

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

BRADLEY INTL (BDL)

RNP APCH - GPS.		MALSF	MISSED APPROACH: Climb to 3500 direct DOCEB and hold, continue climb-in-hold to 3500.
Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.			
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

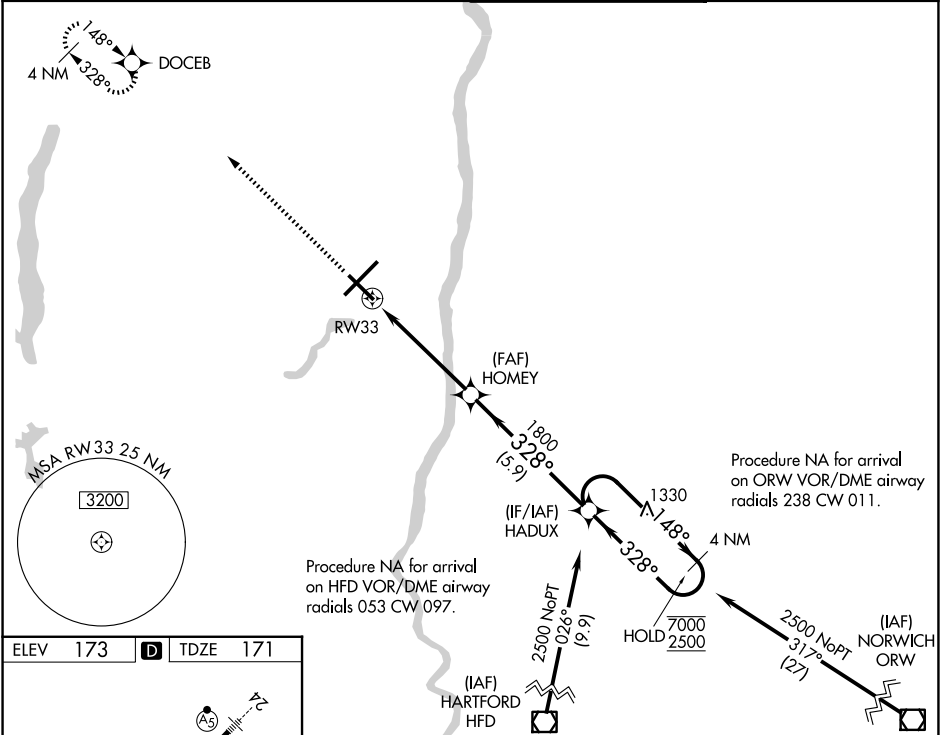


Diagram showing HIRL and REIL runways 6-24 and 15-33. Runway 15-33 is 9501 x 150 ft. Runway 6-24 is 6647 x 150 ft. A tower (TWR) is located near runway 15-33. A 328-degree heading is indicated for the approach to runway 33.

3500

DOCEB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

HOMEY

1800

1800

1 NM to RW33

1 NM

3.9 NM

5.9 NM

4 NM Holding Pattern

148°

328°

7000

2500

GP 3.00°

TCH 59

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 (400-¾)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

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