Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 10/31/2024	APWS Task ID: 8FD2B8CEFC144A65865640316B6A3B6A	APWS Project ID: E16E91373DAF46CF8EC7A6AF118C1BC3
Procedure: ILS OR LOC RWY 33 AMDT 2		Enroute: NO	Specialist: Sarmento, April	-	Agreement Number:
Airport ID: KBTV			Airport City: BURLINGTON		State: VT
Facility ID: VOE	Facility Type: ILS	Flight Inspection R Hold FC Slot	emark Type:		
Procedure Comments: USED ACTIVE DATA FOR KBTV					
APPROVED WAIVER ON FILE FOR 0	FT AAO ON CAMELS HUM	P MOUNTAIN; NEW WA	IVER SUBMITTED FOR NEW PRO	CEDURE	
NAME WAIVER SUBMITTED FOR LE	NGTH OF FINAL IN EXCES	S OF 4 NM (ILS)			
APPROVAL REQUEST SUBMITTED F	OR USE OF PPV IN LIEU FL	ILL PR VALUES			signed by
WAIVER CANCELLATION SUBMITTE	D FOR APPROVED WAIVER	R ON FILE FOR GPA/VDA	A EXCEEDS 3.1 FOR CAT D/E		1 <i>L ZEDER</i> 6, 2024
CONTACT CASIMIR TABAKA (405) 9		· · · · · · · · · · · · · · · · · · ·			o, 202 ·



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PROCEDURE:						AIRPOR	T NAME:			AIRPO	RT ID:	SPECIAL CONTROL NO:				
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FAC ID: VOE CITY: BURLINGTON						ST: V	ST: VT ORIG CHA		IG CHART DATE: 10/31/2024		24					
DFL TYPE:	THIRD) PARTY:	EST. TIME	ON SITE:	REI	IMB. NUN	MBER:		PTS TAS	K ID:						
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SIGNATURE

Digitally signed by JOSEPH L ZEDER

Aug 05, 2024

1. FLIGHT PROCEDURE IDENTIFICATION:

BURLINGTON VT BURLINGTON INT'L (KBTV) ILS OR LOC RWY 33

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.19J, 2-11-5. Controlling Obstacles. Pursuant to the provisions of 14 CFR part 77.9, an Adverse Assumption Obstacle (AAO) of 200 feet AGL is assumed to exist at and beyond a specified distance (radius) from the nearest landing surface at a given airport/helipad.

Request to use 0 foot AAO on Camels Hump mountain top.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Procedure is developed using a 3.2 degree glideslope to clear unlighted obstacles beyond the airport authority control. Procedure has high terrain at Camels Hump in the Intermediate segment which requires precipitous terrain adjustment. Placing precipitous terrain adjustment on top of a 200 ft AAO would exceed 3.5 degree glideslope for CAT E USAF and cause excessive descent gradient.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Per the State of Vermont Agency of Transportation, Operations Division, Aviation Program Office; due to Act 250, no towers (i.e. cell phone, radio, etc towers) will be built on top of Camels Hump mountain top. The Aviation Program Office has personnel oversight of any proposed construction on Camels Hump and will immediately inform Burlington Air Traffic Control prior to any construction of any type.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

There is no ability to clear or remove obstructions. Obstacles are located beyond the control of the Airport Authority.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATEOFFICE IDENTIFICATIONTITLE05/10/2024AJV-A432MANAGER

8. AFS ACTIONS:

□ APPROVED □ DISAPPROVED □ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

Subject: <u>ACTION</u>: Waiver Request, AVN-160 Memo of 01/16/2003 Date: APR 1 2003

En Halle o

From: Manager, Flight Technologies and Procedures Division, AFS-400 Reply to Attn. of:

To: Manager, National Flight Procedures Division, AVN-100 THRU: Director, Aviation System Standards, AVN-1

The waiver to the procedure for Burlington, VT, Burlington International, ILS/DME Rwy 33, Original is approved and forwarded for your action.

We are sending a copy of the FAA Form 8260-1 to the New England Region Flight Standards Division Office.

