

<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 02/12/2016	<b>Task #:</b> 2014110614252901001	<b>Request #:</b> 20141106142529
<b>Procedure:</b> ILS OR LOC Z RWY 6 AMDT 3			<b>Airport ID:</b> KSBD	<b>Airport:</b> SAN BERNARDINO INTL	<b>Reimbursable #:</b> NO	
<b>City:</b> SAN BERNARDINO	<b>ST:</b> CA	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 07/19/2018		<b>FICO #:</b> 1208728	
<b>Fac ID:</b> SBD		<b>Fac. Type:</b> ILS			<b>Specialist:</b> ROBERT GRIM	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	09/14/2017	03/22/2018	DONALD LANIER	QUALITY		
<b>QA:</b>	03/22/2018	03/28/2018	TRACEY STILES	4 5/2CTabaka		
<b>Liaison:</b>	03/28/2018	03/29/2018	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			<b>ENROUTE-NON</b>			
			<b>Remark Type:</b> INFORMATION			
<p>8260-1 ILS OR LOC Z RWY 06 (CANCEL)</p> <p>THIS CANCELS FDC 7/3116</p> <p>CONTACT INFO: DON LANIER MANAGER AJV-5431, 405.954.8242</p> <p>05/01/18: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/25/17.</p> <p>1. DELETED ALTERNATE MISSED APPROACH AND ASSOCIATED DATA FROM PROCEDURE - PER FLIGHT CHECK.</p> <p>2. 8260-2 HOMELAND (HDF) VOR FIX USE UPDATED.</p>						

<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> ILS OR LOC Z RWY 6 3			<b>AIRPORT NAME:</b> SAN BERNARDINO INTL		<b>AIRPORT ID:</b> KSBD	<b>SPECIAL CONTROL NO:</b> SP-03-264-18	
<b>FAC ID:</b> SBD		<b>CITY:</b> SAN BERNARDINO			<b>ST:</b> CA	<b>ORIG CHART DATE:</b> 07/19/2018	
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> 2014110614252901001		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b>					<b>DATE:</b>		
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT <div style="display: flex; justify-content: flex-end; align-items: center; width: 100px;"> <div style="border: 1px solid black; width: 40px; height: 15px; margin-right: 5px;"></div> <div style="border: 1px solid black; width: 40px; height: 15px; margin-right: 5px;"></div> </div> <div style="display: flex; justify-content: flex-end; align-items: center; width: 100px;"> <div style="border: 1px solid black; width: 40px; height: 15px; margin-right: 5px;"></div> <div style="border: 1px solid black; width: 40px; height: 15px; margin-right: 5px;"></div> </div>		
					<b>YES</b>		<b>NO</b>
					<b>CPV COMPLETE?</b>		
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 04/24/2018	<b>CREW #:</b> VN235	<b>N #:</b> N58	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
<b>FLIGHT INSPECTOR SIGNATURE:</b> thomas e molokie @ 04/24/2018 18:13			<b>PRINTED NAME:</b> MOLOKIE, THOMAS EDWARD			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b> Flown satisfactory with the following change: Delete Alternate missed approach instructions. HDF VOR does not support alternate missed approach beyond missed approach point.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>			

