

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)

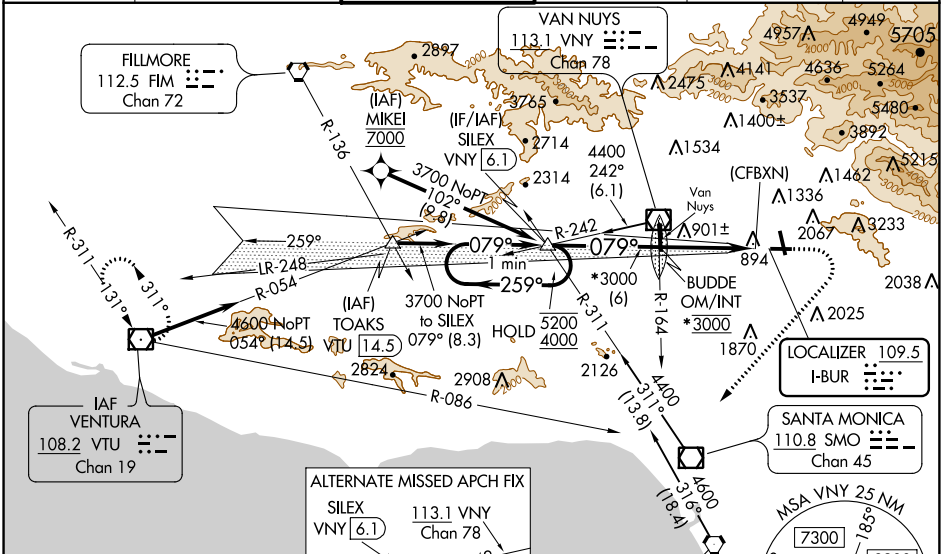
From MIKEI: RNAV 1-GPS required.

Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGS1 required, remain on or above VGS1 glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. 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. For inop ALS, increase S-LOC 8 Cats A/B visibility to RVR 6000 and S-LOC 8 Cats C/D visibility to 1 1/2 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. #Messed approach requires a minimum climb of 340 feet per NM to 2520 (if unable to meet climb gradient, see ILS Y or LOC Y RWY 8).

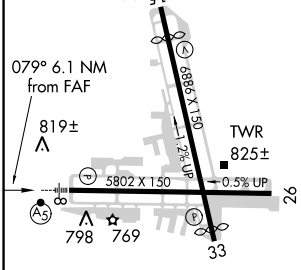
D-ATIS 134.5	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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SW-3, 28 MAR 2019 to 25 APR 2019

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ELEV 778	D	TDZE 727
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VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 72).		1300	4600	VTU	VTU
One Minute Holding Pattern		SILEX VNY (6.1)	BUDE OM/INT	VTU R-086	
5200	← 259°	4000	← 079°	3700	← 079°
GS 3.00° TCH 60		3000	*3000	2753	
		6 NM	5.2 NM	0.9	

MIRL Rwy 15-33	HIRL Rwy 8-26	REIL Rws 15, 26 and 33			
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
S-ILS 8 #		1075/50	348 (300-1)	
S-LOC 8 #		1160/50	433 (400-1)	
C CIRCLING	1280-1 1/8 502 (600-1 1/8)	1640-1 1/4 862 (900-1 1/4)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)