

**General Info**

3 NM W of Windsor Locks CT, USA  
N 41° 56.3' W 72° 41.0' Mag Var: 14.8°W  
Elevation: 173'  
New York Sectional

Public, IFR, Control Tower, Rotating Beacon,  
Customs available with prior permission, Jet Starting Unit available  
Pattern Altitude: 1700 feet AGL  
Fuel: 100LL, Jet A  
Oxygen: High Pressure, Low Pressure, High Pressure Bottle, Low Pressure Bottle  
Repairs: Major Airframe, Major Engine

Time Zone Info: Eastern Time GMT-5:00 uses DST

**Runway Info**

Runway 01-19 4268' x 100' asphalt  
Runway 06-24 9510' x 200' asphalt  
Runway 15-33 6847' x 150' asphalt

Runway 01 (13.0°M) TDZE 173'

Lights: Edge

Displaced Threshold Distance 475'

Runway 06 (58.3°M) TDZE 173'

Lights: Edge, ALS, Centerline, TDZ

Runway 15 (148.3°M) TDZE 171'

Lights: Edge, REIL

Runway 19 (193.0°M) TDZE 170'

Lights: Edge

Runway 24 (238.3°M) TDZE 170'

Lights: Edge, ALS, Centerline, TDZ

Runway 33 (328.3°M) TDZE 171'

Lights: Edge, ALS

**Communications Info**

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 **127.225** Initial Contact

Bradley Approach Control **125.35** (241°-60°)

Bradley Approach Control **123.95** (61°-240°) Initial Contact

Bradley App ARSA **125.35** (241°-60°)

Bradley App ARSA **123.95** (61°-240°)

Bradley Departure Control **125.35** (241°-60°)

Bradley Departure Control **123.95** (61°-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

**Notebook Info**

**KBDL/BDL**  
**BRADLEY INTL**

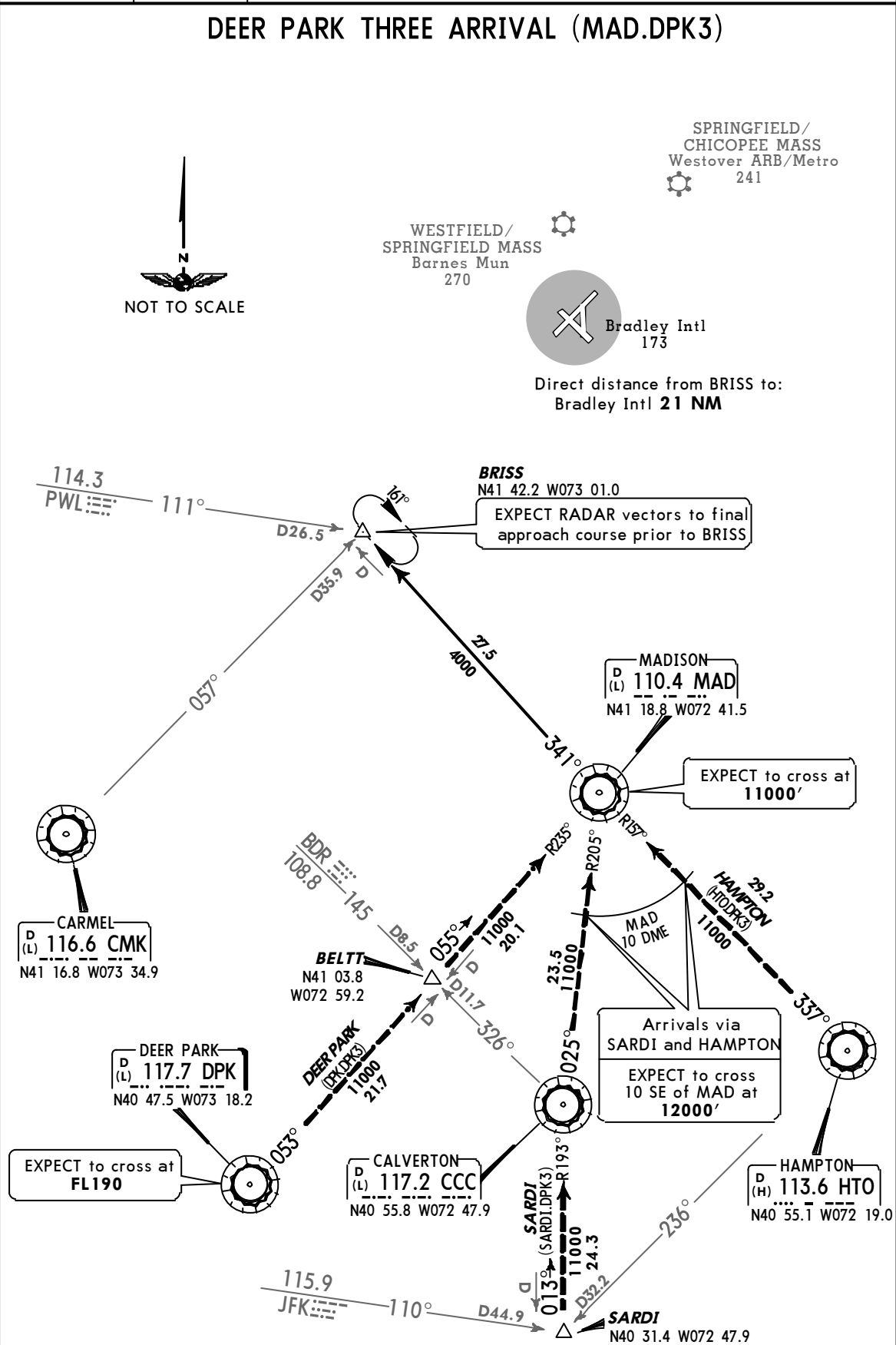
**JEPPESEN**  
 9 NOV 12 **(10-2)** **Eff 15 Nov**

**WINDSOR LOCKS, CONN**

**STAR**

D-ATIS <b>118.15</b>	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 Trans alt: 18000' <b>1. RADAR required.</b> 2. Applicable to arrivals 11000' and above.
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**DEER PARK THREE ARRIVAL (MAD.DPK3)**



**ROUTING**

From over MAD on MAD R-341 to BRISS. EXPECT RADAR vectors to final approach course prior to BRISS.

**KBDL/BDL**  
 BRADLEY INTL

9 NOV 12 (10-2A)

JEPPesen  
 Eff 15 Nov

**WINDSOR LOCKS, CONN**  
 STAR

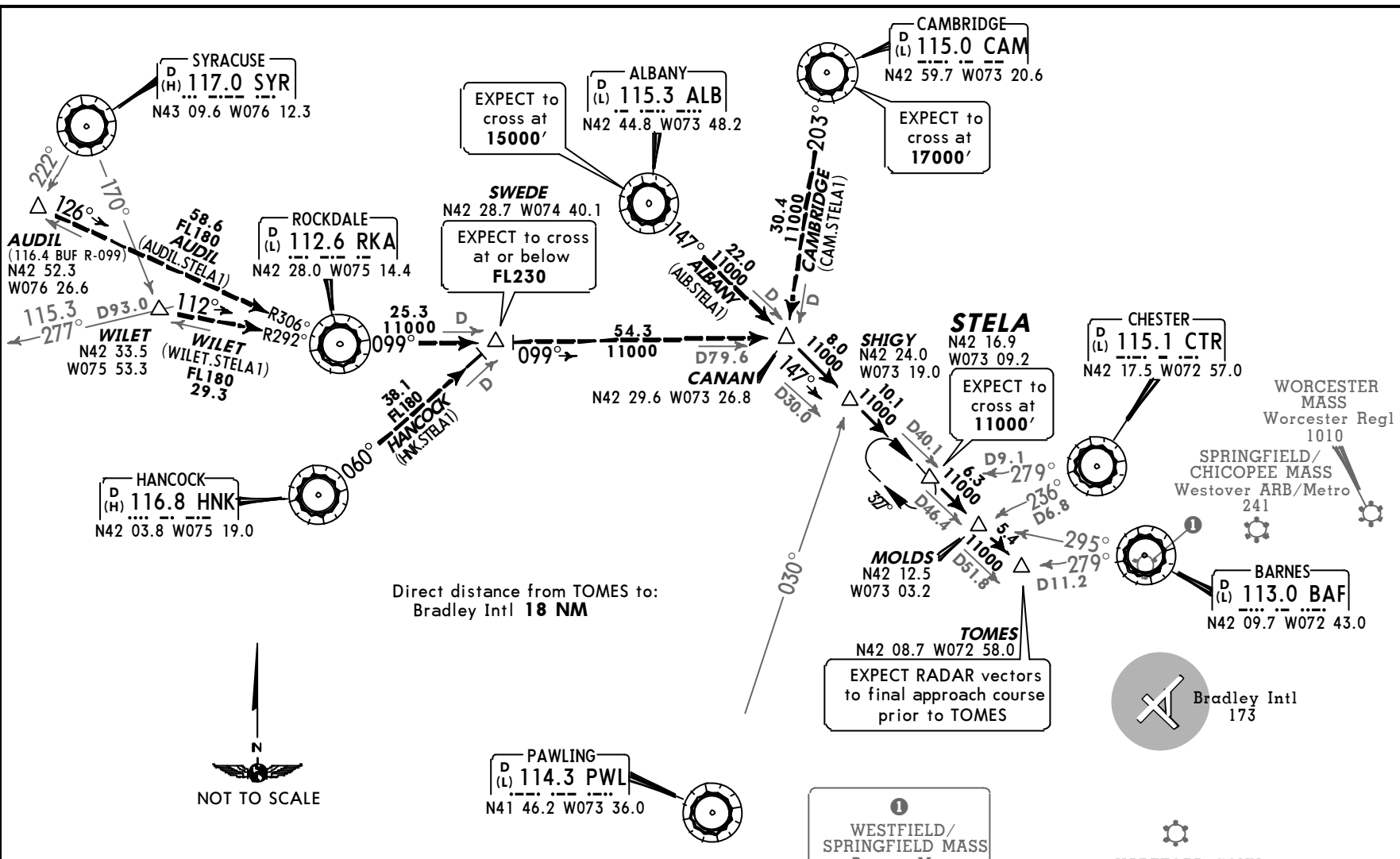
D-ATIS  
 118.15

Apt Elev  
 See Graphic

Alt Set: INCHES  
 Trans level: FL180  
 RADAR required.

Trans alt: 18000'

**STELA ONE ARRIVAL (STELA.STELA1)**



**ROUTING**

From over CANAN via ALB R-147 to TOMES. EXPECT RADAR vectors to final approach course prior to TOMES.

CHANGES: None.

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**KBDL/BDL**  
**BRADLEY INTL**

**JEPPESEN**  
 25 MAY 12 **10-3** Eff 31 May

**WINDSOR LOCKS, CONN**

**SID**

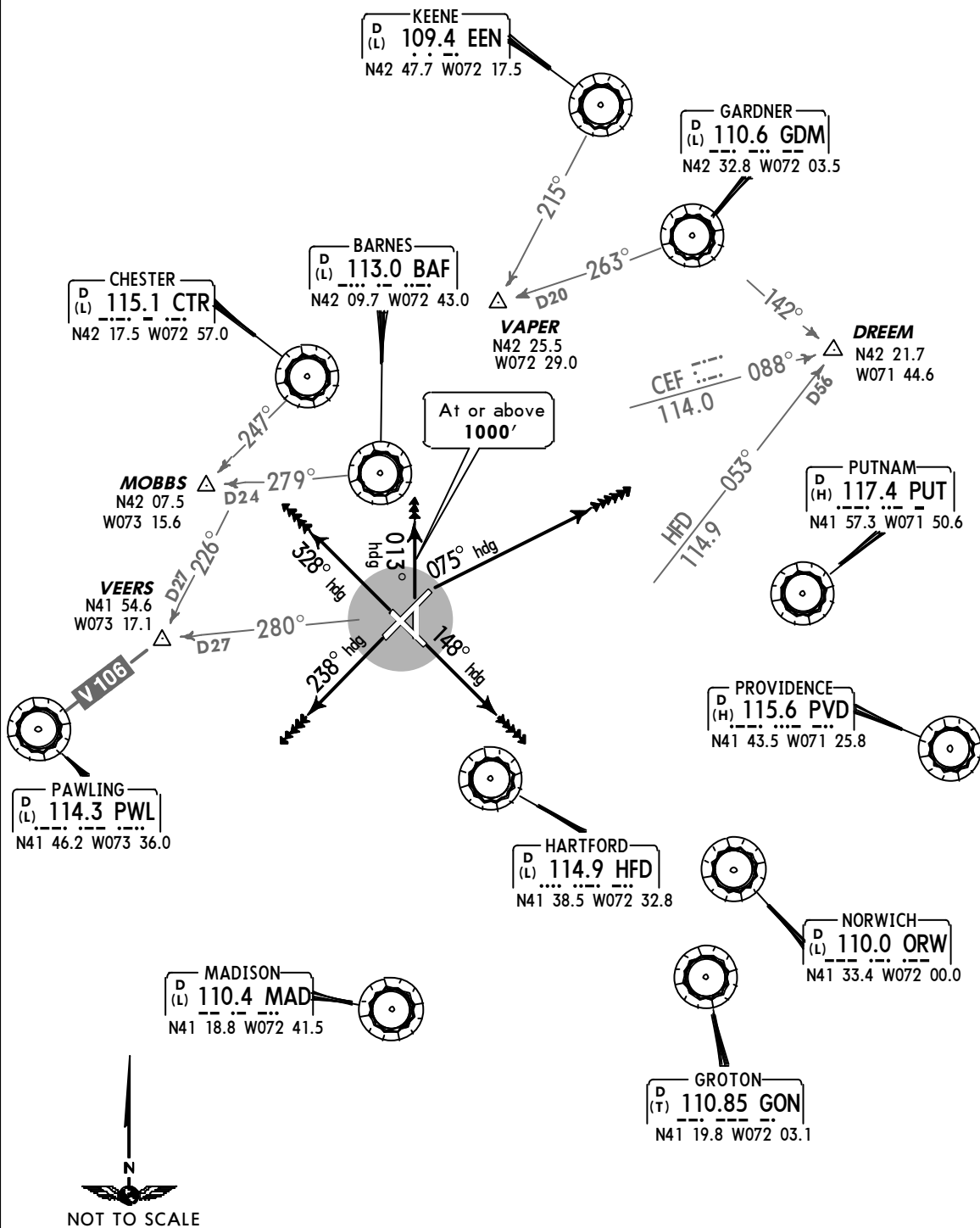
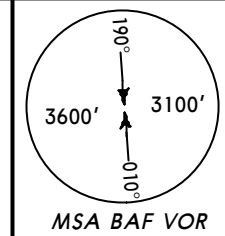
DEPARTURE CONTROL  
 FREQUENCY TO BE ASSIGNED BY ATC.