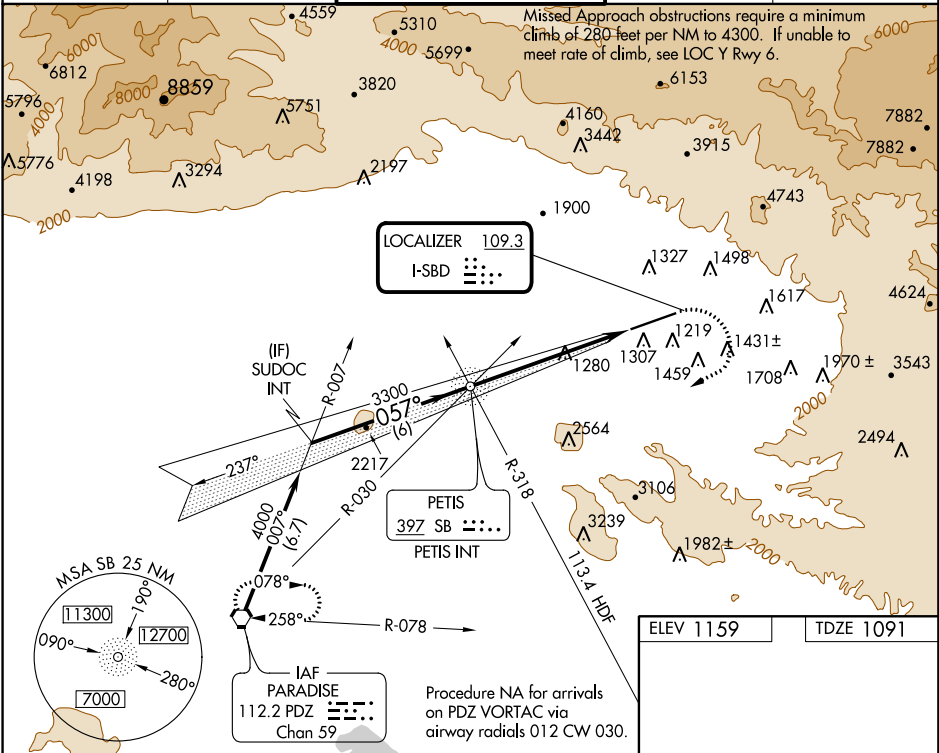
LOC I-SBD <b>109.3</b>	APP CRS <b>057°</b>	Rwy Idg <b>10000</b> TDZE <b>1091</b> Apt Elev <b>1159</b>
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ILS or LOC Z RWY 6  
SAN BERNARDINO INTL (SBD)

**NA** When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA to 1662 feet and all visibilities ¼ mile. Increase all MDA 80 feet and S-LOC Cat C/D visibilities ¼ mile and Circling Cat C ¼ mile and Cat D ½ mile. Circling NA north of Rwy 6-24. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700, then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000.

ATIS <b>124.175</b>	SOCAL APP CON <b>127.0 318.2</b>	SAN BERNARDINO TOWER ★ <b>119.45 (CTAF) 0</b>	GND CON <b>121.8</b>	UNICOM <b>122.975</b>
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SUDOC INT		PETIS NDB/INT		2700	6000	PDZ
Procedure Turn NA		3118		↑	↷	⬡
4000		3300				
GS 3.00° TCH 51		6 NM		6.1 NM		
CATEGORY	A	B	C	D		
S-ILS 6	1589-1¾		498 (500-1¾)		HIRL Rwy 6-24 0	
S-LOC 6	1640-1¼	549 (600-1¼)	1640-1½	549 (600-1½)	549 (600-1¾)	REIL Rwy 6 and 24 0
CIRCLING	1640-1¼	481 (500-1¼)	1660-1½	501 (600-1½)	1820-2	661 (700-2)
FAF to MAP 5.1 NM						
Knots		60	90	120	150	180
Min:Sec		5:06	3:24	2:33	2:02	1:42

SW-3, 14 SEP 2017 to 12 OCT 2017

SW-3, 14 SEP 2017 to 12 OCT 2017

SAN BERNARDINO, CALIFORNIA

AL-547 (FAA)

