

**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> OXR	<u>PROCEDURE NAME</u> ILS OR LOC RWY 25	<u>ORIGINAL/AMENDMENT</u> 14	<u>CITY</u> OXNARD	<u>STATE</u> CA		
<u>AIRPORT ELEVATION</u> 45	<u>TDZE</u> 44	<u>SUPERSEDED</u> ILS OR LOC RWY 25	<u>ORIGINAL/AMENDMENT</u> 13D	<u>DATED</u> 11/04/2021	<u>MAG VAR</u> 15E	<u>EPOCH YEAR</u> 1980
<u>FACILITY</u> I-OXR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ZUWNI INT		FIM VORTAC					167.11	4.00	8000
VNY VOR/DME		GUYBE INT					249.66	16.54	5000
FIM VORTAC	IAF	CUDAK INT					163.38	9.52 (VNY LR-257)	4200
GUYBE INT	IAF	CUDAK INT					255.53	2.65 (I-OXR)	4200
CUDAK INT	IF	HUPLA INT/RADAR					255.53	3.35 (I-OXR)	3700
HUPLA INT/RADAR		NELLY INT					255.53	3.00 (I-OXR)	3200

MISSED APPROACH

MAP:

ILS: DA
LOC: 9.73 NM AFTER NELLY INT

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 4400 DIRECT CMA VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4400.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT CUDAK INT
- FAC: 255.53 FAF: NELLY INT DIST FAF TO MAP: 9.73 DIST FAF TO THLD: 9.73
- MIN ALT: CUDAK INT 4200, HUPLA INT/RADAR 3700, NELLY INT 3200, PARDS OM 1660
- DIST TO THLD FROM OM: 4.89 MM: IM: 150 HAT: GS ANT: 1173
- MIN GS INCPT: 3200 GS ALT AT PFAF: NELLY INT 3200 OM: 1660 MM: IM:
- GS ANGLE: 3.00 34:1 20:1 TCH: 58.4
- MSA FROM: CMA VOR/DME 040-150 5000, 150-270 3100, 270-040 8800



NOTES:

CHART NOTE: RWY 25 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1086.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FIM VORTAC AIRWAY RADIALS 148 CW 195.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY.

ADDITIONAL FLIGHT DATA:

HOLD SW, LT, 067.00 INBOUND.
CHART FAS OBST: 202 TOWER (06-030940) 341144N/1190734W.
1840 AAO 341121N/1185917W.
CHART R-2519.
CHART W-289.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.

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 25	424	1	380	424	1	380	424	1	380	424	1	380			
S-LOC 25	460	1	416	460	1	416	460	1	416	460	1	416			
CIRCLING	500	1	455	520	1	475	700	1 3/4	655	720	2 1/4	675			

CHANGES - REASONS

1. INCREASED ILS DA/HAT FROM 294/250 TO 424/380 – NEW FINAL CONTROLLING OBSTACLE AND MISSED APPROACH ADJUSTMENT.
2. DECREASED LOC MDA/HAT FROM 580/536 TO 520/476 AND LOWERED VISIBILITY CATS CD FROM 1 ½ TO 1 – NEW CONTROLLING OBSTACLE AND IAW 8260.3E TABLE 3-3-1.
3. CHANGED ADDITIONAL FLIGHT DATA FROM “FAS OBST: 319 AAO 341249N/1190345W” TO “CHART FAS OBST: 202 TOWER (06-030940) 341144N/1190734W.” – AAO NOT APPLICABLE, OLD FAS OBST LOCATION WAS IN KCMA AAO EXEMPT AREA AND KCMA RUNWAY 26 SURVEY AREA.
4. CHANGED ADDITIONAL FLIGHT DATA FROM “1839 AAO 341124N/1185920W” TO “1840 AAO 341121N/1185917W.” – NEW MANUAL MAP STUDY.
5. UPDATED TERMINAL ROUTES VNY VORTAC TO GUYBE INT COURSE FROM 249.67 TO 249.66 – TARGETS CALCULATED COURSE, NO CHANGE IN GROUND TRACK.
6. CHANGED VERTICAL ANGLE ALTITUDE AT PARDS OM FROM “*1680” TO “1660” - TARGETS CALCULATED ALTITUDE.
7. REMOVED LOC ONLY ASTERISK FROM PARDS OM & FROM ADDITIONAL FLIGHT DATA - ASTERISK FOR LOC ONLY NO LONGER REQUIRED PER FAAO 8260.19I, PARA 1-1-5 (F) (12).
8. CHANGED MISSED APPROACH FROM “CLIMB TO 520 THEN CLIMBING LEFT TURN TO 2000 ON CMA VOR/DME R-249 TO SQUID INT/14.7 DME AND HOLD” TO “CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 4400 DIRECT CMA VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4400.” – PER FPT/ATC. MISSED APPROACH REDESIGN TO PRESERVE MON APPROACH STATUS.
9. REMOVED ALTERNATE MISSED AND DO NOT CHART NOTE – PREVIOUS ALTERNATE MISSED REQUIRED DME. ALT MISSED REMOVED TO MAINTAIN MON APPROACH STATUS WITH FPT/ATC CONCURRENCE.
10. REMOVED VTU VOR/DME FROM CHARTING IN PLANVIEW – NAVAID NO LONGER USED ON APPROACH.
11. ADDED SUA NOTES “CHART R-2519” AND “CHART W-289” – IAW 8260.19I 8-6-10(I)
12. CHANGED CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW FROM “867” TO “1086” - PER FAA FLIGHT INSPECTION, TO MITIGATE FDC 3/4465.
13. REMOVED BACKUP ALTIMETER AND ASSOCIATED NOTES. - ADDED NOTES TO GENERAL REMARKS ON FORM 8260-9 FOR CONTINGENCY PURPOSES IAW FAAO 8260.19I, PARA 8-6-9 (F) (4).
14. CHANGED ALTERNATE MINIMUMS FROM “STANDARD EXCEPT CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE, NA WHEN CONTROL TOWER CLOSED” TO “ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.” - CAT D 800-2 1/4 ONLY APPLIES TO LOC MINIMA.



