

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBDL

Terminal Charts For KBDL

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Windsor Locks CT USA

IATA Code: BDL

Lat/Long: N41° 56.3' W072° 41.0'

Elevation: 173 ft

Airport Use: Public

Magnetic Variation: 14.1 °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: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1129 Z

Sunset: 2238 Z,

Runway Information

Runway: 01

Length x Width: 4268 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 173 ft

Lighting: Edge

Displaced Threshold: 475 ft

Runway: 06

Length x Width: 9510 ft x 200 ft

Surface Type: asphalt

TDZ-Elev: 173 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 15

Length x Width: 6847 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 171 ft

Lighting: Edge, REIL

Runway: 19

Length x Width: 4268 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 170 ft

Lighting: Edge

Runway: 24
Length x Width: 9510 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 170 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 33
Length x Width: 6847 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 171 ft
Lighting: Edge, ALS

Communication Information

ATIS 118.15
Bradley Tower 138.55 Military
Bradley Tower 120.3
Bradley Ground Control 121.9
Bradley Clearance Delivery 121.75
Bradley Approach Control 127.8
Bradley Approach Control 127.225 Initial Contact
Bradley Approach Control 125.35 (241 °-60 °)
Bradley Approach Control 123.95 (176 °-240 °)
Bradley App ARSA 127.8 (61 °-175 °)
Bradley App ARSA 125.35 (241 °-60 °)
Bradley App ARSA 123.95 (176 °-240 °)
Bradley Departure Control 127.8
Bradley Departure Control 125.35 (241 °-60 °)
Bradley Departure Control 123.95 (176 °-240 °)
Bradley Intl Unicom 122.95
Windsor Operations 123.45 Military
Windsor Operations 141.9 Military
Windsor Operations 138.55 Military
Bridgeport Flight Service Station 122.3 RCO

DEER PARK TWO ARRIVAL (DPK.DPK2)

EXPECT to cross MAD VOR at 11000'.

ARRIVAL

From over DPK VOR via DPK R-053

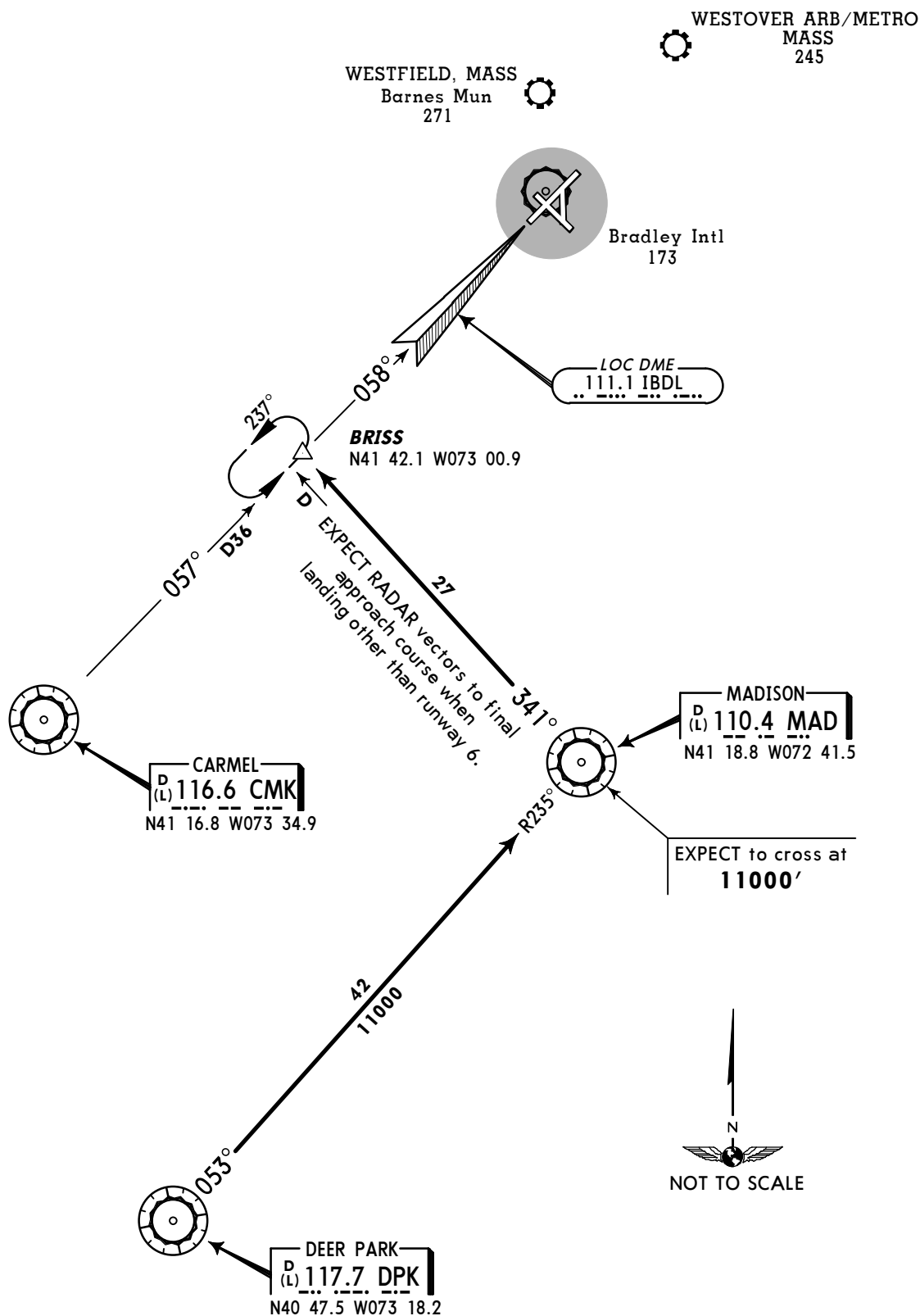
and MAD R-235 to MAD VOR, then from

MAD VOR via MAD R-341 to Briss Int.

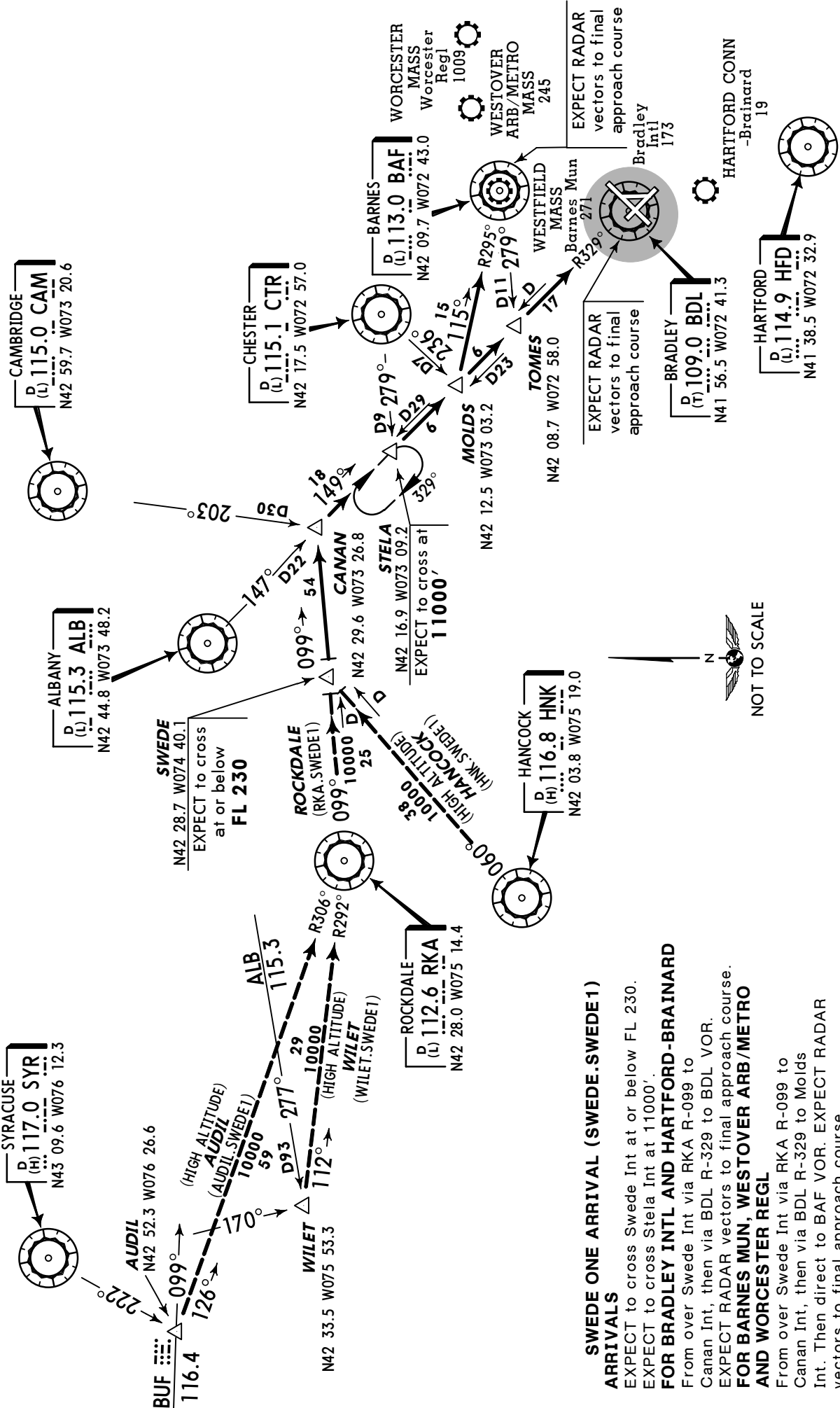
EXPECT RADAR vectors to final

course prior to Briss Int when landing

other than runway 6.



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)



SWEDE ONE ARRIVAL (SWEDE.SWEDE1)

ARRIVALS

EXPECT to cross Swede Int at or below FL 230.
EXPECT to cross Stela Int at 11000'.

FOR BRADLEY INTL AND HARTFORD-BRAINARD

From over Swede Int via RKA R-099 to Canan Int, then via BDL R-329 to BDL VOR.

EXPECT RADAR vectors to final approach course.

FOR BARNES MUN, WESTOVER ARB/METRO

From over Swede Int via RKA R-099 to Canan Int, then via BDL R-329 to Molds Int.

Then direct to BAF VOR. EXPECT RADAR vectors to final approach course.

DEPARTURE
CONTROL
FREQUENCY TO
BE ASSIGNED
BY ATC.

Apt Elev
173'

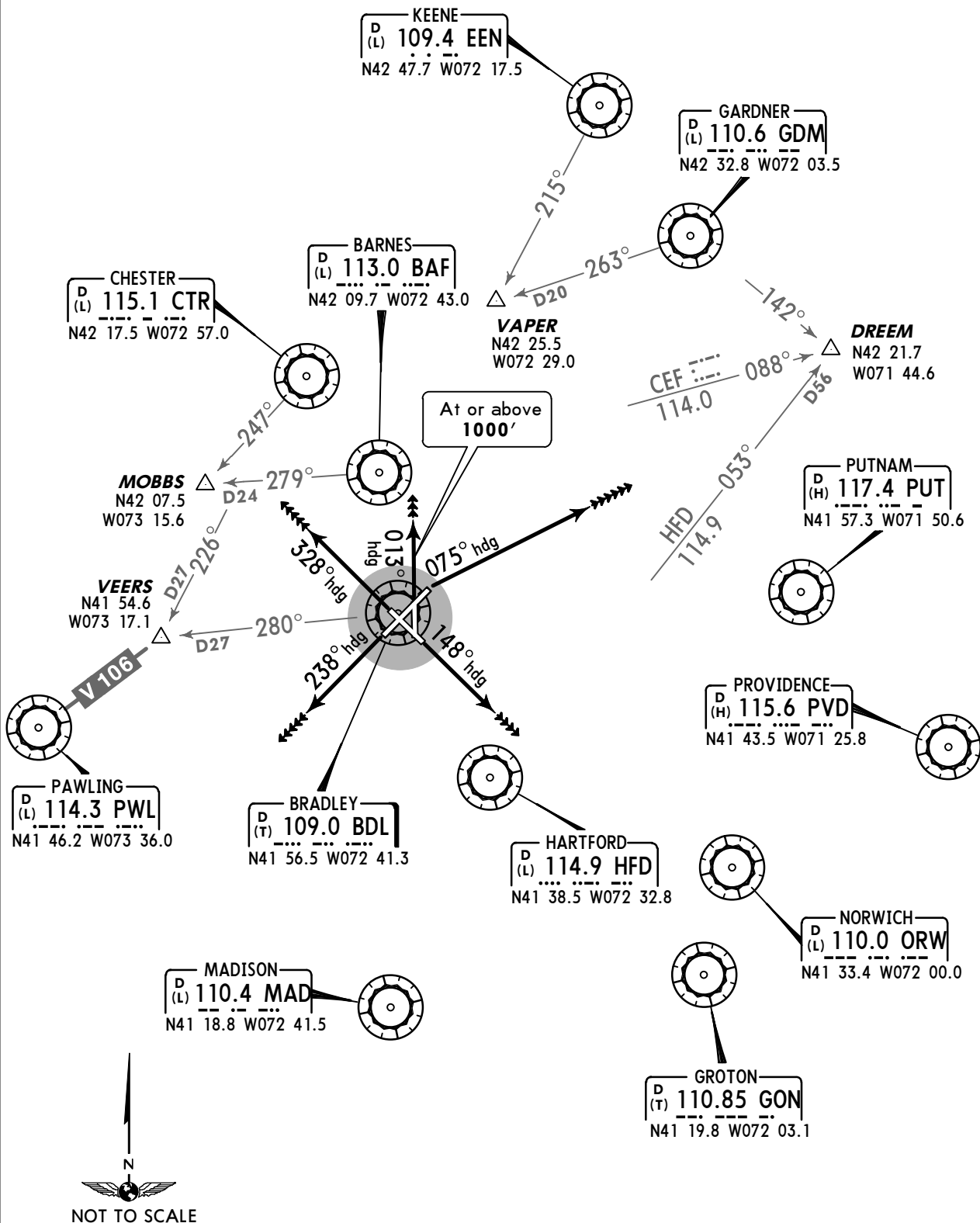
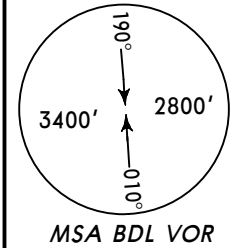
Trans level: FL180 Trans alt: 18000'

1. RADAR required.

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

BRADLEY NINE DEPARTURE

For Procedure Text, Takeoff Minimums and Obstacle Notes see 10-3-1



BRADLEY NINE DEPARTURE

For Procedure Graphic see 10-3

PROCEDURE TEXT

This SID requires take-off minimums
(for standard minimums, refer to airport chart):

Rwys 1, 6, 15, 24: Standard (or lower than
standard, if authorized).

