

# Simsbury Fly In Procedures

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## ***NEW THIS YEAR!!! VFR Waypoint (VPBRK) created at the Barkhamsted Reservoir***

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*Simsbury Airport (4B9) is under the western edge of the Bradley Airport (BDL) Class C Airspace.*

**Due to the increased traffic, the day of the Fly-In all pilots MUST contact BDL Approach at least 20 nm from BDL**

BDL Approach frequencies are:

- 125.35 North & West,
- 123.95 Southwest
- 127.8 Southeast.

### **PROCEDURES**

- BDL Approach will provide arrival sequencing during peak arrival times (0900-1200 LCL).
- **Arriving aircraft with GPS are expected to navigate to VPBRK then direct to 4B9 otherwise**, expect to be vectored onto the BDL R-273 in the vicinity of the Barkhamsted Reservoir
- While inbound to the airport **via VPBRK or** on the BDL R-273, operate at 100 KIAS and at or below 2000 feet. Plan to follow traffic in front. DO NOT pass the traffic you are following.
- BDL Approach will normally ask arriving flights to state when “Simsbury Airport is in sight”. At an appropriate point thereafter, BDL will terminate RADAR service and instruct pilots to change to CTAF frequency.

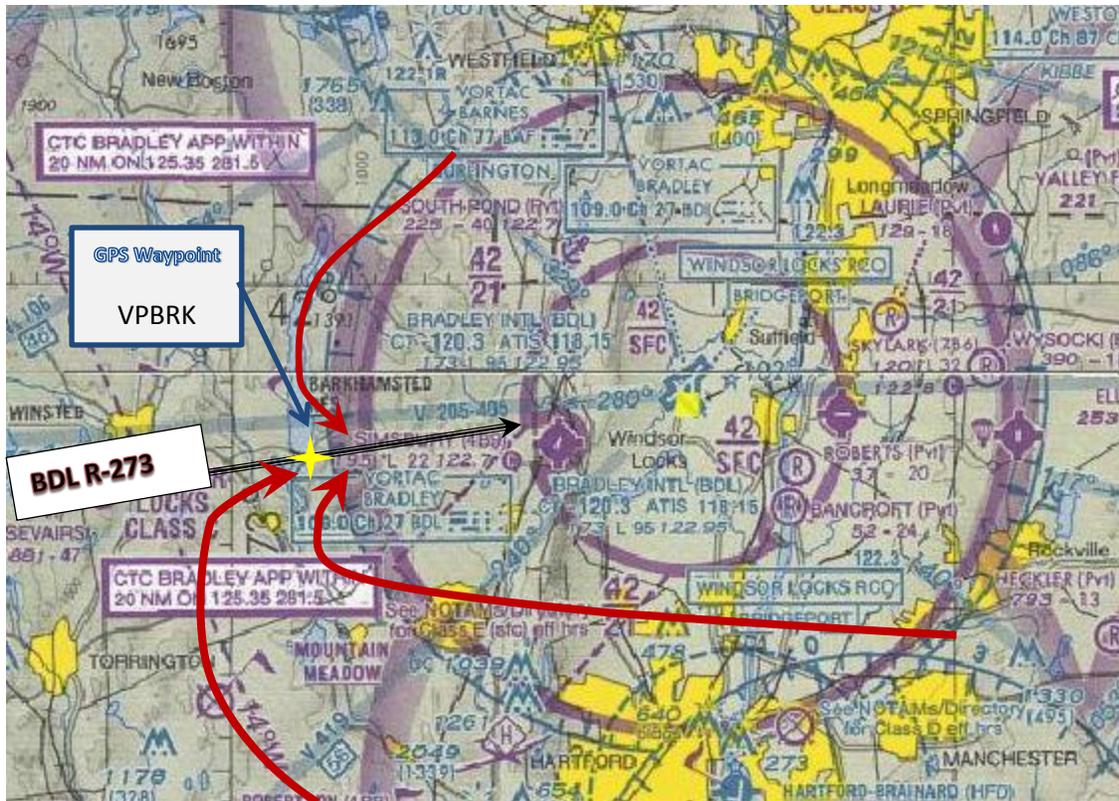
- LISTEN to the CTAF (122.7) before calling Simsbury Traffic. You should be able to get the landing runway and traffic information without clogging the frequency with a request for airport advisory.
- Turn on all aircraft lights at least 20 nm from the airport. Find another aircraft and fall in line.
- All aircraft should fly the pattern at 90 KIAS. Configure the aircraft early so you have time to maintain a good visual scan of the area.
- The runways at Simsbury are 03 and 21: both are left hand traffic. Pattern altitude is 1200 ft MSL.
- Be aware that if the pattern is extended due to traffic, you may not be able to remain clear of the BDL Class C surface area. If the pattern is extended, come up over the airport (above pattern altitude) and reenter on the crosswind.
- DO NOT MAKE A 360° ON BASE OR FINAL

- A good visual cue to insure you have not reentered the BDL Class C surface area is to remain west of the ridgeline. The Heublein Tower easily identifies the ridgeline. (right)



- The Simsbury Airport CTAF frequency will be staffed throughout the day. It will advise arrivals of winds, active runway, and other known traffic in the area. The Simsbury Flying Club

and its volunteers in no way accept or assume any traffic avoidance responsibility for the pilot in command of any arriving or departing aircraft on the day of the fly-in. All communications between CTAF operators and aircraft is advisory in nature only



**VPBRK – GPS WAYPOINT AT THE BARKHAMSTED RESERVOIR**

**CONTACT BDL APPROACH PRIOR TO ENTERING CLASS C AIRSPACE – SEE GRAPHIC FOR FREQUENCY**

**ALL ARRIVALS WILL BE SEQUENCED BY BDL APPROACH VIA THE BARKHAMSTED RESERVOIR AND THE BDL R-273 to 4B9**

**PLAN TO OPERATE AT 100KIAS UNTIL ENTERING THE TRAFFIC PATTERN**