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Airport Information For KBFD

Terminal Charts For KBFD

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BRADFORD PA USA
ICAO/IATA: KBFD / BFD
Lat/Long: N41° 48.18', W078° 38.40'
Elevation: 2143 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 11.0° W
Sectional Chart: Detroit

Fuel Types: 100 Octane (LL), Jet A+
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1040 Z
Sunset: 2349 Z

Runway Information

Runway: 05
Length x Width: 4499 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2129 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 6307 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2119 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 4499 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 2143 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 6307 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 2120 ft

Lighting: Edge, ALS, Pilot controlled

Communication Information

AWOS: 118.050 Secondary

ASOS: 133.825

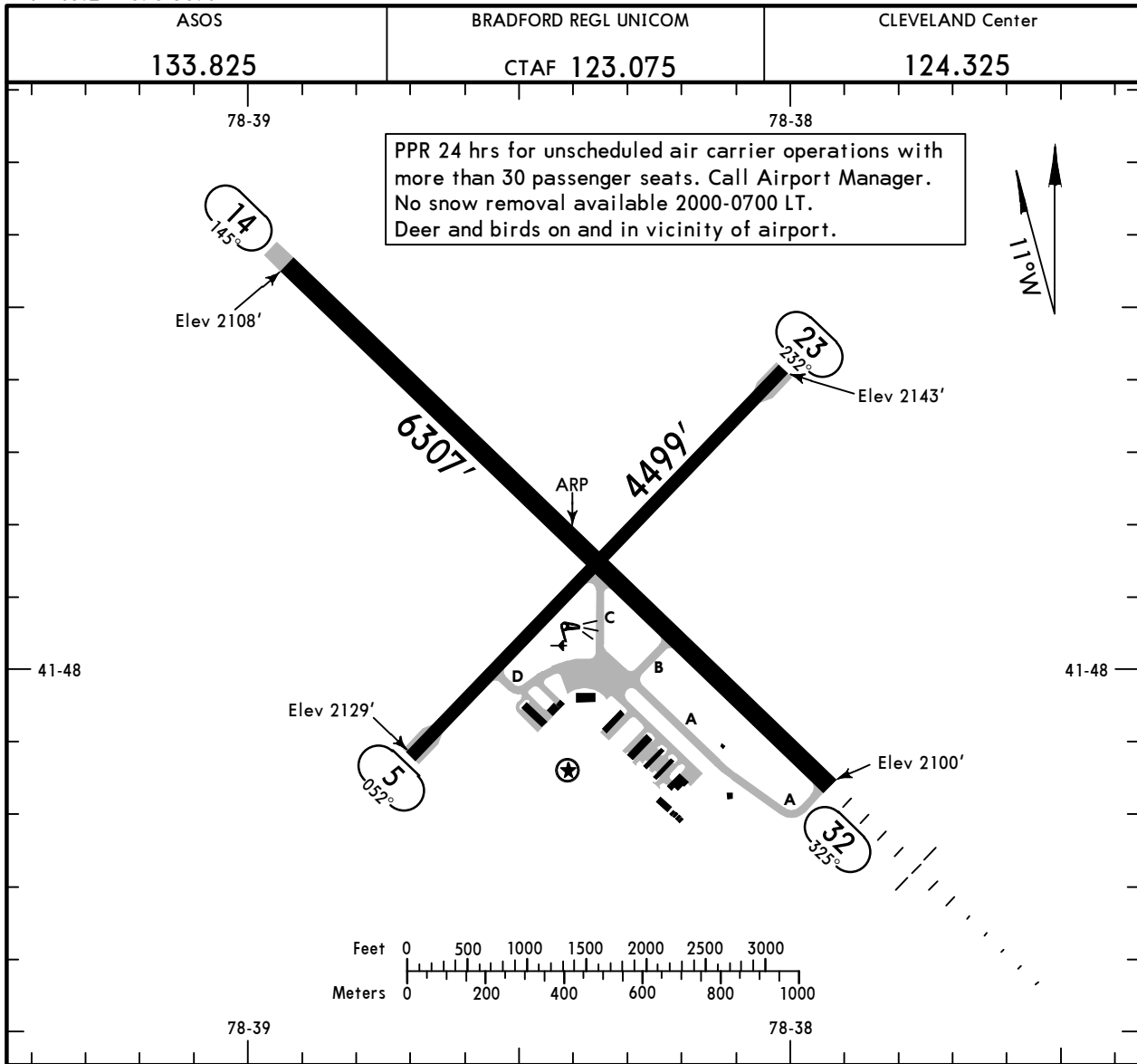
Bradford Regl UNICOM: 123.075 CTAF PCL

Cleveland ACC: 124.325 Remote Communications Air-Ground

KBFD/BFD
 Apt Elev **2143'**
 N41 48.2 W078 38.4

JEPPESEN
 4 SEP 20 **(10-9)** Eff 10 Sep

BRADFORD, PA
 BRADFORD REGL



ADDITIONAL RUNWAY INFORMATION

RWY	Aids	Surface	USABLE LENGTHS		WIDTH
			Threshold	Landing Beyond Glide Slope	
5	① MIRL ① REIL	grooved			100'
23	① MIRL ① REIL ① PAPI-L (3.00°)				
14	① HIRL ① REIL ① VASI-L	grooved			150'
32	① HIRL ① MALS		5458'		

① Activate on 123.075.

TAKE-OFF

All Rwys

	Adequate Vis Ref	STD
	1 & 2 Eng	1/4
3 & 4 Eng	1/2	

FOR FILING AS ALTERNATE

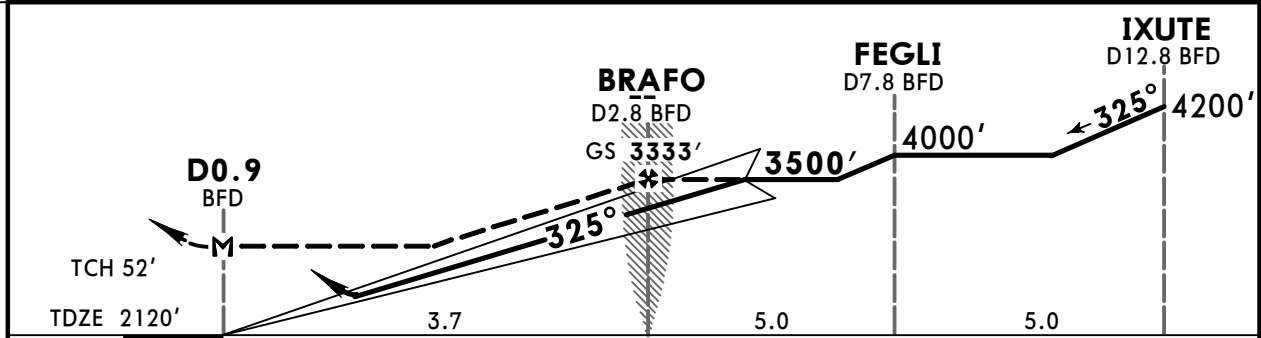
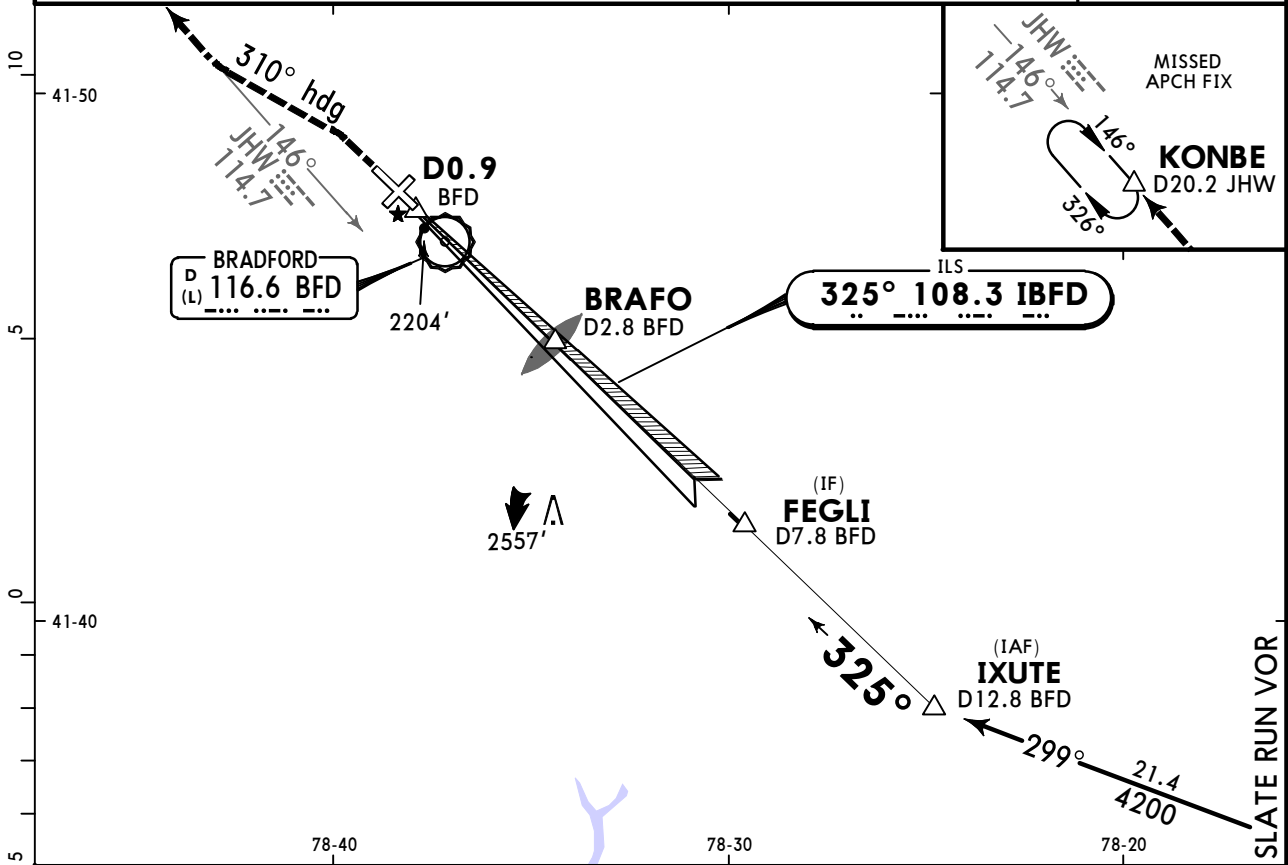
	Authorized Only When Local Weather Available	Other
A	800-2	NA
B		
C		
D		