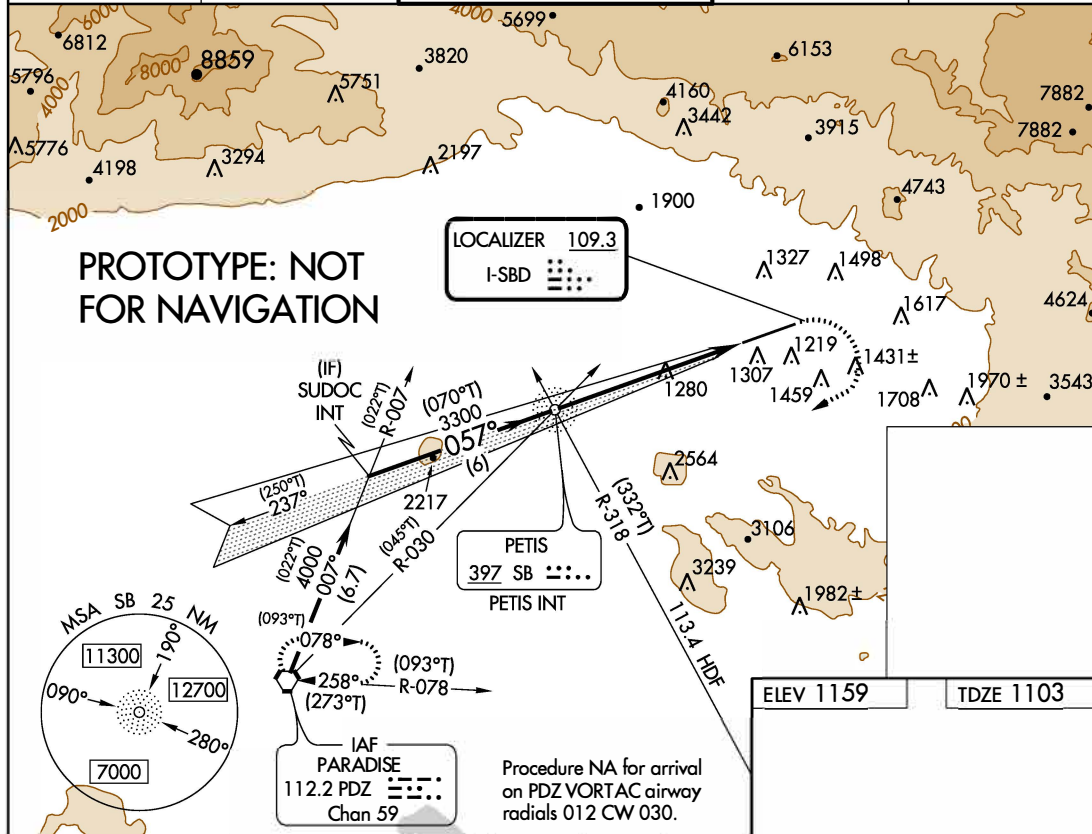
FIG

LOC I-SBD <b>109.3</b>	APP CRS <b>057°</b>	Rwy Idg <b>10000</b> TDZE <b>1103</b> Apt Elev <b>1159</b>
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# **ILS or LOC Z RWY 6** **SAN BERNARDINO INTL (SBD)**

<p><b>⚠</b> Circling NA northwest of Rwy 6-24. When local altimeter setting not received, use Ontario Intl altimeter setting and increase all DA to 1426 feet and all visibilities ¼ mile. Increase all MDA 80 feet and increase S-LOC Cats C/D visibilities ¼ mile, and Circling Cat C ¼ mile.</p>	<p><b>MISSED APPROACH:</b> Climb to 2000 then climbing right turn to 6000 direct PDZ VORTAC and hold, continue climb-in-hold to 6000. * Missed approach requires minimum climb of 340 feet per NM to 4000; if unable to meet climb gradient, see LOC Y RWY 6.</p>
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ATIS <b>124.175</b>	SOCAL APP CON <b>127.0 318.2</b>	SAN BERNARDINO TOWER* <b>119.45 (CTAF) 0</b>	GND CON <b>121.8</b>	UNICOM <b>122.975</b>
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	SUDOC INT	PETIS NDB/INT	2000	6000	PDZ												
	4000	3318															
	GS 3.00° TCH 51	057°															
	6 NM	6.1 NM															
CATEGORY	A	B	C	D													
S-ILS 6*		1353-¾	250 (300-¾)														
S-LOC 6*	1740-1	637 (700-1)	1740-1¾	637 (700-1¾)													
CIRCLING	1740-1	581 (600-1)	1760-1¾	2640-3													
		601 (700-1¾)	1481 (1500-3)														
<p>HIRL Rwy 6-24 REIL Rwy 6 and 24</p> <p>FAF to MAP 6.1 NM</p> <table> <tr> <td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr> <tr> <td>Min:Sec</td><td>6:06</td><td>4:04</td><td>3:03</td><td>2:26</td><td>2:02</td></tr> </table>						Knots	60	90	120	150	180	Min:Sec	6:06	4:04	3:03	2:26	2:02
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**AUTOMATED AL-547 ILS Z or LOC Z RWY 6**  
**AUTOMATED AL-547 ILS Z or LOC Z RWY 6**

