ILS RWY 24 (SA CAT I & II)

BRADLEY INTL (BDL)

LOC/DME I-MYQ	APP CRS	Rwy Idg	9509
111.1	238°	TDZE	170
Chan 48		Apt Elev	173

SA CAT I: Requires specific OPSEC, MSPEC or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSEC, MSPEC or LOA approval and use of autoland or HUD to touchdown. -23°C

MALSR

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

D-ATIS	BRADLEY 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.

BARNES 113.0 BAF Chan 77

(IF/IAF) KIBBE I-MYQ 12.5

R-121 R-133 R-158 R-302 117.4 PUT Chan 121

058° 238° 1 min

2100 2700 238° (2.3) (4.7)

MOTEL INT I-MYQ 5.5

SURLE I-MYQ 10.2

LOCALIZER 111.1 I-MYQ Chan 48

1765 1170 1274 1419 1391 774 267± 353 328 IM 307 615 1093 1261

ALTERNATE MISSED APCH FIX

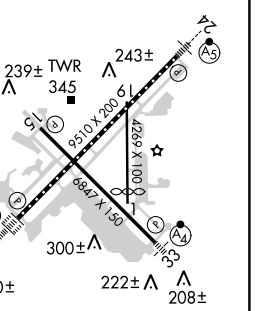
BARNES BAF 113.0 Chan 77 275° R-095 095°

MISSED APCH FIX

HARTFORD HFD 114.9 Chan 96 154° 334° R-154

MSA BAF 25 NM 190° 010° 3600 3100

ELEV 173 D TDZE 170



4000 HFD

I-MYQ DME unusable inside 0.4 DME.

MOTEL INT I-MYQ 5.5 SURLE I-MYQ 10.2 KIBBE I-MYQ 12.5 One Minute Holding Pattern

2100 IM 238° 2700 058° 238° 3000 GS 3.00° TCH 55

2100

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

971' 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 Rwys 6-24 and 15-33
MIRL Rwy 1-19
REIL Rwy 15

NE-1, 24 MAY 2018 to 21 JUN 2018