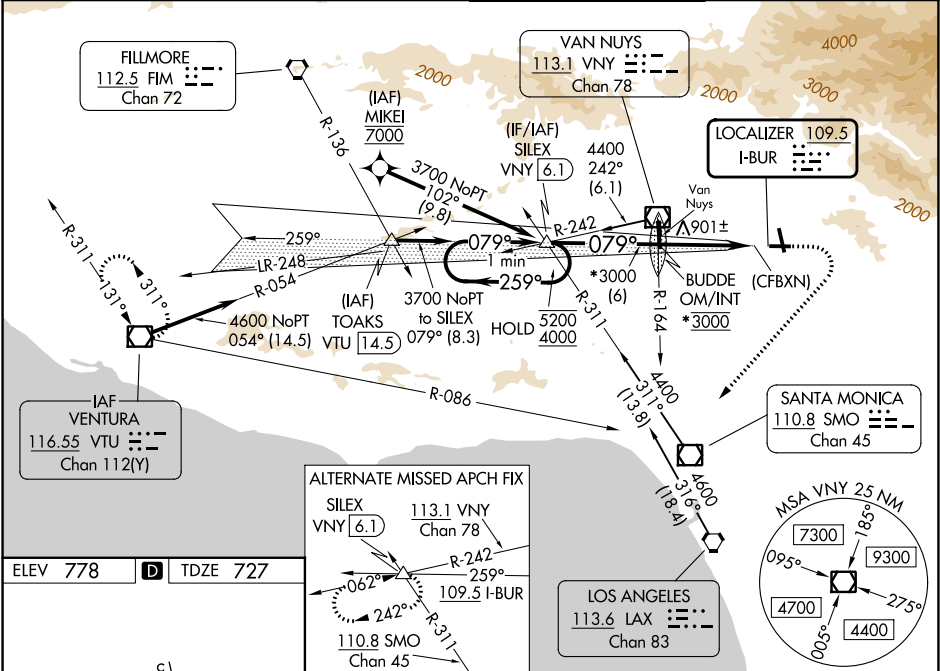


LOC I-BUR 109.5	APP CRS 079°	Rwy Ldg TDZE Apt Elev	5801 727 778
---------------------------	------------------------	-----------------------------	---

ILS Z or LOC Z RWY 8
HOLLYWOOD BURBANK (BUR)

From MIKEI: RNAV 1-GPS required.	MALSR 	MISSED APPROACH: Climb to 1300 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold. # Missed approach requires a minimum climb of 340 feet per NM to 2520 (if unable to meet climb gradient, see ILS Y or LOC Y RWY 8).
▼ Localizer unusable within 0.9 NM to thld. 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. Inop table does not apply to S-ILS 8. For inop ALS, increase S-LOC 8 Cats A/B visibility to RVR 6000 and S-LOC 8 Cats C/D visibility to 1¼ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.		

D-ATIS 134.5	SOCAL APP CON 120.4 360.6 (N) 134.2 338.2 (W)	BURBANK TOWER 118.7 254.3	GND CON 123.9 348.6
------------------------	---	-------------------------------------	-------------------------------



The diagram illustrates the approach path for Runway 8. It shows a horizontal ground track and a steeply descending glide path. Key features include:

- 079°**: Magnetic heading of the approach.
- A5**: A point on the ground track, likely the start of the final approach fix.
- 5802 X 150**: A distance marker along the ground track.
- 6886 X 150**: A distance marker along the glide path.
- 2%**: The glide path gradient.
- 0.5% UP**: A climb gradient instruction for the missed approach.
- TWR**: Tower location.
- 33**: Elevation of the runway end.
- 26**: Elevation of the TWR.
- 5**: Elevation of the glide path start point.

MIRL Rwy 15-33

HIRL Rwy 8-26

REIL Rwys 15, 26 and 33

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute Holding Pattern	SILEX VNY (6.1)	BUDE OM/INT	VTU R-086	VTU
5200 ← 259°	4000 → 079°	3700 → 079°	2753	* LOC only
GS 3.00°	TCH 60	3000	* 3000	(CFBXN)
6 NM 5.2 NM 0.9				
CATEGORY	A	B	C	D
S-ILS 8 #	1075/50 348 (300-1)			
S-LOC 8 #	1160/50 433 (400-1)			
CIRCLING	1280-1½ 502 (600-1½)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)