


LOC I-TUN 109.9	APP CRS 274°	Rwy Idg TDZE Apt Elev	7201 770 782
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ILS or LOC RWY 27

BISHOP INTL (F'NT)

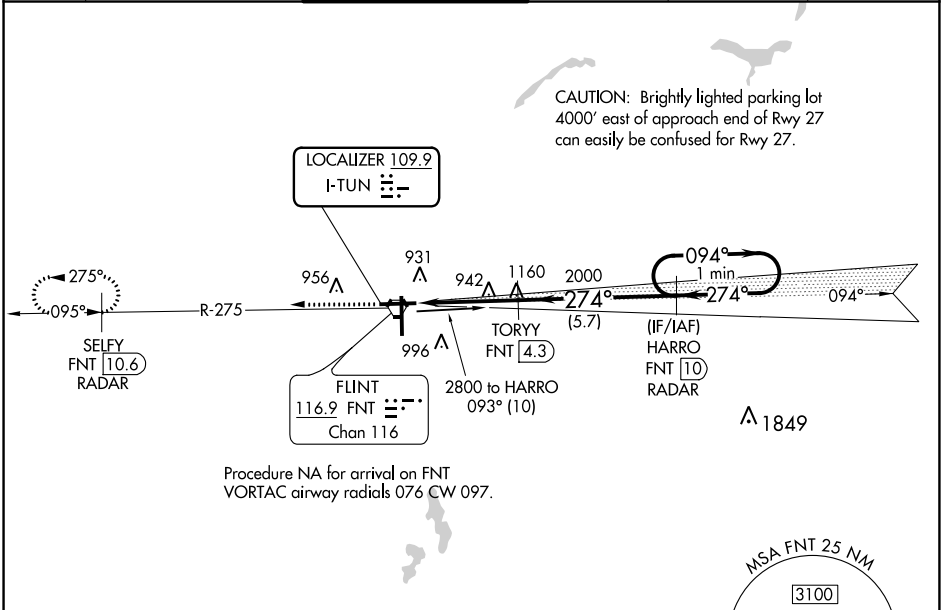
DME or RADAR required for procedure entry. DME or RADAR required.

▽ DME from FNT VORTAC. Simultaneous reception of I-TUN and FNT DME required. For inop ALS, increase S-LOC 27 Cat A/B visibility to 1 SM, and Cat C/D visibility to 1½ SM.

MALSR 

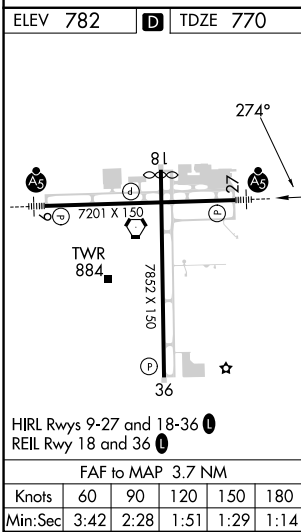
MISSED APPROACH: Climb to 2600 on FNT VORTAC R-275 direct SELFY/FNT VORTAC 10.6 DME/RADAR and hold.

ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 0257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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2600	FNT R-275	SELY FNT 10.6 RADAR	TORYY FNT 4.3	HARRO FNT 10 RADAR	One Minute Holding Pattern
*LOC only.					
FNT 0.6		*FNT 2		2000	
1.4 NM		2.3 NM		5.7 NM	
CATEGORY	A	B	C	D	
S-ILS 27	970-½		200 (200-½)		
S-LOC 27	1260-½		490 (500-½)		1260-1 490 (500-1)
C CIRCLING	1260-1 478 (500-1)		1300-1 518 (600-1)		1300-1½ 518 (600-1½) 1520-2¼ 738 (800-2¼)

GS 3.00° TCH 56


LOC I-FNT 109.9	APP CRS 094°	Rwy Idg 7201 TDZE 771 Apt Elev 782
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ILS or LOC RWY 9

BISHOP INTL (F'NT)

