

LOC/DME I-MYQ

111.1

Chan 48

APP CRS

238°

Rwy Idg

9509

TDZE

170

Apt Elev

173

ILS or LOC RWY 24

BRADLEY INTL (BDL)

Circling Rwy 19 NA at night. For inop ALS, increase S-LOC 24 Cat C/D visibility to 1½ SM. FARIL fix minimums: For inop ALS, increase S-LOC 24 Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 4000 then left turn direct HFD VOR/DME and hold.

D-ATIS	YANKEE 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	

NoPT for arrival at KIBBE on V146-405 northwest bound.

Key features include: Barnes VOR (113.0 BAF, Chan 77), Localizer (111.1 I-MYQ, Chan 48), Kibbe (IF/IAF), Surle (I-MYQ 10.2), Motel Int (I-MYQ 5.5), Faril Int (I-MYQ 1), and various altitudes (1765, 1419, 1274, 1391, 1170, 774, 353, 307, 615, 1093, 2100, 238°, 2700, 3000, 058°). A missed approach fix is shown near Hartford HFD (114.9, Chan 96). A circular inset shows the MSA (3600, 3100) and MSA BAF (113.0, Chan 77).

4000 HFD \*LOC only. MOTEL INT I-MYQ 5.5 SURLE I-MYQ 10.2 KIBBE I-MYQ 12.5 One Minute Holding Pattern

Key features include: I-MYQ DME unusable inside 0.4 DME, FARIL INT I-MYQ 1, IM, 2100, 238°, 2700, 3000, 058°, GS 3.00° TCH 55, VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71), and distances (0.2, 1.1 NM, 4.6 NM, 4.7 NM, 2.3 NM).

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 TDZE 170

Key features include: 238° 5.9 NM from FAF, TWR 345, 9510 X 200, 8847 X 150, 135, 058°, 238°, 2700, 3000, 058°, GS 3.00° TCH 55, and distances (0.2, 1.1 NM, 4.6 NM, 4.7 NM, 2.3 NM).

WINDSOR LOCKS, CONNECTICUT

Amtd 13 29MAR18

41°56'N-72°41'W

BRADLEY INTL (BDL)

ILS or LOC RWY 24