

Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: IAP	Date Open: 02/01/2017	Task #: 2015111314264902052	Request #: 20151113142649
Procedure: RNAV (GPS) Y RWY 6 AMDT 3			Airport ID: KBDL	Airport: BRADLEY INTL		Reimbursable #: NO
City: WINDSOR LOCKS	ST: CT	GPS #:	Estimated Chart Date: 03/29/2018		FICO #: 1195222	
Fac ID: N/A		Fac. Type:			Specialist: JEFFREY ROBINSON	
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	05/11/2017	09/13/2017	ANDI LAU	QUALITY		
QA:	09/13/2017	09/13/2017	ANDI LAU	35		
Liaison:	09/13/2017	09/13/2017	MARY MCDONALD	CHECKED		
Procedure Comments:			Remark Type: INFORMATION			
<p>CANCEL FDC 7/1829 ON PUBLICATION DATE.</p> <p style="text-align: right;">ARI UPDATED</p> <p>CONTACT: DEZ SILAGYI, 405-954-5340</p> <p>1/16/18: THIS IS AN UPDATED COPY OF THE 8260-3 FORM DEVELOPED ON 6/20/17.</p> <ol style="list-style-type: none"> ADDED CHART NOTE: CIRCLING RWY 19 NA AT NIGHT. ADD'L FLIGHT DATA CHART FAS OBST CHANGED FROM 389 TREE TO 379 TREE. FAS DATA LTP LAT/LONG CHANGED FROM 415555.2510N/0724147.6880W TO 415555.2500N/0724147.6885W. FAS DATA FPAP LAT/LONG CHANGED FROM 415702.3965N/0724019.6850W TO 415702.3950N/0724019.6695W. FAS DATA CRC REMAINDER CHANGED FROM 4EDF87DE TO 24628895. <p>11/21/17: THIS IS AN UPDATED COPY OF THE HUNEE 8260-2 DEVELOPED ON 6/19/17.</p> <ol style="list-style-type: none"> FIX LAT/LONG CHANGED FROM 415223.164N/0724625.159W TO 415223.202N/0724625.158W; FIX MOVED 3.8 FT NORTH. FAC 1 - MAG/TRUE BRG CHANGED FROM 238.37/224.37 TO 238.38/224.38; DIST FROM FAC FEET CHANGED FROM 41718 TO 41716. I-BDL DME COORD CHANGED FROM 415717.28N/0723956.50W TO 415717.29N/0723956.51W. <p>11/21/17: THIS IS AN UPDATED COPY OF THE JANID 8260-2 DEVELOPED ON 7/25/17.</p> <ol style="list-style-type: none"> FIX LAT/LONG CHANGED FROM 415015.43N/0724911.91W TO 415015.46N/0724911.95W; FIX MOVED 4 FT NORTHWEST. FAC 1 - MAG/TRUE BRG CHANGED FROM 238.37/224.37 TO 238.38/224.38. I-BDL DME L/L CHANGED FROM 415717.28N/0723956.50W TO 415717.29N/0723956.51W. <p>1/8/17: THIS IS AN UPDATED COPY OF THE JETIX 8260-2 DEVELOPED ON 6/19/17.</p> <ol style="list-style-type: none"> FIX L/L CHANGED FROM 415349.458/0724432.353W TO 415349.488N/0724432.342W; FIX MOVED 3.1 FT NORTH. FAC 1 - MAG/TRUE BRG CHANGED FROM 238.37/224.37 TO 238.38/224.38. I-BDL DME COORD CHANGED FROM 415717.28N/0723956.50W TO 415717.29N/0723956.51W <p>PENDING AIRPORT, RUNWAY, AND ASSOCIATED ILS FAC DATA USED FOR UPDATED COPY; NEW SURVEY RELEASED FOLLOWING SAT FLIGHT INSPECTION.</p> <p>KBDL 06.3Y FLT CHK SAT 10/13/17 (N78)</p> <p>FLT CHK: REQUEST TABLE-TOP REVIEW OF UPDATED INFORMATION. ILS FRONT COURSE CHANGED FROM 44.37 TRUE TO 44.375 TRUE; ILS TCH CHANGED FROM 53.781 TO 53.833; RWY 6 THLD MOVED 0.12 FT SOUTH; RWY 6 THLD ELEV CHANGED FROM 172.9 TO 173.0.</p>						