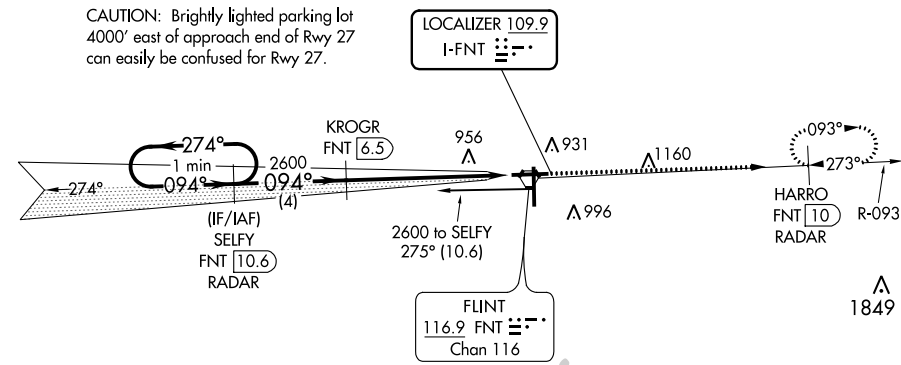
DME or RADAR required for procedure entry. DME or RADAR required.

▽ 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 1 3/8 SM.
▲ **RVR 1800 authorized with use of FD or AP or HUD to DA.

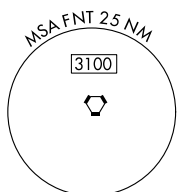
MALSR
 MISSED APPROACH: Climb to 3000 on FNT VORTAC R-093 to HARRO/FNT VORTAC 10 DME/RADAR and hold.

ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 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.

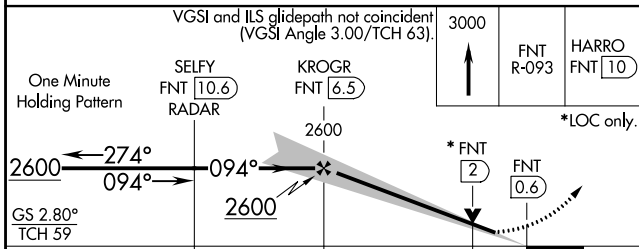


Procedure NA for arrival on FNT VORTAC
 airway radials 234 CW 286.

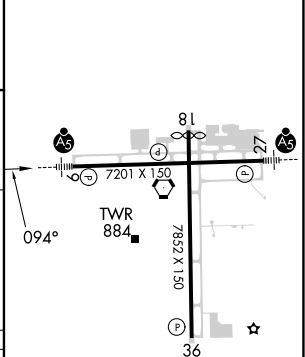


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ELEV 782	D TDZE 771
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One Minute Holding Pattern	SELFY FNT 10.6 RADAR	KROGR FNT 6.5	3000	FNT R-093	HARRO FNT 10
GS 2.80° TCH 59	2600	2600	2600	*FNT 2	FNT 0.6
	4 NM	4.6 NM	1.4 NM		
CATEGORY	A	B	C	D	
S-ILS 9 **		971/24	200 (200-1/2)		
S-LOC 9	1280/24	509 (500-1/2)	1280/55	509 (500-1)	
C CIRCLING	1280-1 498 (500-1)	1300-1 518 (600-1)	1300-1 1/2 518 (600-1 1/2)	1520-2 1/4 738 (800-2 1/4)	

HIRL Rwy 9-27 and 18-36	1
REIL Rwy 18 and 36	1
FAF to MAP 6 NM	
Knots	60 90 120 150 180
Min:Sec	6:00 4:00 3:00 2:24 2:00