KBFD/BFD BRADFORD REGL

JEPPesen
4 SEP 20 **(11-1) Eff 10 Sep**

BRADFORD, PA ILS or LOC Rwy 32

ASOS 133.825		CLEVELAND Center 124.325		BRADFORD REGL UNICOM CTAF 123.075	
LOC IBFD 108.3	Final Apch Crs 325°	BRAFO 3333' (1213')	ILS DA(H) 2370' (250')	Apt Elev 2143' TDZE 2120'	
MISSED APCH: Climb to 2600' then climbing LEFT turn to 4500' on heading 310° and on JHW VOR R-146 to KONBE/D20.2 JHW and hold.					3800 MSA ARP
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME required. 2. Pilot controlled lighting 123.075.					



Gnd speed-Kts	70	90	100	120	140	160	MALS R	2600'	4500'	310°
ILS GS	3.00°	372	478	531	637	743	↑	↑	LT	on
LOC Descent Angle	3.46°	429	551	612	735	857	↑	↑	↑	hdg
MAP at D0.9 or BRAFO to MAP	3.7	3:10	2:28	2:13	1:51	1:35	↑	↑	↑	↑

TERPS STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)
FULL	RAIL/ALS out	FULL	RAIL/ALS out		
DA(H) 2370' (250')		MDA(H) 2480' (360')		90	2600' (457') - 1
1		1		120	2620' (477') - 1
1		1		140	2720' (577') - 1½
1		1		165	2760' (617') - 2