SW-3  
 28 FEB 2018  
 COMPILER: CG  
 REVIEWER:  
 DBL CHKR:  
 EFF DATE: FIG

SAN BERNARDINO, CALIFORNIA

Amdt 3 FIG

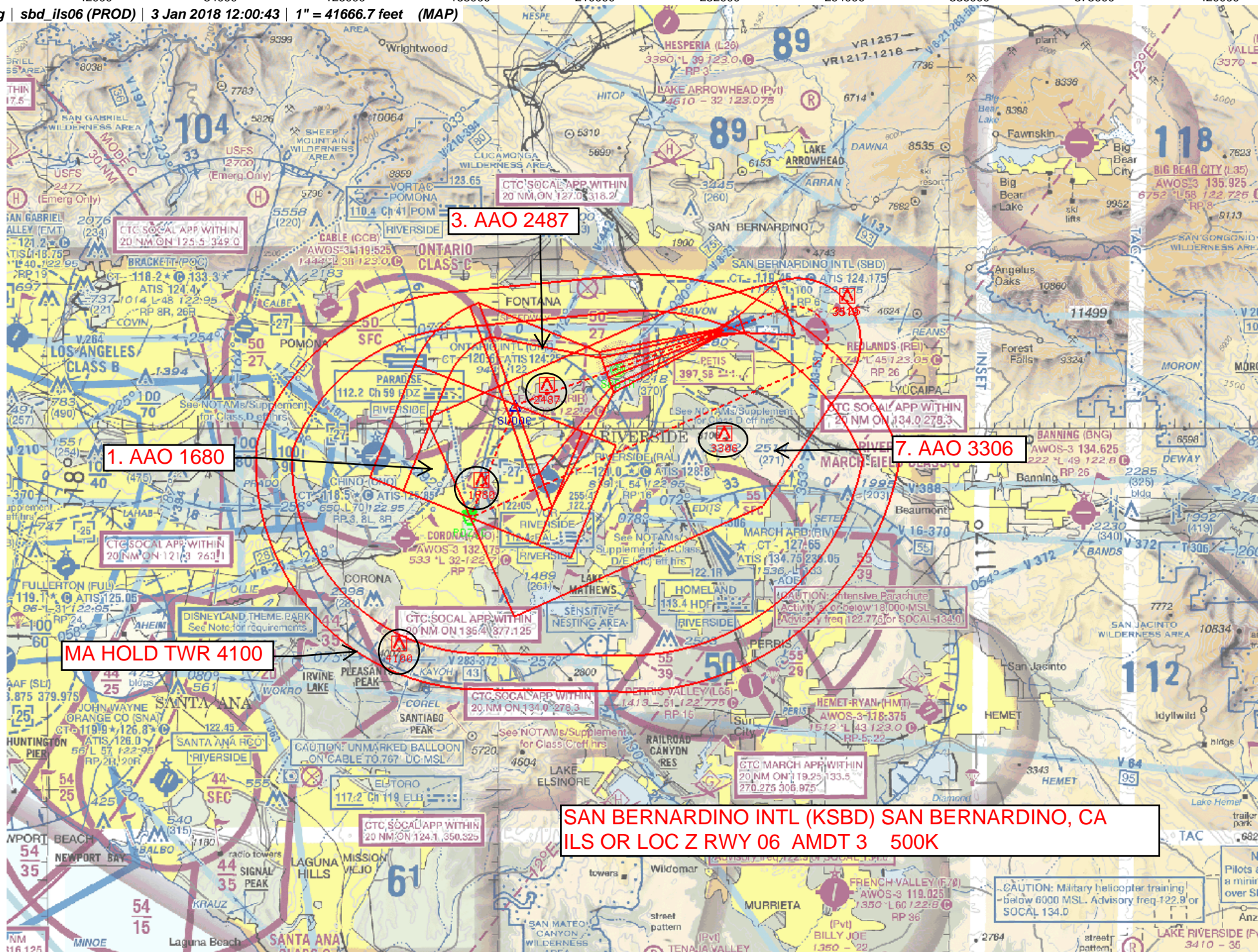
34°06'N-117°14'W

**SAN BERNARDINO INTL (SBD)**  
**ILS or LOC Z RWY 6**

