

Flight Procedures Cover Page	Task Action: P-NOTAM	Task Type: IAP	Estimated Chart Date: 04/20/2023	APWS Task ID: 70B02D49B88F4574A9639BC8FA956735	APWS Project ID: 3814512A5CD3483E98730615B7BFFA6F
Procedure: ILS Z OR LOC Z RWY 8 AMDT 39B		Enroute: NO	Specialist: Campbell, Richard		Agreement Number:
Airport ID: KBUR			Airport City: BURBANK		State: CA
Facility ID: BUR	Facility Type: ILS	Flight Inspection Remark Type:			
<div>Procedure Comments:</div> <div>P NOTAM REMOVAL OF NON-COINCIDENT NOTE</div> <div>RWY 8 VGSI TCH CHANGED FROM 72.0 TO 61.2 FT</div> <div>PENDING DATA (02/23/23) USED FOR KBUR</div> <div>PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION</div> <div>CONTACT: ALLAN WILL AJV-A423 LEAD: 405.954.6103</div> <div>QUALITY 9 CHECKED</div> <div>QUALITY 35 CHECKED</div>					

LOC I-BUR 109.5	APP CRS 079°	Rwy Idg TDZE Apt Elev	5801 727 778
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ILS Z or LOC Z RWY 8

BOB HOPE (BUR)

From MIKEI: RNAV 1-GPS required.

▼ Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS 8. For inop ALS, increase S-LOC 8 Cats A/B visibility to RVR 6000 and S-LOC 8 Cats C/D visibility to 1¼ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

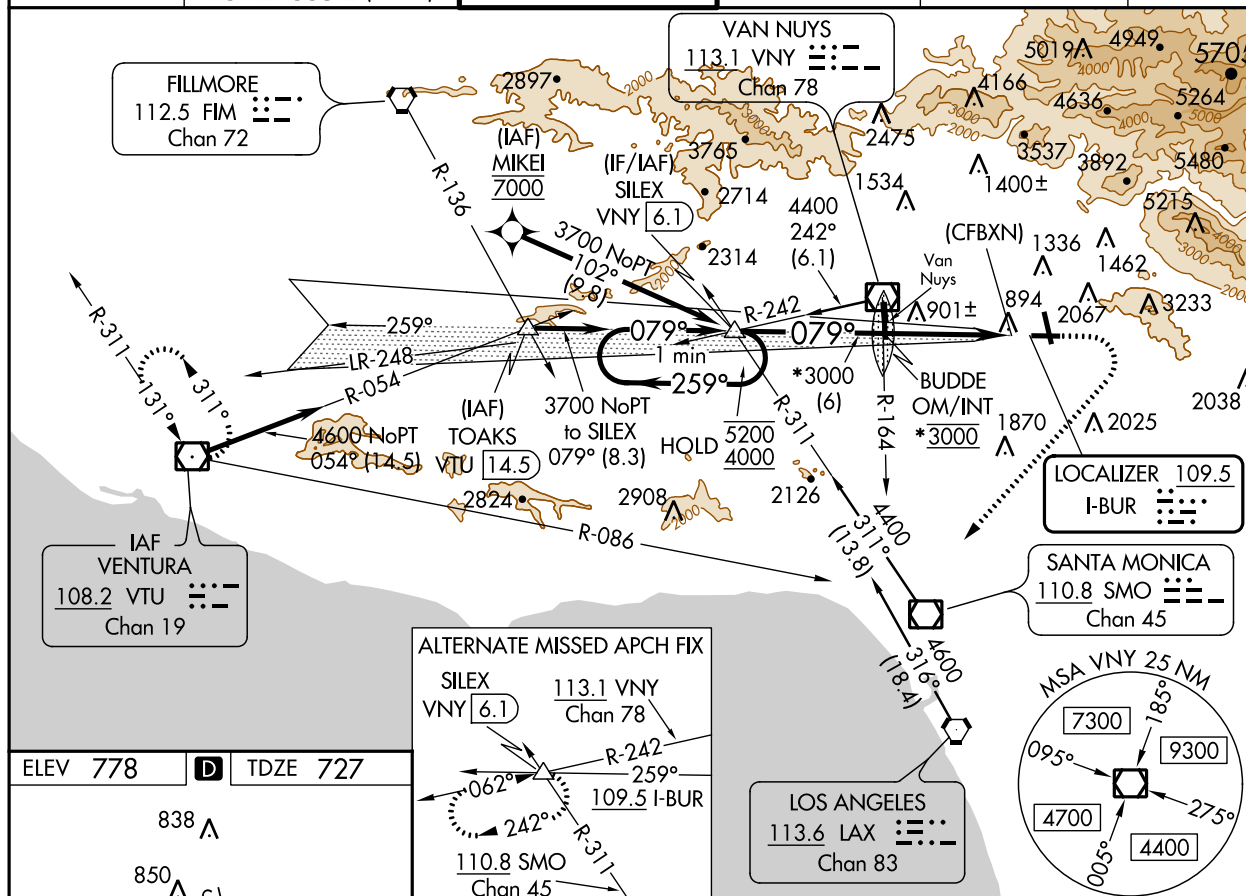
MALSR



MISSED APPROACH: Climb to 1300 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.

Missed approach requires a minimum climb of 340 feet per NM to 2520 (if unable to meet climb gradient, see ILS Y or LOC Y RWY 8).

D-ATIS 134.5	SOCAL APP CON 120.4 360.6 (NORTH) 134.2 338.2 (WEST)	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6	CLNC DEL 118.0 348.6	CPDLC
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079° 6.1 NM from FAF

819±
A

5802 X 150

798

769

6886 X 150

1.2% UP

0.5% UP

TWR 825±

26

33





MIRL Rwy 15-33

HIRL Rwy 8-26

REIL Rws 15, 26 and 33

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

<p>One Minute Holding Pattern</p> <p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).</p> <p>SILEX VNY 6.1</p> <p>BUDDE OM/INT</p> <p>VTU R-086 </p> <p>*LOC only</p> <p>1300 </p> <p>4600  hdg 210°</p>				
<p>5200 ← 259°</p> <p>4000 079° →</p> <p>3700</p> <p>079°</p> <p>3000</p> <p>*3000</p> <p>2753</p> <p>(CFBXN)</p> <p>6 NM</p> <p>5.2 NM</p> <p>0.9</p>				
CATEGORY	A	B	C	D
S-ILS 8#	1075/50 348 (300-1)			
S-LOC 8#	1160/50 433 (400-1)			
 CIRCLING	1280-1½ 502 (600-1½)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)