

| | | | | | |
|--|------------------------------|--|-------------------------------------|---|--|
| 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: Sarmiento, April | | Agreement Number: |
| Airport ID: KBTV | | | Airport City: BURLINGTON | | State: VT |
| Facility ID: VOE | Facility Type: ILS | Flight Inspection Remark Type: Hold FC Slot | | | |
| <div>Procedure Comments:</div> <div>USED ACTIVE DATA FOR KBTV</div> <div>APPROVED WAIVER ON FILE FOR 0 FT AAO ON CAMELS HUMP MOUNTAIN; NEW WAIVER SUBMITTED FOR NEW PROCEDURE</div> <div>NAME WAIVER SUBMITTED FOR LENGTH OF FINAL IN EXCESS OF 4 NM (ILS)</div> <div>APPROVAL REQUEST SUBMITTED FOR USE OF PPV IN LIEU FULL PR VALUES</div> <div>WAIVER CANCELLATION SUBMITTED FOR APPROVED WAIVER ON FILE FOR GPA/VDA EXCEEDS 3.1 FOR CAT D/E</div> <div>CONTACT CASIMIR TABAKA (405) 954-7931</div> <div><div>Digitally signed by JOSEPH L ZEDER Sep 06, 2024</div><div><div>QUALITY 38 CHECKED</div><div>QUALITY 35 CHECKED</div></div></div> | | | | | |

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:

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

SIGNATURE

Digitally signed by
JOSEPH L ZEDER

Aug 05, 2024

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|
|------|----------------|-----------|

Subject: **ACTION:** Waiver Request, AVN-160
Memo of 01/16/2003

Date: APR 1 2003

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 Transportation

**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 16 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 STANDARDS WAIVER

DATE:

03/04/2003

1. Flight Procedure Identification: BURLINGTON, VT, BURLINGTON INTERNATIONAL AIRPORT, ILS/DME RWY 33

2. Waiver Required and Applicable Standard: PUBLISH S-ILS 33 CATEGORY D MINIMUMS, 585 DA (250 HAT) AND 50 RVR VIS. APPLICABLE STANDARD: FAA ORDER 8260.3B, VOL. 3, CHAPTER 2, PARA. 2.5, MAXIMUM AUTHORIZED GPA'S STATES: "TABLES 2-2A (AND) 2-2B...LIST THE MAXIMUM ALLOWABLE GPA'S AND MINIMUM VISIBILITY BY AIRCRAFT CATEGORY..." TABLE 2-2A LIMITS CAT D TO 3.1 DEGREES AND TABLE 2-2B INDICATES CAT D "N/A."

3. Reason for Waiver (*Justification for nonstandard treatment*): STANDARD CIVIL GLIDE SLOPE ANGLES BETWEEN 3.11 AND 3.30 DEGREES ARE NOT AUTHORIZED FOR CAT D AIRCRAFT AS PER ORDER 8260.3B VOL. 3, CHAPTER 2, PARA 2.5 AND TABLES 2-2A AND 2-2B. THE ILS GLIDESLOPE ANGLE OF 3.2 DEGREES WAS REQUIRED FOR ILS COMMISSIONING DUE TO TERRAIN BEYOND THE CONTROL OF THE AIRPORT TO REMOVE OR CLEAR. THE 3.2 DEGREE GLIDESLOPE ANGLE FOR THIS RUNWAY (BTV 33) IS SUPPORTED BY FLIGHT STANDARDS IN ORDER TO PROVIDE VERTICAL GUIDANCE OVER UNLIGHTED TERRAIN. IT IS A RUNWAY FREQUENTLY REQUIRED BY AIR CARRIER AIRCRAFT DUE TO NORTHWEST WINDS DURING REDUCED VISIBILITY AND SNOW CONDITIONS.

