

**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</u> REDDING MUNI	<u>AIRPORT ID</u> KRDD	<u>PROCEDURE NAME</u> ILS OR LOC RWY 34	<u>ORIGINAL/AMENDMENT</u> 12	<u>CITY</u> REDDING	<u>STATE</u> CA	
<u>AIRPORT ELEVATION</u> 505	<u>TDZE</u> 499	<u>SUPERSEDED</u> ILS OR LOC/DME RWY 34	<u>ORIGINAL/AMENDMENT</u> 11B	<u>DATED</u> 06/27/2013	<u>MAG VAR</u> 14E	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-RDD	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 30 JANUARY 2020	<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>
TAYTO INT/RDD VOR/DME 9.44 DME		RDD VOR/DME					112.83	9.44	5500
ITMOR INT/RDD VOR/DME 11.95 DME		RDD VOR/DME					224.00	11.95	5500
RDD VOR/DME		LASSN/I-RDD 8.09 DME					163.27	6.98	3000
RBL VORTAC	IAF	DIBLE INT/I-RDD 18.00 DME	NOPT				321.93	7.91	3000
DIBLE INT/I-RDD 18.00 DME	IF	LASSN/I-RDD 8.09 DME					346.07	9.91 (I-RDD)	2700

MISSED APPROACH

MAP:

ILS: DA
LOC: I-RDD 1.31 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 090 AND RDD R-044 TO ITMOR INT/RDD 11.95 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT R SIDE OF COURSE 166.07 OUTBOUND 3000 FT WITHIN 15 MILES OF LASSN/I-RDD 8.09 DME (IAF)

2.

3. FAF: 346.07 FAF: LASSN/I-RDD 8.09 DME DIST FAF TO MAP: DIST FAF TO THLD: 6.78

4. MIN ALT: DIBLE INT/I-RDD 18.00 DME 3000, LASSN/I-RDD 8.09 DME 2700, CUYAP/I-RDD 3.57 DME 1260*

5. DIST TO THLD FROM OM: 6.65 MM: 0.51 IM: 150 HAT: GS ANT: 999

6. MIN GS INCPT: 2700 GS ALT AT FAF : LASSN/I-RDD 8.09 DME 2700 OM: MM: 705 IM:

7. GP ANGLE: 3.00 34:1: 20:1: TCH: 51.7

8. MSA FROM: RDD VOR/DME 020-110 7900, 110-200 4600, 200-290 8100, 290-020 6700

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR LOC ONLY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 34 CAT E VISIBILITY TO 3/4 SM AND S-LOC 34 CAT C/D/E VISIBILITY TO 1 SM.
CHART PROFILE NOTE: USE I-RDD DME WHEN ON THE LOCALIZER COURSE.

ADDITIONAL FLIGHT DATA:

CHART RBL VORTAC 30.98 DME AT ITMOR
* LOC ONLY
CHART CIRCLING ICON.
CHART FAS OBST: 575 TREE 402925N/1221735W.
HOLD S, LT, 357.00 INBOUND

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 D 900-2 3/4, CAT E 900-3, 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 34	699	1/2	200	699	1/2	200	699	1/2	200	699	1/2	200	699	1/2	200
S-LOC 34	840	1/2	341	840	1/2	341	840	5/8	341	840	5/8	341	840	5/8	341
CIRCLING	940	1	435	1000	1	495	1120	1 3/4	615	1340	2 3/4	835	1340	3	835



