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Airport Information For KBDL

Terminal Charts For KBDL

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: WINDSOR LOCKS CT USA
ICAO/IATA: KBDL / BDL
Lat/Long: N41° 56.34', W072° 41.06'
Elevation: 173 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 14.0° 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: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1016 Z
Sunset: 2326 Z

Runway Information

Runway: 06
Length x Width: 9510 ft x 200 ft
Surface Type: asphalt
TDZ-Elev: 173 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 15
Length x Width: 6847 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 171 ft
Lighting: Edge, REIL

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: 118.150
Bradley Intl Tower: 120.300
Bradley Intl Ground: 121.900
Bradley Intl Clearance Delivery: 121.750
Bradley Approach: 125.350 Initial Contact
Bradley Approach: 127.225
Bradley Approach: 123.950 Initial Contact
Bradley Airport Radar Service Area: 123.950 (61°-240°)
Bradley Airport Radar Service Area: 125.350 (241°-60°)
Bradley Airport Radar Service Area: 127.225
Bradley Departure: 123.950 Initial Contact
Bradley Departure: 125.350 Initial Contact
Bradley Intl UNICOM: 122.950
Fury Operations: 123.450 Military
Fury Operations: 138.550 Military

KBDL/BDL
BRADLEY INTL

JEPPesen
14 APR 23 (10-2A) Eff 20 Apr

WINDSOR LOCKS, CONN
STAR

D-ATIS (ASOS when Twr Inop)
118.15
Apt Elev
See Graphic

Alt Set: INCHES
Trans level: FL180
RADAR required.

STELA 1 ARRIVAL
(STELA.STELA1)

ROUTING

From over CANAN via ALB R147 to TOMES. EXPECT
RADAR vectors to final approach course prior to
TOMES.

CAMBRIDGE
D (L) 115.0 CAM
EXPECT
17000

ALBANY
D (L) 115.3 ALB
EXPECT
15000

SYRACUSE
D (H) (VH) 117.0 SYR

ALBANY NY
ALBANY NY
Int'l
KALB

ALBANY (ALB.STELA1)
11000
22.0
147°

WILET
WILET
(WILET.STELA1)
FL180
29.3

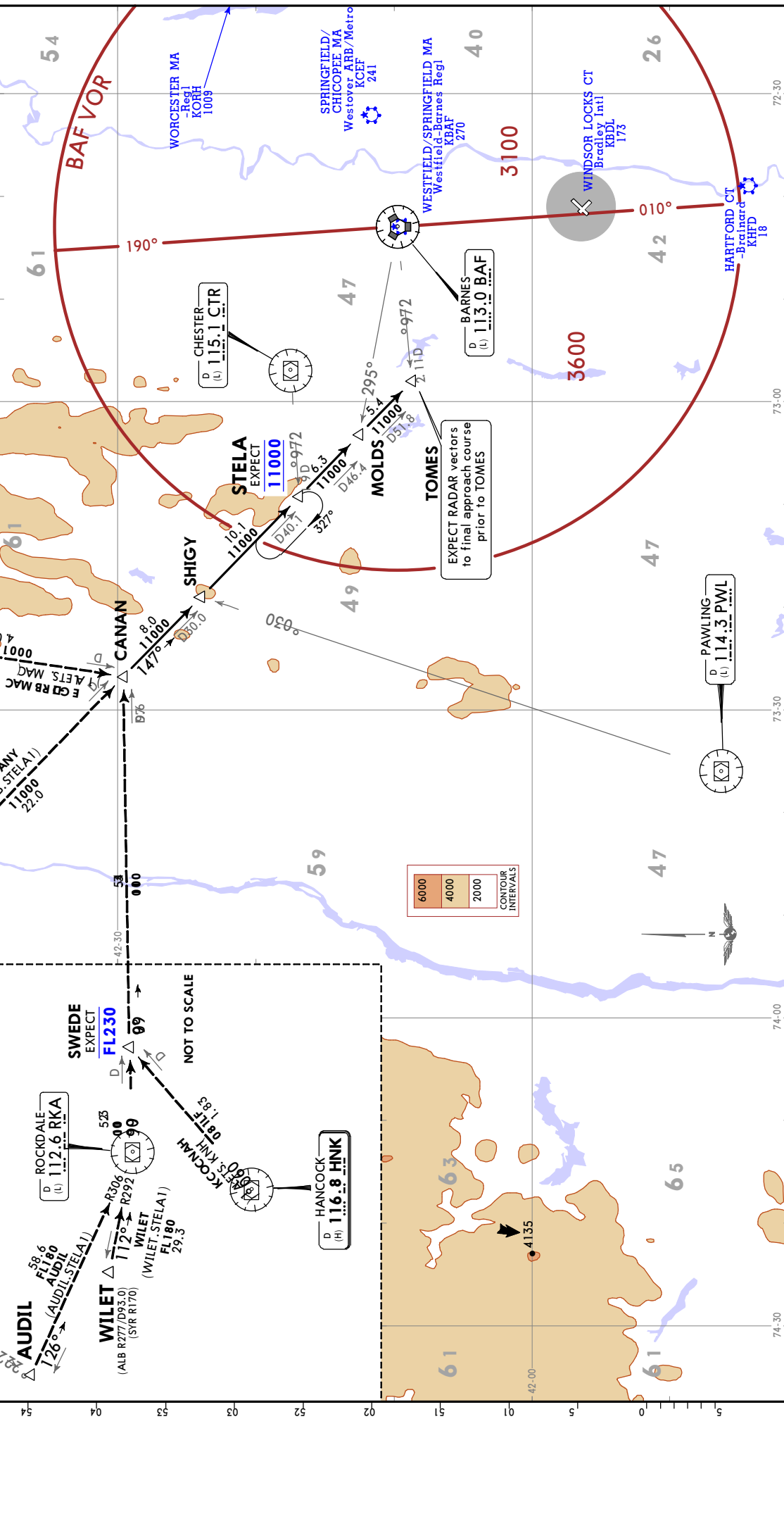
WILET
(ALB R277/D93.0)
(SYR R170)

WILET
112°
R306
R292

SWEDE
EXPECT
FL230

ROCKDALE
D (L) 112.6 RKA

HANCOCK
D (H) 116.8 HNK



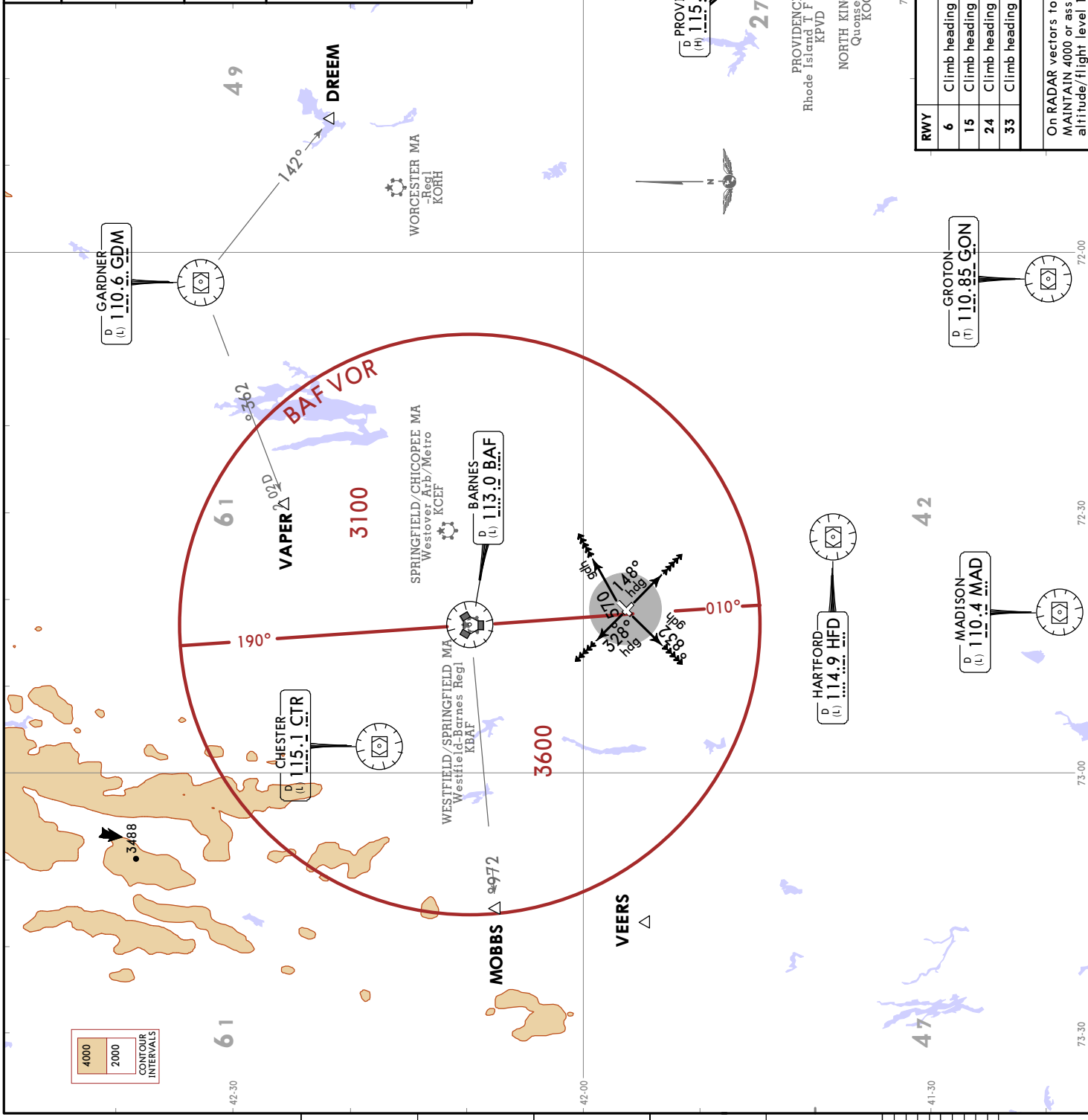
APPROPRIATE DEPARTURE FREQUENCY TO BE ASSIGNED BY ATC.
 Apt Elev 173

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 6 DEPARTURE
[BRADL6]
(ALL RWYS)

TAKEOFF OBSTACLE NOTES
 See TAKEOFF OBSTACLE NOTES page (10-30B1).
 This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwys 6, 15, 24: Standard (or lower than standard, if authorized).
 Rwy 33: Standard (or lower than standard, if authorized) with minimum climb of 340 per NM to 1000.

Grd speed-KT	75	100	150	200	250	300
340 per NM	425	567	850	1133	1417	1700



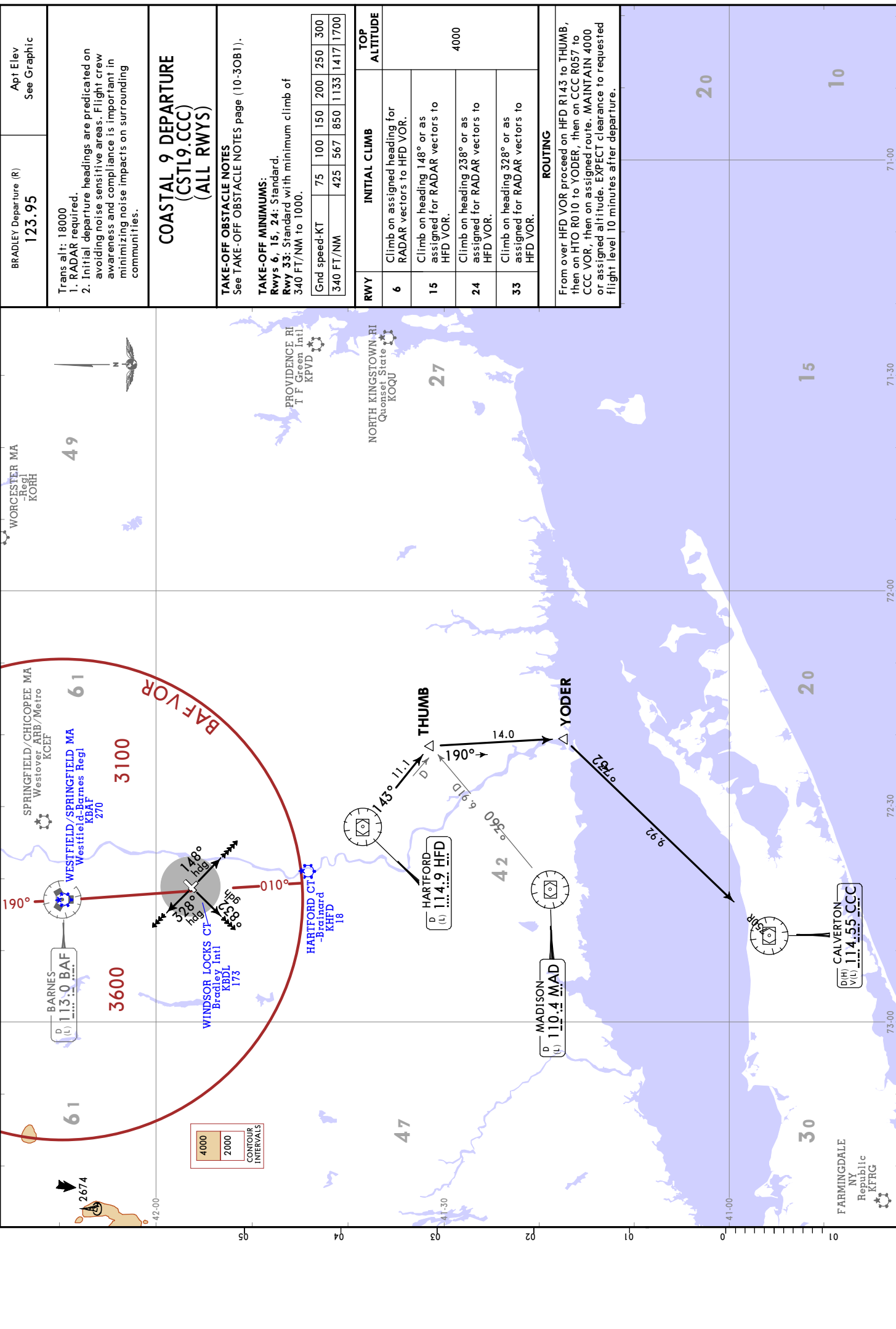
RWY	INITIAL CLIMB	TOP ALTITUDE
6	Climb heading 075° or as assigned.	4000
15	Climb heading 148° or as assigned.	
24	Climb heading 238° or as assigned.	
33	Climb heading 328° or as assigned.	

ROUTING
 On RADAR vectors to filed/assigned route or depicted fix. MAINTAIN 4000 or assigned altitude, EXPECT clearance to requested altitude/flight level 10 minutes after departure.

KBDL/BDL
BRADLEY INTL

JEPPESEN
WINDSOR LOCKS, CONN
STD

9 JUN 23 10:3A Eff 15 Jun



BRADLEY Departure (R)
123.95

Apt Elev
See Graphic

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

COASTAL 9 DEPARTURE
(CSTL9.CCC)
(ALL RWYS)

TAKE-OFF OBSTACLE NOTES
See TAKE-OFF OBSTACLE NOTES page (10-30B1).

TAKE-OFF MINIMUMS:
RWY 6, 15, 24: Standard.
RWY 33: Standard with minimum climb of 340 FT/NM to 1000.

Grnd speed-KT	75	100	150	200	250	300
340 FT/NM	425	567	850	1133	1417	1700

RWY	INITIAL CLIMB	TOP ALTITUDE
6	Climb on assigned heading for RADAR vectors to HFD VOR.	
15	Climb on heading 148° or as assigned for RADAR vectors to HFD VOR.	4000
24	Climb on heading 238° or as assigned for RADAR vectors to HFD VOR.	
33	Climb on heading 328° or as assigned for RADAR vectors to HFD VOR.	