Rwy 19: Not authorized.

Rwy 33: Standard (or lower than standard, if
authorized) with a minimum climb of 326' per
NM to **1000'**.

Gnd speed-KT	75	100	150	200	250	300
326' per NM	408	543	815	1087	1358	1630

OBSTACLES

Rwy 1: Vehicle on roadway 342' from DER,
564' LEFT of centerline, 15' AGL/184' MSL.
Trees beginning 441' from DER, 493' LEFT of
centerline, up to 100' AGL/269' MSL. Trees
beginning 1844' from DER, 45' RIGHT of
centerline, up to 100' AGL/299' MSL.

Rwy 6: Trees beginning 21' from DER, 464'
LEFT of centerline, up to 100' AGL/249' MSL.
Trees beginning 1956' from DER, 921' RIGHT
of centerline, up to 100' AGL/239' MSL.

Rwy 15: Vehicle on roadway 531' from DER,
606' LEFT of centerline, up to 15' AGL/186'
MSL. Trees beginning 2341' from DER, 767'
LEFT of centerline, up to 100' AGL/244' MSL.
Vehicle on roadway 429' from DER, 572'
RIGHT of centerline, up to 15' AGL/184' MSL.
Tree 1520' from DER, 786' RIGHT of
centerline, up to 100' AGL/259' MSL.

Rwy 24: Trees beginning 3066' from DER, 599'
LEFT of centerline, up to 100' AGL/269' MSL.
Obstacle light on fence 1239' from DER, 784'
LEFT of centerline, up to 45' AGL/215' MSL.
Trees beginning 2345' from DER, 489' RIGHT
of centerline, up to 100' AGL/299' MSL.

Rwy 33: Trees beginning 1590' from DER, 275'
LEFT of centerline, up to 100' AGL/256' MSL.
Tower 2.4 NM from DER, 3534' LEFT of
centerline, 104' AGL/774' MSL. Trees
beginning 1618' from DER, 264' RIGHT of
centerline, up to 100' AGL/263' MSL.

RWY	INITIAL CLIMB	ALTITUDE
1	Climb heading 013° to 1000' or as assigned.	MAINTAIN 4000' or assigned altitude
6	Climb heading 075° or as assigned.	
15	Climb heading 148° or as assigned.	
24	Climb heading 238° or as assigned.	
33	Climb heading 328° or as assigned.	

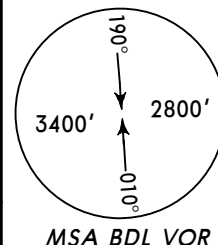
ROUTING

EXPECT RADAR vectors to filed/assigned route or depicted fix. EXPECT clearance to
requested altitude/flight level 10 minutes after departure.

DEPARTURE
CONTROL
FREQUENCY TO
BE ASSIGNED
BY ATC.

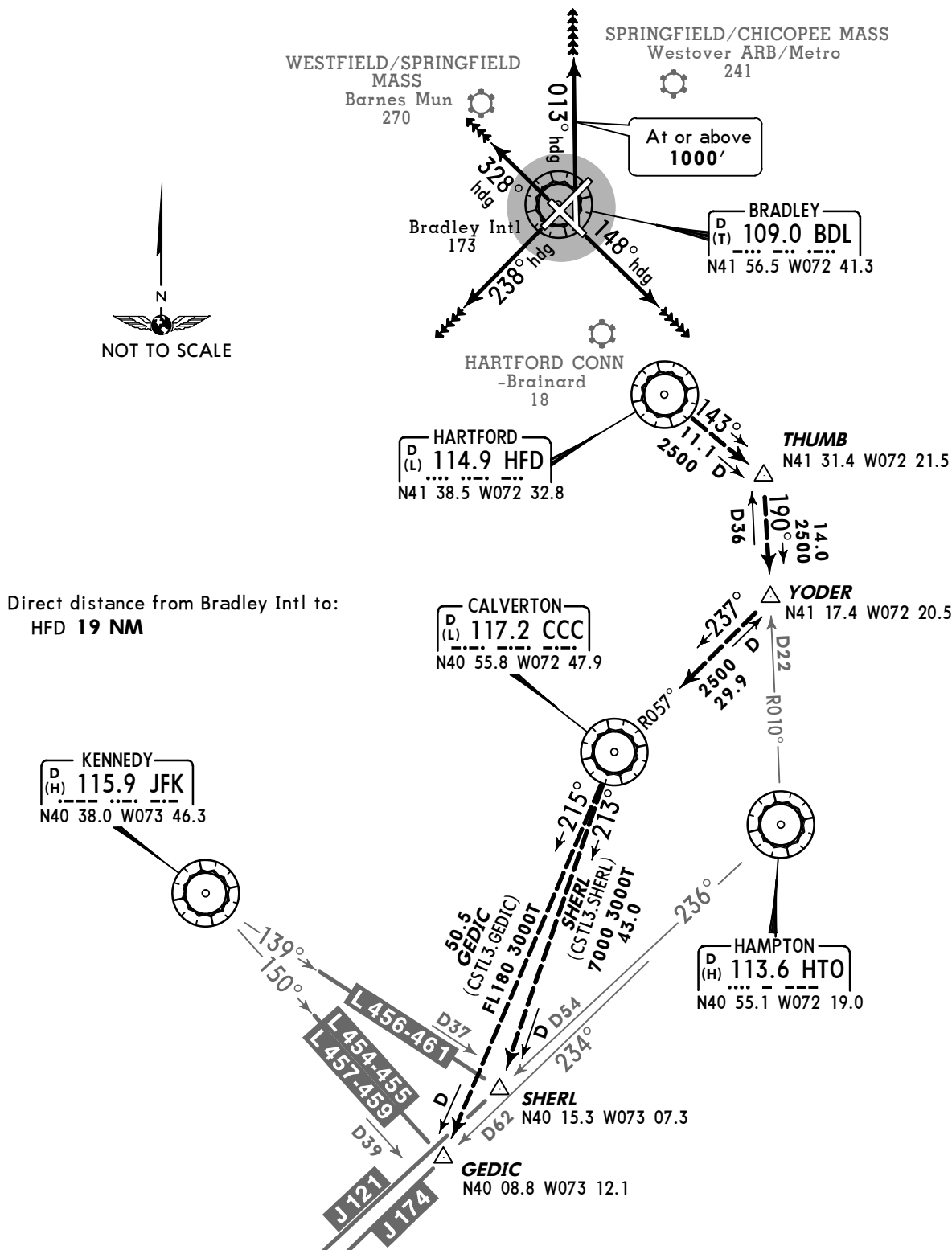
Apt Elev
See Graphic

- Trans level: FL180 Trans alt: 18000'
1. RADAR required.
 2. Initial departure headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.



COASTAL THREE DEPARTURE (CSTL3.CCC)

For Procedure Text, Takeoff Minimums and Obstacle Notes see 10-3A-1



COASTAL THREE DEPARTURE (CSTL3.CCC)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

OBSTACLES

Rwy 1: Vehicle on road 342' from DER, 564' LEFT of centerline, 15' AGL/184' MSL. Trees beginning 441' from DER, 493' LEFT of centerline, up to 100' AGL/269' MSL. Trees beginning 1844' from DER, 45' RIGHT of centerline, up to 100' AGL/299' MSL.

Rwy 6: Trees beginning 21' from DER, 464' LEFT of centerline, up to 100' AGL/249' MSL. Trees beginning 1956' from DER, 921' RIGHT of centerline, up to 100' AGL/239' MSL.

Rwy 15: Vehicle on road 531' from DER, 606' LEFT of centerline, up to 15' AGL/186' MSL. Trees beginning 2341' from DER, 767' LEFT of centerline, up to 100' AGL/244' MSL. Vehicle on roadway 429' from DER, 572' RIGHT of centerline, up to 15' AGL/186' MSL. Tree 1520' from DER, 786' RIGHT of centerline, up to 100' AGL/259' MSL.

Rwy 24: Trees beginning 3066' from DER, 599' LEFT of centerline, up to 100' AGL/269' MSL. Obstacle light on fence 1239' from DER, 784' LEFT of centerline, up to 45' AGL/215' MSL. Trees beginning 2345' from DER, 489' RIGHT of centerline, up to 100' AGL/299' MSL.

Rwy 33: Trees beginning 1590' from DER, 275' LEFT of centerline, up to 100' AGL/256' MSL. Tower 2.4 NM from DER, 3534' LEFT of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 264' RIGHT of centerline, up to 100' AGL/263' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 1, 6, 15, 24: Standard (or lower than standard, if authorized).

Rwy 19: Not authorized.

Rwy 33: Standard (or lower than standard, if authorized) with a minimum climb of 326' per NM to **1000'**.

Gnd speed-KT	75	100	150	200	250	300
326' per NM	408	543	815	1087	1358	1630

RWY	INITIAL CLIMB	ALTITUDE
1	Climb heading 013° to 1000' or as assigned for RADAR vectors to HFD.	MAINTAIN 4000' or assigned altitude
6	Fly assigned heading for RADAR vectors to HFD.	
15	Climb heading 148° or as assigned for RADAR vectors to HFD.	
24	Climb heading 238° or as assigned for RADAR vectors to HFD.	
33	Climb heading 328° or as assigned for RADAR vectors to HFD.	

ROUTING

From over HFD proceed via HFD R-143 to THUMB, then proceed via HTO R-010 to YODER, then proceed via CCC R-057 to CCC. Then via transition or assigned route. EXPECT clearance to requested flight level 10 minutes after departure.

PREFERRED TAXI ROUTES FOR DEPARTURE

To Runway 6	
Location	Routing Via
From West GA Ramp	Twy Alpha, then Twy Juliet, then Twy Romeo
From West Cargo Ramp	Twy Sierra, then Twy Juliet, then Twy Romeo
From Embraer Ramp	Twy Whiskey, then Twy Uniform, then Twy Sierra, then Twy Juliet, then Twy Romeo
From Terminal Ramp	Twy Charle; or Twy Sierra then Twy Charlie
From East GA Ramps	Twy Echo, then Twy Sierra, then Twy Charlie; or Twy Lima, then Twy Sierra, then Twy Charlie

To Runway 15	
Location	Routing Via
From West GA Ramp	Twy Alpha, then Twy Juliet, then Twy Sierra, then Twy Uniform
From West Cargo Ramp	Twy Uniform
From Embraer Ramp	Twy Whiskey
From Terminal Ramp	Twy Sierra, then Twy Uniform; or Twy Charlie, then Twy Sierra, then Twy Uniform
From East GA Ramps	Twy Echo, then Twy Sierra, then Twy Uniform; or Twy Lima, then Twy Sierra, then Twy Uniform

To Runway 24	
Location	Routing Via
From West GA Ramp	Twy Alpha, then Twy Juliet, then Twy Sierra, then Twy Charlie
From West Cargo Ramp	Twy Sierra, then Twy Carlie
From Embraer Ramp	Twy Whiskey, then Twy Uniform, then Twy Sierra, then Twy Charlie
From Terminal Ramp	Twy Charle; or Twy Sierra, then Twy Charlie; or Twy Sierra, then Twy Echo, then Twy Charlie
From East GA Ramps	Twy Echo, then Twy Charlie; or Twy Tango, then Twy Echo, then Twy Charlie

To Runway 33	
Location	Routing Via
From West GA Ramp	Twy Alpha, then Twy Juliet, then Twy Sierra
From West Cargo Ramp	Twy Sierra
From Embraer Ramp	Twy Whiskey, then Twy Uniform, then Twy Sierra
From Terminal Ramp	Twy Sierra; or Twy Charlie, then Twy Sierra
From East GA Ramps	Twy Echo, then Twy Tango, then Twy Lima; or Twy Lima

KBDL/BDL

Apt Elev 173'

N41 56.3 W072 41.0

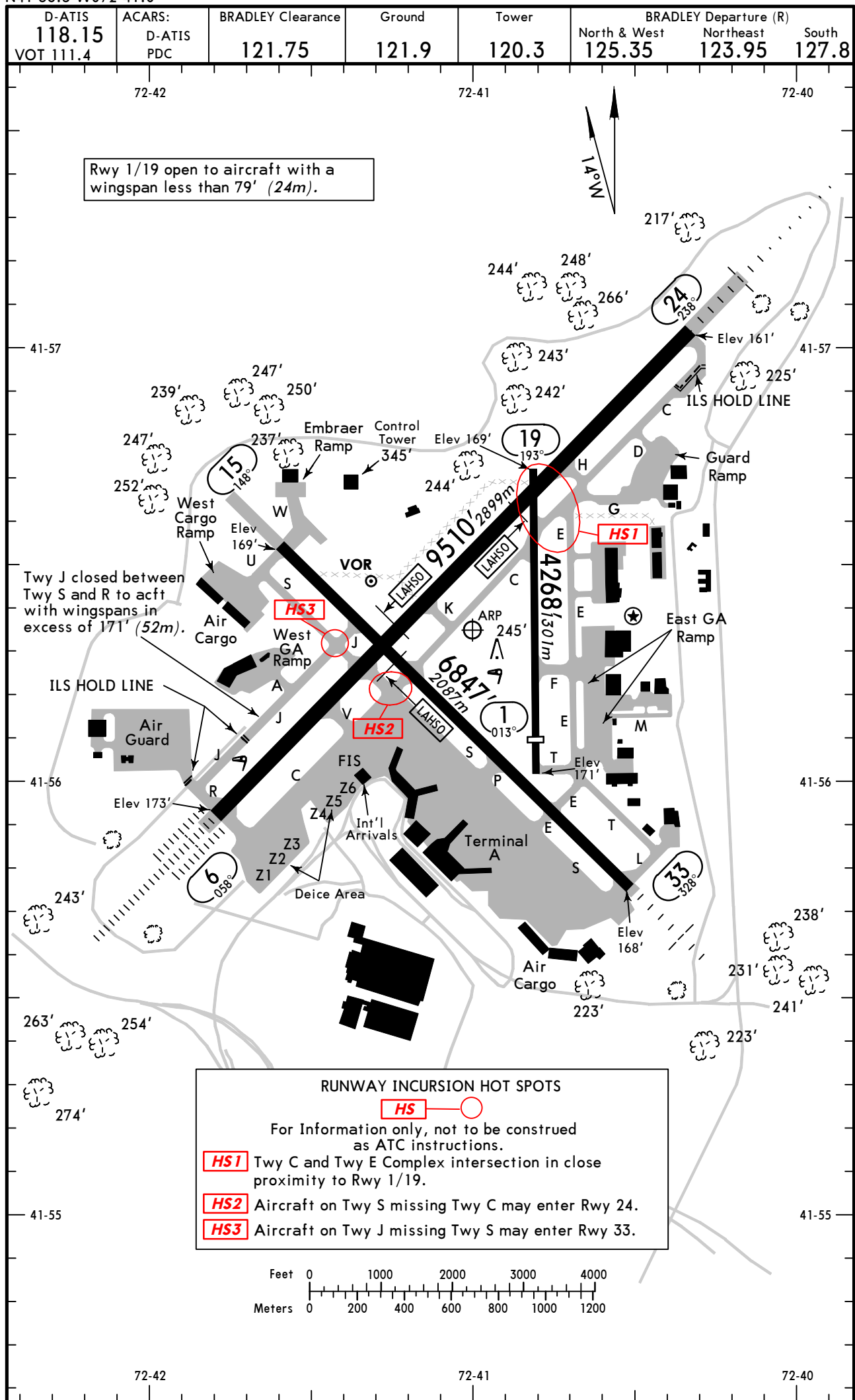
3 FEB 12

10-9

Eff 9 Feb

WINDSOR LOCKS, CONN

BRADLEY INTL



CHANGES: Runway 1 elevation.

