

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SUPERSEDED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>FACILITY</u> I-OXR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 16 MAY 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 15E
				<u>EPOCH YEAR</u> 1980
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
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:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. PROFILE STARTS AT CUDAK INT
3. FAC: 255.53
- FAF: NELLY INT
- DIST FAF TO MAP: 9.73
- DIST FAF TO THLD: 9.73
4. MIN ALT: CUDAK INT 4200, HUPLA INT/RADAR 3700, NELLY INT 3200, PARDS OM 1660
5. DIST TO THLD FROM OM: 4.89
- MM: 150
- HAT: 150
- GS ANT: 1173
6. MIN GS INCPT: 3200
- GS ALT AT PFAF: NELLY INT 3200
- OM: 1660
- MM: 1660
- IM: 1660
7. GS ANGLE: 3.00
- 34:1
- 20:1
- TCH: 58.4
8. 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

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ALPA

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AOPA

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APA

☐

HAI

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NBAA

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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

