

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>60928</b><br><b>W15A</b> | APP CRS<br><b>148°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6847</b><br><b>171</b><br><b>173</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

# RNAV (GPS) RWY 15

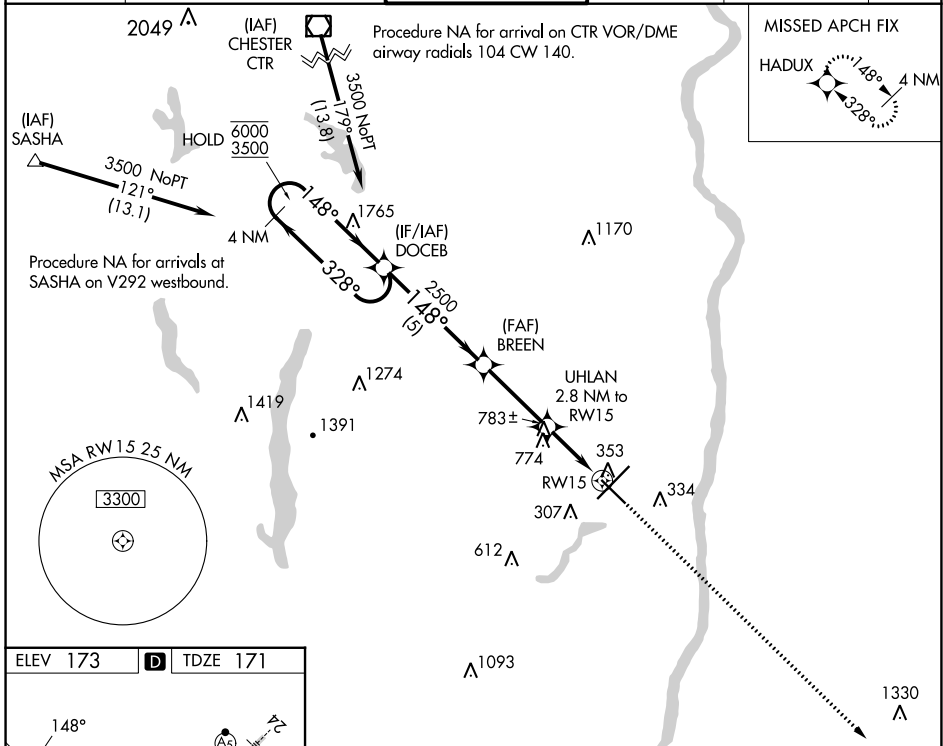
BRADLEY INTL (BDL)

RNP APCH-GPS.

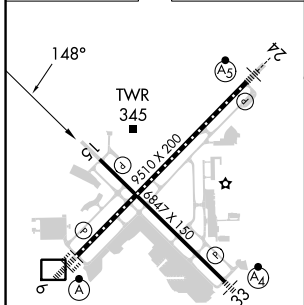
**▼** Rwy 15 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-17^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ .

**▲** MISSED APPROACH: Climb to 3000 direct HADUX and hold, continue climb-in-hold to 3000.

|                         |                                                                                        |                                     |                               |                                 |       |
|-------------------------|----------------------------------------------------------------------------------------|-------------------------------------|-------------------------------|---------------------------------|-------|
| D-ATIS<br><b>118.15</b> | BRADLEY APP CON<br><b>123.95 290.55</b> (061°-240°)<br><b>125.35 281.5</b> (241°-060°) | BRADLEY TOWER<br><b>120.3 351.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>121.75 322.3</b> | CPDLC |
|-------------------------|----------------------------------------------------------------------------------------|-------------------------------------|-------------------------------|---------------------------------|-------|



|          |          |          |
|----------|----------|----------|
| ELEV 173 | <b>D</b> | TDZE 171 |
|----------|----------|----------|



| CATEGORY          | A                                               | B                                                  | C                                                   | D  |
|-------------------|-------------------------------------------------|----------------------------------------------------|-----------------------------------------------------|----|
| LPV DA            | 478- $\frac{7}{8}$ 307 (400- $\frac{7}{8}$ )    |                                                    |                                                     | NA |
| LNAV/VNAV DA      | 1040-2 $\frac{1}{2}$ 869 (900-2 $\frac{1}{2}$ ) |                                                    |                                                     | NA |
| LNAV MDA          | 1040-1<br>869 (900-1)                           | 1040-1 $\frac{1}{4}$<br>869 (900-1 $\frac{1}{4}$ ) | 1040-2 $\frac{1}{2}$<br>869 (900-2 $\frac{1}{2}$ )  | NA |
| <b>C</b> CIRCLING | 1040-1 $\frac{1}{4}$                            | 867 (900-1 $\frac{1}{4}$ )                         | 1100-2 $\frac{3}{4}$<br>927 (1000-2 $\frac{3}{4}$ ) | NA |

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

NE-1, 26 DEC 2024 to 23 JAN 2025

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