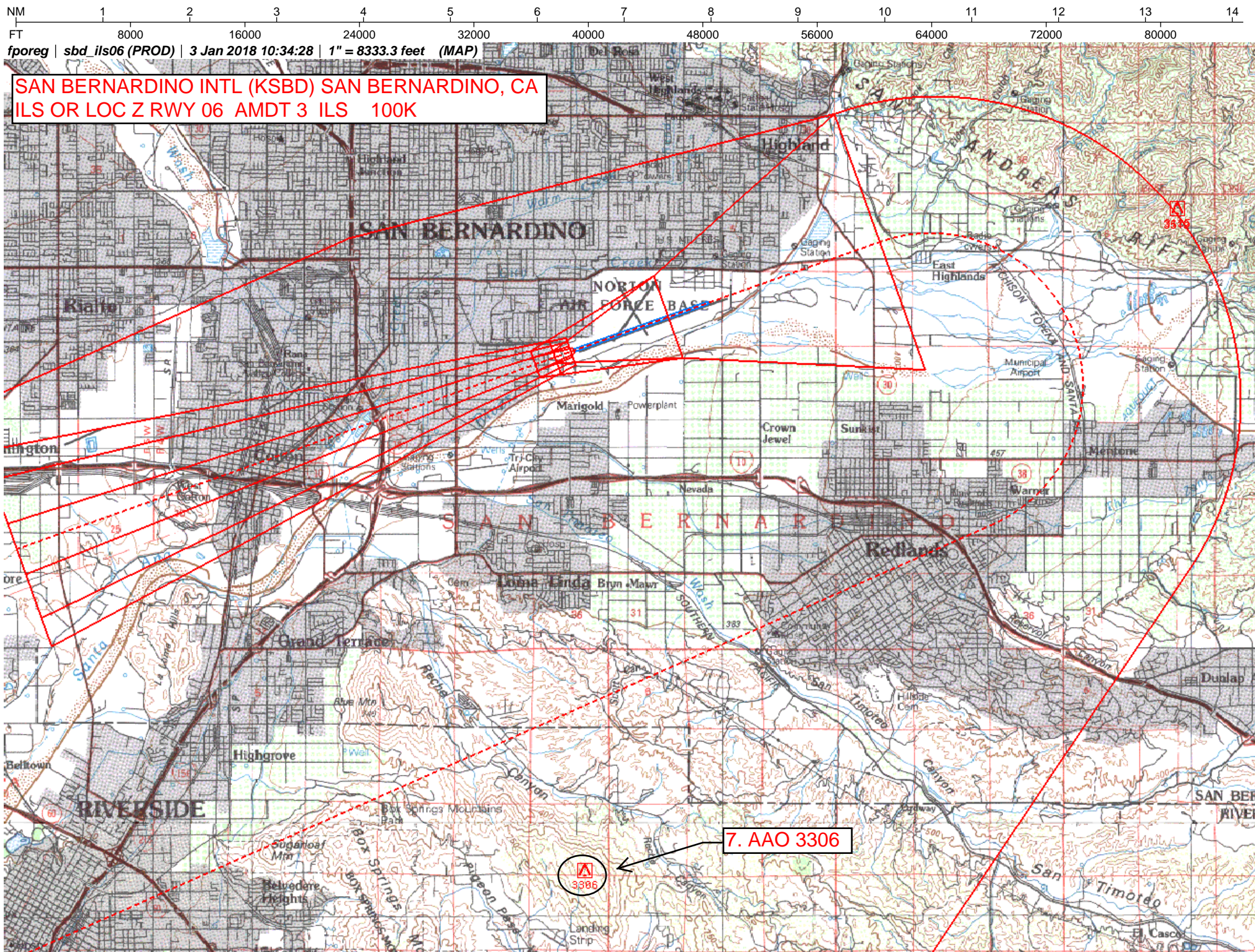


NM 7 14 21 28 35 42 49 56 63 70  
FT 42000 84000 126000 168000 210000 252000 294000 336000 378000 420000

fporeg | sbd\_ils06 (PROD) | 3 Jan 2018 12:00:43 | 1" = 41666.7 feet (MAP)