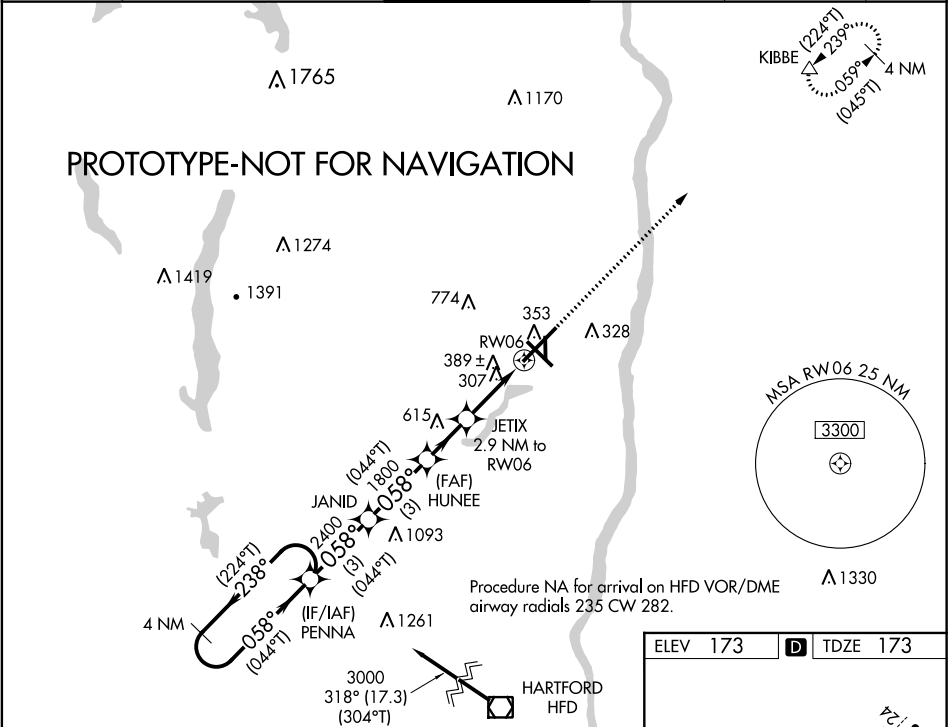
FIPC BASIC FORM							
PROCEDURE: RNAV (GPS) Y RWY 6 3			AIRPORT NAME: BRADLEY INTL		AIRPORT ID: KBDL	SPECIAL CONTROL NO: YG-09-186-17	
FAC ID: KBDL06.03Y		CITY: WINDSOR LOCKS			ST: CT	ORIG CHART DATE: 12/07/2017	
DFL TYPE: PROC/S	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID: 2015111314264901007		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 10/12/2017		CREW #: VN053	N #: N78	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: durley j felder @ 10/13/2017 07:01			PRINTED NAME: FELDER, DURLEY JAN				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Added stepdown fix and changed waypoints in intermediate segment.							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

WAAS CH 70328 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	9509 173 173
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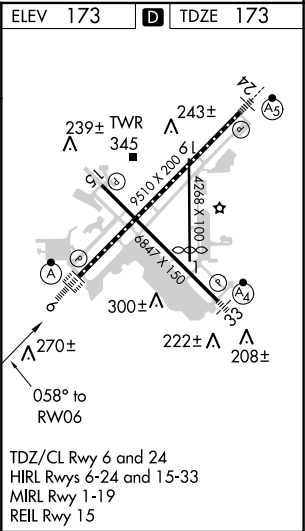
RNAV (GPS) Y RWY 6

BRADLEY INTL (BDL)

<div><div><div>⚠</div><div>⚠</div><div>❄ -23°C</div></div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1% SM.</div><div>CIRCLING RWY 19 NA AT NIGHT.</div></div>		<div>ALSIF-2</div> <div><div></div></div>	<div>MISSED APPROACH:</div> <div>Climb to 3000 direct KIBBE and hold.</div>		
<div>D-ATIS</div> <div>118.15</div>	<div>BRADLEY APP CON</div> <div>123.95 290.55 (061°-240°)</div> <div>125.35 281.5 (241°-060°)</div>	<div>BRADLEY TOWER</div> <div>120.3 351.8</div>	<div>GND CON</div> <div>121.9 348.6</div>	<div>CLNC DEL</div> <div>121.75 322.3</div>	<div>CPDLC</div>



