

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, TITLE 14 CFR PART 97.33		Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.												
TERMINAL ROUTES										MISSED APPROACH						
FROM		TO		COURSE AND DISTANCE				ALTITUDE		RNP: DA						
DILLN (IF)		YELOW (TF) (FB) (RNP 1.00)		224.90 / 3.15				4000		CLIMB TO 3000 ON TRACK 058.36 TO KIBBE AND HOLD.						
YELOW		CABAG (RF) (FB) (RNP 1.00)		(2.50 NM RADIUS CCW (CFFRC))/3.20				3000								
MIICH (IF)		CABAG (TF) (FB) (RNP 1.00)		151.48 / 6.30				3000		ADDITIONAL FLIGHT DATA: HOLD NE, LT, 238.53 INBOUND. DISTANCE TO THLD FROM 372 HAT: 1.00 NM. ROUTE TYPE QUALIFIER 1: F ROUTE TYPE QUALIFIER 2: S ROUTE TYPE: A, H CHART MANDATORY 5000 AT DILLN, MIICH, ERICH, DWOLF. CHART MINIMUM 3000 AT BRISS.						
CABAG		HUNEE (RF) (FB) (RNP 1.00)		(2.50 NM RADIUS CCW (CFFRC))/4.07				1800								
BRISS (IAF) (SEE FORM 8260-10)		PENNA (TF) (FB) (RNP 1.00)		062.49 / 9.02				3000								
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)										MAG VAR: 14W EPOCH YEAR: 1980						
2. PROFILE STARTS AT HUNEE																
3. FAC: 058.32 FAF: _____ DIST FAF TO MAP: _____ THLD: _____																
4. MIN. ALT: HUNEE 1800																
5. DIST TO THLD FROM OM: 4.94 MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____																
6. MIN GS INCPT: 1800 GS ALT AT: HUNEE 1800 OM: _____ MM: _____ IM: _____																
7. GS ANGLE: 3.00 TCH: 53.8 34:1 IS NOT CLEAR																
8. MSA FROM: RW06 3300																
MINIMUMS																
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		STANDARD							
CATEGORY =====>		A		B		C		D		E						
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
AUTHORIZATION REQUIRED																
RNP 0.11 DA		545	4000	372	545	4000	372	545	4000	372	545	4000	372			
RNP 0.30 DA		672	5000	499	672	5000	499	672	5000	499	672	5000	499			
NOTES: CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -18C (0F) OR ABOVE 54C (130F). CHART NOTE: GPS REQUIRED. CHART SPEED ICON IN PLANVIEW AT DILLN : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT DWOLF : MAX 210 KIAS. (CONTINUED ON PAGE 2)																
CITY AND STATE WINDSOR LOCKS, CT		ELEVATION: 173 TDZE: 173 AIRPORT NAME: BRADLEY INTL			FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 6, AMDT 1					SUP: AMDT: ORIG-A DATED 09/18/2014				



ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>
COORDINATED WITH: <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div>ATA <input checked="" type="checkbox"/></div> <div>AAT <input type="checkbox"/></div> <div>ALPA <input checked="" type="checkbox"/></div> <div>APA <input checked="" type="checkbox"/></div> <div>AOPA <input checked="" type="checkbox"/></div> <div>NBAA <input checked="" type="checkbox"/></div> <div>OTHER (specify) <input checked="" type="checkbox"/> <u>ZBW, BDL APP CON, AMGR, BDL ATCT</u></div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY		
NAME: <div style="text-align: right; margin-top: 10px;">JEFFREY ROBINSON</div>	FIFO AJV-5421	DATE: 07/28/2017
APPROVED BY Dec 04, 2017		
NAME: <div style="text-align: right; margin-top: 10px;">JULIE A. MORGAN</div>	FIFO AJV-5420	DATE:
CHANGES: <ol style="list-style-type: none"> 1. REMOVED BAF VORTAC TO DILLN SEGMENT AND ASSOCIATED CHART NOTES. 2. DILLN TO YELOW RNP/COURSE/DIST/ALT CHANGED FROM 0.30/236.26/5.58/3400 TO 1.00/224.90/3.15/4000. 3. YELOW TO CABAG RNP/DIST/ALT CHANGED FROM 0.30/3.94/2700 TO 1.00/3.20/3000. 4. ADDED MIICH TO CABAG SEGMENT. 5. CABAG TO FAPRI SEGMENT CHANGED TO CABAG TO HUNEE; RNP/DIST CHANGED FROM 0.30/3.83 TO 1.00/4.07. 6. BRISS TO PENNA COURSE/DIST/ALT CHANGED FROM 61.92/9.03/2700 TO 62.49/9.02/3000. 7. ADDED INTERMEDIATE SDF JANID; INTERMEDIATE SEGMENT CHANGED FROM PENNA TO FAPRI 0.30/58.26/5.95/1800 TO PENNA TO JANID 1.00/58.26/2.97/2400, THEN JANID TO HUNEE 1.00/58.29/2.97/1800. 8. ADDED ERICH TO WHISL SEGMENT. 9. REMOVED MAD VOR/DME TO NOBIY TO TAMAE TO ONTEW SEGMENTS AND ASSOCIATED CHART NOTES. 10. PAGNE TO RABPO SEGMENT CHANGED TO DWOLF TO RABPO; RNP/DIST/COURSE/ALT CHANGED FROM 0.30/238.39/5.49/3700 TO 1.00/254.03/3.16/4000. 11. RABPO TO WHISL RNP/DIST CHANGED FROM 0.30/5.45 TO 1.00/5.14. 12. WHISL TO FAPRI SEGMENT CHANGED TO WHISL TO HUNEE; RNP/DIST CHANGED FROM 0.30/2.40 TO 1.00/2.03. (SEE FORM 8260-10) 		
REASONS: <ol style="list-style-type: none"> 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 25, 29. AS REQUESTED BY PBN OFFICE PER AIR TRAFFIC/LEAD CARRIER REQUEST. 6, 13, 26. RECALCULATED USING HIGH PRECISION COORDINATES. 7. PROVIDE CONTROLLED AIRSPACE CONTAINMENT FOR THE PORTION OF THE INTERMEDIATE SEGMENT OUTSIDE OF THE CLASS C SURFACE EXTENSION. 14, 15, 16. PFAF FAPRI CHANGED TO HUNEE TO MATCH ILS AND RNAV (GPS) FINALS. 17. TO MATCH I-BDL ILS TCH. 18, 19. REEVALUATED OEAS BASED ON CURRENT SURVEY DATA; RNP 0.11 CONTROLLING OBST CHANGED FROM 282 TREE TO 295 TREE; RNP 0.30 CONTROLLING OBST CHANGED FROM 282 TREE TO 382 TREE. 20. RECALCULATED PER CURRENT TEMPERATURE DATA. 21. RECALCULATED BASED ON NEW MINIMA AND NEW INOP TABLE. 22. NO LONGER APPLICABLE. 23. NO LONGER REQUIRED FOR RNAV PROCEDURES. 24. ALL SEGMENTS PRIOR TO FINAL USE STANDARD RNP VALUES. 27. NOT REQUIRED FOR VERTICALLY-GUIDED FINALS. 28. RECALCULATED. 		

QUALITY
25
CHECKED

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION				Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.	
RNAV (RNP) - STANDARD, INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33					
TERMINAL ROUTES, (CONT.):					
FROM		TO	COURSE AND DISTANCE	ALTITUDE	
PENNA (IF)	JANID (TF) (FB) (RNP 1.00)	058.26 / 2.97	2400		
JANID	HUNEE (TF) (FB) (RNP 1.00)	058.29 / 2.97	1800		
ERICH (IF)	WHISL (TF) (FB) (RNP 1.00)	011.68 / 8.19	2400		
DWOLF (IF)	RABPO (TF) (FB) (RNP 1.00)	254.03 / 3.16	4000		
RABPO	WHISL (RF) (FB) (RNP 1.00)	(2.50 NM RADIUS CW (CFFRB))/5.14	2400		
WHISL	HUNEE (RF) (FB) (RNP 1.00)	(2.50 NM RADIUS CW (CFFRB))/2.03	1800		
HUNEE (FAF)	RW06 (MAP) (TF) (FO) (RNP 0.30)	058.32 / 4.94			
RW06 (MAP)	KIBBE (TF) (FO) (RNP 1.00)	058.36 / 14.48	3000		
NOTES, (CONT.): CHART SPEED ICON IN PLANVIEW AT ERICH : MAX 210 KIAS. CHART SPEED ICON IN PLANVIEW AT MIICH : MAX 210 KIAS. CHART PLANVIEW NOTE ADJACENT TO DILLN: RF REQUIRED. CHART PLANVIEW NOTE ADJACENT TO MIICH: RF REQUIRED. CHART PLANVIEW NOTE ADJACENT TO ERICH: RF REQUIRED. CHART PLANVIEW NOTE ADJACENT TO DWOLF: RF REQUIRED. CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 5500 AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 SM.					
CITY AND STATE WINDSOR LOCKS, CT		ELEVATION: 173 AIRPORT NAME: BRADLEY INTL	TDZE: 173	FACILITY IDENTIFIER: RNAV	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: RNAV (RNP) Z RWY 6, AMDT 1
					SUP:
					AMDT: ORIG-A
					DATED: 09/18/2014



