21224 WINDSOR LOCKS, CONNECTICUT AL-460 (FAA) LOC/DME I-IKX ILS or LOC RWY 33 6847 APP CRS Rwy Idg 108.55 TDŹF 171 328° BRADLEY INTL (BDL) Apt Elev 173 Chan 22 (Y) MALSF V Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase MISSED APPROACH: Climb to 4000 then (Å) -I-Δ S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000. right turn direct BAF VORTAC and hold. YANKEE APP CON CLNC DEL **BRADLEY TOWER** GND CON D-ATIS 123.95 290.55 (061°-240°) **CPDLC** 121.75 322.3 120.3 351.8 118.15 121.9 348.6 125.35 281.5 (241° 060°) MISSED APCH FIX ↑ 1765 **BARNES** ۸¹¹⁷⁰ BAF :--: Chan 77 LOCALIZER 108.55 I-IKX **∷**:-·~095° ∧¹²⁷⁴ Chan 22(Y) NSA BAF 25 NA . 1391 353 334 3100 307<u>^</u> IDOCO I-IKX [1.8) 010 ∧⁶¹⁵ HOMEY INT I-IKX 6.2) Λ^{1093} HOLD 7000 (IF/IAF) . ₩. 1330 HADUX INT I-IKX 12.2 ∧¹²⁶¹ Procedure NA for arrival on ORW VOR/DME airway radials 259 CW 011. Procedure NA for arrivals at HFD VOR/DME on **ELEV** 173 D **TDZE** airway radial 053. IAF **HARTFORD** IAF 114.9 HFD 😀 ∺ **NORWICH** 34<u>5</u> 110.0 ORW :=: 4000 VGSI and ILS glidepath not coincident (VGSI Angle BAF 3.00/TCH 72). HADUX INT One Minute HOMEY INT I-IKX 12.2) Holding Pattern I-IKX (6.2) I-IKX IDOCO 2.4 7000 1800 328 2500 I-IKX [1.8) 328° 4.9 NM GS 3.00° from FAF 1800 TCH 59 TDZ/CL Rwy 6 and 24 0.5 0.6 -3.9 NM 5.9 NM HIRL Rwys 6-24 and 15-33 CATEGORY D MIRL Rwy 1-19 371/40 200 (200-34) S-ILS 33 REIL Rwys 6 and 15 S-LOC 33 580/40 409 (500-34) 580/50 409 (500-1) FAF to MAP 4.4 NM 90 120 150 180 Knots 1120-23/4 1220-3 **C** CIRCLING 700-1 527 (600-1) Min:Sec 4:24 2:56 2:12 1:46 947 (1000-23/4) 1047 (1100-3)

WINDSOR LOCKS, CONNECTICUT Amdt 10D 12AUG21

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