COORDINATED WITH:

A4A☒ALPA☒AOPA☒APA☐HAI☐NBAA☒OTHER:

ZLA, CA AERO, POINT MUGU APP CON, OXR ATCT, AMGR.

FLIGHT CHECKED BY

BRANDON C EASTIN

Digitally signed by

RAKE MCGRAW

Jan 24, 2024

OFFICE

FPO

DATE

01/18/2024

DEVELOPED BY

JOHN BORDY (NICHOLAS PRATER)

Digitally signed by

RAKE MCGRAW

Dec 28, 2023

OFFICE

AJV-33

DATE

11/07/2023

APPROVED BY

JOHN BORDY

Digitally signed by

RAKE MCGRAW

Jan 24, 2024

OFFICE

AJV-33

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>
OXR	ILS OR LOC RWY 25	14	OXNARD	CA	45	I-OCR

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ZUWNI INT **TO** FIM VORTAC

<u>RNP</u>	<u>DISTANCE</u> 4.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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	342654.00N/1184651.00W	4882	215	8	4B	2000				SA-991 AT2109	8000
TERRAIN	342154.00N/1184818.00W	2529 (2500)								AS1500	4000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM VNY VOR/DME **TO** GUYBE INT

<u>RNP</u>	<u>DISTANCE</u> 16.54	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<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	341218.00N/1184651.00W	2589	215	8	4B	2000				AT411	5000
TERRAIN	341218.00N/1184651.00W	2388 (2400)								AS1500	3900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
12
CHECKED

INITIAL

FROM

FIM VORTAC

TO

CUDAK INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	9.52										
<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	342018.00N/1184806.00W	2520	215	8	4B	1000				PR180 AT500	4200
TERRAIN	342018.00N/1184806.00W	2319 (2300)								AS1500	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

GUYBE INT

TO

CUDAK INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	2.65										
<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	341227.00N/1184836.00W	1890	215	8	4B	1000				PR100 AT1210	4200
TERRAIN	341130.00N/1184942.00W	1650 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

CUDAK INT

TO

HUPLA INT/RADAR

<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	340800.00N/1185527.00W	3052	215	8	4B	500				SA-249 PR130 AT267	3700
TERRAIN	340903.00N/1185600.00W	1673 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

HUPLA INT/RADAR

TO

NELLY INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	3.00										
<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	340754.00N/1185554.00W	2874	215	8	4B	500				SA-366 PR160	3200
TERRAIN	341118.00N/1185903.00W	1811 (1800)								AS1000	2800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

NELLY INT

TO

RW25

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	9.73		DA				380				
<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>
TREE (06-142340)	341200.65N/1191101.51W	178	20	3	1A		34.00:1			MA72	424

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

NELLY INT

TO

PARDS OM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	4.84										
<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	341022.33N/1190028.06W	1419	50	20	2C	250				RA20 XL187 SA-379 DG163	1660

