

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION							ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29									Bearings, headings, courses, 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 in feet RVR.					
TERMINAL ROUTES													MISSED APPROACH								
FROM			TO			COURSE AND DISTANCE			ALTITUDE			ILS: DA LOC: 5.13 NM AFTER ZILBA INT/I-TOA 5.95 DME OR AT I-TOA 0.82 DME FIX CLIMB TO 3000 ON HEADING 294 TO CROSS LAX VORTAC R-150 THEN CLIMBING LEFT TURN ON HEADING 250 AND ON LAX VORTAC R-192 TO INISH INT/LAX 12.04 DME AND HOLD. ADDITIONAL FLIGHT DATA: HOLD W, RT, 071.00 INBOUND. CHART FAS OBST: 372 TREE 334654N/1181859W CHART VDP AT 2.07 DME* DISTANCE VDP TO THLD 1.25 NM. *LOC ONLY. CHART CIRCLING ICON. CHART IN PLANVIEW ONLY: SLI 7.90 DME AT ODEQY									
SLI VORTAC (IAF)			ODEQY INT/I-TOA 12.61 DME			202.00 / 7.90			2000												
ODEQY INT/I-TOA 12.61 DME			DRIFY INT/I-TOA 10.30 DME			294.46 / 2.31 (I-TOA)			2000												
ALBAS INT/LAX VORTAC 26.70 DME (IAF)			DRIFY INT/I-TOA 10.30 DME			303.33 / 8.17 (LAX R-123)			2000												
DRIFY INT/I-TOA 10.30 DME (IF)			ZILBA INT/I-TOA 5.95 DME			294.46 / 4.35 (I-TOA)			2000												
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)													MAG VAR: 14E EPOCH YEAR: 1980								
2. PROFILE STARTS AT DRIFY INT/I-TOA 10.30 DME																					
3. FAC: 294.46 FAF: ZILBA INT/I-TOA 5.95 DME DIST FAF TO MAP: 5.13 THLD: 5.13																					
4. MIN. ALT: DRIFY 2000, ZILBA 2000																					
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: 880																					
6. MIN GS INCPT: 2000 GS ALT AT: ZILBA 2000 OM: _____ MM: _____ IM: _____																					
7. GS ANGLE: 3.40 TCH: 51.6																					
8. MSA FROM: LAX VORTAC 345-090 7700, 090-230 2700, 230-345 5200																					
MINIMUMS																					
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: STANDARD #		LOC: STANDARD @										
CATEGORY =====>		A			B			C			D			E							
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA						
S-ILS 29R	381	1/2	284	381	1/2	284	381	1/2	284		NA										
S-LOC 29R	640	1/2	543	640	1/2	543	640	1 1/8	543		NA										
CIRCLING	640	1	537	680	1	577	680	1 5/8	577		NA										
NOTES: CHART NOTE: CIRCLING NA SW OF RWY 11R-29L. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}). CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES INTL ALTIMETER SETTING AND INCREASE ALL DA TO 405 FEET AND (CONTINUED ON PAGE 2)																					
CITY AND STATE TORRANCE, CA				ELEVATION: 103 TDZE: 97 AIRPORT NAME: ZAMPERINI FIELD				FACILITY IDENTIFIER: I-TOA		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 29R, AMDT 3				SUP: AMDT: 2B DATED 01/15/2009							

@ NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES.
QUALITY
25
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <input checked="checked" type="checkbox"/> YES <input type="checkbox"/> NO		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE <div style="text-align: center;">ROUTINE</div>	
COORDINATED WITH: <div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="text-align: center;">ATA <input type="checkbox"/></div> <div style="text-align: center;">AAT <input type="checkbox"/></div> <div style="text-align: center;">ALPA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">APA <input type="checkbox"/></div> <div style="text-align: center;">AOPA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">NBAA <input checked="checked" type="checkbox"/></div> <div style="text-align: center;">OTHER (specify) <input checked="checked" type="checkbox"/> <u>KTOA ATCT, SO CAL APP CON, ARPT MGR</u></div> </div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <i>Digitally signed by</i> <div style="text-align: right;">HERMAN C. ROGERS HERMAN C ROGERS</div> <div style="text-align: right; font-size: small;">Jun 23, 2016</div>				FIFO AJV-5433	DATE: 02/27/2016
APPROVED BY					
NAME: LONNIE EVERHART <div style="text-align: right;">MANAGER</div>				FIFO AJV-5430	DATE:
CHANGES: <ol style="list-style-type: none"> 1. REMOVED BASON OM/INT/I-TOA 5.6 DME AND REPLACED IT WITH DME FIX ZILBA INT/I-TOA 5.95 DME. 2. CHANGED THE SLI VORTAC TO BASON OM FROM A DR LEG TO TO AN INITIAL FROM SLI TO A NEW FIX ODEQY AND ANOTHER INITIAL FROM ODEQY TO THE INTERMEDIATE FIX DRIFY INT/I-TOA 5.95 DME. 3. CHANGED LENGTH OF INTERMEDIATE FROM 4.70 TO 4.35 NM. 4. CHANGED MAP FROM 4.78 MILES AFTER BASON TO 5.13 MILES AFTER ZILBA INT/I-TOA 5.95 DME OR AT I-TOA 0.82 DME. 5. CHANGED MISSED APPROACH FROM "CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 250 DEGREES AND LAX R-170 TO LIMBO INT/LAX 10A DME AND HOLD" TO "CLIMB TO 3000 ON HEADING 294 TO CROSS LAX VORTAC R-150 THEN CLIMBING LEFT TURN ON HEADING 250 AND ON LAX VORTAC R-192 TO INISH INT/LAX 12.04 DME AND HOLD". 6. CHANGED LENGTH OF FINAL FROM 4.78 TO 5.13 NM. 7. REMOVED BACKUP ALTIMETER SETTING MINIMUMS AND PUBLISHED THEM AS A NOTE. 8. ADDED CAT C MINS AND CHANGED S-LOC 29R CAT A/B MDA/HAT FROM 620/523 TO 640/543 AND CAT A/B VIS FROM 1 TO 1/2. 9. CHANGED CIRCLING CAT A/B MDA/HAA FROM 620/517 TO CAT A 640/537, CAT B 680/577. 10. CHANGED BACKUP ALTIMETER SETTING NOTE FROM "WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALTIMETER SETTING" TO " WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS (SEE FORM 8260-10) 					
REASONS: <ol style="list-style-type: none"> 1. PER FPT CHECKLIST, OM DECOMMISSIONED. 2. DR LEG OUT OF CRITERIA. 3/4. PFAF MOVED TO MATCH RNAV (GPS) 29R AMENDMENT. 5. REQUIRED BY ADDITION OF CAT C MINS AND OUT OF CRITERIA TIE-BACK ON MISSED APPROACH TO CLEAR TERRAIN. 6. MATCHES IPDS DERIVED VALUES FOR FINAL. 7. PER 8260-19G. 8/9. PER FPT AND NEW OBSTACLE DATA. 10/11/12/13/14/15. PER 8260-19G. 					

ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

Bearings, headings, courses, 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 in feet RVR.

NOTES, (CONT.):
INCREASE ALL MDA 40 FEET; INCREASE S-LOC 29R AND CIRCLING CAT C VISIBILITY 1/8 SM.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 29R ALL CATS VISIBILITY TO 7/8 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING LOS ANGELES INTL ALTIMETER SETTING INCREASE S-ILS 29R ALL CATS VISIBILITY TO 7/8 SM.
CHART NOTE: VDP NA WHEN USING LOS ANGELES ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT ALBAS ON V25 SOUTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SLI VORTAC ON V8-64 EASTBOUND.



