LOC/DME I-MYQ	APP CRS	Rwy Idg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

ILS RWY 24 (SA CAT I & II)

BRADLEY INTL (BDL)

SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

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

NoPT for arrival at KIBBE on V146-405 northwest bound.

BARNES 113.0 BAF Chan 77

(IF/IAF) KIBBE I-MYQ 12.5

R-121 R-133 R-158 R-302 117.4 PUT Chan 121

058° 238° 1 min HOLD 7000 3000

2100 238° (4.7) 2700 238° (2.3)

MOTEL INT I-MYQ 5.5

SURLE INT I-MYQ 10.2

LOCALIZER 111.1 I-MYQ Chan 48

1765 1170 1274 1419 1391 774 267± 353 307 334 612 1093 1261

ALTERNATE MISSED APCH FIX
BARNES BAF 113.0 Chan 77
275° R-095 095°

MISSED APCH FIX
HARTFORD HFD 114.9 Chan 96
154° 334° R-154

MSA BAF 25 NM
190° 3600 3100 010°

ELEV 173 D TDZE 170

4000 HFD
I-MYQ DME unusable inside 0.4 DME.

MOTEL INT I-MYQ 5.5 SURLE INT I-MYQ 10.2 KIBBE I-MYQ 12.5 One Minute Holding Pattern

2100 238° 2700 058° 7000 238° 3000 GS 3.00° TCH 55

2100

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

971' 5.9 NM 4.7 NM 2.3 NM

CATEGORY	A	B	C	D
S-ILS 24	SA CAT I RA 163/14 150 DA 320			
S-ILS 24	SA CAT II RA 113/12 100 DA 270			

TWR 345

9510 X 200 6847 X 150

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

SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-1, 18 APR 2024 to 16 MAY 2024