

LOC/DME FHX 108.55 Chan 22 (Y)	APP CRS 328°	Rwy Idg 6847 TDZE 171 Apt Elev 173
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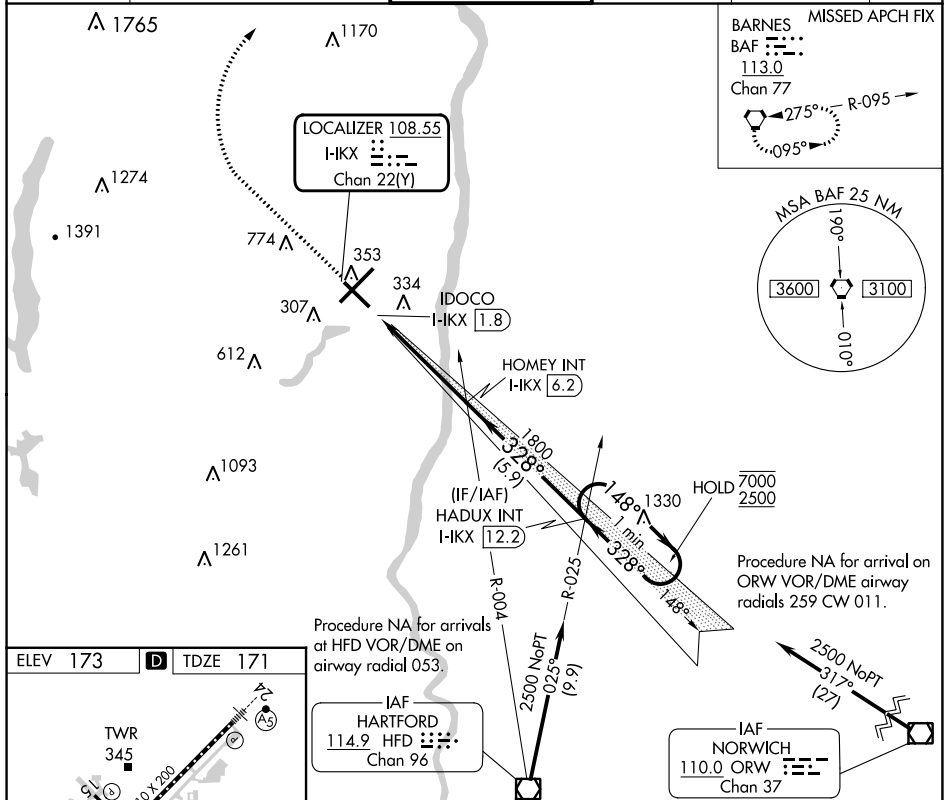
ILS or LOC RWY 33
BRADLEY INTL (BDL)

T Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase
A S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

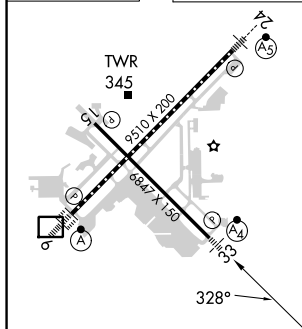
MALSF

MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC 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	CLNC DEL 121.75 322.3	CPDLC
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ELEV 173	D	TDZE 171
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TDZ/CL Rwy 6 and 24
HIRL Rwy 6-24 and 15-33
REIL Rwy 6 and 15

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

4000 ↑		BAF 	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				HADUX INT I-KX <u>12.2</u>	One Minute Holding Pattern
			I-KX <u>2.4</u>	HOMY INT I-KX <u>6.2</u>	1800	328°	148° → 7000 ← 328° 2500	GS 3.00° TCH 59
			IDOCO I-KX <u>1.8</u>	0.5	0.6	3.9 NM	5.9 NM	
CATEGORY	A		B		C		D	
S-ILS 33	371/40 200 (200-¾)							
S-LOC 33	580/40 409 (500-¾)				580/50 409 (500-1)			
C CIRCLING	700-1 527 (600-1)				1120-2¾ 947 (1000-2¾)		1220-3 1047 (1100-3)	