WAAS CH 99514 W18A	APP CRS 185°	Rwy Idg TDZE 777 Apt Elev 782
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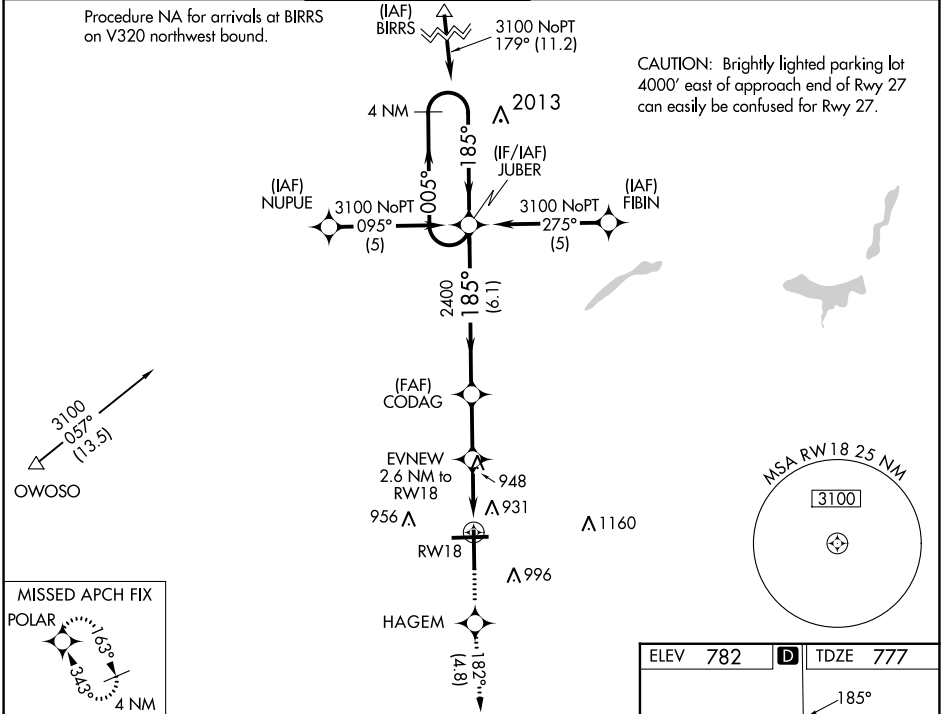
RNAV (GPS) RWY 18

BISHOP INTL (F'NT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
⚠ Rwy 18 helicopter visibility reduction below ¾ SM NA.

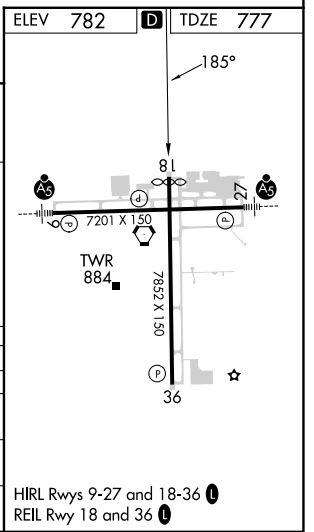
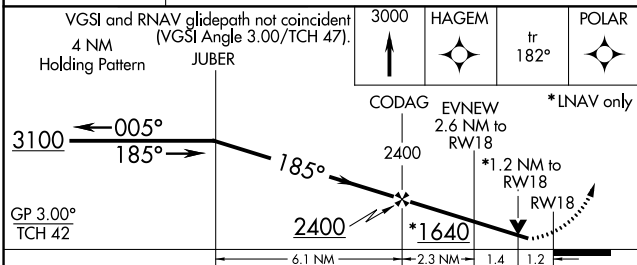
MISSED APPROACH: Climb to 3000 direct HAGEM and on track 182° to POLAR and hold.

ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1109-1¼	333 (400-1¼)	
LNAV/VNAV DA		1253-1¾	477 (500-1¾)	
LNAV MDA	1220-1	443 (500-1)	1220-1¾	443 (500-1¾)
CIRCLING	1300-1	518 (600-1)	1300-1½	1520-2¼
			518 (600-1½)	738 (800-2¼)

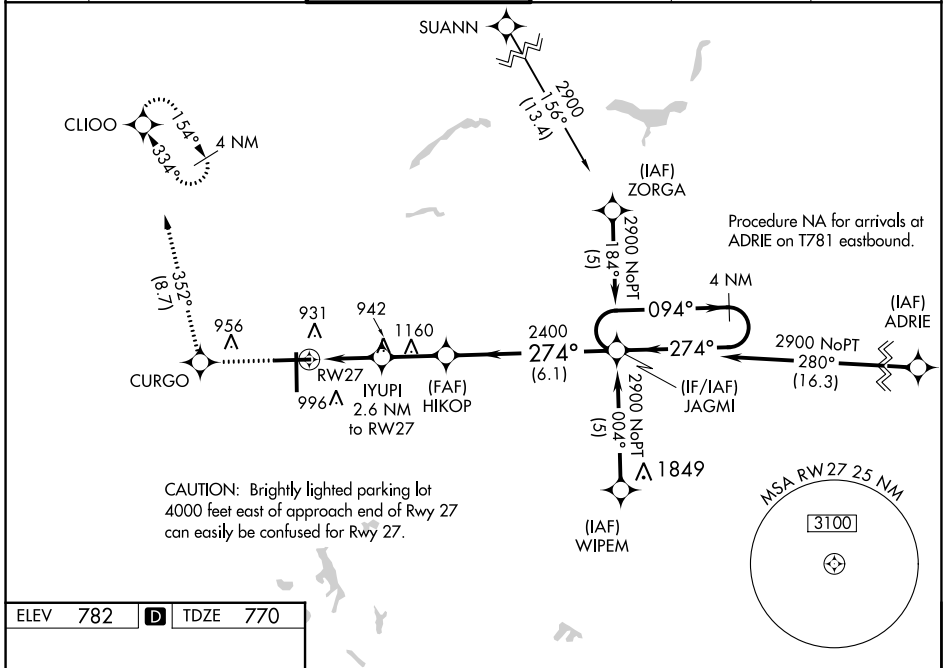
WAAS CH 72810 W27A	APP CRS 274°	Rwy Idg TDZE 770 Apt Elev 782	7201
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RNAV (GPS) RWY 27