ROUTING

From over HFD VOR proceed on HFD R143 to THUMB, then on HTO R010 to YODER, then on CCC R057 to CCC VOR, then on assigned route. MAINTAIN 4000 or assigned altitude. EXPECT clearance to requested flight level 10 minutes after departure.

KBDL/BDL


JEPPESEN WINDSOR LOCKS, CONN
 6 AUG 21 (10-30B1) Eff 12 Aug BRADLEY INTL

TAKEOFF OBSTACLE NOTES - DEPS

- RWY 6:
Lighting 9 from DER, 9 right of centerline, 2 AGL/163 MSL. Tree 20 from DER, 464 left of centerline, 27 AGL/184 MSL. Trees beginning 70 from DER, 494 left of centerline, up to 198 MSL. Trees beginning 1227 from DER, 730 left of centerline, up to 230 MSL. Tree 1956 from DER, 920 right of centerline, 78 AGL/231 MSL. Trees beginning 1969 from DER, 30 right of centerline, up to 245 MSL.

- RWY 15:
Lighting 3 from DER, 5 left of centerline, 2 AGL/170 MSL. Terrain 7 from DER, 7 right of centerline, 169 MSL. Building 1413 from DER, 740 right of centerline, 38 AGL/204 MSL. Tree 1520 from DER, 897 right of centerline, 49 AGL/219 MSL. Trees beginning 2336 from DER, 743 left of centerline, up to 49 AGL/246 MSL. Trees beginning 2864 from DER, 884 left of centerline, up to 251 MSL.

- RWY 24:
Lighting 2 from DER, 4 left of centerline, 2 AGL/174 MSL. Fence and pole, beginning 1239 from DER, 773 left of centerline, up to 36 AGL/215 MSL. Tree 1945 from DER, 978 right of centerline, 237 MSL. Trees beginning 2024 from DER, 912 right of centerline, up to 244 MSL. Tree 3389 from DER, 598 left of centerline, 70 AGL/258 MSL. Tree 3456 from DER, 1085 left of centerline, 276 MSL. Trees beginning 3542 from DER, 619 left of centerline, up to 277 MSL. Tree 3705 from DER, 490 right of centerline, 71 AGL/270 MSL. Trees beginning 3751 from DER, 380 right of centerline, up to 83 AGL/285 MSL. Trees beginning 4014 from DER, 441 right of centerline, up to 286 MSL. Tree 4161 from DER, 894 right of centerline, 288 MSL. Tree 4223 from DER, 335 left of centerline, 282 MSL. Trees beginning 4251 from DER, 196 right of centerline, up to 290 MSL. Tree 4308 from DER, 491 left of centerline, 291 MSL. Tree 4804 from DER, 75 left of centerline, 295 MSL.

- RWY 33:
Lighting 3 from DER, 55 right of centerline, 2 AGL/170 MSL. Lighting 4 from DER, 54 left of centerline, 2 AGL/170 MSL. Trees beginning 1098 from DER, 581 right of centerline, up to 231 MSL. Tree 1271 from DER, 651 left of centerline, 219 MSL. Tree 1403 from DER, 783 right of centerline, 235 MSL. Trees beginning 1404 from DER, 546 left of centerline, up to 229 MSL. Trees beginning 1583 from DER, 34 left of centerline, up to 240 MSL. Trees beginning 1624 from DER, 457 right of centerline, up to 55 AGL/254 MSL. Trees beginning 1883 from DER, 477 left of centerline, up to 247 MSL. Trees beginning 1924 from DER, 41 right of centerline, up to 262 MSL. Tree 2159 from DER, 852 left of centerline, 254 MSL. Trees beginning 2205 from DER, 48 left of centerline, up to 68 AGL/260 MSL. Trees beginning 2420 from DER, 97 left of centerline, up to 261 MSL. Tree 3069 from DER, 824 left of centerline, 262 MSL. Trees beginning 3129 from DER, 218 right of centerline, up to 93 AGL/264 MSL. Trees beginning 3306 from DER, 652 left of centerline, up to 263 MSL. Trees beginning 3439 from DER, 124 right of centerline, up to 108 AGL/272 MSL. Trees beginning 2 NM from DER, 3419 left of centerline, up to 565 MSL. Trees beginning 2.1 NM from DER, 2696 left of centerline, up to 640 MSL. Trees beginning 2.2 NM from DER, 2911 left of centerline, up to 683 MSL. Antenna and trees beginning 2.3 NM from DER, 1806 left of centerline, up to 94 AGL/756 MSL. Antenna 2.3 NM from DER, 3521 left of centerline, 74 AGL/773 MSL. Tower and trees beginning 2.3 NM from DER, 535 left of centerline, up to 152 AGL/774 MSL.

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 41.1



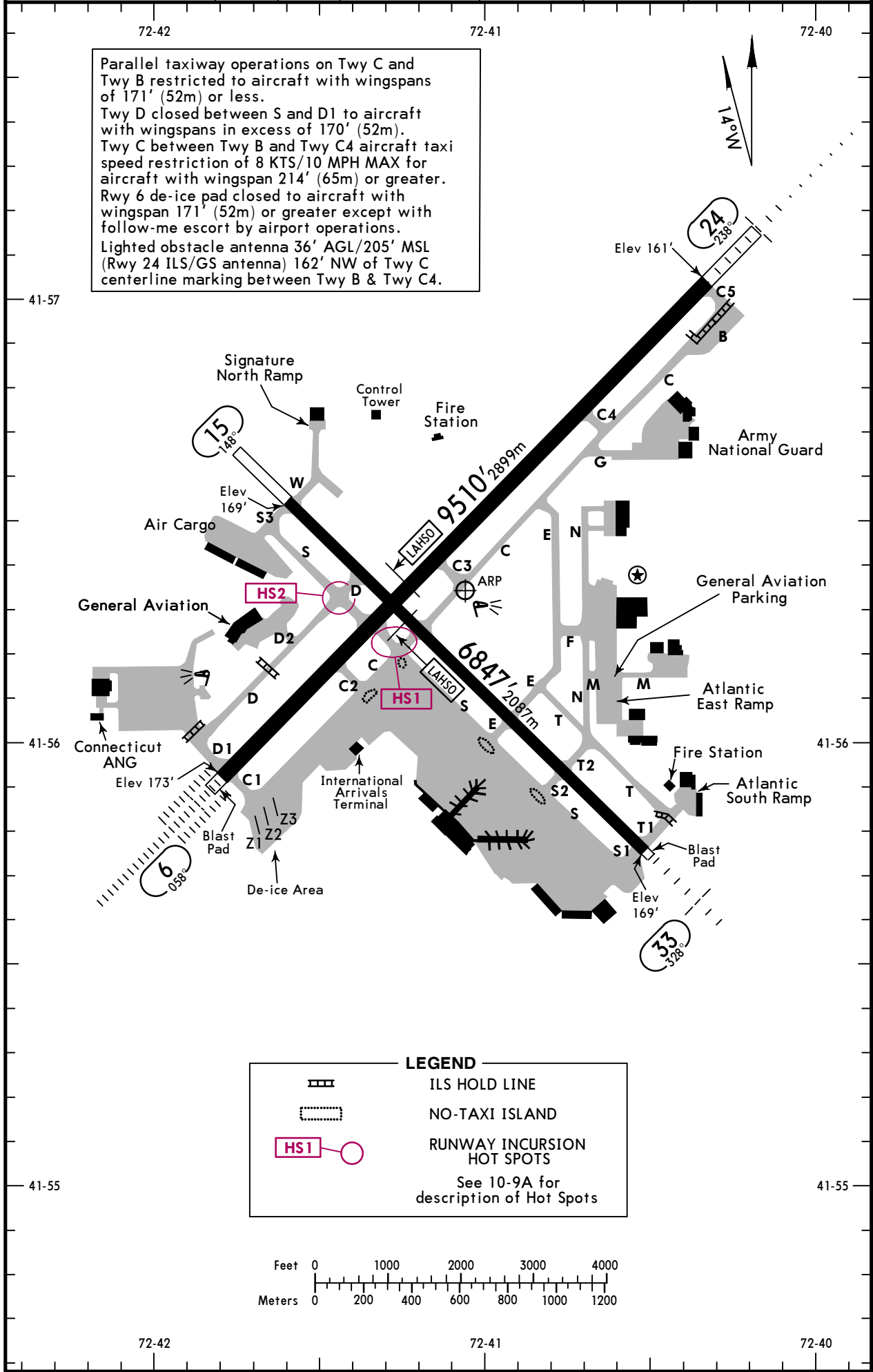
9 DEC 22 **10-9**

WINDSOR LOCKS, CONN

BRADLEY INTL

D-ATIS (ASOS when Twr Inop) 118.15 VOT 111.4	Data Comm ACARS: D-ATIS PDC CPDLC: DCL	BRADLEY Clearance 121.75	Ground 121.9	Tower 120.3	YANKEE Departure (R) (061°-240°) (241°-060°) 123.95 125.35
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Parallel taxiway operations on Twy C and Twy B restricted to aircraft with wingspans of 171' (52m) or less.
Twy D closed between S and D1 to aircraft with wingspans in excess of 170' (52m).
Twy C between Twy B and Twy C4 aircraft taxi speed restriction of 8 KTS/10 MPH MAX for aircraft with wingspan 214' (65m) or greater.
Rwy 6 de-ice pad closed to aircraft with wingspan 171' (52m) or greater except with follow-me escort by airport operations.
Lighted obstacle antenna 36' AGL/205' MSL (Rwy 24 ILS/GS antenna) 162' NW of Twy C centerline marking between Twy B & Twy C4.



KBDL/BDL



WINDSOR LOCKS, CONN

9 DEC 22 **10-9A**

BRADLEY INTL

GENERAL

ASDE-X surveillance system in use. Operate transponder in altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
 Low-level wind shear alert system.
CAUTION: ANG ramp markings may not be appropriate for large aircraft: follow marshalls instructions.
 BASH Phase II increased bird activity Sep-Oct and Mar-Apr.
 No de-icing available at ANG.
 Aircraft requiring US Customs services must park on the Customs spot with the nose of the aircraft facing southwest.
 No training flights, no practice approaches, no touch and go landings between Mon-Sat 0400-1200Z and Sun 0400-1700Z.
 Solar panel farm 1.5 miles south of Rwy 33 threshold. All aircraft overflight of solar farm will be at or above 500' AGL.
 Numerous birds frequently on or in vicinity of airport.
 Fixed wing acft use low idle for taxi. No engine checks or power runs allowed on ARNG ramp due to possible FOD hazard.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS			TAKE-OFF	WIDTH
			BEYOND Glide Slope	LAHSO Distance			
6	HIRL REIL CL ALSF-II TDZ PAPI-L (angle 3.00°)	grooved RVR	①	8458' 2578m		9509' 2898m	200' 61m
	HIRL CL MALSR TDZ PAPI-L (angle 3.00°)	grooved RVR		8539' 2603m	15/33 5850' 1783m		
① LDA 9509' (2898m).							
15	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		

RUNWAY INCURSION HOT SPOTS

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

HS1 Aircraft on Twy S missing Twy C may enter Rwy 24.

HS2 Aircraft on Twy D missing Twy S may enter Rwy 33.

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

Rwy 15

Rwy 33

Adequate Vis Ref	STD		With Min climb of 340'/NM to 1000'			For Climb in Visual Conditions
	3 & 4 Eng	1 & 2 Eng	Adequate Vis Ref	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	1200-3

VISUAL CLIMB OVER AIRPORT (VCOA): Rwy 33, obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Bradley Intl Airport at or above 1200' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

	ILS Rwy 6 ILS Rwy 24 ILS Rwy 33	RNAV (RNP) Z Rwy 6 RNAV (RNP) Z Rwy 24	LOC Rwy 6	LOC Rwy 24 LOC Rwy 33 RNAV (GPS) Y Rwy 6 RNAV (GPS) Y Rwy 24 RNAV (GPS) Rwy 33	RNAV (GPS) Rwy 15	Other
A	600-2	800-2	1000-2	800-2	900-2 1/2	NA
B			1000-2 1/2	1000-2 3/4	1000-2 3/4	
C				1100-3	NA	
D						

KBDL/BDL


JEPPESSEN
 6 AUG 21 **10-9A1** Eff 12 Aug

WINDSOR LOCKS, CONN

BRADLEY INTL

ODP TAKEOFF OBSTACLE NOTES

- RWY 6:

Lighting 9' from DER, 9' right of centerline, 2' AGL/163' MSL. Tree 20' from DER, 464' left of centerline, 27' AGL/184' MSL. Trees beginning 70' from DER, 494' left of centerline, up to 198' MSL. Trees beginning 1227' from DER, 730' left of centerline, up to 230' MSL. Tree 1956' from DER, 920' right of centerline, 78' AGL/231' MSL. Trees beginning 1969' from DER, 30' right of centerline, up to 245' MSL.

- RWY 15:

Lighting 3' from DER, 5' left of centerline, 2' AGL/170' MSL. Terrain 7' from DER, 7' right of centerline, 169' MSL. Building 1413' from DER, 740' right of centerline, 38' AGL/204' MSL. Tree 1520' from DER, 897' right of centerline, 49' AGL/219' MSL. Trees beginning 2336' from DER, 743' left of centerline, up to 49' AGL/246' MSL. Trees beginning 2864' from DER, 884' left of centerline, up to 251' MSL.

- RWY 24:

Lighting 2' from DER, 4' left of centerline, 2' AGL/174' MSL. Fence and pole beginning 1239' from DER, 773' left of centerline, up to 36' AGL/215' MSL. Tree 1945' from DER, 978' right of centerline, 237' MSL. Trees beginning 2024' from DER, 912' right of centerline, up to 244' MSL. Tree 3389' from DER, 598' left of centerline, 70' AGL/258' MSL. Tree 3456' from DER, 1085' left of centerline, 276' MSL. Trees beginning 3542' from DER, 619' left of centerline, up to 277' MSL. Tree 3705' from DER, 490' right of centerline, 71' AGL/270' MSL. Trees beginning 3751' from DER, 380' right of centerline, up to 83' AGL/285' MSL. Trees beginning 4014' from DER, 441' right of centerline, up to 286' MSL. Tree 4161' from DER, 894' right of centerline, 288' MSL. Tree 4223' from DER, 335' left of centerline, 282' MSL. Trees beginning 4251' from DER, 196' right of centerline, up to 290' MSL. Tree 4308' from DER, 491' left of centerline, 291' MSL. Tree 4804' from DER, 75' left of centerline, 295' MSL.