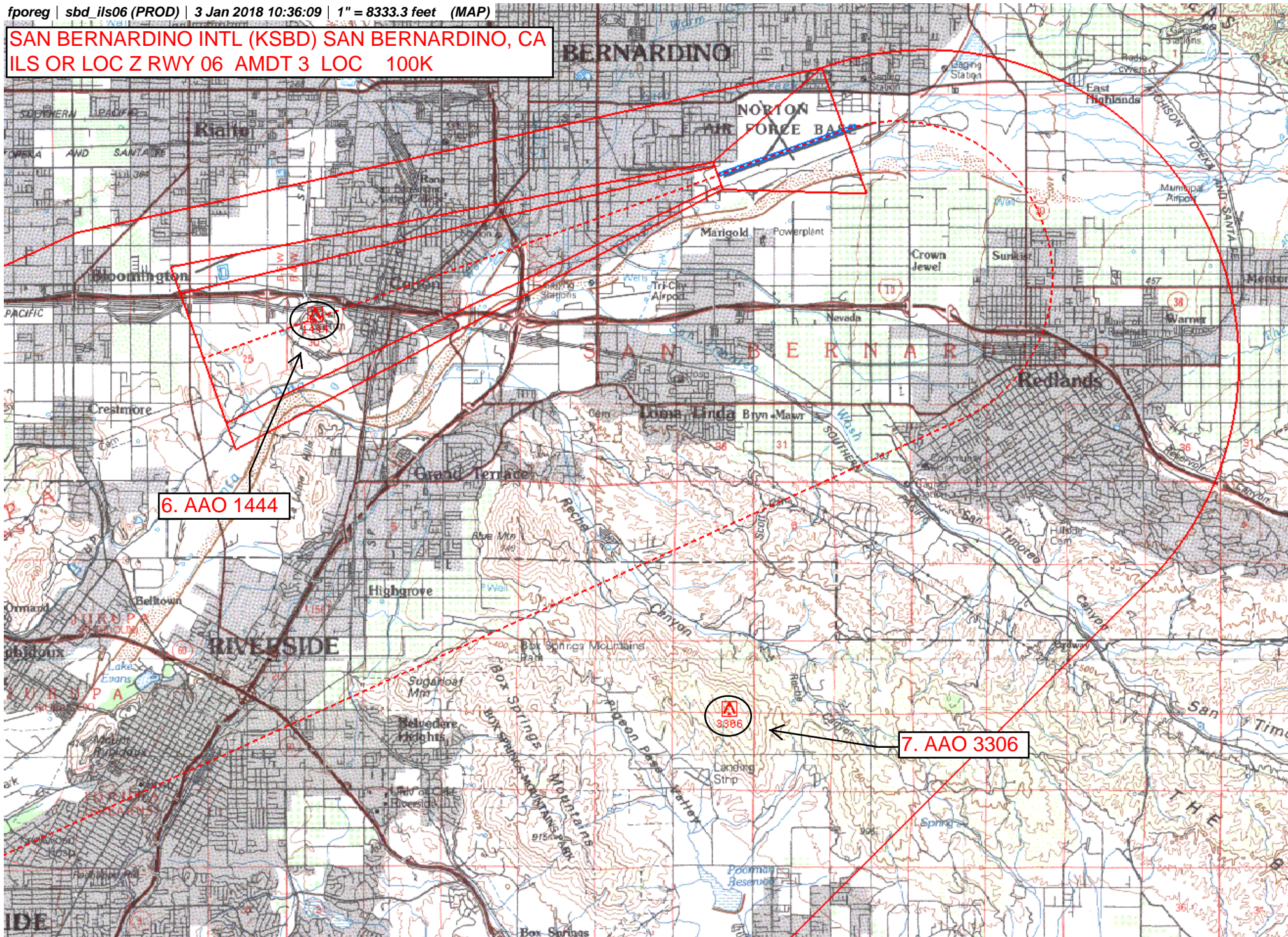


NM 1 2 3 4 5 6 7 8 9 10 11 12 13 14

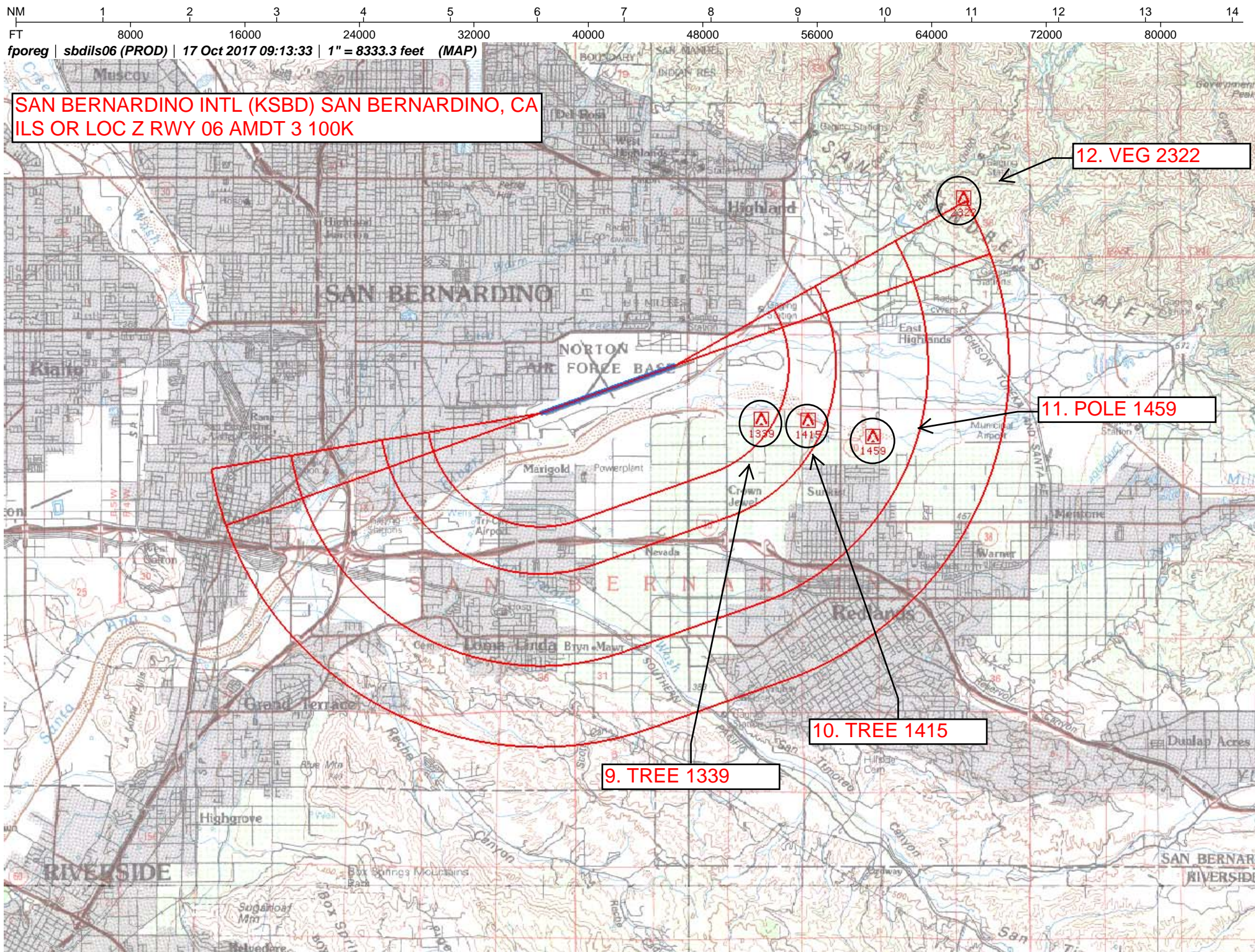
FT 8000 16000 24000 32000 40000 48000 56000 64000 72000 80000

fporeg | sbd\_ils06 (PROD) | 3 Jan 2018 10:36:09 | 1" = 8333.3 feet (MAP)