BISHOP INTL (F'NT)

	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 27 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 3/8 SM, LNAV Cat A/B visibility to 1 SM and LNAV Cat C/D visibility to 1 3/8 SM.	MALSR 	MISSED APPROACH: Climb to 3000 direct CURGO and track 352° to CLIOO and hold.
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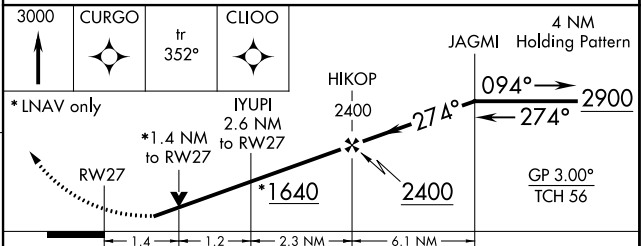
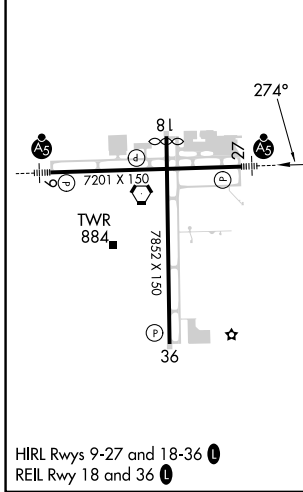
ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 0 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

ELEV 782	D	TDZE 770
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CATEGORY	A	B	C	D
LPV DA		1098-3/4	328 (400-3/4)	
LNAV/VNAV DA		1240-1	470 (500-1)	
LNAV MDA	1260-3/4	490 (500-3/4)	1260-1	490 (500-1)
C CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1 1/2 518 (600-1 1/2)	1520-2 1/4 738 (800-2 1/4)

WAAS CH 65914 W36A	APP CRS 005°	Rwy Idg 7652 TDZE 782 Apt Elev 782
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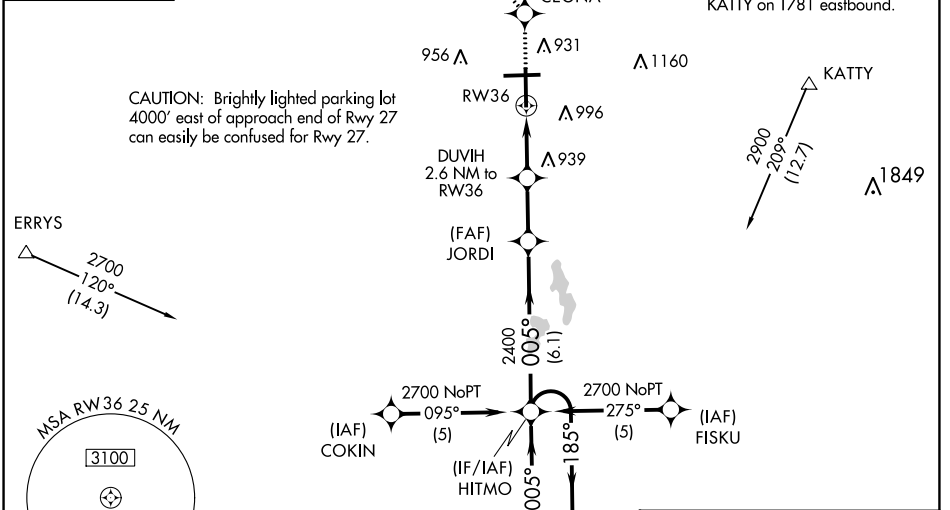
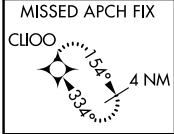
RNAV (GPS) RWY 36