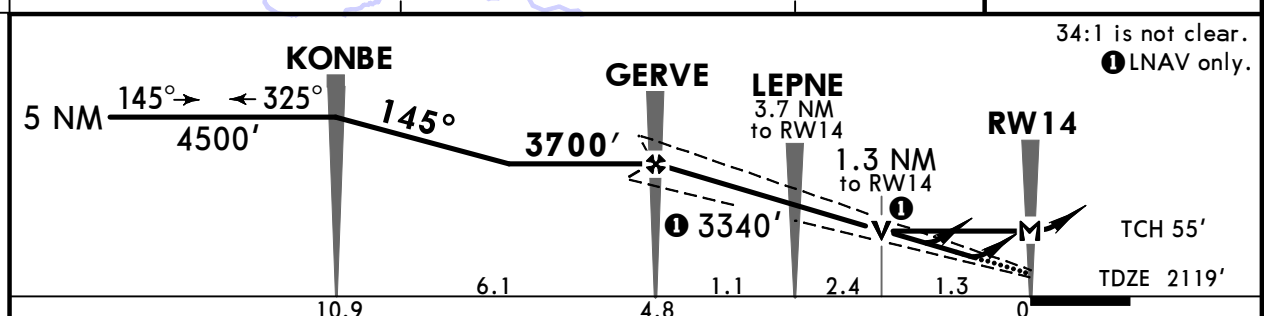
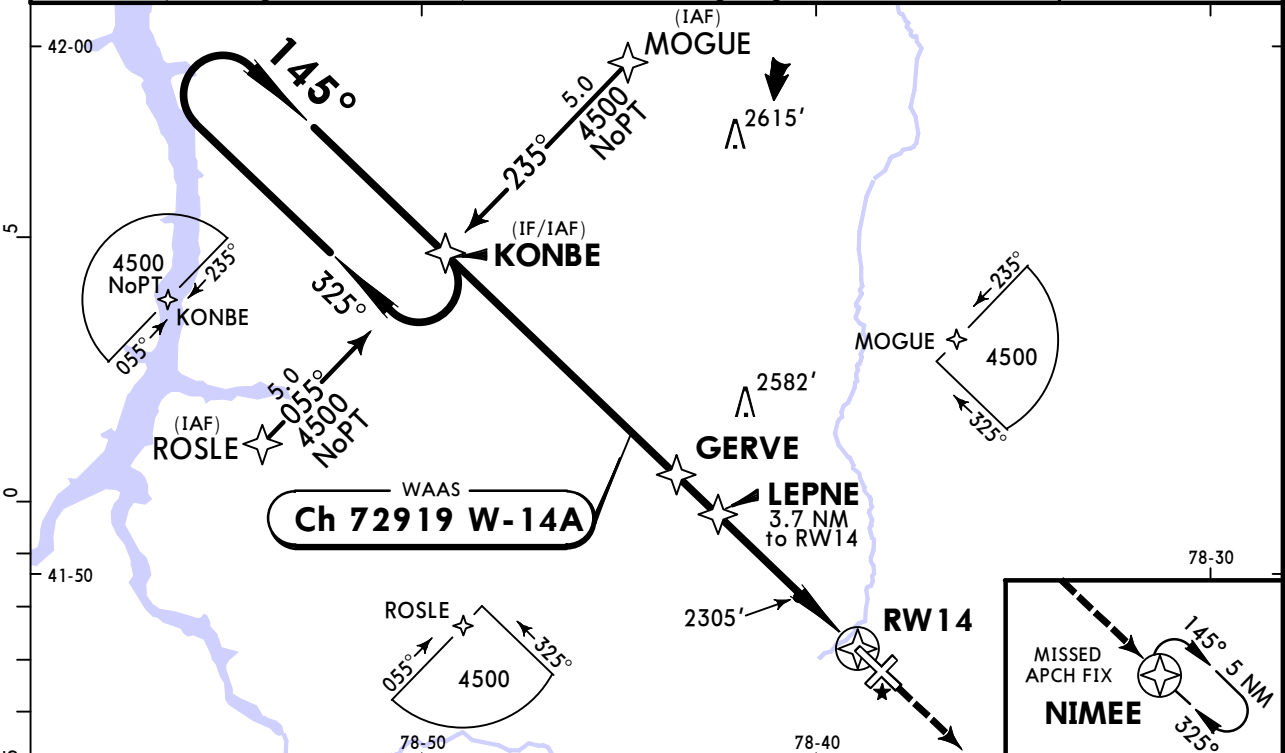
TERPS AMEND 13 10 SEP 2020

