

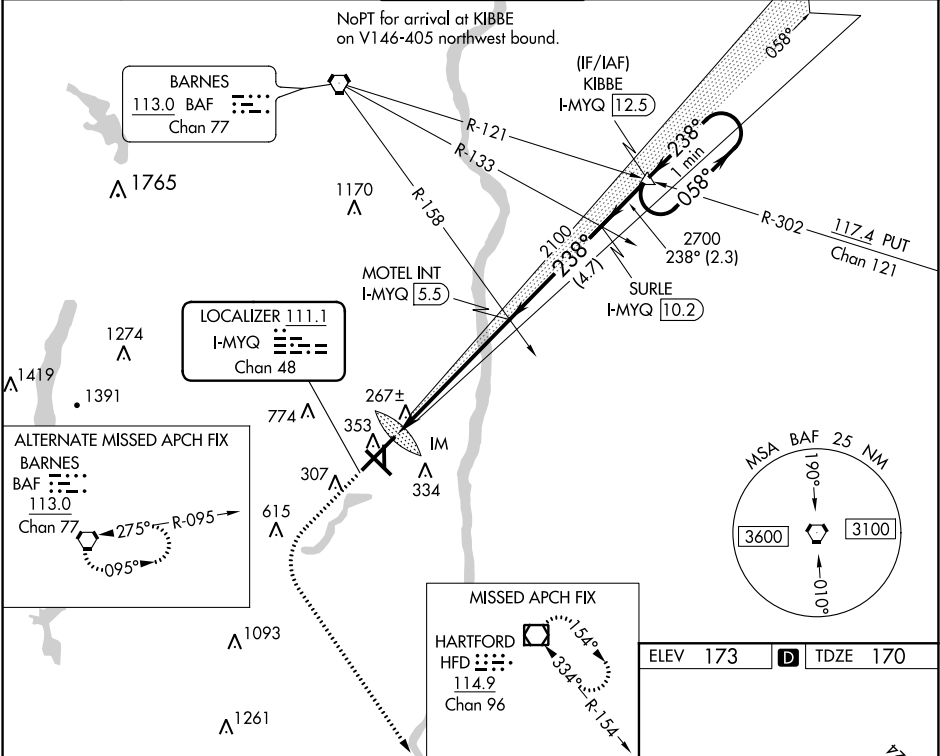
LOC/DME I-MYQ 111.1 Chan 48	APP CRS 238°	Rwy Idg 9509 TDZE 170 Apt Elev 173	ILS RWY 24 (SA CAT I & II) BRADLEY INTL (BDL)	
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SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

MALSR

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

D-ATIS 118.15	YANKEE 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	CLNC DEL 121.75 322.3	CPDLC
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4000

HFD

I-MYQ DME unusable inside 0.4 DME.

IM

MOTEL INT I-MYQ 5.5

SURLE I-MYQ 10.2

KIBBE I-MYQ 12.5

One Minute Holding Pattern

058°

238°

3000

GS 3.00° TCH 55

2700

2100

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).

9.71

5.9 NM

4.7 NM

2.3 NM

CATEGORY	A	B	C	D
S-ILS 24	SA CAT I	RA 163/14	150	DA 320
S-ILS 24	SA CAT II	RA 113/12	100	DA 270

SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 6 and 24

HIRL Rwy 6-24 and 15-33

MIRL Rwy 1-19

REIL Rwy 6 and 15

ELEV 173

TDZE 170

TWR 345

61

4269 X 100.0

6842 X 130

9510 X 200