

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> SBA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 7	<u>ORIGINAL/AMENDMENT</u> 7	<u>CITY</u> SANTA BARBARA	<u>STATE</u> CA
<u>AIRPORT ELEVATION</u> 14	<u>TDZE</u> 13	<u>SUPERSEDED</u> ILS OR LOC RWY 7	<u>DATED</u> 02/20/2025	<u>MAG VAR</u> 14E
<u>FACILITY</u> I-SBA	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 1985
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
GVO VORTAC	IAF	YONNI INT/GVO 3.00 DME					163.00	3.00	5200
YONNI INT/GVO 3.00 DME		HABUT INT/I-SBA 12.83 DME					163.00 (GVO R-163) (RZS VORTAC LR-245)	3.53	3500
GOLET INT/FIM 49.06 DME	IAF	LOBER INT/FIM 60.11 DME					250.00 (FIM R-250)	11.05	4000
LOBER INT/FIM 60.11 DME		HABUT INT/I-SBA 12.83 DME					343.00 (GVO R-163) (RZS VORTAC LR-231)	9.53	3500
HABUT INT/I-SBA 12.83 DME	IF	GOYED INT/I-SBA 9.48 DME					074.55 (I-SBA)	3.35	2600
GOYED INT/I-SBA 9.48 DME		NAPPS INT/I-SBA 6.66 DME					074.55 (I-SBA)	2.82	1800

MISSED APPROACH

MAP:

ILS: DA
LOC: 5.45 NM AFTER NAPPS INT/I-SBA 6.66 DME OR AT I-SBA 1.21 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 4000 ON RZS VORTAC R-185 TO GOLET INT/RZS 14.43 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 160 AND FIM VORTAC R-250 TO GOLET INT/FIM 49.06 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT HABUT INT/I-SBA 12.83 DME
- FAC: 074.55 FAF: NAPPS INT/I-SBA 6.66 DME DIST FAF TO MAP: 5.45 DIST FAF TO THLD: 5.45
- MIN ALT: HABUT INT/I-SBA 12.83 DME 3500, GOYED INT/I-SBA 9.48 DME 2600, NAPPS INT/I-SBA 6.66 DME 1800
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 1000
- MIN GS INCPT: 1800 GS ALT AT PFAF: NAPPS INT/I-SBA 6.66 DME 1800 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 52.3
- MSA FROM: RZS VORTAC 030-120 8800, 120-210 5200, 210-300 5900, 300-030 8100

QUALITY
6
CHECKED

NOTES:

CHART NOTE: VDP NA WHEN USING OXR ALTIMETER SETTING.
CHART NOTE: CIRCLING RWY 15 L/R AND 33 L/R NA AT NIGHT.
CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING OXR ALTIMETER SETTING).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OXR ALTIMETER SETTING: INCREASE DA TO 296 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 7 VISIBILITY CATS C AND D TO 1 3/8 SM, CIRCLING CAT A VISIBILITY TO 1 1/4 SM AND CIRCLING VISIBILITY CAT C TO 2 3/4 SM.
CHART NOTE: FOR INOPERATIVE ALS, WHEN USING OXR ALTIMETER SETTING, INCREASE S-ILS 7 ALL CATS VISIBILITY TO RVR 4500 AND S-LOC 7 CATS C AND D VISIBLTY TO 1 7/8 SM.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT GVO VORTAC ON T261 NORTHWEST BOUND.
CHART NOTE: CIRCLING NA FOR CATS C AND D N OF RWY 7-25

ADDITIONAL FLIGHT DATA:

HOLD SE, RT, 307.00 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W GOLET INT/FIM 49.06 DME, RT, 070.00 INBOUND.
FAS OBST: 302 AAO 342600N/1195515W.
CHART VDP AT 2.76 DME.
DISTANCE VDP TO THLD 1.55 NM.
CHART IN PLANVIEW: GOLET INT/FIM 49.06 DME.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT B 900-2, CAT C 900-2 1/2, CAT D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 07*	213	2400	200	213	2400	200	213	2400	200	213	2400	200			
S-LOC 07	560	2400	547	560	2400	547	560	6000	547	560	6000	547			
CIRCLING	800	1	786	840	1 1/4	826	840	2 1/2	826	1000	3	986			