4. Equivalent Level of Safety Provided: THE AUTHORIZATION OF CAT D FOR CIVIL USE WAS EVALUATED BY AN AFS WORK GROUP. THE RUNWAY HAS AN EFFECTIVE DOWN SLOPE FOR LANDING FROM THE RUNWAY 33 ILS. THE ANGULAR DIFFERENCE BETWEEN THE GLIDESLOPE AND THE RUNWAY SLOPE IS 3.0 DEGREES. MOST IMPORTANTLY, THERE ARE NO UNUSUAL ENVIRONMENTAL CHARACTERISTICS IN THE TOUCHDOWN ZONE AREA WHICH WOULD EXACERBATE AIRCRAFT FLARE CHARACTERISTICS OR CAUSE UNUSUAL PILOT CONTROL INPUTS.

| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|
|------|----------------|-----------|

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

(Title, Office Symbol) MANAGER, AJV-A432

NO ABILITY TO CLEAR OBSTRUCTIONS TO LOWER THE
UIRED FOR ILS COMMISSIONING DUE TO TERRAIN

6. Coordination With User Organizations (*Specify*):

AVN-110

AVN-160

7. SUBMITTED BY

Office Identification:

AVN-100

Title:

MANAGER, NATIONAL FLIGHT PROCEDURES
OFFICE

Signature:

RUSSELL D JONES

Approval Recommended

Not Recommended

Not Required

Comments:

INFO ONLY

Date:

Routing Symbol:

Signature:

9. AVN ENDORSEMENT

Approval Recommended

Not Recommended

Not Required

Comments:

Date:

Routing Symbol:

Signature:

10. AFS ACTION

XXX Approved

Disapproved

Not Required

Comments:

Approved based on the equivalent level of safety in block 4.

Date:

10/6/97

Routing Symbol:

AFS-400

Signature:

Robert A. Wright
Robert A. Wright, Manager
Technical Programs Division

213-00

8. MAJCOM FLYING OPERATIONS (Standard) ENDORSEMENT

COMMENTS

See Memorandum from HQ ANG/C4RT-TERPS dated 27 Jul 2000

INFO ONLY

| | | | |
|---|--------|---------------------------------------|-----------|
| <input type="checkbox"/> APPROVAL RECOMMENDED | | <input type="checkbox"/> DISAPPROVED | |
| DATE: | OFFICE | NAME (Type/Print Name, Rank, & Title) | SIGNATURE |

9. HQ AFFSA ACTION

COMMENTS


Waiver request (213-00) for HI-ILS/DME RWY 33 at Burlington International Airport, Vermont is approved.

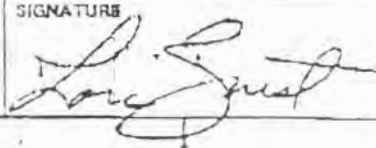
Specific directives and paragraphs waived are AFJMAN 11-226, Para 936a(2) - Glide Slope Angle

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 33 (213-00), Burlington International Airport, Vermont, is valid for 2 years from the dated listed below and must be re-validated at that time. See AFMAN 11-230 paragraph 2.5, for re-validation instructions.

| | | | |
|--|-----------------------|--|---|
| <input checked="" type="checkbox"/> APPROVED | | <input type="checkbox"/> DISAPPROVED | |
| DATE: 16 Aug 00 | OFFICE: HQAFFSA/CC | NAME (Type/Print Name, Rank, & Title): RICHARD P. PACKARD, Col, USAF Commander | SIGNATURE:  |

| INSTRUMENT PROCEDURE WAIVER | | | DHO AFFSA USE ONLY | | | | | | | |
|--|---------------------------|--|--|--|------|----------------|-----------|---|--|--|
| | | | CONTROL NO. 213-00 | | | | | | | |
| 1. PROCEDURE NAME: HI-ILS/DME RWY 33, Burlington International Airport (KBTX), Burlington, Vermont | | | | | | | | | | |
| 2. SPECIFIC DIRECTIVE AND PARAGRAPH TO BE WAIVED: AJVMAN 11-226, Para 936a, Glide Slope | | | | | | | | | | |
| 3. REASON FOR WAIVER (Justification) 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 LAW AFJMAN 11-226, Para 934. The location of the terrain is beyond the control of the airport authority. | | | | | | | | | | |
| 4. ALTERNATIVE(S) CONSIDERED AND REASON FOR REJECTION: Placement of the glide slope antenna provides optimum operating conditions. Displacing the runway threshold is not feasible | | | | | | | | | | |
| 5. EQUIVALENT LEVEL OF SAFETY PROVIDED: Flyability check by local military users confirmed a 3.2 degree glide slope suitable for aircraft operations. The glide slope angle is published on the procedure to indicate a higher than normal glide slope angle with a caveat stating, "Not For Civil Use". | | | | | | | | | | |
| 6. SUBMITTED BY: Lori Zuest | | | | | | | | | | |
| DATE: 20270801 | ORGANIZATION: ANG/C4AT | NAME (Type/Print Name, Rank, & Title) Lori Zuest, GS-12 Chief, ANG TERPS | SIGNATURE  | | | | | | | |
| 7. <div><table border="1"><thead><tr><th>DATE</th><th>ROUTING SYMBOL</th><th>SIGNATURE</th></tr></thead><tbody><tr><td colspan="3">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. <i>Digitally signed by</i> (Signature) <u>JOSEPH L ZEDER</u> Jul 18, 2024 (Title, Office Symbol) <u>MANAGER, AJV-A432</u></td></tr></tbody></table></div> <div>8260-1 remains the same.</div> | | | | | DATE | ROUTING SYMBOL | SIGNATURE | 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. <i>Digitally signed by</i> (Signature) <u>JOSEPH L ZEDER</u> Jul 18, 2024 (Title, Office Symbol) <u>MANAGER, AJV-A432</u> | | |
| DATE | ROUTING SYMBOL | SIGNATURE | | | | | | | | |
| 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. <i>Digitally signed by</i> (Signature) <u>JOSEPH L ZEDER</u> Jul 18, 2024 (Title, Office Symbol) <u>MANAGER, AJV-A432</u> | | | | | | | | | | |
| APPROVED: <div>NAME (Type/Print Name, Rank, & Title) SIGNATURE</div> | | | | | | | | | | |