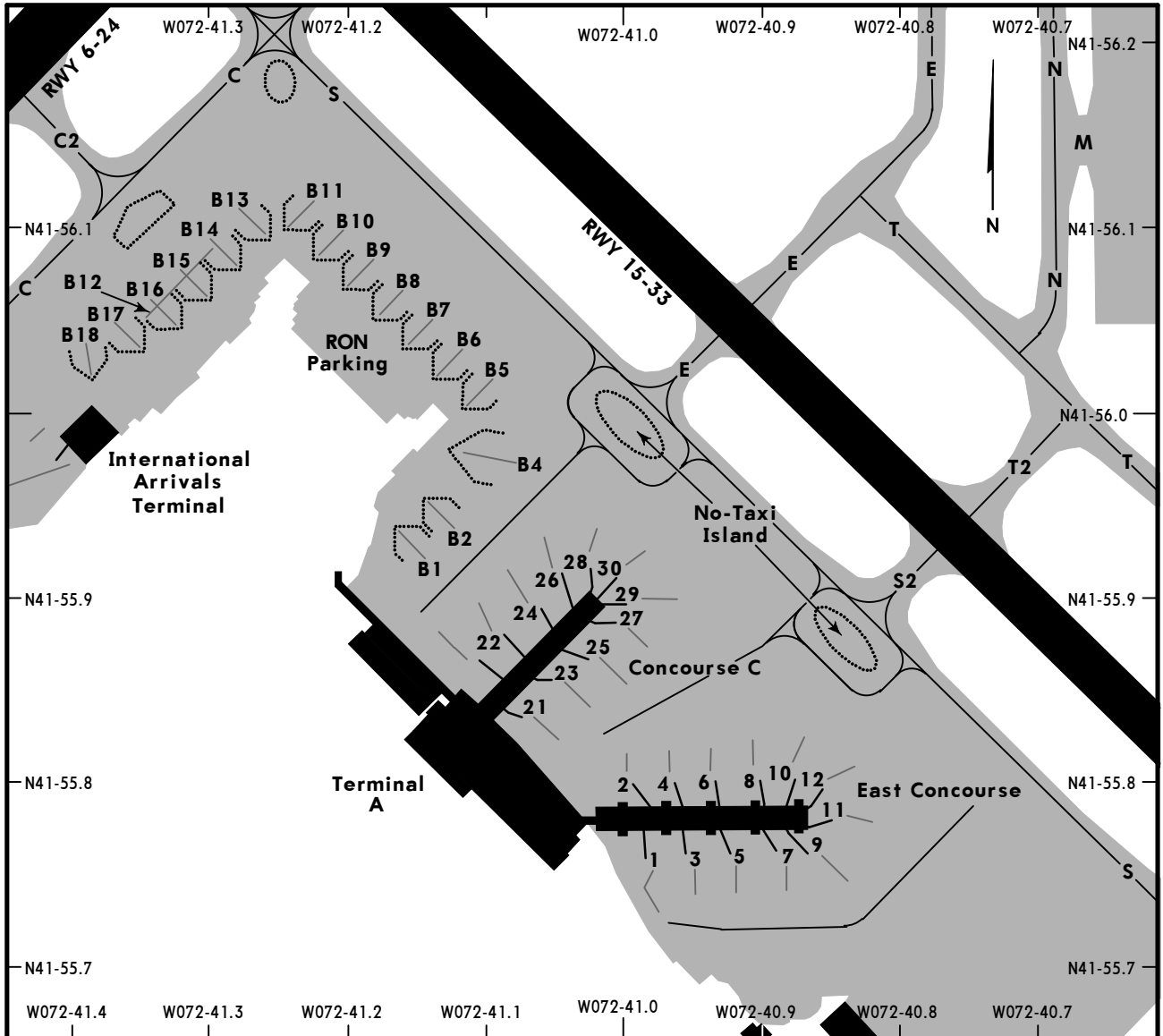
- RWY 33:

Lighting 3' from DER, 55' right of centerline, 2' AGL/170' MSL. Lighting 4' from DER, 54' left of centerline, 2' AGL/170' MSL. Trees beginning 1098' from DER, 581' right of centerline, up to 231' MSL. Tree 1271' from DER, 651' left of centerline, 219' MSL. Tree 1403' from DER, 783' right of centerline, 235' MSL. Trees beginning 1404' from DER, 546' left of centerline, up to 229' MSL. Trees beginning 1583' from DER, 34' left of centerline, up to 240' MSL. Trees beginning 1624' from DER, 457' right of centerline, up to 55' AGL/254' MSL. Trees beginning 1883' from DER, 477' left of centerline, up to 247' MSL. Trees beginning 1924' from DER, 41' right of centerline, up to 262' MSL. Tree 2159' from DER, 852' left of centerline, 254' MSL. Trees beginning 2205' from DER, 48' left of centerline, up to 68' AGL/260' MSL. Trees beginning 2420' from DER, 97' left of centerline, up to 261' MSL. Tree 3069' from DER, 824' left of centerline, 262' MSL. Trees beginning 3129' from DER, 218' right of centerline, up to 93' AGL/264' MSL. Trees beginning 3306' from DER, 652' left of centerline, up to 263' MSL. Trees beginning 3439' from DER, 124' right of centerline, up to 108' AGL/272' MSL. Trees beginning 2 NM from DER, 3419' left of centerline, up to 565' MSL. Trees beginning 2.1 NM from DER, 2696' left of centerline, up to 640' MSL. Trees beginning 2.2 NM from DER, 2911' left of centerline, up to 683' MSL. Antenna and trees beginning 2.3 NM from DER, 1806' left of centerline, up to 94' AGL/756' MSL. Antenna 2.3 NM from DER, 3521' left of centerline, 74' AGL/773' MSL. Tower and trees beginning 2.3 NM from DER, 535' left of centerline, up to 152' AGL/774' MSL.

KBDL/BDL

JEPPESEN
23 JUN 23 **10-9B**

WINDSOR LOCKS, CONN
BRADLEY INTL



GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
Terminal A		RON Parking	
East Concourse		B1	N41 55.9 W072 41.2
1 thru 4	N41 55.8 W072 41.0	B2 thru B6	N41 56.0 W072 41.1
5 thru 12	N41 55.8 W072 40.9	B7	N41 56.0 W072 41.2
Concourse C		B8 thru B11	N41 56.1 W072 41.2
21	N41 55.8 W072 41.1	B12 thru B15	N41 56.1 W072 41.3
22 thru 24	N41 55.9 W072 41.1	B16	N41 56.0 W072 41.3
25 thru 30	N41 55.9 W072 41.0	B17, B18	N41 56.0 W072 41.4

KBDL/BDL
BRADLEY INTL

28 APR 23

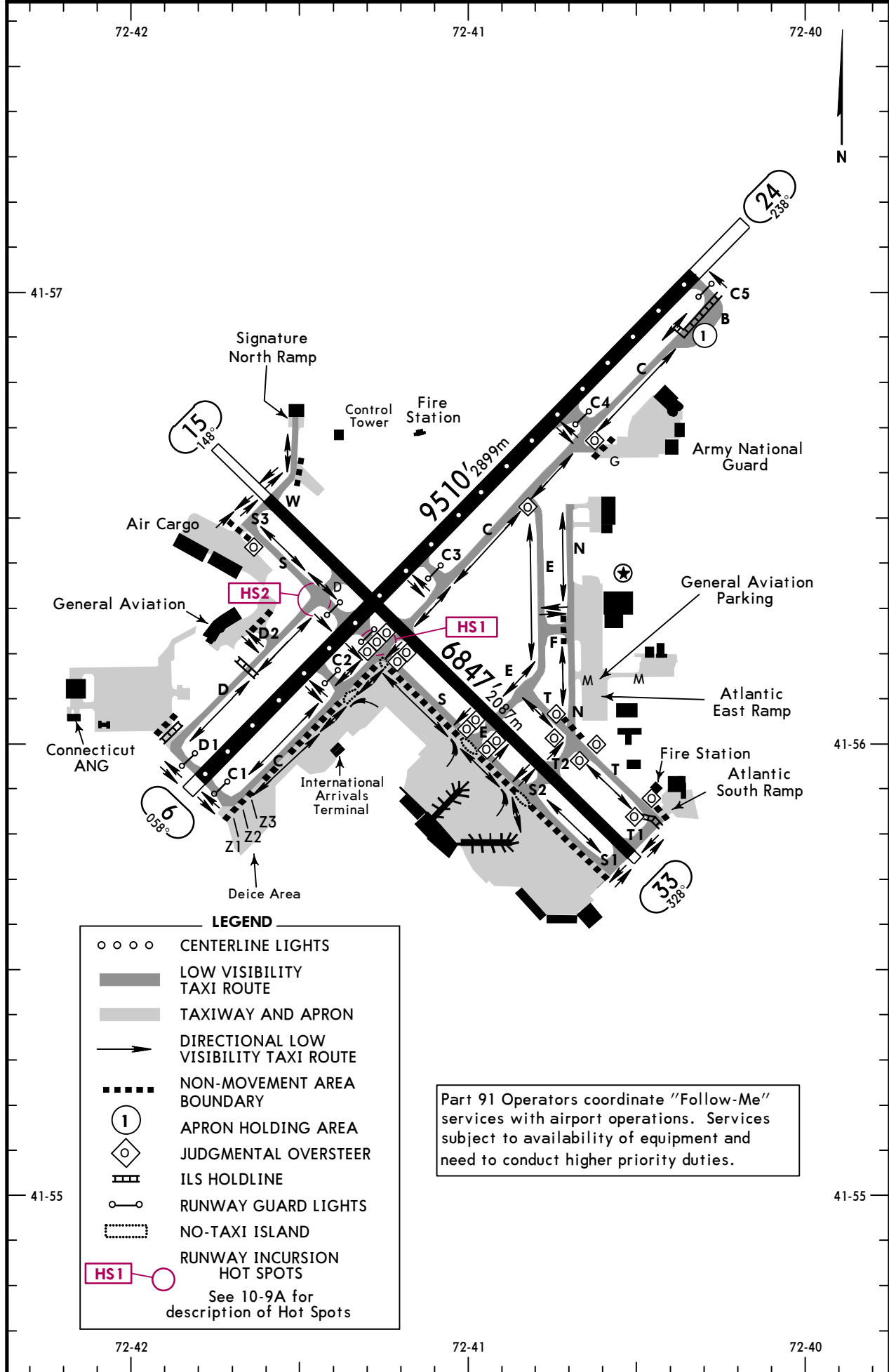


SMGCS

WINDSOR LOCKS, CONN
LOW VISIBILITY TAXI ROUTES

LESS THAN RVR 1200 to 600 (10-9C)

D-ATIS (ASOS when Twr Inop) 118.15 VOT 111.4	Data ACARS: D-ATIS PDC	Comm CPDLC: DCL	BRADLEY Clearance 121.75	Ground 121.9	Tower 120.3	YANKEE Departure (R) (061°-240°) (241°-060°) 123.95 125.35
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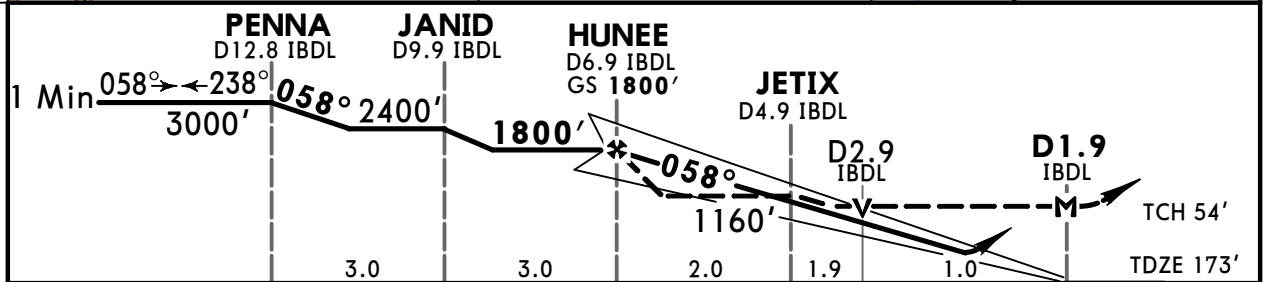
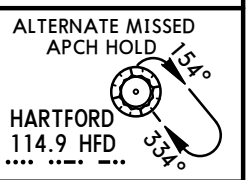
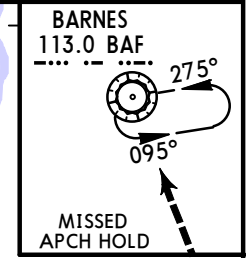
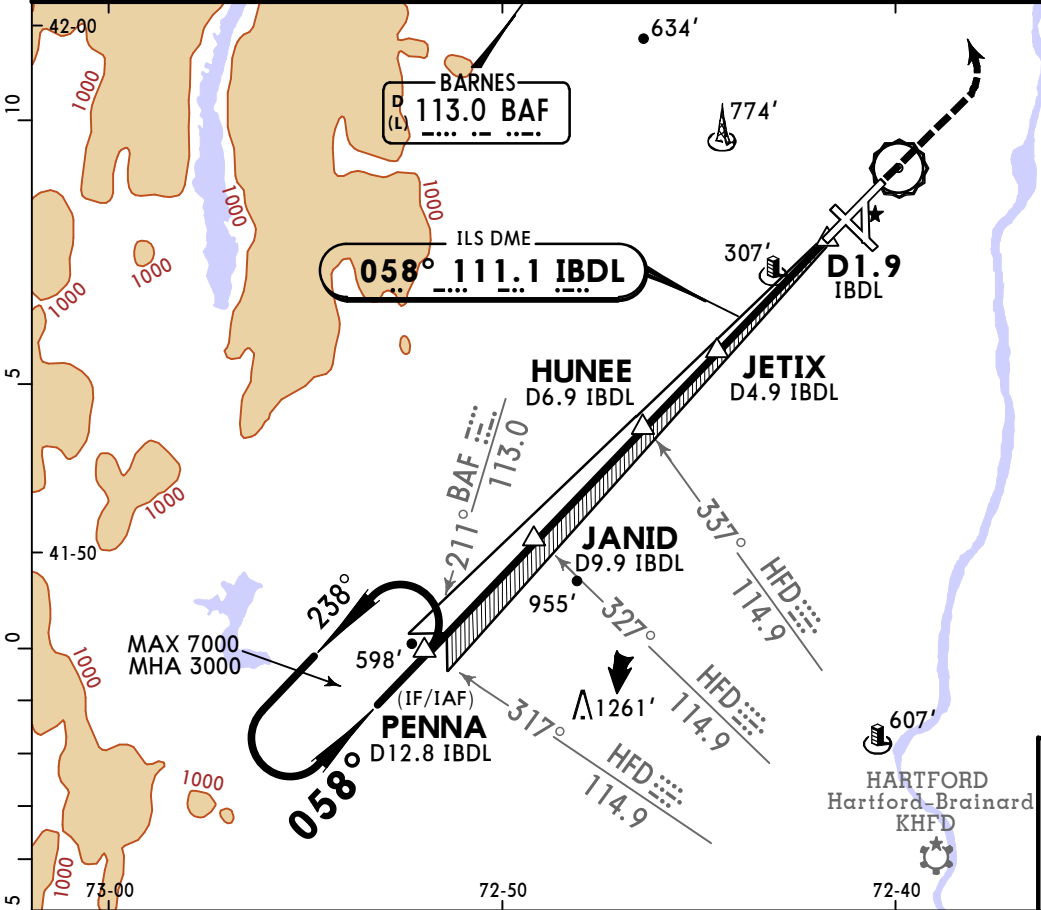


KBDL/BDL BRADLEY INTL

JEPPESSEN
18 MAR 22 (11-1) Eff 24 Mar

WINDSOR LOCKS, CONN ILS or LOC Rwy 6

BRIEFING STRIP™	D-ATIS (ASOS when Twr Inop)	YANKEE Approach (R) (061°-240°) (241°-060°)		BRADLEY Tower	Ground
	118.15	123.95	125.35	120.3	121.9
	LOC IBDL 111.1	Final Apch Crs 058°	HUNEE 1800' (1627')	ILS DA(H) 373' (200')	Apt Elev 173' TDZE 173'
MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Radar required for procedure entry. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 4000' ↑ LT ↻ BAF 113.0
GS	3.00°	372	478	531	637	849	
MAP at D1.9 IBDL or HUNEE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	
TERPS	STRAIGHT-IN LANDING RWY6						

	ILS			LOC (GS out)		
	FULL	TDZ/CL out	ALS out	ALS out	ALS out	ALS out
A				RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4 RVR 60 or 1/4
B	RVR 18 or 1/2	1 RVR 24 or 1/2	RVR 40 or 3/4			RVR 55 or 1 1 1/2
C				RVR 35 or 5/8	RVR 60 or 1/4	2 1/2 3
D						

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** DME required.
 CHANGES: ATIS, notes, IM decommissioned, minimums, chart format. © JEPPESSEN, 2000, 2022. ALL RIGHTS RESERVED.

