

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SUPERSEDED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

**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>
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.



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. HOLD W SILEX, RT, 078.93 INBOUND, 4000 FT. IN LIEU OF PT (IAF), MAX 5200.

3. FAC: 078.93FAF: BUDDE OM/INTDIST FAF TO MAP: 5.17DIST FAF TO THLD: 6.07

4. MIN ALT: SILEX INT/VNY 6.12 DME 3700, BUDDE OM/INT 3000\*

5. DIST TO THLD FROM OM: 6.07MM:IM:150 HAT:GS ANT: 1226

6. MIN GS INCPT: 3000GS ALT AT FAF :OM: 2753MM:IM:

7. GP ANGLE: 3.0034:1:20:1:TCH: 60.0

8. MSA FROM: VNY VOR/DME 005-095 9300, 095-185 4400, 185-275 4700, 275-005 7300

EQUIPMENT REQUIREMENTS NOTES:

PBN REQUIREMENTS NOTE: FROM MIKEI: RNAV 1-GPS REQUIRED.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
\*LOC ONLY  
CHART NOTE: LOCALIZER UNUSABLE WITHIN 0.9 NM TO THLD.  
CHART NOTE: STRAIGHT-IN RWY 8 AT NIGHT, CIRCLING TO RWY 33 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.  
CHART NOTE: CIRCLING RWY 26 NA AT NIGHT AND CIRCLING RWY 33 NA AT NIGHT FOR CAT D.  
CHART NOTE: CIRCLING NA FOR CATS A/B/C NORTHEAST OF RWY 15 AND 26.  
CHART NOTE: CIRCLING NA FOR CAT D EAST OF RWY 15-33.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 8.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 8 CATS A/B VISIBILITY TO 1 1/4 SM.  
CHART NOTE: RWY 8 HELICOPTER VISIBILITY REDUCTION BELOW RVR 5000 NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

CHART MANDATORY 3000\* AT BUDDE OM.  
CHART IN PLANVIEW AND PROFILE VIEW: (CFBXN) AT 341153.35N/1182314.00W  
CHART KVNY IN PLAN AND PROFILE VIEWS.  
CHART IN PLANVIEW: MANDATORY 7000 AT MIKEI.  
CHART CIRCLING ICON.  
CHART FAS OBST: 901 TREE 341234N/1182750W.  
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD SW SILEX INT/VNY 6.12 DME, RT, 062.37 INBOUND.  
HOLD NW, LT, 130.63 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: CAT A, B, C, D 900-2 1/2; LOC: CAT A, B 900-2, CAT C 1500-3, CAT D 1600-3

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 08	1555	2 1/2	828	1555	2 1/2	828	1555	2 1/2	828	1555	2 1/2	828			
S-LOC 08	1620	5000	893	1620	5000	893	1620	2	893	1620	2	893			
CIRCLING	1620	1 1/4	842	1640	1 1/4	862	2240	3	1462	2320	3	1542			

QUALITY  
13  
CHECKED

**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 8-6-11O(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** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZLA, SOCAL APP CON, BUR ATCT, AMGR

**FLIGHT CHECKED BY**

GARY JOHN VEER

*Digitally signed by***ROBERT G HAMILTON**

Dec 28, 2018

**OFFICE**

FIOG

**DATE**

12/02/2018

**DEVELOPED BY**

PETER R. GUIMOND

*Digitally signed by***PETER R GUIMOND**

Sep 12, 2018

**OFFICE**

AJV-5422

**DATE**

09/12/2018

**APPROVED BY**

JULIE MORGAN

*Digitally signed by***ROBERT G HAMILTON**

Dec 28, 2018

**OFFICE**

AJV-5420

**DATE****TITLE**

MANAGER



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

AIRPORT  
BOB HOPE

AIRPORT ID  
KBUR

PROCEDURE NAME  
ILS Y OR LOC Y RWY 8

AMDT NO.  
6A

CITY  
BURBANK

STATE  
CA

AIRPORT ELEVATION  
778

FACILITY  
I-BUR

**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

FROM  
LAX VORTAC

TO  
SILEX INT/VNY 6.12 DME

RNP

DISTANCE  
18.38

PAT

MAP

HAT

HMAS

<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>
1.AAO	340431.82N/1183709.33W	2519	50	20	2C	2000					4600
2.TERRAIN	340431.82N/1183709.33W	2319 (2300)								AS1500	3800