COMMENTS

See Memorandum from HQ ANG/C4RT - TERPS dated 27 Jul 2000 and 27 Aug 2002.

| | | | |
|-----------------------|--------|--|-----------|
| APPROVAL RECOMMENDED. | | DISAPPROVED | |
| DATE: | OFFICE | NAME (Typed Print Name, Rank, & Title) | SIGNATURE |

3. HQ AFSA ACTION

COMMENTS

Waiver re-validation request (213-00) for HI-ILS/DME RWY 33 at Burlington International Airport, Vermont 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 33 (213-00), Burlington International Airport, Vermont, is valid for 2 years from the date listed below and must be re-validated at that time. See AFMAN 11-230 paragraph 13 for re-validation instructions.

| | | | |
|-----------|-----------|--|--------------------------|
| APPROVED | | DISAPPROVED | |
| DATE | OFFICE | NAME (Typed Print Name, Rank, & Title) | SIGNATURE |
| 29 Aug 02 | HQAFSA/CT | SCOTT L. GRUNWALD, COL USAF Commander | <i>Scott L. Grunwald</i> |



Federal Aviation Administration

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): $0.5 \times 155 = 78$ 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): $0.5 \times 153 = 77$ 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 ordinance 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 |

SIGNATURE

Digitally signed by
JOSEPH L ZEDER
Aug 06, 2024

8. FLIGHT STANDARDS ACTIONS:





☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

| DATE | ROUTING SYMBOL | SIGNATURE |
|------|----------------|-----------|
|------|----------------|-----------|

FIG

ILS or LOC RWY 33
PATRICK LEAHY BURLINGTON INTL (BTV)

 Circling Rwy 1 NA at night. Autopilot coupled approach NA.
 Rwy 33 helicopter visibility reduction below RVR 4000 NA.
 For inop ALS, increase S-ILS-33 all Cats visibility to RVR 4500.
 -10°C Inop table does not apply to S-LOC-33 Cats C, D and E.



MISSED APPROACH: Climb to 1 200 then climbing left turn to 3000 direct BTV VOR/DME and hold, continue climb-in-hold to 3000. (TACAN aircraft climb to 6000 on heading 326° for RADAR vectors. RADAR required).

BURLINGTON
117.5 BTW
Chan 122

LOCALIZER 110.3
I-VOE
Chan 40

KOTDE
I-VOE [4]

JIDS0
I-VOE [7.2]

EHIKO
I-VOE [9.9]
RADAR

NIDUQ
I-VOE [15]

HONIB
I-VOE [12.8]