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

PARDS OM

TO

9.73 NM AFTER NELLY INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	4.89		9.73 NM AFTER NELLY INT			416					
<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>
TOWER (06-030940)	341143.75N/1190733.84W	202	20	3	1A	250					460

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

CMA VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
							175				
<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>
TREE (06-142340)	341200.65N/1191101.51W	178	20	3	1A		ASC				4400
AAO	341809.00N/1191351.00W	1411	250	10	4B	1000					2500
TERRAIN	341809.00N/1191351.00W	1210 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

9.73 NM AFTER NELLY INT

TO

CMA VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 270			
<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				4400
AAO	341809.00N/1191351.00W	1411	250	10	4B	1000					2500
TERRAIN	341809.00N/1191351.00W	1210 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

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											
TOWER (06-026544)	341130.66N/1191051.59W	1.30	455	181	20	50	1D	300			500
CATEGORY B											
STACK (06-000250)	341223.17N/1191504.67W	1.81	475	220	20	3	1A	300			520
CATEGORY C											
WIND_INDICATOR (06-223089)	341342.58N/1191027.92W	2.84	655	383	20	10	1B	300			700
CATEGORY D											
AAO	341529.36N/1191221.82W	3.70	675	420	50	20	2C	300			720

CIRCLING REMARKS:

MSA

CENTER

CMA VOR/DME

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
040-150	AAO	341948.00N/1183603.00W	059	25.5	3943	215	8	4B	1000			5000
150-270	AAO	340109.00N/1193436.00W	229	26.7	2011	215	8	4B	1000			3100
270-040	AAO	343754.00N/1191654.00W	325	26.8	7703	215	8	4B	1000			8800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZLA ARTCC, POINT MUGU APP CON, OXR TOWER

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	OXR	24	OXR	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	CMA	24	CMA	5.67	Y	16

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KOXR 45, KCMA 60
RA = 15.2.

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

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW07 - MIRL (PCL), REIL (PCL), PAPI-4R	NPI-F	
RW25 - MALSF (PCL), MIRL (PCL), PAPI-4L	PIR-F	

<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	43.6	58.4	40.6	1173	3.00	59.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	453
ON CENTERLINE	☒	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	S-ILS 25 AND S-LOC 25		
20:1			
.			
FINAL TYPE	S-ILS 25 AND S-LOC 25		
34:1			
153 TREE (06-146467) 341208.980N/1191115.650W (15.84)		88 TREE (06-046158) 341205.780N/1191141.690W (15.08)	
178 TREE (06-142340) 341200.650N/1191101.510W (5.68)			
<u>PENETRATIONS REMARKS:</u>			

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**PENETRATIONS REMARKS:****PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

MALSR IS REQUIRED FOR CAT I ILS PRECISION APPROACH ALS LIGHT CREDIT IAW AC 150/5300-13B, PARA 6.11.11.1.3.

ILS CAT I PRECISION APPROACH ALS LIGHT CREDIT NOT APPLICABLE WITH MALSF IAW AC 150/5300-13B, PARA 6.11.11.1.3.

"NON-PRECISION INSTRUMENT AND VISUAL APPROACHES" ALS LIGHT CREDIT APPLICABLE FOR MALSF IAW AC 150/5300-13B, PARA 6.11.11.3.

22 MAR 2023: VIS 1 SM TO BE RETAINED PER MANAGER.

CONTINGENCY ALTIMETER NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CAMARILLO ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 440 FEET. INCREASE ALL MDAS 20 FEET; AND CIRCLING VISIBILITY CAT C 1/4 SM.

MAXIMUM VEGETATION HEIGHT WITHIN 20,000 FT OF AIRPORT: 75 FT PER WFPT.

ALTERNATE MISSED REMOVED – PREVIOUS ALTERNATE MISSED REQUIRED DME. ALT MISSED REMOVED TO MAINTAIN MON APPROACH STATUS WITH FPT/ATC CONCURRENCE.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1840 AAO 341120.99N/1185916.60W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	6.21
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.56
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	270.53
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	11.93
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.28
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	270.53
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1800

THRESHOLD COORDINATES (IF STR-IN)	341202.68N/1191155.97W
ARP COORDINATES	341202.91N/1191226.02W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 7 DISTANCE 0.49 NM
FAF COORDINATES	341156.70N/1190012.30W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

THLD DISPLACED 453FT, ACTUAL COORDINATES: 341202.63N/1191150.58W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN BORDY (NICHOLAS PRATER)	AJV-33	11/07/2023	AERONAUTICAL INFORMATION SPECIALIST