*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



**KBDL/BDL**  
**BRADLEY INTL**

**JEPPESEN**  
 25 MAY 12 **10-3-1** Eff 31 May

**WINDSOR LOCKS, CONN**

**SID**

**BRADLEY NINE DEPARTURE**

For Procedure Graphic see 10-3  
 PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwy 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
<b>1</b>	Climb heading 013° to <b>1000'</b> or as assigned.	<b>MAINTAIN 4000'</b> or assigned altitude
<b>6</b>	Climb heading 075° or as assigned.	
<b>15</b>	Climb heading 148° or as assigned.	
<b>24</b>	Climb heading 238° or as assigned.	
<b>33</b>	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.

**KBDL/BDL**  
**BRADLEY INTL**

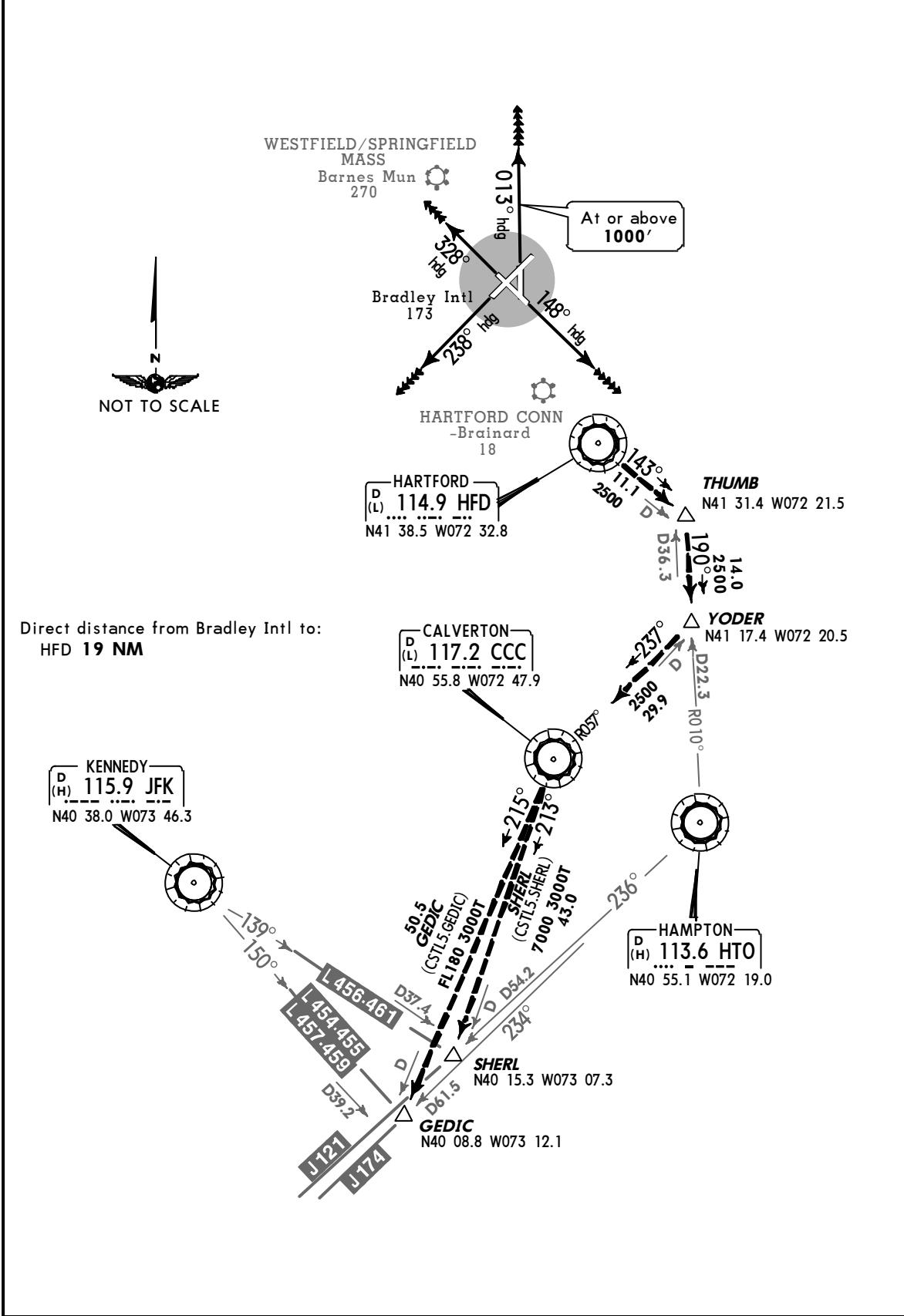
**JEPPESEN WINDSOR LOCKS, CONN**  
 26 APR 13 **10-3A** Eff 2 May

**SID**

BRADLEY Departure (R) <b>123.95</b>	<i>Apt Elev</i> See Graphic	Trans level: FL180 Trans alt: 18000' <b>1. RADAR required.</b> 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.
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**COASTAL FIVE DEPARTURE (CSTL5.CCC)**

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



CHANGES: Procedure renumbered.

KBDL/BDL  
 BRADLEY INTL

JEPPESEN  
 26 APR 13 (10-3A-1) Eff 2 May

WINDSOR LOCKS, CONN

SID

**COASTAL FIVE DEPARTURE (CSTL5.CCC)**

For Procedure Graphic see 10-3A  
 PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
 Rwy 1, 6, 15, 24: Standard (or lower than standard, if authorized).  
 Rwy 19: Not authorized-Environmental.  
 Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 343' per NM to **1200'**.

Gnd speed-KT	75	100	150	200	250	300
343' per NM	429	572	858	1143	1429	1715

**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 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 road 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/269' 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/809' MSL. Tower 2.4 NM from DER, 3534' LEFT of centerline, 104' AGL/774' MSL. Trees beginning 1618' from DER, 263' RIGHT of centerline, up to 100' AGL/713' MSL.

RWY	INITIAL CLIMB
1	Climb heading 013° to <b>1000'</b> or as assigned for RADAR vectors to HFD.
6	Climb on 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. <b>MAINTAIN 4000'</b> or assigned altitude. EXPECT clearance to requested flight level 10 minutes after departure.	

KBDL/BDL



21 JAN 11 (10-6)

TAXI

WINDSOR LOCKS, CONN  
 BRADLEY INTL  
 Preferred Taxi Routes

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

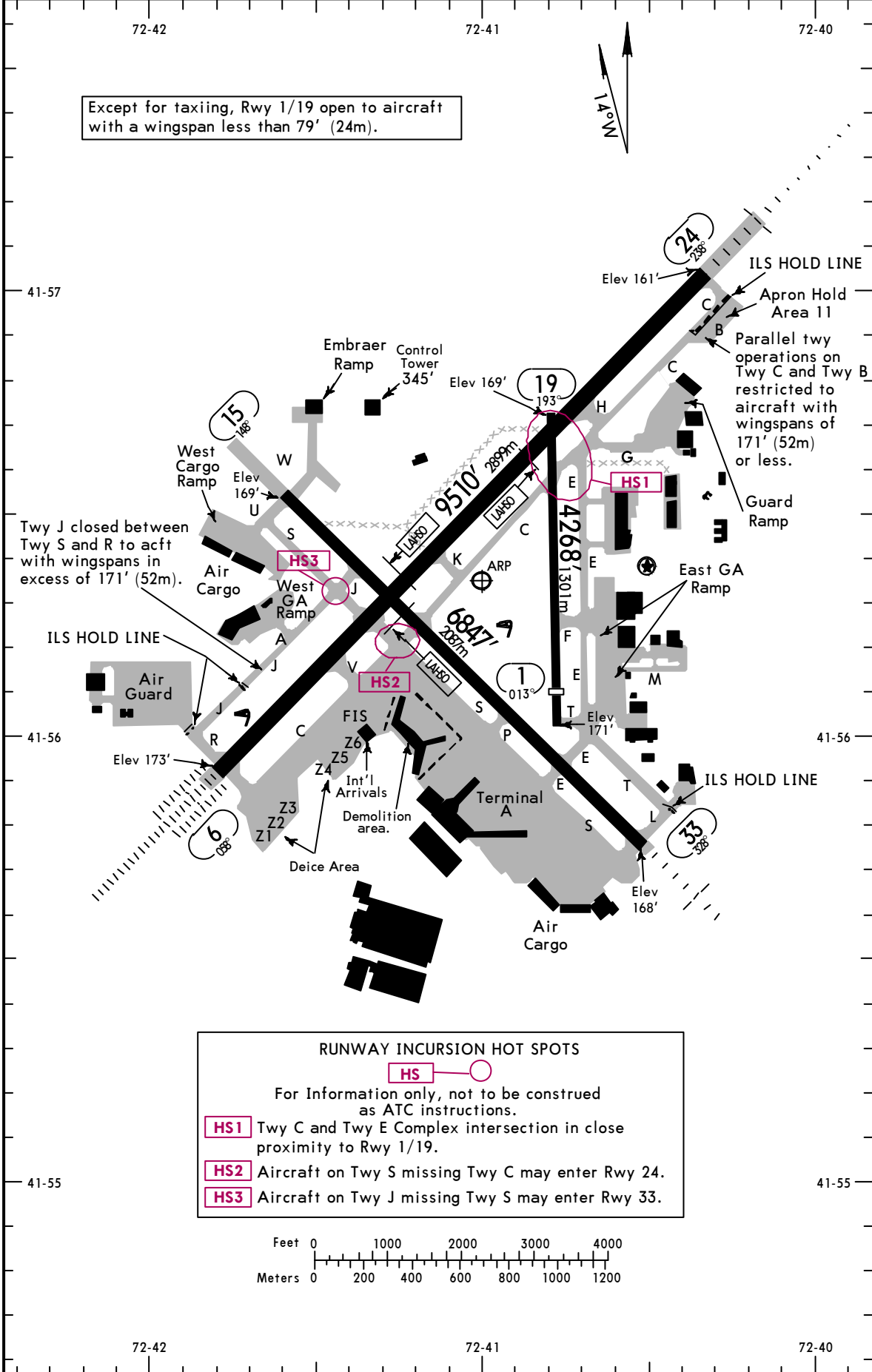
To Runway 33	
Location	Routing Via
From West GA Ramp	Twy Alpha, then Twy Juliet, then Twy Sierra
From West Cargo Ramp	Twy Sierra
From Embraer Ramp	Twy Whiskey, then Twy Uniform, then Twy Sierra
From Terminal Ramp	Twy Sierra; or Twy Charlie, then Twy Sierra
From East GA Ramps	Twy Echo, then Twy Tango,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

**KBDL/BDL**  
 Apt Elev **173'**  
 N41 56.3 W072 41.0

**JEPPESEN**  
 13 MAR 15 **(10-9)**

**WINDSOR LOCKS, CONN**  
**BRADLEY INTL**

D-ATIS <b>118.15</b> VOT 111.4	ACARS: D-ATIS PDC	BRADLEY Clearance <b>121.75</b>	Ground <b>121.9</b>	Tower <b>120.3</b>	BRADLEY Departure (R) (061°-240°) <b>123.95</b> (241°-060°) <b>125.35</b>
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Except for taxiing, Rwy 1/19 open to aircraft with a wingspan less than 79' (24m).

Twy J closed between Twy S and R to acft with wingspans in excess of 171' (52m).

Parallel twy operations on Twy C and Twy B restricted to aircraft with wingspans of 171' (52m) or less.

**RUNWAY INCURSION HOT SPOTS**

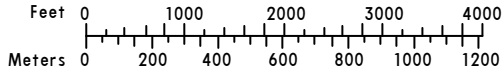
**HS**

For Information only, not to be construed as ATC instructions.