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GENERAL

ASDE-X Surveillance System in Use: Pilots should operate transponders with Mode C on all taxiways and runways.

Birds in vicinity of airport.

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS BEYOND Glide Slope	LAHSO Distance	TAKE- OFF	WIDTH
1 ① 19	MIRL	3793' 1156m				100' 30m

① Visual Rwy; only available to aircraft with a wingspan of 79' (24m) or less.

6 24	HIRL CL ALSF-II TDZ PAPI-L (angle 3.00°)	grooved RVR		8459' 2578m	1/19	6000' 1829m		200' 61m
	HIRL CL MALSR TDZ PAPI-L (angle 3.00°)	grooved RVR		8540' 2603m	15/33	5850' 1783m		

15 33	HIRL REIL PAPI-L (angle 3.50°)	grooved						150' 46m
	HIRL MALSF PAPI-R (angle 3.00°)	grooved RVR		5766' 1757m	6/24	4550' 1387m		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 6, 24**

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10			
Rollout RVR 5	Rollout RVR 10			

Rwys 1, 15**Rwy 33**

Adequate Vis Ref	STD		With Min climb of 326' / NM to 1000'			For Climb in Visual Conditions
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	STD		
				3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1200-2 1/2

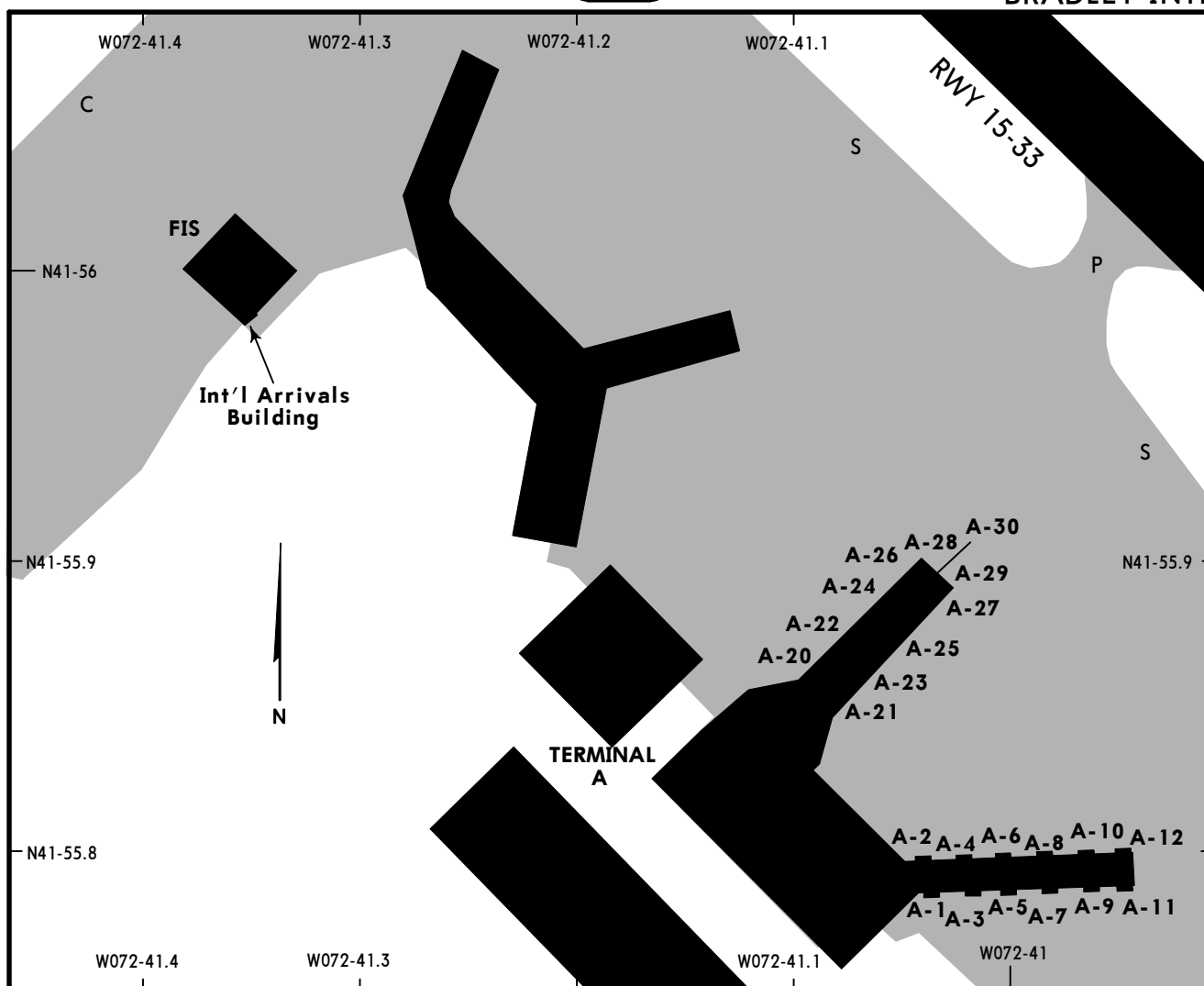
OBSTACLE DP

Rwy 1 - Climb heading 013° to 1000' before turning left.

Rwy 33 - Climb heading 328° to 1000' or for climb in visual conditions:
cross Bradley INTL Airport at or above 1200' before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 24 ILS Rwy 33	RNAV (RNP) Z Rwy 6 RNAV (RNP) Z Rwy 24	LOC Rwy 24 LOC Rwy 33 RNAV (GPS) Y Rwy 6 RNAV (GPS) Y Rwy 24 RNAV (GPS) Rwy 33	ILS Rwy 6 LOC Rwy 6	RNAV (GPS) Y Rwy 15	RNAV (RNP) Z Rwy 15	Other
A	600-2	800-2	800-2	1000-2	1000-2	1100-4	NA
B				1000-2 3/4	1000-2 3/4		
C	800-2 1/2	800-2	800-2 1/2	1000-3	NA	NA	NA
D							



GATE COORDINATES

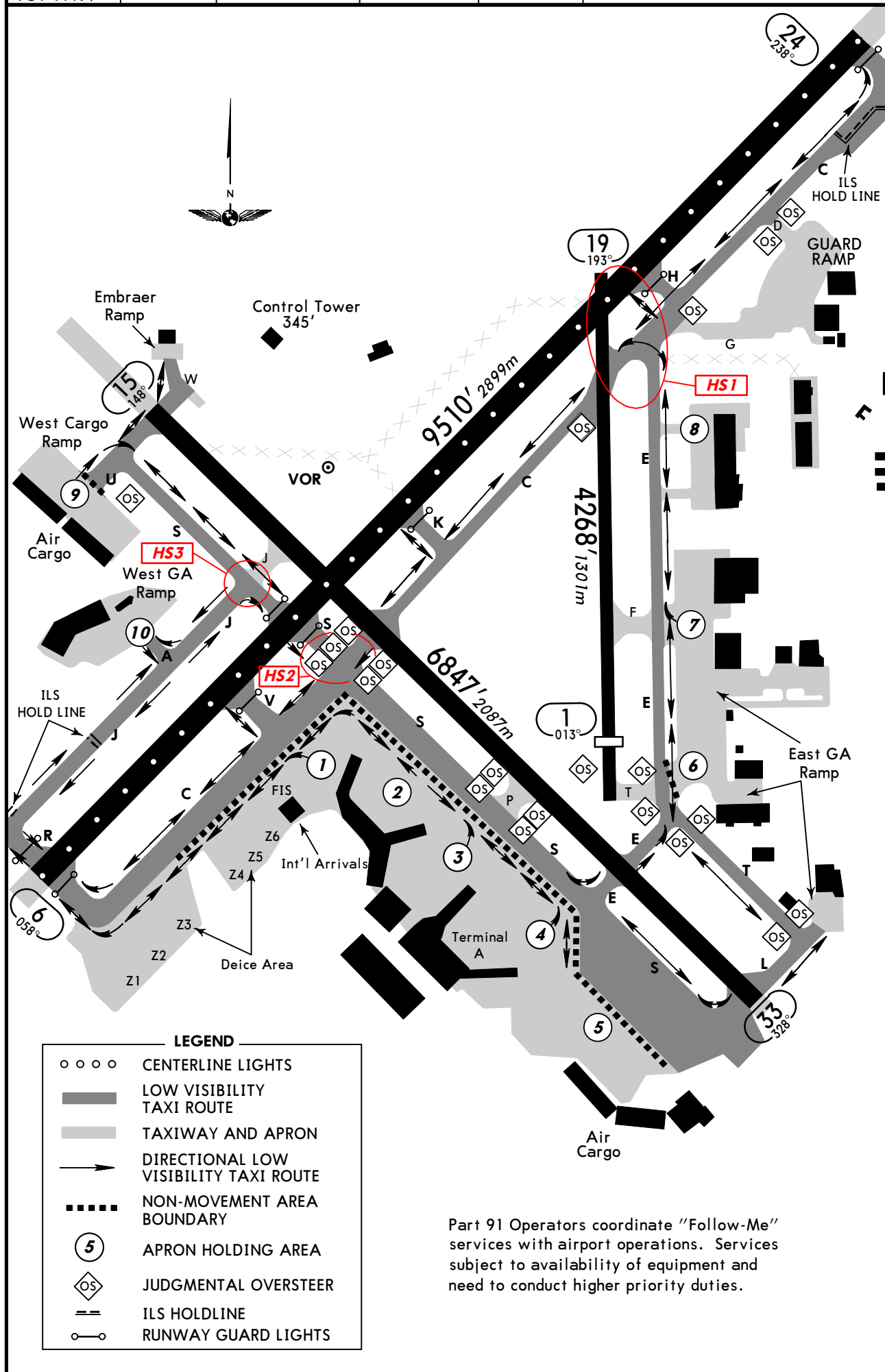
GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal A			
A-1 thru A-10	N41 55.8 W072 41.0		
A-11, A-12	N41 55.8 W072 40.9		
A-20	N41 55.9 W072 41.1		
A-21	N41 55.8 W072 41.1		
A-22 thru A-24	N41 55.9 W072 41.1		
A-25 thru A-30	N41 55.9 W072 41.0		

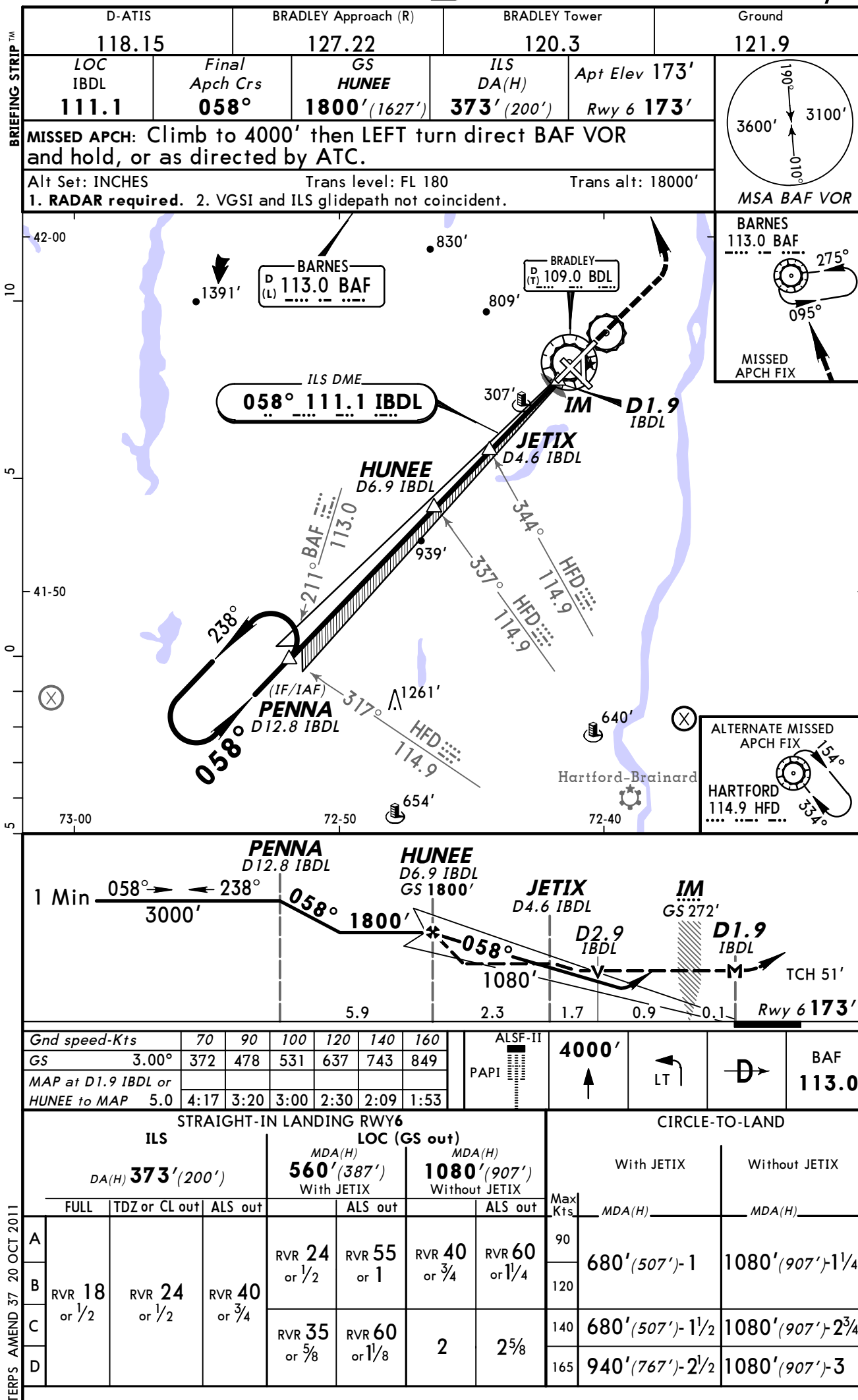
LESS THAN RVR 1200 to 600

(10-9C)

LOW VISIBILITY TAXI ROUTES

D-ATIS 118.15 VOT 111.4	ACARS: D-ATIS PDC	BRADLEY Clearance 121.75	Ground 121.9	Tower 120.3	BRADLEY Departure (R) North & West Northeast South 125.35 123.95 127.8		
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BRIEFING STRIP™

D-ATIS		BRADLEY Approach (R)			BRADLEY Tower		Ground
118.15		127.22			120.3		121.9
LOC IBDL	Final Apch Crs	GS HUNEE 1800' (1627')	CAT IIIC	CAT IIIB	CAT IIIA	CAT II ILS RA 101' DA(H) 273'(100')	Apt Elev 173' Rwy 6 173'
111.1	058°		NA	Refer to Minimums			

MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold, or as directed by ATC.

