

WAAS CH 45714 W09A	APP CRS 094°	Rwy Ldg 7201 TDZE 771 Apt Elev 782
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RNAV (GPS) RWY 9

BISHOP INTL (F'NT)

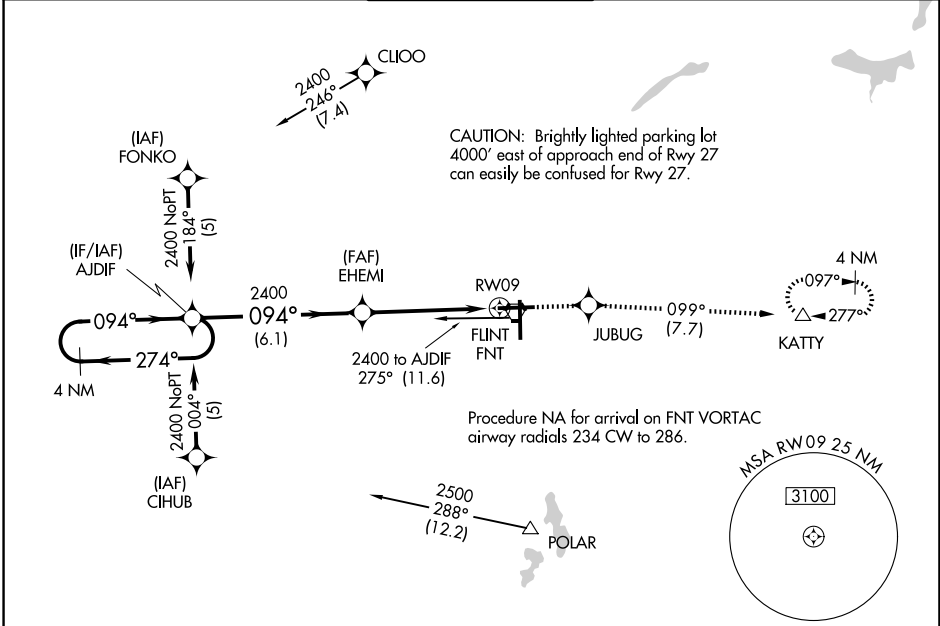
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A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cat C/D visibility to 1 $\frac{1}{8}$ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR
A5

MISSED APPROACH: Climb to 3000 direct JUBUG and on track 099° to KATY 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	UNICOM 122.95
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EC-1, 14 MAY 2026 to 11 JUN 2026

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ELEV 782		D TDZE 771	
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 63). 4 NM Holding Pattern GP 3.00° TCH 50 2400 ← 274° / 094° → 2400		3000 ↑ JUBUG tr 099° KATY	*LNAV only *1.4 NM to RW09 RW09
2400 274° 094° 6.1 NM 3.5 NM 1.4 NM		AJDIF EHEMI 2400 094° RW09	TWR 81 7201 X 150 7852 X 150 36 094° 27
CATEGORY	A	B	C
LPV DA **	971/24 200 (200- $\frac{1}{2}$)		
LNAV/VNAV DA	1227/50 456 (500-1)		
LNAV MDA	1260/24	489 (500- $\frac{1}{2}$)	1260/50 489 (500-1)
CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1 $\frac{1}{2}$ 518 (600- $\frac{1}{2}$)
			1520-2 $\frac{1}{4}$ 738 (800-2 $\frac{1}{4}$)

HIRL Rwy 9-27 and 18-36
REIL Rwy 18 and 36