**HS1** Twy C and Twy E Complex intersection in close proximity to Rwy 1/19.

**HS2** Aircraft on Twy S missing Twy C may enter Rwy 24.

**HS3** Aircraft on Twy J missing Twy S may enter Rwy 33.



KBDL/BDL



WINDSOR LOCKS, CONN  
 BRADLEY INTL

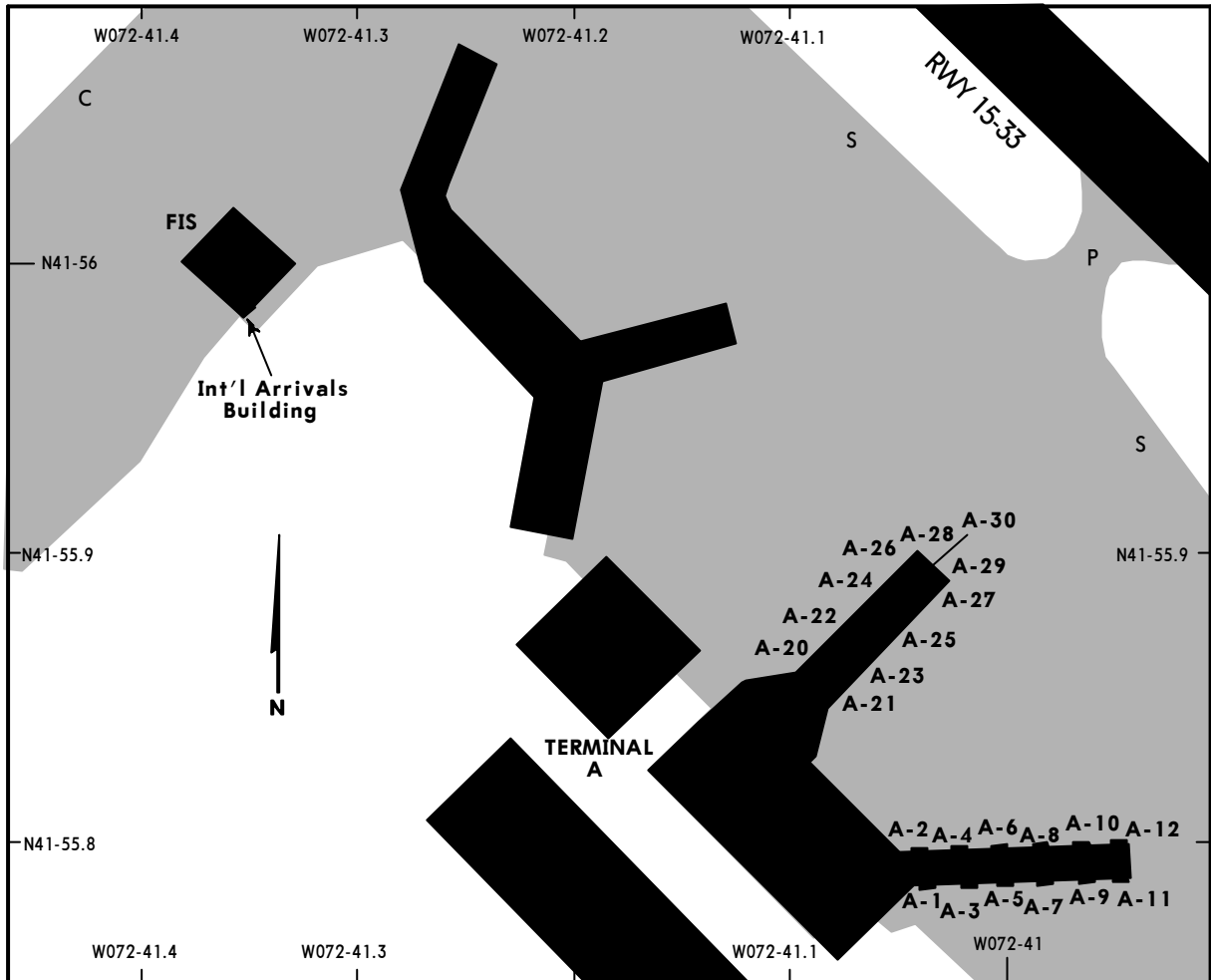
13 MAR 15 (10-9A)

GENERAL						
ASDE-X Surveillance System in Use: 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 Mid RVR 5 Rollout RVR 5		TDZ RVR 10 Mid RVR 10 Rollout RVR 10		RVR 16 or 1/4		RVR 24 or 1/2 RVR 50 or 1
Rwys 1, 15			Rwy 33			
Adequate Vis Ref		STD		With Min climb of 326'/NM to 1000'		For Climb in Visual Conditions
				Adequate Vis Ref		
				STD		
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) Rwy 15	Other
A	600-2 800-2 1/2	800-2	800-2 800-2 1/2	1000-2	1000-2	NA
B				1000-2 3/4	1000-2 3/4	
C				1000-3	NA	
D						

KBDL/BDL

18 MAR 11 **JEPPESEN** 10-9B

WINDSOR LOCKS, CONN  
 BRADLEY INTL



**GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
<b>Terminal A</b>			
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		

CHANGES: Terminal B closed.

**KBDL/BDL**  
**BRADLEY INTL**

13 MAR 15

**JEPPESEN**

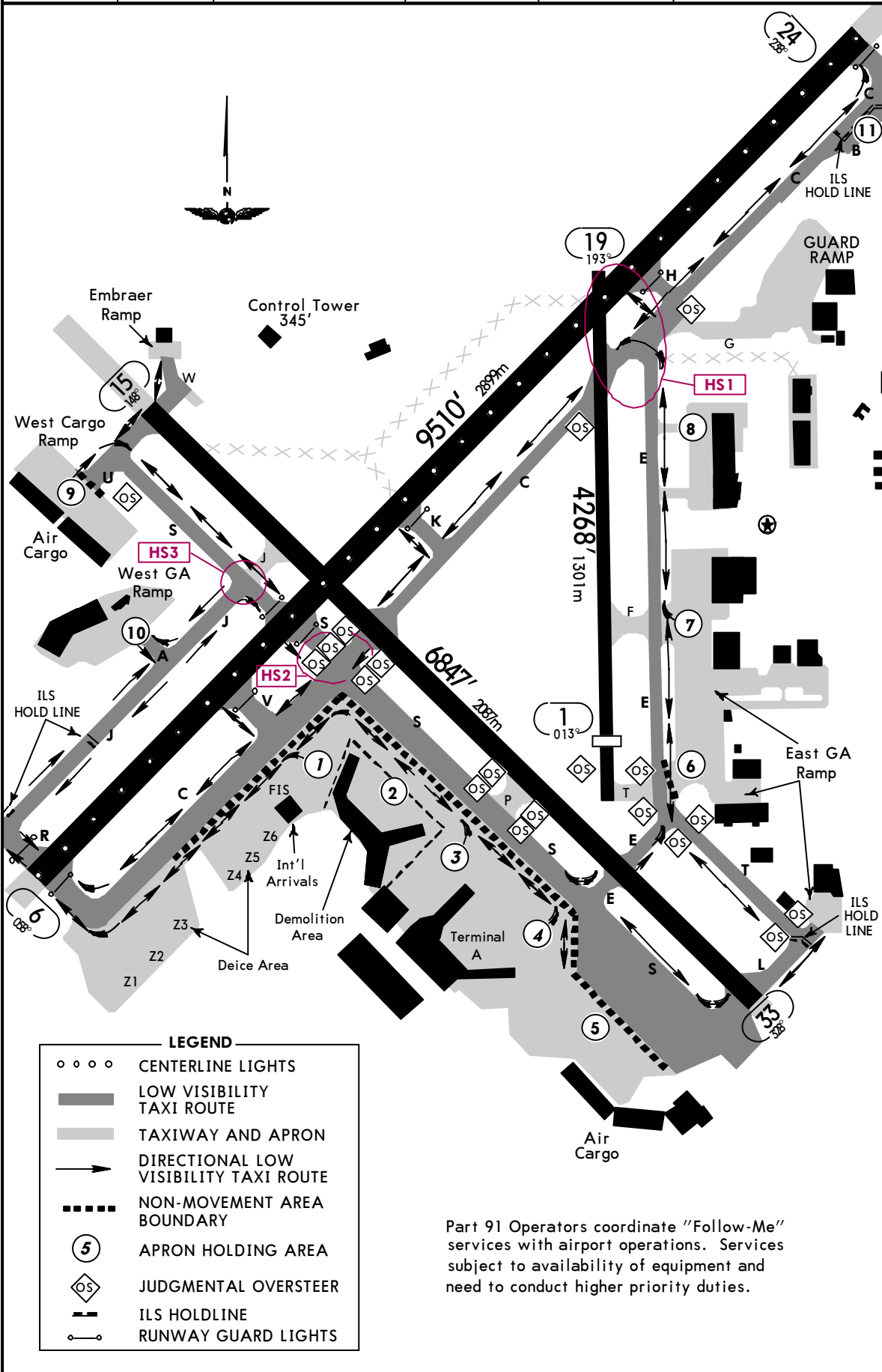
**SMGCS**

**LESS THAN RVR 1200 to 600**

**(10-9C)**

**WINDSOR LOCKS, CONN**  
**LOW VISIBILITY TAXI ROUTES**

D-ATIS <b>118.15</b> VOT 111.4	ACARS: D-ATIS PDC	BRADLEY Clearance <b>121.75</b>	Ground <b>121.9</b>	Tower <b>120.3</b>	BRADLEY Departure (R) (061°-240°) <b>123.95</b> (241°-060°) <b>125.35</b>
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CHANGES: Added apron hold area 11, terminal demolition area.

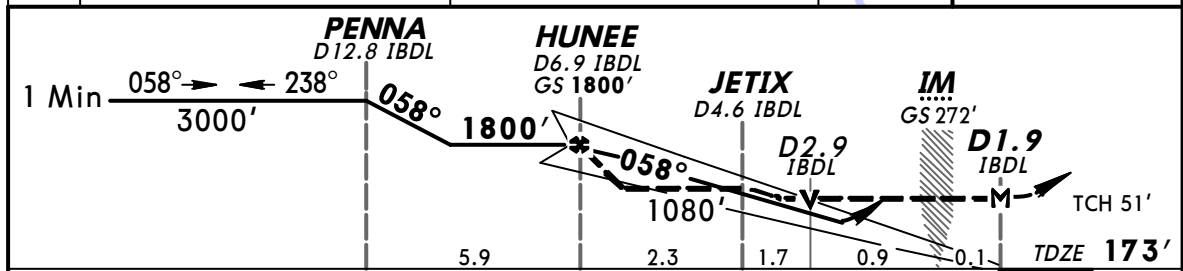
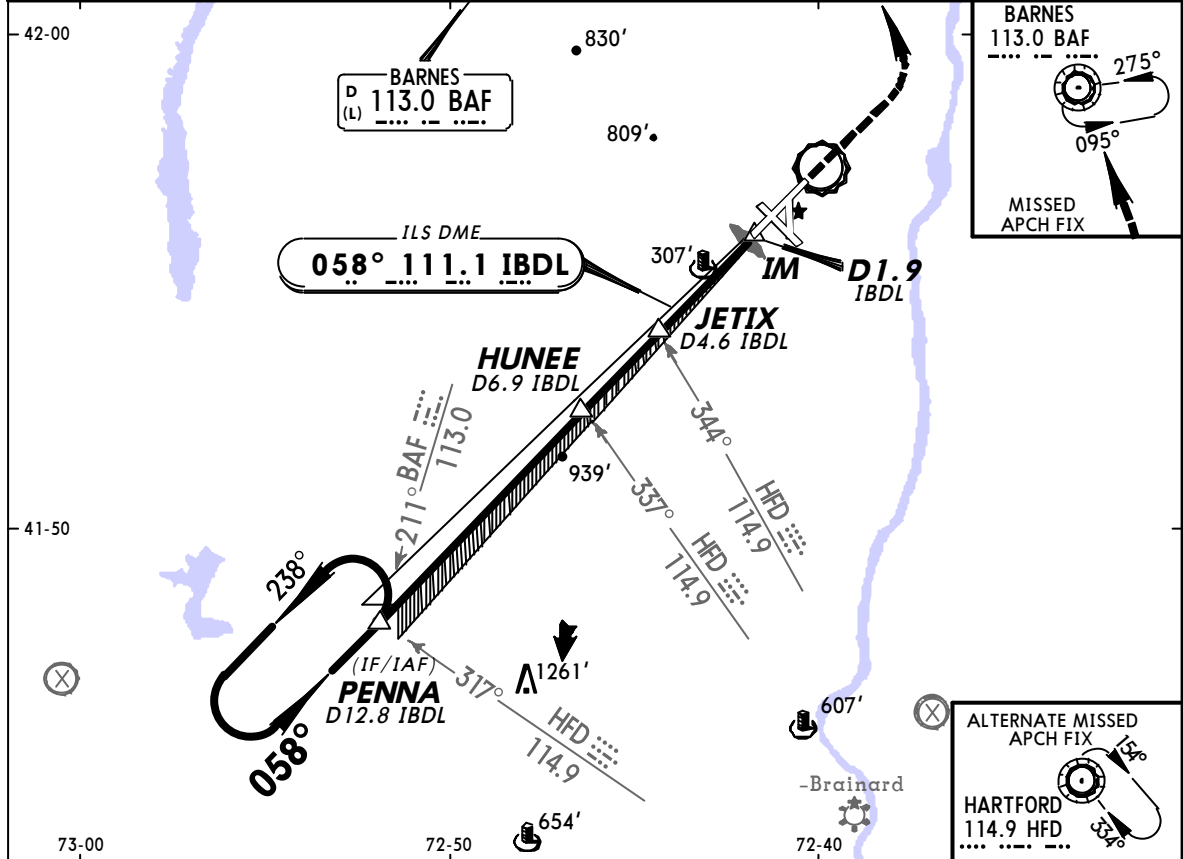
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**KBDL/BDL**  
**BRADLEY INTL**

JEPPESEN  
26 SEP 14 (11-1)

**WINDSOR LOCKS, CONN**  
**ILS or LOC Rwy 6**

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>		Ground <b>121.9</b>
LOC IBDL <b>111.1</b>	Final Apch Crs <b>058°</b>	GS HUNEE <b>1800' (1627')</b>	ILS DA(H) <b>373' (200')</b>	Apt Elev 173' TDZE <b>173'</b>	
<b>MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold, or as directed by ATC.</b>					
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'
<b>1. Radar required. 2. VGSI and ILS glidepath not coincident.</b>					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI 	4000' 	LT 	BAF 113.0 	
GS	3.00°	372	478	531	637	743					849
MAP at D1.9 IBDL or HUNEE to MAP	5.0	4:17	3:20	3:00	2:30	2:09					1:53

	STRAIGHT-IN LANDING RWY6							CIRCLE-TO-LAND	
	ILS			LOC (GS out)				With JETIX	Without JETIX
	DA(H) <b>373' (200')</b>			MDA(H) <b>560' (387')</b> With JETIX		MDA(H) <b>1080' (907')</b> Without JETIX		MDA(H)	MDA(H)
	FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	Max Kts		
A				RVR 24 or 1/2	RVR 55 or 1	RVR 40 or 3/4	90	680' (507')-1	1080' (907')-1 1/4
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4				120		
C				RVR 35 or 5/8	RVR 60 or 1/8	2	140	680' (507')-1 1/2	1080' (907')-2 3/4
D							165	940' (767')-2 1/2	1080' (907')-3

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: THR changed to TDZE.