BISHOP INTL (F'NT)

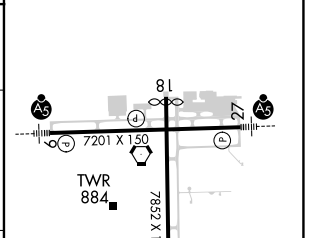
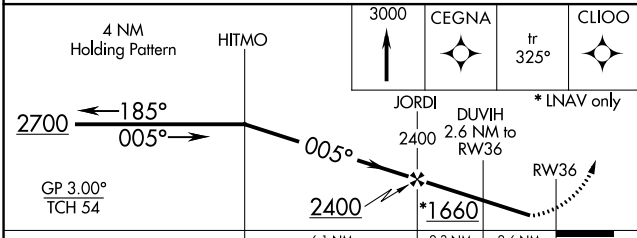
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 36 helicopter visibility reduction below ¾ SM NA. DME/DME RNP -0.3 NA.

⚠ MISSED APPROACH: Climb to 3000 direct CEGNA and on track 325° to CLIOO and hold.

ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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ELEV 782	D	TDZE 782
HIRL Rwy 9-27 and 18-36 Ⓛ		
REIL Rwy 18 and 36 Ⓛ		



CATEGORY	A		B		C		D	
LPV DA	1123-1¼		341 (400-1¼)					
LNAV/VNAV DA	1254-1¾		472 (500-1¾)					
LNAV MDA	1260-1	478 (500-1)	1260-1¾	478 (500-1¾)	1260-1½	478 (500-1½)	1260-1½	478 (500-1½)
C CIRCLING	1260-1	1300-1	1300-1½	1520-2¼	478 (500-1)	518 (600-1)	518 (600-1½)	738 (800-2¼)

EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

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

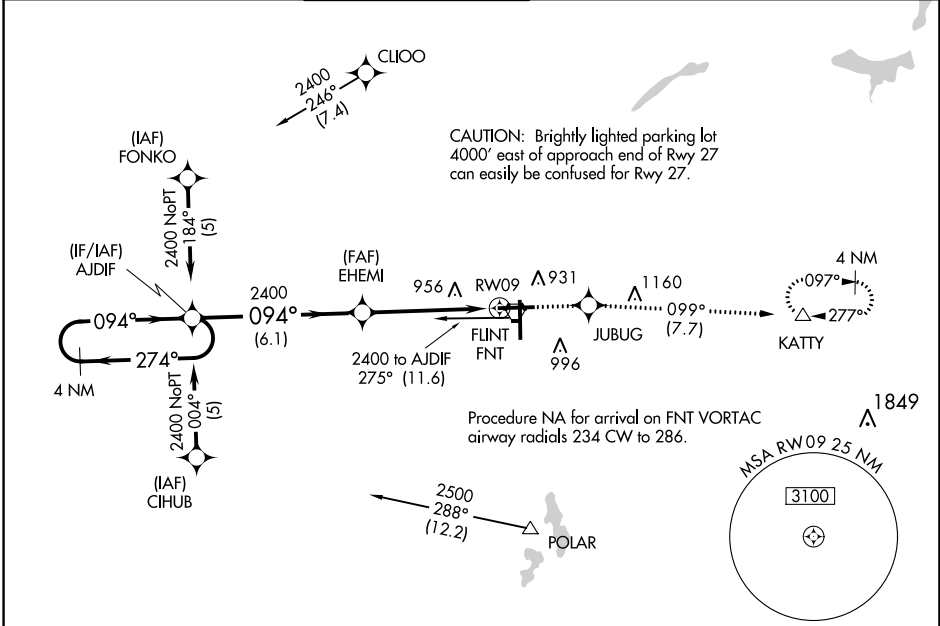
BISHOP INTL (F'NT)

T 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.
A **RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3000 direct JUBUG and on track 099° to KATY and hold.

