

LOC/DME I-MYQ
111.1
Chan **48**

APP CRS
238°

Rwy Ldg
TDZE **170**
Apt Elev **173**

ILS or LOC RWY 24
BRADLEY INTL (BDL)

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME 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
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NoPT for arrival at KIBBE on V146-405 northwest bound.

BARNES 113.0 BAF Chan 77

LOCALIZER 111.1 I-MYQ Chan 48

MISSED APCH FIX HARTFORD HFD 114.9 Chan 96

ALTERNATE MISSED APCH FIX BARNES BAF 113.0 Chan 77

4000 HFD

I-MYQ DME unusable inside 0.4 DME.

FARIL INT I-MYQ 1

MOTEL INT I-MYQ 5.5

SURLE INT I-MYQ 10.2

KIBBE I-MYQ 12.5

One Minute Holding Pattern

GS 3.00° TCH 55

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

CATEGORY	A	B	C	D
S-ILS 24	370/18		200 (200-½)	
S-LOC 24	640/24	470 (500-½)	640/50	470 (500-1)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)
FARIL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 24	520/24	350 (400-½)	520/30	350 (400-¾)
CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)

ELEV 173 TDZE 170

238°

TWR

51

9510 X 200

6847 X 130

35

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

FAC to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

WINDSOR LOCKS, CONNECTICUT
Amdt 13B 24MAR22

41°56'N-72°41'W

BRADLEY INTL (BDL)
ILS or LOC RWY 24