

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> BTV	<u>PROCEDURE NAME</u> ILS OR LOC RWY 15	<u>ORIGINAL/AMENDMENT</u> 26	<u>CITY</u> BURLINGTON	<u>STATE</u> VT
<u>AIRPORT ELEVATION</u> 335	<u>TDZE</u> 326	<u>SUPERSEDED</u> ILS OR LOC RWY 15	<u>DATED</u> 01/26/2023	<u>MAG VAR</u> 15W
<u>FACILITY</u> I-BTV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2005
			<u>CANCEL/SUSPEND</u>	

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 056/30 CW 236/30	NOPT	056/8 CW 236/8		6600
2. 056/8 CW 236/8		STAEV	IF/IAF	3200
3. 236/30 CW 326/30		236/10 CW 326/10		6100
4. 236/10 CW 326/10		WULEB	IAF	3200
5. 326/30 CW 056/30		326/11 CW 056/11		7100
6. 326/11 CW 056/11		YUNUD	IAF	4600

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
WULEB	IAF	STAEV	NOPT	TF	FB	1.00	235.75	8.00	3200
YUNUD	IAF	STAEV	NOPT	TF	FB	1.00	055.58	8.00	3200
STAEV	IF/IAF	FOVES/6.62 DME/RADAR					145.81	6.45	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.16 NM AFTER FOVES/6.62 DME/RADAR OR AT 1.46 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3600 DIRECT BTV VOR/DME AND ON BTV VOR/DME R-202 TO WINLA INT/BTV 6.35 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
35
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD NW STAEV/13.07 DME, RT, 145.81 INBOUND, 3200 FT. IN LIEU OF PT (IF/IAF), MAX 12000.														
3.	FAC:	145.81	FAF:	FOVES/6.62 DME/RADAR	DIST FAF TO MAP:	5.16	DIST FAF TO THLD:	5.16							
4.	MIN ALT:	STAEV/13.07 DME 3200, FOVES/6.62 DME/RADAR 2000													
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		GS ANT:	848					
6.	MIN GS INCPT:	2000	GS ALT AT PFAF:	FOVES/6.62 DME/RADAR 2000					OM:		MM:		IM:		
7.	GS ANGLE:	3.00	34:1:		20:1:		TCH:	51.1							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

EQUIPMENT REQUIREMENTS NOTES:

AIRCRAFT NOT GPS EQUIPPED - RADAR REQUIRED.
CAT E AIRCRAFT - RADAR REQUIRED.

NOTES:

CHART NOTE: RWY 15 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 15 ALL CATS VISIBILITY TO RVR 5500.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 15.

ADDITIONAL FLIGHT DATA:

CHART 4 NM ON OUTBOUND LEG OF HOLDING PATTERN AT STAEV.

HOLD S, LT, 022.49 INBOUND.
FAS OBST: 440 AAO 443145N/0731404W.
CHART R-6501 A/B.
CHART VDP AT 2.53 DME.
DISTANCE VDP TO THLD 1.08 NM.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT C 900-2 3/4, CAT D, E 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 15	576	4000	250	576	4000	250	576	4000	250	576	4000	250	576	4000	250
S-LOC 15	700	4000	374	700	4000	374	700	4000	374	700	4000	374	700	4000	374
CIRCLING	840	1	505	860	1	525	1220	2 3/4	885	1380	3	1045	1400	3	1065



CHANGES - REASONS

1. TERMINAL ROUTES: WULUB TO STAEV, CHANGED FROM "STAEV/13.07 DME" TO "STAEV" - PBN TRANSITION.
2. TERMINAL ROUTES: YANUD TO STAEV, CHANGED FROM "STAEV/13.07 DME" TO "STAEV" - PBN TRANSITION.
3. TERMINAL ROUTES: STAVE/13.07 DME TO FOVES/6.62 DME, CHANGED COURSE CHANGED FROM "145.67" TO "145.81" - UPDATED ALIGNMENT FROM INTERMEDIATE FIX TO PFAF.
4. MISSED APPROACH: CHANGED FROM "CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5600 DIRECT YUNUD AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5600" TO "CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3200 DIRECT BTV VOR/DME AND ON BTV VOR/DME R-202 TO WINLA INT/BTV 6.35 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3200" - ATC REQUEST.
5. PBN/EQUIPMENT REQUIREMENTS NOTES: REMOVED "DME OR RADAR REQUIRED" AND ADDED "AIRCRAFT NOT GPS EQUIPPED - RADAR REQUIRED" AND "CAT E AIRCRAFT - RADAR REQUIRED" – PBN IAF SEGMENTS/RADAR CAN BE USED FOR ENTIRE IAP/CAT E IAF SEGMENT REQUIREMENT.
6. NOTES: CHANGED FROM "RWY 15 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "RWY 15 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED" - 8260.19I.
7. ADDITIONAL FLIGHT DATA: CHANGED FROM "HOLD SW, RT, 055.58 INBOUND" TO "HOLD S, LT, 022.49 INBOUND" - UPDATED MISSED APPROACH.
8. MINIMUMS: CIRCLING CAT D MDA/HAA CHANGED FROM "1400/1065" TO "1380/1045" AND CAT E CHANGED FROM "1460/1125" TO "1400/1065" – NEW CONTROLLING OBSTACLES/MATCH OTHER PROCEDURES AT AIRPORT.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZBW, BTV APP CON, BTV ATCT, AMGR

