| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

# COPTER ILS or LOC RWY 6

## BRADLEY INTL (BDL)

RADAR required for procedure entry.

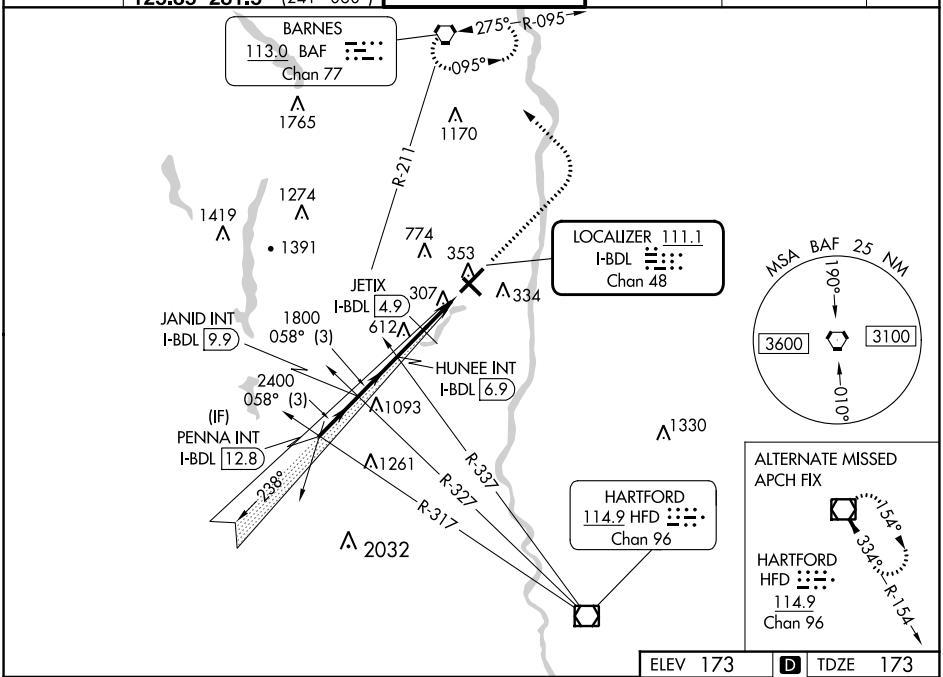
For inop ALS, increase H-ILS 6 visibility to RVR 2400 and H-LOC 6 visibility to RVR 4000.

NA

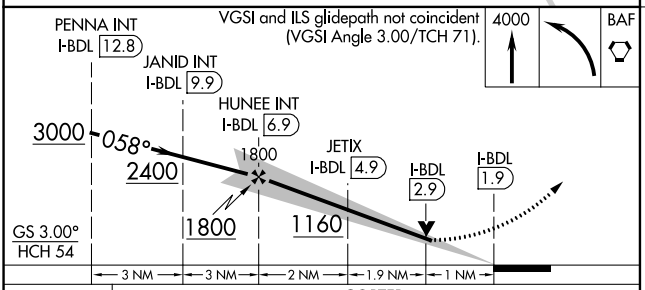
ALSF-2

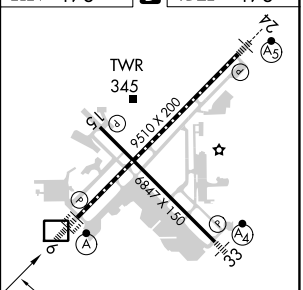
MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




ELEV 173 D TDZE 173




| CATEGORY | COPTER |
|---|---|
| H-ILS 6 | 273/12 100 (100-¼) |
| H-LOC 6 | 1160/24 987 (1000-½) |
| H-ILS 6 | CAT II RA 101 |
| JETIX FIX MINIMUMS (DME REQUIRED) | |
| H-LOC 6 | 560/24 387 (400-½) |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

FAF to MAP 4.9 NM

| Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|
| Min:Sec | 6:32 | 4:55 | 3:55 | 3:16 | 2:48 |

**COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**


NE-1, 22 FEB 2024 to 21 MAR 2024

| LOC/DME I-MYQ | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 238° | TDZE | 170 |
| Chan 48 | | Apt Elev | 173 |

# ILS RWY 24 (SA CAT I & II)

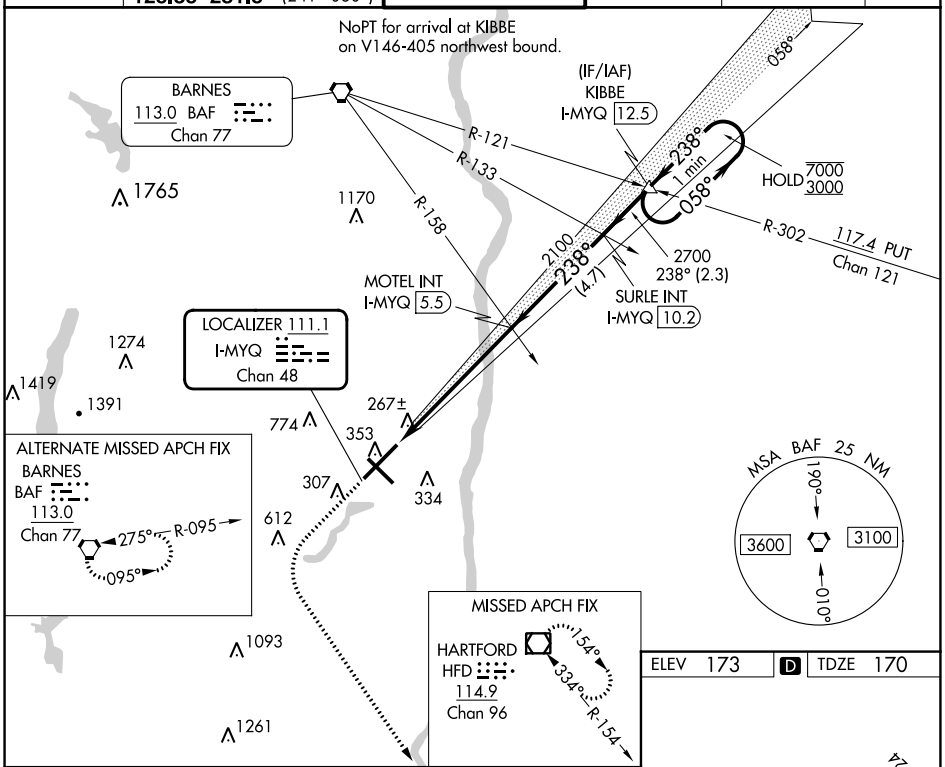
## BRADLEY INTL (BDL)

SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

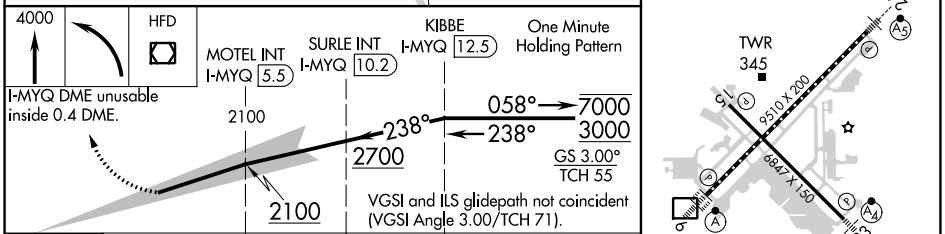
MALSR

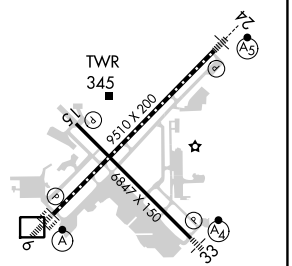
MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




ELEV 173 D TDZE 170




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | SA CAT I RA 163/14 150 DA 320 | | | |
| S-ILS 24 | SA CAT II RA 113/12 100 DA 270 | | | |

**SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

# ILS RWY 6 (CAT II & III)
## BRADLEY INTL (BDL)

| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

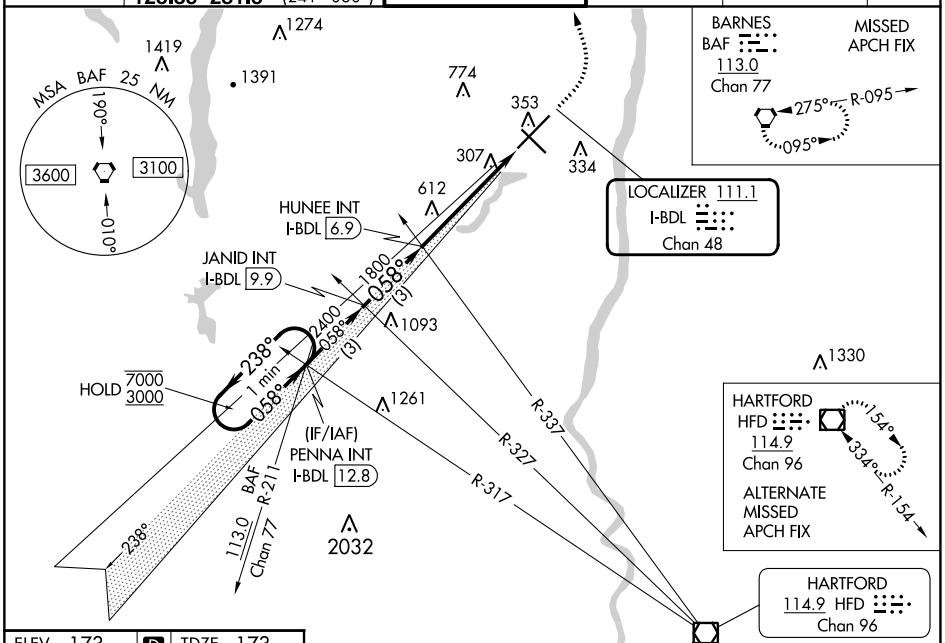
RADAR required for procedure entry.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

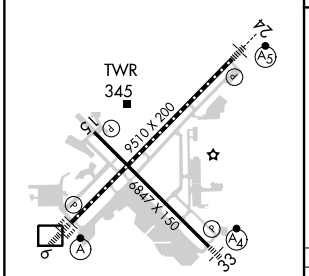
ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

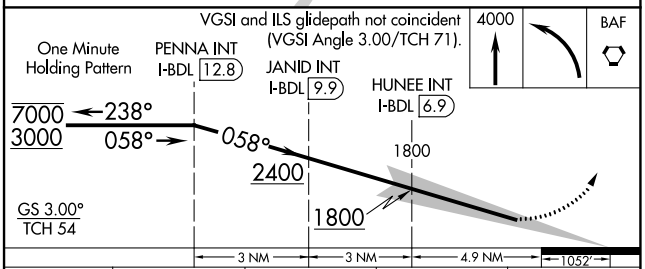
| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




| ELEV 173 | D | TDZE 173 |
|---|---|---|




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | CAT II RA 101/12 100 DA 273 | | | |
| S-ILS 6 | CAT III RVR 06 | | | |

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




NE-1, 22 FEB 2024 to 21 MAR 2024

# ILS RWY 6 (SA CAT I)
## BRADLEY INTL (BDL)

| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

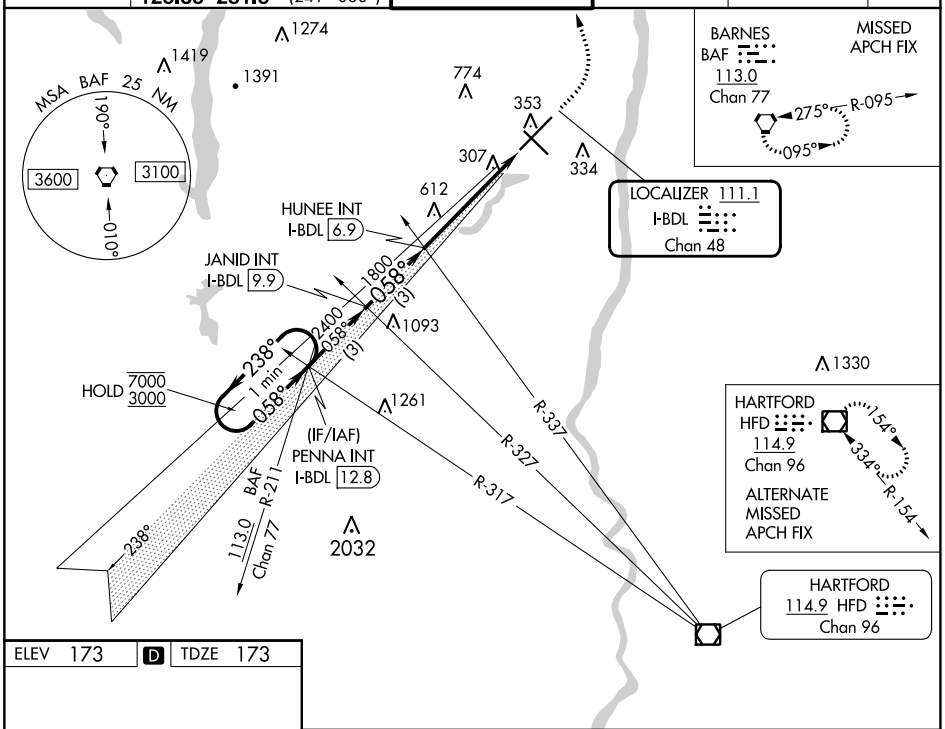
RADAR required for procedure entry.