CITY AND STATE TORRANCE, CA	ELEVATION: 103 TDZE: 97 AIRPORT NAME: ZAMPERINI FIELD	FACILITY IDENTIFIER: I-TOA	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 29R, AMDT 3	SUP:
				AMDT: 2B
				DATED: 01/15/2009

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH: <div><div>ATA</div><div>AAT</div><div>ALPA</div><div>APA</div><div>AOPA</div><div>NBAA</div><div>OTHER (specify)</div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>ANGELES INTL ALTIMETER SETTING AND INCREASE ALL DA TO 405 FEET AND INCREASE ALL MDA 40 FEET; INCREASE S-LOC 29R AND CIRCLING CAT C VISIBILITY 1/8 SM".</div> <div>11. DELETED NOTE, INOPERATIVE TABLE DOES NOT APPLY.</div> <div>12. ADDED CHART NOTES, "FOR INOPERATIVE ALS, INCREASE S-ILS 29R ALL CATS VISIBILITY TO 7/8 SM" AND "FOR INOPERATIVE ALS WHEN USING LOS ANGELES INTL ALTIMETER SETTING INCREASE S-ILS 29R ALL CATS VISIBILITY TO 7/8 SM".</div> <div>13. ADDED CHART PLANVIEW NOTES, "PROCEDURE NA FOR ARRIVAL AT ALBAS ON V25 SOUTHEAST BOUND" AND "PROCEDURE NA FOR ARRIVAL AT SLI VORTAC ON V8-64".</div> <div>14. ADDED CHART NOTE," VDP NA WHEN USING LOS ANGELES INTL ALTIMETER SETTING".</div> <div>15. ADDED NOTES TO ADDITIONAL FLIGHT DATA, "CHART VDP AT 2.07 DME*", " DISTANCE VDO TO THLD 1.25 NM", "**LOC ONLY", "CHART CIRCLING ICON", AND "CHART IN PLANVIEW ONLY: SLI 7.90 DME AT ODEQY".</div>					
REASONS:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
INITIAL		SLI VORTAC		ODEQY INT/I-TOA		1. AAO		334721.00N/1180857.00W		299 (4E)		1000		AT701		2000			
				12.61 DME		2. TERRAIN		334721.00N/1180857.00W		99 (100)				AS1500		1600			
INITIAL		ODEQY INT/I-TOA		DRIFY INT/I-TOA		3. SHIP		334047.00N/1180947.50W		213 (2C)		1000		AT787		2000			
		12.61 DME		10.30 DME		4. TERRAIN		334512.00N/1180812.00W		4 (0)				AS1500		1500			
INITIAL		ALBAS INT/LAX		DRIFY INT/I-TOA		3. SHIP		334047.00N/1180947.50W		213 (2C)		1000		AT787		2000			
		VORTAC 26.70 DME		10.30 DME		5. TERRAIN		334512.00N/1180812.00W		4 (0)				AS1500		1500			
INTERMEDIATE		DRIFY INT/I-TOA		ZILBA INT/I-TOA		6. CRANE (06-002891)		334341.00N/1181421.00W		405 (5D)		500		AT1095		2000			
		10.30 DME		5.95 DME		7. TERRAIN		334502.00N/1181231.00W		24 (0)				AS1500		1500			
FINAL: ILS		ZILBA INT/I-TOA		RW29R		8. SIGN (KTOA0001)		334757.39N/1182000.01W		104 (1A)		34:1				381/284			
		5.95 DME																	
FINAL: LOC		ZILBA INT/I-TOA		5.13 NM AFTER		9. TREE (KTOA0101)		334654.33N/1181859.47W		372 (1A)		250				640			
		5.95 DME		ZILBA INT/I-TOA															
				5.95 DME OR AT															
				I-TOA 0.82 DME															
				FIX															
2. PROCEDURE TURN		NA																	
3. MISSED APPROACH	MAP:	DA / 5.13 NM		INISH INT/LAX								ASC				3000			
		AFTER ZILBA		12.04 DME		10. AAO		334707.90N/1182332.50W		1109 (2C)		1000				2200			
	ELEV:	385				11. TERRAIN		334707.90N/1182332.50W		1009 (1000)				AS1500		2500			
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	537	12. TREE (KTOA0054)		334706.69N/1181904.30W		237 (1A)		300		SI 640			
CATEGORY B		1.5 NM			450		577	9. TREE (KTOA0101)		334654.33N/1181859.47W		372 (1A)		300		680			
CATEGORY C		1.7 NM			450		577	9. TREE (KTOA0101)		334654.33N/1181859.47W		372 (1A)		300		680			
CATEGORY D		2.3 NM			550														
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES								PRIMARY NAVAID: LAX VORTAC											
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
345-090		TWR (06-000230)		030/25.3		6634 (3C)		7700		230-345		AAO		347/25.2		4200 (4E)		5200	
090-230		AAO		179/28.9		1700 (4E)		2700											
CITY AND STATE				ELEVATION: 103				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
TORRANCE, CA				AIRPORT NAME: ZAMPERINI FIELD				I-TOA				ILS OR LOC RWY 29R, AMDT 3				AWP			

