

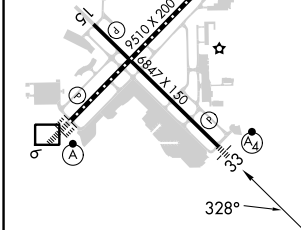
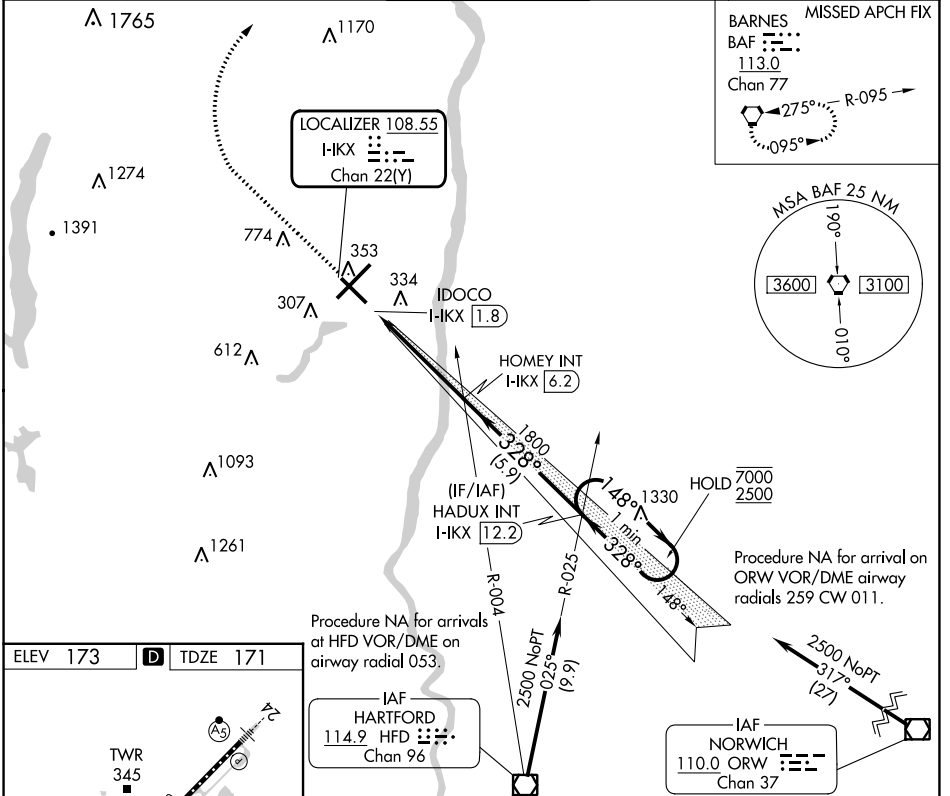
LOC/DME I-KX <b>108.55</b> Chan <b>22 (Y)</b>	APP CRS <b>328°</b>	Rwy Idg TDZE Apt Elev <b>6847</b> <b>171</b> <b>173</b>
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# ILS or LOC RWY 33

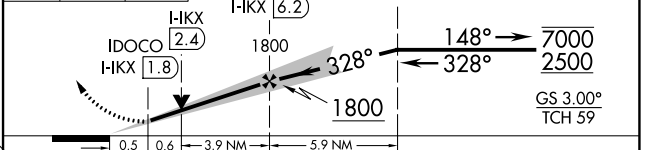
BRADLEY INTL (BDL)

<b>▼</b> <b>▲</b>	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 <b>Ⓜ</b>	MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC and hold.
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D-ATIS <b>118.15</b>	BRADLEY APP CON <b>123.95 290.55</b> (061°-240°) <b>125.35 281.5</b> (241°-060°)	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	CPDLC
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4000	BAF	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	HADUX INT I-KX 12.2	One Minute Holding Pattern
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TDZ/CL Rwy 6 and 24  
HIRL Rws 6-24 and 15-33  
REIL Rws 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

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)
<b>C</b> CIRCLING	700-1	527 (600-1)	1120-2¾ 947 (1000-2¾)	1220-3 1047 (1100-3)