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

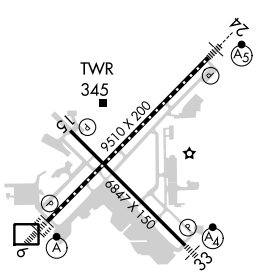
ALSF-2

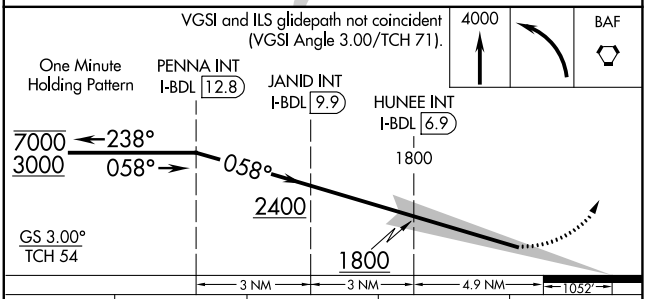
MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




| ELEV 173 | D | TDZE 173 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | RA 151/14 150 DA 323 | | | |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

**SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




NE-1, 22 FEB 2024 to 21 MAR 2024

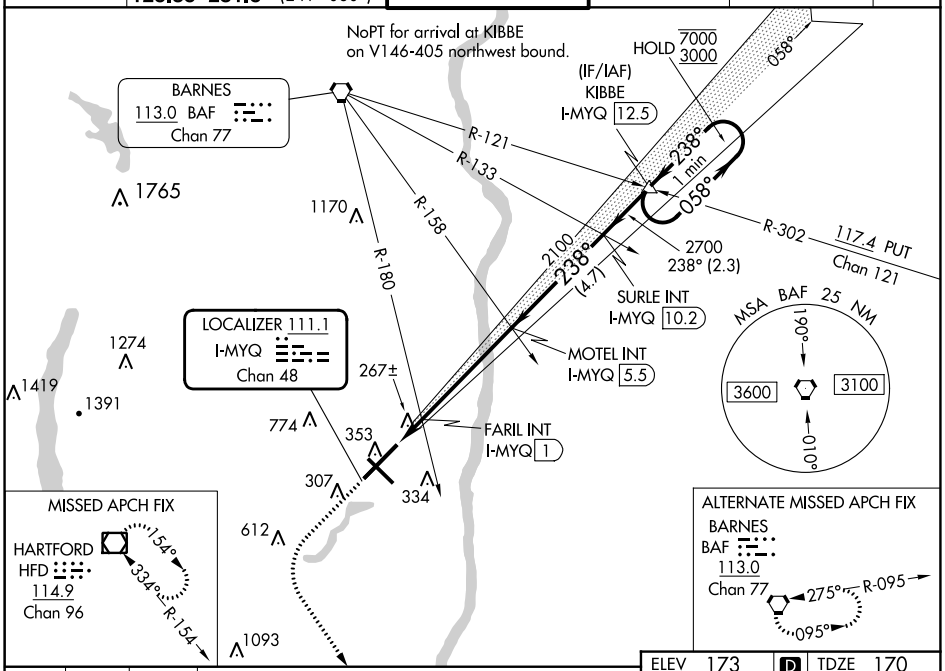
# ILS or LOC RWY 24
## BRADLEY INTL (BDL)

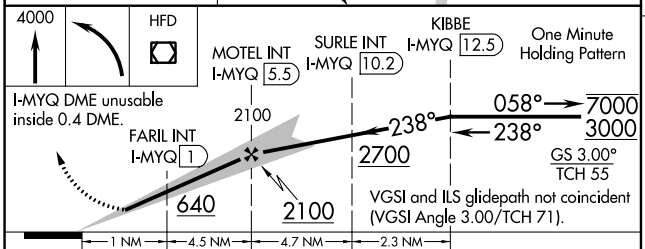
| LOC/DME I-MYQ | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 238° | TDZE | 170 |
| Chan 48 | | Apt Elev | 173 |

MALSR

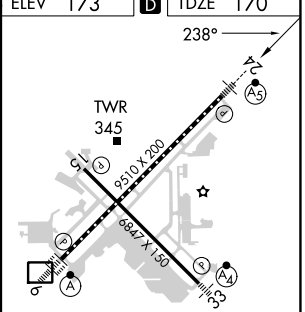
MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




| ELEV 173 | D | TDZE 170 |
|---|---|---|




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 370/18 200 (200-½) | | | |
| S-LOC 24 | 640/24 470 (500-½) | | 640/50 470 (500-1) | |
| C CIRCLING | 700-1 527 (600-1) | | 1120-2¾ 947 (1000-2¾) | 1220-3 1047 (1100-3) |
| FARIL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 24 | 520/24 350 (400-½) | | 520/30 350 (400-⅝) | |
| C CIRCLING | 700-1 527 (600-1) | | 1120-2¾ 947 (1000-2¾) | 1220-3 1047 (1100-3) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |


NE-1, 22 FEB 2024 to 21 MAR 2024

# ILS or LOC RWY 33
## BRADLEY INTL (BDL)

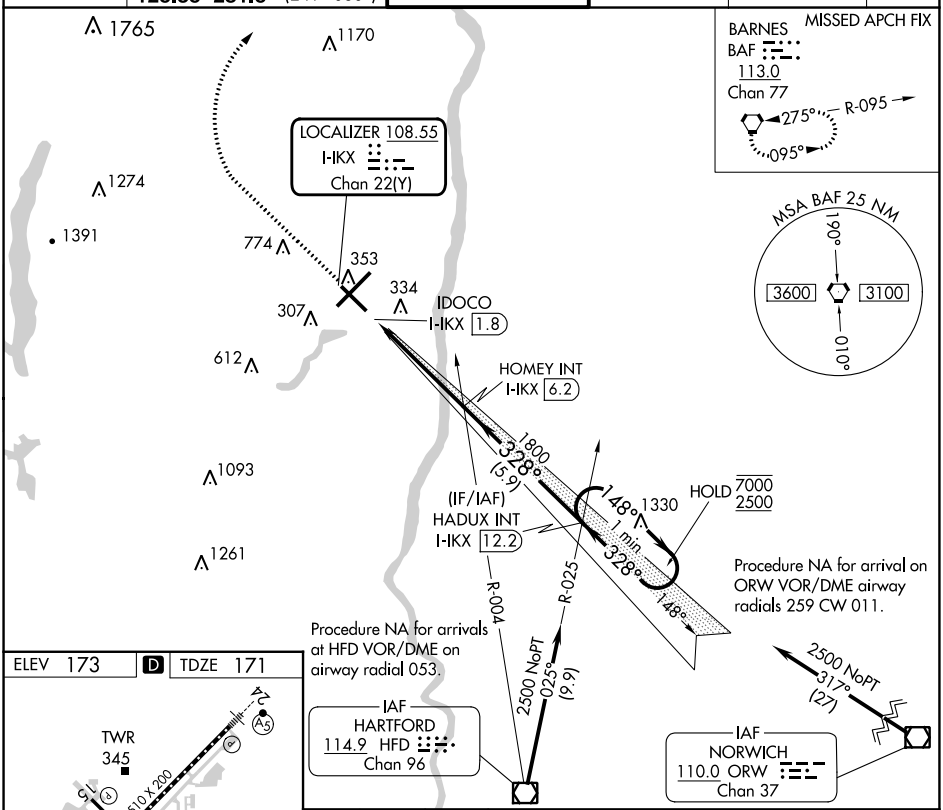
| LOC/DME I-IKX | APP CRS | Rwy ldg | 6847 |
|---|---|---|---|
| 108.55 | 328° | TDZE | 171 |
| Chan 22 (Y) | | Apt Elev | 173 |

Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

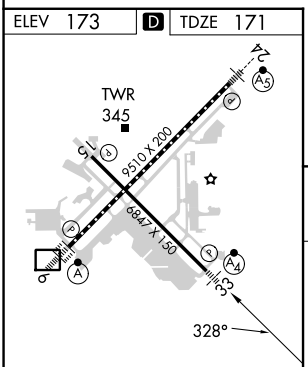
MALSF

MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |

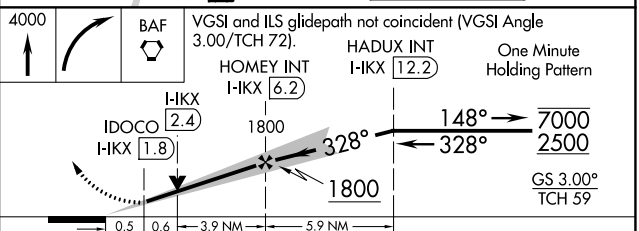



ELEV 173 D TDZE 171




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 371/40 200 (200-¾) | | | |
| S-LOC 33 | 580/40 409 (500-¾) | | 580/50 409 (500-1) | |
| C CIRCLING | 700-1 527 (600-1) | | 1120-2¾ 947 (1000-2¾) | 1220-3 1047 (1100-3) |


NE-1, 22 FEB 2024 to 21 MAR 2024

# ILS or LOC RWY 6

## BRADLEY INTL (BDL)

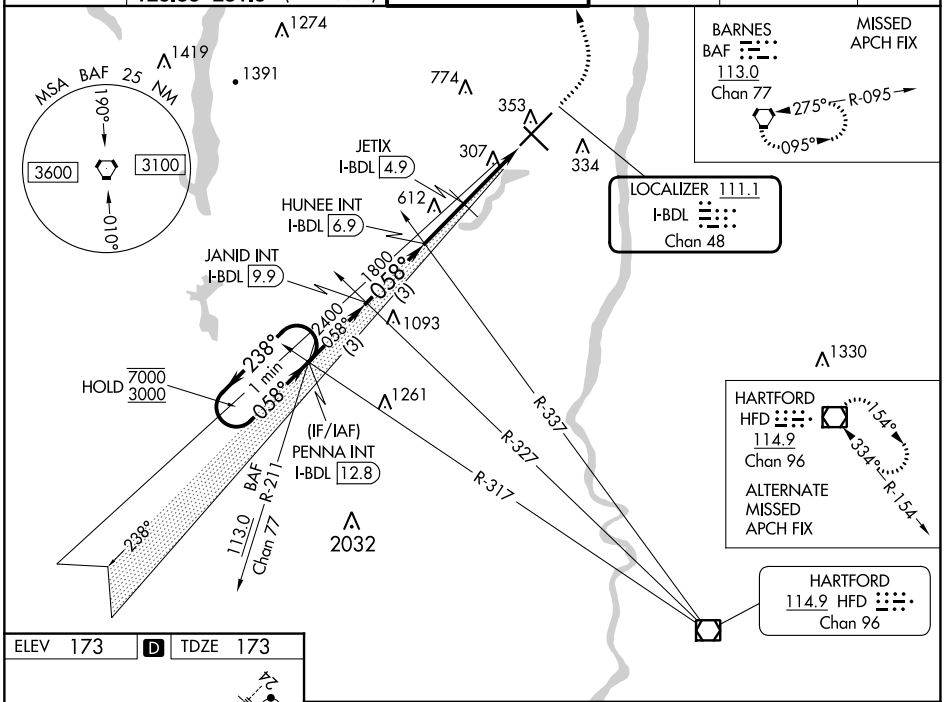
| LOC/DME I-BDL | APP CRS | Rwy ldg | 9509 |
|---|---|---|---|
| 111.1 | 058° | TDZE | 173 |
| Chan 48 | | Apt Elev | 173 |

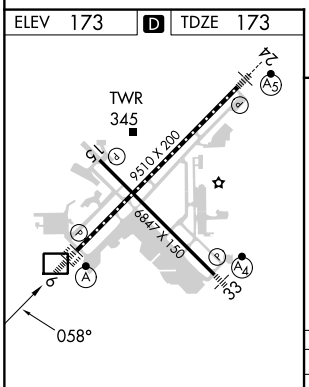
RADAR required for procedure entry.