**COMPUTATIONS**

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

**FEEDER**

FROM  
SMO VOR/DME

TO  
SILEX INT/VNY 6.12 DME

RNP

DISTANCE  
13.79

PAT

MAP

HAT

HMAS

<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>
3.AAO	340635.35N/1183350.44W	2319	50	20	2C	2000					4400
4.TERRAIN	340635.35N/1183350.44W	2119 (2100)								AS1500	3600

**COMPUTATIONS**

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**



FEEDER

FROM

VNY VOR/DME

TO

SILEX INT/VNY 6.12 DME

<u>RNP</u>	<u>DISTANCE</u> 6.12	<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>
5.AAO	341842.19N/1183201.68W		2971	50	20	2C	2000				SA-904 AT333	4400
6.TERRAIN	341524.00N/1183730.00W		1716 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

VNY FEEDER CONTROLLING OBSTACLE (#5) LIES IN SECONDARY AREA 9843 FT FROM EDGE OF PRIMARY.

INITIAL

FROM

VTU VOR/DME

TO

TOAKS INT/VTU 14.47 DME

<u>RNP</u>	<u>DISTANCE</u> 14.47	<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>
7.AAO	340710.10N/1185611.60W		3311	1000	20	6C	1000				PR124	4500
8.TERRAIN	340710.10N/1185611.60W		3111 (3100)								AS1500	4600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



SILEX INT/VNY 6.12 DME

HMAS

## COMPUTATIONS

RF CENTER FIX/DISTANCE**SEGMENT REMARKS:**

SILEX INT/VNY 6.12 DME

**HMAS**

## COMPUTATIONS

RF CENTER FIX/DISTANCE

**SEGMENT REMARKS:**

QUALITY  
13  
CHECKED

FINAL: LOC

FROM

BUDDE OM/INT

TO

5.17 NM AFTER BUDDE OM/INT

RNP

DISTANCE

6.07

PAT

MAP

5.17 NM AFTER BUDDE OM/INT

HAT

893

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
21.TREE (06-093036)	341233.59N/1182749.82W	901	20	10	1B	250				MA450	1620

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

SILEX

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
9.AAO	341217.30N/1184659.40W	2603	1000	20	6C	1000				AT397	4000
10.TERRAIN	341217.30N/1184659.40W	2403 (2400)								AS1500	3900

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

VTU VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1110				
<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>
15.POLE (06-030509)	341157.00N/1182235.09W	798	50	20	2C		ASC			AC20	4600
7.AAO	340710.10N/1185611.60W	3311	1000	20	6C	1000					4400
8.TERRAIN	340710.10N/1185611.60W	3111 (3100)								AS1500	4600

COMPUTATIONS

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

MISSED APPROACH : LOC

FROM

5.17 NM AFTER BUDDE OM/INT

TO

VTU VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1370				
<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>
15.POLE (06-030509)	341157.00N/1182235.09W	798	50	20	2C		ASC			AC20	4600
7.AAO	340710.10N/1185611.60W	3311	1000	20	6C	1000					4400
8.TERRAIN	340710.10N/1185611.60W	3111 (3100)								AS1500	4600

COMPUTATIONS

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



MISSED APPROACH ALTERNATE : ILS

FROM

DA

TO

SILEX INT/VNY 6.12 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
1110												
<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>
15.POLE (06-030509)	341157.00N/1182235.09W		798	50	20	2C		ASC			AC20	4600
3.AAO	340635.35N/1183350.44W		2319	50	20	2C	1000					3400
4.TERRAIN	340635.35N/1183350.44W		2119 (2100)								AS1500	3600

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

MISSED APPROACH ALTERNATE : LOC

FROM

5.17 NM AFTER BUDDE OM/INT

TO

SILEX INT/VNY 6.12 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 1370					
<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>
15.POLE (06-030509)	341157.00N/1182235.09W		798	50	20	2C		ASC			AC20	4600
3.AAO	340635.35N/1183350.44W		2319	50	20	2C	1000					3400
4.TERRAIN	340635.35N/1183350.44W		2119 (2100)								AS1500	3600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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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											
16.TREE (06-175961)	341347.93N/1182143.33W	1.30	842	972	20	3	1A	300		SI	1620
CATEGORY B											
17.TOWER (06-001782)	341425.00N/1182142.00W	1.83	862	1336	20	3	1A	300			1640
CATEGORY C											
18.TREE	341215.34N/1181733.94W	2.91	1462	1939	50	20	2C	300			2240
CATEGORY D											
19.AAO	340814.04N/1181935.43W	3.81	1542	2020	50	3	2A	300			2320

**CIRCLING REMARKS:**

MULTIPLE CIRCLING RESTRICTIONS REQUESTED BY FPT TO AUTHORIZE MINIMUMS FOR ALL CATS. WHEN APPLYING THE RESTRICTION FOR CATS A/B/C NORTHEAST OF RWYS 15/26 TO CAT D, THE CAT D CIRCLING MDA WAS ABOVE THE FAF ALTITUDE.

