


LOC I-BUR 109.5	APP CRS 079°	Rwy Idg TDZE Apt Elev	5801 727 778
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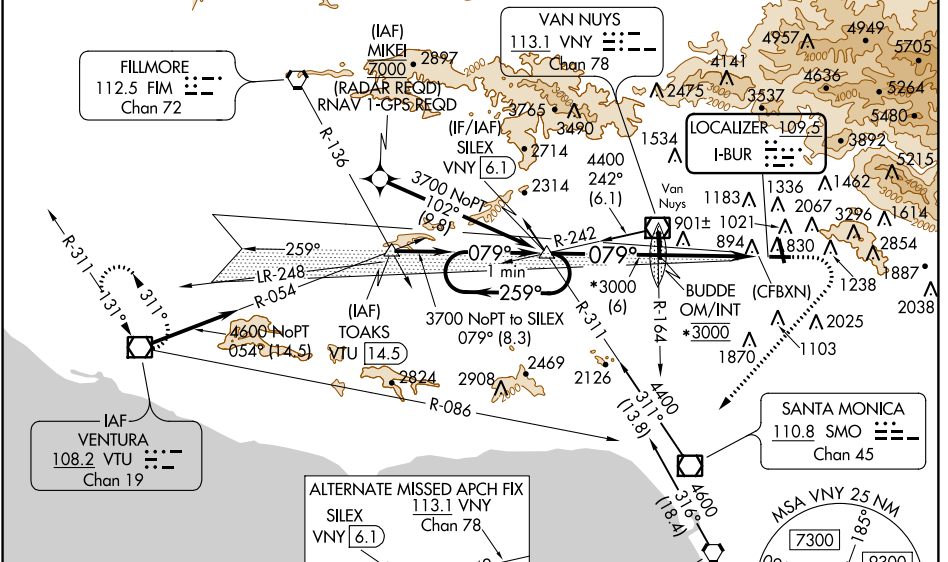
ILS Z or LOC Z RWY 8

BOB HOPE (BUR)

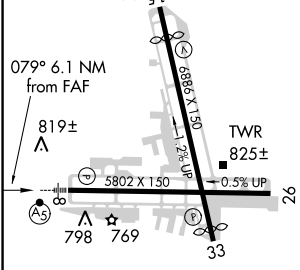
⚠ Circling Rwy 26 NA at night. Autopilot coupled approach NA below 1027. Localizer unusable within 0.5 NM to thld. Straight-in Rwy 8 at night, Circling Rwy 33 at night, operational VGSI required. Remain on or above VGSI glidepath until threshold. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS 8 all Cats and S-LOC 8 Cats A/B. For inop ALS, increase S-LOC 8 Cats C/D visibility to 1/4 SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALSR

MISSED APPROACH: Climb to 1300 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold. Missed approach requires minimum climb 340 feet per NM to 2520 (if unable to meet climb gradient, see ILS Y or LOC Y RWY 8).


D-ATIS 134.5	SOCAL APP CON 134.2 338.2	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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ELEV 778	D	TDZE 727
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MIRL Rwy 15-33	HIRL Rwy 8-26	REIL Rws 15, 26 and 33			
FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	1300	4600	VTU	VTU
One Minute Holding Pattern	SILEX VNY (6.1)	BUDDIE OM/INT	VTU R-086	
4000 ← 259°	3700 ← 079°	3000 ← 079°	*3000	(CFBKN)
GS 3.00° TCH 60	6 NM	5.4 NM	0.7	

CATEGORY	A	B	C	D
S-ILS 8		1007/50	280 (300-1)	
S-LOC 8		1160/50	433 (400-1)	
C CIRCLING	1240-1 462 (500-1)	1640-1 1/4 862 (900-1 1/4)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

SW-3, 21 JUN 2018 to 19 JUL 2018

SW-3, 21 JUN 2018 to 19 JUL 2018