ALSF-2

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

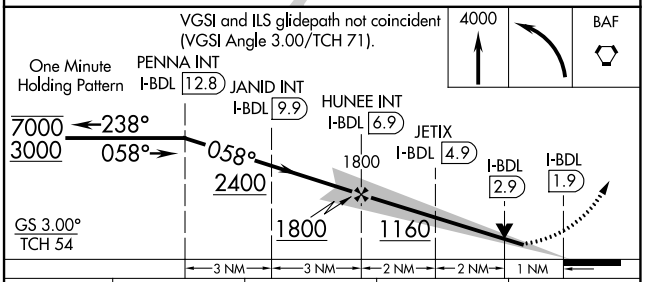
| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 373/18 200 (200-½) | | | |
| S-LOC 6 | 1160/40 987 (1000-¾) | 1160/55 987 (1000-1) | 1160-2½ 987 (1000-2½) | |
| JETIX FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 6 | 560/24 387 (400-½) | | 560/35 387 (400-⅝) | |




NE-1, 22 FEB 2024 to 21 MAR 2024

| WAAS CH 60928 W15A | APP CRS 148° | Rwy ldg 6847<br>TDZE 171<br>Apt Elev 173 |
|---|---|---|

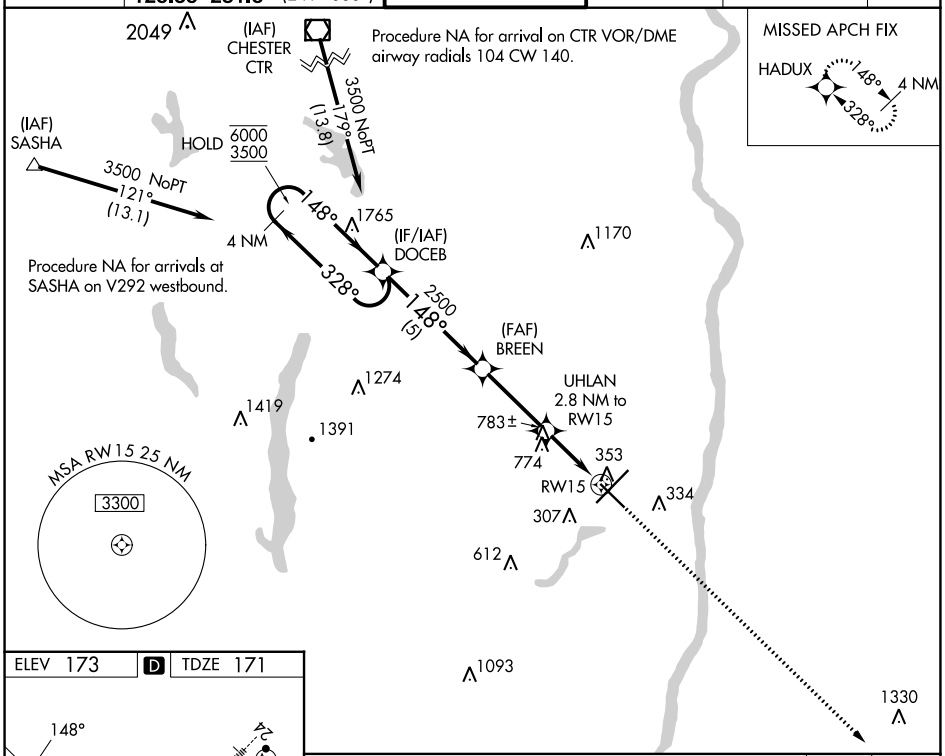
# RNAV (GPS) RWY 15
## BRADLEY INTL (BDL)

RNP APCH-GPS.

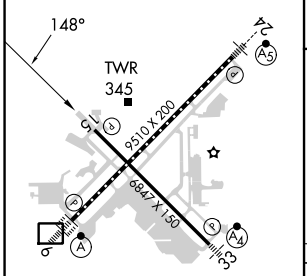
Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

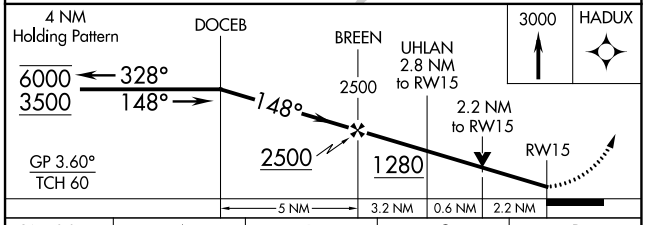
MISSED APPROACH: Climb to 3000 direct HADUX and hold, continue climb-in-hold to 3000.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




ELEV 173 | D | TDZE 171




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 478-⅞ 307 (400-⅞) | | | NA |
| LNAV/VNAV DA | 1040-2½ 869 (900-2½) | | | NA |
| LNAV MDA | 1040-1<br>869 (900-1) | 1040-1¼<br>869 (900-1¼) | 1040-2½<br>869 (900-2½) | NA |
| C CIRCLING | 1040-1¼ 867 (900-1¼) | | 1100-2¾<br>927 (1000-2¾) | NA |

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15


NE-1, 22 FEB 2024 to 21 MAR 2024

# RNAV (GPS) RWY 33
## BRADLEY INTL (BDL)

| WAAS CH 65628 W33A | APP CRS 328° | Rwy ldg 6847 TDZE 171 Apt Elev 173 |
|---|---|---|

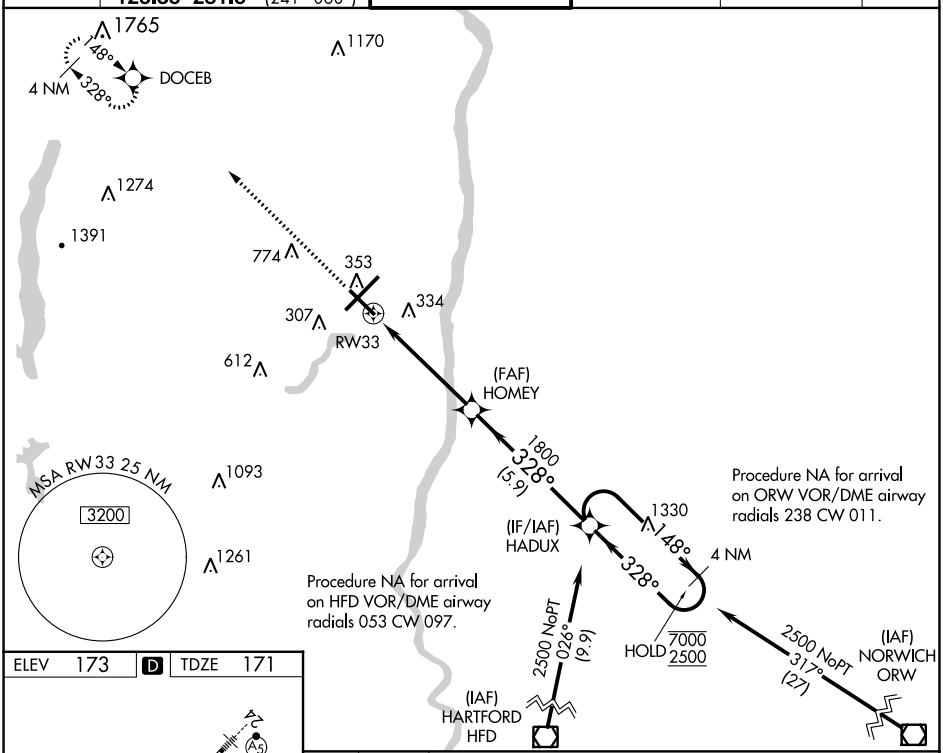
RNP APCH - GPS.

Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

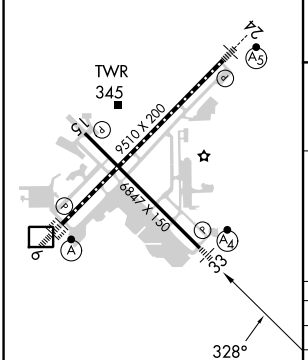
MALSF

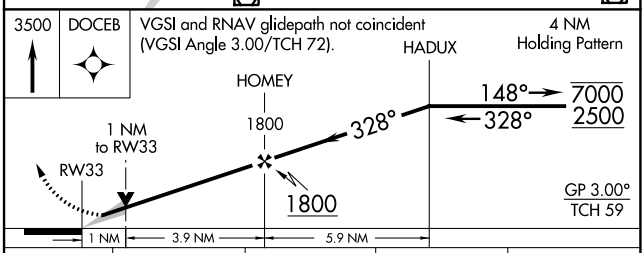
MISSED APPROACH: Climb to 3500 direct DOCEB and hold, continue climb-in-hold to 3500.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°) 125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




ELEV 173 | D | TDZE 171




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 371/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 463/40 292 (300-¾) | | | |
| LNAV MDA | 560/40 389 (400-¾) | | 560/45 389 (400-⅞) | |
| C CIRCLING | 700-1 527 (600-1) | | 1120-2¾ 947 (1000-2¾) | 1220-3 1047 (1100-3) |

HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24


NE-1, 22 FEB 2024 to 21 MAR 2024

# RNAV (RNP) Z RWY 24

BRADLEY INTL (BDL)

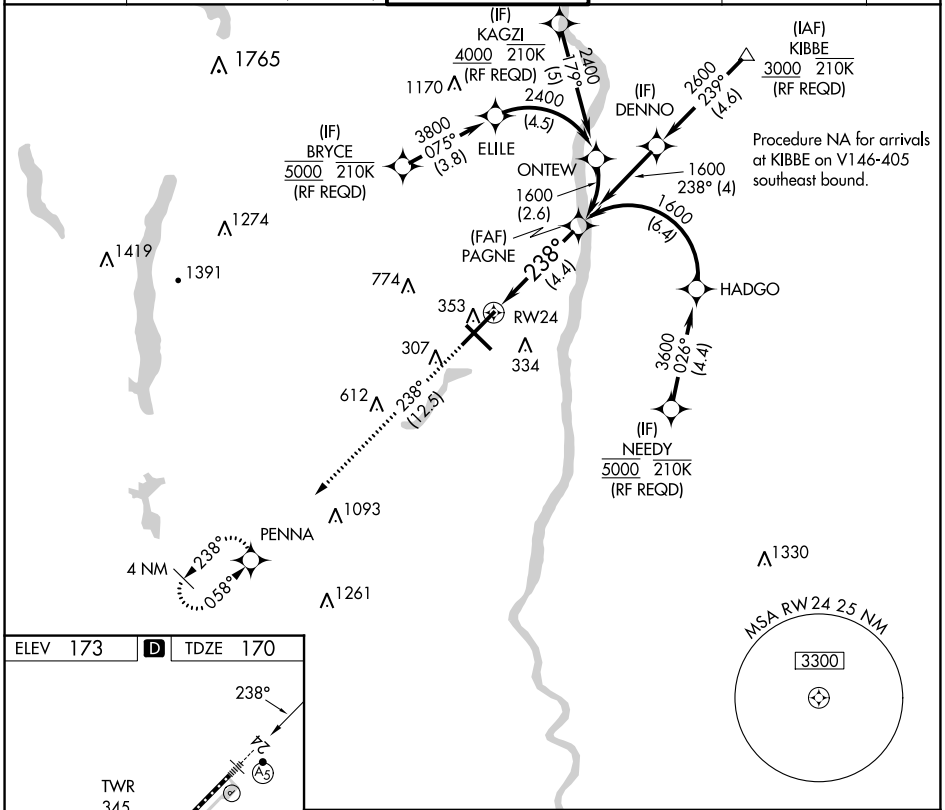
| APP CRS | Rwy ldg | 9509 |
|---|---|---|
| 238° | TDZE | 170 |
| | Apt Elev | 173 |

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required.
For inop ALS, increase all Cats visibility to 1½ SM.

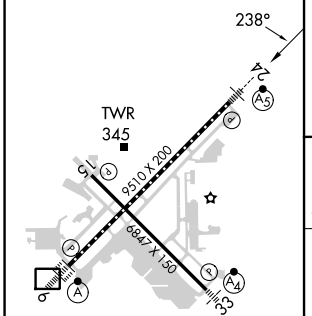
MALSR

MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |

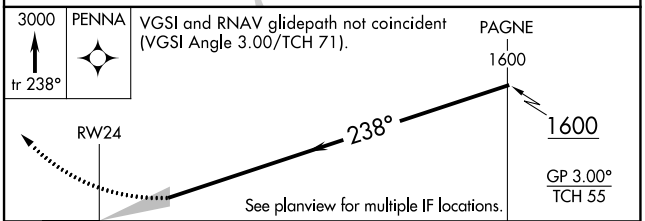



| ELEV 173 | D | TDZE 170 |
|---|---|---|




| 3000 | PENNA |
|---|---|
| tr 238° | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 622/60 452 (500-1¼ ) | | | |

