

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

	ELEV 173	TDZE 170
	4000	HFD
	MOTEL INT I-MYQ 5.5	SURLE INT I-MYQ 10.2
	KIBBE I-MYQ 12.5	One Minute Holding Pattern
	I-MYQ DME unusable inside 0.4 DME.	238° 058° 7000 3000
	FARIL INT I-MYQ 1	2700 238° 2100
	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	GS 3.00° TCH 55
	1 NM 4.5 NM 4.7 NM 2.3 NM	
CATEGORY	A	B
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)

REIL Rwy 15	TDZL/RCLS Rwy 6 and 24	HIRL Rwy 6-24 and 15-33
FAF 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