

BURLINGTON, VERMONT

AL-70 (FAA)

25107

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| WAAS CH 72736 W15A | APP CRS 146° | Rwy Idg 7820 TDZE 326 Apt Elev 335 |
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RNAV (GPS) RWY 15

PATRICK LEAHY BURLINGTON INTL (BTV)

RNP APCH - GPS.

Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

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|----------------------------|--|---|-------------------------------|---------------------------|-------------------------|
| ATIS 123.8 269.9 | BURLINGTON APP CON ★ 121.1 278.8 | BURLINGTON TOWER ★ 118.3 (CTAF) 257.8 | GND CON 126.3 348.6 | CLNC DEL 119.15 | UNICOM 122.95 |
|----------------------------|--|---|-------------------------------|---------------------------|-------------------------|

The chart displays the RNAV (GPS) approach for Runway 15 at Patrick Leahy Burlington International Airport. Key features include:

- Approach Paths:** A 30 NM to STA EV (NoPT) path with altitudes of 6600, 3200, and 12000. A 4 NM holding pattern at 3200 and 12000. A 30 NM to YUNUD path with altitudes of 4600 and 7100. A 30 NM to WULB path with altitudes of 6100 and 1873.
- Navigation Aids:** YUNUD (VORTAC), FOVES (VORTAC), and WULB (VORTAC).
- Altitudes:** 1000, 1020, 1080, 1329, 1873, 2000, 2100, 2500, 3200, 326, 335, 441, 471, 552, 559, 637, 644, 660, 7820, 1000, 1020, 1080, 1329, 1873, 2000, 2100, 2500, 3200, 326, 335, 441, 471, 552, 559, 637, 644, 660, 7820.
- Obstacles:** R-6501 A & B, 1000, 2000, 2100, 2500, 3200, 326, 335, 441, 471, 552, 559, 637, 644, 660, 7820.
- Other:** NE-1, 10 JUL 2025 to 07 AUG 2025.

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| 4 NM Holding Pattern | | STA EV | FOVES | YUNUD |
| 12000 ← 326° | | 3200 → 146° | 2000 | 5600 |
| GP 3.00° TCH 51 | | 1020 | 1020 | YUNUD |
| 6.5 NM | | 3.1 NM | 1.1 NM | 1 NM |
| CATEGORY | A | B | C | D |
| LPV DA | | 576/40 | 250 (300-3/4) | |
| LNAV/VNAV DA | | 645/40 | 319 (400-3/4) | |
| LNAV MDA | | 680/40 | 354 (400-3/4) | |
| CIRCLING | 840-1 505 (600-1) | 860-1 525 (600-1) | 1220-2 3/4 885 (900-2 3/4) | 1380-3 1045 (1100-3) |

This figure provides a detailed view of the approach path and runway. It shows the 146° heading, the 0.6% UP slope, the 1 NM to RW15 distance, and the 1 NM to RW15 distance. The runway is labeled RW15. The chart also shows the 1000, 5600, and YUNUD altitudes. The chart includes a diagram of the runway and the 1000, 5600, and YUNUD altitudes.

BURLINGTON, VERMONT
Amdt 1C 07OCT21

44°28'N-73°09'W

PATRICK LEAHY BURLINGTON INTL (BTV)
RNAV (GPS) RWY 15

BURLINGTON, VERMONT

AL-70 (FAA)

25219

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| WAAS CH 72736 W15A | APP CRS 146° | Rwy Ldg 7820 TDZE 326 Apt Elev 335 |
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RNAV (GPS) RWY 15

PATRICK LEAHY BURLINGTON INTL (BTV)

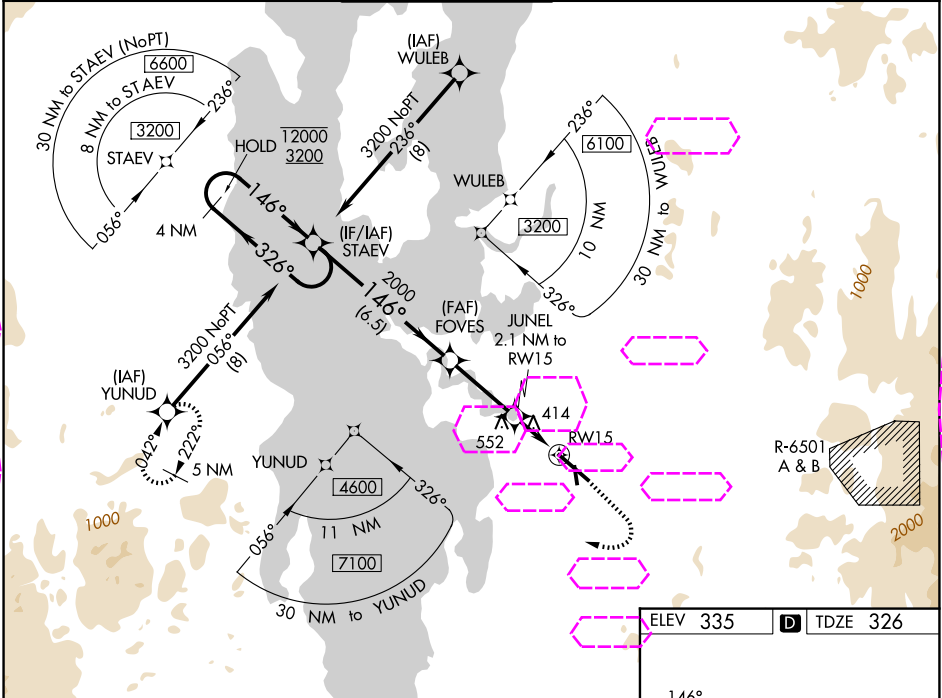
RNP APCH - GPS.

⚠ Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

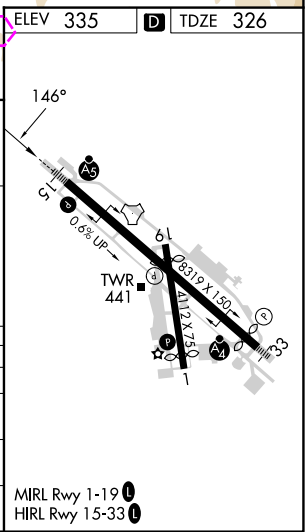


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|----------------------|----------------------|----------------------|--|-------------------------|--|-------------------------|--|------|--|
| 4 NM Holding Pattern | | STAEV | | FOVES | | JUNEL 2.1 NM to RW15 | | RW15 | |
| 12000 ← 326° | | 3200 → 146° | | 2000 | | 1020 | | 1 NM | |
| GP 3.00° TCH 51 | | 6.5 NM | | 3.1 NM | | 1.1 NM | | 1 NM | |
| CATEGORY | A | B | | C | | D | | | |
| LPV DA | | 576/40 | | 250 (300-¾) | | | | | |
| LNAV/VNAV DA | | 645/40 | | 319 (400-¾) | | | | | |
| LNAV MDA | | 680/40 | | 354 (400-¾) | | | | | |
| CIRCLING | 840-1 505 (600-1) | 860-1 525 (600-1) | | 1220-2¾ 885 (900-2¾) | | 1380-3 1045 (1100-3) | | | |



BURLINGTON, VERMONT
Amdt 1C 07OCT21

44°28'N-73°09'W

PATRICK LEAHY BURLINGTON INTL (BTV)
RNAV (GPS) RWY 15

NE-1, 07 AUG 2025 to 04 SEP 2025

NE-1, 07 AUG 2025 to 04 SEP 2025