KBFD/BFD
BRADFORD REGL

JEPPESEN
19 MAR 21 (12-1)

BRADFORD, PA
RNAV (GPS) Rwy 14

ASOS 133.825		CLEVELAND Center 124.325		BRADFORD REGL UNICOM CTAF 123.075	
WAAS Ch 72919 W-14A	Final Apch Crs 145°	GERVE 3700' (1581')	LPV DA(H) (CONDITIONAL) 2369' (250')	Apt Elev 2143' TDZE 2119'	
MISSED APCH: Climb to 4500' direct NIMEE and hold.					TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use St Marys altimeter setting. 2. Baro-VNAV and VDP not authorized when using St Marys altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 53°C (129°F). 4. DME/DME RNP-0.30 not authorized. 5. Helicopter visibility reduction below 3/4 SM not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 42'). 7. Pilot controlled lighting 123.075.					



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	4500'	NIMEE	
Glide Path Angle	3.00°	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW14										

	STRAIGHT-IN LANDING RWY 14 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 2369' (250')	LNAV/VNAV DA(H) 2517' (398')	LNAV MDA(H) 2560' (441')	Max Kts	MDA(H)
A	1	1 3/8	1	90	2620' (477') - 1
B				120	2720' (577') - 1 1/2
C				140	2760' (617') - 2
D				165	
	With St Marys Altimeter Setting			With St Marys Altimeter Setting	
	LPV DA(H) 2454' (335')	LNAV/VNAV DA(H) 2602' (483')	LNAV MDA(H) 2660' (541')	Max Kts	MDA(H)
A	1 1/8	1 5/8	1	90	2720' (577') - 1
B				120	2820' (677') - 2
C				140	2860' (717') - 2 1/4
D				165	