CAT D CIRCLING TO RWY 33 NA AT NIGHT PER FLIGHT INSPECTION RESULTS.

**MSA**

CENTER	RADIUS
VNY VOR/DME	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
005-095	AAO	342033.90N/1175620.10W	060	28.4	8238	1000	20	6C	1000			9300
095-185	AAO	341254.00N/1181645.00W	078	10.6	3321	164	98	4E	1000			4400
185-275	AAO	341939.00N/1183612.00W	303	08.4	3609	164	98	4E	1000			4700
275-005	AAO	343603.00N/1185127.00W	306	29.0	6201	164	98	4E	1000			7300

**MSA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

VEGETATION USES 60 FT PLUS TERRAIN PER FPT.

SECTION 2 MISSED APPROACH OBSTRUCTION CAUSING ADDITIONAL ADJUSTMENT TO MINIMUMS IS 2039 AAO 340813.14N/1181832.67W.

AFS APPROVAL ON FILE TO UTILIZE VGSI TO MITIGATE UNLIT 20:1 STRAIGHT-IN RWY 8 AND CIRCLING RWY 33 VISUAL SURFACE PENETRATIONS IN ACCORDANCE WITH FAA ORDER 8260.3D, 3-3-2(C) (4)(B)(2).

PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
BUR TOWER, SCT APP CON, ZLA ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KBUR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KBUR	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 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:**  
24 HOUR CONTROL TOWER IS EQUIPPED WITH REDUNDANT WEATHER SOURCES, BACK-UP ALTIMETER NOT REQUIRED.

<u>PRIMARY NAVAID</u> I-BUR	<u>MONITOR POINT</u> BUR ATCT	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15 - MIRL, REIL, VASI-4L	NPI-G	
RW26 - HIRL, REIL	NPI-G	ROLL OUT
RW33 - MIRL, REIL, PAPI-4L	NPI-G	
RW08 - MALSR, HIRL, PAPI-4L	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 727.4	<u>TCH</u> 60.0	<u>ELEV GS ANTENNA</u> 725.2	<u>DISTANCE FROM RWY</u> 1226	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 72.0
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**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	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	CIRCLING RWY 26
20:1	
715 TREE (06-175397) 341153.56N/1182056.42W (13.43)	724 POLE (06-175102) 341149.83N/1182054.19W (12.76)
713 TREE (06-176916) 341153.22N/1182056.44W (11.48)	713 TREE (06-175771) 341152.89N/1182056.44W (11.46)