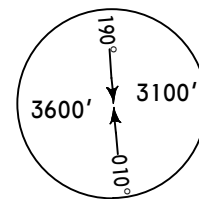
Alt Set: INCHES

Trans level: FL 180

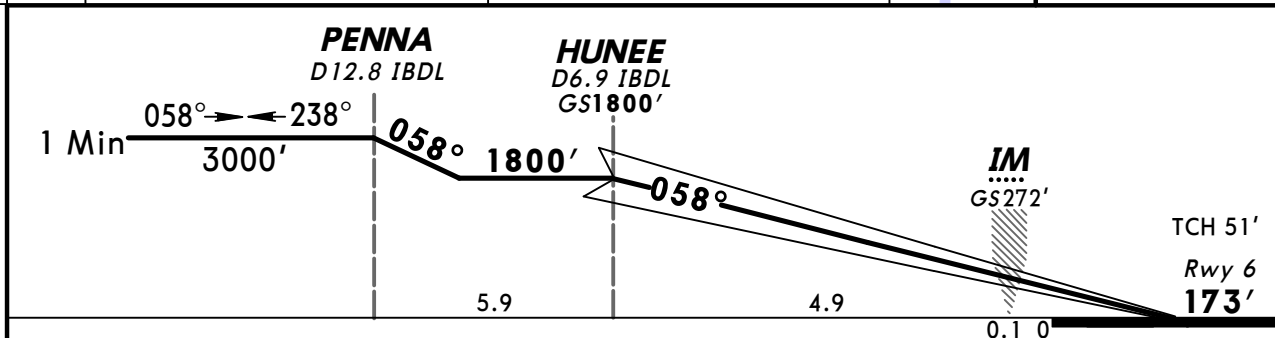
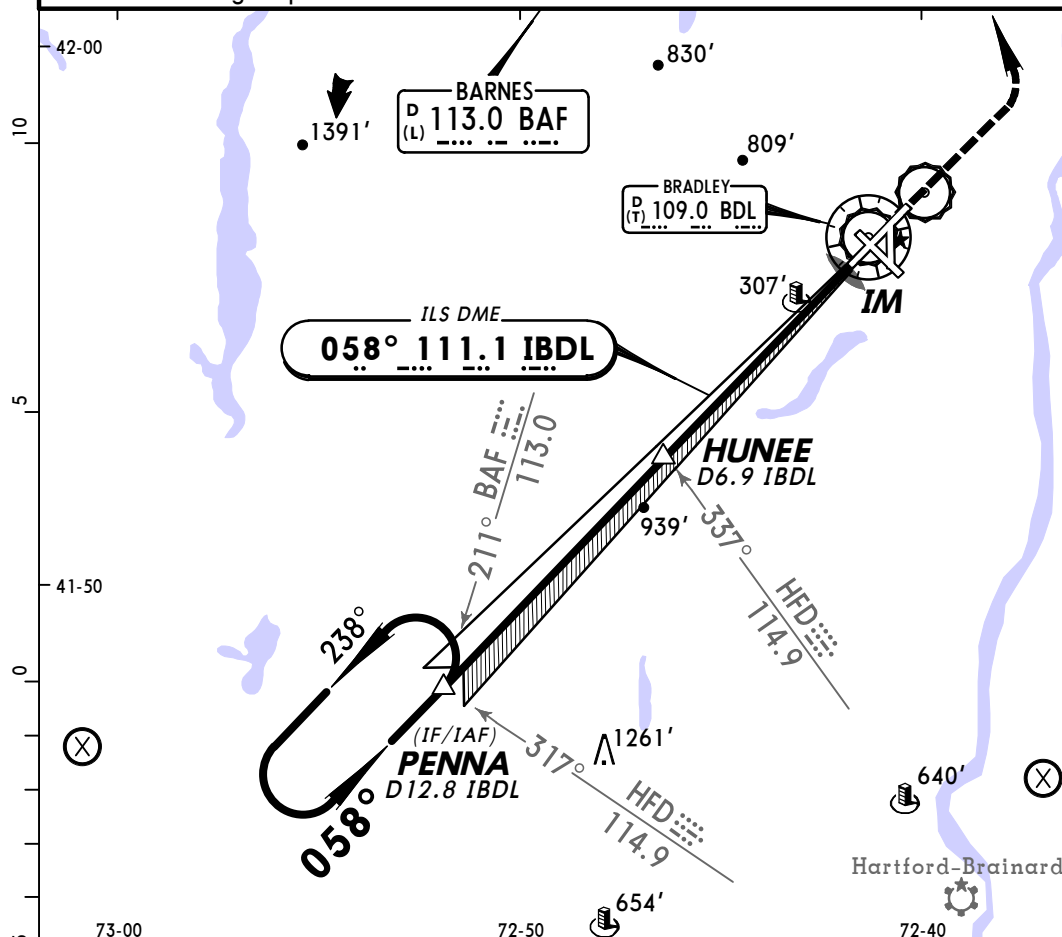
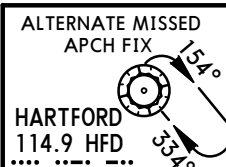
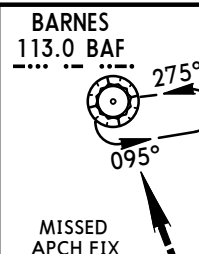
Trans alt: 18000'

1. Special Aircrew & Aircraft Certification Required. 2. RADAR required.

3. VGSI and ILS glidepath not coincident.



MSA BAF VOR

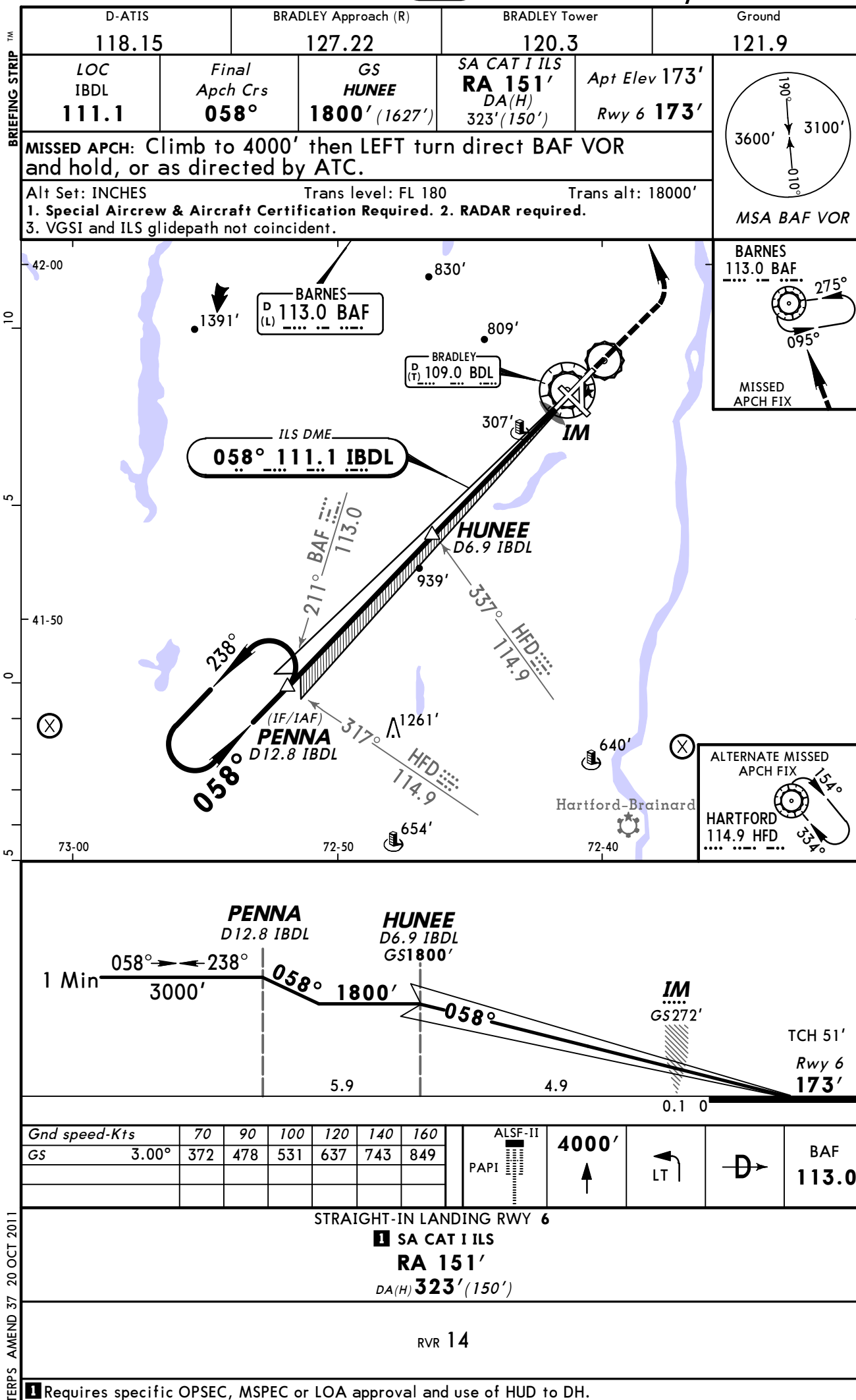


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	4000'	LT	BAF
GS	3.00°	372	478	531	637	743	PAPI	↑	↩	113.0

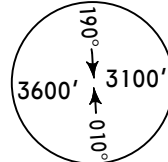
STRAIGHT-IN LANDING RWY 6

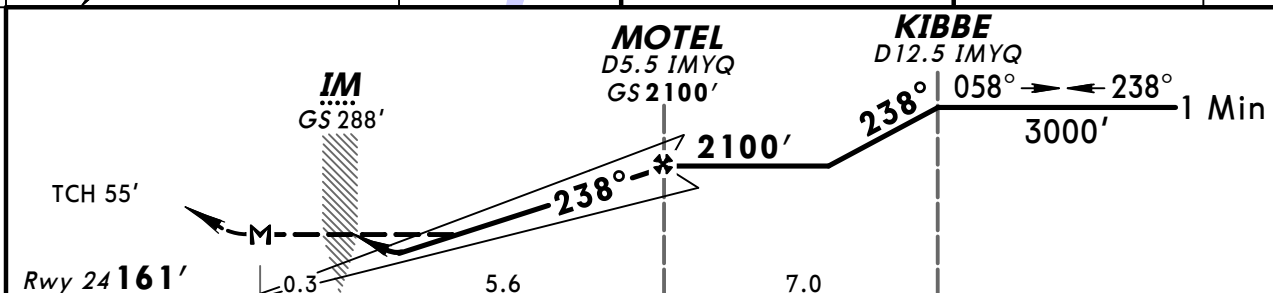
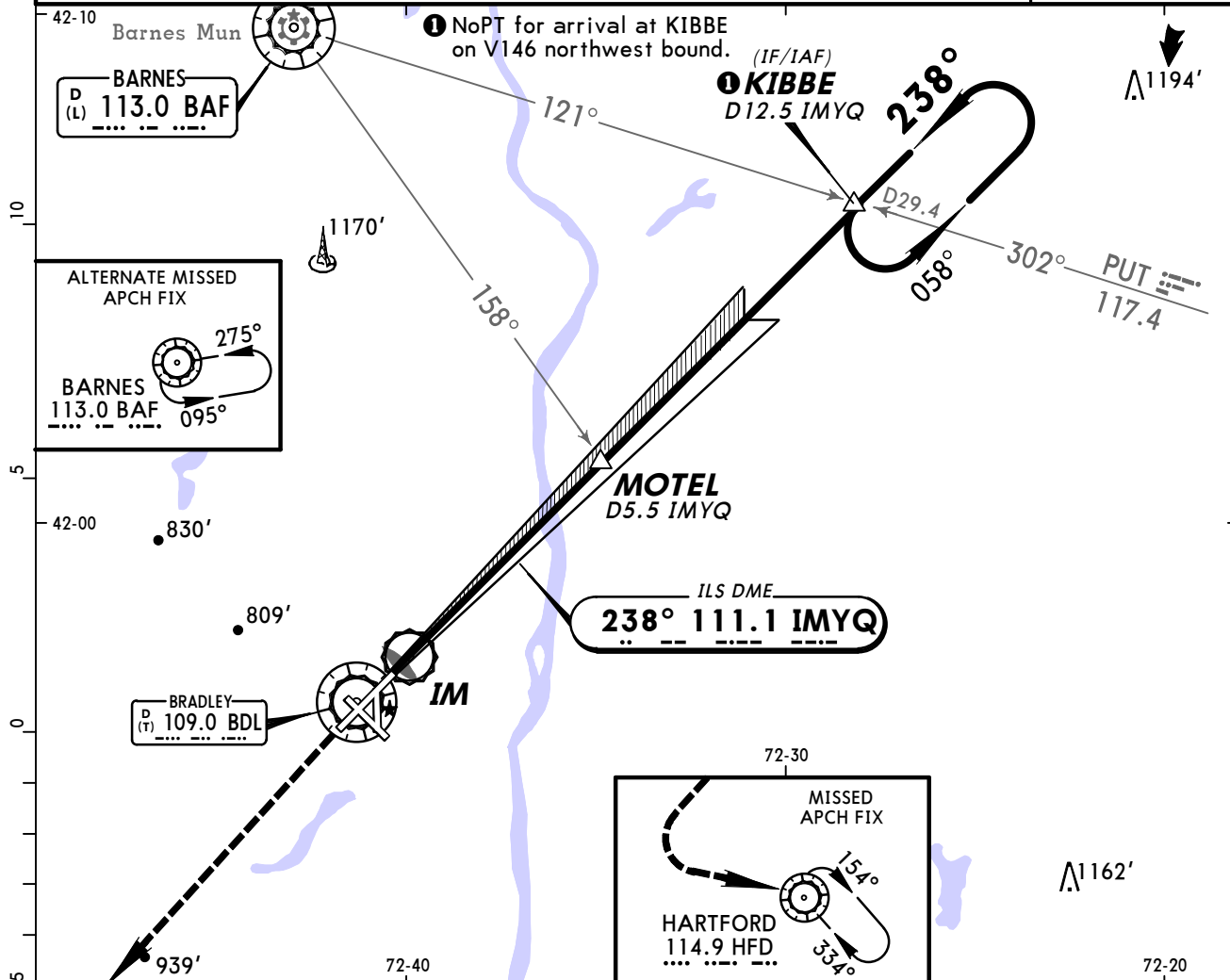
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 101' DA(H) 273'(100')
NA	RVR 6	RVR 7	RVR 12

