BED
HANSKOM**

JEPPESEN
19 FEB 21
Eff 25 Feb 12-20

**BEDFORD, MASS
RNAV (RNP) Y Rwy 11**

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSKOM Tower CTAF 118.5		*Ground 121.7	
RNAV	Final Apch Crs 113°	JOPVU 1800' (1668')		RNP 0.30 DA(H) 534' (402')	Apt Elev 132' TDZE 132'		
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct ZIMOT and hold.							
RNP AR APCH.		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -19°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 67') 4. Pilot controlled lighting 118.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	1000' 	2000' 		ZIMOT
Descent angle	3.00°	372	478	531	637	849					
MAP at DA											

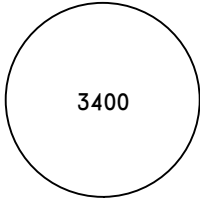
TERPS		STRAIGHT-IN LANDING RWY 11	
		RNP 0.30	
		DA(H) 534' (402')	
		RAIL/ALS out	
A			
B			
C	RVR 45 or 7/8		1 3/8
D			

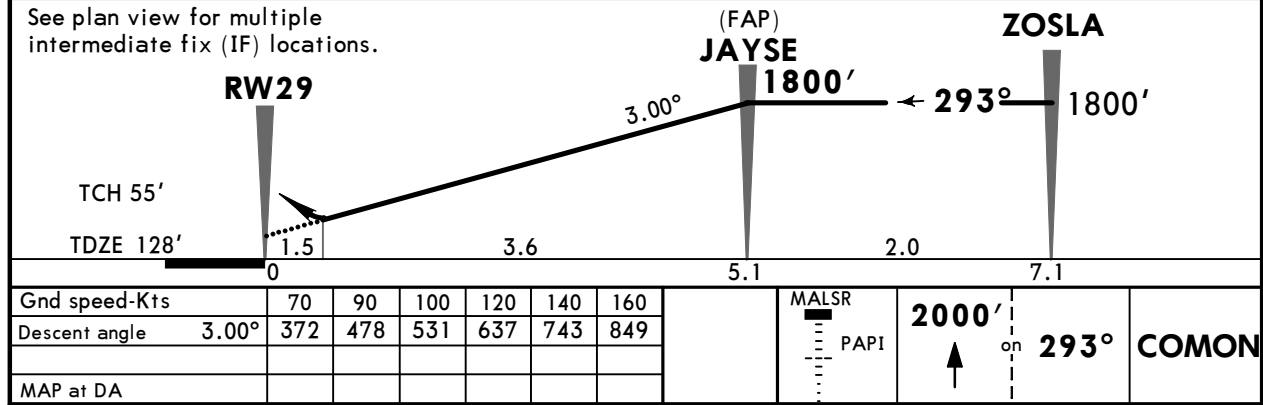
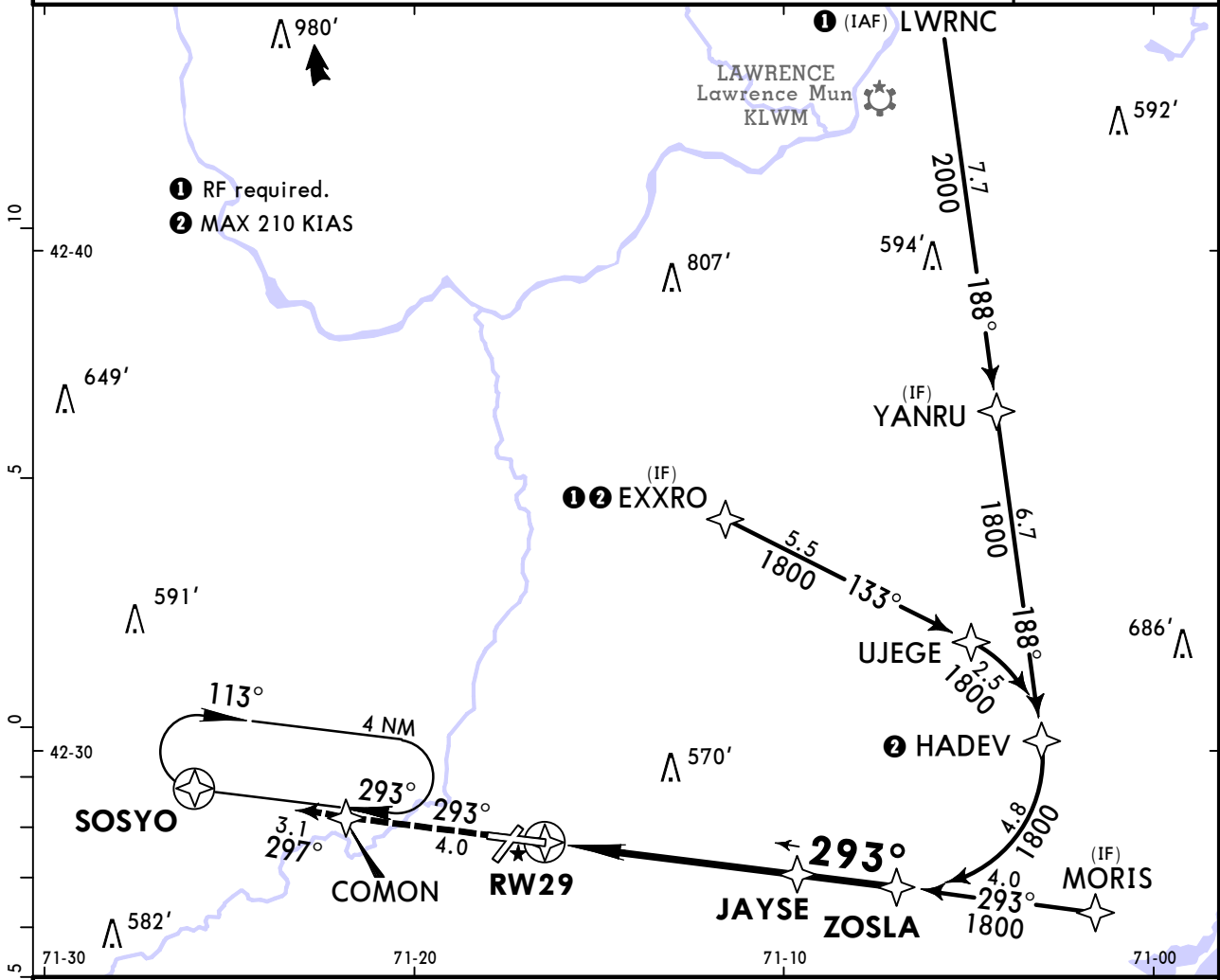
TERPS AMEND 1 25 FEB 2021

**KBED/BED
HANSKOM**

JEPPESEN
19 FEB 21
Eff 25 Feb (12-21)

**BEDFORD, MASS
RNAV (RNP) Y Rwy 29**

ATIS (ASOS when Twr inop) 124.6		BOSTON Approach (R) 124.4		*HANSKOM Tower CTAF 118.5		*Ground 121.7		
RNAV	Final Apch Crs 293°	JAYSE 1800' (1672')		RNP 0.30 DA(H) 651' (523')	Apt Elev 132' TDZE 128'		 3400 MSA RW29	
MISSED APCH: Climb to 2000' on track 293° to COMON then on track 297° to SOSYO and hold.								
RNP AR APCH.	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. AUTHORIZATION REQUIRED. 2. For uncompensated Baro VNAV systems, procedure not authorized below -19°C or above 54°C. 3. Pilot controlled lighting 118.5.								



TERPS		STRAIGHT-IN LANDING RWY 29	
		RNP 0.30	
		DA(H) 651' (523')	
		RAIL/ALS out	
A			
B			
C	1	1½	
D			

TERPS AMEND 1 25 FEB 2021

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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BEDFORD, MA (HANSCOM - KBED)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBED

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.