## 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.

AIRPORT	AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT		<u>TY</u>	STATE
BOB HOPE	KBUR	ILS Y OR LOC Y RWY 8	6A		BANK	CA
AIRPORT ELEVATION	<u>TDZE</u>	SUPERSEDED	ORIGINAL/AMENDMENT	DATED	MAG VAR	<b>EPOCH YEAR</b>
778	727	ILS Y OR LOC Y RWY 8	6	11/10/2016	12E	2020
FACILITY I-BUR	COORDINATES OF FACILITIES	ACTUAL EFFECTIVE DATE 28 FEBRUARY 2019	REQUIRED EFFECTIVE DATE ROUTINE	CANCEL/SUS	PEND	

## **TERMINAL ROUTES**

FROM	FIX TYPE	<u>T0</u>	FIX TYPE	LEG TYPE	FO/FB	<u>RNP</u>	COURSE	DISTANCE	ALTITUDE
LAX VORTAC		SILEX INT/VNY 6.12 DME					315.89	18.38	4600
SMO VOR/DME		SILEX INT/VNY 6.12 DME					311.01	13.79	4400
VNY VOR/DME		SILEX INT/VNY 6.12 DME					242.37	6.12	4400
VTU VOR/DME	IAF	TOAKS INT/VTU 14.47 DME	NOPT				053.65	14.47 (VNY LR-248)	4600
TOAKS INT/VTU 14.47 DME	IAF	SILEX INT/VNY 6.12 DME	NOPT				078.93	8.31 (I-BUR)	3700
MIKEI	IAF	SILEX	NOPT	TF	FB	1.00	101.84	9.78	3700
SILEX INT/VNY 6.12 DME	IF/IAF	BUDDE OM/INT					078.93	6.00 (I-BUR)	3000*

## MISSED APPROACH

MAP:

ILS: DA LOC: 5.17 NM AFTER BUDDE OM/INT

## **MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 4600 ON HEADING 210 AND VTU VOR/DME R-086 TO VTU VOR/DME AND HOLD.

## ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 210 AND SMO VOR/DME R-311 TO SILEX INT/VNY 6.12 DME AND HOLD.

0<sup>UAL/7</sup>13

PROFILE:			KBL	JR			OR LOC Y R			6A	IENDMENT	E	<u>CITY</u> BURBANK		<u>STATE</u> CA
1. PT	SIDE OF COURSE		OUTBOUI	ND	FT WITH	IIN	MILES OF	(IAF)							
. HOLD W	V SILEX, RT, 078.93 INE	30UND, 400	00 FT. IN LIE	J OF PT (IAF	F), MAX 5200	).									
<b>B. FAC:</b> 0 <sup>°</sup>	78.93 <b>FAF:</b> BUDD	E OM/INT		DIST FAF	TO MAP: 5.	17	DIS	T FAF TO T	<b>HLD:</b> 6.07						
. MIN ALT	SILEX INT/VNY 6.12	2 DME 3700	), BUDDE ON	1/INT 3000*											
5. DIST TO	THLD FROM OM: 6.07	7 N	/M:	IM:	150	HAT:	GS AN	<b>T:</b> 1226							
i. MIN GS I	INCPT: 3000	GS AL	LT AT FAF :				OM	: 2753		MM:			IM:		
. GP ANGI	<b>LE:</b> 3.00	34:1:		20:1:		ТСН	<b>I:</b> 60.0								
. MSA FRO	OM: VNY VOR/DME 0	05-095 9300	0, 095-185 44	00, 185-275	4700, 275-0	05 7300									
	IT REQUIREMENTS NO IREMENTS NOTE: FRC		RNAV 1-GPS	REQUIRED.											
OTES:															
CHART NO CHART NO CHART NO CHART NO CHART NO CHART NO	TE: LOCALIZER UNUS, ITE: STRAIGHT-IN RWY ITE: CIRCLING RWY 26 ITE: CIRCLING NA FOR ITE: CIRCLING NA FOR ITE: INOPERATIVE TAE ITE: FOR INOPERATIVE ITE: RWY 8 HELICOPTE	Y 8 AT NIGH NA AT NIG CATS A/B/ CAT D EAS BLE DOES N E ALS, INCR	HT, CIRCLING GHT AND CIR C NORTHEA ST OF RWY NOT APPLY 1 REASE S-LOO	G TO RWY 33 CLING RWY ST OF RWY 15-33. TO S-ILS 8. C 8 CATS A/I	33 NA AT N 15 AND 26. B VISIBILITY	1GHT FOR C 7 TO 1 1/4 SN	ат D. И.	QUIRED, R	EMAIN ON O	R ABOVE VO	GSI GLIDEP	ATH UNTIL T	HRESHOLD.		
DDITIONA	AL FLIGHT DATA:														
CHART IN F CHART KVI CHART IN F CHART CIR CHART FAS CHART IN F HOLD NW, 1 MINIMUMS	NDATORY 3000* AT BU PLANVIEW AND PROF NY IN PLAN AND PROF PLANVIEW: MANDATO RCLING ICON. S OBST: 901 TREE 341 PLANVIEW: ALTERNAT LT, 130.63 INBOUND <u>S:</u> <b>SEE FAA FORM 8260</b>	le view: (( File views Ry 7000 at 234n/11827 'e Ma Hole	5. 7 MIKEI. 750W. DING, HOLD	SW SILEX IN			62.37 INBOUI	ND.							
LTERNATE	<u>E:</u> NA ILS: (	CAT A, B, C,	, D 900-2 1/2	; LOC: CAT /	А, В 900-2, С	AT C 1500-3	3, CAT D 1600	)-3							
CATEG	ORY:	Α			В			С			D			Е	

