

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
LOC BC STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.25**

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> LOC BC RWY 16	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> REDDING	<u>STATE</u> CA	
<u>AIRPORT ELEVATION</u> 505	<u>TDZE</u> 505	<u>SUPERSEDED</u> LOC/DME BC RWY 16	<u>ORIGINAL/AMENDMENT</u> 7A	<u>DATED</u> 07/29/2010	<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

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
FOLDS/RDD 17.00 DME CW	IAF	ASAYE/RDD 17.00 DME					17.00 DME ARC		7600
ASAYE/RDD 17.00 DME CW		WYSKI/I-RDD 15.89 DME					17.00 DME ARC (RDD LR-334)		5800
GARSA INT/RDD 17.00 DME CCW	IAF	WYSKI/I-RDD 15.89 DME					17.00 DME ARC (RDD LR-349)		5800
WYSKI/I-RDD 15.89 DME	IF	MILAR/I-RDD 10.96 DME					166.07	4.93 (I-RDD)	4400
MILAR/I-RDD 10.96 DME		ENTAR/I-RDD 6.54 DME					166.07	4.42 (I-RDD)	3000

MISSED APPROACH

MAP:

HHHOT/I-RDD 0.59 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 5000 ON HEADING 015 AND RDD VOR/DME R-044 TO ITMOR INT/RDD 11.95 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 3000 DIRECT RDD VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. PROFILE STARTS AT WYSKI
3. FAC: 166.07 FAF: ENTAR/I-RDD 6.54 DME DIST FAF TO MAP: DIST FAF TO THLD: 6.70
4. MIN ALT: WYSKI/I-RDD 15.89 DME 5800, MILAR/I-RDD 10.96 DME 4400, ENTAR/I-RDD 6.54 DME 3000, CINDU/I-RDD 2.50 DME 1500
8. MSA FROM: RDD VOR/DME 020-110 7900, 110-200 4600, 200-290 8100, 290-020 6700

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.



CHART PROFILE NOTE: USE I-RDD DME WHEN ON THE LOCALIZER COURSE.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PROFILE NOTE: LOCALIZER BACK COURSE UNUSABLE INSIDE 2.0 DME ABOVE 2000.

ADDITIONAL FLIGHT DATA:

CHART PROFILE NOTE: DISREGARD GS INDICATIONS.
CHART ALTERNATE MA HOLDING, HOLD S, RDD VOR/DME, LT, 355.00.
CHART CIRCLING ICON.
ENTAR TO RW16: 3.43/55.
CHART RDD R-307 AT FOLDS.
CHART RDD R-327 AT ASAYE.
CHART RDD R-028 AT GARSA.
CHART VDP AT 1.16 DME
DISTANCE VDP TO THLD 1.32 NM
CHART FAS OBST: 692 TREE 403342N/1221735W.
CHART: 646 TRANSMISSION_LINE 403349N/1221824W.
912 AAO 403815N/1221709W.
HOLD S, LT, 357.00 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 900-2 3/4, 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-16	960	1	455	960	1	455	960	1 3/8	455	960	1 3/8	455			
CIRCLING	960	1	455	1000	1	495	1120	1 3/4	615	1340	2 3/4	835			



