

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION							RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.33										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		LNAV: RW06												
PDZ VORTAC (IAF)				UCUDO (TF) (FB) (RNP 1.00)				005.06 / 6.37				4000		CLIMB TO 2800 THEN CLIMBING RIGHT TURN TO 6000 DIRECT PDZ VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000.												
UCUDO (IF)				WIDAD (TF) (FB) (RNP 1.00)				057.30 / 5.90				3300														
WIDAD (FAF)				RW06 (MAP) (TF) (FO) (RNP 0.30)				057.36 / 6.80						ADDITIONAL FLIGHT DATA: HOLD E, RT, 258.00 INBOUND. FAS OBST: 1444 AAO 340349N/1172027W. CHART VDP AT 4.11 NM TO RW06. CHART CIRCLING ICON. WIDAD TO RW06: 3.00/50.7												
RW06 (MAP)				2800 MSL (CA)								2800														
2800 MSL				PDZ VORTAC (DF) (FO) (RNP 1.00)								6000														
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)																										
2. PROFILE STARTS AT UCUDO																										
3. FAC: 057.36 FAF: WIDAD DIST FAF TO MAP: 6.80 THLD: 6.80																										
4. MIN. ALT: UCUDO 4000, WIDAD 3300																										
5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: _____																										
6. MIN GS INCPT: _____ GS ALT AT: _____ OM: _____ MM: _____ IM: _____																										
7. GS ANGLE: _____ TCH: 20:1 IS CLEAR 34:1 IS CLEAR																										
8. MSA FROM: RW06 12700																										
MAG VAR: 13E EPOCH YEAR: 2005																										
MINIMUMS																										
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A			@																
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											
LNAV MDA	2460	1 1/4	1357	2460	1 1/2	1357	2460	3	1357	2460	3	1357														
CIRCLING	2460	1 1/4	1301	2460	1 1/2	1301	2460	3	1301	2640	3	1481														
NOTES: CHART NOTE: CIRCLING NA NW OF RWY 06-24. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON PDZ VORTAC AIRWAY RADIALS 278 CW 078. PBN REQUIREMENTS NOTE: RNP APCH CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ONTARIO ALTIMETER SETTING AND INCREASE ALL MDA 80 FT.																										
CITY AND STATE SAN BERNARDINO, CA				ELEVATION: 1159 TDZE: 1103 AIRPORT NAME: SAN BERNARDINO INTL				FACILITY IDENTIFIER: RNAV		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: RNAV (GPS) Y RWY 6, AMDT 1					SUP: AMDT: ORIG DATED 05/07/2009											



ALL AFFECTED PROCEDURES REVIEWED? <input 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; margin-top: 10px;"> <div>A4A <input checked="" type="checkbox"/></div> <div>ALPA <input checked="" type="checkbox"/></div> <div>AOPA <input checked="" type="checkbox"/></div> <div>APA <input type="checkbox"/></div> <div>HAI <input type="checkbox"/></div> <div>NBAA <input checked="" type="checkbox"/></div> <div>OTHER (specify) <input checked="" type="checkbox"/> SOCAL APP CON, AMGR, ATA</div> </div>		
FLIGHT CHECKED BY		
NAME:	FIFO	DATE:
DEVELOPED BY <i>Digitally signed by</i>		
NAME: <div style="text-align: center;">ROBERT GRIM</div>	ROBERT GRIM Mar 19, 2018	FIFO AJV-5431 DATE: 10/06/2017
APPROVED BY		
NAME: <div style="text-align: center;">PATRICK MULQUEEN</div>	MANAGER FIFO AJV-5430	DATE:
CHANGES: 1. MISSED APPROACH INSTRUCTIONS CHANGED FROM CLIMBING RIGHT TURN TO 5000 DIRECT PDZ VORTAC AND HOLD, TO CLIMB TO 2800 THEN CLIMBING RIGHT TURN TO 6000 DIRECT PDZ VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 6000. 2. FINAL SEGMENT CONTROLLING OBSTACLE CHANGED FROM 1489 (IN SECONDARY) TREE TO 1444 AAO. 3. VISUAL DESCENT POINT (VDP) CHANGED FROM 4.22 NM TO 4.11 NM TO RWY 06. 4. ADDED NOTE: CHART CIRCLING ICON. 5. NON-STANDARD ALTERNATE MINIMUMS ADDED TO PROCEDURE. 6. LNAV MDA/HAT CHANGED FROM 2480/1389 ALL CATS TO 2460/1357 ALL CATS. 7. CIRCLING MDA/HAA CHANGED FROM 2480/1321 ALL CATS TO 2460/1301 CAT A-C, 2640/1481 CAT D. 8. CHANGED NOTE FROM CIRCLING NA NORTH OF RWYS 6 AND 24 TO CIRCLING NA NW OF RWY 06-24. 9. INTERMEDIATE SEGMENT LENGTH CHANGED FROM 6.03 TO 5.90. 10. FINAL SEGMENT LENGTH CHANGED FROM 6.67 TO 6.80. 11. ADDED B-U ALTIMETER (KONT) TO PROCEDURE. 12. ADDED 20:1 IS CLEAR TO 8260-3, LINE 7. 13. CHANGED PDZ VORTAC RESTRICTED ARRIVAL RADIALS FROM 012 CW 030 TO 278 CW 078. (SEE FORM 8260-10)		
REASONS: 1. TO OBTAIN LOWER MINIMUM DESCENT ALTITUDE. 2. 1489 TREE WAS IN THE SURVEY AREA AND USED THE OLD FORMAT OF CALCULATING ASSUMED OBSTACLE HEIGHT. 3. LNAV MINIMUM DESCENT ALTITUDE IS 20 FT LOWER. 4. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. 5. PER FPT REQUEST AND IAW 8260.19H 8-6-4 B (3), "ALTERNATE MINIMUMS ARE AUTHORIZED ON RNAV (GPS) SIAPS". 6. NEW CONTROLLING OBSTACLE IN FINAL SEGMENT AND HIGHER MISSED APPROACH CLIMB TO ALTITUDE RESULTS IN GREATER OBSTACLE PENETRATIONS. 7. LOWER STRAIGHT-IN MINIMUMS AND LARGER CIRCLING AREA RADIUS. 8. IAW 8260.19H 8-6-5 M (A) AND RWY ALIGNMENT. 9-10. WIDAD (PFAF) MOVED 768 FT SSW TO MATCH IPDS PFAF LOCATION. 11. PER QC REQUEST. 12. IAW 8260.19H 8-6-7 G (3). FOR RNAV PROCEDURES, STATE WHETHER THE 34:1 AND 20:1 OBSTACLE ASSESSMENT SURFACES ARE CLEAR OR NOT. 13. MAX TURN ANGLE FOR RNAV IS 90 DEGREES. 14. B-U ALTIMETER ADDED TO PROCEDURE. 15. TO MATCH VGSI AND OBTAIN OPTIMUM (318 FPNM) DESCENT ANGLE. (SEE FORM 8260-10)		

