

WINDSOR LOCKS, CONNECTICUT

AL-460 (FAA)

25219

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|--|------------------------|---|
| WAAS CH 60928 W15A | APP CRS 148° | Rwy Ldg TDZE 171 Apt Elev 173 |
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RNAV (GPS) RWY 15

BRADLEY INTL (BDL)

RNP APCH-GPS.

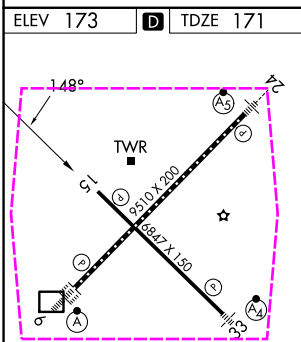
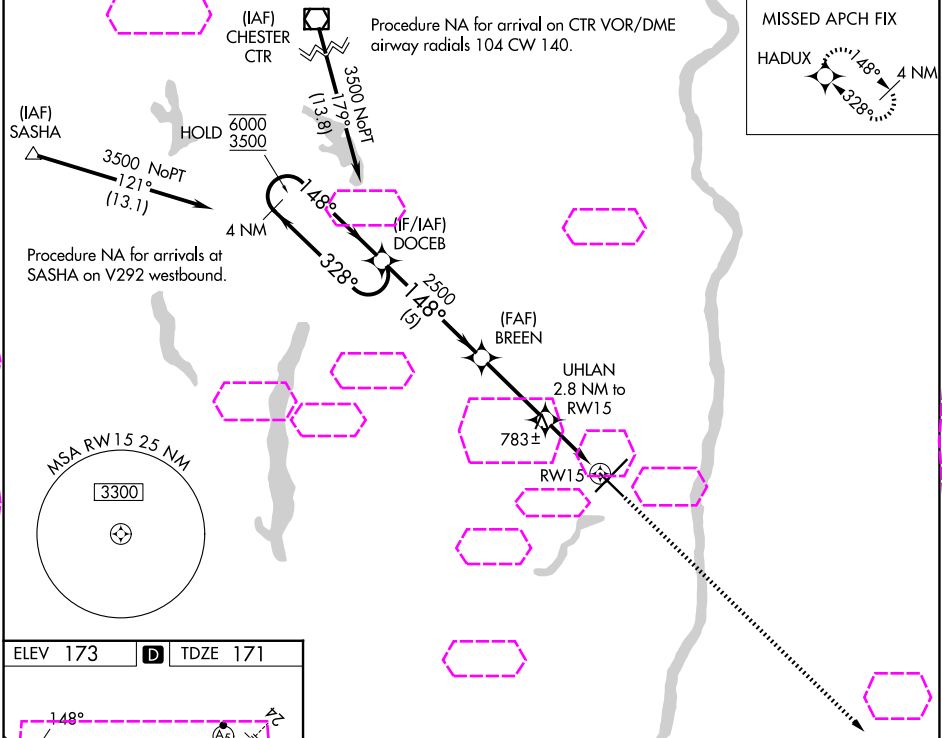
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Rwy 15 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

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

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|-------------------------|--|-------------------------------------|-------------------------------|---------------------------------|-------|
| D-ATIS 118.15 | YANKEE 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 | CLNC DEL 121.75 322.3 | CPDLC |
|-------------------------|--|-------------------------------------|-------------------------------|---------------------------------|-------|



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

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|----------------------|-----------------------|--|---|------------------------|------------|
| 4 NM Holding Pattern | | DOCEB | BREEN | UHLAN 2.8 NM to RWY 15 | 3000 HADUX |
| 6000 ← 328° | | 3500 → 148° | 2500 | 1280 | |
| GP 3.60° | | TCH 60 | | | |
| | | 5 NM | 3.2 NM | 0.6 NM | 2.2 NM |
| 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 | 1040-1 869 (900-1) | 1040-1 $\frac{1}{4}$ 869 (900-1 $\frac{1}{4}$) | 1040-2 $\frac{1}{2}$ 869 (900-2 $\frac{1}{2}$) | NA | |
| CIRCLING | 1040-1 $\frac{1}{4}$ | 867 (900-1 $\frac{1}{4}$) | 1100-2 $\frac{3}{4}$ 927 (1000-2 $\frac{3}{4}$) | NA | |

NE-1, 07 AUG 2025 to 04 SEP 2025

NE-1, 07 AUG 2025 to 04 SEP 2025