<u>AIRPORT</u> BOB HOPE		<u>AIRPORT ID</u> KBUR	<u>PROCEDURE NAME</u> ILS Y OR LOC Y RWY 8	<u>AMDT NO.</u> 6A	<u>CITY</u> BURBANK	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 778	<u>FACILITY</u> I-BUR
711 TRAVERSE_WAY (06-179467) 341152.84N/1182056.76W (10.80)					711 TRAVERSE_WAY (06-178702) 341153.18N/1182056.75W (10.78)			
718 TREE (06-177954) 341153.17N/1182055.03W (10.56)					712 TREE (06-175384) 341152.55N/1182056.44W (10.43)			
711 FENCE (06-030549) 341151.49N/1182056.61W (10.05)					710 TRAVERSE_WAY (06-175708) 341152.04N/1182056.78W (9.81)			
719 TREE (06-174867) 341153.20N/1182054.55W (9.55)					711 TREE (06-176433) 341152.14N/1182056.46W (9.48)			
711 TREE (06-179692) 341151.10N/1182056.48W (9.48)					711 TREE (06-174309) 341149.75N/1182056.50W (9.45)			
709 TRAVERSE_WAY (06-175149) 341149.90N/1182056.82W (8.80)					709 TRAVERSE_WAY (06-179583) 341150.23N/1182056.81W (8.79)			
709 TRAVERSE_WAY (06-178236) 341151.67N/1182056.78W (8.78)					709 TRAVERSE_WAY (06-177944) 341150.66N/1182056.80W (8.78)			
709 TRAVERSE_WAY (06-178336) 341149.69N/1182056.82W (8.78)					709 TRAVERSE_WAY (06-179662) 341151.08N/1182056.79W (8.77)			
710 WALL (06-178254) 341152.27N/1182056.52W (8.74)					710 WALL (06-176169) 341151.48N/1182056.48W (8.51)			
710 POLE (06-176193) 341152.43N/1182056.45W (8.46)					710 TREE (06-178026) 341151.82N/1182056.46W (8.45)			
710 POLE (06-030634) 341153.34N/1182056.32W (7.99)					709 WALL (06-177469) 341149.95N/1182056.58W (7.80)			
709 WALL (06-174606) 341150.72N/1182056.56W (7.78)					720 TREE (06-044262) 341153.62N/1182053.77W (7.31)			
708 BUILDING (06-139704) 341152.22N/1182056.52W (6.74)					708 FENCE (06-030515) 341152.22N/1182056.52W (6.74)			
708 TREE (06-178306) 341150.06N/1182056.50W (6.47)					712 TREE (06-176555) 341152.53N/1182055.39W (6.02)			
708 POLE (06-030637) 341150.56N/1182056.38W (6.01)					710 TRAVERSE_WAY (06-179670) 341152.92N/1182055.83W (5.90)			
710 TRAVERSE_WAY (06-174499) 341153.29N/1182055.82W (5.89)					710 TRAVERSE_WAY (06-176653) 341152.24N/1182055.84W (5.88)			
710 TRAVERSE_WAY (06-178714) 341153.66N/1182055.81W (5.88)					717 POLE (06-030578) 341151.04N/1182054.15W (5.69)			
707 TREE (06-179190) 341150.42N/1182056.50W (5.50)					707 TREE (06-178552) 341150.78N/1182056.49W (5.49)			
711 POLE (06-030635) 341152.88N/1182055.46W (5.34)					707 POLE (06-030638) 341149.63N/1182056.40W (5.02)			
709 TRAVERSE_WAY (06-174733) 341151.55N/1182055.85W (4.87)					709 TRAVERSE_WAY (06-174495) 341150.96N/1182055.86W (4.86)			
706 FENCE (06-030516) 341150.07N/1182056.58W (4.81)					706 BUILDING (06-044163) 341150.07N/1182056.58W (4.81)			
716 TREE (06-178129) 341153.62N/1182054.05W (4.48)					711 TRAVERSE_WAY (06-175084) 341153.57N/1182055.16W (4.14)			
710 TREE (06-176215) 341151.47N/1182055.40W (3.97)					710 TREE (06-176520) 341152.95N/1182055.37W (3.97)			
710 TREE (06-178360) 341152.16N/1182055.38W (3.95)					708 TRAVERSE_WAY (06-177160) 341150.28N/1182055.88W (3.89)			
709 POLE (06-030636) 341151.03N/1182055.51W (3.40)					710 TRAVERSE_WAY (06-178247) 341153.11N/1182055.22W (3.35)			
710 TRAVERSE_WAY (06-179506) 341152.81N/1182055.22W (3.33)					710 TRAVERSE_WAY (06-177418) 341152.07N/1182055.23W (3.31)			
710 TRAVERSE_WAY (06-175798) 341151.78N/1182055.23W (3.28)					710 TREE (06-177905) 341153.63N/1182055.15W (3.10)			
709 POLE (06-175625) 341151.97N/1182055.39W (2.97)					709 TREE (06-177940) 341150.78N/1182055.41W (2.96)			
711 TRAVERSE_WAY (06-175824) 341153.57N/1182054.88W (2.96)					717 TREE (06-177401) 341149.90N/1182053.52W (2.95)			
707 TRAVERSE_WAY (06-176426) 341149.56N/1182055.91W (2.95)					711 TRAVERSE_WAY (06-176727) 341153.28N/1182054.82W (2.69)			