AUTHORIZATION REQUIRED

TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

| APP CRS | Rwy ldg | 9509 |
|---|---|---|
| 058° | TDZE | 173 |
| | Apt Elev | 173 |

# RNAV (RNP) Z RWY 6

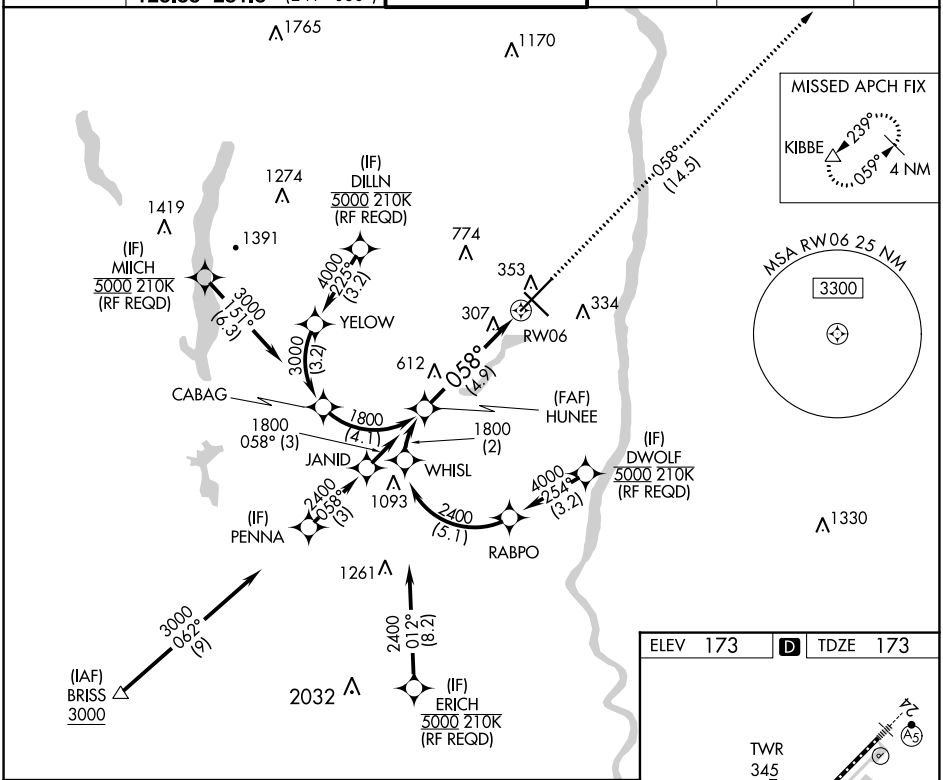
## BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1⅜ SM.

ALSF-2

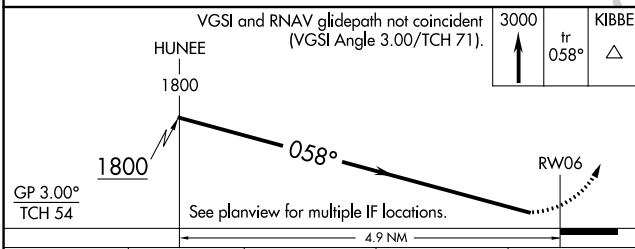
MISSED APPROACH: Climb to 3000 on track 058° to KIBBE and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

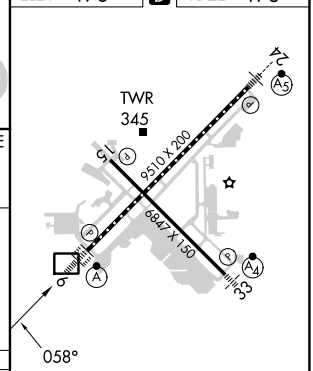
| 3000 | tr 058° | KIBBE |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 545/40 | | 372 (400-¾) | |
| RNP 0.30 DA | 672/50 | | 499 (500-1) | |

**AUTHORIZATION REQUIRED**

ELEV 173 D TDZE 173




TDZ/CL Rwy 6 and 24
HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

| WAAS CH 97310 W24A | APP CRS 238° | Rwy ldg 9509<br>TDZE 170<br>Apt Elev 173 |
|---|---|---|

# RNAV (GPS) Y RWY 24
## BRADLEY INTL (BDL)

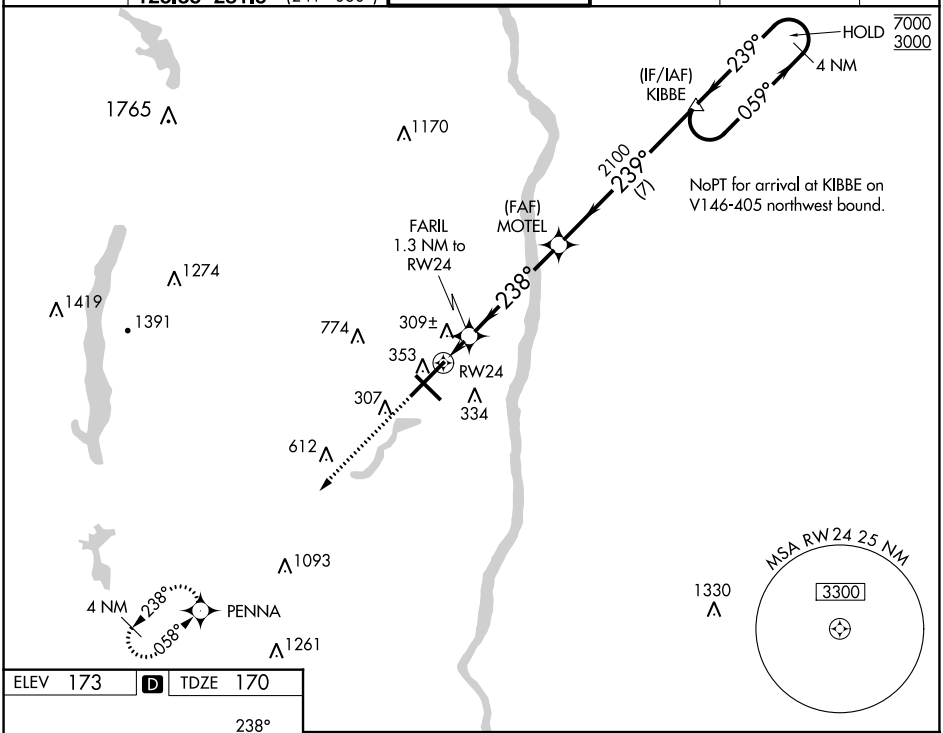
RNP APCH-GPS.