TERPS AMEND 37A 18 SEP 2014

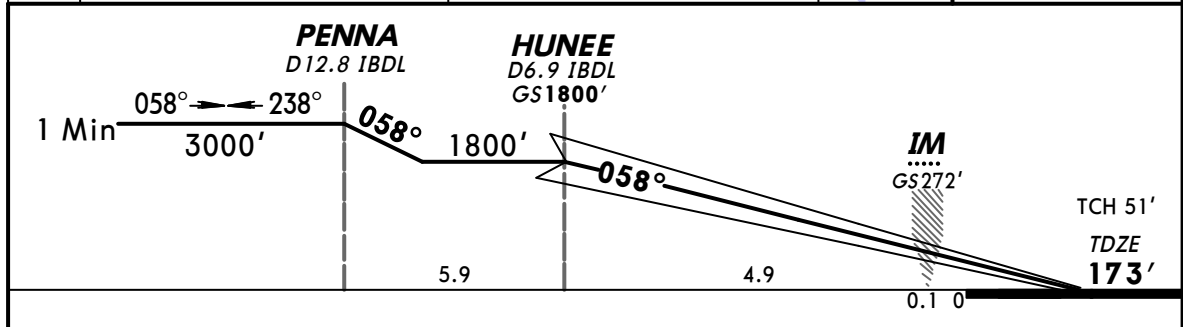
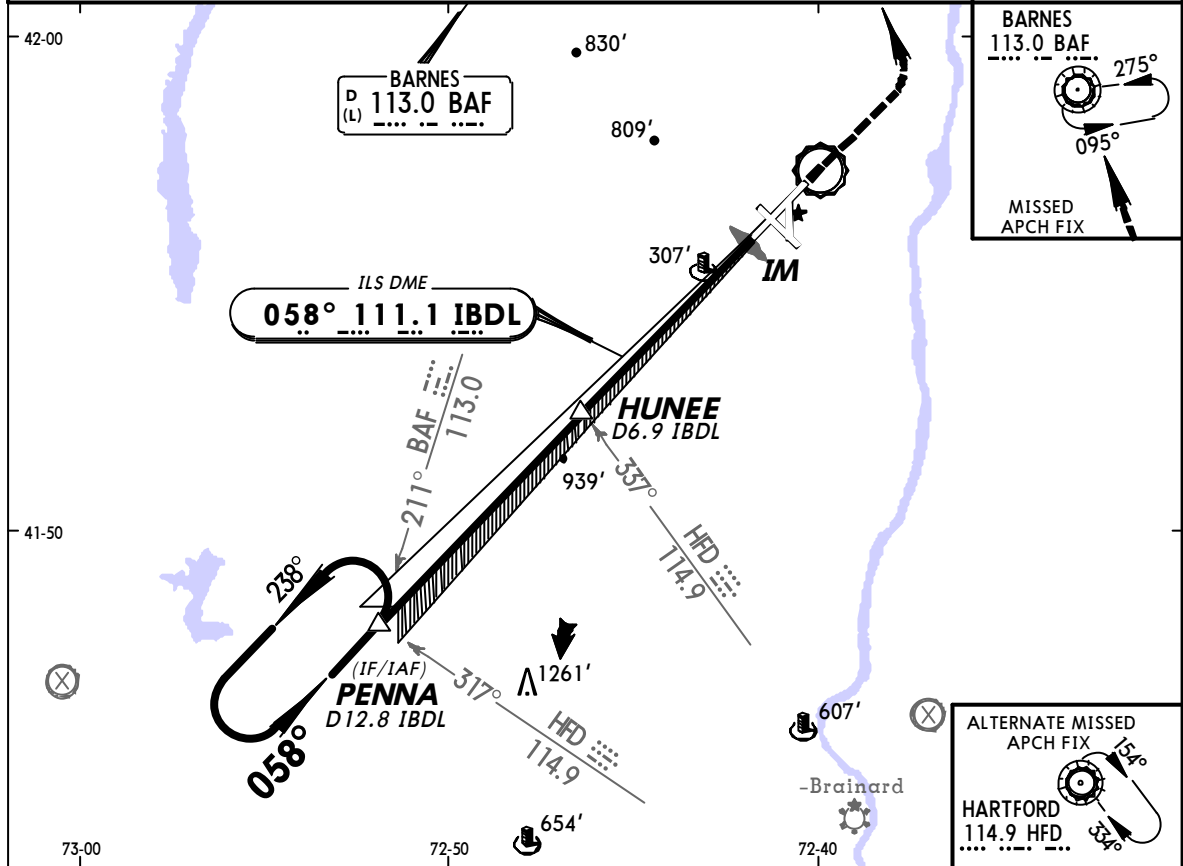
**KBDL/BDL**  
**BRADLEY INTL**

26 SEP 14 **(11-1A)**

**WINDSOR LOCKS, CONN**  
**ILS Rwy 6 CAT II & III**

BRIEFING STRIP™

D-ATIS <b>118.15</b>		BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>			BRADLEY Tower <b>120.3</b>		Ground <b>121.9</b>	
LOC IBDL <b>111.1</b>	Final Apch Crs <b>058°</b>	GS <b>HUNEE</b> <b>1800'</b> (1627')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS <b>RA 101'</b> DA(H) 273'(100')	Apt Elev <b>173'</b> TDZE <b>173'</b>	<p>MSA BAF VOR</p>
<p><b>MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold, or as directed by ATC.</b></p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew &amp; Aircraft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.</p>								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	4000'	LT	D	BAF 113.0
GS	3.00°	372	478	531	637	849					

<b>TERPS</b>				STRAIGHT-IN LANDING RWY 6			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	<b>CAT II ILS</b> <b>RA 101'</b> 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.

CHANGES: THR changed to TDZE.

TERPS AMEND 37A 18 SEP 2014

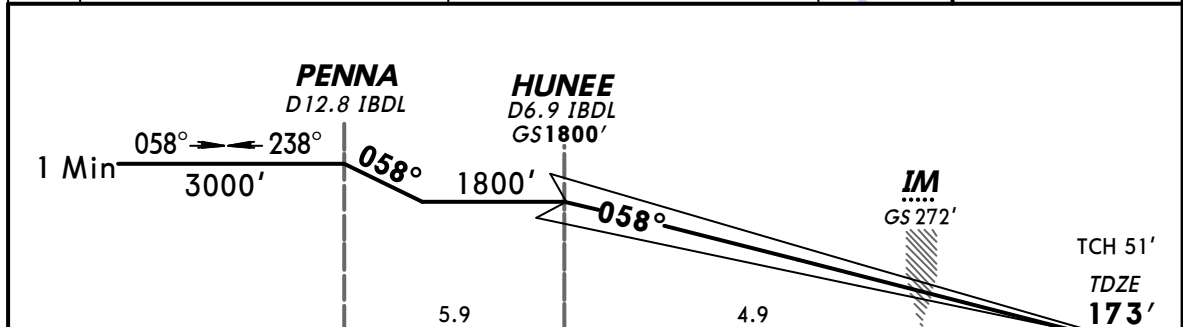
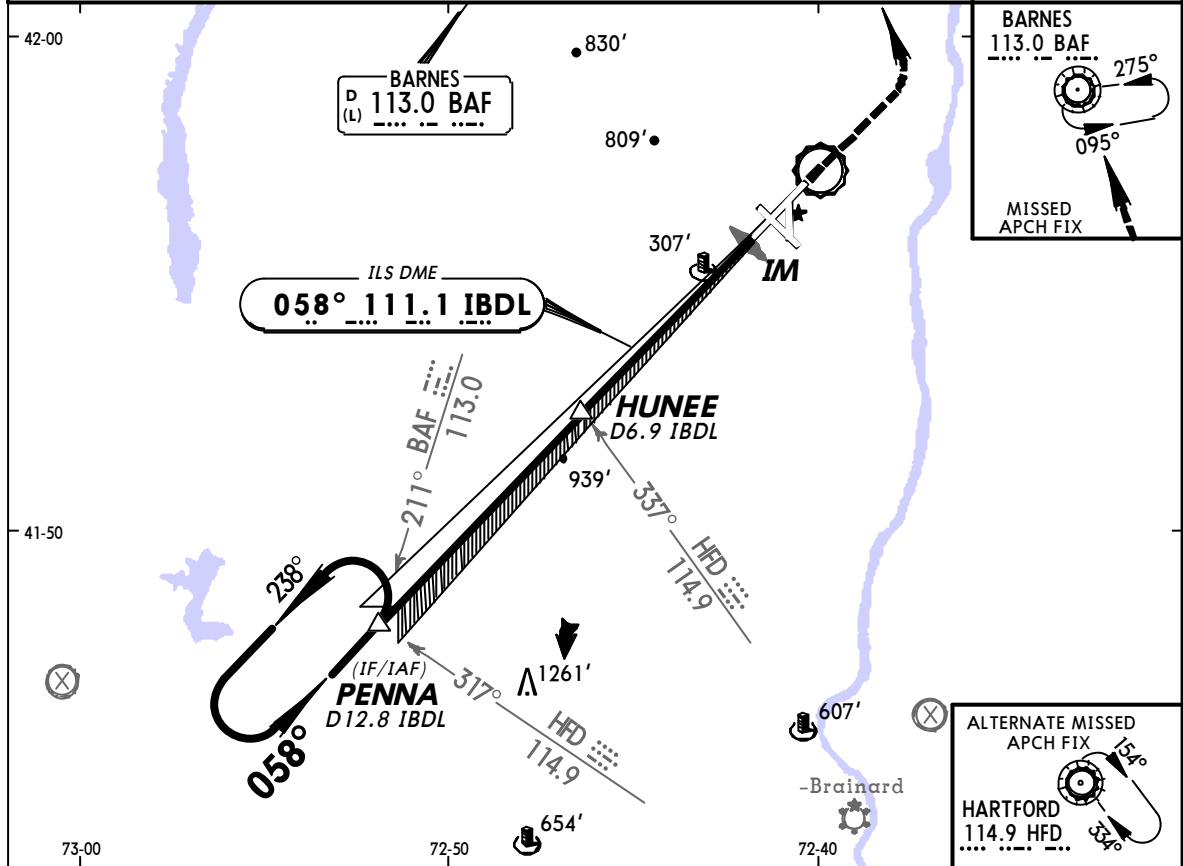
**KBDL/BDL**  
**BRADLEY INTL**

26 SEP 14 **(11-1B)**

**WINDSOR LOCKS, CONN**  
**ILS Rwy 6 SA CAT I**

BRIEFING STRIP™

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>	BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
LOC IBDL <b>111.1</b>	Final Apch Crs <b>058°</b>	GS <b>HUNEE</b> <b>1800' (1627')</b>	SA CAT I ILS <b>RA 151'</b> DA(H) 323' (150')
Apt Elev <b>173'</b> TDZE <b>173'</b>			<p>MSA BAF VOR</p>
<p><b>MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold, or as directed by ATC.</b></p> <p>Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'</p> <p>1. Special Aircrew &amp; Aircraft Certification Required. 2. Radar required. 3. VGSI and ILS glidepath not coincident.</p>			



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

**TERPS** STRAIGHT-IN LANDING RWY 6  
**1 SA CAT I ILS**  
**RA 151'**  
 DA(H) **323' (150')**

RVR 14

**1** Requires specific OPSEC, MSPEC or LOA approval and use of HUD to DH.  
 CHANGES: THR changed to TDZE. © JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

TERPS AMEND 37A 18 SEP 2014

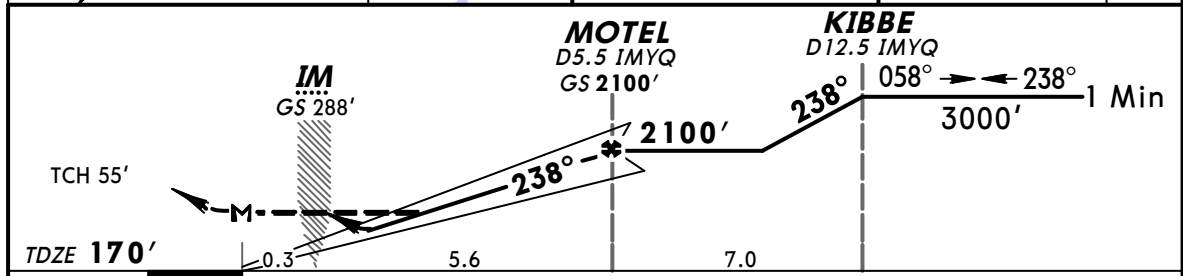
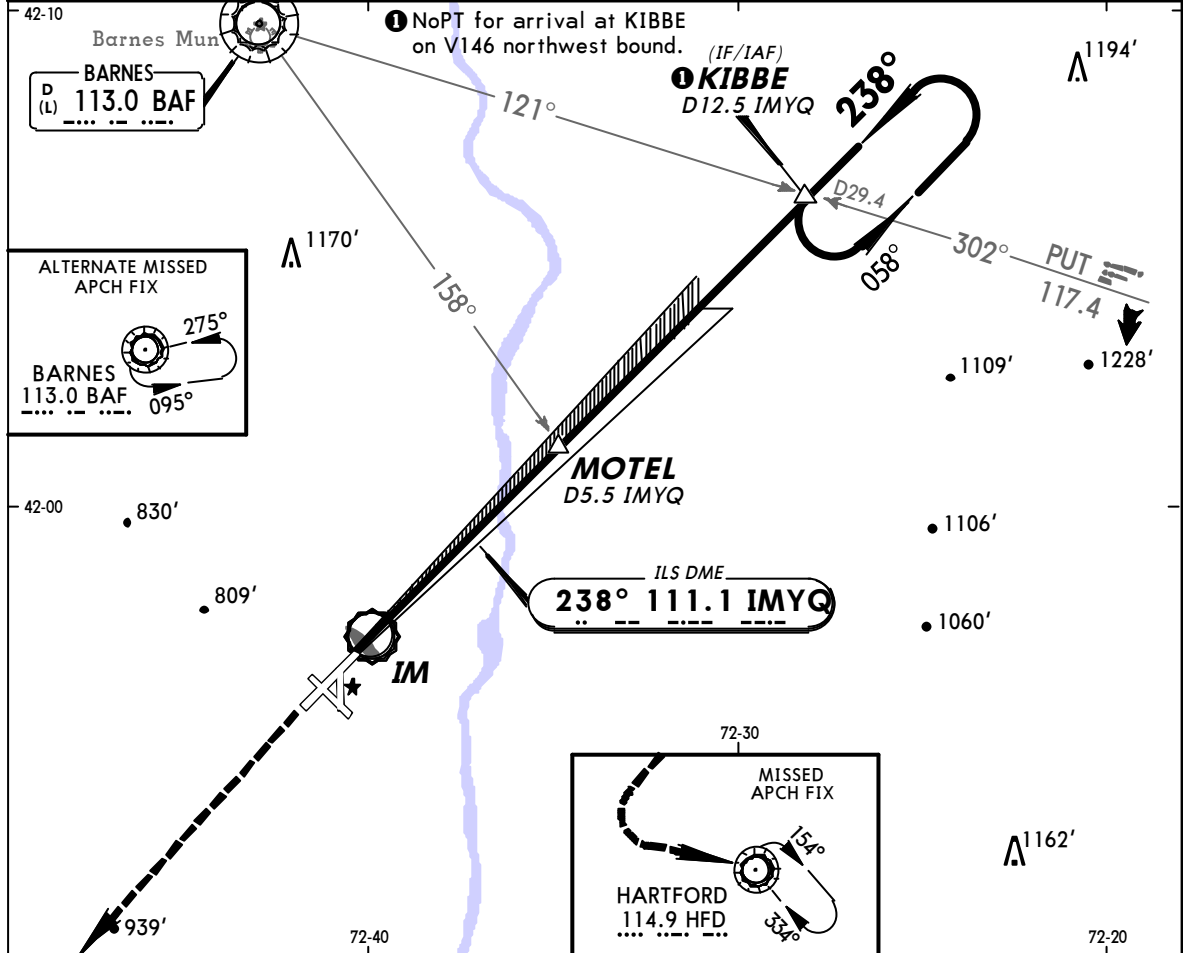
**KBDL/BDL**  
**BRADLEY INTL**

