

|                                                                                                                                                                                                                                                                                                                                                                |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|-----|---------|----------------------------------------------------------|-----|---------|----------------------------------------------------------------------------|-------------------------------|-----------------|------------------------------------------------------------------------------------|-----------------|----------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|
| US DEPARTMENT OF TRANSPORTATION<br>FEDERAL AVIATION ADMINISTRATION                                                                                                                                                                                                                                                                                             |        |     |         |                                                          |     |         | ILS - STANDARD<br>INSTRUMENT APPROACH PROCEDURE<br>TITLE 14 CFR PART 97.29 |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     | Bearings, headings, courses, 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 in feet RVR. |  |  |  |  |  |  |
| TERMINAL ROUTES                                                                                                                                                                                                                                                                                                                                                |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        | MISSED APPROACH                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| FROM                                                                                                                                                                                                                                                                                                                                                           |        |     |         | TO                                                       |     |         |                                                                            | COURSE AND DISTANCE           |                 |                                                                                    |                 | ALTITUDE |        | ILS: DA<br>LOC: 3.71 NM AFTER TORYY/FNT 4.33 DME OR AT FNT VORTAC 0.64 DME<br><br>CLIMB TO 2600 ON FNT VORTAC R-275 DIRECT SELFY/FNT VORTAC 10.56 DME/RADAR AND HOLD.<br><br>ADDITIONAL FLIGHT DATA:<br>HOLD W, LT, 095.06 INBOUND.<br>CHART FAS OBST: 942 TANK 425829N/0834021W.<br>CHART VDP AT 2.01 DME*<br>DISTANCE VDP TO THLD 1.38 NM.<br>*LOC ONLY.<br>CHART CIRCLING ICON.<br>CHART: 1160 TOWER 425827N/0833900W.<br>CHART: ASR. |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| FNT VORTAC                                                                                                                                                                                                                                                                                                                                                     |        |     |         | HARRO/FNT VORTAC 10.00 DME/RADAR                         |     |         |                                                                            | 093.39 / 10.00                |                 |                                                                                    |                 | 2800     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| HARRO/FNT VORTAC 10.00 DME/RADAR (IF/IAF)                                                                                                                                                                                                                                                                                                                      |        |     |         | TORYY/FNT VORTAC 4.33 DME                                |     |         |                                                                            | 274.26 / 5.66 (I-TUN)         |                 |                                                                                    |                 | 2000     |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)                                                                                                                                                                                                                                                                           |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        | MAG VAR: 6W EPOCH YEAR: 2000                                                                                                                                                                                                                                                                                                                                                                                                             |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 2. HOLD E HARRO, RT, 274.26 INBOUND, 2800 FT. IN LIEU OF PT (IAF)                                                                                                                                                                                                                                                                                              |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 3. FAC: 274.26 FAF: TORYY/FNT VORTAC 4.33 DME DIST FAF TO MAP: 3.71 THLD: 3.71                                                                                                                                                                                                                                                                                 |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 4. MIN. ALT: HARRO 2800, TORYY 2000                                                                                                                                                                                                                                                                                                                            |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 999                                                                                                                                                                                                                                                                   |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 6. MIN GS INCPT: 2000 GS ALT AT: TORYY 2000 OM: _____ MM: _____ IM: _____                                                                                                                                                                                                                                                                                      |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 7. GS ANGLE: 3.00 TCH: 56.2                                                                                                                                                                                                                                                                                                                                    |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| 8. MSA FROM: FNT VORTAC 3100                                                                                                                                                                                                                                                                                                                                   |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| MINIMUMS                                                                                                                                                                                                                                                                                                                                                       |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT                                                                                                                                                                                                                                                                                                                |        |     |         |                                                          |     |         | ALTERNATE: N A                                                             |                               | ILS: STANDARD # |                                                                                    | LOC: STANDARD @ |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| CATEGORY =====>                                                                                                                                                                                                                                                                                                                                                |        | A   |         |                                                          | B   |         |                                                                            | C                             |                 |                                                                                    | D               |          |        | E                                                                                                                                                                                                                                                                                                                                                                                                                                        |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                | DH/MDA | VIS | HAT/HAA | DH/MDA                                                   | VIS | HAT/HAA | DH/MDA                                                                     | VIS                           | HAT/HAA         | DH/MDA                                                                             | VIS             | HAT/HAA  | DH/MDA | VIS                                                                                                                                                                                                                                                                                                                                                                                                                                      | HAT/HAA |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| S-ILS 27                                                                                                                                                                                                                                                                                                                                                       | 970    | 1/2 | 200     | 970                                                      | 1/2 | 200     | 970                                                                        | 1/2                           | 200             | 970                                                                                | 1/2             | 200      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| S-LOC 27                                                                                                                                                                                                                                                                                                                                                       | 1260   | 1/2 | 490     | 1260                                                     | 1/2 | 490     | 1260                                                                       | 1                             | 490             | 1260                                                                               | 1               | 490      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| CIRCLING                                                                                                                                                                                                                                                                                                                                                       | 1260   | 1   | 478     | 1300                                                     | 1   | 518     | 1300                                                                       | 1 1/2                         | 518             | 1520                                                                               | 2 1/4           | 738      |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
|                                                                                                                                                                                                                                                                                                                                                                |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| NOTES:<br>CHART NOTE: DME FROM FNT VORTAC. SIMULTANEOUS RECEPTION OF I-TUN AND FNT DME REQUIRED.<br>CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FNT VORTAC AIRWAY RADIALS 076 CW 097.<br>CHART PLANVIEW NOTE: CAUTION: BRIGHTLY LIGHTED PARKING LOT 4000 FT EAST OF APPROACH END OF RWY 27<br>CAN EASILY BE CONFUSED FOR RWY 27.<br>(CONTINUED ON PAGE 2) |        |     |         |                                                          |     |         |                                                                            |                               |                 |                                                                                    |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         |                                     |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |
| CITY AND STATE<br>FLINT, MI                                                                                                                                                                                                                                                                                                                                    |        |     |         | ELEVATION: 782 TDZE: 770<br>AIRPORT NAME:<br>BISHOP INTL |     |         |                                                                            | FACILITY IDENTIFIER:<br>I-TUN |                 | PROCEDURE NO./AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 27, AMDT 6<br>24 MAY 2018 |                 |          |        |                                                                                                                                                                                                                                                                                                                                                                                                                                          |         | SUP:<br>AMDT: 5<br>DATED 05/06/2010 |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, 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 in feet RVR.