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div><div>ATA<div></div></div><div>AAT<div></div></div><div>ALPA<div></div></div><div>APA<div></div></div><div>AOPA<div></div></div><div>NBAA<div></div></div><div>OTHER (specify)<div></div></div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>13. RW06 TO KIBBE SEGMENT TRACK CHANGED FROM 58.37 TO 58.36.</div> <div>14. PROFILE START POINT CHANGED FROM FAPRI TO HUNEE.</div> <div>15. MIN ALT FAPRI 1800 CHANGED TO HUNEE 1800.</div> <div>16. GS ALT AT FAPRI 1800 CHANGED TO HUNEE 1800.</div> <div>17. TCH CHANGED FROM 55.0 TO 53.8.</div> <div>18. RNP 0.11 ALL CATS DA/HAT CHANGED FROM 535/362 TO 545/372.</div> <div>19. RNP 0.30 ALL CATS DA/VIS/HAT CHANGED FROM 663/6000/490 TO 672/5000/499.</div> <div>20. BARO-VNAV CRITICAL TEMPS CHANGED FROM -15C(5F)/48C(119F) TO -18C(0F)/54C(130F).</div> <div>21. INOPERATIVE ALS NOTE CHANGED FROM "...RNP 0.11 ALL CATS VISIBILITY TO 1 1/8, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 5/8" TO "...RNP 0.11 ALL CATS VISIBILITY TO RVR 5500 AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 SM."</div> <div>22. REMOVED PROCEDURE NA ARRIVAL CHART NOTE AT BRISS.</div> <div>23. REMOVED RADAR REQUIRED CHART NOTE AT PAGNE.</div> <div>24. REMOVED ALL RNP 0.30 PLANVIEW CHART NOTES.</div> <div>25. REPLACED MAX 180 KIAS PLANVIEW NOTES AT RABPO, TAMAE, AND YELOW WITH MAX 210 KIAS AT DILLN, MIICH, ERICH, AND DWOLF.</div> <div>26. CHANGED MISSED APPROACH TRACK TO KIBBE FROM 58.37 TOP 58.36.</div> <div>(SEE FORM 8260-10)</div>					
<div>REASONS:</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
RNAV (RNP) - STANDARD,
INSTRUMENT APPROACH PROCEDURE, - TITLE 14 CFR PART 97.33

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.