CHANGES - REASONS

1. PROCEDURE NAME CHANGED FROM ILS OR LOC/DME RWY 34 TO ILS OR LOC RWY 34- DOCUMENTATION CRITERIA ELIMINATES DME FROM TITLE AND ADDS IT AS EQUIPMENT REQUIREMENT NOTE INSTEAD.
2. FAC CHANGED FROM 342.08 TO 346.07- MAG VAR UPDATE FROM 18E/1980 TO 14E/2020 AND NEW FAF COORDINATES.
3. CHANGED DIBLE TO LASSN COURSE AND DISTANCE FROM 342.08 /10.03 TO 346.07/9.91- MAGVAR UPDATE AND UPDATED FAF LOCATION.
4. ALT MINS: CHANGED ILS FROM CAT A, B, C, D 700.2, CAT E 900-3 TO STANDARD AND LOC FROM STANDARD CAT E 900-3 TO STANDARD, CAT D 900-2 3/4, CAT E 900-3- NEW TARGETS EVALUATION..
5. CHANGED MISSED APPROACH INSTRUCTIONS FROM CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 5000 VIA HEADING 090 AND RDD R-044 TO ITMOR INT/RDD 11.95 DME AND HOLD, CONTINUE CLIMB IN HOLD TO 5000 TO CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 090 AND RDD R-044 TO ITMOR INT/RDD 11.95 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.- 8260.19H 8-6-6 AND AIR TRAFFIC REQUEST.
6. CHANGED RDD VOR/DME TO LASSN/I-RDD 7.97 DME COURSE AND DISTANCE FROM 163.30/6.86 TO 163.27/ 6.98- NEW FAF LOCATION.
7. CHANGED ALL REFERENCES OF LASSN/I-RDD 7.97 DME TO LASSN/I-RDD 8.09- NEW LASSN COORDINATES.
8. REMOVED ALL REFERENCES TO RED BLUFF ALTIMETER SETTING - MOVED TO 8260-9 AS CONTINGENCY PER IFP POLICY.
9. CHANGED FAC: DIST FAF TO THLD FROM 6.65 TO 6.78- NEW FAF LOCATION.
10. CHANGED MSA SECTOR 020-110 ALTITUDE FROM 8100 TO 7900 AND SECTOR 200-290 ALTITUDE FROM 8200 TO 8100 - CURRENT CONTROLLING TERRAIN DATA.
11. ADDED EQUIPMENT REQUIREMENTS NOTE DME REQUIRED FOR LOC ONLY - 8260.19H 8-6-8A(2)C.
12. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - APPLICATION OF EXPANDED CIRCLING CRITERIA.
13. CHANGED CHART NOTE FROM FOR INOPERATIVE MALSR, INCREASE S-ILS 34 CAT E VISIBILITY TO 3/4 MILE, S-LOC 34 CAT E VISIBILITY TO 2 1/4 MILE. WHEN USING RED BLUFF ALTIMETER SETTING INCREASE 5-ILS 34 ALL CATS VISIBILITY TO 1 MILE, AND S-LOC 34 CAT E VISIBILITY TO 2 1/2 MILE. TO FOR INOPERATIVE ALS, INCREASE S-ILS 34 CAT E VISIBILITY TO 3/4 SM AND S-LOC 34 CAT C/D/E VISIBILITY TO 1 SM.
14. UPDATED FAS OBSTACLE FROM 799 T-LINES 402520N/1221742W TO 575 TREE 402925N/1221735W-ADDED STEP DOWN TO PROCEDURE AND 8260.19H 8-6-10C.
15. ESTABLISHED STEP DOWN FIX CUYAP- TO ACHIEVE AT LEAST 60 FEET IN MDA REDUCTION PER 8260.3D 2.9.9C(4)B.
16. UPDATED PT COURSE FROM 162.08 TO 166.07- MAGVAR UPDATE AND NEW TARGETS EVALUATION.
17. VDP REMOVED FROM ADDITIONAL FLIGHT DATA- NEW TARGETS EVALUATION ESTABLISHES VDP WITHIN 0.5 NM OF FINAL APPROACH FIX.
18. LOWERED S-LOC 34 MDA/HAT FROM 1140/641 TO 840/341 AND VISIBILITY CAT C FROM 1 1/4 TO 5/8, CAT D FROM 1 1/2 TO 5/8 AND CAT E FROM 1 3/4 TO 5/8 - STEP DOWN FIX ESTABLISHED AT CUYAP PER 8260.3D 2.9.9 C(4)B.
19. CHANGED CIRCLING CAT A MDA/HAA FROM 1140/635 TO 940/435, CAT B MDA/HAA CHANGED FROM 1140/635 TO 1000/495, CAT C MDA/HAA CHANGED FROM 1140/635 TO 1120/615, CAT D MDA/HAA VIS CHANGED FROM 1140/635 2 TO 1340/835 2 3/4- APPLICATION OF EXPANDED CIRCLING CRITERIA.
20. CHANGED TAYTO TO RDD DISTANCE FROM 9.45 TO 9.44- NEW TARGETS EVALUATION.
21. CHANGED RDD TO LASSN COURSE AND DISTANCE FROM 163.30/6.86 TO 163.27/6.98- FAF MOVED AND NEW TARGETS EVALUATION.
22. UPDATED COORDINATED WITH BLOCK- UNCHECKED APA- AIRPORT NOT USED BY AMERICAN AIRLINES.

COORDINATED WITH:

AAA ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOA, RDD ATCT, APT MGR

FLIGHT CHECKED BY

JAMES M MEEK

*Digitally signed by***ALLAN WILL**

Nov 15, 2019

OFFICE

FICO

DATE

11/8/19

DEVELOPED BY

ALLAN WILL (MICHAEL W HARRIS)

*Digitally signed by***ALLAN WILL**

Nov 15, 2019

OFFICE

AJV-A423

DATE

08/14/2019

APPROVED BY

MARLON ROBINSON

*Digitally signed by***ALLAN WILL**

Nov 15, 2019

OFFICE

AJV-A420

DATE**TITLE**
MANAGERQUALITY
20
CHECKED