1 RVR 10 authorized with specific OPSEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.



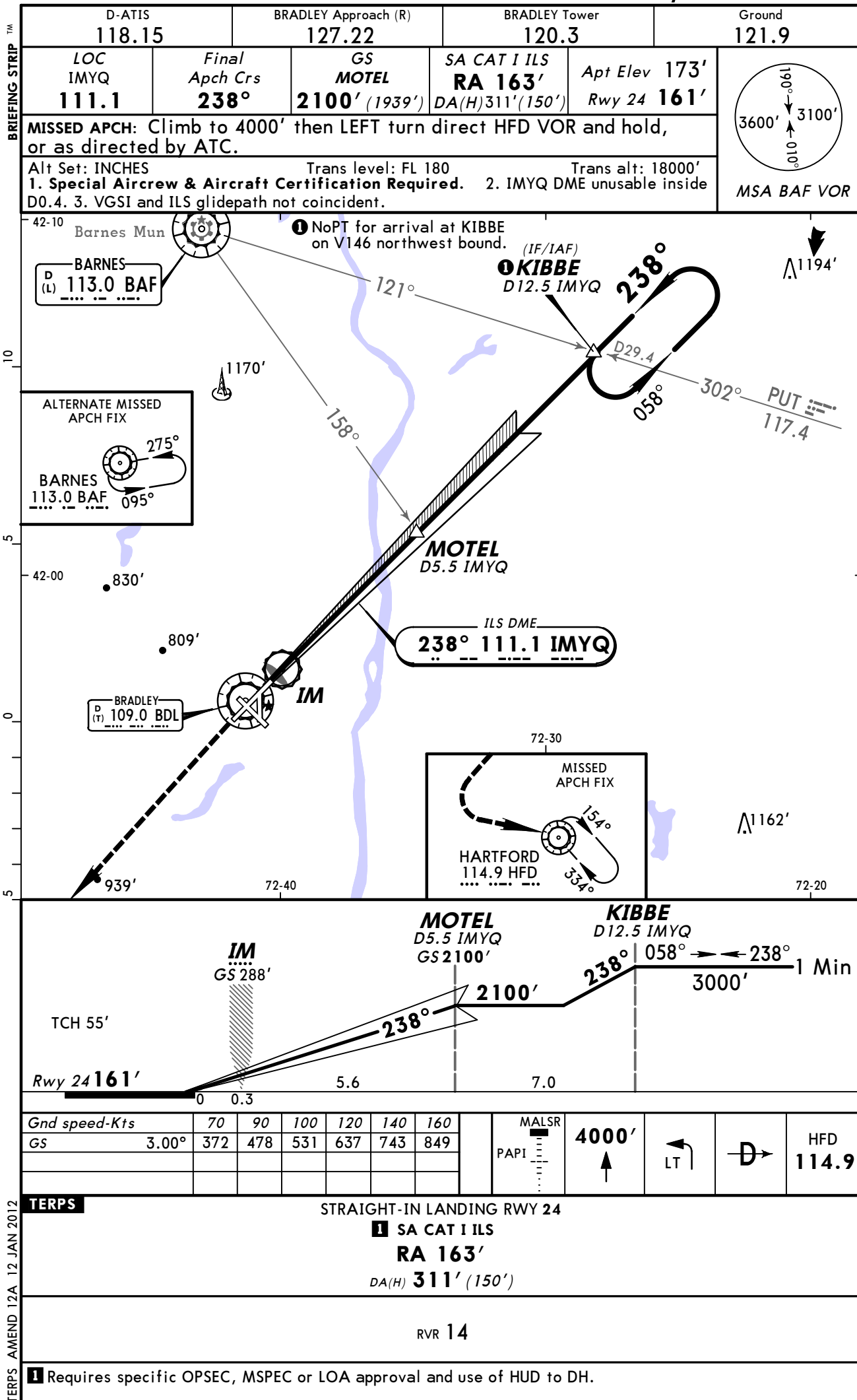
BRIEFING STRIP™

D-ATIS		BRADLEY Approach (R)		BRADLEY Tower		Ground	
118.15		127.22		120.3		121.9	
LOC IMYQ 111.1	Final Apch Crs 238°	GS MOTEL 2100' (1939')	ILS DA(H) 361' (200')	Apt Elev 173' Rwy 24 161'			
MISSED APCH: Climb to 4000' then LEFT turn direct HFD VOR and hold, or as directed by ATC.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. IMYQ DME unusable inside D0.4. 2. VGSI and ILS glidepath not coincident.							
MSA BAF VOR							

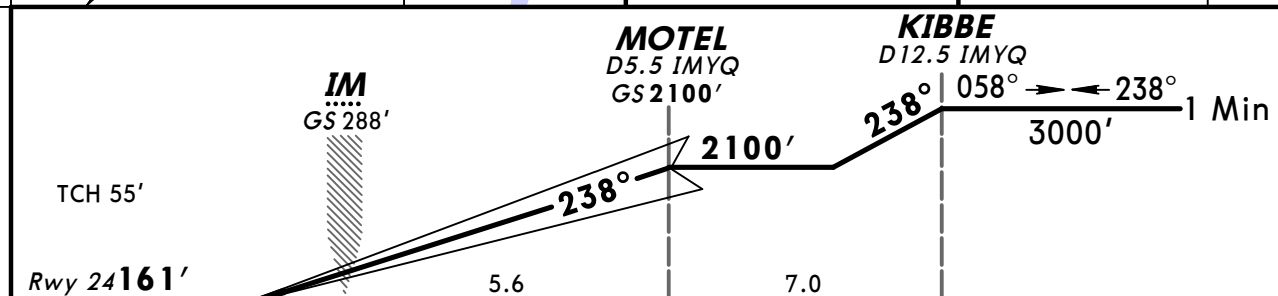
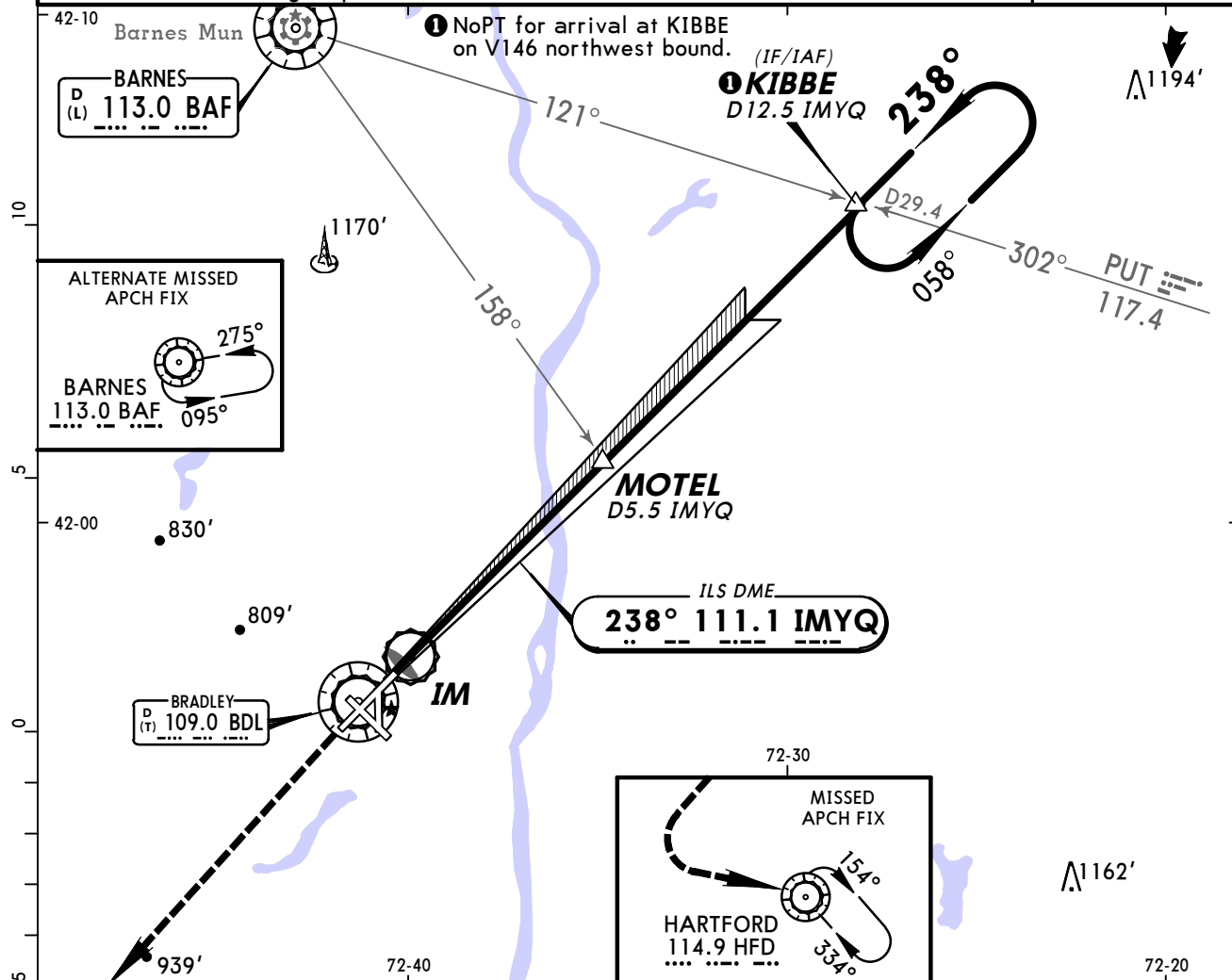


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' LT HFD 114.9
GS	3.00°	372	478	531	637	849	
MOTEL to MAP	5.9	5:03	3:56	3:32	2:57	2:32	

TERPS						CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 24			LOC (GS out)			CIRCLE-TO-LAND	
ILS			LOC (GS out)			CIRCLE-TO-LAND	
DA(H) 361' (200')			MDA(H) 640' (479')			CIRCLE-TO-LAND	
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 40 or 3/4	90	680' (507')-1	
B					120		
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		140	680' (507')-1 1/2	
D			RVR 50 or 1	1 3/8	165	940' (767')-2 1/2	



D-ATIS 118.15	BRADLEY Approach (R) 127.22	BRADLEY Tower 120.3	Ground 121.9
LOC IMYQ 111.1	Final Apch Crs 238°	GS MOTEL 2100' (1939')	SA CAT II ILS RA 113' DA(H) 261' (100')
Apt Elev 173' Rwy 24 161'			
MISSED APCH: Climb to 4000' then LEFT turn direct HFD VOR and hold, or as directed by ATC.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Aircraft Certification Required. 2. IMYQ DME unusable inside D0.4. 3. VGSI and ILS glidepath not coincident.			
			MSA BAF VOR

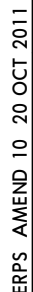


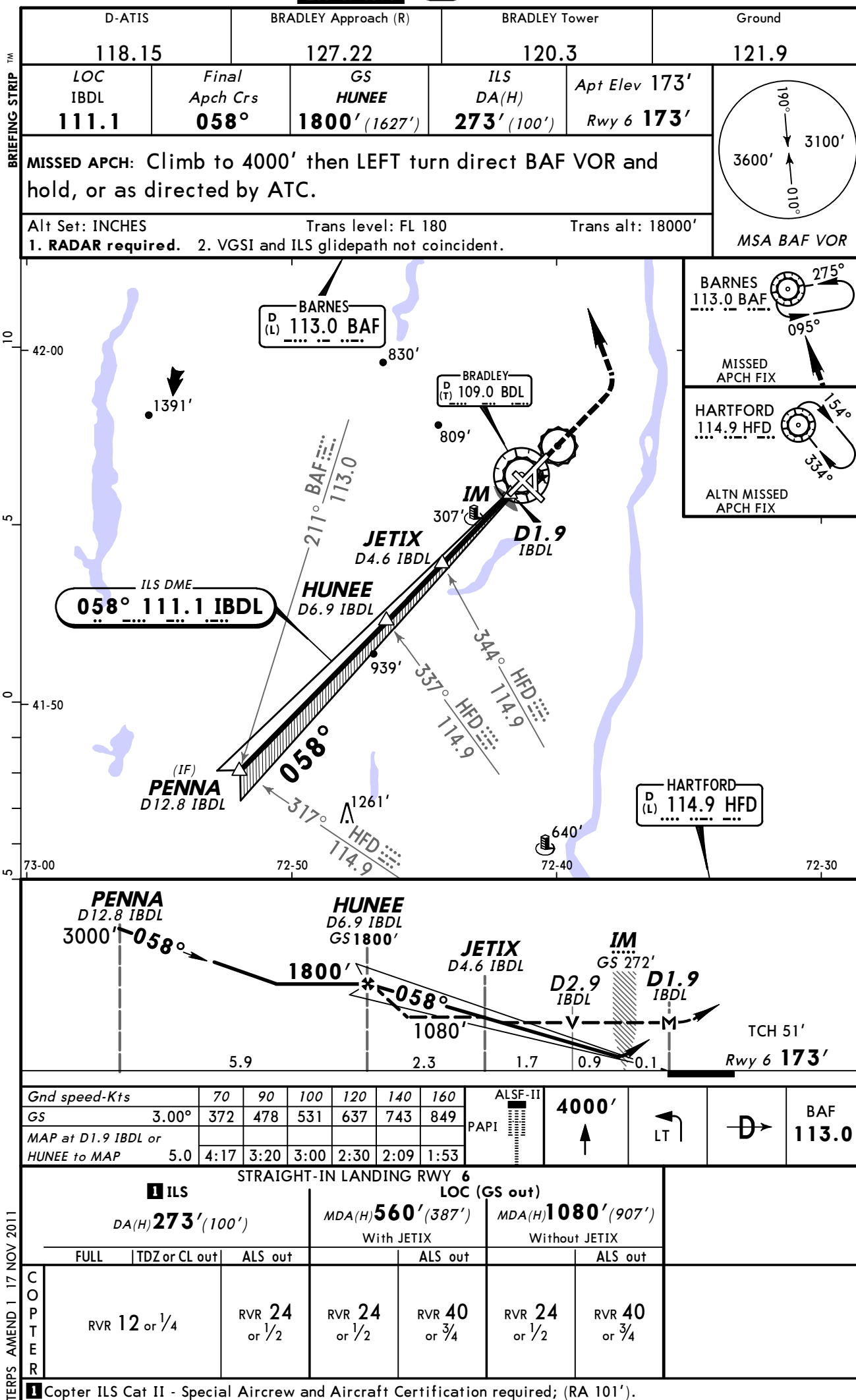
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	LT	HFD
GS	3.00°	372	478	531	637	743	PAPI	↑	→	114.9