CITY AND STATE
WINDSOR LOCKS, CT

ELEVATION: 173 TDZE: 173
AIRPORT NAME:
BRADLEY INTL

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (RNP) Z RWY 6, AMDT 1

SUP:
AMDT: ORIG-A
DATED: 09/18/2014

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 27. REMOVED CHART FAS OBST 282 TREE. 28. CHANGED DIST TO THLD FROM 362 HAT: 0.96 NM TO 372 HAT: 1.00 NM. 29. CHANGED CHART MINIMUM ALTITUDE AT DILLN AND PAGNE 5000 TO CHART MANDATORY 5000 AT DILLN, MIICH, ERICH, DWOLF.					
REASONS:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
INTERMEDIATE: RNP 1.00	DILLN	YELOW	1. AAO	415557.00N/0725315.00W	1352 (3E)	500	AC60 AT2088	4000	
			2. TERRAIN	415600.00N/0725215.00W	1096 (1100)		AS1500	2600	
INTERMEDIATE: STEPDOWN RNP 1.00	YELOW	CABAG	3. AAO	415442.00N/0725448.00W	1375 (3E)	500	AC60 AT1065	3000	
			4. TERRAIN	415442.00N/0725448.00W	1175 (1200)		AS1500	2700	
INTERMEDIATE: RNP 1.00	MIICH	CABAG	5. AAO	415818.00N/0725545.00W	1572 (3E)	500	AC60 AT868	3000	
			6. TERRAIN	415727.00N/0725603.00W	1221 (1200)		AS1500	2700	
INTERMEDIATE: STEPDOWN RNP 1.00	CABAG	HUNEE	7. AAO	415303.00N/0725254.00W	1076 (3E)	500	AC60 VEB153	1800	
			8. TERRAIN	414954.00N/0724748.00W	893 (900)		AS0	900	
INITIAL: RNP 1.00	BRISS	PENNA	9. AAO	414448.00N/0730010.00W	1352 (3E)	1000	AC73 AT575	3000	
			10. TERRAIN	414448.00N/0730010.00W	1152 (1200)		AS1500	2700	
INTERMEDIATE: RNP 1.00	PENNA	JANID	11. AAO	414926.07N/0724755.44W	1159 (2C)	500	AC20	1700	
			12. TERRAIN	414842.00N/0724754.00W	899 (900)		AS1500	2400	
INTERMEDIATE: STEPDOWN RNP 1.00	JANID	HUNEE	11. AAO	414926.07N/0724755.44W	1159 (2C)	500	AC20 VEB62 AT59	1800	
			13. TERRAIN	414926.07N/0724755.44W	959 (1000)		AS0	1000	
2. PROCEDURE TURN									
3. MISSED APPROACH	MAP: DA / DA	KIBBE				ASC		3000	
	ELEV: 291/339		21. AAO	420527.00N/0722530.00W	781 (3E)	1000	AC73	1900	
			22. TERRAIN	420241.14N/0723038.91W	429 (400)		AS1500	1900	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL					
CATEGORY B	1.5 NM		450						
CATEGORY C	1.7 NM		450						
CATEGORY D	2.3 NM		550						
CATEGORY E	4.5 NM		550						
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAIID: RW06								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
360-360	AAO	332/28.8	2225 (4E)	3300					
CITY AND STATE	ELEVATION: 173			FACILITY	PROCEDURE AND AMENDMENT NO:			REGION	
WINDSOR LOCKS, CT	AIRPORT NAME: BRADLEY INTL			RNAV	RNAV (RNP) Z RWY 6, AMDT 1			ANE	