FLIGHT CHECKED BY DAVIN C O'BRIEN	Digitally signed by JOSEPH L ZEDER Sep 06, 2024	OFFICE FPO	DATE 09/04/2024
DEVELOPED BY APRIL SARMENTO	Digitally signed by APRIL T SARMENTO Jul 12, 2024	OFFICE AJV-A432	DATE 05/06/2024
APPROVED BY CASIMIR L. TABAKA	Digitally signed by JOSEPH L ZEDER Sep 06, 2024	OFFICE AJV-A432	TITLE MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BTV	ILS OR LOC RWY 15	26	BURLINGTON	VT	335	I-BTV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM 056/30 CW 236/30 **TO** 056/8 CW 236/8

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	442157.00N/0735412.00W	4927	164	98	4E	2000				MT-327	6600
TERRAIN	442157.00N/0735412.00W	4826 (4800)								AS1500	6300

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PRECIPITOUS TERRAIN IDENTIFED IN SEGMENT. CONSIDERATION WAS GIVEN PER 8260.3E 14-2-1(B) AND ROC REDUCTION TAKEN.

STRAIGHT-IN AREA

FROM 056/8 CW 236/8 **TO** STA EV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	442715.00N/0732742.00W	1551	164	98	4E	2000				MT-351	3200
TERRAIN	443133.00N/0733106.00W	708 (700)								AS1500	2200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



LEFT BASE AREA

FROM

236/30 CW 326/30

TO

236/10 CW 326/10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	443236.00N/0724854.00W	4467	164	98	4E	2000				MT-367	6100
TERRAIN	443236.00N/0724854.00W	4366 (4400)								AS1500	5900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PRECIPITOUS TERRAIN IDENTIFED IN SEGMENT. CONSIDERATION WAS GIVEN PER 8260.3E 14-2-1(B) AND ROC REDUCTION TAKEN.

LEFT BASE AREA

FROM

236/10 CW 326/10

TO

WULEB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	443936.00N/0730409.00W	1528	164	98	4E	2000				MT-328	3200
TERRAIN	443936.00N/0730409.00W	1427 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



RIGHT BASE AREA

FROM

326/30 CW 056/30

TO

326/11 CW 056/11

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	440648.00N/0735524.00W	5392	164	98	4E	2000				MT-292	7100
TERRAIN	440648.00N/0735524.00W	5291 (5300)								AS1500	6800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PRECIPITOUS TERRAIN IDENTIFED IN SEGMENT. CONSIDERATION WAS GIVEN PER 8260.3E 14-2-1(B) AND ROC REDUCTION TAKEN.

RIGHT BASE AREA

FROM

326/11 CW 056/11

TO

YUNUD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	442021.00N/0733812.00W	3017	164	98	4E	2000				MT-417	4600
TERRAIN	442157.00N/0733909.00W	2578 (2600)								AS1500	4100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PRECIPITOUS TERRAIN IDENTIFED IN SEGMENT. CONSIDERATION WAS GIVEN PER 8260.3E 14-2-1(B) AND ROC REDUCTION TAKEN.