<u>AIRPORT</u>	<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>
BOB HOPE	KBUR	ILS Y OR LOC Y RWY 8	6A	BURBANK	CA	778	I-BUR
709 TRAVERSE_WAY (06-175731) 341151.04N/1182055.34W (2.68)				709 TRAVERSE_WAY (06-174317) 341151.38N/1182055.33W (2.67)			
709 POLE (06-177711) 341151.66N/1182055.29W (2.53)				710 TRAVERSE_WAY (06-176069) 341152.54N/1182055.02W (2.47)			
712 TREE (06-044261) 341153.11N/1182054.53W (2.46)				714 TREE (06-175233) 341149.85N/1182054.07W (2.25)			
708 POLE (06-177164) 341150.15N/1182055.44W (2.03)				709 TRAVERSE_WAY (06-175825) 341151.52N/1182055.03W (1.42)			
707 TRAVERSE_WAY (06-176664) 341149.64N/1182055.49W (1.20)				710 TRAVERSE_WAY (06-174812) 341153.40N/1182054.49W (0.31)			
708 TRAVERSE_WAY (06-175067) 341151.20N/1182054.98W (0.19)				710 TRAVERSE_WAY (06-175830) 341153.56N/1182054.44W (0.12)			
709 TRAVERSE_WAY (06-174940) 341151.38N/1182054.71W (0.07)				709 POLE (06-175482) 341151.36N/1182054.71W (0.07)			
709 POLE (06-177824) 341152.65N/1182054.68W (0.05)				709 POLE (06-177391) 341151.96N/1182054.69W (0.03)			
Final Type	CIRCLNG RWY 33						
20:1							
728 POLE (06-030594) 341136.34N/1182116.09W (10.62)				721 TRAVERSE_WAY (06-179367) 341136.10N/1182120.88W (6.93)			
720 TRAVERSE_WAY (06-174526) 341135.88N/1182119.78W (3.82)				720 TRAVERSE_WAY (06-107370) 341135.78N/1182120.11W (3.63)			
709 TRAVERSE_WAY (06-177072) 341137.58N/1182121.49W (2.79)				720 TRAVERSE_WAY (06-177416) 341135.68N/1182119.58W (2.64)			
720 TRAVERSE_WAY (06-178550) 341135.58N/1182119.10W (1.70)				719 TRAVERSE_WAY (06-176854) 341135.67N/1182118.70W (0.77)			
Final Type	S-ILS 8, S-LOC 8						
20:1							
743 TRAVERSE_WAY (06-178959) 341154.29N/1182212.33W (11.09)				742 TRAVERSE_WAY (06-174933) 341153.74N/1182212.34W (10.10)			
741 TRAVERSE_WAY (06-179540) 341152.50N/1182212.34W (9.20)				741 TRAVERSE_WAY (06-175536) 341153.12N/1182212.34W (9.15)			
744 TRAVERSE_WAY (06-178065) 341154.20N/1182213.15W (8.66)				740 TRAVERSE_WAY (06-175622) 341151.86N/1182212.34W (8.25)			
743 TRAVERSE_WAY (06-177387) 341153.32N/1182213.14W (7.77)				739 TRAVERSE_WAY (06-175997) 341150.86N/1182212.34W (7.33)			
739 TRAVERSE_WAY (06-175192) 341151.32N/1182212.34W (7.29)				738 TRAVERSE_WAY (06-176338) 341150.45N/1182212.34W (6.36)			
743 TRAVERSE_WAY (06-175498) 341153.92N/1182213.47W (6.34)				740 TRAVERSE_WAY (06-040542) 341152.58N/1182212.86W (6.01)			
741 TRAVERSE_WAY (06-176484) 341152.06N/1182213.14W (5.87)				741 TRAVERSE_WAY (06-178934) 341152.68N/1182213.14W (5.82)			
740 TRAVERSE_WAY (06-179253) 341151.43N/1182213.14W (4.93)				742 TRAVERSE_WAY (06-174621) 341153.92N/1182213.61W (4.75)			
743 TRAVERSE_WAY (06-177707) 341153.55N/1182213.87W (4.69)				743 TRAVERSE_WAY (06-176807) 341153.34N/1182213.93W (4.45)			
735 WALL (06-179591) 341153.81N/1182212.04W (4.35)				743 TRAVERSE_WAY (06-176957) 341153.07N/1182214.01W (4.14)			
743 TRAVERSE_WAY (06-174489) 341153.93N/1182214.01W (4.07)				736 FENCE (06-179327) 341153.96N/1182212.53W (3.28)			
742 TRAVERSE_WAY (06-176867) 341151.68N/1182214.05W (3.08)				742 TRAVERSE_WAY (06-176634) 341152.25N/1182214.06W (3.00)			
742 TRAVERSE_WAY (06-175947) 341152.69N/1182214.05W (3.00)				738 TRAVERSE_WAY (06-177489) 341150.64N/1182213.14W (2.99)			
736 SIGN (06-178679) 341152.42N/1182212.65W (2.90)				744 TRAVERSE_WAY (06-177389) 341153.93N/1182214.54W (2.84)			