QUALITY
25
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - VERTICALLY GUIDED FINAL ONLY. PRECIPITOUS TERRAIN EVALUATION COMPLETED. CRITICAL TEMPERATURES: CRITICAL LOW :-18C (0F) CRITICAL HIGH :+54C (+130F) ACT :-18C APT ISA :+14.66C CRITICAL TEMPERATURE REMARKS AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2012-2016). CRITICAL LOW TEMPERATURE BASED ON ACT. DESCENT RATE (FPM): STANDARD TEMP 956 HIGH TEMP 1116. TERMINAL ROUTE TURN COMPUTATIONS: RF TURN DATA: TURN FIX : YELow-CABAG ALT : 4000 KIAS : 210 KTAS : 228.7 HAA : 3827 VKTW : 52.3 TR : 2.5 BA : 24.72 DTA : COURSE CHANGE : 73.34 DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFFRC)/3.2 NM RF TURN DATA: TURN FIX : CABAG-HUNEE ALT : 3000 KIAS : 210 KTAS : 225.3 HAA : 2827 VKTW : 48.1 TR : 2.5 BA : 23.54 DTA : COURSE CHANGE : 93.27 DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFFRC)/4.07 NM RF TURN DATA: TURN FIX : RABPO-WHISL ALT : 4000 KIAS : 210 KTAS : 228.7 HAA : 3827 VKTW : 52.3 TR : 2.5 BA : 24.72 DTA : COURSE CHANGE : 117.74 DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFFRB)/5.14 NM RF TURN DATA: TURN FIX : WHISL-HUNEE ALT : 2400 KIAS : 210 KTAS : 223.3 HAA : 2227 VKTW : 44.5 TR : 2.5 CONT.			
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING							
BDL TOWER BDL APP CON ZBW ARTCC				N W S	OTHER: ASOS		SOURCE:KBDL						
				F A A			DISTANCE:						
				A / C			HOURS REMOTE OPERATION: 0/YES						
SATISFACTORY ON:													
X	V H F	X	U H F		H F	LOCATION: KBDL			ADJUSTMENT: 0				
4. MONITOR STATUS	PRIMARY NAVAID:												
	MONITOR POINT:												
	HRS OPTN:	CAT 1		CAT 3									
5. APPROACH & RUNWAY LIGHTING	X	ALSF-2 06											
		(S) SALS											
	X	MALSF 33 MALSR 24											
	X	HIRL 06, 15, 24, 33											
	X	MIRL 01, 19											
	X	REIL 06, 15											
	X	TDZ 06, 24											
	X	C/L 06, 24											
	X	OTHER (SPECIFY) PAPI-4R 33 PAPI-4L 06, 15, 24											
6. RUNWAY MARKINGS		BASIC BSC-G 01, 19											
		ALL WEATHER PIR-G 06, 24, 33											
		INSTRUMENT NPI-G 15											
7. RUNWAY VISUAL RANGE		APPROACH 06, 24, 33											
		MIDFIELD 06, 24											
		ROLL OUT 06, 15, 24											
8. GLIDE PATH		GP ANGLE: 3.00					ELEV RWY THRESHOLD:173.0						
		DISTANCE FROM RWY:					ELEV GP ANTENNA:						
							THRESHOLD CROSSING HEIGHT:53.8						
9. FINAL APPROACH COURSE AIMING			X	RUNWAY THRESHOLD							FT. FROM THRESHOLD		
			X	ON CENTERLINE							FT. FROM CENTERLINE		
10. WAIVERS: NONE													
PART D - PREPARED BY: JEFFREY ROBINSON								DATE: 07/28/2017					
TITLE: AERONAUTICAL INFORMATION SPECIALIST								OFFICE: AJV-5421					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA	
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1. APP SEGMENT		FROM		TO		OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS		MIN. ALT.							
INTERMEDIATE: RNP 1.00		ERICH		WHISL		14. TOWER (09-000003)	414630.35N/0724818.35W	1261 (4D)	500	AC50 AT589		2400							
						13. TERRAIN	414926.07N/0724755.44W	959 (1000)		AS1000		2000							
INTERMEDIATE: RNP 1.00		DWOLF		RABPO		15. TOWER (09-000008)	414847.40N/0724144.10W	473 (4D)	500	AC50 AT2977		4000							
						16. TERRAIN	414751.00N/0724139.00W	184 (200)		AS1500		1700							
INTERMEDIATE: STEPDOWN RNP 1.00		RABPO		WHISL		11. AAO	414926.07N/0724755.44W	1159 (2C)	500	AC20 AT721		2400							
						13. TERRAIN	414926.07N/0724755.44W	959 (1000)		AS1000		2000							
INTERMEDIATE: STEPDOWN RNP 1.00		WHISL		HUNEE		11. AAO	414926.07N/0724755.44W	1159 (2C)	500	AC20 VEB62 AT59		1800							
						17. TERRAIN	415127.00N/0724651.00W	739 (700)		AS1000		1700							
FINAL: RNP 0.11		HUNEE		RW06		18. TREE (09-040260)	415520.80N/0724231.43W	295 (1A)	22.02:1	AC3 MA41		545/372							
FINAL: RNP 0.30		HUNEE		RW06		19. TREE (09-039289)	415539.45N/0724314.87W	371 (1A)	21.99:1	AC3 MA9		672/499							
MISSED APPROACH: (RNP 0.11-1.00)		DA		RW06 (40:1)		18. TREE (09-040260)	415520.80N/0724231.43W	295 (1A)	ASC	AC3									
MISSED APPROACH: (RNP 0.30-1.00)		DA		RW06 (40:1)		20. TREE (09-039998)	415541.32N/0724314.81W	382 (1A)	ASC	AC3									
3. MISSED APPROACH	MAP:																		
	ELEV:																		
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL													
CATEGORY B		1.5 NM			450														
CATEGORY C		1.7 NM			450														
CATEGORY D		2.3 NM			550														
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
PRIMARY NAVAID:																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
CITY AND STATE				ELEVATION: 173				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
WINDSOR LOCKS, CT				AIRPORT NAME: BRADLEY INTL				RNAV				RNAV (RNP) Z RWY 6, AMDT 1							
													25	CHECKED					