CHANGES - REASONS

1. TERMINAL ROUTES: UPDATED GOLET FIX FROM "GOLET INT/GVO 18.73 DME" TO "GOLET INT/FIM 49.06 DME" - MAINTAINING NAVAID FIM FOR INITIAL ROUTE.
2. ALTERNATE MISSED APPROACH INSTRUCTIONS: UPDATED FROM "CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 160 AND FIM VORTAC R-250 TO GOLET INT/FIM 49.06 DME AND HOLD E, RT, 250.00 INBOUND" TO "CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 4000 ON HEADING 160 AND FIM VORTAC R-250 TO GOLET INT/FIM 49.06 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000" - CLIMB-IN-HOLD REQUIRED, HOLDING CHANGED TO TOWARD NAVAID FOR OBSTACLES.
3. NOTES: ADDED "CHART NOTE: * RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING OXR ALTIMETER SETTING)" - IAW 8260.19J 8-6-12 K.(1).
4. NOTES: REMOVED "CHART NOTE: RWY 7 HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED" - NO 34:1 OBSTACLE.
5. NOTES: UPDATED BACK-UP ALTIMETER NOTE FROM "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OXR ALTIMETER SETTING AND INCREASE S-ILS 7 DA TO 386 FEET; INCREASE ALL MDAS 100 FEET; AND CIRCLING VISIBILITY CAT A/C 1/4 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OXR ALTIMETER SETTING: INCREASE DA TO 296 FEET; INCREASE ALL MDAS 100 FEET AND S-LOC 7 VISIBILITY CATS C AND D TO 1 3/8 SM, CIRCLING CAT A VISIBILITY TO 1 1/4 SM AND CIRCLING VISIBILITY CAT C TO 2 3/4 SM." - DECREASED ILS MINIMUMS AND IAW 8260.19J 8-6-12 N. (1).
6. NOTES: UPDATED ALS SECONDARY INOPERATIVE NOTE FROM "CHART NOTE: FOR INOPERATIVE ALS WHEN USING OXR ALTIMETER SETTING, INCREASE S-ILS 7 ALL CATS VISIBILITY TO RVR 5000, AND S-LOC 7 CAT A/B TO RVR 5500" TO "CHART NOTE: FOR INOPERATIVE ALS, WHEN USING OXR ALTIMETER SETTING, INCREASE S-ILS 7 ALL CATS VISIBILITY TO RVR 4500 AND S-LOC 7 CATS C AND D VISIBLTY TO 1 7/8 SM" - IAW 8260.19J 8-6-12 O. (3).
7. ADDITIONAL FLIGHT DATA: UPDATED FROM "CHART VDP AT 2.74 DME" TO "CHART VDP AT 2.76 DME" - UPDATED IAW 8260.3F FORMULA 2-6-5.
8. ADDITIONAL FLIGHT DATA: UPDATED FROM "DISTANCE VDP TO THLD 1.53 NM" TO "DISTANCE VDP TO THLD 1.55 NM" - UPDATED IAW 8260.3F FORMULA 2-6-5.
9. ADDITIONAL FLIGHT DATA: ADDED "CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD W GOLET INT/FIM 49.06 DME, RT, 070.00 INBOUND" AND "CHART IN PLANVIEW: GOLET INT/FIM 49.06 DME" - IAW 8260.19J 8-6-6 H.(2).
10. MINIMUMS: S-ILS 07 ADDED "*" AND UPDATED ALL CATS DA / VIS / HAT FROM "303 / 4000 / 290" TO "213 / 2400 / 200" - IAW 8260.19J 8-6-12 K.(1), TREE REMOVED BY AIRPORT, IAW 8260.3F TABLE 3-3-1.
- 11.MINIMUMS: S-LOC 07 UPDATED VIS CATS A AND B FROM "4000" TO "2400" AND CATS C AND D FROM "5500" TO "6000" - IAW 8260.3F TABLE 3-3-1.



