

LOC/DME FHX 108.55 Chan 22 (Y)	APP CRS 328°	Rwy Idg 6847 TDZE 171 Apt Elev 173
--	------------------------	---

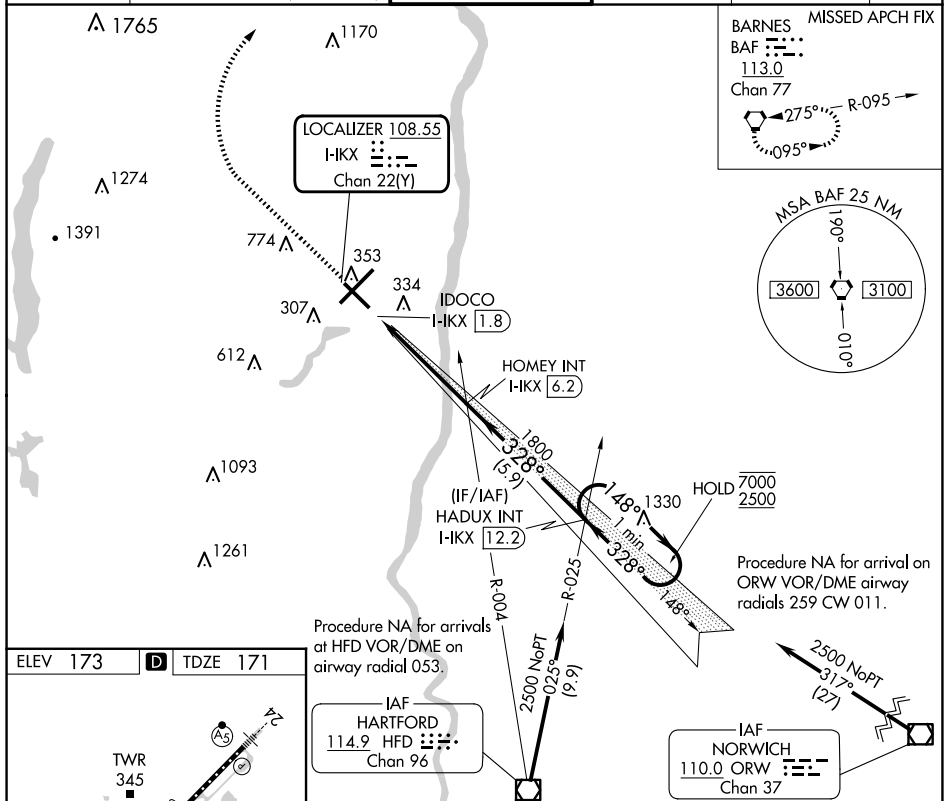
ILS or LOC RWY 33
BRADLEY INTL (BDL)

T Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase
A S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

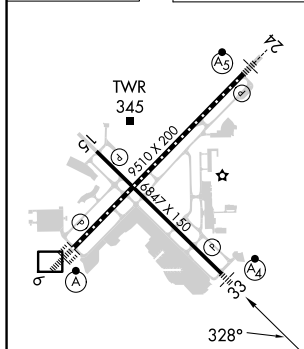
MALSF

MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC 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	CLNC DEL 121.75 322.3	CPDLC
-------------------------	--	-------------------------------------	-------------------------------	---------------------------------	-------



ELEV 173	D	TDZE 171
----------	----------	----------



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

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

4000 ↑		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				HADUX INT I-KXK <u>12.2</u>	One Minute Holding Pattern
		HOMEY INT I-KXK <u>6.2</u>	1800	328°	1800	148° → 7000 ← 328° 2500	GS 3.00° TCH 59
		IDOCO I-KXK <u>1.8</u>	0.5	0.6	3.9 NM	5.9 NM	
CATEGORY	A		B		C		D
S-ILS 33			371/40		200 (200-¾)		
S-LOC 33	580/40		409 (500-¾)		580/50		409 (500-1)
C CIRCLING	700-1		527 (600-1)		1120-2¾ 947 (1000-2¾)		1220-3 1047 (1100-3)