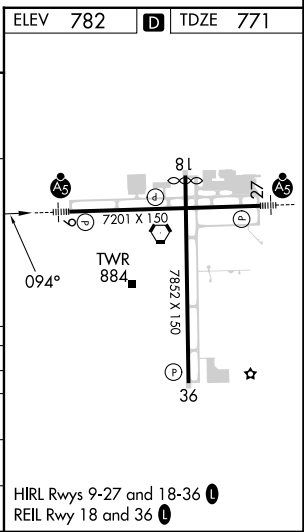
ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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EC-1, 22 FEB 2024 to 21 MAR 2024

EC-1, 22 FEB 2024 to 21 MAR 2024

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 63). 4 NM Holding Pattern GP 3.00° TCH 50 *LNAV only		3000 ↑ JUBUG tr 099° KATY		
2400 ← 274° / 094° → 6.1 NM 3.5 NM 1.4 NM		*1.4 NM to RW09		
CATEGORY	A	B	C	D
LPV DA **	971/24		200 (200-1/2)	
LNAV/DA VNAV	1227/50		456 (500-1)	
LNAV MDA	1260/24 489 (500-1/2)		1260/50 489 (500-1)	
CIRCLING	1260-1 478 (500-1)	1300-1 518 (600-1)	1300-1 1/2 518 (600-1 1/2)	1520-2 1/4 738 (800-2 1/4)



VORTAC FNT 116.9 Chan 116	APP CRS 196°	Rwy Idg TDZE Apt Elev	7650 777 782
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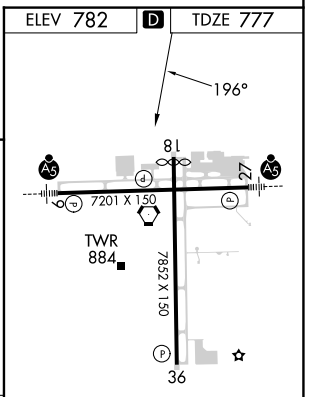
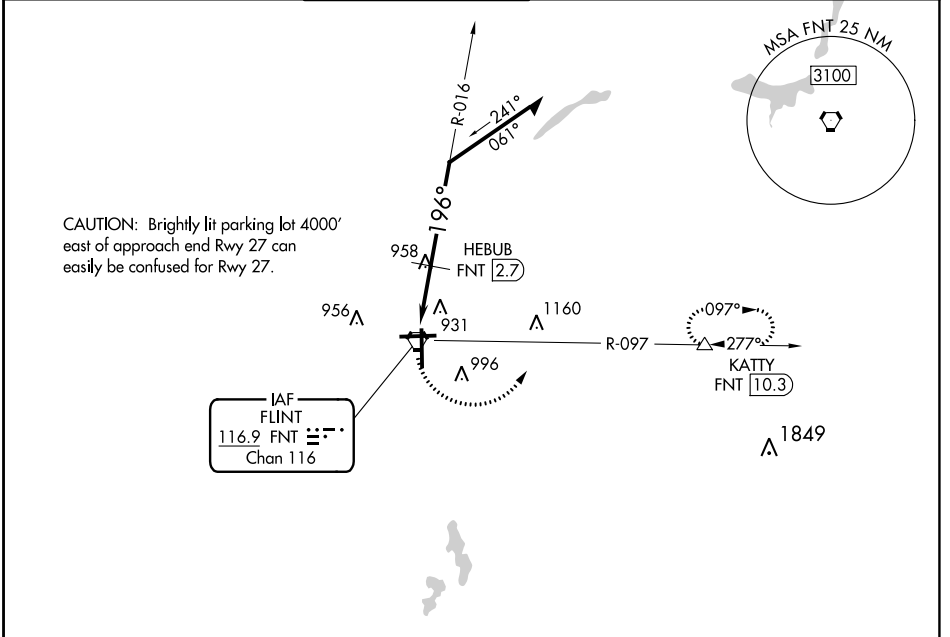
VOR RWY 18

BISHOP INTL (FNT)

⚠ Rwy 18 helicopter visibility reduction below 3/4 SM NA.
⚠ DME required.

MISSED APPROACH: Climbing left turn to 3000 on FNT VORTAC R-097 to KATTY/10.3 DME and hold.