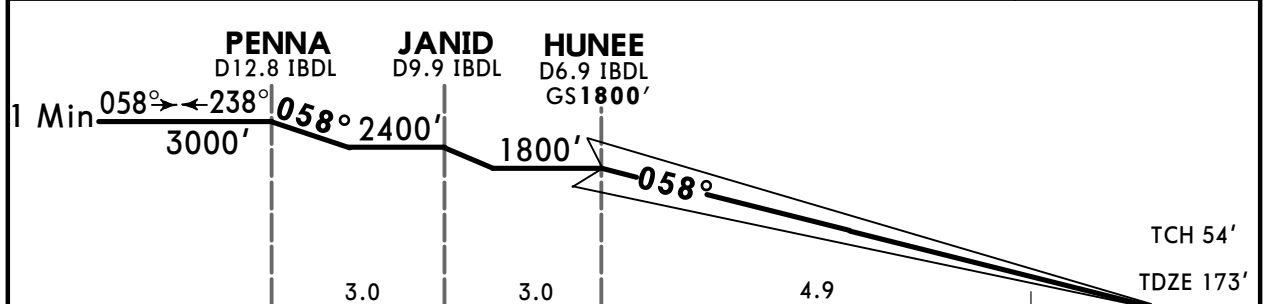
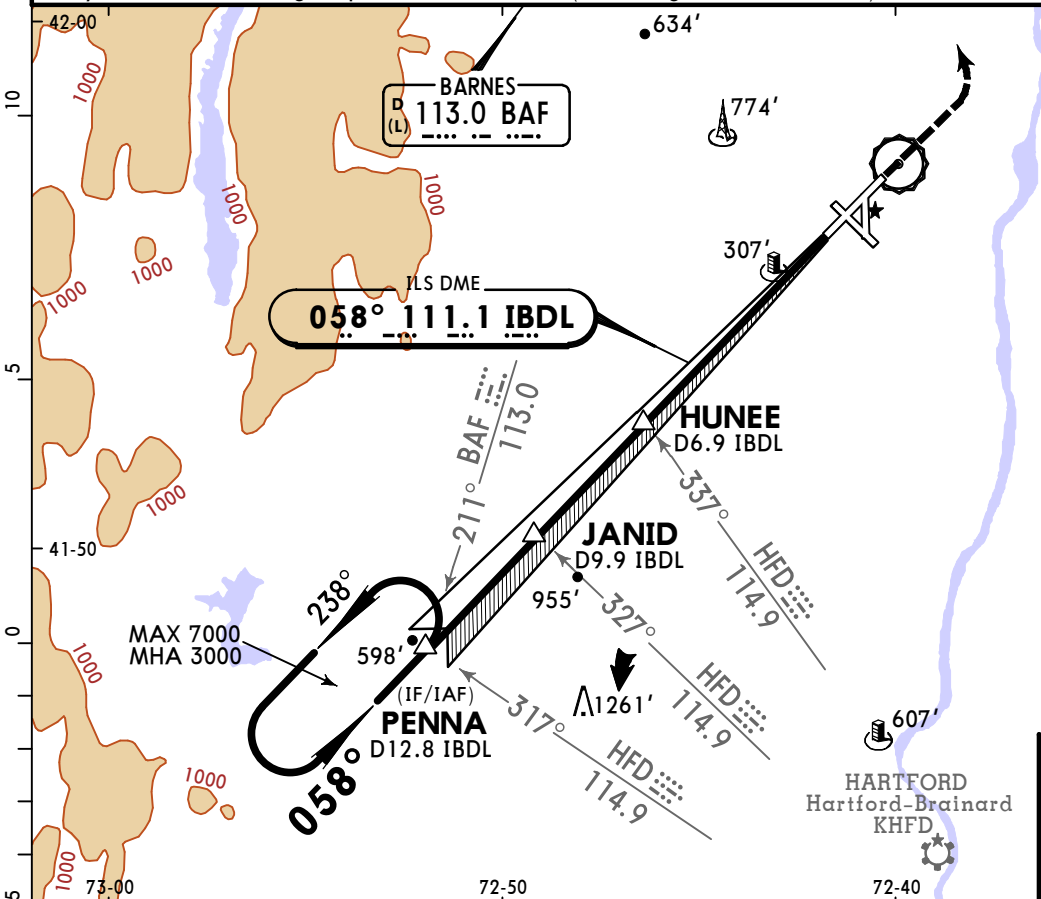
TERPS AMEND 38B 24 MAR 2022

KBDL/BDL
BRADLEY INTL

JEPPESSEN
18 MAR 22
Eff 24 Mar 11-1A

WINDSOR LOCKS, CONN
ILS Rwy 6 CAT II & III

D-ATIS (ASOS when Twr Inop) 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3		Ground 121.9	
LOC IBDL 111.1	Final Apch Crs 058°	HUNEE 1800' (1627')		CAT III Refer to Minimums	CAT II ILS RA 101' DA(H) 273'(100')	Apt Elev 173' TDZE 173'	
MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold.							<p>MSA BAF VOR</p>
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Special Aircrew & Aircraft Certification Required. 2. Radar required for procedure entry. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').							



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

TERPS		STRAIGHT-IN LANDING RWY 6	
CAT III ILS		CAT II ILS RA 101' DA(H) 273'(100')	
RVR 6		RVR 12	

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

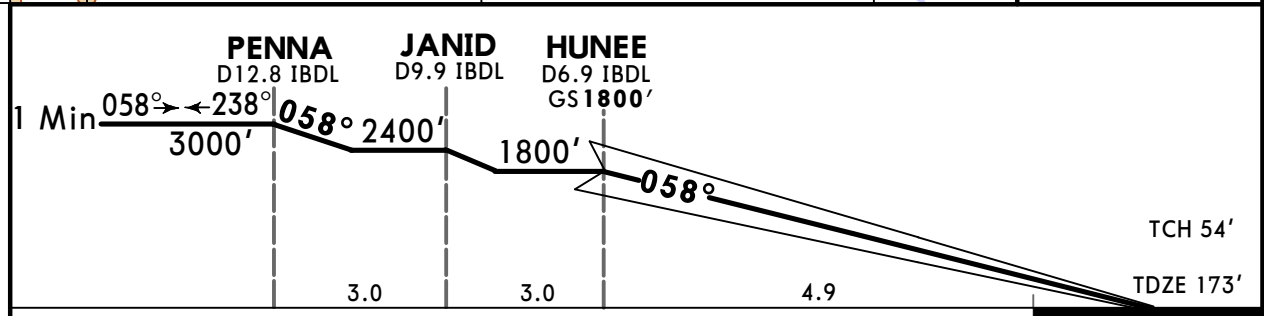
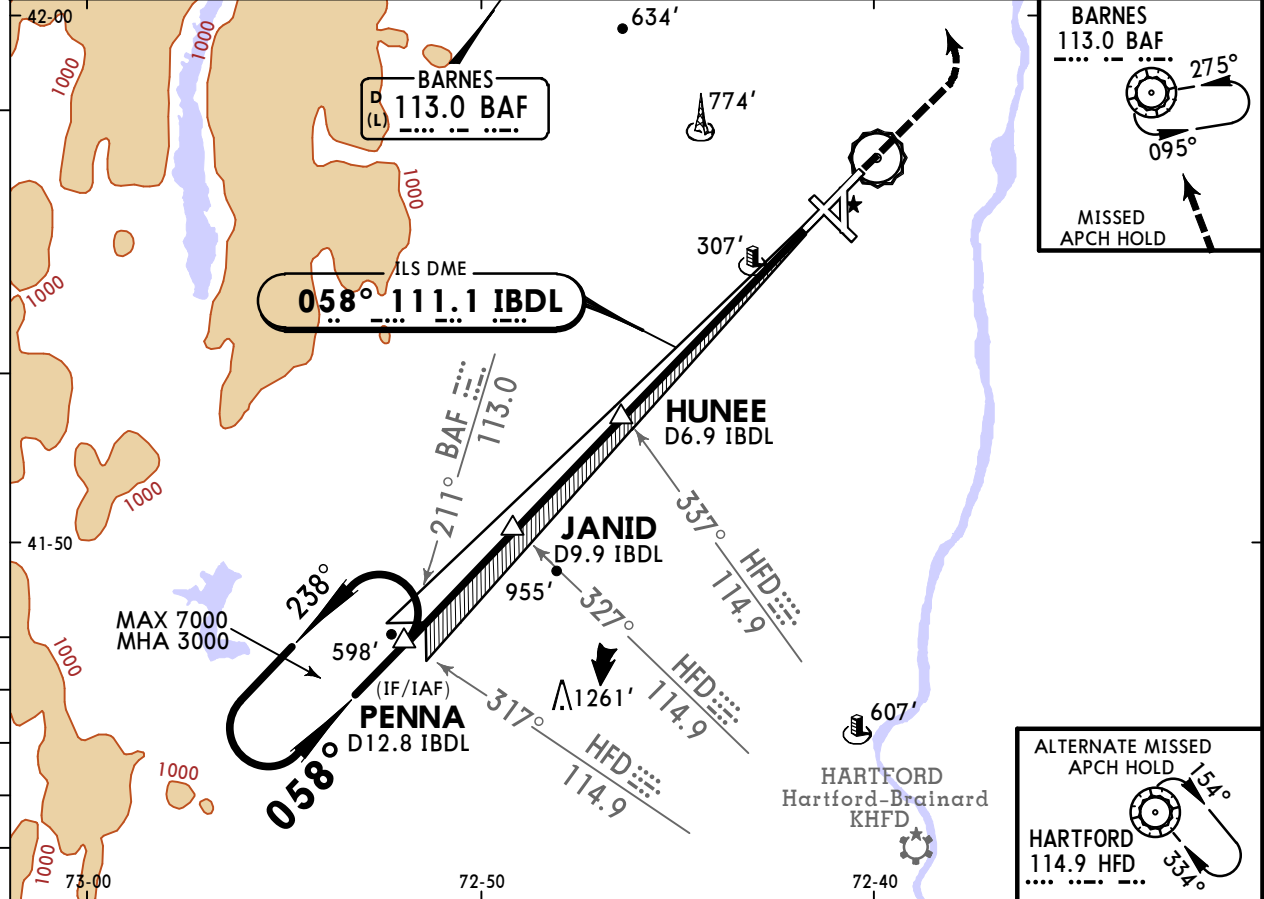
TERPS AMEND 38B 24 MAR 2022

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JEPPesen
18 MAR 22 **11-1B** Eff 24 Mar

WINDSOR LOCKS, CONN
ILS Rwy 6 SA CAT I

D-ATIS (ASOS when Twr Inop) 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3	Ground 121.9
LOC IBDL 111.1	Final Apch Crs 058°	HUNEE 1800' (1627')	SA CAT I ILS RA 151' DA(H) 323'(150')	Apt Elev 173' TDZE 173'	<p>MSA BAF VOR</p>
MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold.					
Alt Set: INCHES			Trans level: FL 180		



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

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

RVR 14

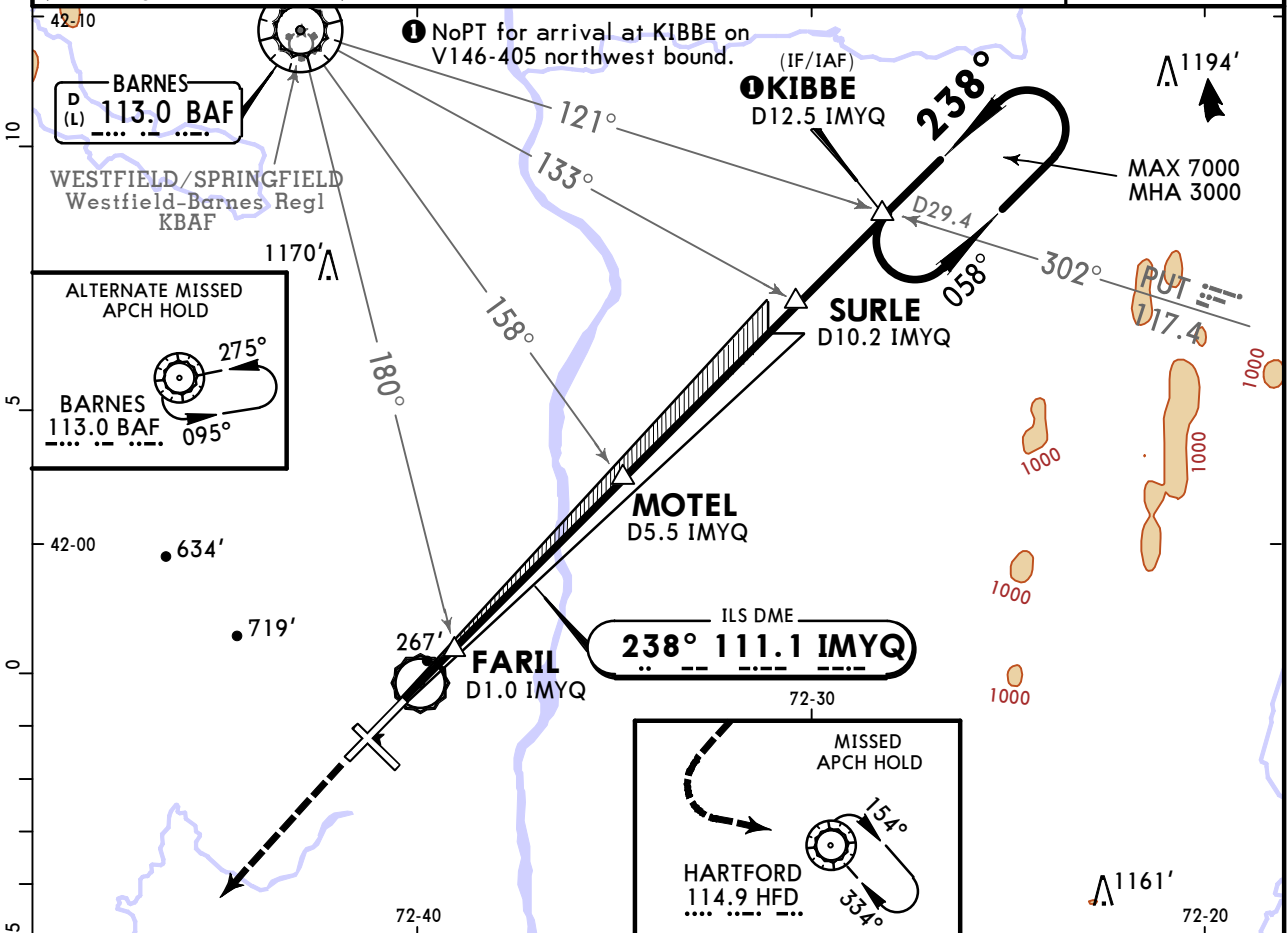
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

KBDL/BDL BRADLEY INTL

JEPPESEN
18 MAR 22 **(11-2)** Eff 24 Mar

WINDSOR LOCKS, CONN ILS or LOC Rwy 24

BRIEFING STRIP™	D-ATIS (ASOS when Twr Inop)	YANKEE Approach (R) (061°-240°) (241°-060°)		BRADLEY Tower	Ground	
	118.15	123.95	125.35	120.3	121.9	
	LOC IMYQ 111.1	Final Apch Crs 238°	MOTEL 2100' (1930')	ILS DA(H) 370' (200')	Apt Elev 173' TDZE 170'	
	MISSED APCH: Climb to 4000' then LEFT turn direct HFD VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. IMYQ DME unusable inside D0.4. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').					MSA BAF VOR	