QUALITY
25
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. PART B, BLOCK 3: ALTIMETER SETTING. SOURCE: KTOA (LAWRS) DISTANCE: 0 HRS: SEE AFD ADJUSTMENT: 0. SOURCE: KLAX (ASOS) DISTANCE: 9.01 NM HRS: 24. ADJUSTMENT: 24 FEET (23.81) KTOA IS ON SERVICE A/KLAX IS ON SERVICE A VGSI DATA: 4.00/11 VEGETATION HEIGHT 100 FEET PER FPT. CIRCLING NA SW RWY 11R-29L-TERRAIN THRESHOLD DISPLACED 540 FEET. CAT D MINIMUMS NOT DEVELOPED DUE TO AIRPORT NOT DESIGNED TO SUPPORT CAT D AIRCRAFT AND NO AIRPORT IMPROVEMENTS ARE PLANNED AT THIS TIME PER FPT. ALTERNATE MISSED APPROACH NOT DEVELOPED PER ATC REQUEST DUE TO TRAFFIC CONGESTION IN THE LOS ANGELES AREA. ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.84NM NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KTOA 103, KLAX 125 RA = 23.8.															
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING																	
TOA TOWER SOCAL APP CON				N W S		OTHER: ATIS		SOURCE:KTOA / KLAX																	
				F A A				DISTANCE: 0 / 9.01																	
				A / C				HOURS REMOTE OPERATION: 0 / 24																	
SATISFACTORY ON:				LOCATION: KTOA				ADJUSTMENT: 0/24																	
4. MONITOR STATUS		X		V H F		X		U H F												H F		PRIMARY NAVAID: I-TOA			
		HRS OPTN:		CAT 1		TOWER OPEN																			
		CAT 3		TOWER CLOSED																					
5. APPROACH & RUNWAY LIGHTING				ALS																					
				(S) SALS																					
		X		MALSR 29R (PCL)																					
				HIRL																					
		X		MIRL 11L, 11R, 29L, 29R																					
		X		REIL 29L																					
				TDZ																					
				C/LINE																					
6. RUNWAY MARKINGS				X		OTHER (SPECIFY) VASI-2L 11L, 29L VASI-4L 29R																			
		BASIC		BSC-F 11R, 29L																					
		ALL WEATHER		PIR-F 11L, 29R																					
7. RUNWAY VISUAL RANGE		INSTRUMENT																							
		APPROACH																							
		MIDFIELD																							
8. GLIDE PATH		ROLL OUT																							
		GP ANGLE: 3.40		ELEV RWY THRESHOLD: 97.0																					
		DISTANCE FROM RWY: 880		ELEV GP ANTENNA: 91.6																					
				THRESHOLD CROSSING HEIGHT: 51.6																					
9. FINAL APPROACH COURSE AIMING				X		RUNWAY THRESHOLD		FT. FROM THRESHOLD																	
				X		ON CENTERLINE		FT. FROM CENTERLINE																	
10. WAIVERS: NONE																									
PART D - PREPARED BY: HERMAN C. ROGERS										DATE: 02/27/2016															
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5433															