4 NM Holding Pattern (224°T) 3000 ← 238° → 058° → (044°T) GP 3.00° TCH 54		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		3000	KIBBE
PENNA		JANID	HUNEE	JETIX	
3000		2400	1800	1160	
3 NM		3 NM	2 NM	1.7 NM	1.2
CATEGORY	A	B	C	D	
LPV DA	373/18		373 (400-½)		
LNAV/VNAV DA	640/60		467 (500-1¼)		
LNAV MDA	640/24		467 (500-½)		
<div>CIRCLING</div>	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)	



WAAS CH 70328 W06A	APP CRS 058°	Rwy Idg TDZE Apt Elev	9509 173 173
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RNAV (GPS) Y RWY 6
BRADLEY INTL (BDL)

BRADLEY INTL (BDL)

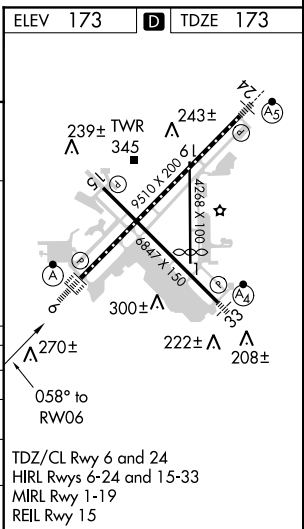
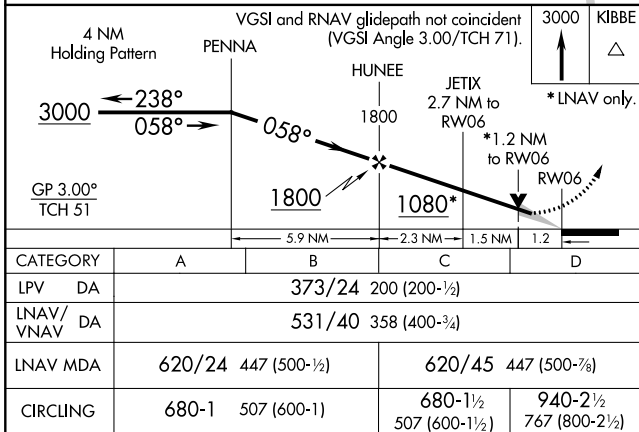
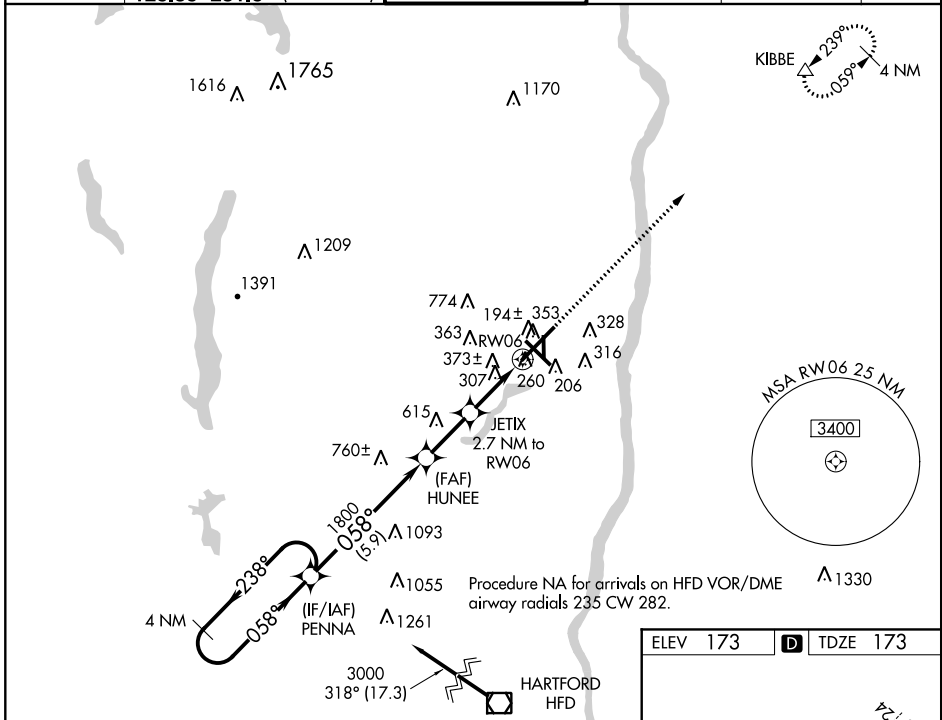
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 42°C (107°F). For inoperative ALSF-2, increase LNAV/VNAV all Cats visibility to RVR 6000, increase LNAV Cats A, B visibility to RVR 5500, Cats C, D visibility to 1%. DME/DME RNP-0.3 NA

ALSF-2



MISSED APPROACH:
Climb to 3000 direct
KIBBE and hold.

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

Amdt 2A 18SEP14

BRADLEY INTL (BDL)

41°56'N-72°41'W

RNAV (GPS) Y RWY 6

NE-1, 25 MAY 2017 to 22 JUN 2017

NE-1, 25 MAY 2017 to 22 JUN 2017

RNAV (GPS) Y RWY 6, AMDT 3
ALL SEGMENTS
1:500,000

MA HOLD
1280 AAO

#1
1261 TWR

#9
1365 AAO

RADLEY APP WITHIN
ON 125.35 281.5
5 323.2

~~CTC BRADLEY APP
20 NM ON 125 55 28
127 225 3222~~

CTC BRADLEY APP WITHIN
20 NM ON 123.95 290.55
127 225 323 21

KBDL 45NM 6-12-17 JRobinson
Transverse Mercator
Scale 1:500000

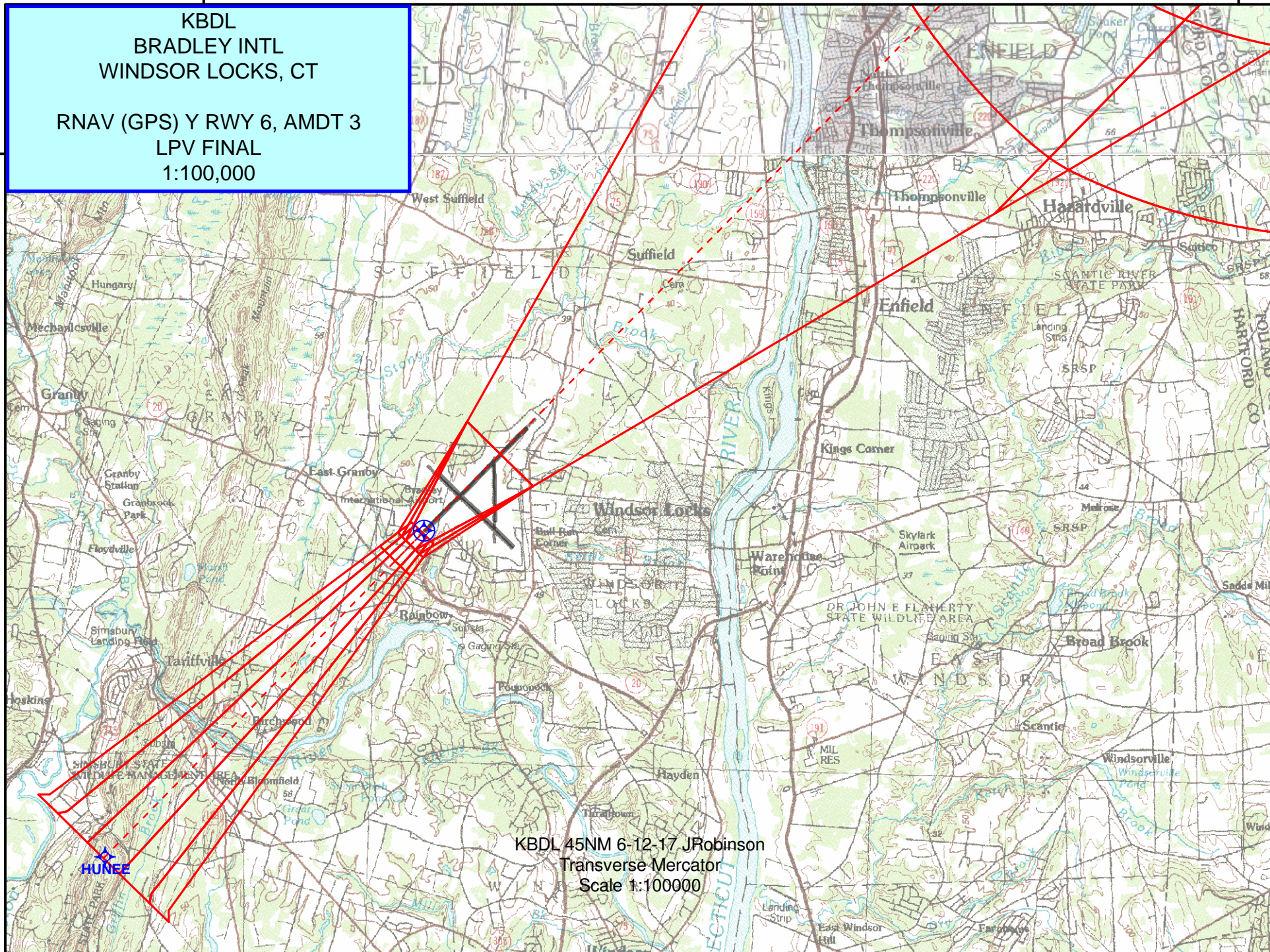
72°45'0"W

72°30'0"W

KBDL
BRADLEY INTL