1555

1620

1620

S-ILS 08

S-LOC 08

CIRCLING

2 1/2

5000

1 1/4

828

893

842

1555

1620

1640

2 1/2

5000

1 1/4

828

893

862

1555

1620

2240

2 1/2

2

3

1555

1620

2320

828

893

1462

2 1/2

2

3

828

893

1542

OVALITL 13 CHECKED

AIRPORT	AIRPORT ID	PROCEDURE NAME	ORIGINAL/AMENDMENT	<u>CITY</u>	<u>STATE</u>
BOB HOPE	KBUR	ILS Y OR LOC Y RWY 8	6A	BURBANK	CA

#### **CHANGES - REASONS**

1. DELETED NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1027 - FLIGHT INSPECTION RESULTS.

2. DELETED NOTE: STRAIGHT-IN RWY 8 AT NIGHT, CIRCLING RWY 33 AT NIGHT, OPERATIONAL VGSI REQUIRED. REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD - REPLACED BY UPDATED NOTE.

3. ADDED NOTE: STRAIGHT-IN RWY 8 AT NIGHT, CIRCLING TO RWY 33 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD - FORMATTED WITH A COMMA VICE PERIOD IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-110(2)(H).

4. DELETED NOTE: CIRCLING RWY 26 NA AT NIGHT - REPLACED BY UPDATED NOTE.

5. ADDED NOTE: CIRCLING RWY 26 NA AT NIGHT AND CIRCLING RWY 33 NA AT NIGHT FOR CAT D - RWY 33 CAT D NIGHT RESTRICTION ADDED PER FLIGHT INSPECTION RESULTS.

6. DELETED NOTE: FOR INOP ALS, INCREASE S-ILS 8 ALL CATS VISIBILITY TO 3 SM AND S-LOC 8 CATS A/B VISIBILITY TO RVR 5000 - REPLACED BY UPDATED NOTE.

7. ADDED NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 8 - IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-11O(3)(A).

8. ADDED NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 8 CATS A/B VISIBILITY TO 1 1/4 SM - COMPUTED IN ACCORDANCE WITH FAAO 8260.3D, TABLE 3-3-3 AND TABLE 3-3-4.

9. DELETED CHART IN PLANVIEW ADJACENT TO MIKEI: RADAR REQUIRED FROM ADDITIONAL FLIGHT DATA - NO LONGER REQUIRED BY CRITERIA.

10. DELETED PLANVIEW NOTE ADJACENT MIKEI: RNAV 1-GPS REQUIRED - REPLACED BY PBN REQUIREMENTS NOTE.

11. ADDED PBN REQUIREMENTS NOTE: FROM MIKEI: RNAV 1-GPS REQUIRED - FORMATTED IN ACCORDANCE WITH FAAO 8260.19H, PARA 8-6-8.

12. AMENDED S-ILS 8 ALTERNATE MINIMUMS FROM CAT A 900-2, CAT B 900-2, CAT C 1500-3, CAT D 1600-3 TO CAT A, B, C, D 900-2 1/2 - COMPUTED IN ACCORDANCE WITH FAAO 8260.3D, PARA 3-4-1A(2).

12/10/2018: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/12/2018:

1. AMENDED NOTE LOCALIZER UNUSABLE WITHIN 0.5 NM TO THLD TO READ LOCALIZER UNUSABLE WITHIN 0.9 NM TO THLD - FLIGHT INSPECTION RESULTS.

2. AMENDED S-LOC 8 MISSED APPROACH POINT FROM 5.41 NM AFTER BUDDE OM/INT TO 5.17 NM AFTER BUDDE OM/INT - RECOMPUTED USING UPDATED LOCALIZER RESTRICTION.

3. AMENDED (CFBXN) LAT/LONG FROM 341153.12N/1182256.63W TO 341153.35N/1182314.00W IN ADDITIONAL FLIGHT DATA - RECOMPUTED TO DESIGNATE UPDATED S-LOC 8 MISSED APPROACH POINT (0.9 NM FROM RWY THLD).

4. AMENDED FAF TO THLD DISTANCE FROM 5.41 TO 5.17 - RECOMPUTED USING UPDATED S-LOC 8 MISSED APPROACH POINT.

## COORDINATED WITH:

A4A X ALPA X	AOPA X APA X HAI NBAA X	OTHER: ZLA, SOCAL APP CON, BUR ATCT, A	MGR	
FLIGHT CHECKED BY GARY JOHN VEER	Digitally signed by <b>ROBERT G HAMILTON</b> Dec 28, 2018	<u>OFFICE</u> FIOG	<b>DATE</b> 12/02/2018	
DEVELOPED BY PETER R. GUIMOND	Digitally signed by <b>PETER R GUIMOND</b> Sep 12, 2018	OFFICE AJV-5422	<b>DATE</b> 09/12/2018	
APPROVED BY JULIE MORGAN	Digitally signed by ROBERT G HAMILTON	OFFICE AJV-5420	DATE	<u>TITLE</u> MANAGER

Dec 28, 2018