**SAN BERNARDINO INTL (KSBD) SAN BERNARDINO, CA  
ILS OR LOC Z RWY 06 AMDT 3 LOC 100K**









# TERMINAL AIRSPACE DATA REQUIREMENTS

City: SAN BERNARDINO Airport Name: SAN BERNARDINO INTL Procedure: ILS OR LOC Z RWY 6 Docket #:	State: CA ID: KSBD Amendment: AMDT 3																																																												
<b>ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.</b>																																																													
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">1.</td> <td style="width: 30%;">Distance from</td> <td style="width: 15%;">THLD</td> <td style="width: 20%;">to 1000' point</td> <td style="width: 40%; text-align: right;">3.29</td> </tr> <tr> <td>2.</td> <td>Width of</td> <td>FINAL</td> <td>segment at 1000' point</td> <td style="text-align: right;">0.93</td> </tr> <tr> <td>3.</td> <td>True Course of</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">70.42</td> </tr> <tr> <td>4.</td> <td>High Terrain in</td> <td>FINAL</td> <td>segment containing 1000' point</td> <td style="text-align: right;">1244</td> </tr> <tr> <td>5.</td> <td>Distance from</td> <td>THLD</td> <td>to 1500' point</td> <td style="text-align: right;">4.92</td> </tr> <tr> <td>6.</td> <td>Width of</td> <td>INTERMEDIATE</td> <td>segment at 1500' point</td> <td style="text-align: right;">1.28</td> </tr> <tr> <td>7.</td> <td>True Course of</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">70.42</td> </tr> <tr> <td>8.</td> <td>High Terrain in</td> <td>INTERMEDIATE</td> <td>segment containing 1500' point</td> <td style="text-align: right;">2287</td> </tr> <tr> <td>9.</td> <td colspan="3">Threshold Coordinates (if straight-in)</td> <td style="text-align: right;">34 05 26.72 N / 117 15 01.57 W</td> </tr> <tr> <td>10.</td> <td colspan="3">ARP Coordinates</td> <td style="text-align: right;">34 05 43.30 N / 117 14 05.60 W</td> </tr> <tr> <td>11.</td> <td colspan="4">Runway Approach End and distance furthest from ARP: Runway 06 Distance 0.82 NM</td> </tr> <tr> <td>12.</td> <td colspan="3">FAF Coordinates</td> <td style="text-align: right;">34 03 23.30 N / 117 21 58.01 W</td> </tr> </table>		1.	Distance from	THLD	to 1000' point	3.29	2.	Width of	FINAL	segment at 1000' point	0.93	3.	True Course of	FINAL	segment containing 1000' point	70.42	4.	High Terrain in	FINAL	segment containing 1000' point	1244	5.	Distance from	THLD	to 1500' point	4.92	6.	Width of	INTERMEDIATE	segment at 1500' point	1.28	7.	True Course of	INTERMEDIATE	segment containing 1500' point	70.42	8.	High Terrain in	INTERMEDIATE	segment containing 1500' point	2287	9.	Threshold Coordinates (if straight-in)			34 05 26.72 N / 117 15 01.57 W	10.	ARP Coordinates			34 05 43.30 N / 117 14 05.60 W	11.	Runway Approach End and distance furthest from ARP: Runway 06 Distance 0.82 NM				12.	FAF Coordinates			34 03 23.30 N / 117 21 58.01 W
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<b>Remarks:</b>																																																													





# Federal Aviation Administration

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## Memorandum

Date:

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division  
THRU: Sherri Hubbard, Manager, Flight Procedure Implementation &  
Oversight Branch

From: Steve Szukala, Manager, Instrument Flight Procedures Team 3, AJV-5430

Subject: **ACTION:** Waiver Cancellation

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The attached Waiver for San Bernardino Intl (KSBD) is forwarded for your review and approval.

Please return a signed copy for our files.

8260-1 ILS Z OR LOC Z RWY 06 (CANCEL)

Please respond as soon as possible.

Attachments:



# FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

SAN BERNARDINO, CA  
SAN BERNARDINO INTL  
ILS OR LOC Z RWY 6

2. Waiver Required and Applicable Standard:

TERPS, PARA 3.9.1E (2), 40:1 OBSTACLE CLEARANCE SLOPE (OCS), AND TERPS PARA 3.9.3. MISSED APPROACH CLIMB GRADIENT.

3. Reason for Waiver (*Justification for nonstandard treatment*):

MISSED APPROACH 40:1 OBSTACLE ASSESSMENT WOULD NOT ALLOW A MISSED APPROACH REGARDLESS OF ROUTING OR ALTITUDE ADJUSTMENTS. THROUGH THE USE OF 230' ADJUSTMENT OF THE DA AND A 280' PER NM CLIMB GRADIENT A 1589' MSL DA AND 489' HAT CAN BE ACHIEVED.

4. Equivalent Level of Safety Provided:

THE CLIMB GRADIENT WILL BE PUBLISHED ON PROCEDURES IN FEET PER NAUTICAL MILE AND VERTICAL SPEED (FPM) TO ALLOW USERS TO CALCULATE THEIR CLIMB REQUIREMENTS BASED UPON OTHER FACTORS.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

REROUTING THE MISSED APPROACH WILL NOT ALLEVIATE PENETRATIONS OF 40:1 OCS BY HIGH TERRAIN AND OBSTRUCTIONS.

6. Coordination With User Organizations (*Specify*):

AVN-130

AVN-101

7. SUBMITTED BY

DATE:  
JAN 17 2007

Office Identification:

AVN-100

Title:

MANAGER, NATIONAL FLIGHT  
PROCEDURES GROUP

Signature:

CHAS. FREDERIC ANDERSON



## 8. CONTINUATION

## Comments:

This waiver is canceled effective March 29, 2018.  
A waiver is no longer required and an approval  
letter request submitted to AFS-400, IAW FAO  
8260.3C, CH 16, para 16-1-8a(6).

## 9. AFS ACTION

<b>XX</b>	Approved
	Disapproved
	Not Required

## Comments:

Date:

FEB 22 2007

Routing Symbol:

AFS-400

Signature:

  
John W. McGraw  
Manager, Flight Procedures & Technologies