QUALITY

13

CHECKED



<u>AIRPORT</u>	<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>
BOB HOPE	KBUR	ILS Y OR LOC Y RWY 8	6A	BURBANK	CA	778	I-BUR
733 FENCE (06-030562) 341152.46N/1182212.03W (2.50)				733 WALL (06-178816) 341152.49N/1182212.08W (2.29)			
741 TRAVERSE_WAY (06-177622) 341151.17N/1182214.03W (2.21)				734 FENCE (06-177962) 341152.76N/1182212.54W (1.34)			
734 FENCE (06-178677) 341152.24N/1182212.55W (1.34)				740 TRAVERSE_WAY (06-177573) 341150.69N/1182214.01W (1.33)			
732 WALL (06-175509) 341151.21N/1182212.10W (1.31)				744 TRAVERSE_WAY (06-177198) 341153.93N/1182215.07W (0.62)			
733 FENCE (06-177441) 341151.81N/1182212.54W (0.41)				738 FENCE (06-174667) 341154.27N/1182213.74W (0.18)			
Final Type	S-ILS 8, S-LOC 8						
34:1							
807 TREE (06-178820) 341157.08N/1182235.10W (20.59)				798 POLE (06-030509) 341157.00N/1182235.09W (11.62)			
761 BUILDING (06-044112) 341155.56N/1182221.55W (8.12)				761 BUILDING (06-044161) 341155.55N/1182222.13W (6.69)			
744 TRAVERSE_WAY (06-176330) 341153.93N/1182215.53W (6.06)				744 TRAVERSE_WAY (06-175392) 341153.92N/1182216.08W (4.71)			
745 TRAVERSE_WAY (06-175228) 341153.93N/1182216.58W (4.47)				737 FENCE (06-176511) 341153.55N/1182213.74W (3.50)			
755 BUILDING (06-178092) 341155.30N/1182221.03W (3.42)				739 BUILDING (06-175249) 341154.80N/1182214.56W (3.42)			
745 TRAVERSE_WAY (06-175052) 341153.93N/1182217.06W (3.29)				737 FENCE (06-176533) 341153.81N/1182214.01W (2.82)			
737 FENCE (06-178413) 341154.01N/1182214.01W (2.81)				738 BUILDING (06-177509) 341154.53N/1182214.49W (2.60)			
745 TRAVERSE_WAY (06-175005) 341153.94N/1182217.58W (2.00)				732 FENCE (06-178379) 341151.04N/1182212.53W (1.61)			
735 FENCE (06-178072) 341151.46N/1182213.74W (1.60)				735 FENCE (06-176005) 341152.27N/1182213.74W (1.56)			
762 BUILDING (06-030506) 341155.82N/1182224.77W (1.16)				745 TRAVERSE_WAY (06-176655) 341153.95N/1182218.29W (0.25)			

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - OBSTACLES PENETRATE VISUAL SFC, FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3, VOLUME 1, 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	3.18
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.91
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	090.93
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	783
DISTANCE FROM	THLD	TO 1500FT POINT	10.87
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	6.53
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	090.93
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1602
THRESHOLD COORDINATES (IF STR-IN)	341152.48N/1182208.91W		
ARP COORDINATES	341202.50N/1182131.20W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 15 DISTANCE 0.70 NM		
FAF COORDINATES	341158.59N/1182927.93W		
FIX NAME COORDINATES			
REMARKS			
1000 FT AIRSPACE APPLIED IN TOAKS (341209.92N/1184643.03W) TO SILEX (341203.81N/1183641.89W) INITIAL SEGMENT, TRUE COURSE 090.93, 8.0 NM WIDE.			
1000 FT AIRSPACE APPLIED IN MIKEI (341601.86N/1184728.90W) TO SILEX (341203.81N/1183641.89W) INITIAL SEGMENT, TRUE COURSE 113.84, 8.0 NM WIDE.			
NO ADDITIONAL AIRSPACE REQUIRED.			





PART E: PREPARED BY

<u>NAME</u> PETER R. GUIMOND	<u>OFFICE</u> AJV-5422	<u>DATE</u> 09/12/2018	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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