TERPS	STRAIGHT-IN LANDING RWY 24
	SA CAT II ILS
	RA 113'
	DA(H) 261' (100')
	RVR 12

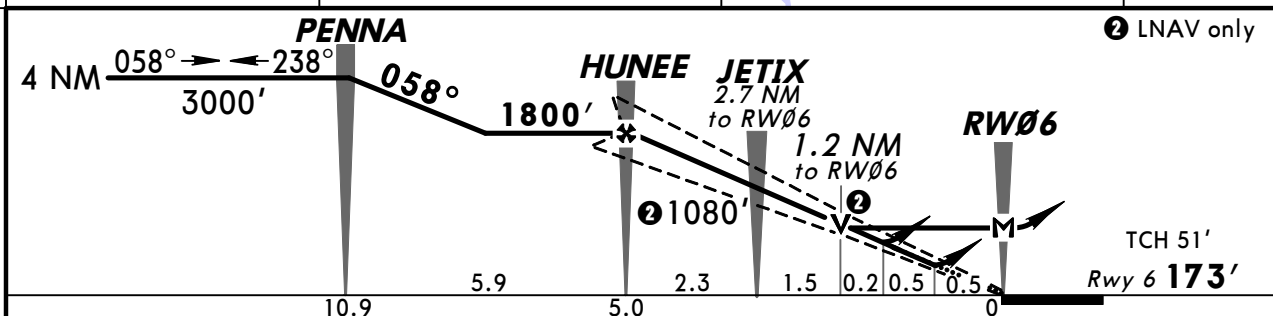
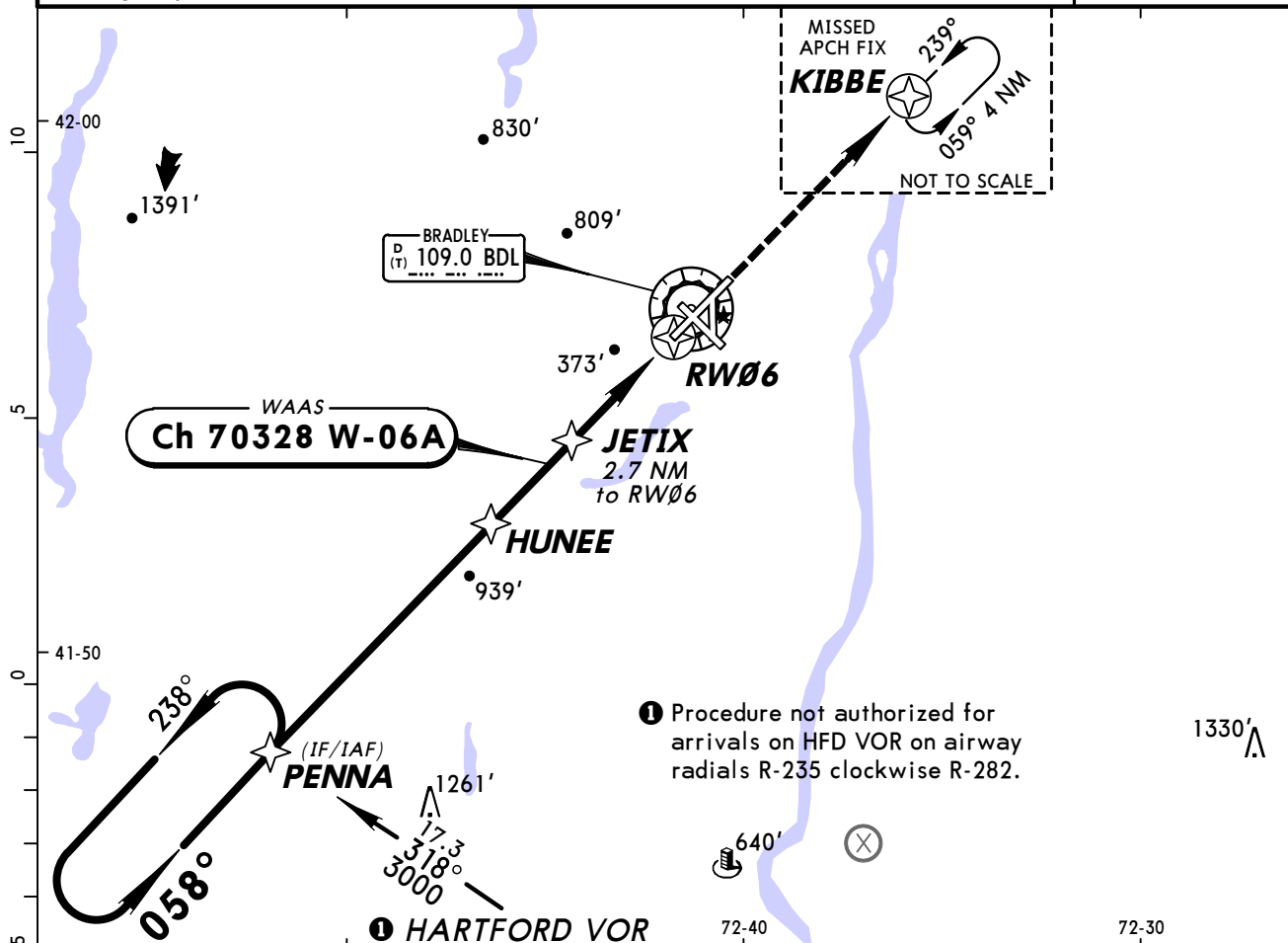
1 Reduced Lighting: Requires specific OPSEC, MSPEC or LOA approval and use of Autoland or HUD to touchdown.

BRIEFING STRIP™

ERPS AMEND 10 20 OCT 2011ERPS AMEND 10 20 OCT 2011



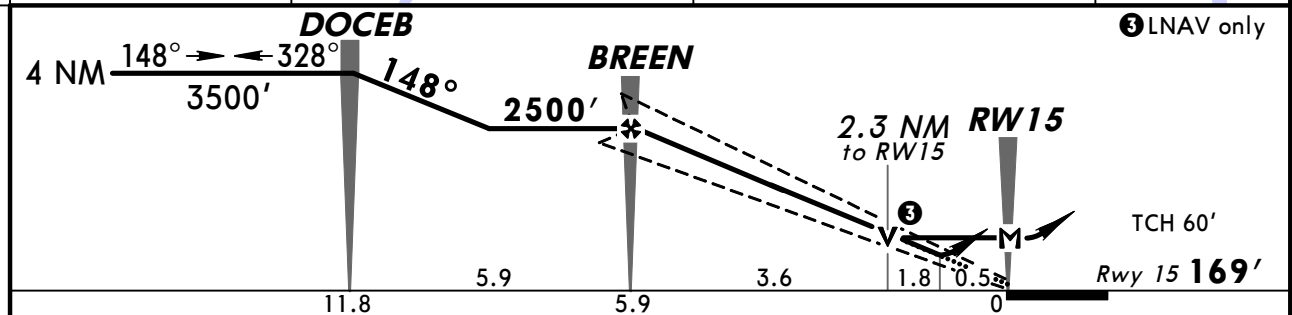
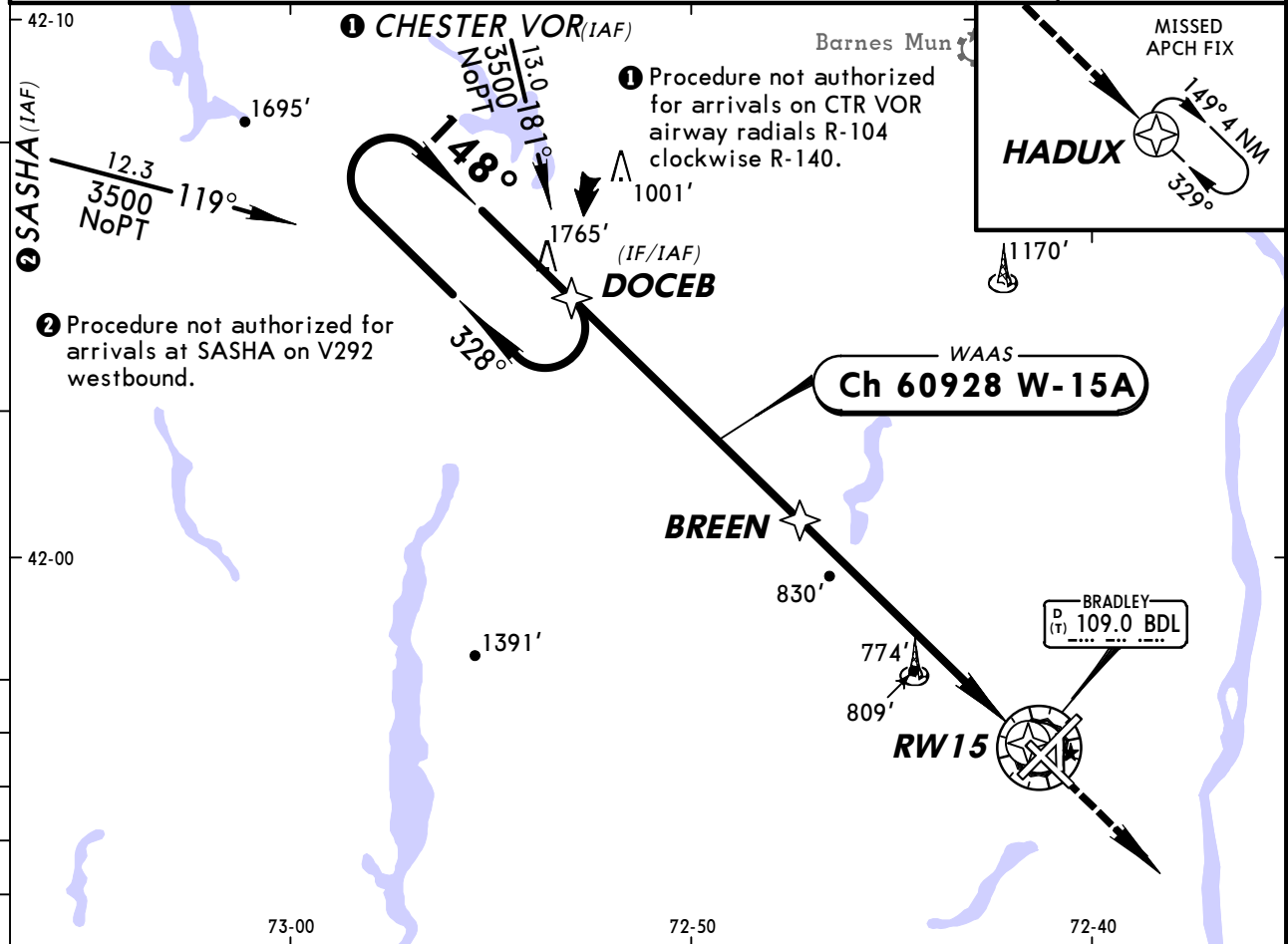
D-ATIS 118.15	BRADLEY Approach (R) 127.22	BRADLEY Tower 120.3	Ground 121.9
WAAS Ch 70328 W-06A	Final Apch Crs 058°	Minimum Alt HUNEE 1800' (1627')	LPV DA(H) 373' (200')
MISSED APCH: Climb to 3000' direct KIBBE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.			
3400'			
MSA RW06			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	→	KIBBE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑		
MAP at RW06										

STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV	
DA(H) 373' (200')		DA(H) 531' (358')		MDA(H) 620' (447')	
ALS out		ALS out		ALS out	
A					Max Kts
					90
B	RVR 24	RVR 40	RVR 40	RVR 24 or 1/2	RVR 55 or 1
C	or 1/2	or 3/4	or 3/4	RVR 45 or 7/8	1 3/8
D			RVR 60 or 1 1/4		
					140
					165
					MDA(H)
					680' (507')-1
					680' (507')-1 1/2
					940' (767')-2 1/2

D-ATIS 118.15		BRADLEY Approach (R) 127.22		BRADLEY Tower 120.3		Ground 121.9	
WAAS Ch 60928 W-15A	Final Apch Crs 148°	Minimum Alt BREEN 2500' (2331')	LPV DA(H) 419' (250')	Apt Elev 173' Rwy 15 169'		3400' MSA RW15	
MISSED APCH: Climb to 3000' direct HADUX and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 34°C (93°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 3000' HADUX
Glide Path Angle 3.60°	446	573	637	765	892	1019	
MAP at RW15							

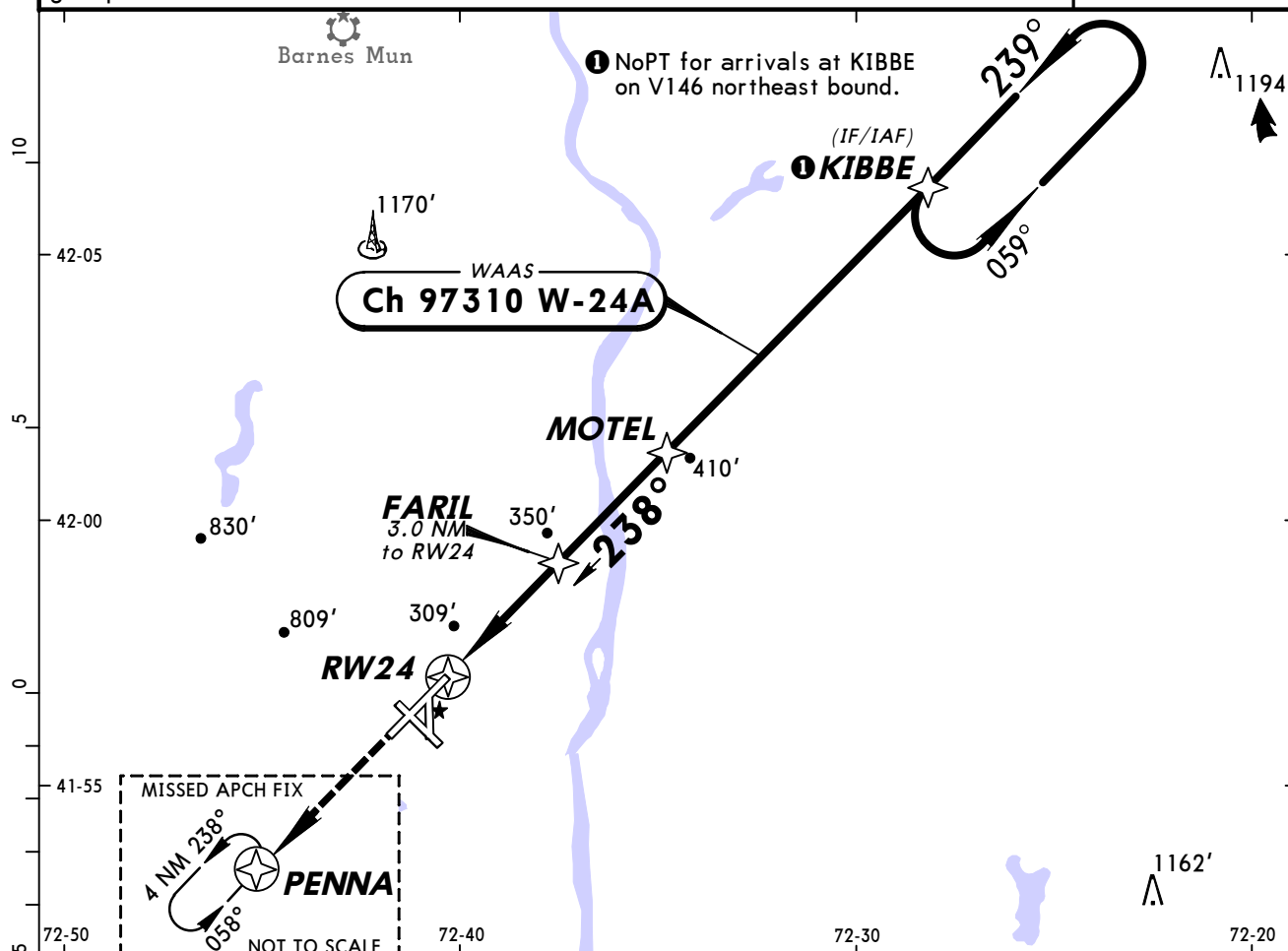
STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
LPV DA(H) 419' (250')	LNAV/VNAV DA(H) 1176' (1007')	LNAV MDA(H) 1080' (911')		Max Kts	MDA(H)
A	3	1 1/4		90	1080' (907')-1 1/4
B				120	
C		2 1/2		140	1080' (907')-2 3/4
D	NA	NA	NA	D	NA