JANUD
I-VOE [20]
RADAR

I-AF MONTPELIER
116.9 MPV
Chan 116

7080 NoPT
319° (17.6)

PROTOTYPE - NOT FOR NAVIGATION

ELEV 335 TDZE 334

MIRL Rwy 1-19 **L**
HIRL Rwy 15-33 **L**

FAF to MAP 10.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---------|-------|------|------|------|------|
| Min:Sec | 10:00 | 6:40 | 5:00 | 4:00 | 3:20 |

| | | | | | | |
|-----------|-----------|---------------|----------------------------|-------------------------|-------------------------|--|
| 1200 ↑ | 3000 ↷ | BTV ☐ | One Minute Holding Pattern | | | |
| | | | | | | |
| CATEGORY | A | B | C | D | E | |
| S-ILS 33 | 608/40 | | 274 (300-¾) | | | |
| S-LOC 33 | 1240/55 | 906 (1000-1) | 1240-2½ | 906 (1000-2½) | | |
| CIRCLING | 1240-1¼ | 905 (1000-1¼) | 1240-2¾ 905 (1000-2¾) | 1380-3 1045 (1100-3) | 1400-3 1065 (1100-3) | |

ILS or LOC RWY 33

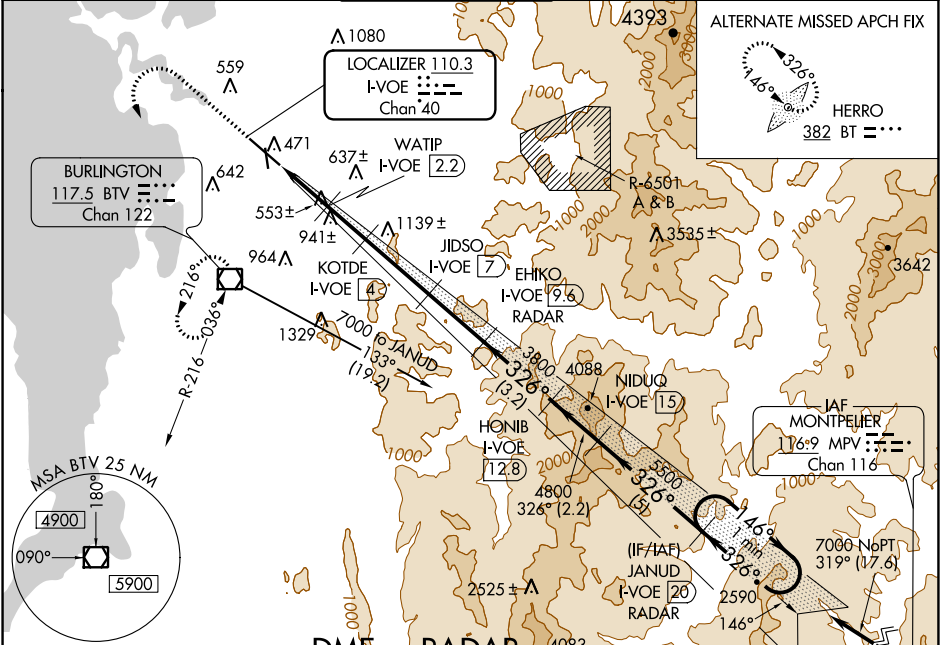
| | | |
|--|------------------------|--|
| LOC/DME I-VOE 110.3 Chan 40 | APP CRS 326° | Rwy Idg TDZE Apt Elev 7819 334 335 |
|--|------------------------|--|

ILS or LOC/DME RWY 33
BURLINGTON INTL (BTV)

⚠ Circling to Rwy 1 NA at night. For inop ALS, increase S-ILS 33 Cat A/B visibility to RVR 4500 and S-LOC 33 Cat E to 2 SM.
Rwy 33 helicopter visibility reduction below RVR 4000 NA.
❄ -10°C Autopilot coupled approaches NA.

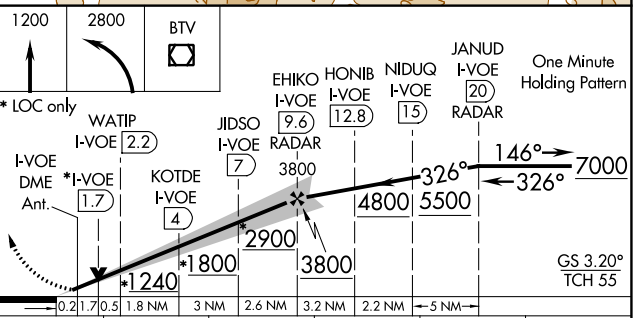
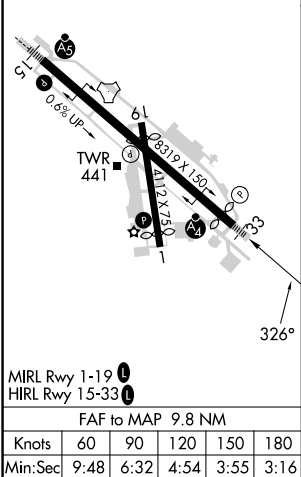
MAJLS MISSED APPROACH: Climb to 1200 then climbing left turn to 2800 direct BTV VOR/DME and hold, continue climb-in-hold to 2800.