Original signed by

David N. Lankford John W. McGraw

Attachment

cc: AFS-400/410/420dc/420okc ANE-236

File: 8260-3 WP: S:\Afs420tm\Waiver\BurlingtonVT.doc AFS-420:MWerner:alb:405-954-5843:03/27/2003



U.S. Department of Transporation

Federal Aviation Administration

Memorandum

MIKE MONRONEY AERONAUTICAL CENTER QUALITY AND OPERATIONS ASSURANCE BRANCH, AVN-160 P.O. BOX 25082 OKLAHOMA CITY, OK 73125

Subject: ACTION: Waiver Request

Date:

JAN 1 6 2003

From: Manager, Quality and Operations Assurance Branch, AVN-160 Reply to Attn. of:

To: Manager, Flight Technologies and Procedures Division, AFS-400 THRU: Manager, Flight Procedure Standards Branch, AFS-420

The attached Waiver(s) for Burlington International, Burlington, VT are forwarded for your review and approval.

Please return a signed copy for our files.

8260-1 ILS/DME RWY 33

Bradley W. Rush

Attachments

	FLIGHT PROCEDURES STAND	ARDS ** AIVER	DATE: 03/04/2003
Flight Procedure Identification: E	BURLINGTON, VT, BURLINGTON INTERNATIO	NAL AIRPORT, ILS/DME	March 1997
TANDARD: FAA ORDER 8260.3B	Standard: PUBLISH S-ILS 33 CATEGORY D M , VOL. 3, CHAPTER 2, PARA. 2.5, MAXIMUM A VABLE GPA'S AND MINIMUM VISIBILITY BY A CATES CAT D "N/A."	UTHORIZED GPA'S STA	TES: "TABLES 2-2A (AND)
ARE NOT AUTHORIZED FOR CAT LS GLIDESLOPE ANGLE OF 3.2 D IRPORT TO REMOVE OR CLEAR TANDARDS IN ORDER TO PROV	or nonstandard treatment): STANDARD CIVIL GLI D AIRCRAFT AS PER ORDER 8260.3B VOL. 3, DEGREES WAS REQUIRED FOR ILS COMMISS THE 3.2 DEGREE GLIDESLOPE ANGLE FOR IDE VERTICAL GUIDANCE OVER UNLIGHTED NORTHWEST WINDS DURING REDUCED VISI	CHAPTER 2, PARA 2.5 SIONING DUE TO TERRA THIS RUNWAY (BTV 33 TERRAIN. IT IS A RUNY	AND TABLES 2-2A AND 2-2B, THE NN BEYOND THE CONTROL OF THE B) IS SUPPORTED BY FLIGHT WAY FREQUENTLY REQUIRED BY
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(Signature) JOSEPH L Z Jul 18, 20 (Title, Office Symbol) M	24		OBSTRUCTIONS TO LOWER THE MISSIONING DUE TO TERRAIN
Coord nation With User Organizat 3/7/03 VN-110	AVN-160	Ψ	

FAA FORM 8260 - 1 / February 1995 (computer generated)

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CHO AFFEA USE ONL' INSTRUI. JT PROCEDURE WAIVER CONTROL NO. 213-00 1. PROCEDURE NAME: HI-ILS/DME RWY 33, Burlinton International Airport (KBTV), Burlington, Vermont 2. BRECIAC DIRECTIVE AND PARAGRAPH TO BE WAIVED: ALUMAN 11-226, Para 936a, Glido Slope 2. REASON FOR WAIVER AUSTIFICATION AND OPERATIONAL IMPACT, IF NOT APPROVED: Standard military ILS glide slope angle is 2.5 degrees. Maximum military ILS glide slope is 3.00 degrees. Terrain in the final segment of the HI-ILS/DME RWY 33 approach requires a glide slope angle of 3.2 degrees to clear the obstacle clearance surface IAW AFIMAN 11-226, Para 934. The location of the terrain is beyond the control of the airport authority. L 4. ALTERNATIVE/SJ CONSIDERED AND REASON FOR DEJECTION: Plucament of the glide slope antenna provides optimum operating conditions. Displacing the runway threshold is not feasible 5. POUNALENT LEVEL OF SAFETY PROVIDED: Flyability check by local military users confirmed a 3.2 degree glide slope suitable for aircraft operations. The glideslope angle is published on the procedure to indicate a higher than normal glide slope angle with a caveate stating, "Not For Civil Use". 8. SUBMITTED BY: Lori Zuest DATE: ORGANIZATION: NAME (Type/Print Name, Rank, & Title) SIGNATURE ANG/CAAT Lon Zuest, GS-12 20270801 Chief, ANG TERPS 7. Se DATE ROUTING SYMBOL SIGNATURE T 1 8260- remains the sume. This waiver is canceled effective 10/31/24. 8260.3E TABLE 2-6-1, CAT D Maximum Angle is 3.50, CAT D 3.2 degree angle no longer requires a waiver. USAF CAT E no longer requires a waiver. Digitally signed by (Signature)_JOSEPH L ZEDER Jul 18, 2024 MANAGER, AJV-A432 (Title, Office Symbol)_ THOUSD 17. ame, Rank, & Tidal SIGNATURE 1 AF FORM 3980, 19960801 (EF-V2)