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZLA, SBA APP CON, AMGR.

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY
DANIEL WESTON

Digitally signed by
DANIEL L WESTON
Apr 30, 2025

OFFICE
AJV-A422

DATE
04/03/2025

APPROVED BY
RAKE MCGRAW

OFFICE
AJV-A422

DATE

TITLE
MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SBA	ILS OR LOC RWY 7	7	SANTA BARBARA	CA	14	I-SBA

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM

GVO VORTAC

TO

YONNI INT/GVO 3.00 DME

RNP

DISTANCE

3.00

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	343151.00N/1200039.00W	3750	215	8	4B	1000				PR380	5200
TERRAIN	343151.00N/1200039.00W	3549 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

YONNI INT/GVO 3.00 DME

TO

HABUT INT/I-SBA 12.83 DME

RNP

DISTANCE

3.53

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	342948.00N/1201006.00W	1952	215	8	4B	1000				PR290 AT258	3500
TERRAIN	342851.00N/1200042.00W	948 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
6
CHECKED

INITIAL

FROM

GOLET INT/FIM 49.06 DME

TO

LOBER INT/FIM 60.11 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	11.05										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
SHIP	341652.86N/1195151.75W	208	50	20	2C	1000				AT2792	4000
TERRAIN	341620.54N/1195829.74W	0 (0)								AS1500	1500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

LOBER INT/FIM 60.11 DME

TO

HABUT INT/I-SBA 12.83 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	9.53										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	343112.00N/1200651.00W	2618	215	8	4B	1000				SA-995 PR150 AT727	3500
TERRAIN	342842.00N/1200624.00W	787 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

HABUT INT/I-SBA 12.83 DME

TO

GOYED INT/I-SBA 9.48 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	3.35										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	343118.00N/1200606.00W	2369	215	8	4B	500				SA-490 PR170	2600
TERRAIN	342830.00N/1200506.00W	793 (800)								AS1500	2300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

GOYED INT/I-SBA 9.48 DME

TO

NAPPS INT/I-SBA 6.66 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	2.82										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	342821.00N/1200145.00W	958	215	8	4B	500				SA-161 PR70 AT423	1800
TERRAIN	342745.00N/1200118.00W	124 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM

NAPPS INT/I-SBA 6.66 DME

TO

RW07

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.45		DA			200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				213

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

NAPPS INT/I-SBA 6.66 DME

TO

5.45 NM AFTER NAPPS INT/I-SBA 6.66 DME OR AT I-SBA 1.21 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.45		5.45 NM AFTER NAPPS INT/I-SBA 6.66 DME OR AT I-SBA 1.21 DME				547				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	342600.00N/1195515.00W	302	215	8	4B	250					560

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: ILS

FROM

DA

TO

GOLET INT/GVO 18.73 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
											46
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	342500.00N/1194506.00W	821	215	8	4B	1000					1900
TERRAIN	342500.00N/1194506.00W	620 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

5.45 NM AFTER NAPPS INT/I-SBA 6.66 DME OR AT I-SBA 1.21 DME

TO

GOLET INT/GVO 18.73 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								310			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	342500.00N/1194506.00W	821	215	8	4B	1000					1900
TERRAIN	342500.00N/1194506.00W	620 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH ALTERNATE: ILS

FROM

DA

TO

GOLET INT/FIM 49.06 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								46			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	342500.00N/1194506.00W	821	215	8	4B	1000					1900
TERRAIN	342500.00N/1194506.00W	620 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSSED APPROACH ALTERNATE: LOC

FROM

5.45 NM AFTER NAPPS INT/I-SBA 6.66 DME OR AT I-SBA 1.21 DME

TO

GOLET INT/FIM 49.06 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								310			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				4000
AAO	342500.00N/1194506.00W	821	215	8	4B	1000					1900
TERRAIN	342500.00N/1194506.00W	620 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AIRPORT ID

SBA

PROCEDURE NAME

ILS OR LOC RWY 7

AMDT NO.