NOTES, (CONT.):  
EQUIPMENT REQUIREMENTS NOTE: DME OR RADAR REQUIRED FOR PROCEDURE ENTRY. DME OR RADAR REQUIRED.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 27 CAT A/B VISIBILITY TO 1 SM, AND CAT C/D VISIBILITY TO 1 3/8 SM.

QUALITY  
35  
CHECKED

|                             |                                                |                                                |                                                                                     |                   |
|-----------------------------|------------------------------------------------|------------------------------------------------|-------------------------------------------------------------------------------------|-------------------|
| CITY AND STATE<br>FLINT, MI | ELEVATION: 782<br>AIRPORT NAME:<br>BISHOP INTL | TDZE: 770<br><br>FACILITY IDENTIFIER:<br>I-TUN | PROCEDURE NO./ AMDT NO./EFFECTIVE DATE:<br>ILS OR LOC RWY 27, AMDT 6<br>24 MAY 2018 | SUP:              |
|                             |                                                |                                                |                                                                                     | AMDT: 5           |
|                             |                                                |                                                |                                                                                     | DATED: 05/06/2010 |

US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION  
**ILS - STANDARD**  
**INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29**

Bearings, headings, courses, 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 in feet RVR.

QUALITY  
25  
CHECKED

CITY AND STATE  
**FLINT, MI**

**ELEVATION: 782**      **TDZE: 770**  
AIRPORT NAME:  
**BISHOP INTL**

FACILITY  
IDENTIFIER:  
**I-TUN**

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:  
**ILS OR LOC RWY 27, AMDT 6**  
24 MAY 2018

SUP:  
AMDT: **5**  
DATED: **05/06/2010**