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200002503 Waiver re-validation request (213-00) for HI-ILS/DME RWY 33 at Burlington International Auport, Vermont is approved. Specific directives and paragraphs waived are AFMAN 11-226(I), Para 936a(2) - Glide Slope Angle. However, the new glide slope standard is 3° and not 2,5° as stated in section 3 above. To provide an equivalent level of safety Publish the following: 1. 3.2 Glide Slope b. NOTE: NOT FOR CIVIL USE This waiver for HI-ILS:DME RWY 35 (213-00). Burlington International Augorit, Vermont of Safety Publish the following: a. 3.2 Glide Slope b. NOTE: NOT FOR CIVIL USE This waiver for HI-ILS:DME RWY 35 (213-00). Burlington International Augorit, Vermont of Safety Publish the re-validated at that none. See APMAX 14-330 margination of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the transmitter of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the transmitter of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the transmitter of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the transmitter of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the date listed below and must be re-validated at that none. See APMAX 14-330 margination of the date listed below and must be re-validated at the date listed below an		1	1					
200002013 Writver re-validation request (213-00) for HI-ILS/DME RWY 33 at Burlington International Amport, Vermont is approved. Specific directives and paragraphs waived are AFMAN 11-226(I), Para 936a(2) - Glide Slope Angle. However, the new glide slope standard is 3° and not 2,5° as stated in section 3 above. To provide an equivalent level of safety Publish the following: 1. 3.2 Glide Slope b. NOTE: NOT FOR CIVIL USE This waiver for HI-ILS:DME RWY 35 (213-00). Burlington International Amport, Vermont of Value 100-2 getter from the date listed below and must be re-validated at that none. See APMAX 14-230 strangment - S. In te-validation instructions. Materia Stategord Area Stategord				1		1		
Wriver re-validation request (213-00) for HI-ILS/DME RWY 33 at Burlington International Auport, Vermont & approved. Specific directives and paragraphs waived are AFMAN 11-226(1), Para 936a(2) - Glide Slope Angle, However, the new glide slope standard is 3° and not 2.5° as stated in section 3 above. To provide an equivalent level of safety Publish the following: a. 3.2 Glide Slope b. NOTE: NOT FOR CIVIL USE This waiver for HI-ILS/DME RWY 15 (241-40), Burlington International Augorit, Vermont, of 90/04 hor 3 years from the date listed below and must be re-validated at that time. See AFMAN 18-210 suragraph of the te-validation instructions. X 10000000 X 10000000 X 1000000 X 10000000 X 10000000 X 10000000 X 10000000 X 10000000 X 100000000 X 100000000 X 100000000 X 100000000 X 10000000 X 100000000 X 100000000 X 100000000 X 100000000 X 100000000 X 100000000 <	NO AFEBA ACTI	ION		+	-		1	1
Wriver le-validation request (213-00) for HI-ILS/DME RWY 33 at Burlington International Airport, Vermiont is approved. Specific directives and paragraphs waived are AFMAN 11-226(1), Para 936a(2) - Glide Slope Angle, However, the new glide slope standard is 3° and not 2.5° as stated in section 3 above. To provide an equivalent level of safety Publish the following: a. 3.2 Glide Slope b. NOTE: NOT FOR CIVIL USE This waiver for HI-ILS/DME RWY 35 (241-40). Burlington International Airport, Vermont, of 90/nd 100-3 genes form the date listed below and must be re-validated at that time. See AFMAN 18-230 suragraph of the variable is the date listed below and must be re-validated at that time. See AFMAN 18-230 suragraph of the variable of the date listed below and must be re-validated at that time. See AFMAN 18-230 suragraph of the variable of the date listed below and must be re-validated at that time. See AFMAN 18-230 suragraph of the variable of the date listed below and must be re-validated at that time. See AFMAN 18-230 suragraph of the variable of the time of the date listed below. Area 1000 Transform time, for the date listed below and must be re-validated at that time. See AFMAN 18-230 suragraph of the variable of the time of the date listed below. Area 1000 Transform time, for the date. Area <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td><td></td></td<>							1	
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29 Jayoz HOAFPSALCE SCOTT L GRUNWALD, COLLEAF South Council	COMMENTO 3	Vermont is app Specific directi However, the n To provide an a. b.	roved. N ives and paragraph: new glide slope star equivalent level of 3.2 Glide Slope NOTE: NOT r HI-ILS/DME RW	s waived are AFMA adard is 3° and not 1 of safety Publish U FOR CIVIL USE 2733 (243-00), 31	N 11-226(I), Para 1 2.5° as stated in sec ne following: 1	936a(2) – G nion 3 abov 1 1 nal Augost,	ilide Slope Angle e.	i i l 1301 2
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Memorandum

