

WAAS CH 72736 W15A	APP CRS 146°	Rwy Ldg 7820 TDZE 326 Apt Elev 335
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RNAV (GPS) RWY 15
PATRICK LEAHY BURLINGTON INTL (BTV)

RNP APCH - GPS.

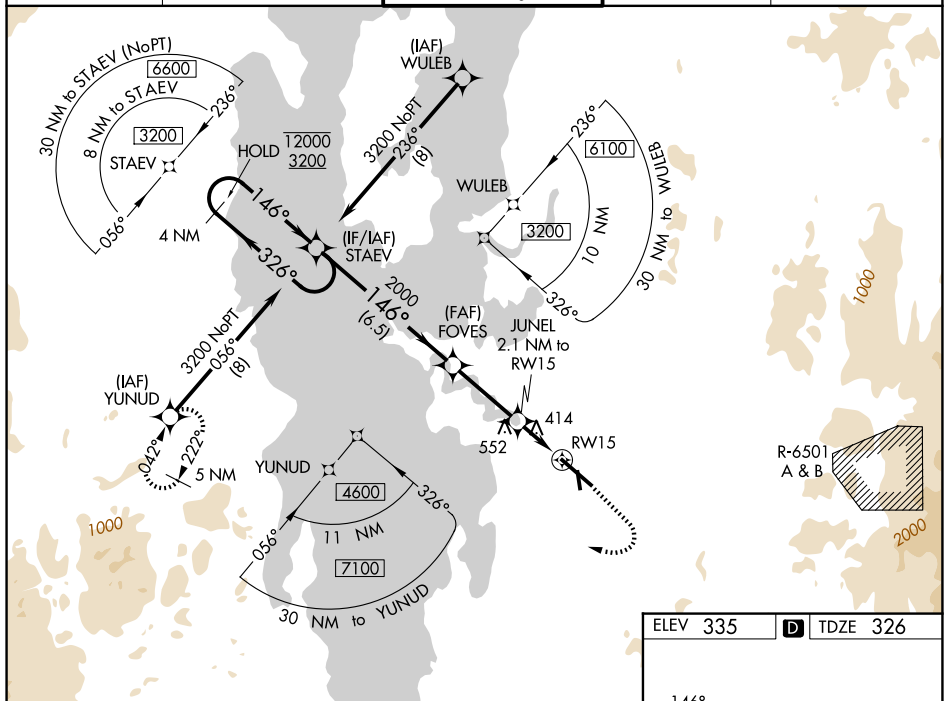
T Circling Rwy 1 NA at night. Rwy 15 helicopter visibility reduction below
A RVR 4000 NA. Inop table does not apply to LPV. For uncompensated
✖ Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
 -9°C For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500
 and LNAV all Cats visibility to RVR 5500.

MALSR



MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.

ATIS 123.8 269.9	BURLINGTON APP CON ★ 121.1 278.8	BURLINGTON TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 126.3 348.6	UNICOM 122.95
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The diagram illustrates the YUNUD instrument landing system. It includes a 4 NM Holding Pattern at 12000 ft, a STAEV (Standard Terminal Arrival) point, and a FOVES (Final Approach Fix) at 2000 ft. The approach path leads to JUNEL (Localizer Fix) at 1020 ft, which is 2.1 NM from RW15. A final segment of 1 NM leads to RW15. Distances between key points are: 6.5 NM from STAEV to FOVES, 3.1 NM from FOVES to JUNEL, and 1.1 NM from JUNEL to RW15. The diagram also shows a GP 3.00° TCH 51 and various symbols for navigation aids.

CATEGORY	A	B	C	D
LPV DA		576/40	250 (300-¾)	
LNAV/VNAV DA		645/40	319 (400-¾)	
LNAV MDA		680/40	354 (400-¾)	
CIRCLING	840-1 505 (600-1)	860-1 525 (600-1)	1220-2¾ 885 (900-2¾)	1380-3 1045 (1100-3)