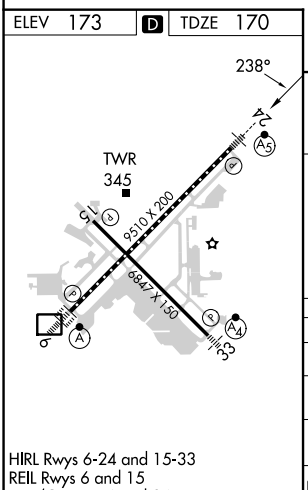
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

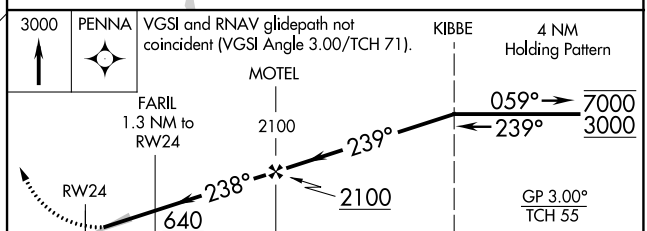
MALSR

MISSED APPROACH: Climb to 3000 direct PENNA and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 370/18 200 (200-½) | | | |
| LNAV/VNAV DA | 560/45 390 (400-⅞) | | | |
| LNAV MDA | 560/24 390 (400-½) | | 560/35 390 (400-⅝) | |
| C CIRCLING | 700-1 527 (600-1) | | 1120-2¾ 947 (1000-2¾) | 1220-3 1047 (1100-3) |

HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24

NE-1, 22 FEB 2024 to 21 MAR 2024

NE-1, 22 FEB 2024 to 21 MAR 2024

| WAAS CH 70328 W06A | APP CRS 058° | Rwy ldg 9509<br>TDZE 173<br>Apt Elev 173 |
|---|---|---|

# RNAV (GPS) Y RWY 6
## BRADLEY INTL (BDL)

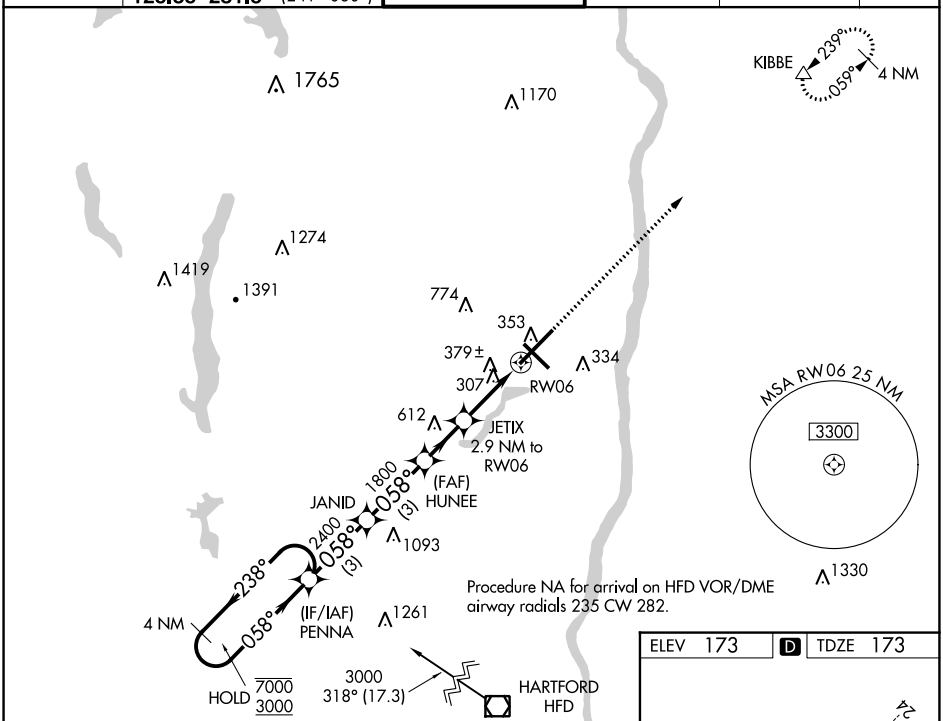
RNP APCH - GPS.

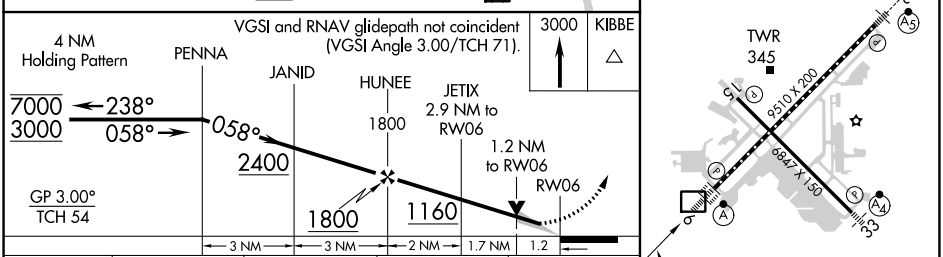
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

ALSF-2

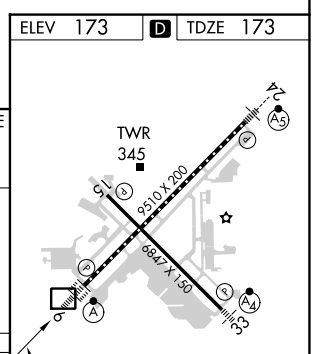
MISSED APPROACH: Climb to 3000 direct KIBBE and hold.

| D-ATIS | BRADLEY APP CON | BRADLEY TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.15 | 123.95 290.55 (061°-240°)<br>125.35 281.5 (241°-060°) | 120.3 351.8 | 121.9 348.6 | 121.75 322.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 373/18 200 (300-½) | | | |
| LNAV/VNAV DA | 640/50 467 (500-1) | | | |
| LNAV MDA | 640/24 467 (500-½) | | 640/50 467 (500-1) | |
| C CIRCLING | 700-1 527 (600-1) | | 1120-2¾ 947 (1000-2¾) | 1220-3 1047 (1100-3) |




HIRL Rwys 6-24 and 15-33
REIL Rwys 6 and 15
TDZ/CL Rwys 6 and 24


NE-1, 22 FEB 2024 to 21 MAR 2024