

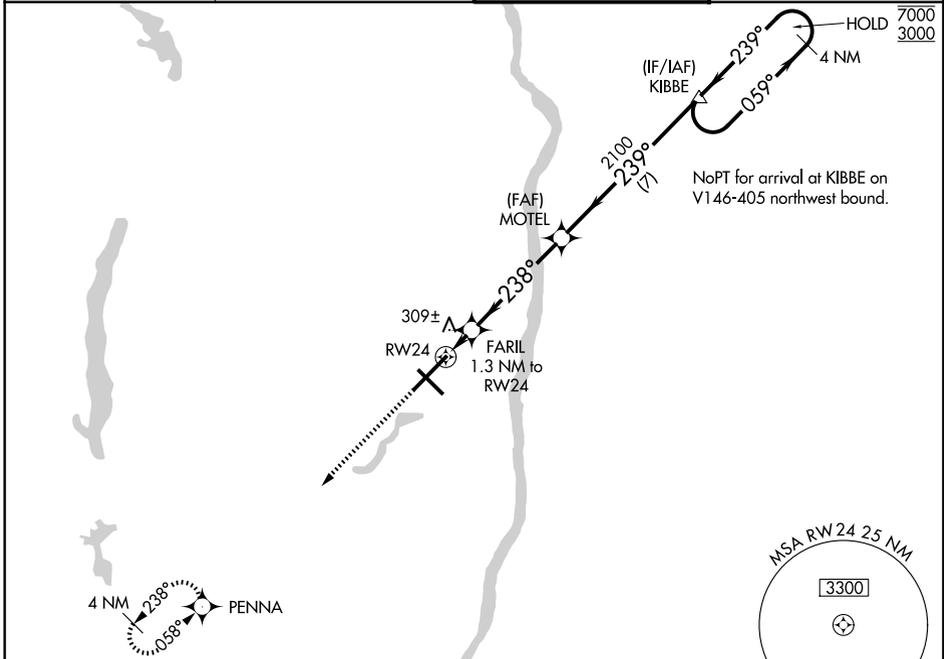
| | | | |
|--|------------------------|---|-------------|
| WAAS CH 97310 W24A | APP CRS 238° | Rwy Ldg TDZE 170 Apt Elev 173 | 9509 |
|--|------------------------|---|-------------|

RNAV (GPS) Y RWY 24

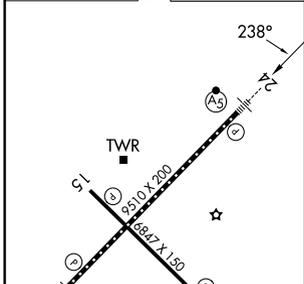
BRADLEY INTL (BDL)

| | | |
|---|-------------|--|
| RNP APCH-GPS. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. | MALSR AS | MISSED APPROACH: Climb to 3000 direct PENNA 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 |
|-------------------------|--|-------------------------------------|-------------------------------|



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



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|------|---------------------------|--|-------|----------------------|
| 3000 | PENNA | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). | KIBBE | 4 NM Holding Pattern |
| | FARIL 1.3 NM to RWY 24 | MOTEL 2100 | | 7000 3000 |
| | RWY 24 | | | GP 3.00° TCH 55 |
| | 1.3 | 4.6 NM | 7 NM | |

| CATEGORY | A | B | C | D |
|--------------|--------|-------------|-------------|--|
| LPV DA | 370/18 | | 200 (200-½) | |
| LNAV/VNAV DA | 560/45 | | 390 (400-¾) | |
| LNAV MDA | 560/24 | 390 (400-½) | | 560/35 390 (400-¾) |
| CIRCLING | 700-1 | 527 (600-1) | | 1120-2¾ 947 (1000-2¾) 1220-3 1047 (1100-3) |

REIL Rwy 15
TDZL/RCLS Rwys 6 and 24
HIRL Rwys 6-24 and 15-33