**JEPPESEN**  
26 SEP 14 (11-2)

**WINDSOR LOCKS, CONN**  
**ILS or LOC Rwy 24**

BRIEFING STRIP™

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
LOC IMYQ <b>111.1</b>	Final Apch Crs <b>238°</b>	GS MOTEL <b>2100' (1930')</b>	ILS DA(H) <b>370' (200')</b>	Apt Elev <b>173'</b> TDZE <b>170'</b>
<b>MISSED APCH:</b> 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	4000'	LT	D	HFD 114.9
GS	3.00°	372	478	531	637	743					
MOTEL to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13				

TERPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
ILS DA(H) 370' (200')		LOC (GS out) MDA(H) 640' (470')		Max Kts	
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	MDA(H)
A			RVR 24 or 1/2	RVR 40 or 3/4	90 680' (507')-1
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	120 680' (507')-1 1/2
C			RVR 50 or 1	1 3/8	140 940' (767')-2 1/2
D					165 940' (767')-2 1/2

**1** RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: TDZE, minimums.

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TERPS AMEND 12B 18 SEP 2014

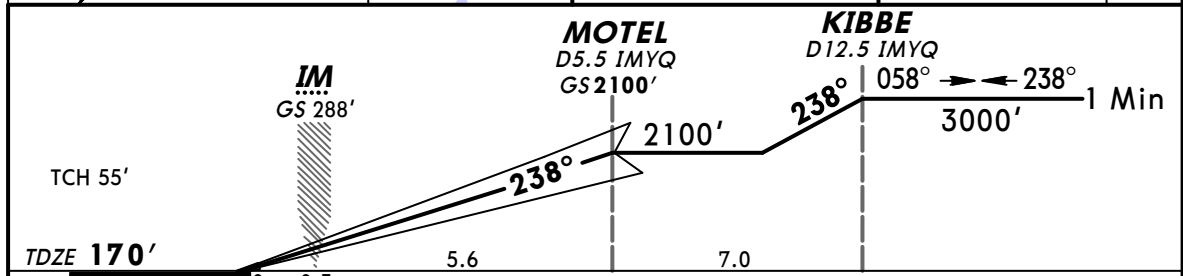
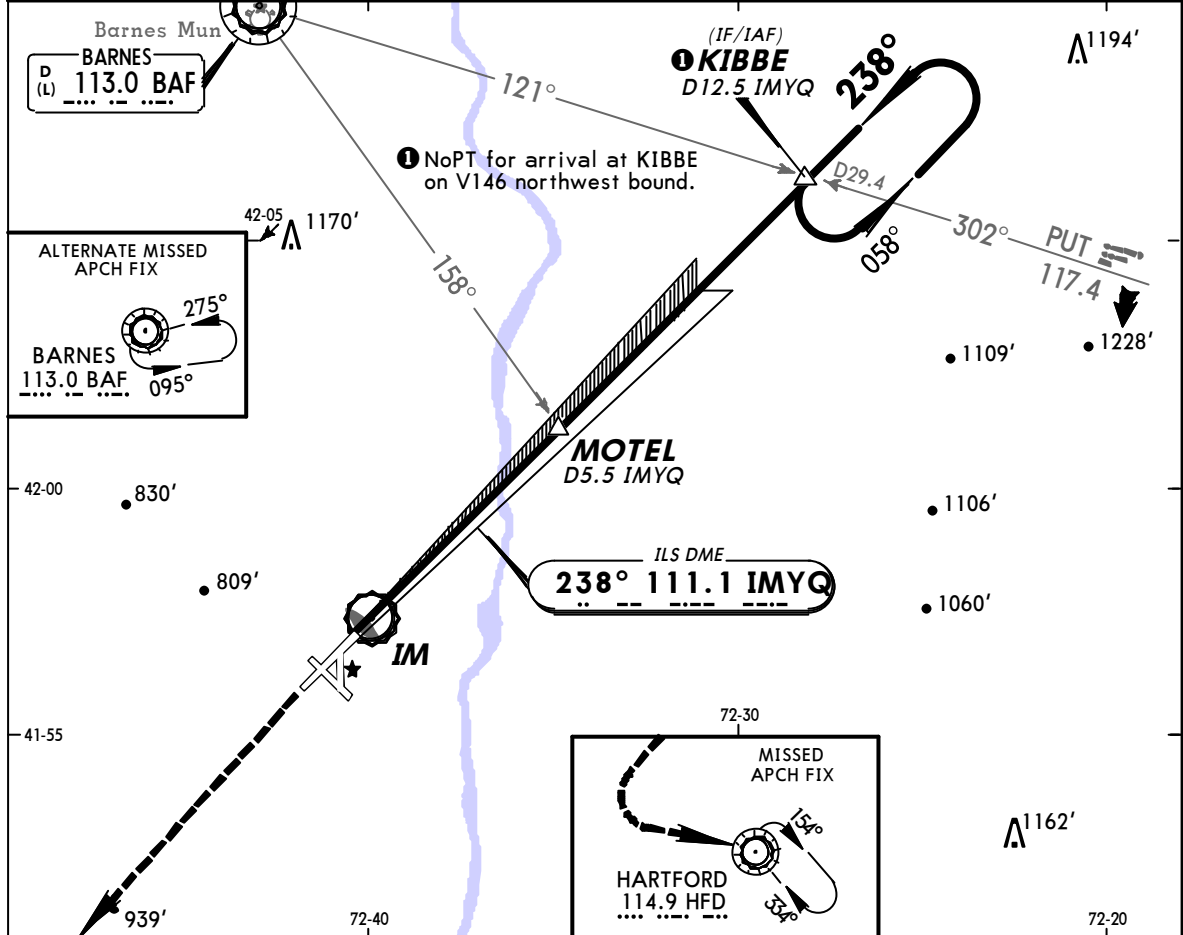
**KBDL/BDL**  
**BRADLEY INTL**

26 SEP 14 **(11-2A)**

**WINDSOR LOCKS, CONN**  
**ILS Rwy 24 SA CAT I**

BRIEFING STRIP™

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
LOC IMYQ <b>111.1</b>	Final Apch Crs <b>238°</b>	GS <b>MOTEL</b> <b>2100' (1930')</b>	SA CAT I ILS <b>RA 163'</b> DA(H) 320' (150')	Apt Elev 173' TDZE <b>170'</b>
<b>MISSED APCH:</b> 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' <b>1. Special Aircrew &amp; Aircraft Certification Required.</b> 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 PAPI	4000'	LT	D	HFD 114.9
GS	3.00°	372	478	531	637	743					

**TERPS** STRAIGHT-IN LANDING RWY 24  
**SA CAT I ILS**  
**RA 163'**  
 DA(H) **320' (150')**  
 RVR 14

**1** Requires specific OPSEC, MSPEC or LOA approval and use of HUD to DH.

TERPS AMEND 12B 18 SEP 2014

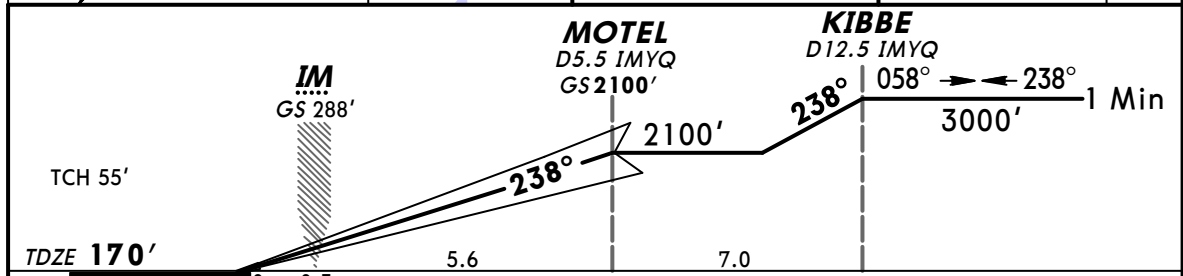
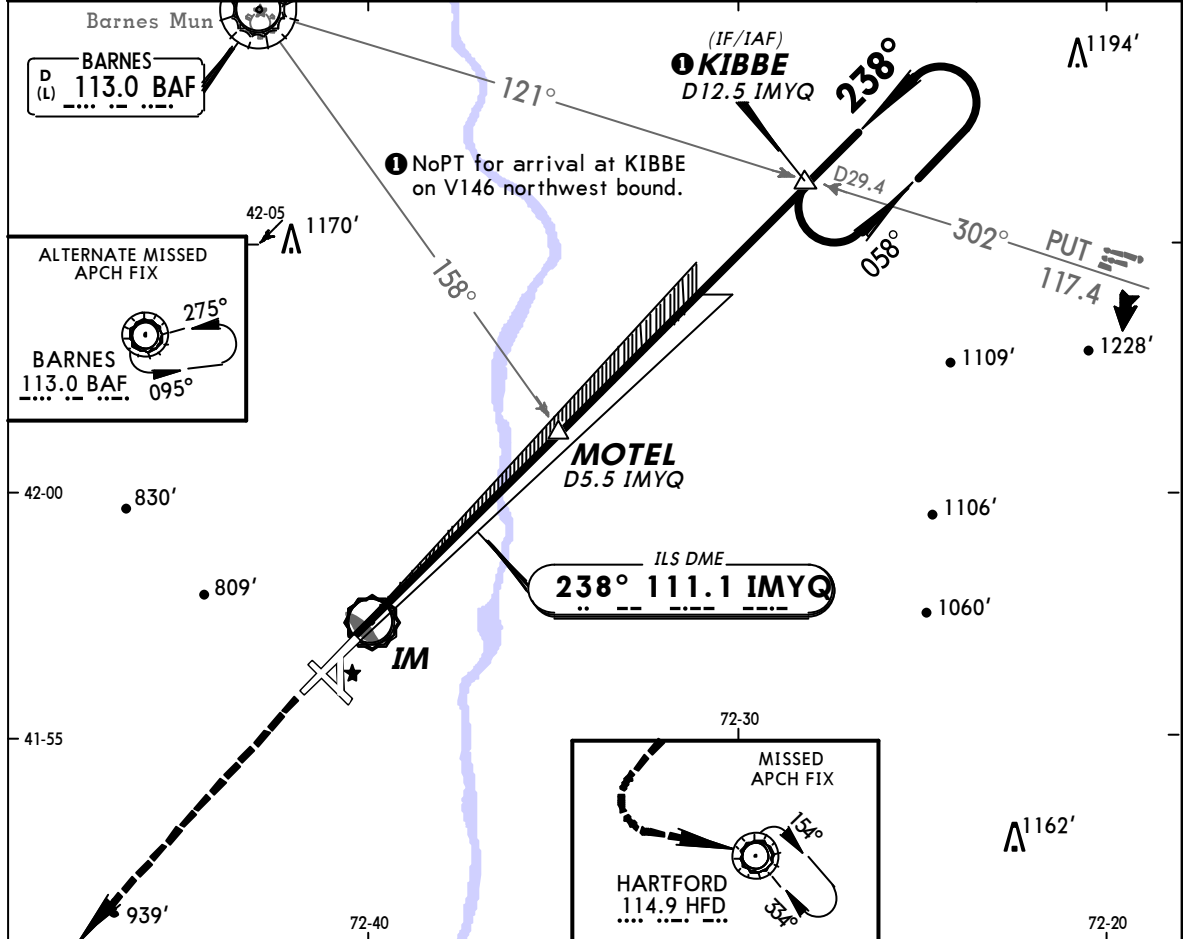
**KBDL/BDL**  
**BRADLEY INTL**