| | | | | | |
|----------------------------|--|---|-------------------------------|---------------------------|-------------------------|
| ATIS 123.8 269.9 | BURLINGTON APP CON ★ 121.1 278.8 | BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8 | GND CON 126.3 348.6 | CLNC DEL 119.15 | UNICOM 122.95 |
|----------------------------|--|---|-------------------------------|---------------------------|-------------------------|

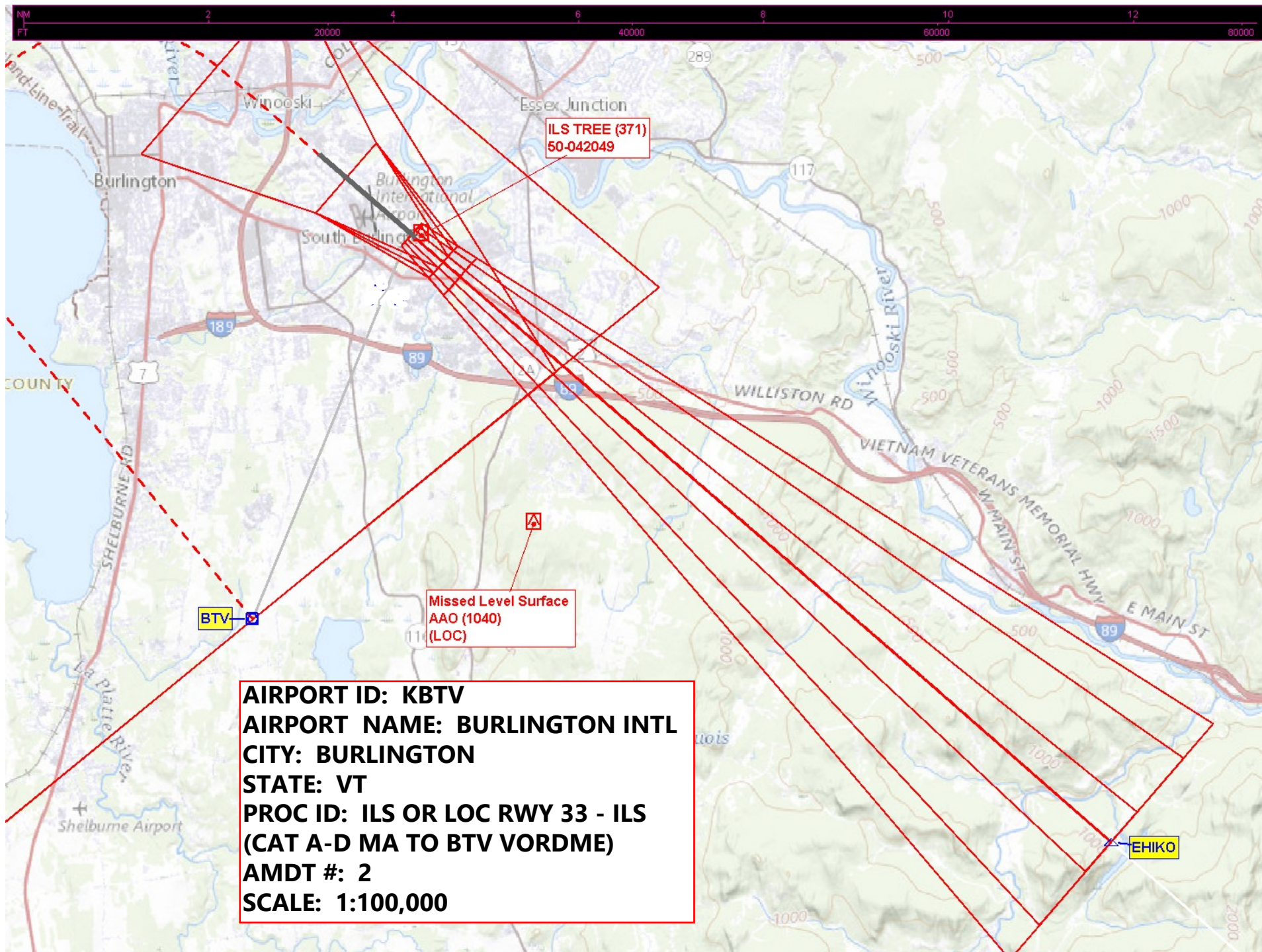


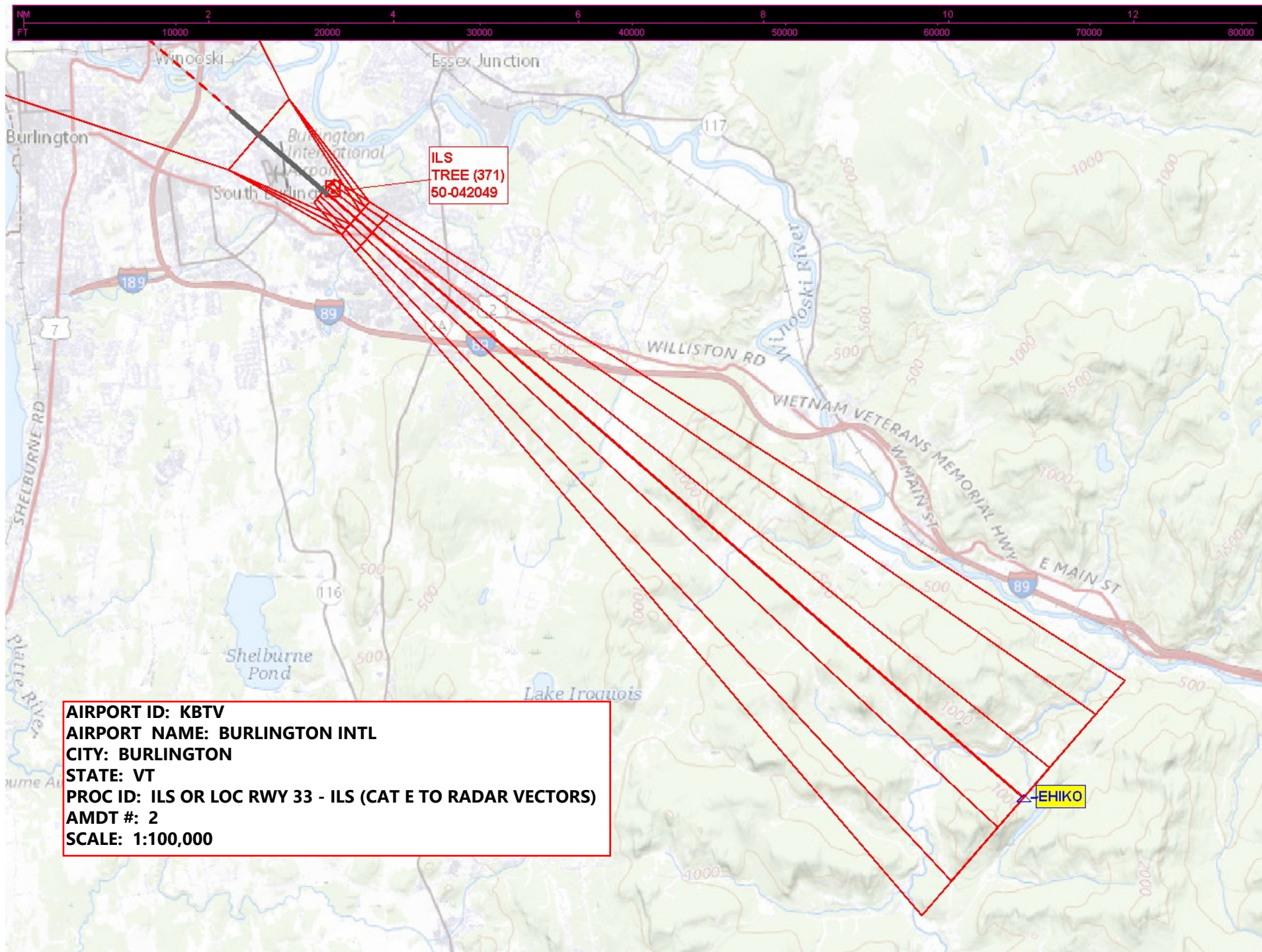
| | | |
|----------|----------|----------|
| ELEV 335 | D | TDZE 334 |
|----------|----------|----------|