KBDL/BDL
BRADLEY INTL

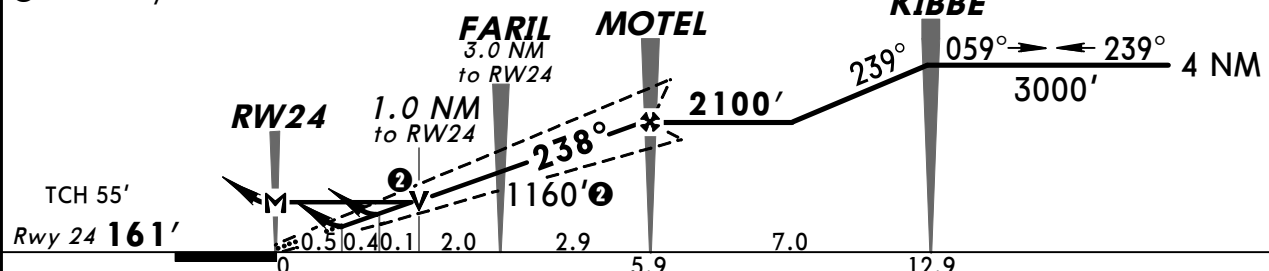
JEPPESSEN
3 FEB 12
Eff 9 Feb (12-3)

WINDSOR LOCKS, CONN
RNAV (GPS) Y Rwy 24

D-ATIS 118.15	BRADLEY Approach (R) 127.22	BRADLEY Tower 120.3	Ground 121.9
WAAS Ch 97310 W-24A	Final Apch Crs 238°	Minimum Alt MOTEL 2100' (1939')	LPV DA(H) 361' (200')
Apt Elev 173' Rwy 24 161'			
MISSED APCH: Climb to 3100' direct PENNA and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.			
3400'			
MSA RW24			



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW24											

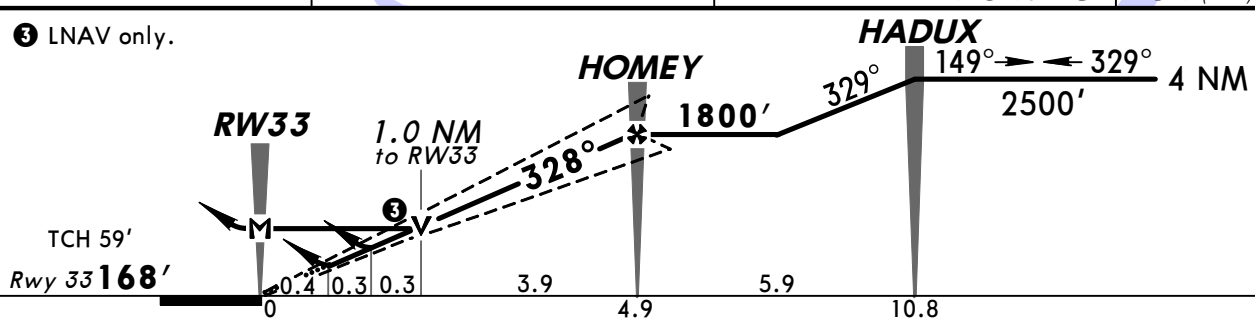
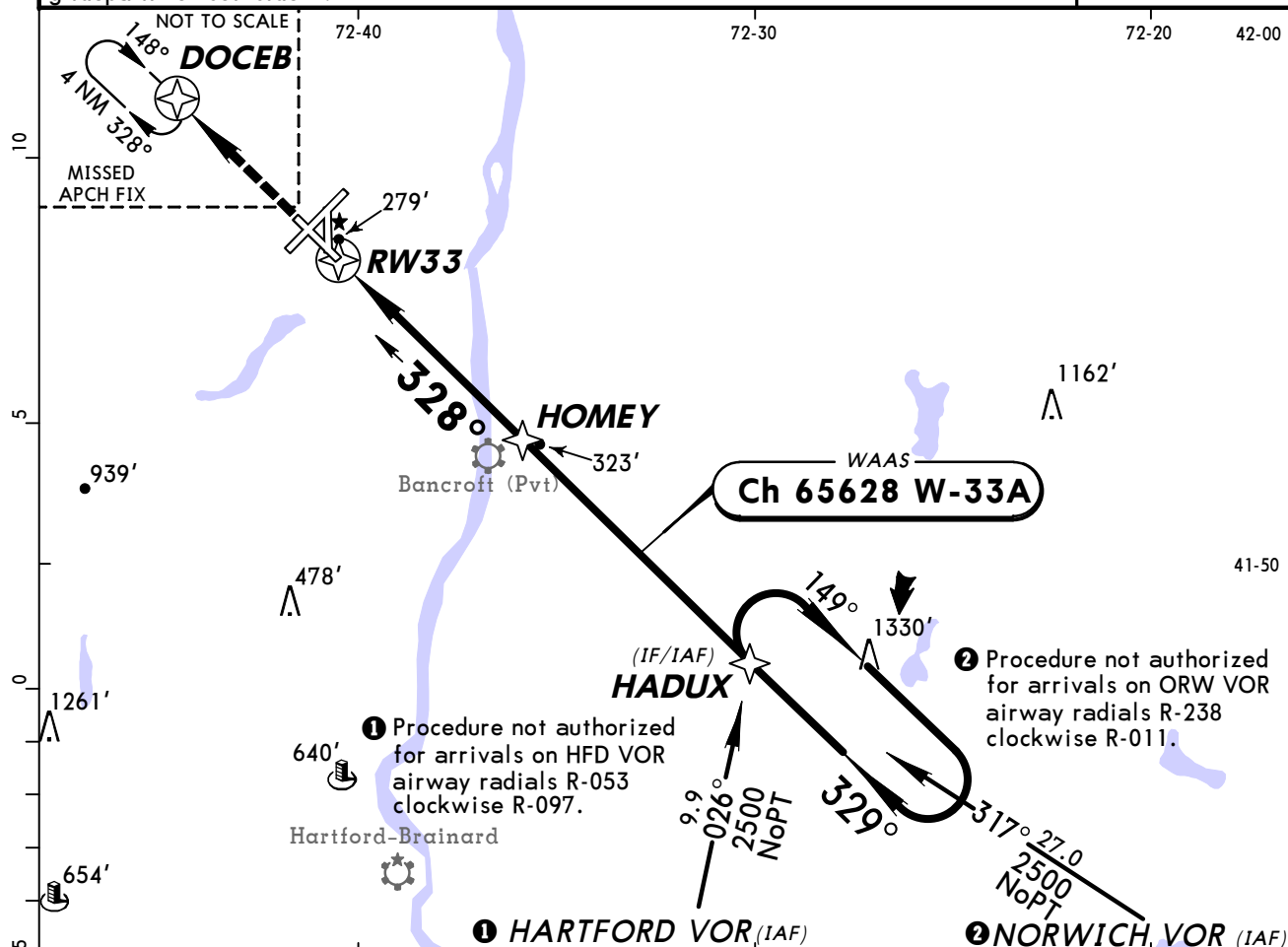
TERPS												STRAIGHT-IN LANDING RWY 24												CIRCLE-TO-LAND	
LPV						LNAV/VNAV						LNAV													
DA(H) 361' (200')						DA(H) 490' (329')						MDA(H) 560' (399')													
RAIL or ALS out						RAIL out		ALS out		RAIL out		ALS out		Max Kts	MDA(H)										
A											RVR 24 or 1/2	RVR 40 or 3/4		RVR 55 or 1		90	680' (507') - 1								
B	RVR 24 or 1/2		RVR 40 or 3/4				RVR 32 or 5/8		RVR 35 or 5/8		RVR 50 or 1				120										
C											RVR 35 or 5/8	RVR 45 or 7/8		RVR 60 or 1 1/8		140	680' (507') - 1 1/2								
D															165		940' (767') - 2 1/2								

CHANGES: None.

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TERPS AMEND 3 20 OCT 2011

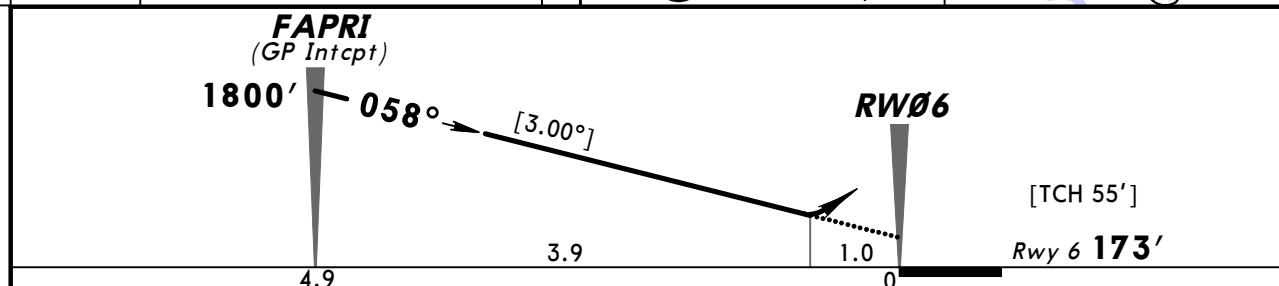
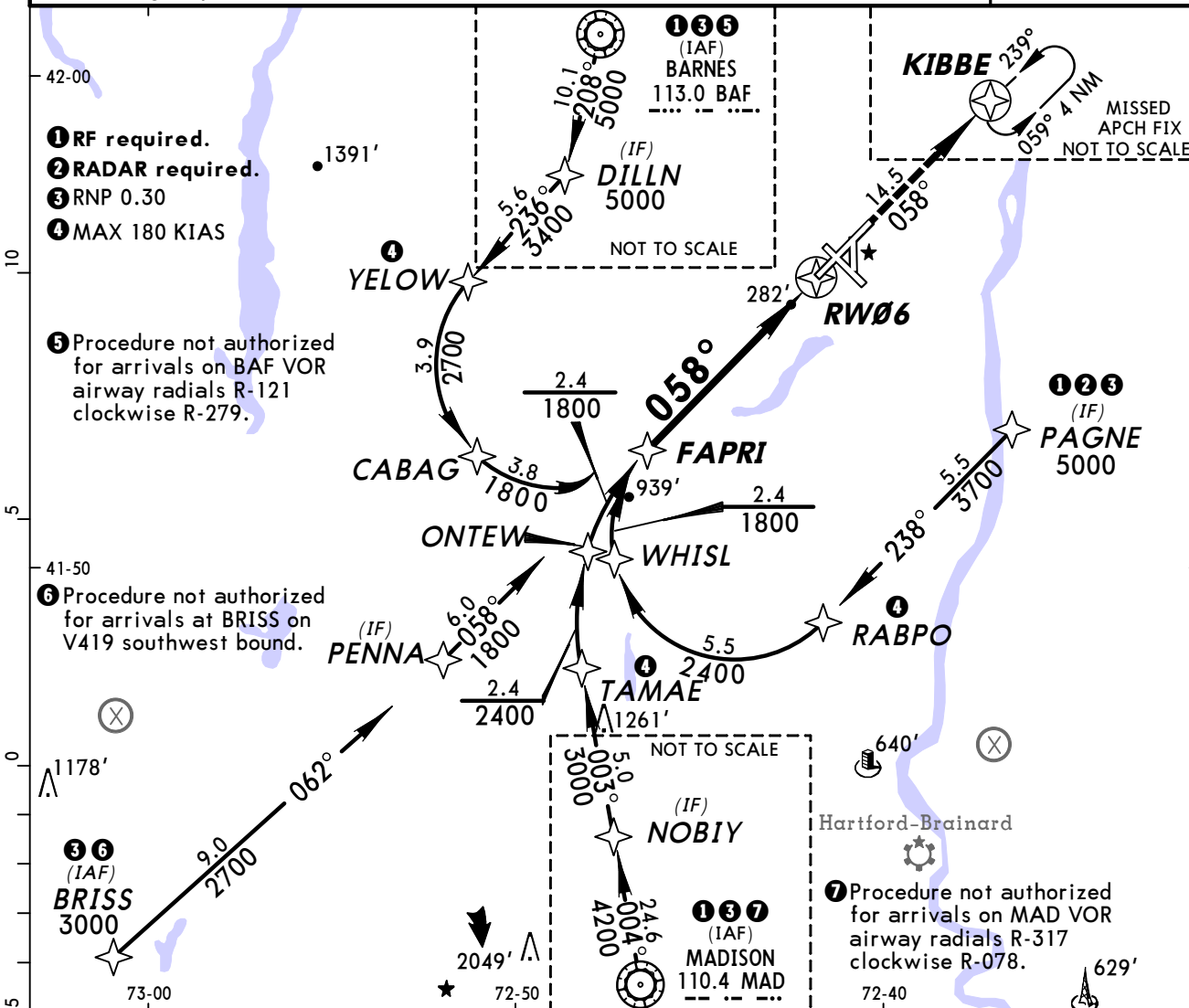
D-ATIS 118.15	BRADLEY Approach (R) 127.22	BRADLEY Tower 120.3	Ground 121.9
WAAS Ch 65628 W-33A	Final Apch Crs 328°	Minimum Alt HOMEX 1800' (1632')	LPV DA(H) 368' (200')
Apt Elev 173' Rwy 33 168'			
MISSED APCH: Climb to 3500' direct DOCEB and hold; continue climb-in-hold to 3500'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.			
3400' MSA RW33			