	FARIL D1.0 IMYQ	MOTEL D5.5 IMYQ GS 2100'	SURLE D10.2 IMYQ	KIBBE D12.5 IMYQ
TCH 55'		2100'	2700'	3000'
TDZE 170'	1.3	4.6	4.7	2.3

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	2:13			

	STRAIGHT-IN LANDING RWY 24 LOC (GS out)				CIRCLE-TO-LAND					
	ILS DA(H) 370' (200')		MDA(H) 520' (350') 2 With FARIL		MDA(H) 640' (470') Without FARIL		2 With FARIL		Without FARIL	
	FULL	TDZ/ CL out	RAIL/ ALS out	RAIL/ ALS out	RAIL/ ALS out	RAIL/ ALS out	Max Kts	MDA(H)	MDA(H)	
A				RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	90	700' (527')-1	700' (527')-1	
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 30 or 5/8	RVR 60 or 1 1/4	RVR 50 or 1	120	1120' (947')-2 3/4	1120' (947')-2 3/4	
C							140	1220' (1047')-3	1220' (1047')-3	
D							165			

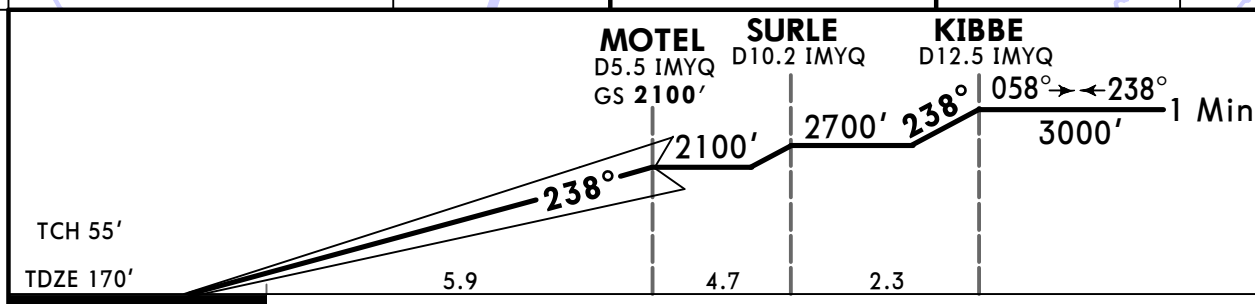
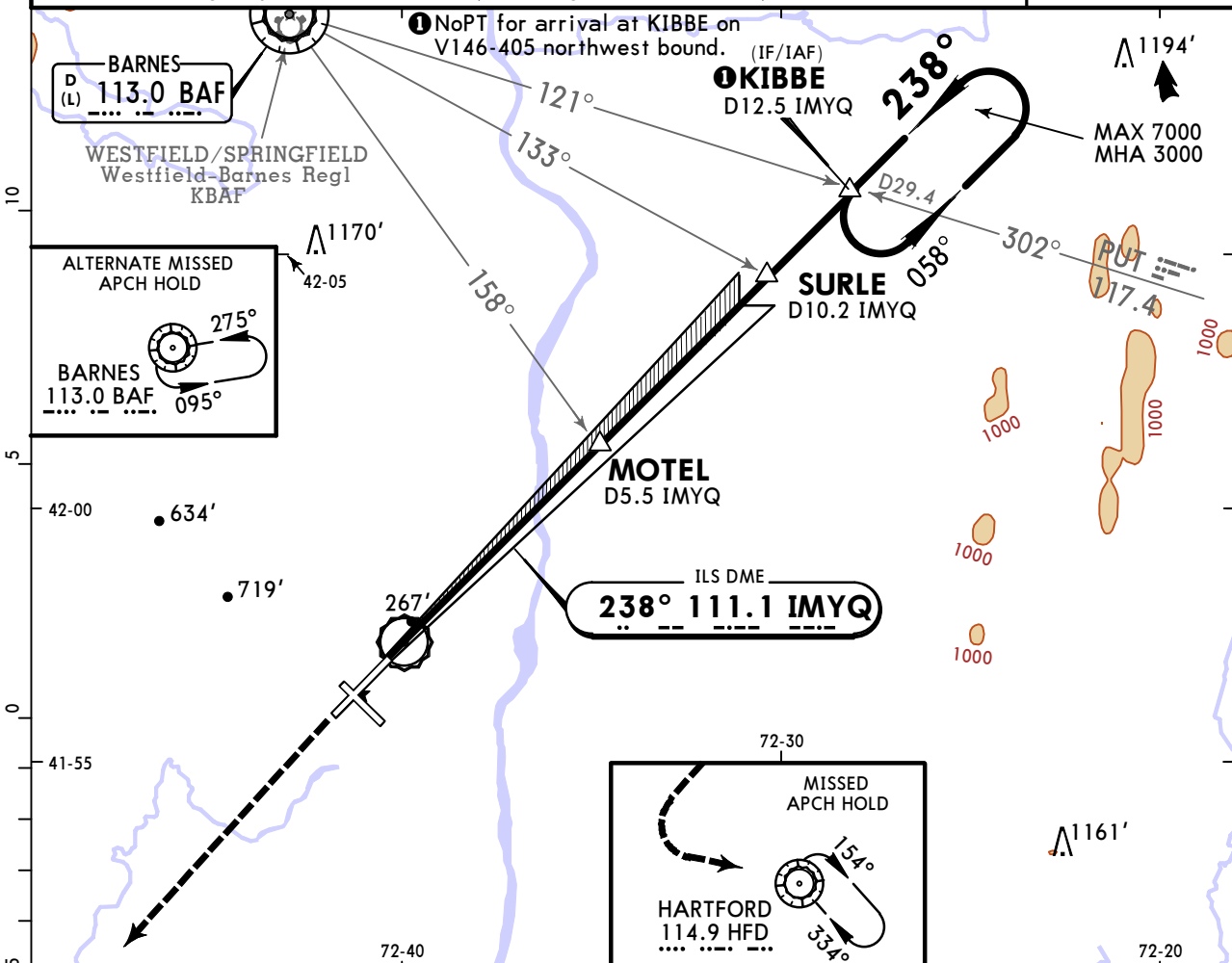
TERPS AMEND 13B 24 MAR 2022
 1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Dual VOR receivers or DME required.
 CHANGES: ATIS, IM decommissioned, minimums, chart format. © JEPPESEN, 2001, 2022. ALL RIGHTS RESERVED.

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JEPPESEN
18 MAR 22
Eff 24 Mar **(11-2A)**

WINDSOR LOCKS, CONN
ILS Rwy 24 SA CAT I

D-ATIS (ASOS when Twr Inop) 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3		Ground 121.9	
LOC IMYQ 111.1	Final Apch Crs 238°	MOTEL 2100' (1930')		SA CAT I ILS RA 163' DA(H) 320'(150')		Apt Elev 173' TDZE 170'	
MISSED APCH: Climb to 4000' then LEFT turn direct HFD VOR and hold.							
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 (VGSI angle 3.00°/TCH 71').							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4000'	LT	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

Requires specific OPSPEC, MSPEC or LOA approval.
 CHANGES: ATIS, IM decommissioned, chart format. © JEPPESEN, 2011, 2022. ALL RIGHTS RESERVED.

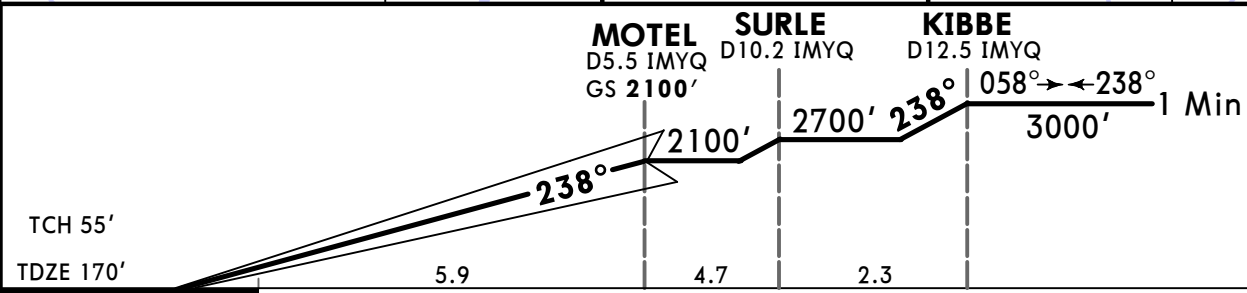
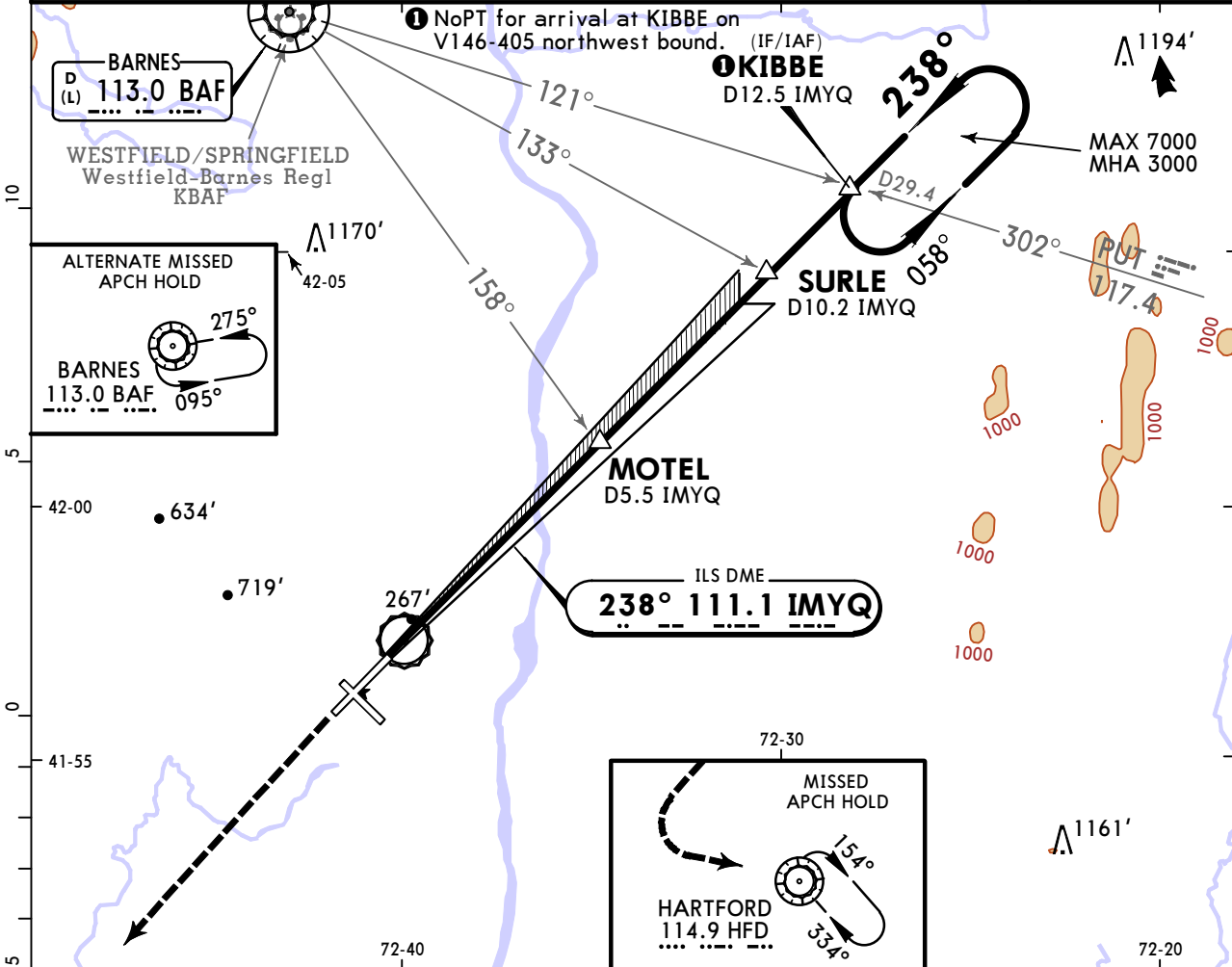
TERPS AMEND 13B 24 MAR 2022

KBDL/BDL
BRADLEY INTL

JEPPESEN
18 MAR 22
Eff 24 Mar 11-2B

WINDSOR LOCKS, CONN
ILS Rwy 24 SA CAT II

BRIEFING STRIP™	D-ATIS (ASOS when Twr Inop)	YANKEE Approach (R) (061°-240°) (241°-060°)		BRADLEY Tower	Ground
	118.15	123.95	125.35	120.3	121.9
LOC IMYQ 111.1	Final Apch Crs 238°	MOTEL 2100' (1930')	SA CAT II ILS RA 113' DA(H) 270'(100')	Apt Elev 173' TDZE 170'	
MISSED APCH: Climb to 4000' then LEFT turn direct HFD VOR and hold.					
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 (VGSI angle 3.00°/TCH 71').					



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

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

RVR 12

Requires specific OPSPEC, MSPEC or LOA approval.

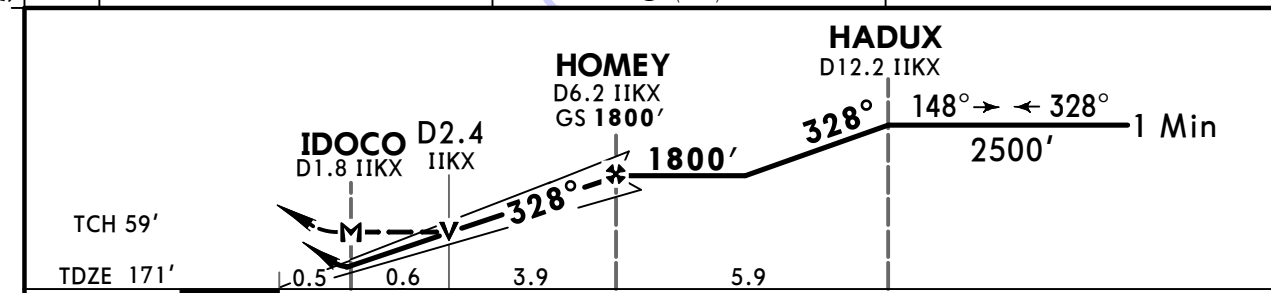
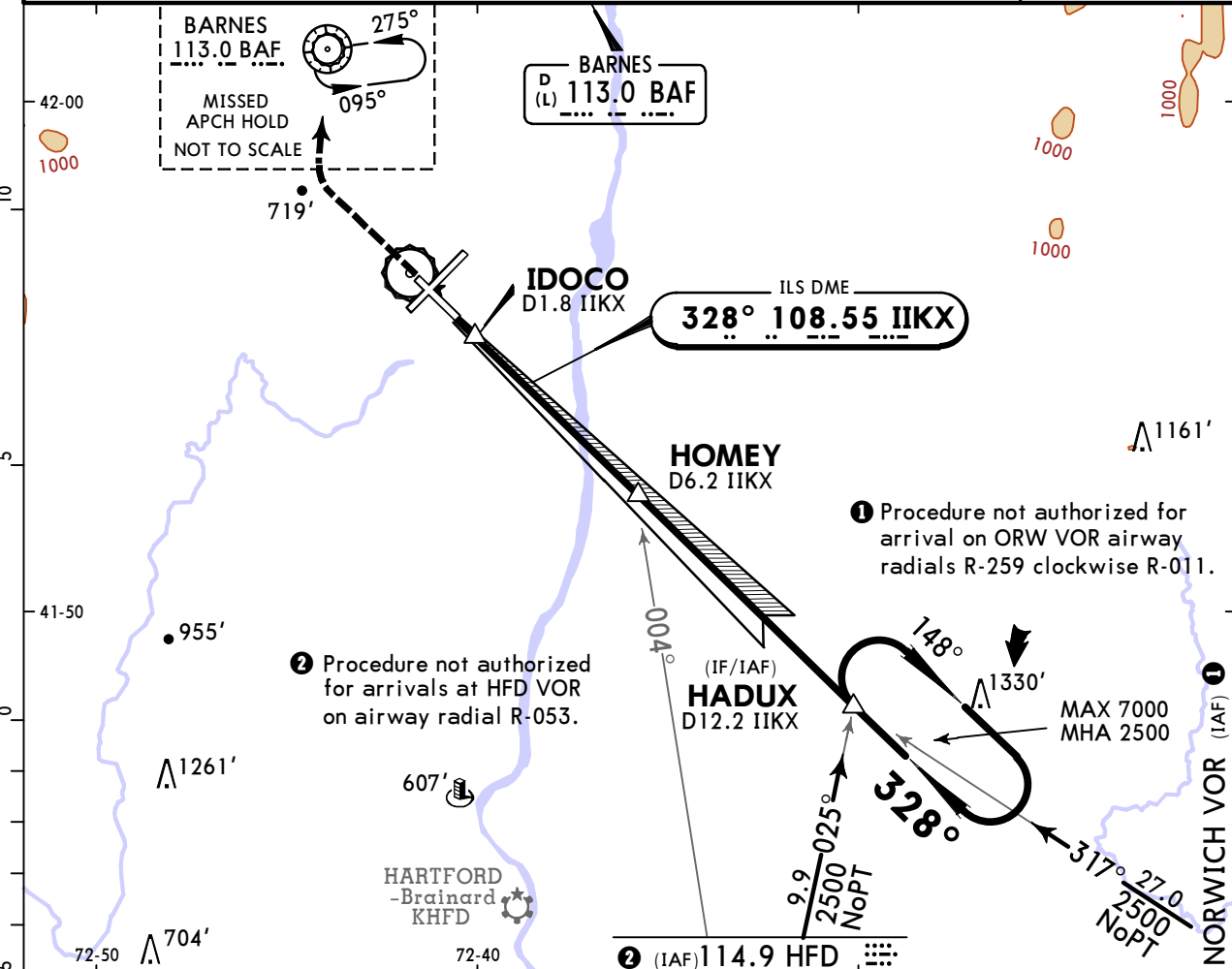
TERPS AMEND 13B 24 MAR 2022

