

LOC I-HBJ

111.35

APP CRS

060°

Rwy Idg

6406

TDZE

616

Apt Elev

616

ILS Y or LOC Y RWY 6

BURLINGTON/ALAMANCE RGNL (BUY)

When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

ASOS

135.325

GREENSBORO APP CON

126.6 327.075

CLNC DEL

120.25

UNICOM

122.975(CTAF) 0

GPS or RADAR REQUIRED FOR TERMINAL ARRIVAL AREA

30 NM to KAKLE

150°

4000

KAKLE

330°

30 NM to KAKLE (NoPT)

150°

4000

KAKLE

330°

ALAMM

361 HB

⋯⋯

(IF/IAF)

KAKLE

INT

3000

060°

060°

240°

4 NM

R-327

056°

236°

R-056

LIBERTY

113.0 LIB

⋯⋯

Chan 77

2649

Λ

240°

Λ 1140

Λ 1150

Λ 943

Λ 885

760

766

LOCALIZER 111.35

I-HBJ

⋯⋯

Λ 1845

ALTERNATE MISSED APCH FIX

ALAMM

361 HB

⋯⋯

060°

240°

4 NM Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

1600

3000

LIB

4000

← 240°

060° →

060°

3000

GS 3.00° TCH 50

7 NM

6.4 NM

HB NDB

2743

CATEGORY

A

B

C

D

S-ILS 6

866-¾

250 (300-¾)

S-LOC 6

1160-1

544 (600-1)

1160-1½

544 (600-1½)

CIRCLING

1160-1

544 (600-1)

1520-2¾

904 (1000-2¾)

1520-3

904 (1000-3)

ELEV 616

TDZE 616

HIRL Rwy 6-24 0

REIL Rwys 6 and 24 0

FAF to MAP 6.4 NM

Knots

60

90

120

150

180

Min:Sec

6:24

4:16

3:12

2:34

2:08

BURLINGTON, NORTH CAROLINA

36°03'N-79°28'W

BURLINGTON/ALAMANCE RGNL (BUY)

ILS Y or LOC Y RWY 6

Orig-A 15OCT15