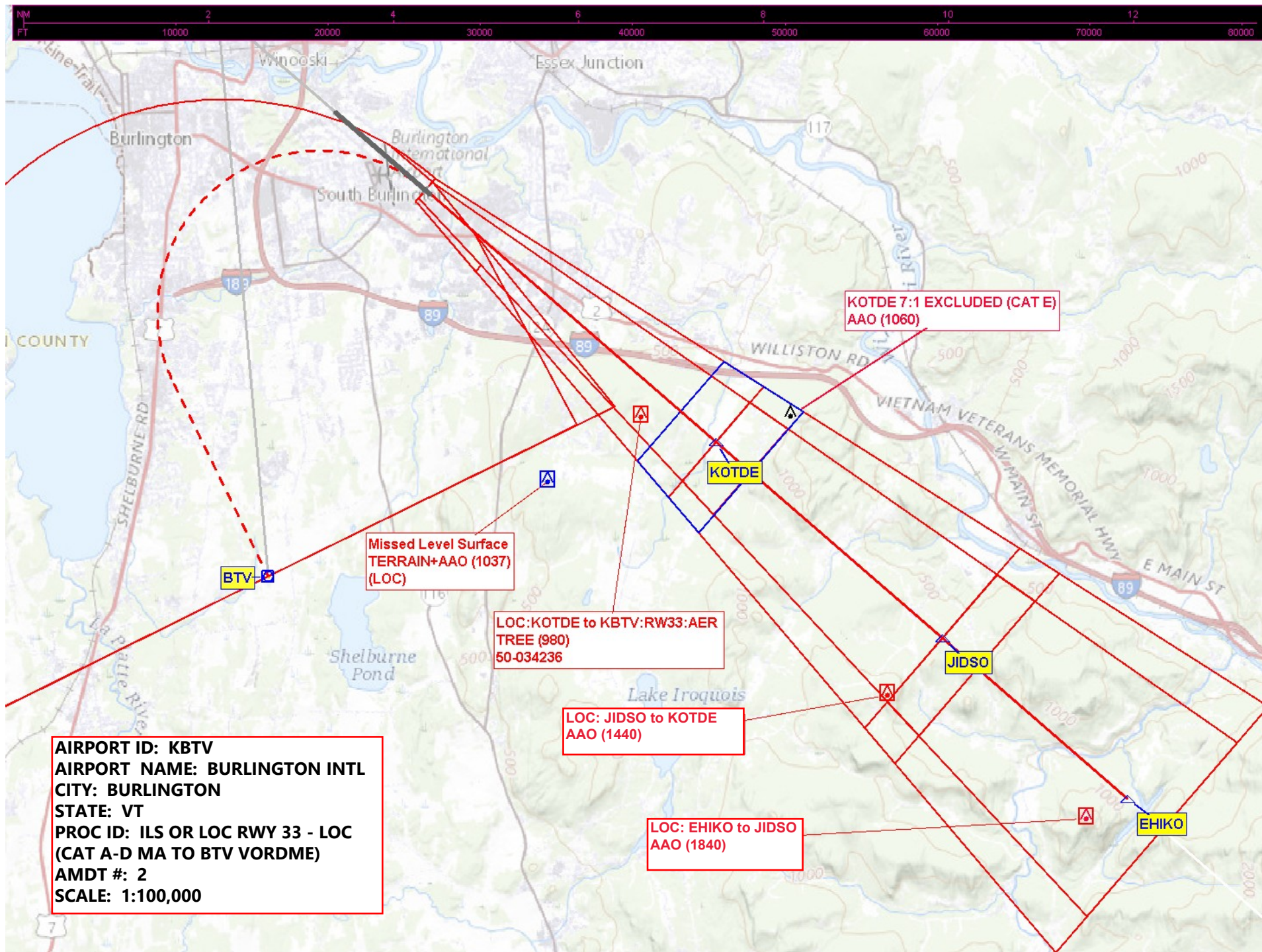
DME or RADAR
REQUIRED

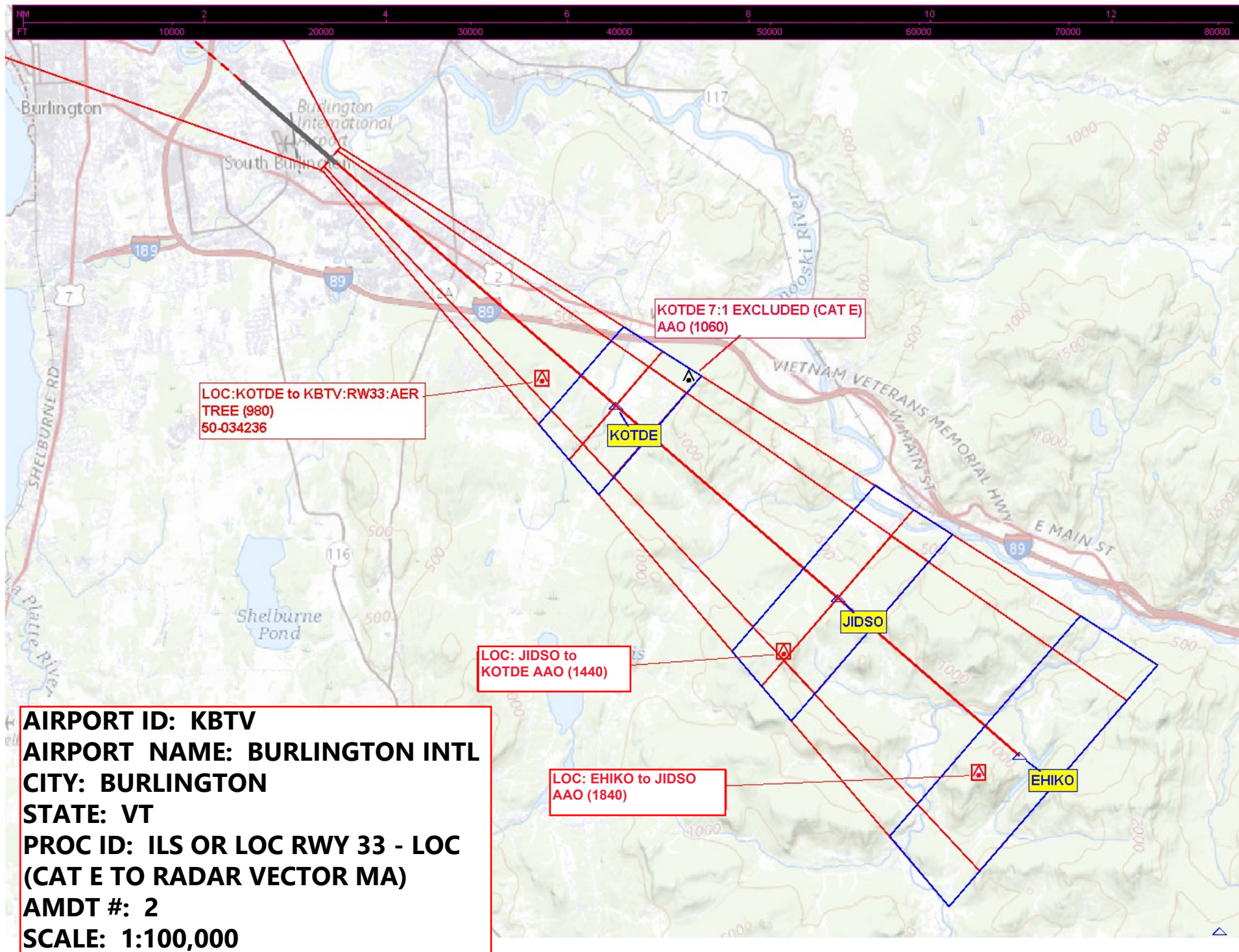


| CATEGORY | A | B | C | D | E |
|-------------------|---------------------|---|----------------------|----------------------|----|
| S-ILS 33 | 608/40 274 (300-¾) | | 608/50 274 (300-1) | | NA |
| S-LOC 33 | 1020/40 686 (700-¾) | | 1020-1¾ 686 (700-1¾) | | |
| C CIRCLING | 1020-1 685 (700-1) | | 1220-2¾ 885 (900-2¾) | 1380-3 1045 (1100-3) | |









AIRPORT ID: KBTW
AIRPORT NAME: BURLINGTON INTL
CITY: BURLINGTON
STATE: VT
PROC ID: ILS OR LOC RWY 33 - LOC
(CAT E TO RADAR VECTOR MA)
AMDT #: 2
SCALE: 1:100,000