KBDL/BDL BRADLEY INTL

JEPPesen
6 AUG 21 **(11-3)** Eff 12 Aug

WINDSOR LOCKS, CONN ILS or LOC Rwy 33

D-ATIS 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3	Ground 121.9
LOC IIKX 108.55	Final Apch Crs 328°	HOMEY 1800' (1629')	ILS DA(H) 371' (200')	Apt Elev 173' TDZE 171'	<p>MSA BAF VOR</p>
MISSED APCH: Climb to 4000' then RIGHT turn direct BAF VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	4000'	RT	D	BAF 113.0
GS	3.00°	372	478	531	637	743					
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)					
DA(H) 371' (200')		MDA(H) 580' (409')					
FULL		ALS out		ALS out		Max Kts	
A			RVR 40 or 3/4		RVR 55 or 1		90
B			RVR 40 or 3/4		RVR 60 or 1/4		120
C			RVR 50 or 1		RVR 55 or 1		140
D			RVR 40 or 3/4		RVR 60 or 1/4		165
							MDA(H)
							700'(527') -1
							1120'(947') -2 3/4
							1220'(1047) -3

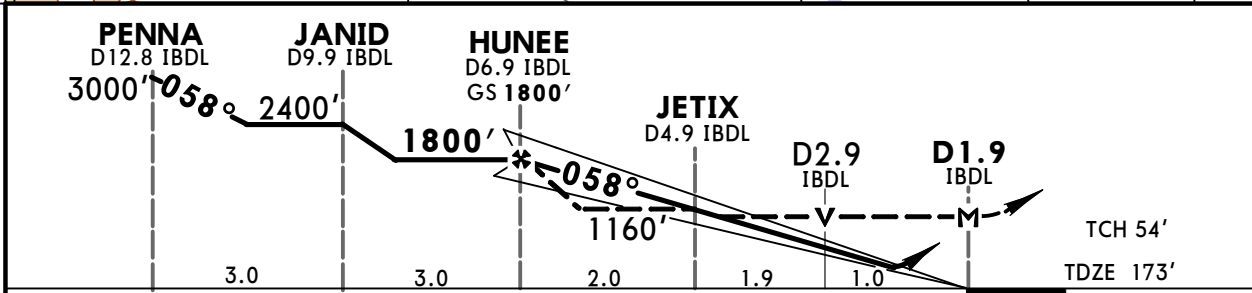
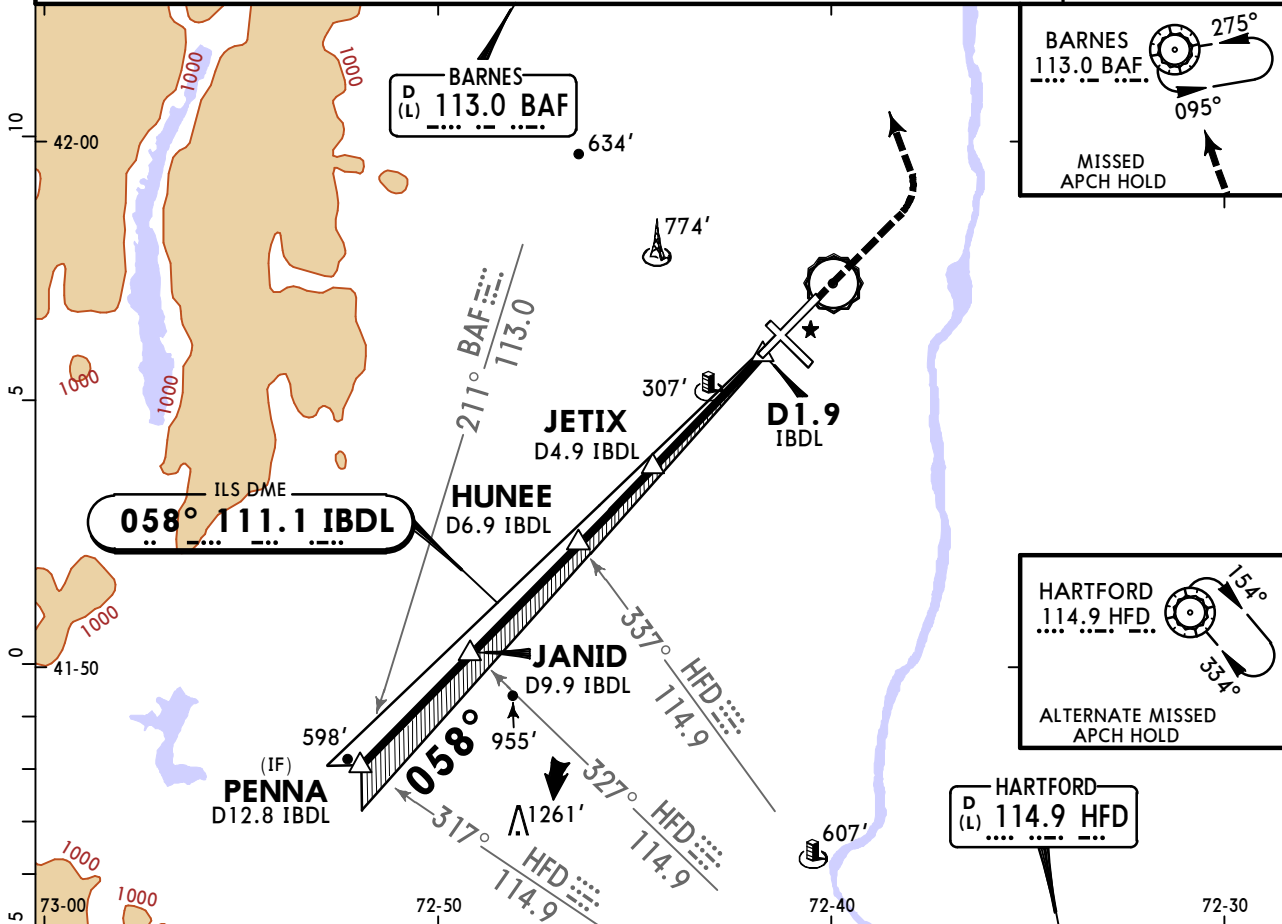
KBDL/BDL
BRADLEY INTL

JEPPESSEN
18 MAR 22
Eff 24 Mar

WINDSOR LOCKS, CONN
COPTER ILS or LOC RWY 6

11-4

D-ATIS (ASOS when Twr Inop) 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3		Ground 121.9	
LOC IBDL 111.1	Final Apch Crs 058°	HUNEE 1800' (1627')		ILS DA(H) 273' (100')	Apt Elev 173' TDZE 173'		<p>MSA BAF VOR</p>
MISSED APCH: Climb to 4000' then LEFT turn direct BAF VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Radar required for procedure entry. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 71').							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 4000' ↑ LT ↻ BAF 113.0
GS	3.00°	372	478	531	637	743	
MAP at D1.9 IBDL or HUNEE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	

TERPS			STRAIGHT-IN LANDING RWY 6 LOC (GS out)			
1 ILS			MDA(H) 560' (387')		MDA(H) 1160' (987')	
DA(H) 273' (100')			2 With JETIX		Without JETIX	
FULL	TDZ/CL 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 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4

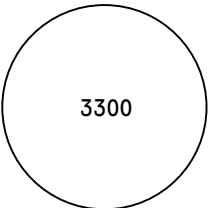
1 Copter ILS Cat II - Special Aircrew and Aircraft Certification required; RA 101'. **2** DME required.

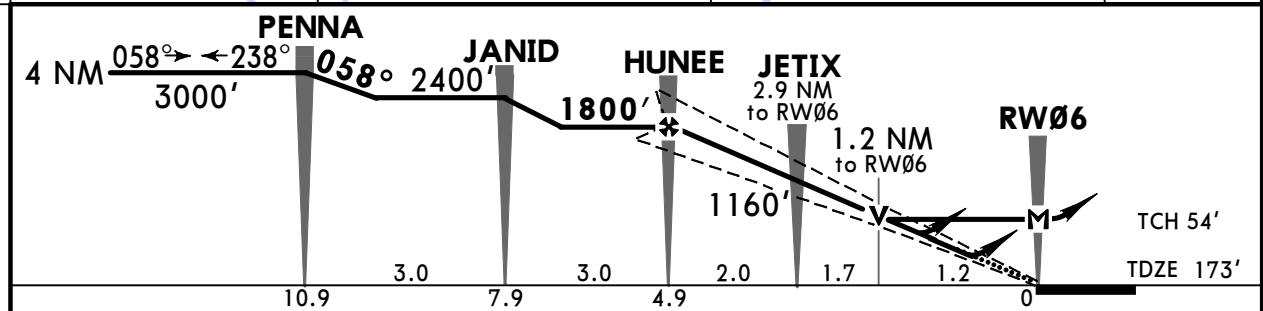
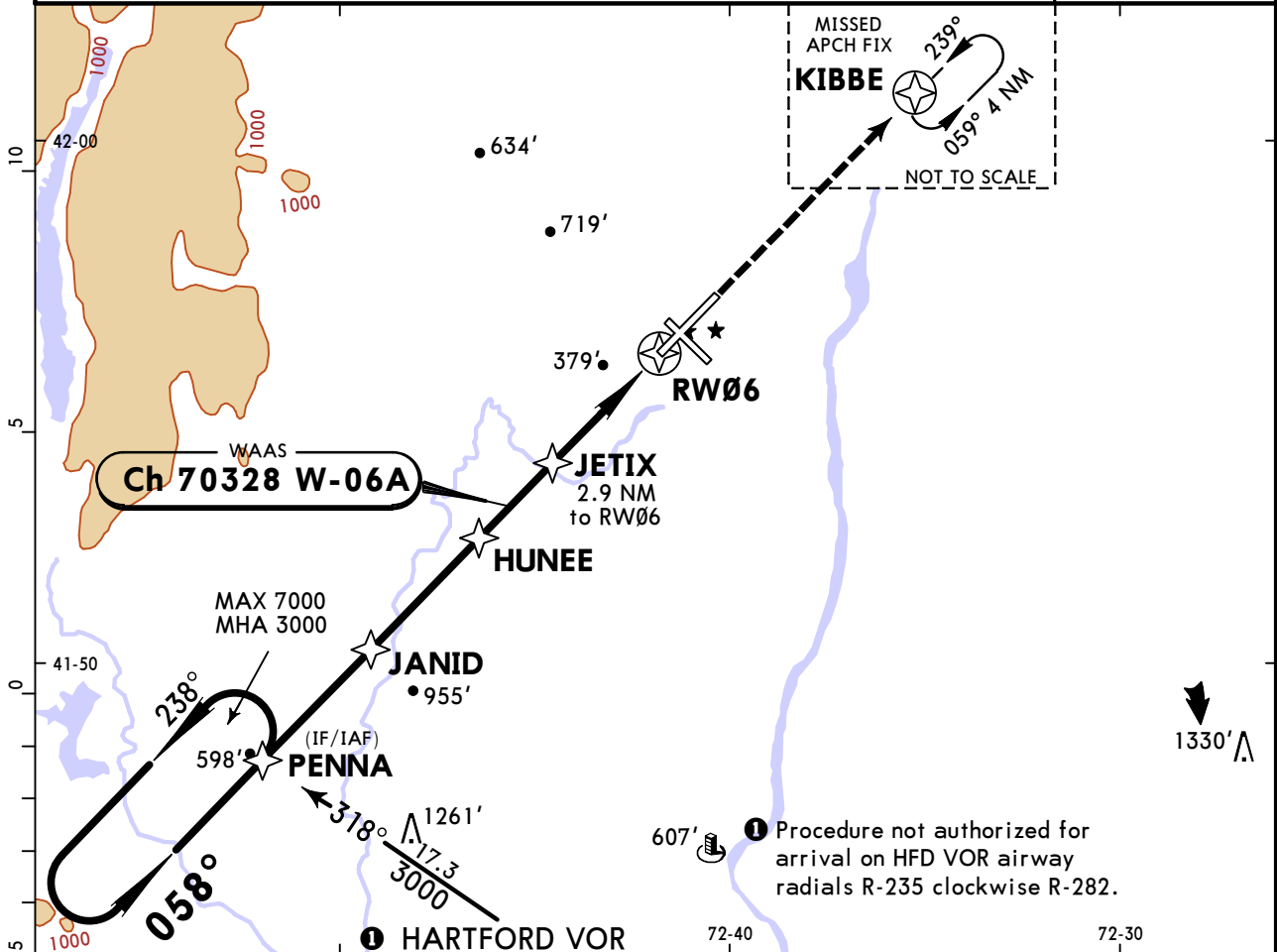
TERPS AMEND 2A 24 MAR 2022

KBDL/BDL
BRADLEY INTL

JEPPESEN
6 AUG 21 **(12-1)** **Eff 12 Aug**

WINDSOR LOCKS, CONN
RNAV (GPS) Y Rwy 6

D-ATIS 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3		Ground 121.9			
WAAS Ch 70328 W-06A		Final Apch Crs 058°		HUNEE 1800' (1627')		LPV DA(H) 373' (200')			
Apt Elev 173' TDZE 173'						 3300 MSA RW06			
MISSED APCH: Climb to 3000' direct KIBBE 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 -17°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').									



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

TERPS							STRAIGHT-IN LANDING RWY 6			CIRCLE-TO-LAND		
LPV DA(H) 373' (200')			LNAV/VNAV DA(H) 640' (467')			LNAV MDA(H) 640' (467')			Max Kts	MDA(H)		
TDZ/CL out		ALS out	ALS out		ALS out		ALS out			90	700' (527') - 1	
A	1						RVR 24 or 1/2	RVR 50 or 1	120	1120' (947') - 2 3/4		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2		RVR 50 or 1	1 1/2	140	1220' (1047') - 3		
C									165			
D												
1 RVR 18 with Flight Director or Autopilot or HUD to DA.												