ATIS 133.15	GREAT LAKES APP CON * 118.8 257.9	FLINT TOWER * 126.3 (CTAF) 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1300-1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1 518 (600-1)		1300-1½ 518 (600-1½)	1520-2¼ 738 (800-2¼)

HIRL Rwy 9-27 and 18-36

REIL Rwy 18 and 36

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EC-1, 22 FEB 2024 to 21 MAR 2024

FLINT, MICHIGAN

AL-618 (FAA)

23222

VORTAC FNT 116.9 Chan 116	APP CRS 359°	Rwy Idg 7652 TDZE 782 Apt Elev 782
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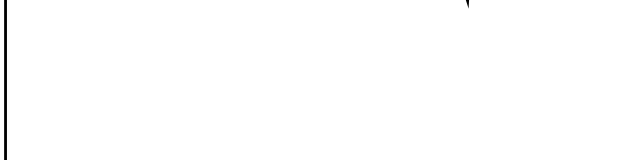
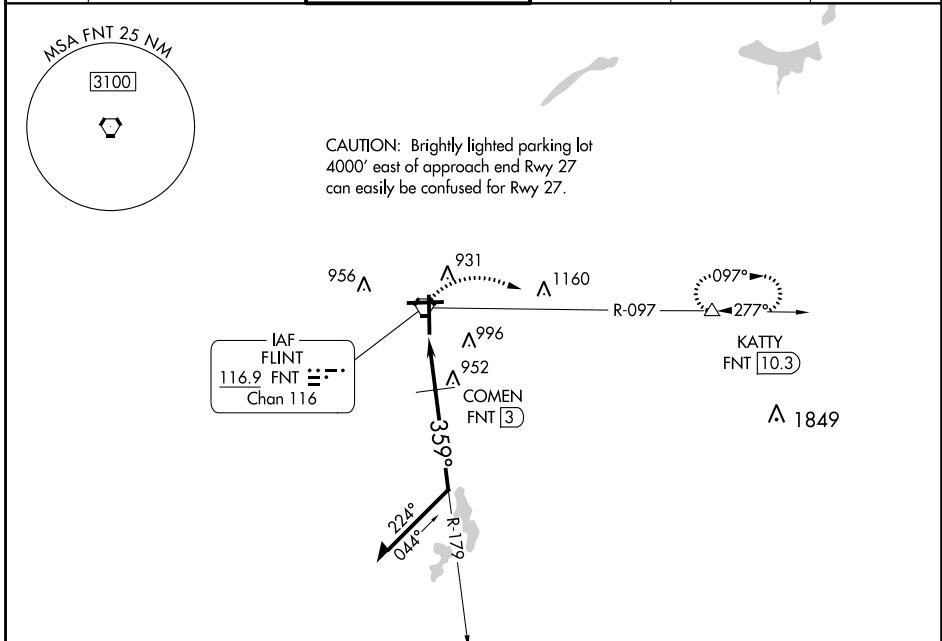
VOR RWY 36

BISHOP INTL (F'NT)

⚠ Rwy 36 helicopter visibility reduction below 3/4 SM NA. DME required.

⚠ MISSED APPROACH: Climbing right turn to 3000 on FNT VORTAC R-097 to KATTY/10.3 DME and hold.

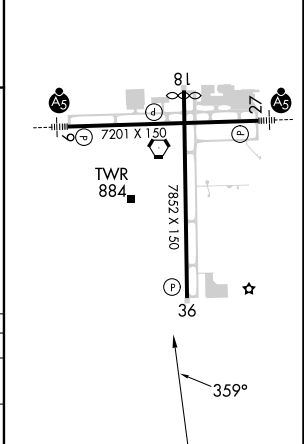
ATIS 133.15	GREAT LAKES APP CON ★ 118.8 257.9	FLINT TOWER ★ 126.3 (CTAF) 0 257.9	GND CON 121.9	CLNC DEL 121.75	UNICOM 122.95
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ELEV 782 **D** TDZE 782

HIRL Rwy 9-27 and 18-36 **1**

REIL Rwy 18 and 36 **1**



CATEGORY	A	B	C	D
S-36	1220-1	438 (500-1)	1220-1 1/4	438 (500-1 1/4)
C CIRCLING	1240-1 458 (500-1)	1300-1 518 (600-1)	1300-1 1/2 518 (600-1 1/2)	1520-2 1/4 738 (800-2 1/4)

FLINT, MICHIGAN
Orig-A 24MAY18

42°58'N-83°45'W

BISHOP INTL (F'NT)

VOR RWY 36

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