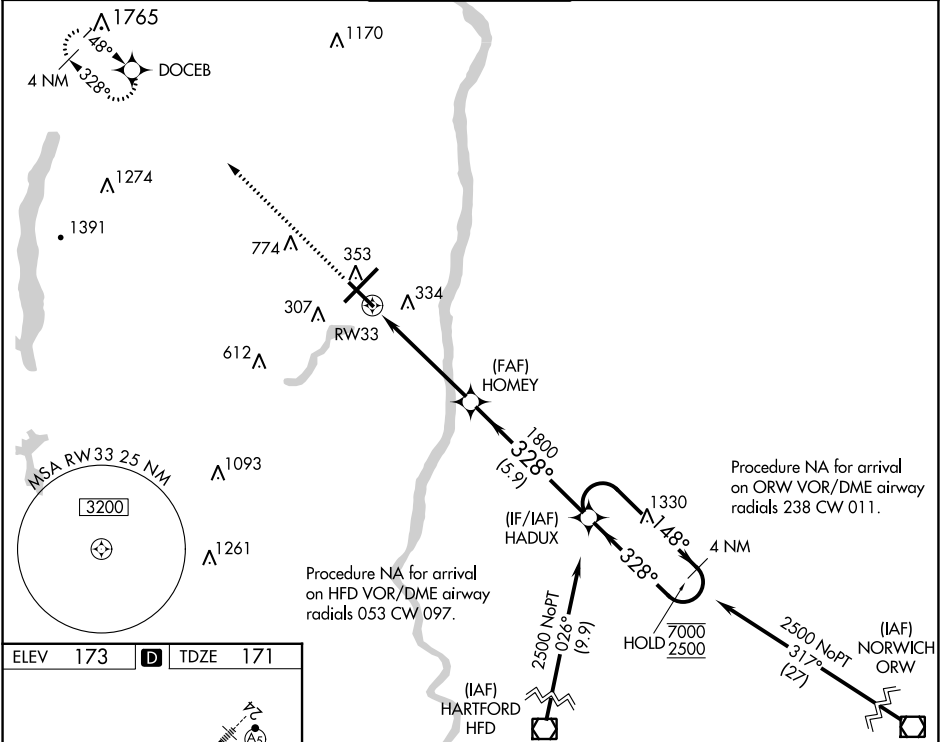


WAAS CH <b>65628</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
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RNAV (GPS) RWY 33

BRADLEY INTL (BDL)

RNP APCH - GPS.		MALSF 	MISSED APPROACH: Climb to 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 <b>118.15</b>	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>	CLNC DEL <b>121.75 322.3</b>	CPDLC



ELEV 173	<b>D</b>	TDZE 171
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3500		DOCEB		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		HADUX		4 NM Holding Pattern	
RW33		HOMEY		HADUX		NORWICH ORW		NORWICH ORW	
1 NM to RW33		1800		1800		7000		2500	
1 NM		3.9 NM		5.9 NM					
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