26 SEP 14 **(11-2B)**

**WINDSOR LOCKS, CONN**  
**ILS Rwy 24 SA CAT II**

BRIEFING STRIP™

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
LOC IMYQ <b>111.1</b>	Final Apch Crs <b>238°</b>	GS <b>MOTEL</b> <b>2100' (1930')</b>	SA CAT II ILS <b>RA 113'</b> DA(H) 270' (100')	Apt Elev 173' TDZE <b>170'</b>
<b>MISSED APCH:</b> 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' <b>1. Special Aircrew &amp; Aircraft Certification Required.</b> 2. IMYQ DME unusable inside D0.4. 3. VGSI and ILS glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 4000' ↑ LT D→ HFD 114.9
GS	3.00°	372	478	531	637	849	

**TERPS** STRAIGHT-IN LANDING RWY 24  
**1 SA CAT II ILS**  
**RA 113'**  
 DA(H) 270' (100')

RVR 12

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

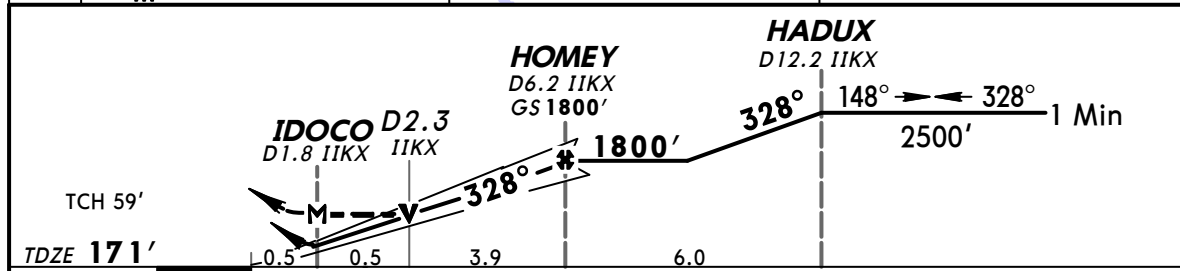
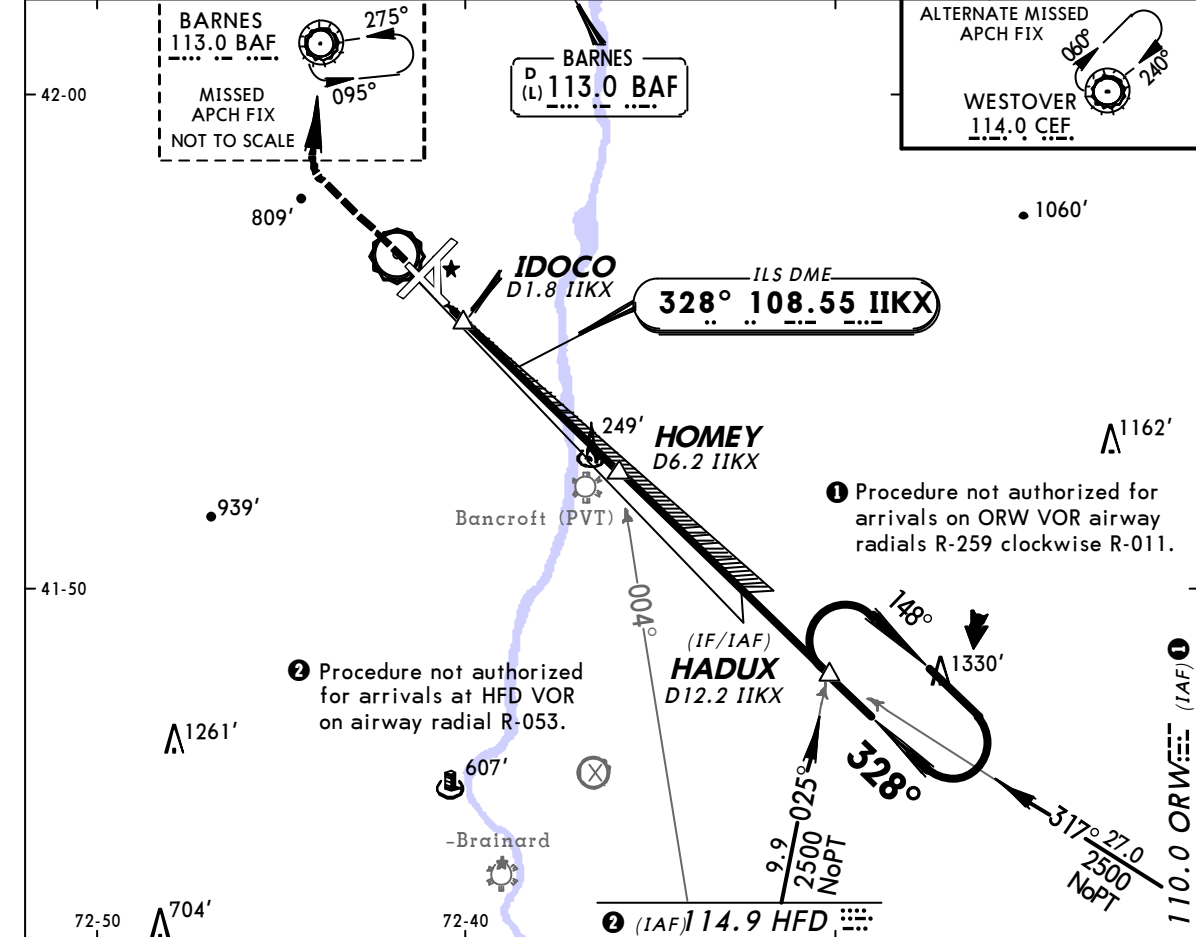
TERPS AMEND 12B 18 SEP 2014

**KBDL/BDL**  
**BRADLEY INTL**

JEPPESEN  
26 SEP 14 (11-3)

**WINDSOR LOCKS, CONN**  
**ILS or LOC Rwy 33**

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
LOC IIKX <b>108.55</b>	Final Apch Crs <b>328°</b>	GS HOMEY <b>1800' (1629')</b>	ILS DA(H) <b>371' (200')</b>	Apt Elev 173' TDZE <b>171'</b>
<b>MISSED APCH:</b> Climb to 4000' then RIGHT turn direct BAF VOR and hold, or as directed by ATC.				
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'	
1. VGS and ILS glidepath not coincident.				MSA BAF VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSFP	4000'	RT	BAF	113.0
GS	3.00°	372	478	531	637	849	PAPI				
MAP at IDOCO or HOMEY to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

TERPS				STRAIGHT-IN LANDING RWY33		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) <b>371' (200')</b>		MDA(H) <b>560' (389')</b>					
FULL		ALS out		ALS out			
A				RVR 40 or 3/4	RVR 55 or 1	90	680' (507') - 1
B						120	
C	RVR 26 or 1/2		RVR 40 or 3/4	RVR 45 or 7/8	RVR 60 or 1/4	140	680' (507') - 1 1/2
D						165	940' (767') - 2 1/2

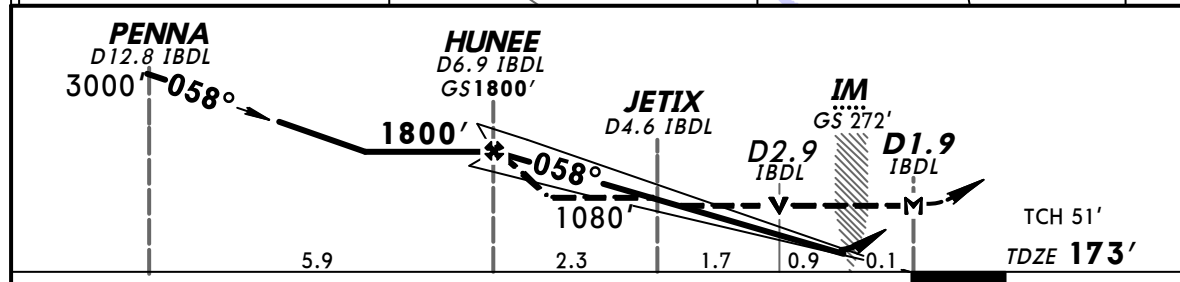
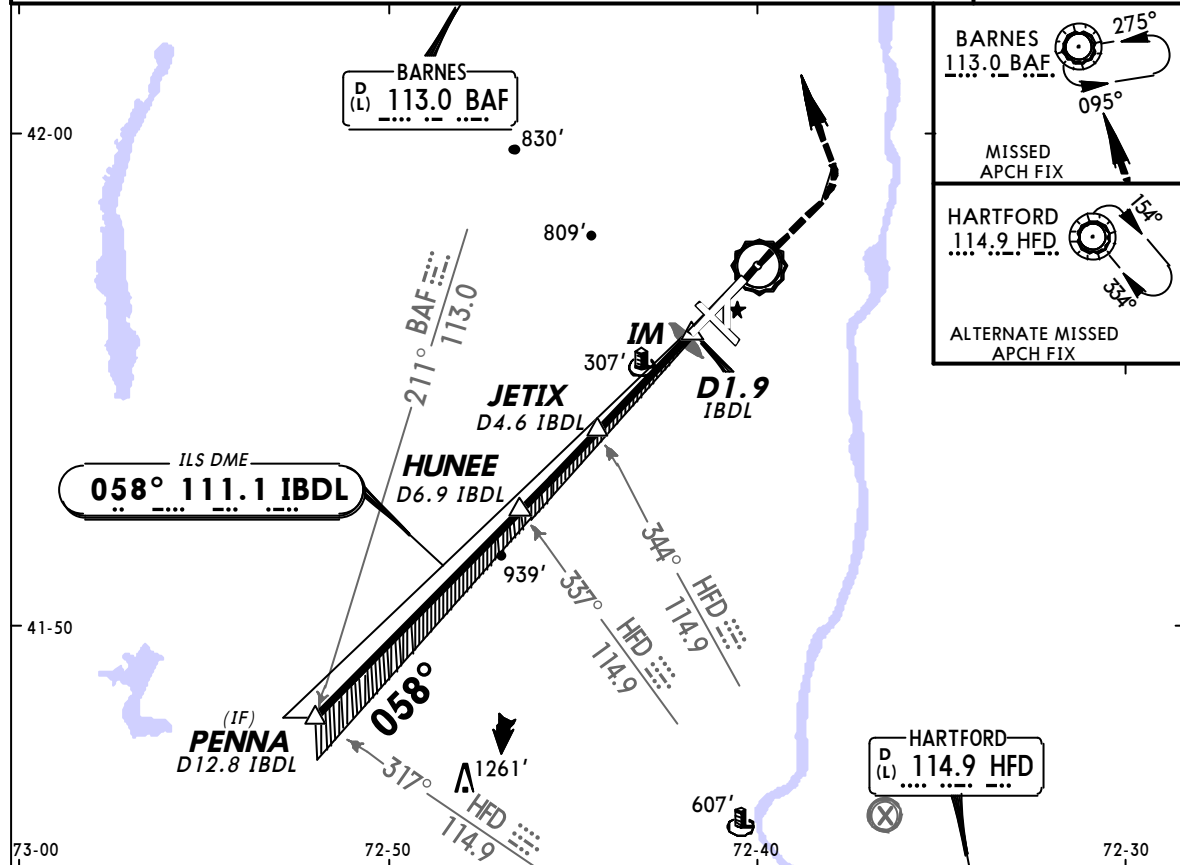
TERPS AMEND 10A 18 SEP 2014

**KBDL/BDL**  
**BRADLEY INTL**

26 SEP 14 **(11-4)**

**WINDSOR LOCKS, CONN**  
**COPTER ILS or LOC RWY 6**

BRIEFING STRIP	D-ATIS <b>118.15</b>		BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
	LOC IBDL <b>111.1</b>	Final Apch Crs <b>058°</b>	GS HUNEE <b>1800' (1627')</b>	ILS DA(H) <b>273' (100')</b>	Apt Elev <b>173'</b> TDZE <b>173'</b>	
	<b>MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold, or as directed by ATC.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
<b>1. Radar required. 2. VGSI and ILS glidepath not coincident.</b>					MSA BAF VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	4000'	LT	BAF 113.0
GS	3.00°	372	478	531	637	849				
MAP at D1.9 IBDL or HUNEE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

<b>TERPS</b>						<b>STRAIGHT-IN LANDING RWY 6</b>					
<b>1 ILS</b>			<b>LOC (GS out)</b>			<b>1 ILS</b>			<b>LOC (GS out)</b>		
DA(H) <b>273' (100')</b>			MDA(H) <b>560' (387')</b>			MDA(H) <b>1080' (907')</b>			MDA(H) <b>1080' (907')</b>		
			With JETIX			Without JETIX					
FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
RVR 12 or 1/4		RVR 24 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4

