

LOC/DME I-KX 108.55 Chan 22 (Y)	APP CRS 328°	Rwy Ldg TDZE 171 Apt Elev 173
---	------------------------	---

ILS or LOC RWY 33

BRADLEY INTL (BDL)

▼

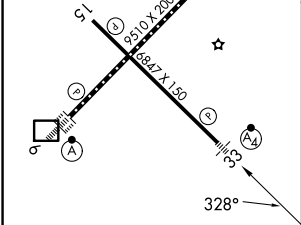
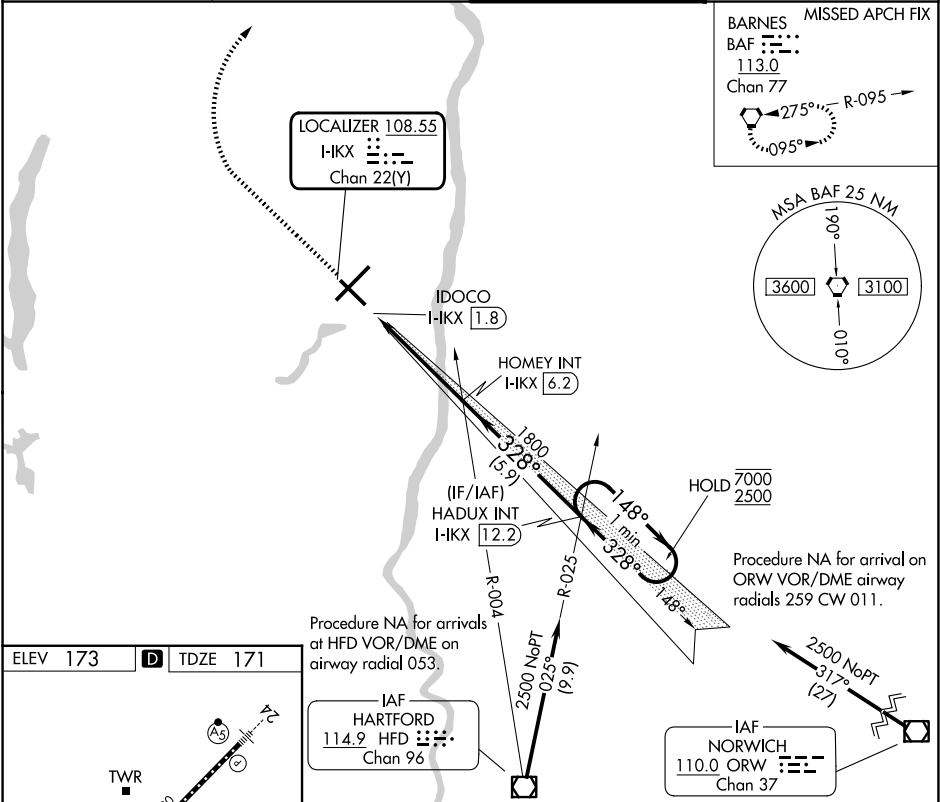
▲

Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase 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
-------------------------	--	-------------------------------------	-------------------------------



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 ↑		BAF 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).										HADUX INT I-KX [12.2]	One Minute Holding Pattern	
			HOMEY INT I-KX [6.2]												
			IDOCO I-KX [1.8]												
			HOMEY INT I-KX [6.2]												
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)						
CIRCLING	700-1		527 (600-1)				1120-2¾ 947 (1000-2¾)		1220-3 1047 (1100-3)						

NE-1, 25 DEC 2025 to 22 JAN 2026

NE-1, 25 DEC 2025 to 22 JAN 2026