TERPS AMEND 3A 12 AUG 2021

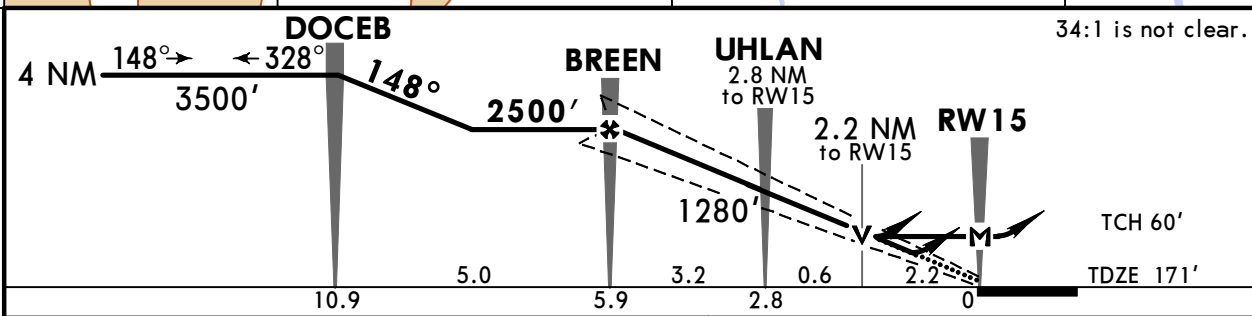
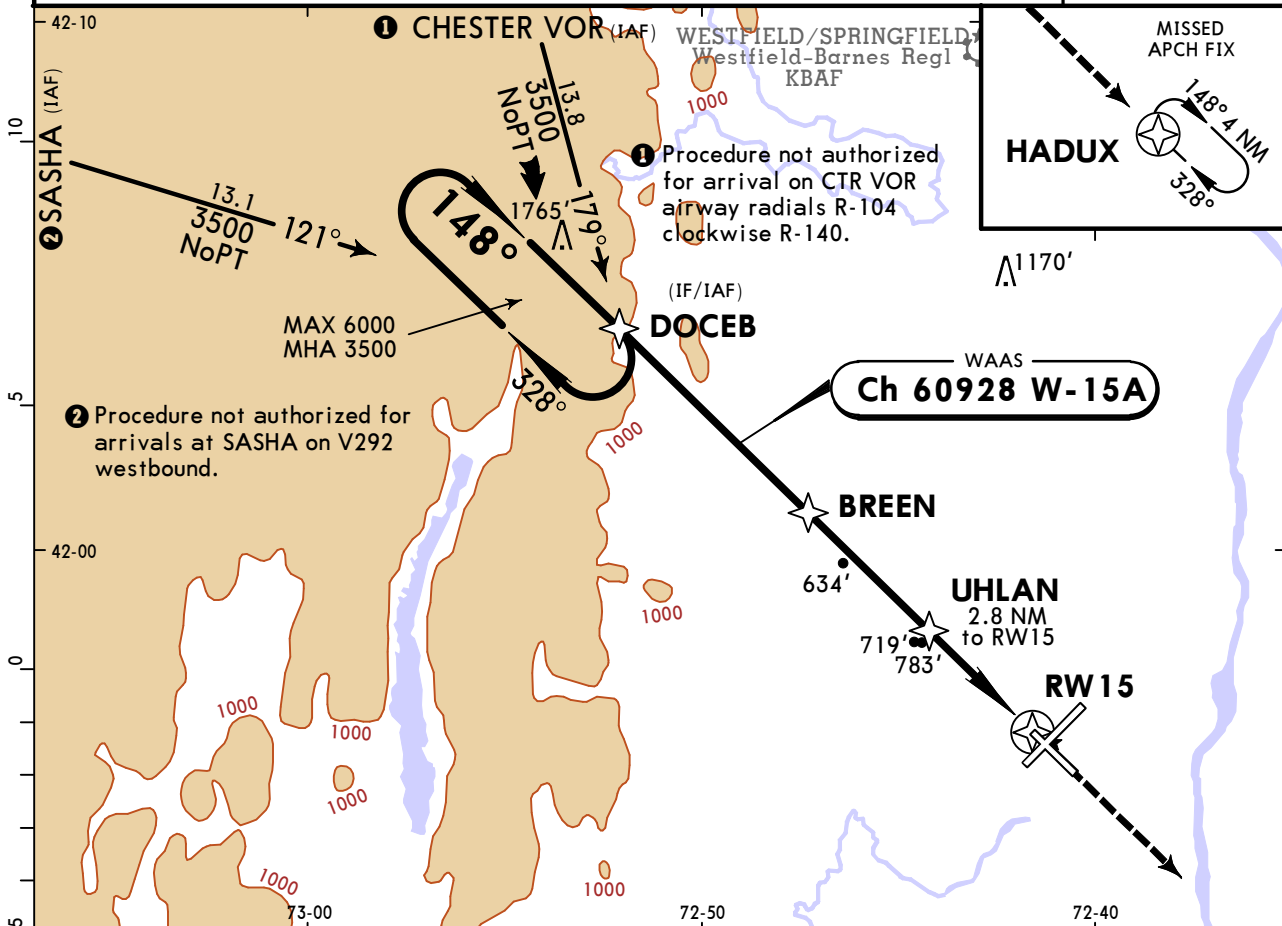
KBDL/BDL
BRADLEY INTL

JEPPESEN
6 AUG 21
Eff 12 Aug 12-2

WINDSOR LOCKS, CONN
RNAV (GPS) Rwy 15

CAT A, B & C

D-ATIS 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3		Ground 121.9			
WAAS Ch 60928 W-15A		Final Apch Crs 148°		BREEN 2500' (2329')		LPV DA(H) 478' (307')			
				Apt Elev 173' TDZE 171'					
MISSED APCH: Climb to 3000' direct HADUX and hold, continue climb-in-hold to 3000'.									
RNP APCH - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 2. Rwy 15 helicopter visibility reduction below 3/4 SM not authorized.									



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

TERPS			STRAIGHT-IN LANDING RWY 15			CIRCLE-TO-LAND	
	LPV DA(H) 478' (307')	LNAV/VNAV DA(H) 1040' (869')	LNAV MDA(H) 1040' (869')			Max Kts	MDA(H)
A				1		90	1040' (867') - 1¼
B	7/8	2½		1¼		120	
C				2½		140	1100' (927') - 2¾
D	NA	NA		NA		D	NA

CHANGES: Notes, profile, rwy configuration.

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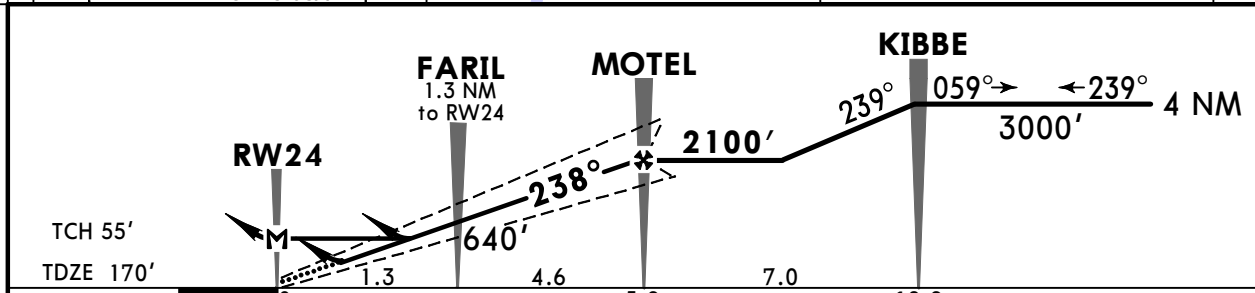
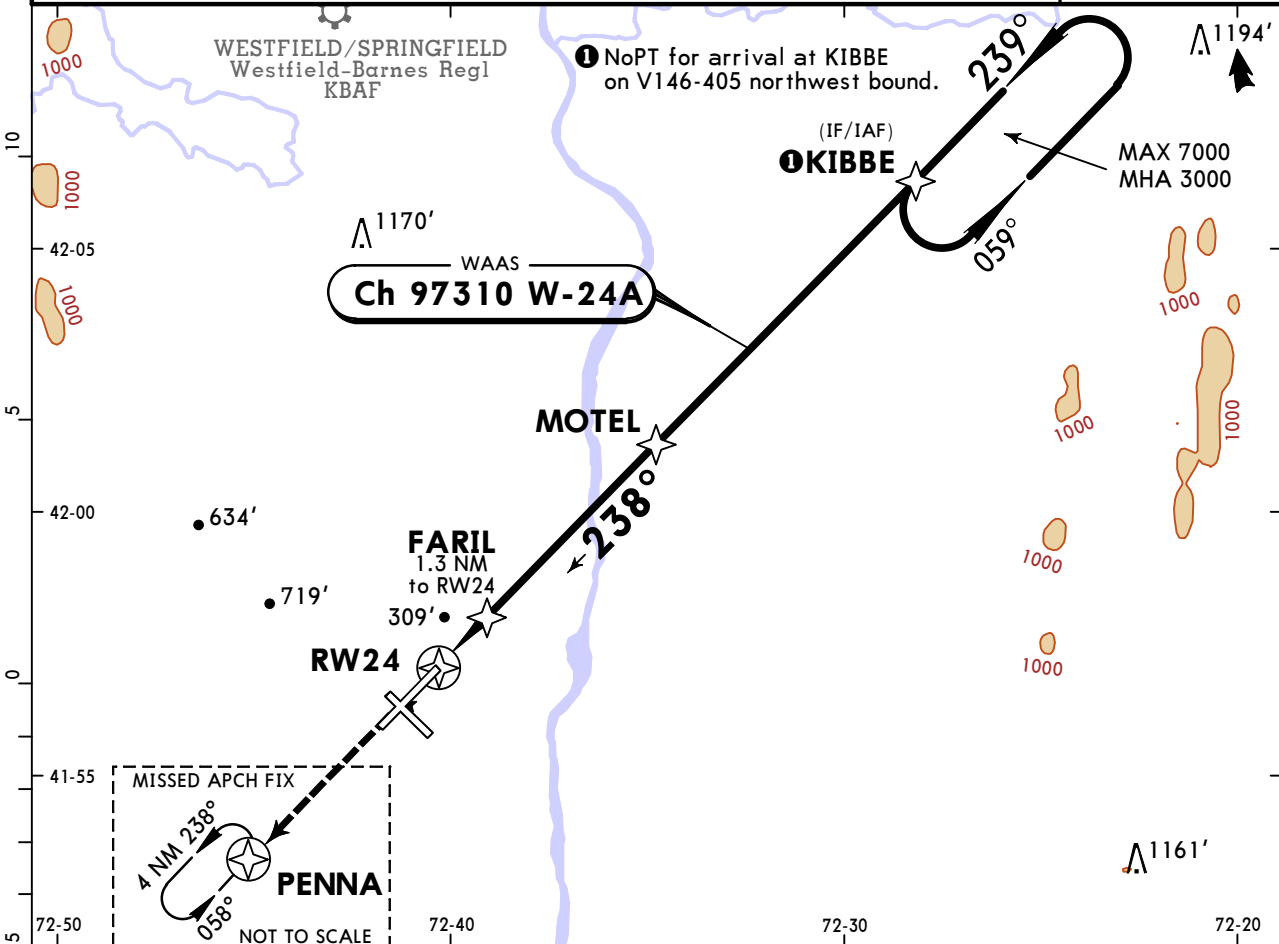
TERPS AMEND 4A 12 AUG 2021

KBDL/BDL BRADLEY INTL

JEPPesen
6 AUG 21
Eff 12 Aug 12-3

WINDSOR LOCKS, CONN RNAV (GPS) Y Rwy 24

BRIEFING STRIP™	D-ATIS	YANKEE Approach (R) (061°-240°) (241°-060°)		BRADLEY Tower	Ground	
	118.15	123.95	125.35	120.3	121.9	
	WAAS Ch 97310 W-24A	Final Apch Crs 238°	MOTEL 2100' (1930')	LPV DA(H) 370' (200')	Apt Elev 173' TDZE 170'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3300</p> <p>MSA RW24</p>
	MISSED APCH: Climb to 3000' direct PENNA 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 -18°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').						



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

TERPS AMEND 4B 12 AUG 2021	STRAIGHT-IN LANDING RWY 24					CIRCLE-TO-LAND		
	LPV DA(H) 370' (200')		LNAV/VNAV DA(H) 560' (390')		LNAV MDA(H) 560' (390')		Max Kts	MDA(H)
	TDZ/CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A					RVR 24 or 1/2	RVR 50 or 1	90	700' (527') -1
B							120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 45 or 7/8	1 3/8	RVR 35 or 5/8	140	1120' (947') -2 3/4
D							165	1220' (1047') -3

CHANGES: Notes, profile, rwy configuration, minimums.

KBDL/BDL BRADLEY INTL



WINDSOR LOCKS, CONN

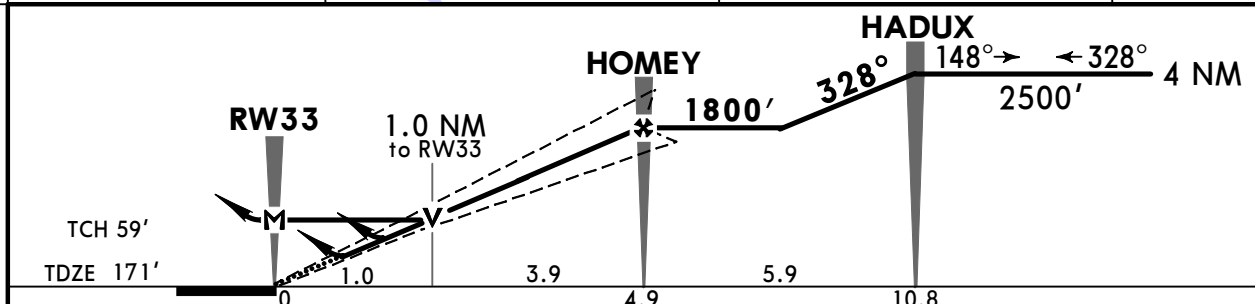
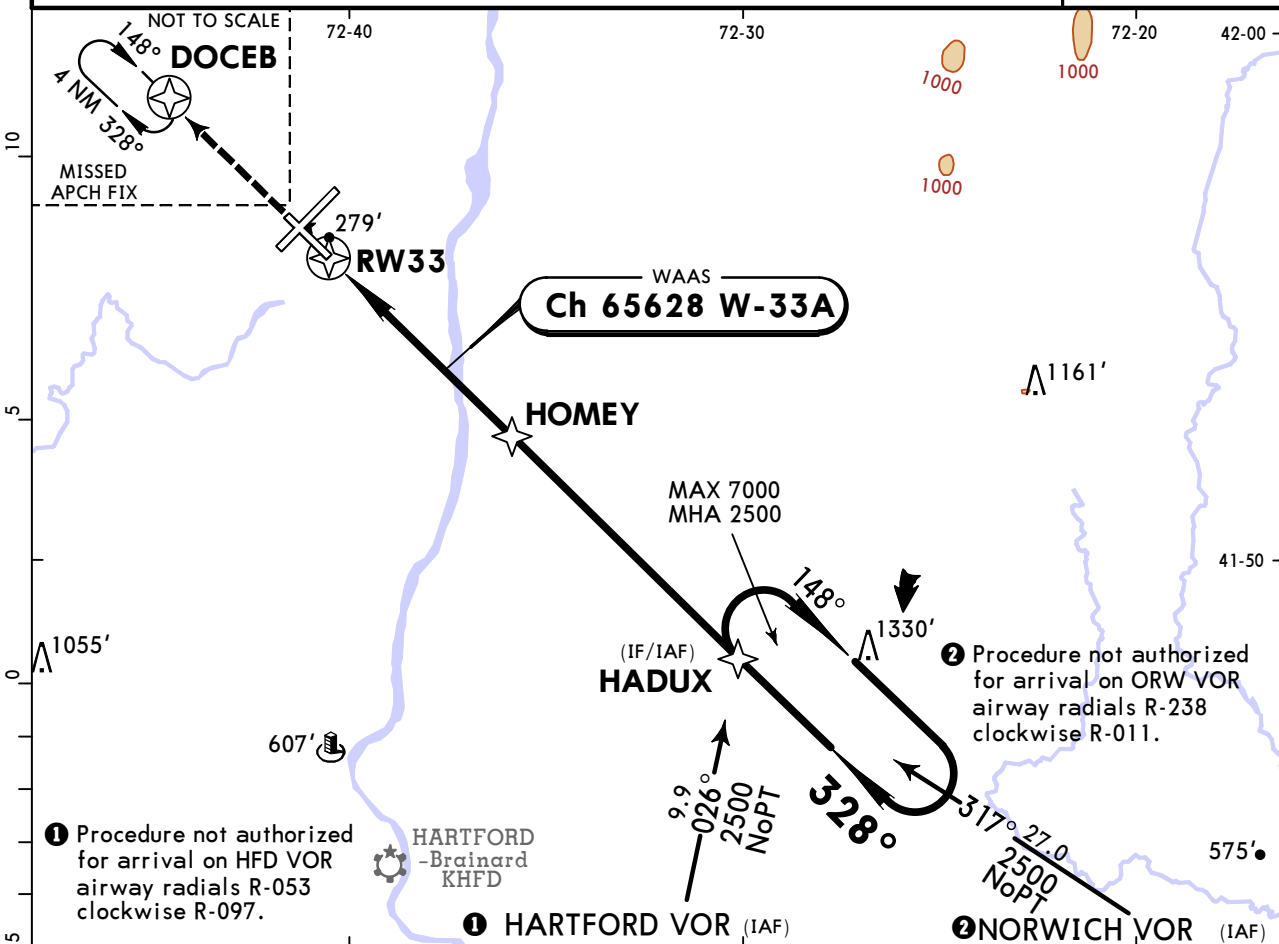
6 AUG 21

