

WAAS CH 72810 W27A	APP CRS 274°	Rwy Idg 7201 TDZE 770 Apt Elev 782
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RNAV (GPS) RWY 27
BISHOP INTL (FNT)

BISHOP INTI (FNT)

**T
A**

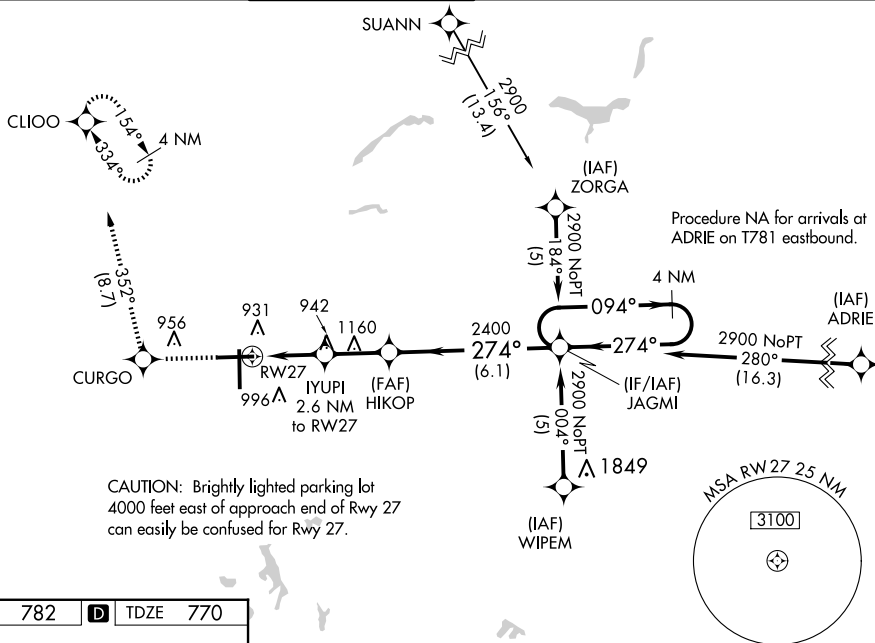
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{2}$ SM, LNAV Cat A/B visibility to 1 SM and LNAV Cat C/D visibility to 1 $\frac{1}{2}$ SM.

MALSR



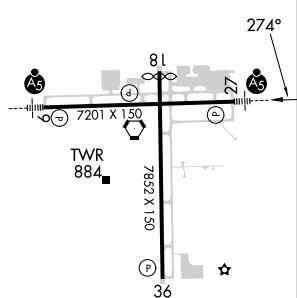
MISSED APPROACH:
Climb to 3000 direct
CURGO and track
352° to CLIOO
and hold.

ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 0 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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CAUTION: Brightly lighted parking lot 4000 feet east of approach end of Rwy 27 can easily be confused for Rwy 27.

ELEV	782	D	TDZE	770
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HIRI Rwyys 9-27 and 18-36 REIL Rwy 18 and 36 **L**

3000 ↑	CURGO ✦	tr 352° ✦	CLIOO ✦	4 NM Holding Pattern JAGMI			
* LNAV only RW27 1.4 NM to RW27 1.2 NM to RW27 2.6 NM to RW27 HIKOP 2400 274° 094° → 2900 ← 274° GP 3.00° TCH 56				* 1640 2400			
CATEGORY	A		B		C		D
LPV DA			1098-¾ 328 (400-¾)				
LNAV/VNAV DA			1240-1 470 (500-1)				
LNAV MDA	1260-¾ 490 (500-¾)		1260-1 490 (500-1)				
CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1520-2¼ 738 (800-2¼)			

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