

ILS or LOC RWY 6
BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.



MSA BAF 25 NM
3600 3100
190° 010°

Λ 1419
• 1391
Λ 1274

JETIX
I-BDL 4.9

HUNEE INT
I-BDL 6.9

JANID INT
I-BDL 9.9

238°
1 min
058°
2400
058°
1800
058°
Λ 1093
Λ 1261
Λ 2032

IM
307
615
774
353
Λ 334

LOCALIZER 111.1
I-BDL
Chan 48

BARNES
113.0 BAF
Chan 77

MISSED
APCH FIX

HARTFORD
HFD
114.9
Chan 96
ALTERNATE
MISSED
APCH FIX

HARTFORD
114.9 HFD
Chan 96

058° 4.9 NM
from FAF

TWR
345

9510 x 200

6847 x 150

CL

A

A5

61

001 x 6927

☆

53

TDZ/CL Rwy 6 and 24
HIRL Rwy 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 6 and 15

FAF to MAP 4.9 NM

	Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38	

<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71°).</p>				<p>4000 ↑</p>		<p>BAF ↶</p>	
<p>One Minute Holding Pattern</p>		<p>PENNA INT I-BDL <u>12.8</u></p>		<p>JANID INT I-BDL <u>9.9</u></p>		<p>*LOC only.</p>	
<p>3000 ← 238° 058° →</p>		<p>058° 2400</p>		<p>1800 I-BDL <u>6.9</u></p>		<p>JETIX I-BDL <u>4.9</u></p>	
<p>GS 3.00° TCH 54</p>		<p>1800 I-BDL <u>2.9</u></p>		<p>*1160 IM</p>		<p>I-BDL <u>1.9</u></p>	
<p>3 NM</p>		<p>3 NM</p>		<p>2 NM</p>		<p>2 NM</p>	
<p>0.9</p>		<p>0.1</p>					
<p>A</p>		<p>B</p>		<p>C</p>		<p>D</p>	
<p>S-ILS 6</p>		<p>373/18</p>		<p>200 (200-½)</p>			
<p>S-LOC 6</p>		<p>1160/40 987 (1000-¾)</p>		<p>1160/55 987 (1000-1)</p>		<p>1160-2½ 987 (1000-2½)</p>	
<p>JETIX FIX MINIMUMS (DME REQUIRED)</p>							
<p>S-LOC 6</p>		<p>560/24 387 (400-½)</p>		<p>560/35 387 (400-¾)</p>			