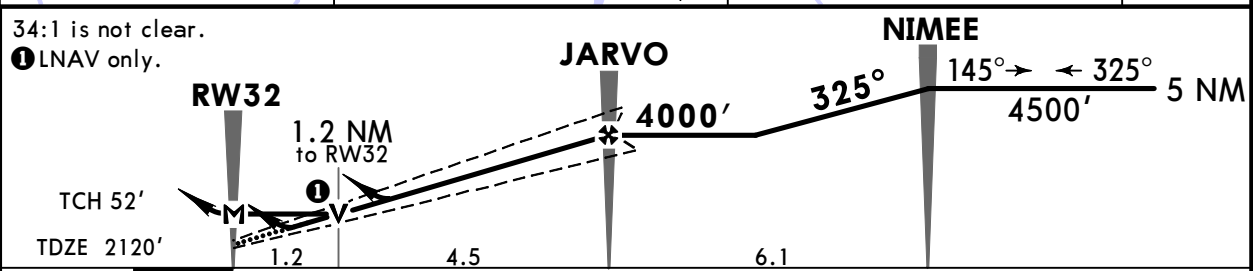
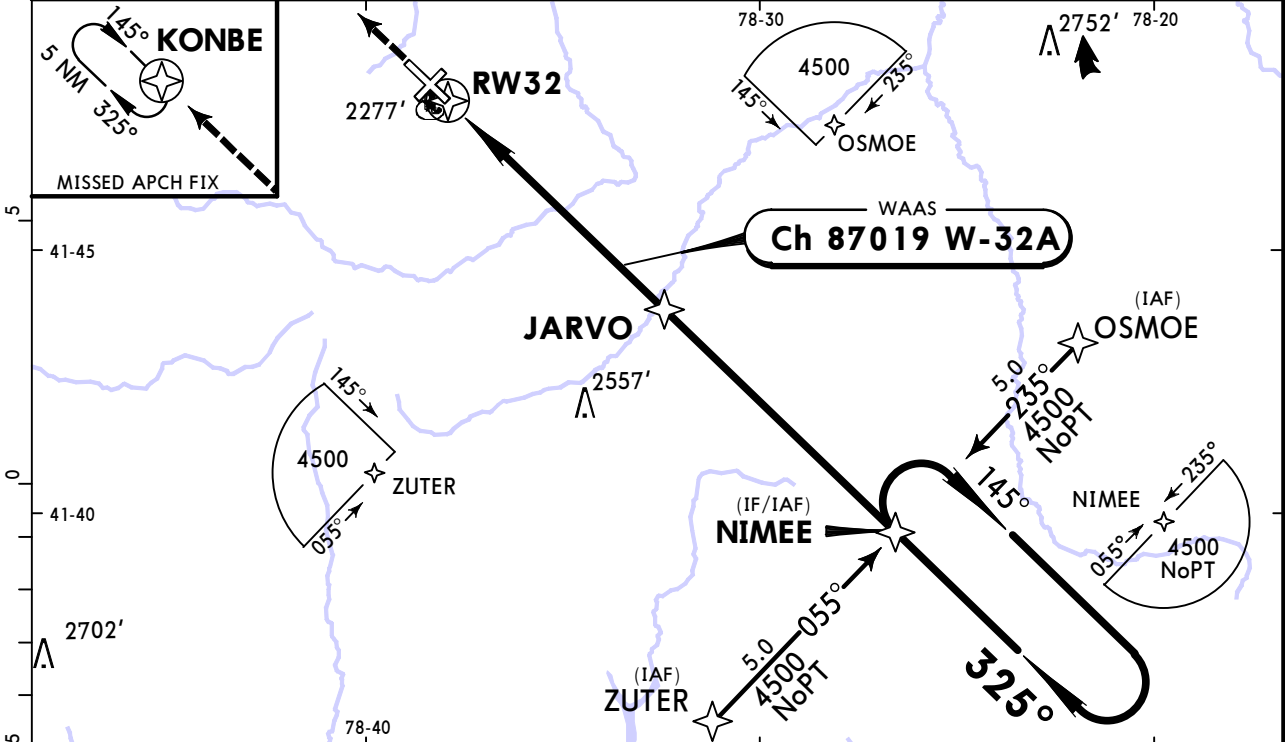
CHANGES: Minimums, chart format.

KBFD/BFD
BRADFORD REGL

JEPPESEN
19 MAR 21 **(12-2)**

BRADFORD, PA
RNAV (GPS) Rwy 32

ASOS 133.825		CLEVELAND Center 124.325		BRADFORD REGL UNICOM CTAF 123.075	
WAAS Ch 87019 W-32A	Final Apch Crs 325°	JARVO 4000' (1880')	LPV DA(H) (CONDITIONAL) 2370' (250')	Apt Elev 2143' TDZE 2120'	
MISSED APCH: Climb to 4500' direct KONBE and hold.					TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use St Marys altimeter setting. 2. Baro-VNAV and VDP not authorized when using St Marys altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 123.075.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4500'	D → KONBE
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW32									

	STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND		
	With Local Altimeter Setting			With St Marys Altimeter Setting			With Local Altimeter Setting		
	LPV DA(H) 2370' (250')	LNAV/VNAV DA(H) 2600' (480')	LNAV MDA(H) 2540' (420')	LPV DA(H) 2455' (335')	LNAV/VNAV DA(H) 2685' (565')	LNAV MDA(H) 2640' (520')	MDA(H)		
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		
A						1	90	2620' (477') - 1	
B	1	1 1/8	1 5/8	1	1 1/4	120	2720' (577') - 1 1/2		
C						140	2760' (617') - 2		
D						165			
A						1	90	2720' (577') - 1	
B	1	1 1/8	1 3/8	1 7/8	1	1 1/2	120	2820' (677') - 2	
C							140	2860' (717') - 2 1/4	
D							165		

TERPS AMEND 1E 26 MAY 2016

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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BRADFORD, PA (BRADFORD REGL - KBFD)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KBFD

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(series) Add (R) to CLEVELAND Center.

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.