7

CITY

SANTA BARBARA

STATE

CA

AIRPORT ELEVATION

14

FACILITY

I-SBA

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	342648.00N/1195145.00W	1.30	786	481	215	8	4B	300			800
CATEGORY B											
TREE	342651.00N/1195251.00W	1.81	826	524	215	8	4B	300			840
CATEGORY C											
TOWER (06-000187)	342507.70N/1194907.11W	2.84	826	337	20	3	1A	300		XP203	840
CATEGORY D											
AAO	342512.00N/1194557.00W	3.70	986	594	215	8	4B	300		XP106	1000

CIRCLING REMARKS:
CAT C XP TO EQUAL CAT B MINIMUMS. CAT D XP TO MAINTAIN CURRENT MINIMUMS

MSA

CENTER

RZS VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
030-120	AAO	343754.00N/1191654.00W	059	25.3	7704	215	8	4B	1000			8800
120-210	AAO	342942.00N/1194248.00W	093	3.0	4180	215	8	4B	1000			5200
210-300	AAO	344318.00N/1195703.00W	311	15.5	4846	215	8	4B	1000			5900
300-030	AAO	344151.00N/1193918.00W	013	12.6	7018	215	8	4B	1000			8100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:
OCEAN GOING SHIP HEIGHTS 208' PER FPT
VEGETATION HEIGHT USED 100' TREES PER FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLA ARTCC, SBA TOWER, SBA APP CON

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	SBA	24	SBA	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	OXR	24	OXR	34.45	Y	83

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KSBA 14
KOXR 36
RA=82.4

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-SBA	SBA ATCT	OPEN CLOSED	1 3

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW15L	BSC-G	
RW15R - REIL (PCL), MIRL (PCL)	BSC-G	
RW33L - MIRL (PCL)	BSC-G	
RW33R	BSC-G	
RW07 - MALSR (PCL), HIRL (PCL)	PIR-G	APPROACH
RW25 - HIRL (PCL), REIL (PCL), PAPI-4L	PIR-G	ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	11.4	52.3	9.3	1000		

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	X	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	X	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 15L
20:1	



<u>AIRPORT ID</u> SBA		<u>PROCEDURE NAME</u> ILS OR LOC RWY 7	<u>AMDT NO.</u> 7	<u>CITY</u> SANTA BARBARA	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 14	<u>FACILITY</u> I-SBA
73 TREE (06-112504) 342603.6700N/1195025.5300W (8.71)				119 TREE (06-291561) 342612.2600N/1195033.5000W (4.38)			
FINAL TYPE	CIRCLING RWY 15R						
20:1							
48 TREE (06-135239) 342558.0600N/1195031.4800W (5.14)				119 TREE (06-291561) 342612.2600N/1195033.5000W (4.5)			
FINAL TYPE	CIRCLING RWY 33L						
20:1							
80 TREE (06-289338) 342457.6600N/1195010.4200W (12.32)				75 TREE (06-290794) 342456.4600N/1195017.4700W (8.76)			
68 TREE (06-289770) 342456.4400N/1195016.4600W (0.61)							
FINAL TYPE	CIRCLING RWY 33R						
20:1							
80 TREE (06-289338) 342457.6600N/1195010.4200W (11.94)							
<u>PENETRATIONS REMARKS:</u>							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

<u>AIRPORT ID</u> SBA	<u>PROCEDURE NAME</u> ILS OR LOC RWY 7	<u>AMDT NO.</u> 7	<u>CITY</u> SANTA BARBARA	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 14	<u>FACILITY</u> I-SBA
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.25
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.92
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	088.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	5.05
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.31
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	088.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD COORDINATES (IF STR-IN)

342539.00N/1195116.71W

ARP COORDINATES

342534.29N/1195029.37W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 7 DISTANCE 0.66 NM

FAF COORDINATES

342530.54N/1195752.05W

FIX NAME COORDINATES

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
DANIEL WESTON	AJV-A422	04/03/2025	AERONAUTICAL INFORMATION SPECIALIST