INITIAL

FROM

WULEB

TO

STAEV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	8.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	444154.00N/0731157.00W	571	164	98	4E	1000				AT1629	3200
TERRAIN	443751.00N/0732000.00W	275 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

YUNUD

TO

STAEV

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	8.00										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	443039.00N/0733206.00W	1181	164	98	4E	1000				AT1019	3200
TERRAIN	442927.00N/0732800.00W	902 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

STAEV/13.07 DME (IF/IAF)

TO

FOVES/6.62 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	6.45										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	443751.00N/0732000.00W	476	164	98	4E	500				AC98 AT926	2000
TERRAIN	443751.00N/0732000.00W	275 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

FOVES/6.62 DME/RADAR

TO

RW15

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	5.08		DA		250						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (50-040012)	442903.37N/0731011.57W	352	20	3	1A		34.00:1				576

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

FOVES/6.62 DME/RADAR

TO

5.16 NM AFTER FOVES/6.62 DME/RADAR OR AT 1.46 DME

RNP

DISTANCE

5.16

PAT

MAP

5.16 NM AFTER FOVES/6.62 DME/RADAR OR AT 1.46 DME

HAT

374

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	443144.65N/0731404.00W	440	50	20	2C	250					700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

STAEV/13.07 DME

TO

P-4

RNP

DISTANCE

PAT

P-4

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	443927.00N/0733439.00W	722	164	98	4E	1000				AT1478	3200
TERRAIN	443927.00N/0733439.00W	521 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

WINLA INT/BTV 6.35 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
								379			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3600
AAO	442215.00N/0730624.00W	1336	164	98	4E	1000					2400
TERRAIN	442215.00N/0730624.00W	1135 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.16 NM AFTER FOVES/6.62 DME/RADAR OR AT 1.46 DME

TO

WINLA INT/BTV 6.35 DME

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
								450			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3600
AAO	442215.00N/0730624.00W	1336	164	98	4E	1000					2400
TERRAIN	442215.00N/0730624.00W	1135 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TANK (50-000050)	442834.21N/0731136.23W	1.30	505	540	50	20	2C	300			840
CATEGORY B											
TANK (50-000081)	442814.69N/0731151.42W	1.82	525	556	20	3	1A	300			860
CATEGORY C											
TREE (50-042116)	442556.66N/0730552.96W	2.85	885	903	20	3	1A	300			1220
CATEGORY D											
AAO	442440.20N/0730614.90W	3.73	1045	1080	50	20	2C	300			1380
CATEGORY E											
AAO	442432.30N/0730605.38W	4.67	1065	1100	164	98	4E	300			1400

CIRCLING REMARKS:

MSA/ESA

CENTER

RADIUS

REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BTV APP CON, BTV TOWER, ZBW ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	BTV	24	BTV	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

BACKUP ALTIMETER SOURCE NOT USED - ADDITIONAL ASOS SOURCE ON FIELD.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-BTV	ATCT	TOWER OPEN	1
		TOWER CLOSED	3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW19 - MIRL (PCL), PAPI-4R	BSC-G	
RW01 - MIRL (PCL), PAPI-4L (PCL)	NPI-G	
RW15 - MALSR (PCL), HIRL (PCL), PAPI-4R (PCL)	PIR-G	APPROACH, ROLL OUT
RW33 - MALSF (PCL), HIRL (PCL), PAPI-4R	PIR-G	APPROACH, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	305.5	51.1	307.9	848	3.00	51.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	ILS AND LOC FINAL
34:1	
352 TREE (50-040012) 442903.37N/0731011.57W (3.94)	

PENETRATIONS REMARKS:

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HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED PER FPT CHECKLIST.

DTED USED WITH MANAGEMENT APPROVAL.

EQUIPMENT REQUIREMENT "CAT E AIRCRAFT - RADAR REQUIRED" USED IN LIEU OF A WAIVER AFTER CONSULTING WITH AFS SINCE THE INITIAL SEGMENT LEG LENGTHS DO NOT SUPPORT CAT E AIRCRAFT. REQUIRING RADAR VECTORS TO FINAL WILL ENSURE ANY CAT E AIRCRAFT THAT ARE RNAV CAPABLE DO NOT FLY THE TAA/RNAV INITIAL SEGMENTS SINCE THE SEGMENTS ARE TOO SHORT. LOCAL ANG/ATC SOP ALSO SUPPORTS THIS.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.96
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	130.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	4.76
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	130.81
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	442850.43N/0730957.16W
ARP COORDINATES	442819.04N/0730911.79W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 15 DISTANCE 0.75 NM
FAF COORDINATES	443212.66N/0731524.83W
FIX NAME COORDINATES	IF/IAF STAEV 443625.03N/0732215.21W

REMARKS

TAA: 30 NM RADIUS.

(IF/IAF) 443625.03N/0732215.21W, (IAF) WULAB 444228.87N/0731456.61W, (IAF) YUNUD 44302072N/0732932.29W.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
APRIL SARMENTO	AJV-A432	05/06/2024	AERONAUTICAL INFORMATION SPECIALIST

