

ILS or LOC RWY 9  
BISHOP INTL (FNT)

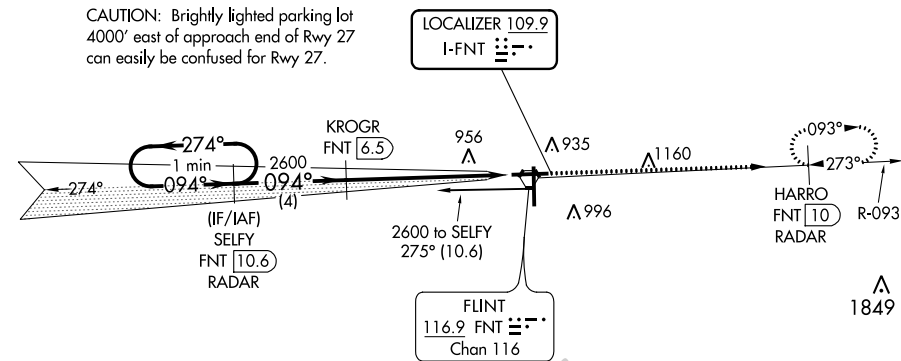
MALSR

**ASR** DME from FNT VORTAC. Simultaneous reception of I-FNT and FNT DME required. For inop ALS, increase S-LOC 9 Cat C/D visibility to 1½ SM.  
**\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.**

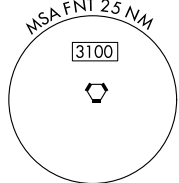
MISSED APPROACH: Climb to 3000  
on FNT VORTAC R-093 to HARRO/FNT  
VORTAC 10 DME/RADAR and hold.

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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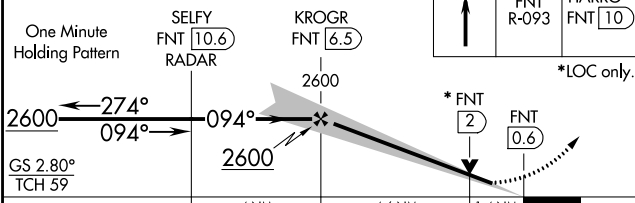
**CAUTION:** Brightly lighted parking lot 4000' east of approach end of Rwy 27 can easily be confused for Rwy 27.



Procedure NA for arrival on FNT VORTAC  
airway radials 234 CW 286.



VGSI and ILS glidepath not coincident (VGSI Angle 2.83/TCH 63).




CATEGORY	A	B	C	D
S-ILS 9 **	971/24		200 (200-½)	
S-LOC 9	1280/24	509 (500-½)	1280/55	509 (500-1)
 CIRCLING	1280-1 498 (500-1)	1300-1 518 (600-1)	1300-1½ 518 (600-½)	1520-2¼ 738 (800-2¼)

Diagram illustrating the FAF to MAP 6 NM segment of the approach. The diagram shows a 094° 6 NM from FAF, a TWR 884, and a 7840 X 150 runway. The diagram includes a star symbol and a 36-degree angle.