Date:	05/20/2024
To:	Wade Terrell, Manager, Flight Technologies and Procedures Division THRU: Wayne Radicke, Manager, Flight Procedures and Airspace Group
From:	Casimir Tabaka, Manager, Team 3, AJV-A432
Subject:	Approval Request: BURLINGTON INTL (KBTV), ILS OR LOC RWY 33

BURLINGTON, VT BURLINGTON INT'L KBTV) ILS OR LOC RWY 33

FAAO 8260.3E, 3-2-2.B(3) Where operationally advantageous, results from the Precipitous Point Value (PPV) algorithms in Appendix C paragraph 2 may be used with approval.

8260.3E, Appendix C. 2. Precipitous Point Value Methodology. A digital terrain data base (100 m or 3 arc second separation density or better) must be used for the determination of precipitous terrain. Four parameters are calculated from all terrain points within 1 NM of the geographic location being evaluated (see Table C-1).

Request approval for use of the PPV algorithm for the above procedure (see data below). The adjustment provided by the legacy precipitous terrain evaluation prevents achieving the requested segment altitudes.

Beginning Point: NIDUQ – 441803.58N/0725236.24W End Point: HONIB – 441930.23N/0725455.20W Segment type: Intermediate Per PPV evaluation, PPV Max = 78

Adjustment value (from 8260.3F Appendix C para 2.b.3 Table C-2): 0.5 X 155 = 78 ft. PR

Beginning Point: HONIB – 441930.23N/0725455.20W End Point: EHIKO – 442125.66N/0725800.32W Segment type: Intermediate Per PPV evaluation, PPV Max = 77

Adjustment value (from 8260.3F Appendix C para 2.b.3 Table C-2): 0.5 X 153 = 77 ft. PR



Federal Aviation Administration

Request PPV values to be used in segments NIDUQ to EHIKO to maintain current altitudes and to reduce excessive DG if actual PR values applied.

This procedure has been flown at these altitudes since 2003 and TARGETS evaluation permits continued use of published altitudes utilizing PPV.

1. FLIGHT PROCEDURE IDENTIFICATION:

BURLINGTON, VT BURLINGTON INT'L (KBTV) ILS OR LOC RWY 33

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.19J, 2-11-5. Controlling Obstacles. Pursuant to the provisions of 14 CFR part 77.9, an Adverse Assumption Obstacle (AAO) of 200 feet AGL is assumed to exist at and beyond a specified distance (radius) from the nearest landing surface at a given airport/helipad. Request to use 100 foot AAO in areas outside of the exempt area in the final segment.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Due to the extended final segment and utilizing the existing ILS GPA of 3.2, use of the higher AAO would make the designed GPA unusable.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The airport in conjunction with the Townships that underline the final segment agreed to limit the building request to below 100'. The Townships have worked with their constituents to approve an ordnance to limit building heights where as there will no building over the height of 45'.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Because this is an ILS procedure the cost to raise the GPA limits the feasibility of this option.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
05/10/2024	AJV-A432	MANAGER