(12-4)

Eff 12 Aug

RNAV (GPS) Rwy 33

D-ATIS 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3	Ground 121.9
WAAS Ch 65628 W-33A	Final Apch Crs 328°	HOMEY 1800' (1629')	LPV DA(H) 371' (200')	Apt Elev 173' TDZE 171'	
MISSED APCH: Climb to 3500' direct DOCEB and hold; continue climb-in-hold to 3500'.					
RNP APCH - GPS		Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72').					MSA RW33



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

TERPS		STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
LPV DA(H) 371' (200')		LNAV/VNAV DA(H) 463' (292')		LNAV MDA(H) 560' (389')			Max Kts 90 120 140 165
ALS out		ALS out		ALS out			
A				RVR 40 or 3/4	RVR 60 or 1 1/4	700' (527') - 1	
B							
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 45 or 7/8	RVR 45 or 7/8	1 3/8	1120' (947') - 2 3/4	
D						1220' (1047') - 3	

TERPS AMEND 3A 12 AUG 2021

CHANGES: Notes, profile, hold alt, rwy configuration.

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**KBDL/BDL
BRADLEY INTL**

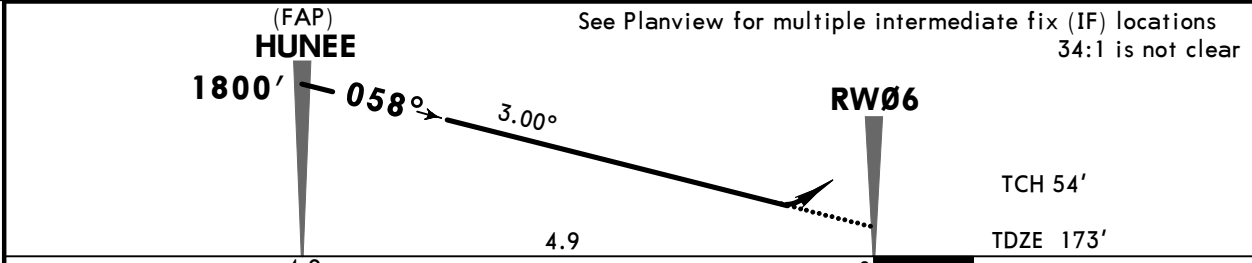
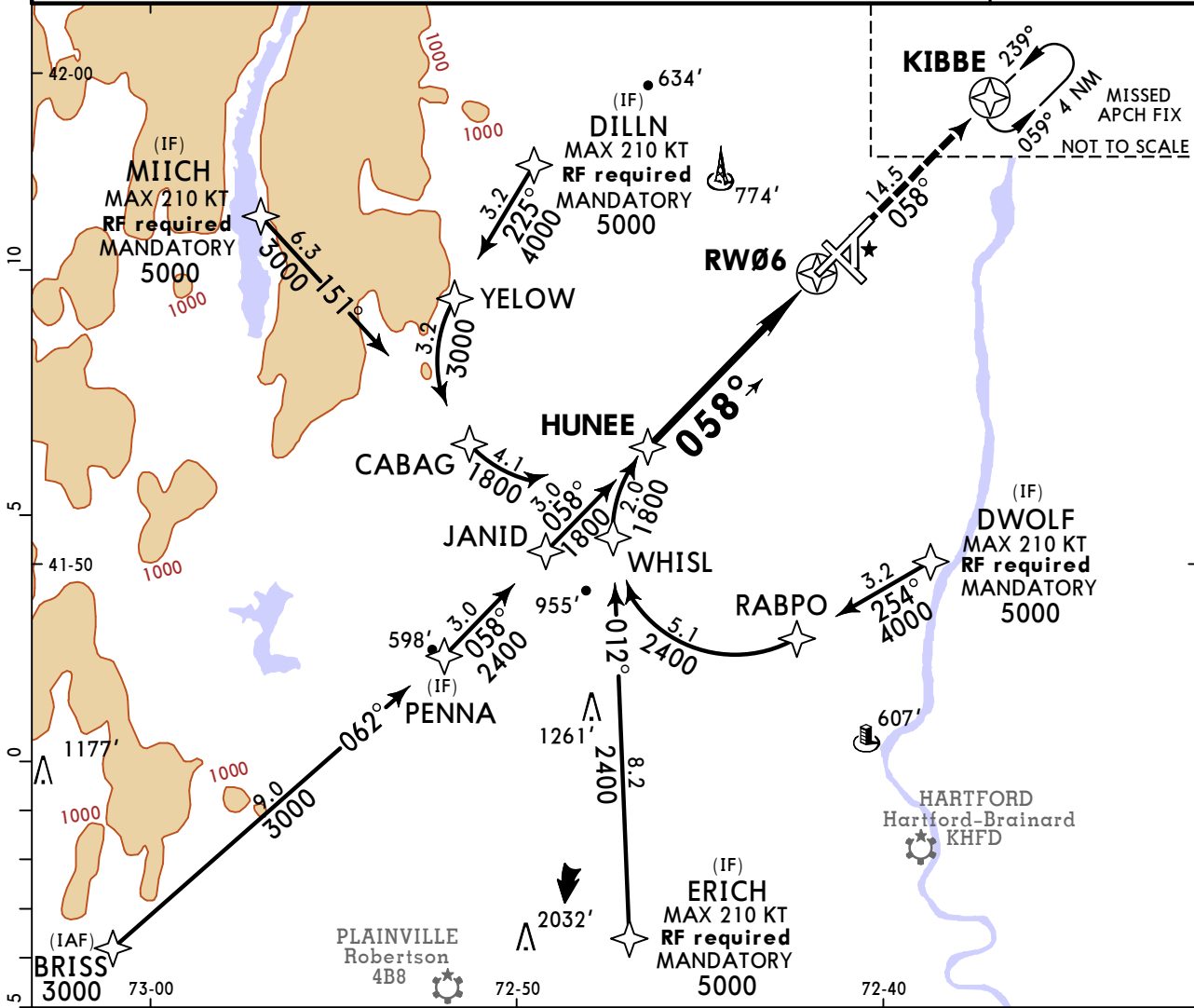
9 AUG 19

12-20

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



D-ATIS 118.15		YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3	Ground 121.9
RNAV	Final Apc Crs 058°	Minimum Alt HUNEE 1800' (1627')	RNP 0.11 DA(H) 545' (372')	Apt Elev 173' TDZE 173'	<p>3300 MSA RW06</p>
MISSED APCH: Climb to 3000' on track 058° to KIBBE and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
<p>1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').</p>					



Gnd speed-Kts	70	90	100	120	140	160		3000' ↑ on 058° KIBBE
Glide Path Angle 3.00°	372	478	531	637	743	849		

TERPS STRAIGHT-IN LANDING RWY 6			
RNP 0.11 DA(H) 545' (372')		RNP 0.30 DA(H) 672' (499')	
ALS out		ALS out	
A			
B	RVR 40 or 3/4	RVR 55 or 1	RVR 50 or 1
C			1 3/8
D			

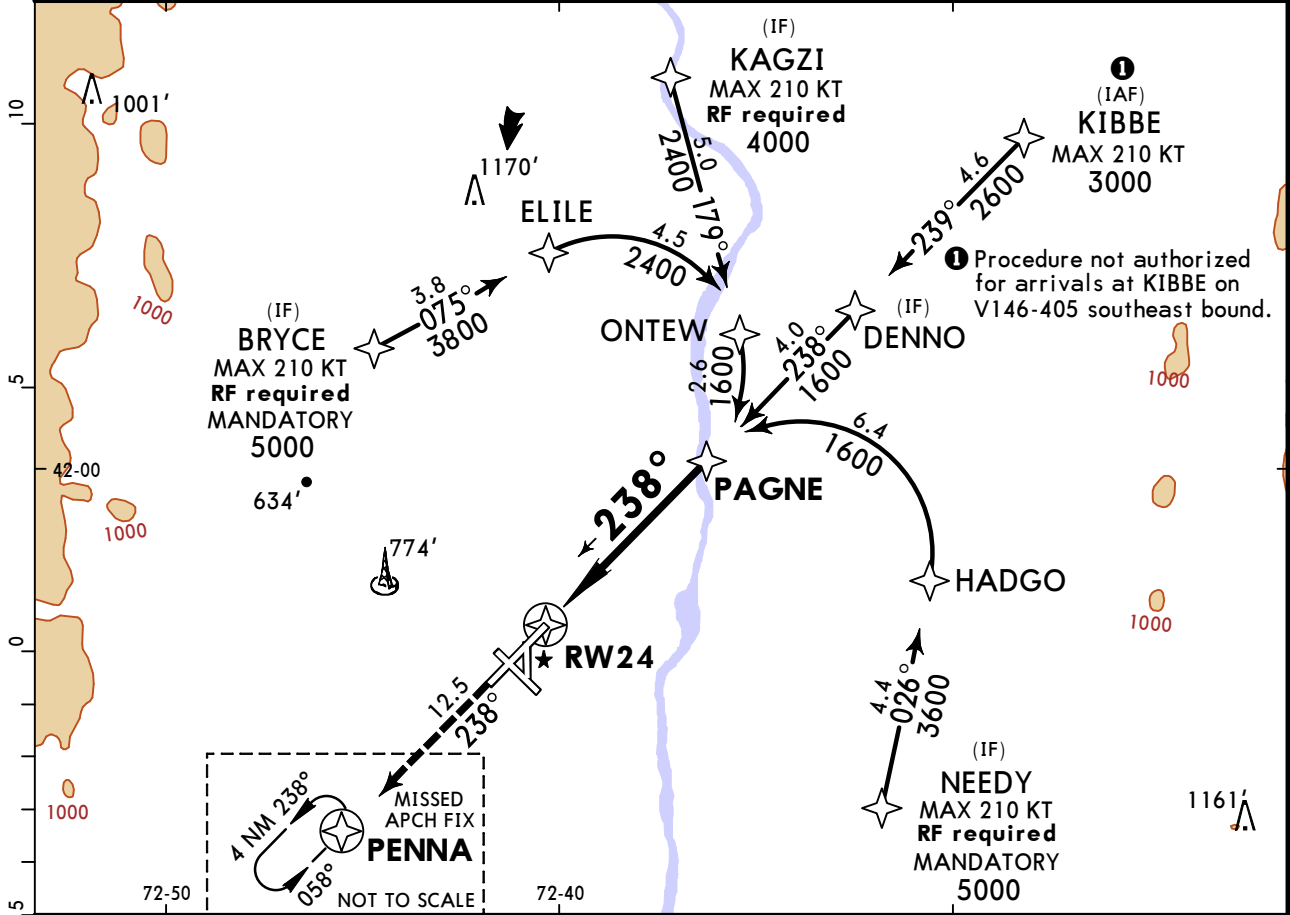
TERPS AMEND 1 29 MAR 2018

**KBDL/BDL
BRADLEY INTL**

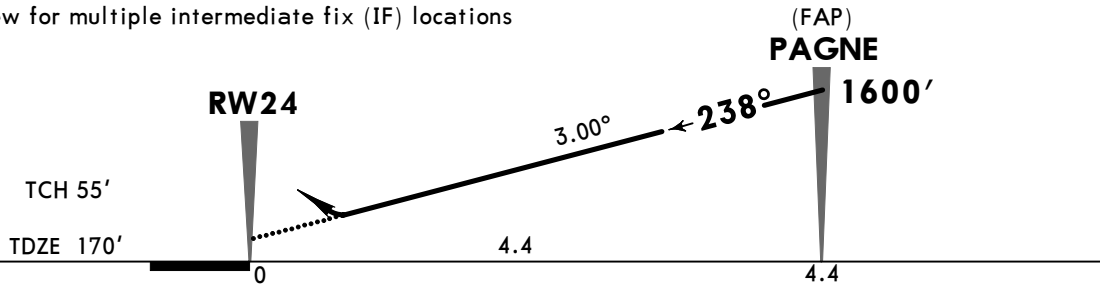
JEPPESEN
9 AUG 19 **(12-21)**

**WINDSOR LOCKS, CONN
RNAV (RNP) Z Rwy 24**

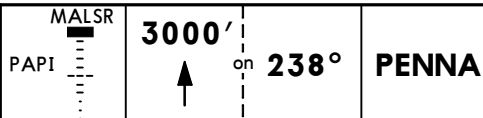
D-ATIS 118.15	YANKEE Approach (R) (061°-240°) (241°-060°) 123.95 125.35		BRADLEY Tower 120.3	Ground 121.9
RNAV	Final Apch Crs 238°	Minimum Alt PAGNE 1600' (1430')	RNP 0.30 DA(H) 622' (452')	Apt Elev 173' TDZE 170'
MISSED APCH: Climb to 3000' on track 238° to PENNA and hold.				3300 MSA RW24
Alt Set: INCHES		Trans level: FL 180		
1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -18°C (0°F) or above 54°C (130°F). 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 71').				



See Planview for multiple intermediate fix (IF) locations



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



TERPS STRAIGHT-IN LANDING RWY 24

RNP 0.30
DA(H) **622'** (452')

RAIL/ALS out

A		
B		
C	RVR 60 or 1/4	1/2
D		

TERPS AMEND 1 29 MAR 2018

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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WINDSOR LOCKS, CT (BRADLEY INTL - KBDL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KBDL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(Series) ASOS 118.15 When tower inop.

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.