**1** Copter ILS Cat II - Special Aircrew and Aircraft Certification required; RA 101'.

TERPS AMEND 1A 18 SEP 2014

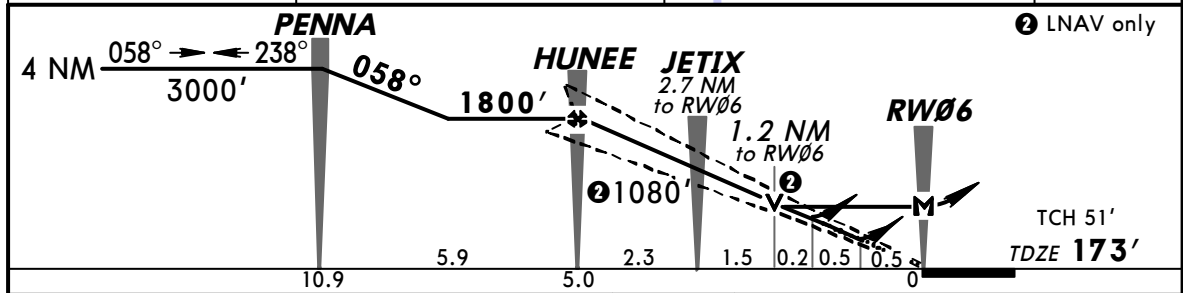
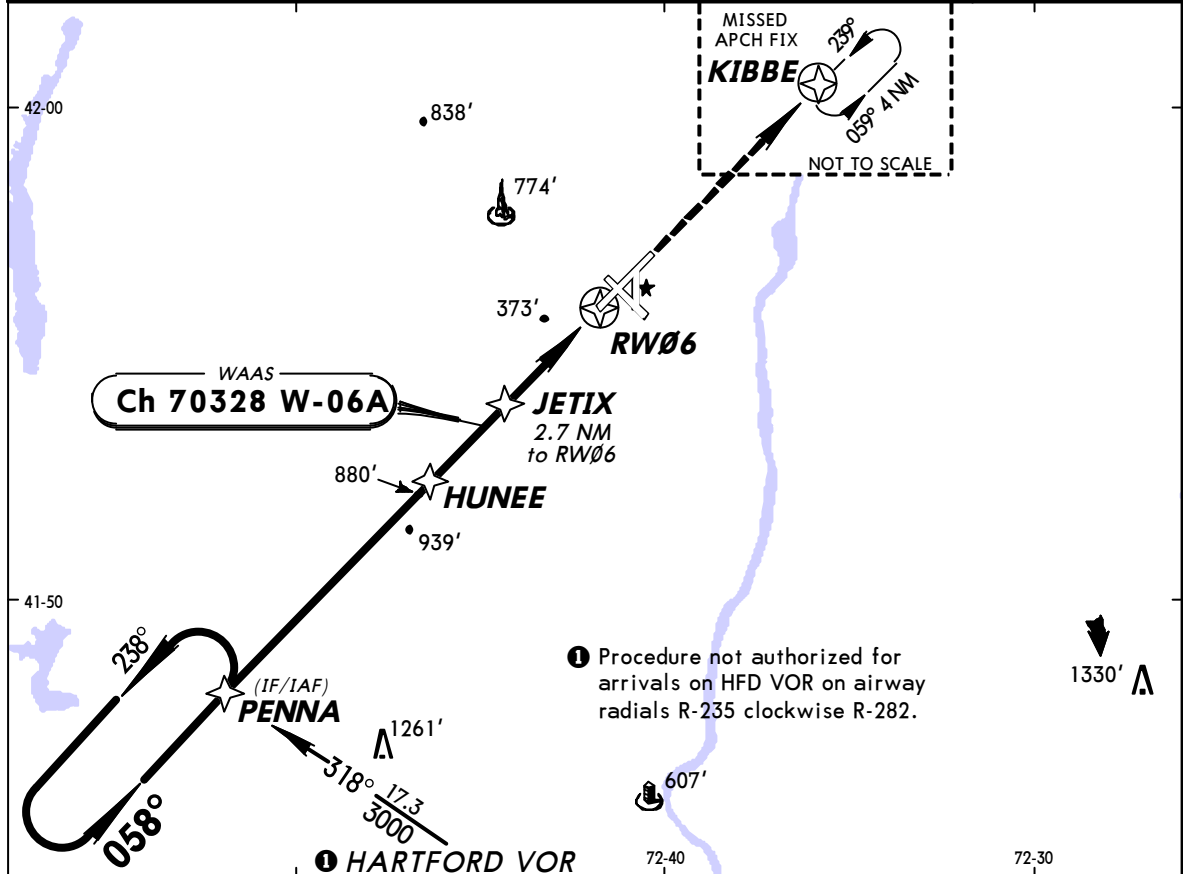
**KBDL/BDL  
BRADLEY INTL**

JEPPESEN  
26 SEP 14 (12-1)

**WINDSOR LOCKS, CONN  
RNAV (GPS) Y Rwy 6**

BRIEFING STRIP™

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
WAAS <b>Ch 70328 W-06A</b>	Final Apch Crs <b>058°</b>	Minimum Alt <b>HUNEE 1800' (1627')</b>	LPV DA(H) <b>373' (200')</b>	Apt Elev 173' <b>TDZE 173'</b>
<b>MISSED APCH: Climb to 3000' direct KIBBE and hold.</b>				3400'  MSA RW06
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.				



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

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

TERPS AMEND 2A 18 SEP 2014

CHANGES: THR changed to TDZE.

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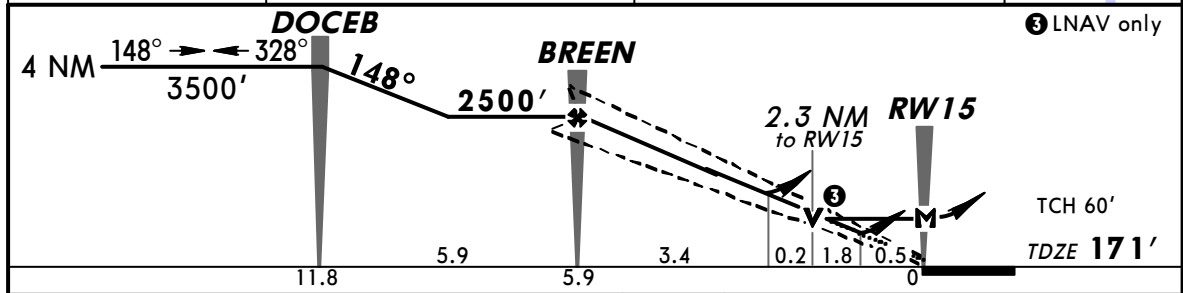
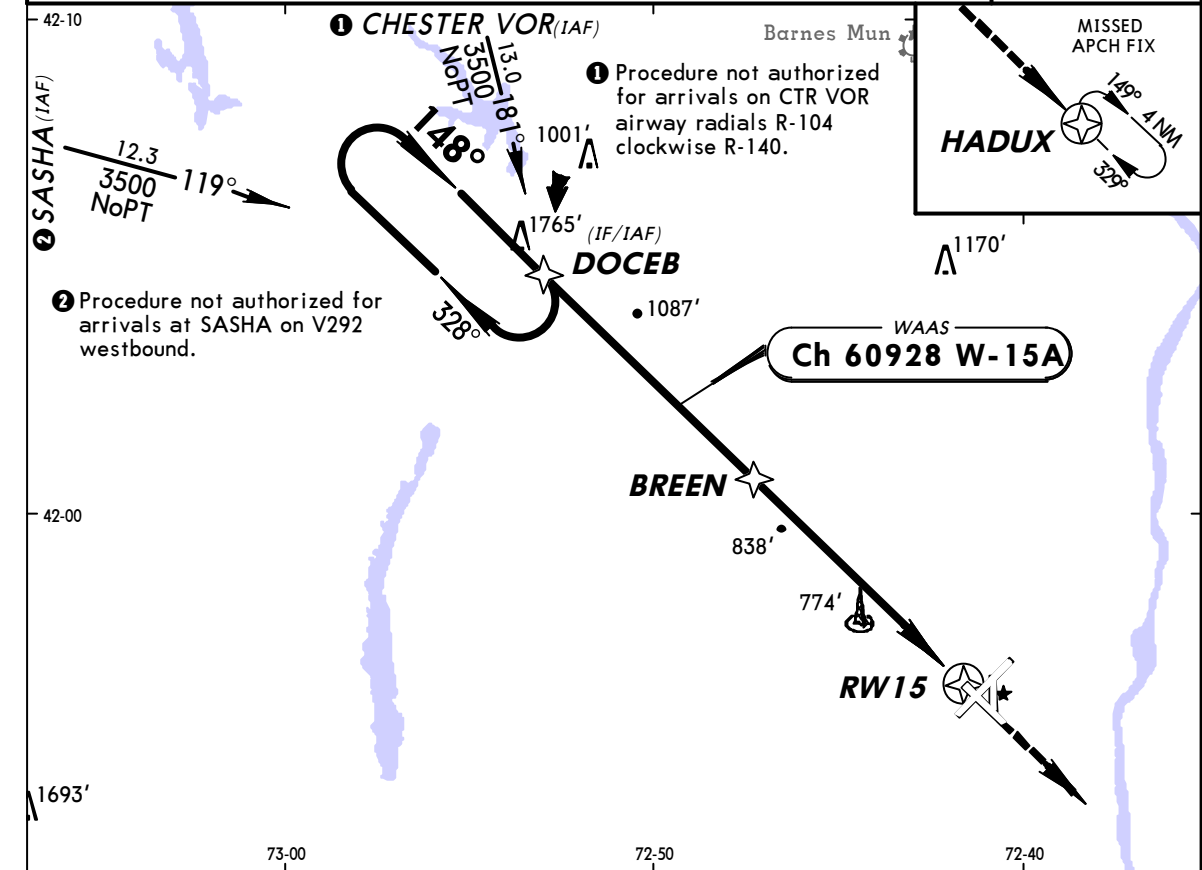
**KBDL/BDL  
BRADLEY INTL**

26 SEP 14 **(12-2)** **JEPPESEN**

**WINDSOR LOCKS, CONN  
RNAV (GPS) Rwy 15**

**CAT A, B & C**

D-ATIS <b>118.15</b>		BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
WAAS <b>Ch 60928 W-15A</b>	Final Apch Crs <b>148°</b>	Minimum Alt <b>BREEN</b> <b>2500' (2329')</b>	LPV DA(H) <b>421' (250')</b>	Apt Elev 173' <b>TDZE 171'</b>	3400'  MSA RW15
<b>MISSED APCH: Climb to 3000' direct HADUX and hold.</b>					
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 46°C (115°F). 2. DME/DME RNP-0.30 not authorized. 3. Helicopter visibility reduction below 3/4 SM not authorized.					



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

TERPS			STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND		
	LPV DA(H) A, B: <b>421' (250')</b> C: <b>441' (270')</b>		LNAV/VNAV DA(H) <b>1178' (1007')</b>			LNAV MDA(H) <b>1100' (929')</b>		
A	3/4		3			1 1/4		1100' (927') - 1 1/4
B	7/8							
C	7/8							1100' (927') - 2 3/4
D	NA		NA			NA		NA

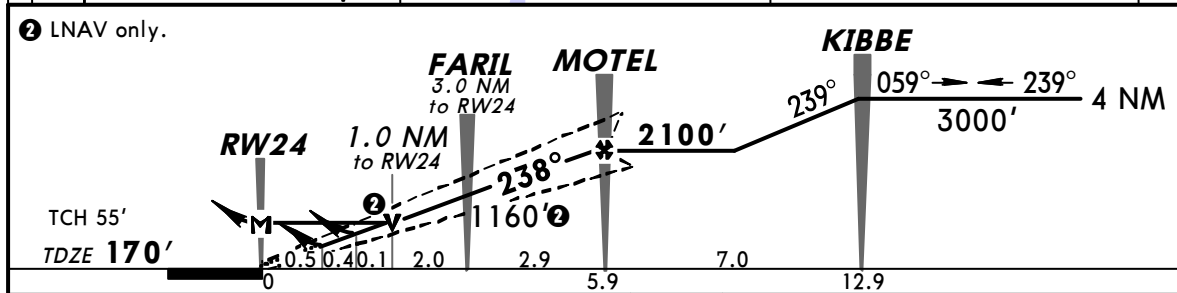
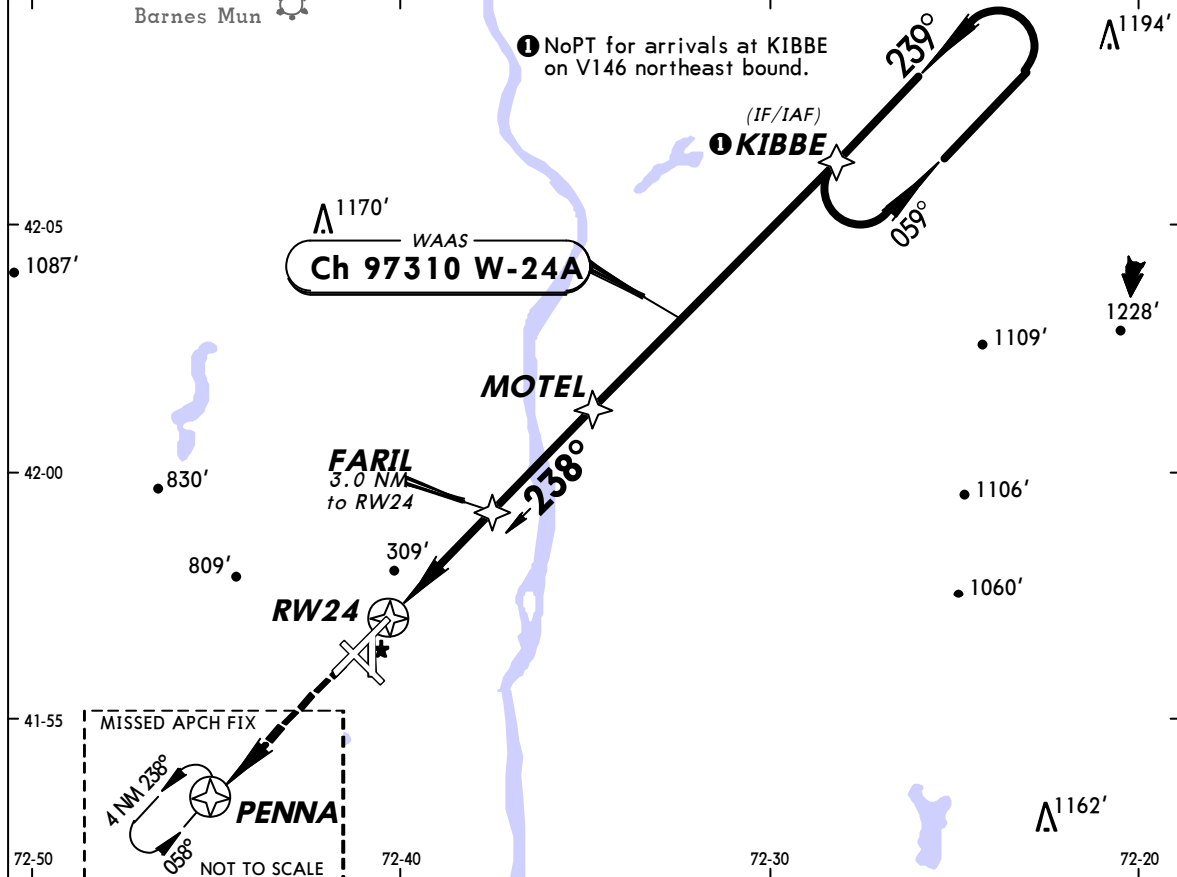
TERPS AMEND 2A 29 MAY 2014

**KBDL/BDL**  
**BRADLEY INTL**

**JEPPESEN**  
26 SEP 14 (12-3)

**WINDSOR LOCKS, CONN**  
**RNAV (GPS) Y Rwy 24**

BRIEFING STRIP™	D-ATIS	BRADLEY Approach (R) (061°-240°) (241°-060°)		BRADLEY Tower	Ground
	118.15	123.95	125.35	120.3	121.9
	WAAS <b>Ch 97310</b> W-24A	Final Apch Crs <b>238°</b>	Minimum Alt <b>MOTEL</b> 2100' (1930')	LPV DA(H) <b>370' (200')</b>	Apt Elev 173' TDZE 170'
<b>MISSED APCH: Climb to 3000' direct PENNA and hold.</b>					
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.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	D → PENNA
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW24								

TERPS	STRAIGHT-IN LANDING RWY 24						CIRCLE-TO-LAND				
	LPV DA(H) 370' (200')		LNAV/VNAV DA(H) 499' (329')			LNAV MDA(H) 560' (390')		Max Kts	MDA(H)		
	RAIL or ALS out		RAIL out		ALS out						
	A	RVR 24	RVR 40	RVR 32	RVR 35	RVR 50	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	680' (507') -1
	B	or 1/2	or 3/4	or 5/8	or 5/8	or 1	or 1/2	or 3/4	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	

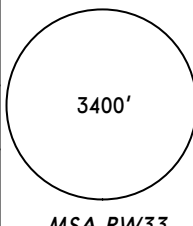
CHANGES: TDZE, minimums.