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RNAV - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.33

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CITY AND STATE

SAN BERNARDINO, CA

ELEVATION: 1159

TDZE: 1103

AIRPORT NAME:

SAN BERNARDINO INTL

FACILITY
IDENTIFIER:
RNAV

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:
RNAV (GPS) Y RWY 6, AMDT 1

SUP:

AMDT: **ORIG**

DATED: **05/07/2009**

QUALITY
23
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE		
COORDINATED WITH:						
A4A <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>	HAI <div><input type="checkbox"/></div>	NBAA <div><input type="checkbox"/></div>	OTHER (specify) <div><input type="checkbox"/></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>14. ADDED NOTE: NA WHEN LOCAL WEATHER NOT AVAILABLE.</div> <div>15. GLIDE SLOPE ANGLE CHANGED FROM 3.06 TO 3.00.</div> <div>16. DELETED CHART NOTE: DME/DME RNP-0.3 NA.</div> <div>17. ADDED PBN REQUIREMENTS NOTE: RNP APCH.</div> <div>18. CHANGED MSA OBSTACLE FROM 11703 SURVEYED GRD TO 11699 AAO.</div>						
<div>REASONS:</div> <div>REASONS CONT.</div> <div>16-17. PER AJV CRITERIA MEMO 261.</div> <div>18. PER QC.</div>						

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:		
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING			PRECIPITOUS TERRAIN EVALUATION COMPLETED.		
ZLA ARTCC RIVERSIDE FSS SOCAL APP CON				N W S		OTHER: AWOS-3		SOURCE:KSBD/KONT			ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.31NM CAT B: 1.85NM CAT C: 2.90NM CAT D: 3.84NM	
				F A A				DISTANCE: 0/18.41				
				A / C				HOURS REMOTE OPERATION: 24/YES / 24/YES				
SATISFACTORY ON:				LOCATION: KSBD			ADJUSTMENT: 0/73			SEE ATTACHED AIRSPACE LETTER. RASS PRESSURE PATTERNS THE SAME KSBD 1159, KONT 944 RA = 72.48.		
4. MONITOR STATUS		PRIMARY NAVAID:									VEGETATION HEIGHT OF 100' PER WESTERN FPT.	
		MONITOR POINT:										
		HRS OPTN:	CAT 1									
				CAT 3							TAA NOT DEVELOPED PER FPT/ATC REQUEST.	
5. APPROACH & RUNWAY LIGHTING		ALS										VGSI DATA: 3.00/52.0
		(S) SALS										
		MALS										
		X		HIRL 06 (PCL), 24 (PCL)							KSBD AWOS ON WMSCR. KONT ASOS ON WMSCR.	
				MIRL								
		X		REIL 06 (PCL), 24 (PCL)								
				TDZ							TERRAIN TURNED OFF IN IPDS BUILD FOR FINAL AND MISSED APPROACH SEGMENTS. MAP STUDY USED TO OBTAIN 2C ACCURACY CODE.	
		C/LINE										
X		OTHER (SPECIFY) PAPI-4L 06, 24										
6. RUNWAY MARKINGS		BASIC BSC-G 24									25.49 DEGREE BANK ANGLE USED IN IPDS MISSED APPROACH.	
		ALL WEATHER PIR-G 06										
		INSTRUMENT										
7. RUNWAY VISUAL RANGE		APPROACH 24									KSBD AND KREI AAO EXEMPT AREAS OVERLAP EAST OF KSBD.	
		MIDFIELD										
		ROLL OUT										
8. GLIDE PATH		GP ANGLE:					ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:					ELEV GP ANTENNA:					
		THRESHOLD CROSSING HEIGHT:										
9. FINAL APPROACH COURSE AIMING			X		RUNWAY THRESHOLD				FT. FROM THRESHOLD			
			X		ON CENTERLINE				FT. FROM CENTERLINE			
10. WAIVERS: 1 ORDER 8260.19H, PARAGRAPH 8-6-6 F(2); MISSED APPROACH CLIMB GRADIENT (LPV). IN ADDITION TO THE LOWER MINIMA THAT REQUIRE THE USE OF THE CLIMB GRADIENT GREATER THAN THE MINIMUM STANDARD, MINIMA WILL BE PUBLISHED TO SUPPORT THE MINIMUM STANDARD CLIMB GRADIENT FOR THE SAME TYPE OF MINIMA.												
PART D - PREPARED BY: ROBERT GRIM						DATE: 10/06/2017						
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5431						