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					DISTANCE:						
					HOURS REMOTE OPERATION:						
					F A A						
					A / C						
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS	PRIMARY NAVAID:										PART C - REMARKS: CONTINUED. BA : 22.68 DTA : COURSE CHANGE : 46.64 DVEB : VEBOCS : RF CENTER FIX/DISTANCE : (CFFRB)/2.03 NM SEE ATTACHED AIRSPACE LETTER. PROCEDURE DESIGN PER PBN OFFICE REQUEST. IAW 8260.19G, PARA 2-11-4D, APPLIED NON-RNP (AR) OBSTACLE ACCURACY STANDARDS FOR VISUAL SURFACES, GQS, MISSED APPROACH HOLDING, AND MSA. ALL VKTW OBTAINED FROM HISTORICAL WIND STUDY, 99TH PERCENTILE. VEB DATA FROM IPDS GP INTERCEPT ALT: 1800 FT LTP ELEV: 173.0 FT GP ANGLE: 3.00 TCH: 53.83 FT LOW TEMP: -18C DELTA ISA: -32.66C RNP 0.30 DA ROC AT 250FT: 257 FT ROC AT PFAF: 439 FT OCS SLOPE: 21.99:1 OCS ORIGIN: 3899 FT RNP 0.11 DA ROC AT 250FT: 195 FT ROC AT PFAF: 379 FT OCS SLOPE: 22.02:1 OCS ORIGIN: 2525 FT 100 FT MAXIMUM ADVERSE VEGETATION HEIGHT. NO BACK-UP ALTIMETER SETTING SOURCE REQUIRED; REDUNDANT WEATHER SOURCES. INTERMEDIATE SDF JANID ADDED TO PROVIDE CONTROLLED AIRSPACE CONTAINMENT FOR THE PORTION OF THE INTERMEDIATE SEGMENT OUTSIDE OF THE CLASS C SURFACE EXTENSION. OBS #8, 13: AS0 ALTITUDE ADJUSTMENT DUE TO CLASS C SURFACE EXTENSION. VGSI DATA: 3.00/71.0 USED I-BDL ILS TCH 53.83 FOR PROCEDURE DEVELOPMENT. "VISUAL PORTION OF FINAL" PENETRATIONS: RNP 0.11, RNP 0.30 34:1 282 TREE (09-040092) 415525.89N/0724214.37W (10.92) 237 TREE (09-039378) 415537.55N/0724204.56W (5.98) 290 TREE (09-040104) 415530.96N/0724231.19W (3.56) 294 TREE (09-039744) 415530.66N/0724233.48W (3.36) 291 TREE (09-020199) 415527.90N/0724229.04W (1.39) 288 TREE (09-040451) 415528.35N/0724228.09W (0.82)
	MONITOR POINT:										
	HRS	CAT 1									
OPTN:	CAT 3										
5. APPROACH & RUNWAY LIGHTING	ALS										
	(S) SALS										
	MALS										
	HIRL										
	MIRL										
	REIL										
	TDZ										
	C/LINE										
	OTHER (SPECIFY)										
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		MIDFIELD									
		ROLL OUT									
8. GLIDE PATH		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
						THRESHOLD CROSSING HEIGHT:					
9. FINAL APPROACH COURSE AIMING			RUNWAY THRESHOLD						FT. FROM THRESHOLD		
			ON CENTERLINE						FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:						DATE:					
TITLE:						OFFICE:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED.		
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING					
SATISFACTORY ON:					N W S	OTHER:		SOURCE:				
					F A A			DISTANCE:				
					A / C			HOURS REMOTE OPERATION:				
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:										
		MONITOR POINT:										
		HRS OPTN:	CAT 1									
			CAT 3									
5. APPROACH & RUNWAY LIGHTING			ALS									
			(S) SALS									
			MALS									
			HIRL									
			MIRL									
			REIL									
			TDZ									
			C/LINE									
6. RUNWAY MARKINGS			OTHER (SPECIFY)									
			BASIC									
			ALL WEATHER									
7. RUNWAY VISUAL RANGE			INSTRUMENT									
			APPROACH									
			MIDFIELD									
8. GLIDE PATH			ROLL OUT									
		GP ANGLE:				ELEV RWY THRESHOLD:						
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
9. FINAL APPROACH COURSE AIMING			THRESHOLD CROSSING HEIGHT:									
			RUNWAY THRESHOLD				FT. FROM THRESHOLD					
10. WAIVERS:			ON CENTERLINE				FT. FROM CENTERLINE					
PART D - PREPARED BY:						DATE:						
TITLE:						OFFICE:						