

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

ILS or LOC RWY 33

BRADLEY INTL (BDL)

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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.

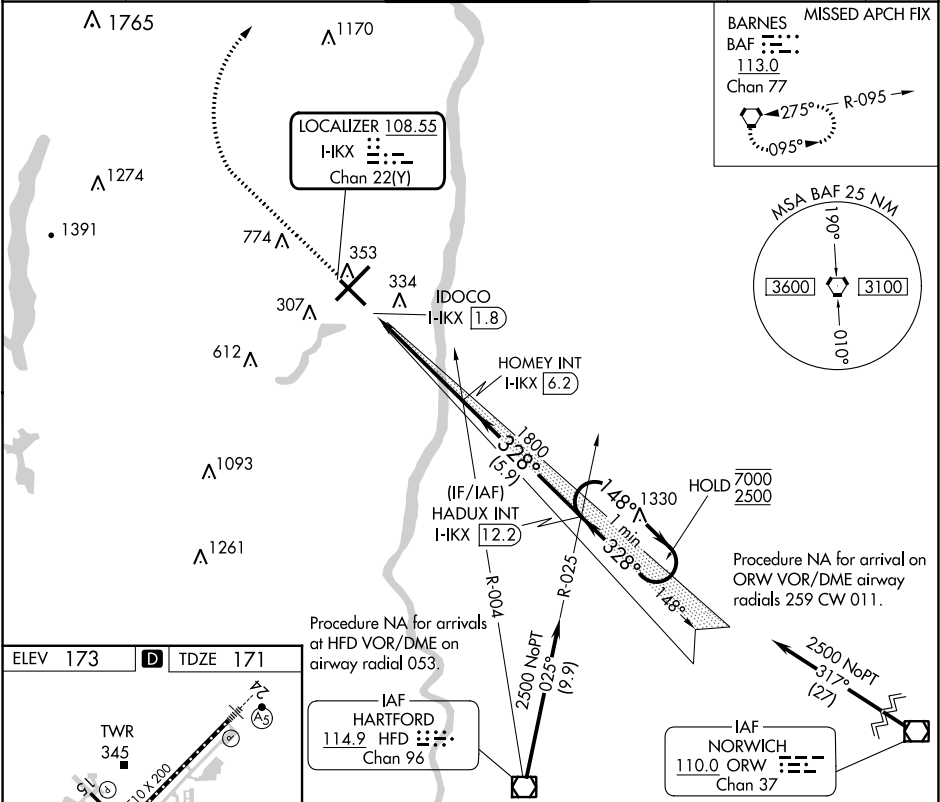
MALSF

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MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC 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	



ELEV 173

TDZE 171

TWR 345

9510 X 200

6847 X 133

328°

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-KXX 12.2	One Minute Holding Pattern
HOMIE INT I-KXX 6.2		IDOCO I-KXX 1.8	1800	148° → 7000 ← 328° 2500	GS 3.00° TCH 59
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)		
⬢ CIRCLING	700-1 527 (600-1)		1120-2¾ 947 (1000-2¾)		1220-3 1047 (1100-3)

NE-1, 21 MAR 2024 to 18 APR 2024

NE-1, 21 MAR 2024 to 18 APR 2024