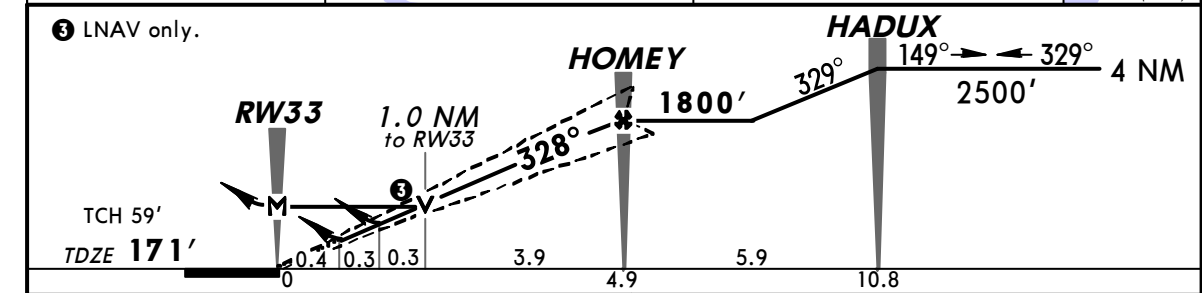
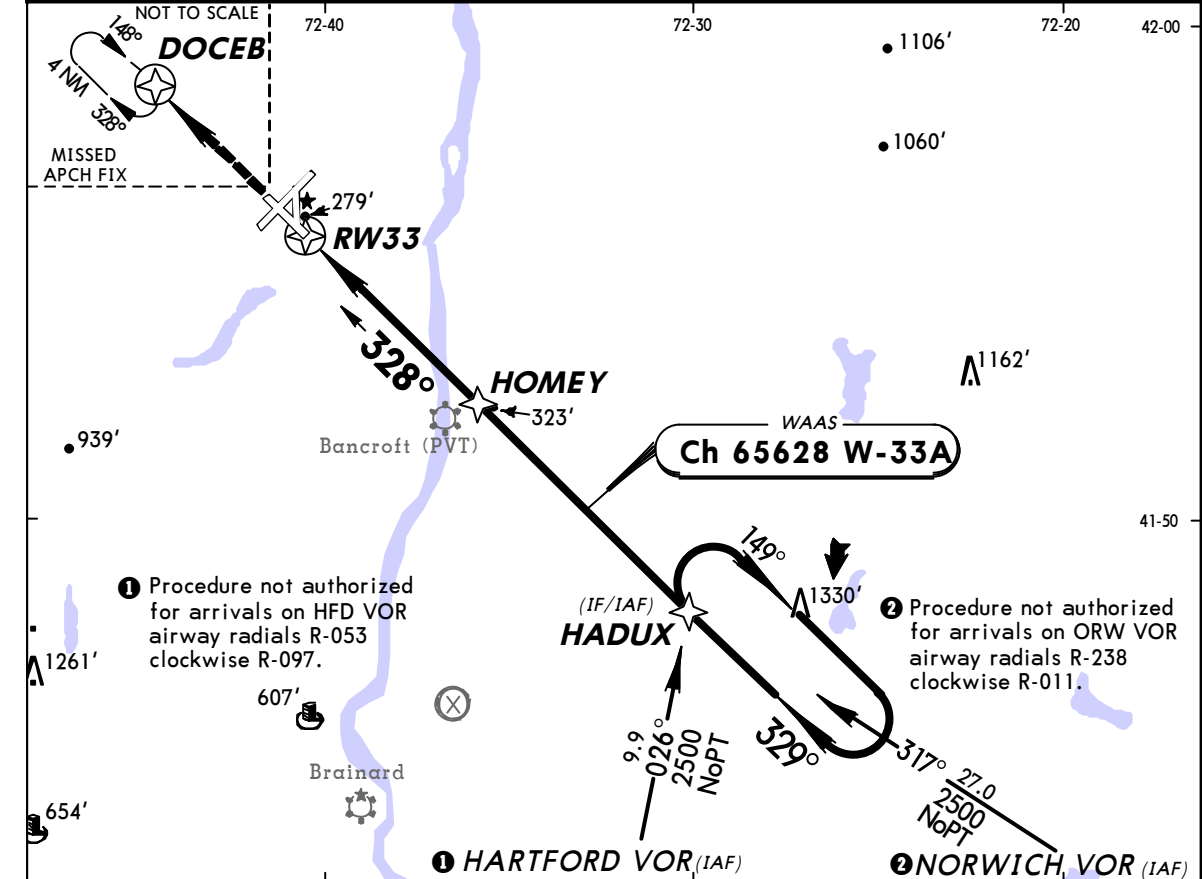
TERPS AMEND 3B 18 SEP 2014

**KBDL/BDL  
BRADLEY INTL**

**JEPPESEN**  
26 SEP 14 (12-4)

**WINDSOR LOCKS, CONN  
RNAV (GPS) Rwy 33**

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
WAAS <b>Ch 65628 W-33A</b>	Final Apch Crs <b>328°</b>	Minimum Alt <b>HOMEY</b> 1800' (1629')	LPV DA(H) <b>371' (200')</b>	Apt Elev 173' TDZE <b>171'</b>
<b>MISSED APCH: Climb to 3500' direct DOCEB and hold; continue climb-in-hold to 3500'.</b>				 <b>3400'</b> MSA RW33
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.				



Gnd speed-Kts	70	90	100	120	140	160	MALSFPAPI	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)	ALS out	DA(H)	ALS out	MDA(H)	ALS out		
371' (200')		463' (292')		560' (389')		90	680' (507') -1
	RVR 26 or 1/2	RVR 30 or 5/8	RVR 45 or 7/8	RVR 40 or 3/4	RVR 55 or 1	120	680' (507') -1 1/2
	RVR 40 or 3/4	RVR 30 or 5/8	RVR 45 or 7/8	RVR 45 or 7/8	RVR 60 or 1 1/8	140	680' (507') -1 1/2
						165	940' (767') -2 1/2

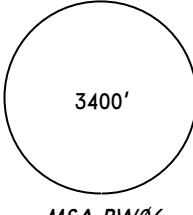
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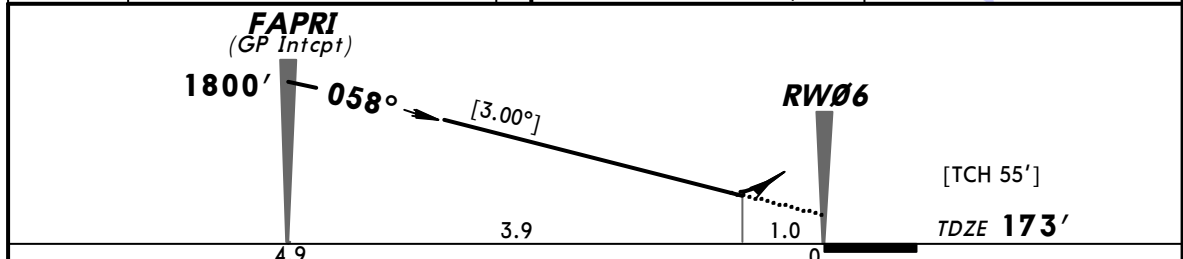
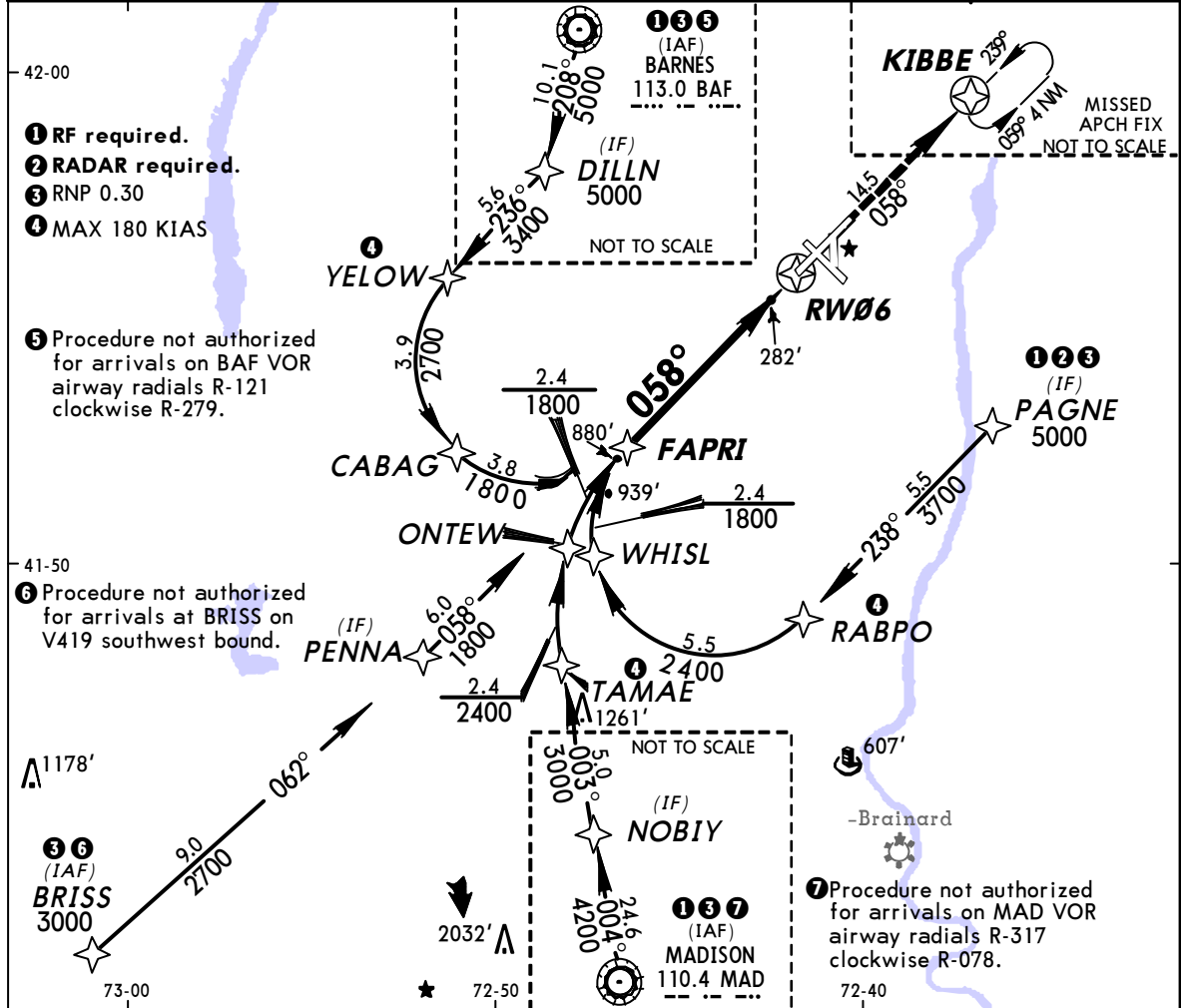
**KBDL/BDL**  
**BRADLEY INTL**

26 SEP 14 **(12-20)**

**WINDSOR LOCKS, CONN**  
**RNAV (RNP) Z Rwy 6**

BRIEFING STRIP™

D-ATIS <b>118.15</b>	BRADLEY Approach (R) (061°-240°) (241°-060°) <b>123.95 125.35</b>		BRADLEY Tower <b>120.3</b>	Ground <b>121.9</b>
RNAV	Final Apch Crs <b>058°</b>	Minimum Alt <b>FAPRI</b> <b>1800' (1627')</b>	RNP 0.11 DA(H) <b>535' (362')</b>	Apt Elev <b>173'</b> TDZE <b>173'</b>
<b>MISSED APCH: Climb to 3000' on track 058° to KIBBE and hold.</b> Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' <b>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.</b>				3400'  MSA RW06



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

<b>STRAIGHT-IN LANDING RWY 6</b>			
RNP 0.11 DA(H) <b>535' (362')</b>		RNP 0.30 DA(H) <b>663' (490')</b>	
ALS out		ALS out	
A	RVR <b>40</b> or $\frac{3}{4}$	$1\frac{1}{8}$	RVR <b>60</b> or $\frac{1}{4}$
B			
C			
D			

TERPS AMEND 0A 18 SEP 2014