CHANGES - REASONS

1. REMOVED DME FROM APPROACH TITLE - DOCUMENTATION CRITERIA ELIMINATES DME FROM TITLE AND ADDS IT AS EQUIPMENT REQUIREMENT NOTE INSTEAD
2. ADDED DME REQUIRED TO EQUIPMENT REQUIREMENTS NOTES - NEW SECTION FOR REQUIRED EQUIPMENT PER DOCUMENTATION CRITERIA
3. MAGVAR CHANGED FROM 18E/1980 TO 14E/2020 - PENDING AIRNAV DATA
4. CHANGED WYSKI TO MILAR COURSE/DISTANCE FROM 162.08/5.19 TO 166.07/4.93 - MAGVAR ROTATION, MILAR MOVED TO KEEP DESCENT GRADIENT WITHIN CRITERIA, AND PENDING NAVAID DATA
5. CHANGED MILAR TO ENTAR COURSE/DISTANCE FROM 162.08/4.16 TO 166.07/4.42 - - MAGVAR ROTATION, MILAR MOVED TO KEEP DESCENT GRADIENT WITHIN CRITERIA, AND PENDING NAVAID DATA
6. CHANGED WYSKI TO MILAR SEGMENT ALTITUDE FROM 4300 TO 4400 - PRECIPITOUS TERRAIN FOUND IN SEGMENT NOT PREVIOUSLY DOCUMENTED
7. CHANGED CHART FAS OBSTACLE IN ADDITIONAL FLIGHT DATA FROM 689 TREE 403347N/1221722W TO 692 TREE 403342N/1221735W - NEW CONTROLLING OBSTACLE IN FINAL STEPDOWN SEGMENT
8. REMOVED 709 TREE 403347N/1221735W FROM ADDITIONAL FLIGHT DATA AND ADDED CHART 646 TRANSMISSION_LINE 403349N/1221824W AND 912 AAO 40815N/1121709W - NEW 7:1 OBSTACLES IN FINAL AND FINAL STEPDOWN SEGMENTS
9. CHANGED "CHART VDP AT 1.09 DME" TO "CHART VDP AT 1.16 DME" - INCREASED MDA 20 FT
10. CHANGED DISTANCE VDP TO THLD FROM 1.25 MILES TO 1.32 MILES IN ADDITIONAL FLIGHT DATA - INCREASED MDA 20 FT
11. CHANGED VDA/TCH FROM 3.46/55 TO 3.43/55 - CURRENT 8260.3D PFAF FORMULA
12. CHANGED FAC FROM 162.08 TO 166.07 - MAGVAR ROTATION AND PENDING NAVAID DATA
13. CHANGED S-16 MDA/HAT FROM 940/435 TO 960/455 - CONTROLLING OBSTACLE CHANGED FROM 689 TREE TO 692 TREE
14. CIRCLING CAT B MDA/HAA CHANGED FROM 960/455 TO 1000/495, CAT C MDA/HAA CHANGED FROM 980/475 TO 1120/615, AND CAT D MDA/HAA CHANGED FROM 1060/555 TO 1340/835 - APPLICATION OF EXPANDED CIRCLING CRITERIA
15. ADDED "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA - APPLICATION OF EXPANDED CIRCLING CRITERIA
16. CHANGED PRIMARY MISSED APPROACH CLIMB TO ALTITUDE FROM 1500 TO 2000 AND REMOVED COGOB - PENETRATION OF THE CLIMB IN HOLD SLOPED SURFACE
17. CHANGED S-16 CAT C VISIBILITY FROM 1 1/4 SM TO 1 3/8 SM AND CAT D VISIBILITY FROM 1 1/2 SM TO 1 3/8 SM - 8260.3D TABLE 3-3-1
18. CHANGED CIRCLING CAT C VISIBILITY FROM 1 1/2 SM TO 1 3/4 SM AND CAT D VISIBILITY FROM 2 TO 2 3/4 - 8260.3D TABLE 3-3-7 AND APPLICATION OF EXPANDED CIRCLING AREA
19. INCORPORATED ALL CHANGES FROM P NOTAM 0/4087 -8260.19H 8-34.C(1)
20. REMOVED "CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA" AND ADDED "CHART NOTE: RWY 16 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - NEW EVALUATION SHOWS 34:1 PENETRATIONS BUT NO 20:1 PENETRATIONS
21. CHANGED MSA SECTOR 020-110 ALTITUDE FROM 8100 TO 7900 AND SECTOR 200-290 ALTITUDE FROM 8200 TO 8100 - CURRENT CONTROLLING TERRAIN DATA
22. REMOVED ALL REFERENCES TO RED BLUFF ALTIMETER SETTING - MOVED TO 8260-9 AS CONTINGENCY PER IFP POLICY
23. CHANGED MILAR 4300 TO MILAR 4400 ON LINE 4 - PRECIPITOUS TERRAIN FOUND IN SEGMENT NOT PREVIOUSLY DOCUMENTED
24. CHANGED GLIDESLOPE TO GS IN ADDITIONAL FLIGHT DATA PROFILE NOTE - 8260.19H 8-6-11

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** RDD ATCT, ZOA

FLIGHT CHECKED BY

JAMES M MEEK

*Digitally signed by***ALLAN WILL**

Nov 15, 2019

OFFICE

FICO

DATE

11/8/19

DEVELOPED BY

ALLAN WILL (KELLIE R. BARNES)

*Digitally signed by***ALLAN WILL**

Nov 15, 2019

OFFICE

AJV-A423

DATE

07/10/2019

APPROVED BY

MARLON ROBINSON

*Digitally signed by***ALLAN WILL**

Nov 15, 2019

OFFICE

AJV-A420

DATE**TITLE**

MANAGER

QUALITY
21
CHECKED