

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



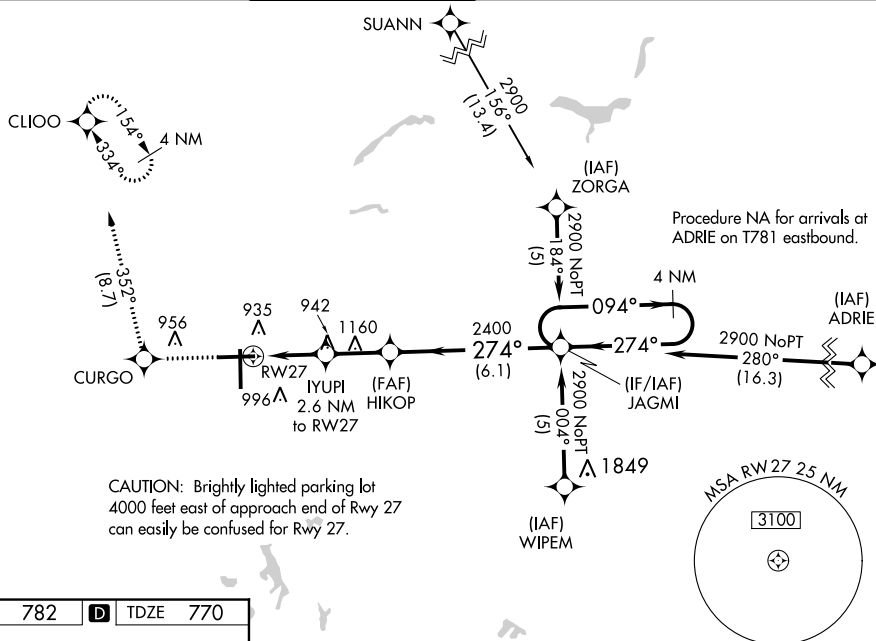
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 $\frac{1}{2}$  SM, LNAV Cat A/B visibility to 1 SM and LNAV Cat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

MALSR



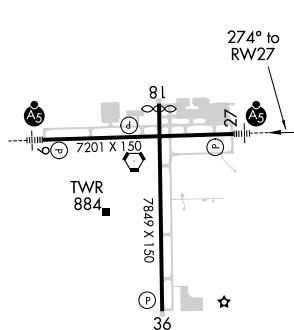
**MISSED APPROACH:**  
Climb to 3000 direct  
CURGO and track  
352° to CUOO  
and hold.

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	<b>D</b>	TDZE	770
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HIRL Rwy 9-27 and 18-36

3000 ↑	CURGO 	tr 352° 	CLIOO 	
<p>* LNAV only</p> <p>RW27</p> <p>IYUPI 2.6 NM to RW27</p> <p>*1.4 NM to RW27</p> <p>HIKOP 2400</p> <p>*1640</p> <p>2400</p> <p>4 NM JAGMI Holding Pattern</p> <p>094° → ← 274°</p> <p>2900</p> <p>GP 3.00° TCH 56</p> <p>274°</p> <p>1.4 1.2 2.3 NM 6.1 NM</p>				
CATEGORY	A	B	C	D
LPV DA	1098-¾ 328 (400-¾)			
LNAV/ VNAV	1240-1 470 (500-1)			
LNAV MDA	1260-¾	490 (500-¾)	1260-1	490 (500-1)
<b>C</b> CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-1½)	1520-2¼ 738 (800-2¼)