SIGNATURE

Digitally signed by JOSEPH L ZEDER Aug 06, 2024

8. FLIGHT STANDARDS ACTIONS:

□ APPROVED □ DISAPPROVED □ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

Burlington, VT Burlington Int'l, (KBTV) ILS OR LOC RWY 33

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.3E, Change 1, paragraph 8-1-2. Final Segment a. PFAF. The procedure must include a PFAF located within 10 NM of the LTP/FTP.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Due to the nature of the precipitous terrain we extended the final to 10.04 NM to accommodate the designed GPA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

-The final descent profile is aligned with the visual glide slope indicator (VGSI).

-Excessive length adjustments were applied to affected final crossing minimums, providing additional required obstacle clearance (ROC) below the final profiles.

-The current rwy 33 approaches were designed with 9.78 nm final segments, implemented, and used by the DoD, commercial, and general aviation without issue. Moving the FAF 0.26 NM (or 1570 ft) SE is not expected to introduce any hazards.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Removing the procedure from inventory will eliminate an alternative procedures for aircraft without conventional capability.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/05/24	AJV-A432	MANAGER

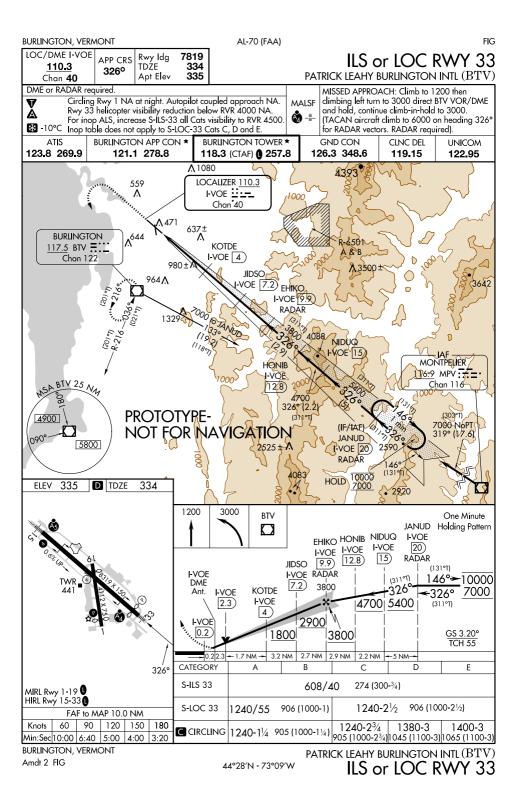
Digitally signed by JOSEPH L ZEDER Aug 06, 2024

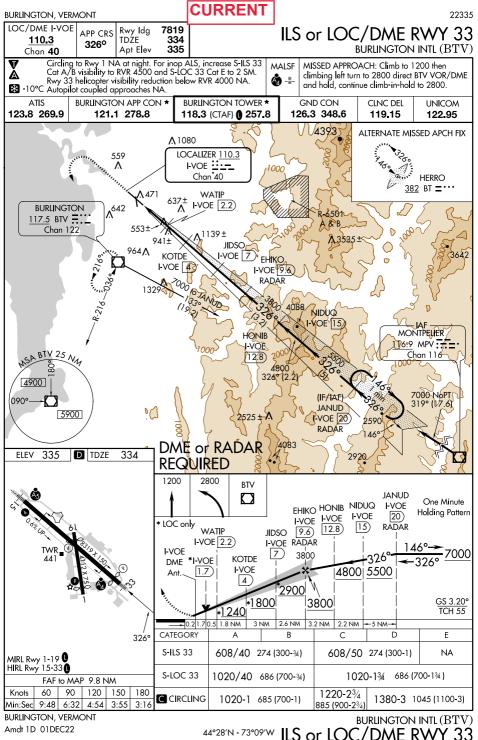
8. FLIGHT STANDARDS ACTIONS:

□ APPROVED □ DISAPPROVED □ NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE





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