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 3500' DOCEB
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW33							

TERPS		STRAIGHT-IN LANDING RWY 33						CIRCLE-TO-LAND	
LPV			LNAV/VNAV		LNAV			Max Kts	MDA(H)
DA(H) 368' (200')			DA(H) 460' (292')		MDA(H) 560' (392')				
		ALS out			ALS out				
A	RVR 26 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 45 or 7/8	RVR 40 or 3/4	RVR 55 or 1	90	680' (507') - 1	
B							120		
C					RVR 45 or 7/8	RVR 60 or 1 1/8	140	680' (507') - 1 1/2	
D							165	940' (767') - 2 1/2	

D-ATIS 118.15	BRADLEY Approach (R) 127.22	BRADLEY Tower 120.3	Ground 121.9
RNAV	Final Apch Crs 058°	Minimum Alt FAPRI 1800' (1627')	RNP 0.11 DA(H) 535' (362')
		Apt Elev 173' Rwy 6 173'	
MISSED APCH: Climb to 3000' on track 058° to KIBBE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (119°F). 4. VGSI and RNAV glidepath not coincident.			
3400' MSA RW06			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	3000'	on 058°	KIBBE
Descent angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										

STRAIGHT-IN LANDING RWY 6			
RNP 0.11 DA(H) 535' (362')		RNP 0.30 DA(H) 663' (490')	
ALS out		ALS out	
A			
B			
C	RVR 40 or 3/4	1 1/8	RVR 60 or 1/4
D			1 5/8

D-ATIS

118.15

BRADLEY Approach (R)

127.22

BRADLEY Tower

120.3

Ground

121.9

RNAV

Final Apch Crs

148°

Minimum Alt

BREEN

2500' (2329')

RNP 0.11

DA(H)

521' (350')

Apt Elev 173'

TDZE 171'

MISSED APCH: Climb to 3000' on track 148° to HADUX and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 39°C (103°F). 4. Procedure not authorized for aircraft with wingspan greater than 136'.

3400'

MSA RW15

BRADLEY Tower

120.3

Ground

121.9

RNAV

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Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 39°C (103°F). 4. Procedure not authorized for aircraft with wingspan greater than 136'.

3400'

MSA RW15

BRADLEY Tower

120.3

Ground

121.9

RNAV

Final Apch Crs

148°

Minimum Alt

BREEN

2500' (2329')

RNP 0.11

DA(H)

521' (350')

Apt Elev 173'

TDZE 171'

MISSED APCH: Climb to 3000' on track 148° to HADUX and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED. 2. GPS required.

3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 39°C (103°F). 4. Procedure not authorized for aircraft with wingspan greater than 136'.

3400'

MSA RW15

BRADLEY Tower

120.3

Ground

121.9

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BRADLEY Tower

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BRADLEY Tower

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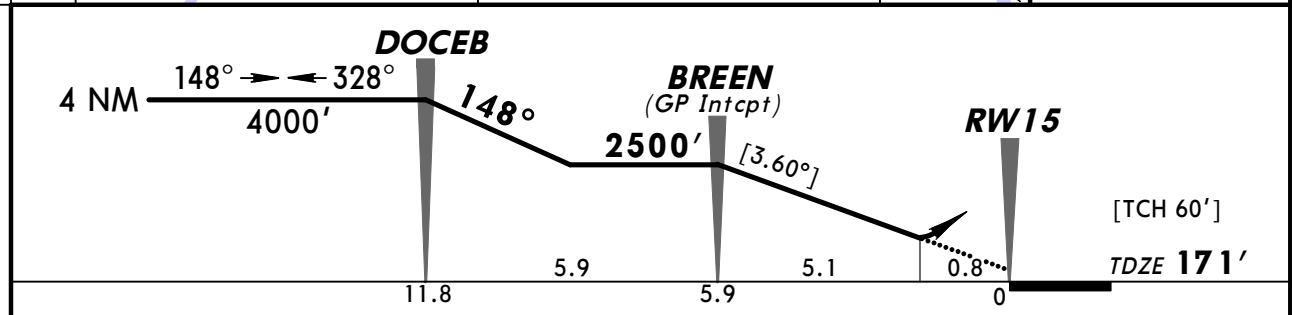
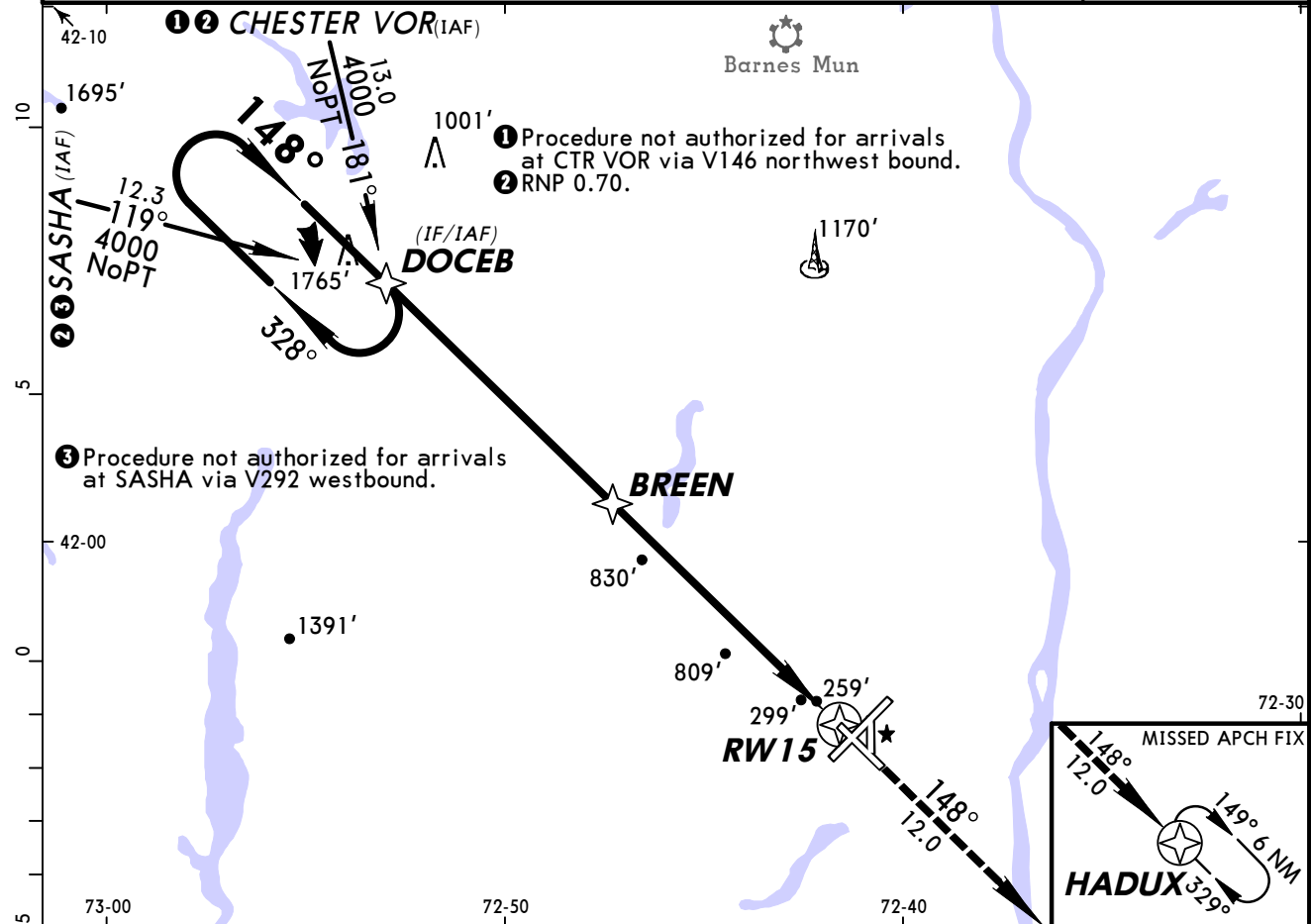
MISSED APCH: Climb to 3000' on track 148° to HADUX and hold.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. SPECIAL AIRCRAFT & AIR

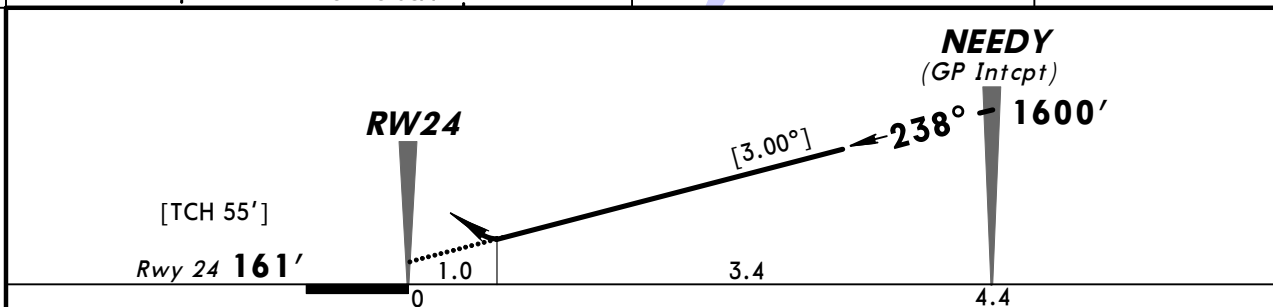
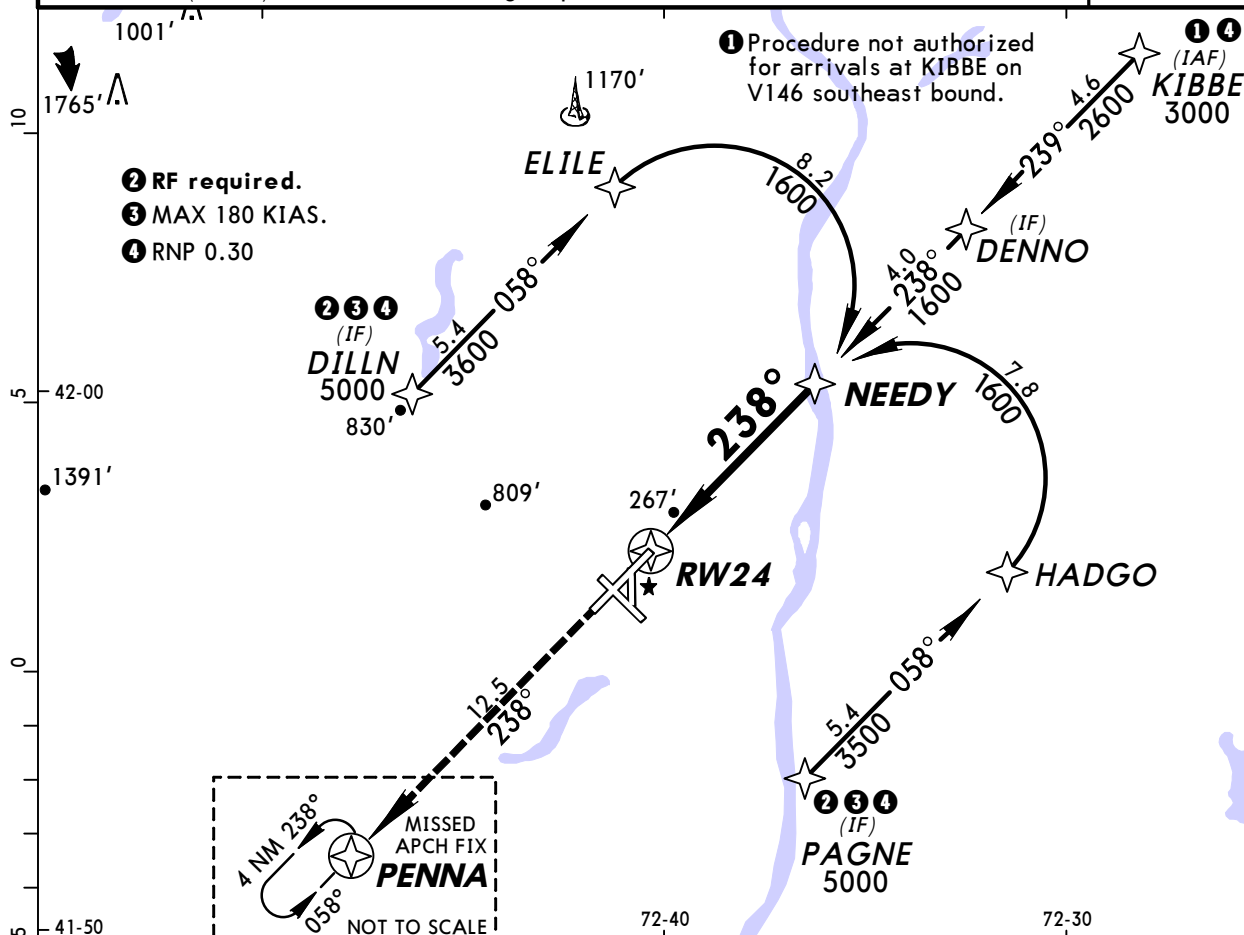


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L		3000' ↑ on 148°	HADUX
Descent angle [3.60°]	446	573	637	765	892	1019				
MAP at DA										

STRAIGHT-IN LANDING RWY 15									
RNP 0.11 DA(H) 521' (350')			RNP 0.25 DA(H) 624' (453')			RNP 0.30 DA(H) 1235' (1064')			
A									
B	1			1¼			4		
C									
D	NA			NA			NA		

BRIEFING STRIP™

D-ATIS 118.15		BRADLEY Approach (R) 127.22		BRADLEY Tower 120.3		Ground 121.9	
RNAV	Final Apch Crs 238°	Minimum Alt NEEDY 1600' (1439')	RNP 0.30 DA(H) 583' (422')	Apt Elev 173' Rwy 24 161'		3400' MSA RW24	
MISSED APCH: Climb to 3100' on track 238° to PENNA and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RADAR required. 4. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 5. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3100'		238°		PENNA	
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		↑		↑			
MAP at DA														

STRAIGHT-IN LANDING RWY 24													
RNP 0.30													
DA(H) 583' (422')													
RAIL out							ALS out						

A														
B														
C	RVR 45 or $\frac{7}{8}$							RVR 50 or 1						
D								1 $\frac{3}{8}$						

WINDSOR LOCKS, CT (BRADLEY INTL - KBDL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBDL