

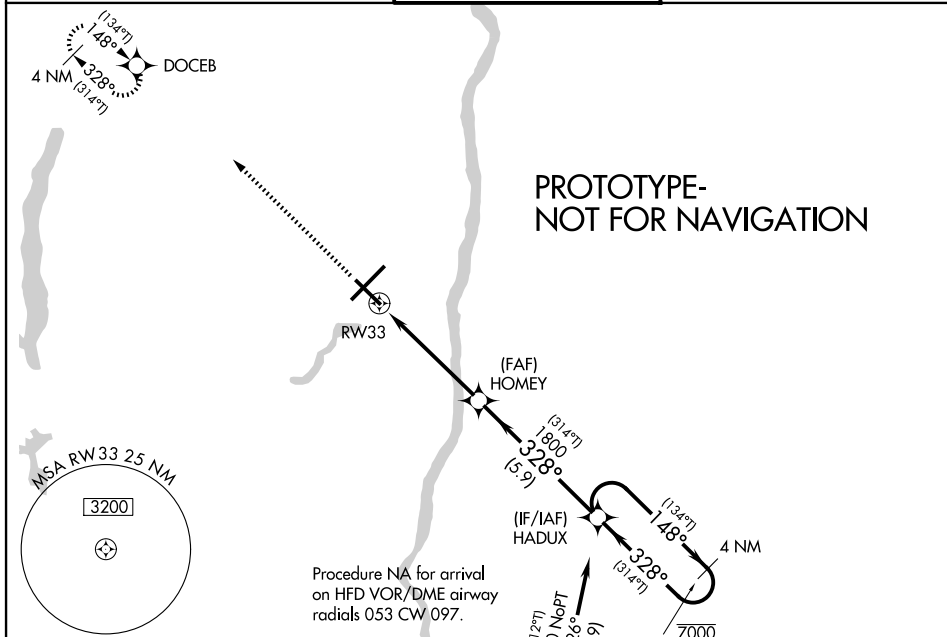
WAAS CH <b>65628</b> W33A	APP CRS <b>328°</b>	Rwy Ldg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
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# RNAV (GPS) RWY 33

BRADLEY INTL (BDL)

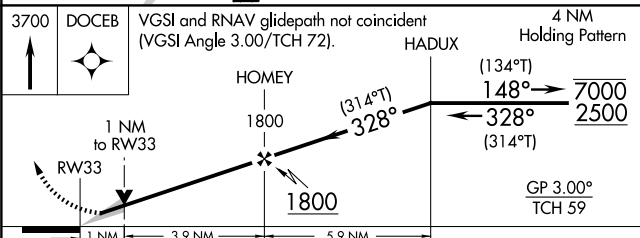
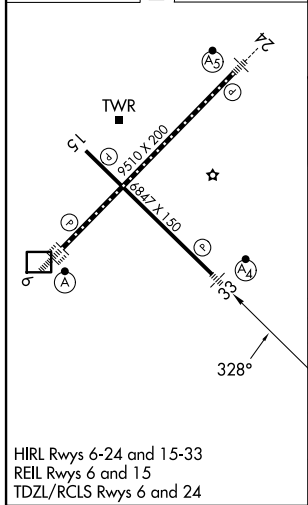
RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 3700 direct DOCEB and hold, continue climb-in-hold to 3700.
<p>▼ Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.</p> <p>▲ For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.</p>		

BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>
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Procedure NA for arrival on HFD VOR/DME airway radials 053 CW 097.

ELEV 173	<b>D</b>	TDZE 171
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3700 DOCEB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).			4 NM Holding Pattern
	HOMEY 1800	328°	1800	7000 2500
	1 NM to RWY 33	3.9 NM	5.9 NM	
CATEGORY	A	B	C	D
LPV DA		371/40	200 (200-¾)	
LNAV/VNAV DA		460/40	289 (300-¾)	
LNAV MDA	560/40	389 (400-¾)	560/45	389 (400-¾)
CIRCLING	700-1	527 (600-1)	1100-2¾ 927 (1000-2¾)	1220-3 1047 (1100-3)