

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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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.	FARIL INT I-MYQ 1	2100	2700	238°	058°
640	2100	238°	2700	058°	7000
1 NM	4.5 NM	4.7 NM	2.3 NM	GS 3.00° TCH 55	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
CATEGORY	A	B	C	D	
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)	

ELEV 173 D TDZE 170

238°

TWR

51

9510 X 200

6847 X 130

35

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

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