WINDSOR LOCKS, CT

RNAV (GPS) Y RWY 6, AMDT 3
LPV FINAL
1:100,000

42°0'0"N



KBDL 45NM 6-12-17 JRobinson
Transverse Mercator
Scale 1:100000

72°45'0"W

42°00'0"N

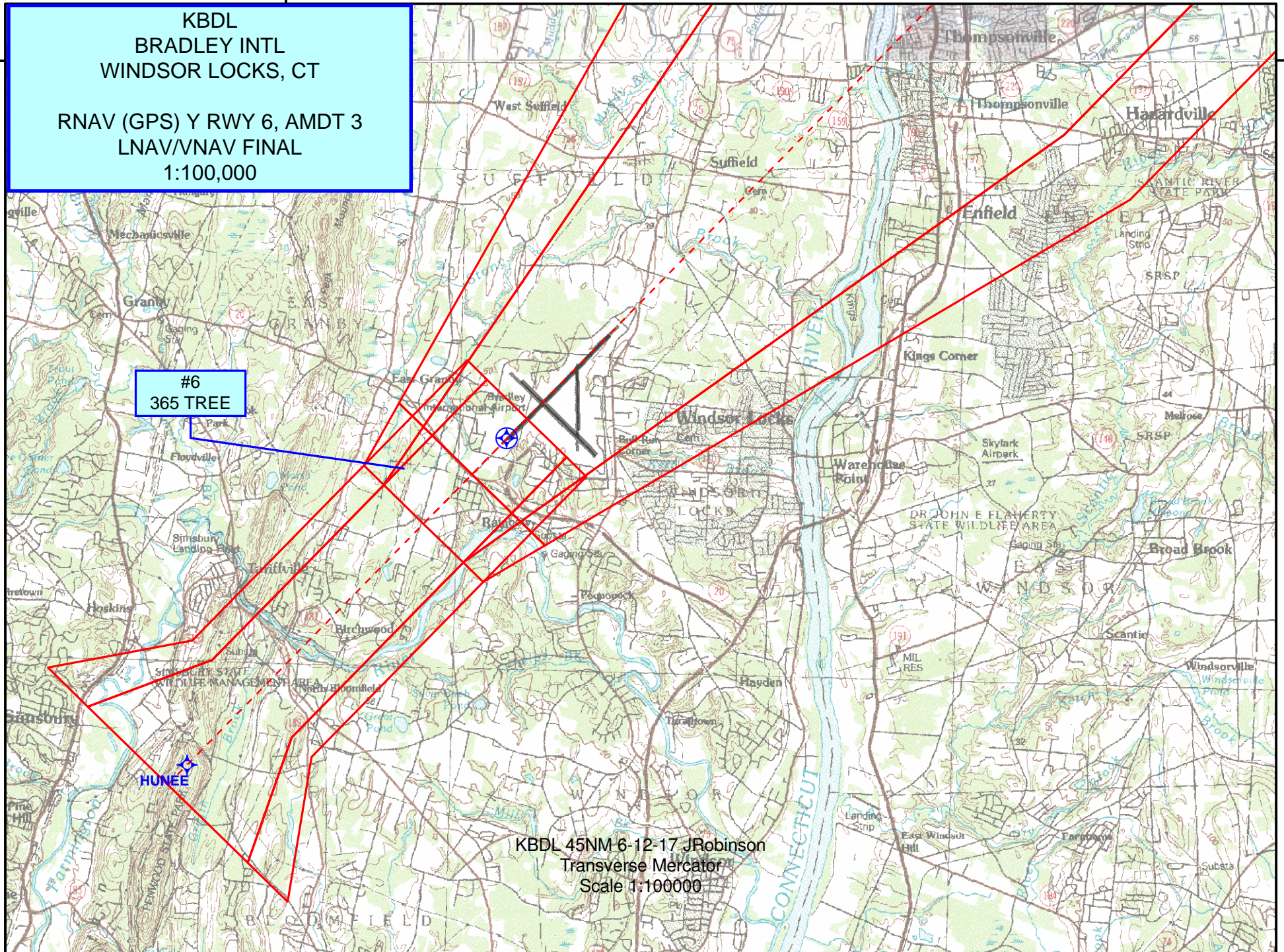
KBDL
BRADLEY INTL
WINDSOR LOCKS, CT

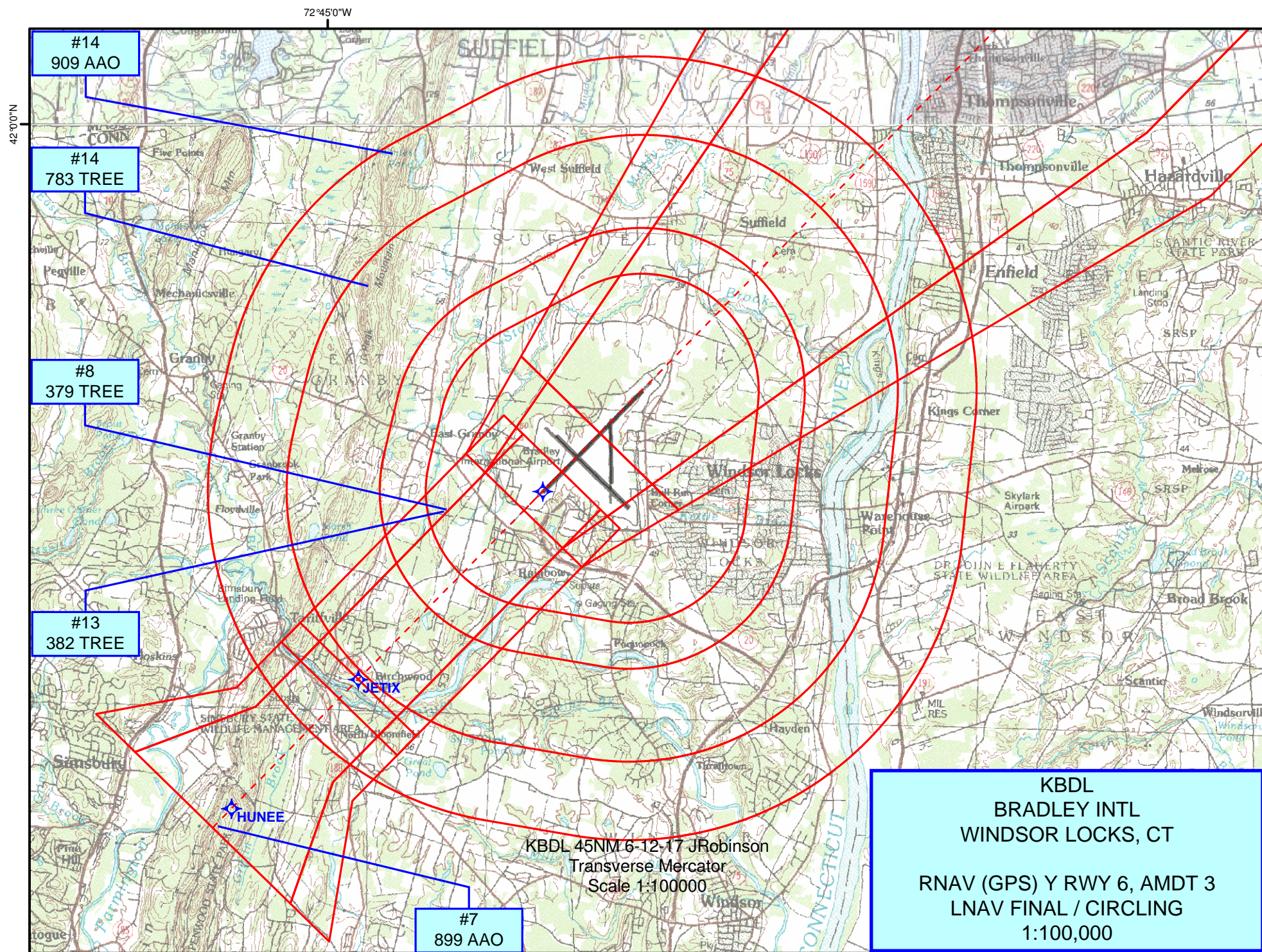
RNAV (GPS) Y RWY 6, AMDT 3
LNAV/VNAV FINAL
1:100,000

#6
365 TREE

HUNEE

KBDL 45NM 6-12-17 JRobinson
Transverse Mercator
Scale 1:100000





TERMINAL AIRSPACE DATA REQUIREMENTS

City: WINDSOR LOCKS Airport Name: BRADLEY INTL Procedure: RNAV (GPS) Y RWY 6 Docket #: NOT REQUIRED	State: CT ID: KBDL Amendment: AMDT 3																																																												
ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.																																																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">1.</td> <td style="width: 35%;">Distance from</td> <td style="width: 20%;">THLD</td> <td style="width: 20%;">to 1000' point</td> <td style="width: 20%; text-align: right;">7.11</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>INTERMEDIATE</td> <td>segment at 1000' point</td> <td style="text-align: right;">4.00</td> </tr> <tr> <td>3.</td> <td>True Course of</td> <td>INTERMEDIATE</td> <td>segment containing 1000' point</td> <td style="text-align: right;">44.29</td> </tr> <tr> <td>4.</td> <td>High Terrain in</td> <td>INTERMEDIATE</td> <td>segment containing 1000' point</td> <td style="text-align: right;">959</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">7.91</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>INTERMEDIATE</td> <td>segment at 1500' point</td> <td style="text-align: right;">4.00</td> </tr> <tr> <td>7.</td> <td>True Course of</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">44.29</td> </tr> <tr> <td>8.</td> <td>High Terrain in</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">959</td> </tr> <tr> <td>9.</td> <td colspan="2">Threshold Coordinates (if straight-in)</td> <td>41 55 55.25 N / 072 41 47.69 W</td> <td></td> </tr> <tr> <td>10.</td> <td colspan="2">ARP Coordinates</td> <td>41 56 20.90 N / 072 41 00.10 W</td> <td></td> </tr> <tr> <td>11.</td> <td colspan="4">Runway Approach End and distance furthest from ARP: Runway 24 Distance 0.85 NM</td> </tr> <tr> <td>12.</td> <td colspan="2">FAF Coordinates</td> <td>41 52 23.20 N / 072 46 25.16 W</td> <td></td> </tr> </table>		1.	Distance from	THLD	to 1000' point	7.11	2.	Width of	INTERMEDIATE	segment at 1000' point	4.00	3.	True Course of	INTERMEDIATE	segment containing 1000' point	44.29	4.	High Terrain in	INTERMEDIATE	segment containing 1000' point	959	5.	Distance from	THLD	to 1500' point	7.91	6.	Width of	INTERMEDIATE	segment at 1500' point	4.00	7.	True Course of	INTERMEDIATE	segment containing 1500' point	44.29	8.	High Terrain in	INTERMEDIATE	segment containing 1500' point	959	9.	Threshold Coordinates (if straight-in)		41 55 55.25 N / 072 41 47.69 W		10.	ARP Coordinates		41 56 20.90 N / 072 41 00.10 W		11.	Runway Approach End and distance furthest from ARP: Runway 24 Distance 0.85 NM				12.	FAF Coordinates		41 52 23.20 N / 072 46 25.16 W	
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Remarks: 1500-FT POINT OCCURS AT STEPDOWN FIX JANID. FIRST 1000-FT POINT OCCURS BETWEEN JANID AND FAF (HUNEE). JANID: 41 50 15.46 N / 072 49 11.95 W																																																													