

WAAS CH <b>53638</b> <b>W08A</b>	APP CRS <b>079°</b>	Rwy Idg TDZE Apt Elev <b>5801</b> <b>727</b> <b>778</b>
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RNAV (GPS) Z RWY 8

BOB HOPE (BUR)

RNP APCH.

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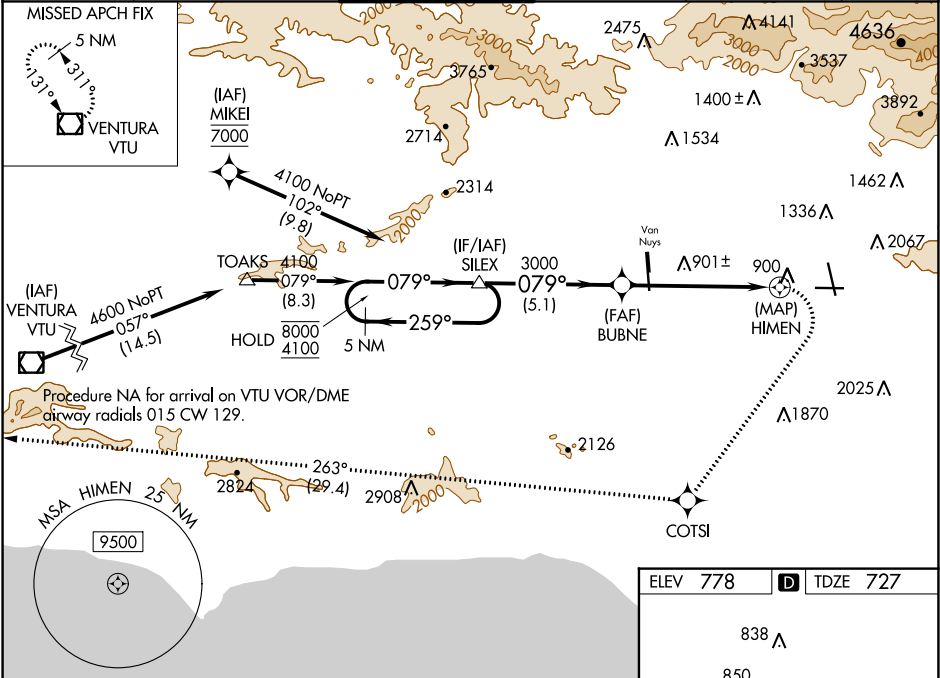
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Straight in Rwy 8 at night, Circling to Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26 NA at night and Circling Rwy 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. For inop ALS, increase LP Cat A/B visibility to 1½ SM and LP Cat C/D visibility to 2½ SM. For inop ALS, increase LNAV Cat A/B visibility to 1½ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

MALSR

MISSED APPROACH:  
Climbing right turn to 4600 direct COTS1 and on track 263° to VTU VOR/DME and hold.

D-ATIS <b>134.5</b>	SOCAL APP CON <b>120.4 360.6 (NORTH)</b> <b>134.2 338.2 (WEST)</b>	BURBANK TOWER <b>118.7 254.3</b>	GND CON <b>123.9 348.6</b>	CLNC DEL <b>118.0 348.6</b>	CPDLC
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 72).

4600

COTS1

tr 263°

VTU

5 NM Holding Pattern

SILEX

BUBNE

HIMEN

8000

4100

259°

079°

079°

3000

5.1 NM

5.7 NM

1.3

CATEGORY	A	B	C	D
LP MDA	1540/60	813 (800-1¼)	1540-1⅞	813 (800-1⅞)
LNAV MDA	1660/60	933 (900-1¼)	1660-2	933 (900-2)
CIRCLING	1660-1½	882 (900-1½)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

ELEV 778

D

TDZE 727

MIRL Rwy 15-33

HIRL Rwy 8-26

REIL Rwys 15, 26, and 33