

**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> KSTS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 32	<u>ORIGINAL/AMENDMENT</u> 19C	<u>CITY</u> SANTA ROSA	<u>STATE</u> CA		
<u>AIRPORT ELEVATION</u> 129	<u>TDZE</u> 122	<u>SUPERSEDED</u> ILS OR LOC/DME RWY 32	<u>ORIGINAL/AMENDMENT</u> 19B	<u>DATED</u> 03/28/2019	<u>MAG VAR</u> 16E	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> I-STS	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
PYE VOR/DME	IAF	LUSEE INT/STS DME 12.16 DME					010.37	16.35	3000
SGD VORTAC	IAF	DACER INT/SGD VORTAC 15.51 DME					281.42	15.51	3900
DACER INT/SGD VORTAC 15.51 DME		LUSEE INT/STS DME 12.16 DME					281.42	2.50 (SGD R-281)	3000
SAU VOR/DME	IAF	BURDE INT/SAU VOR/DME 15.35 DME					330.47	15.35	4000
BURDE INT/SAU VOR/DME 15.35 DME		LUSEE INT/STS DME 12.16 DME					321.19	14.08 (I-STS)	3000
LUSEE INT/STS DME 12.16 DME	IF	EDOVE INT/STS DME 9.81 DME					321.19	2.35 (I-STS)	2700
EDOVE INT/STS DME 9.81 DME		PIGPN/STS DME 6.15 DME					321.19	3.66 (I-STS)	2000

MISSED APPROACH

MAP:

ILS: DA

LOC: STS DME 0.42 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1020 THEN CLIMB TO 6000 ON ENI VORTAC R-131 TO CABEX/ENI VORTAC 18.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 DIRECT PYE VOR/DME AND HOLD. ALTERNATE MISSED APPROACH REQUIRES MINIMUM CLIMB OF 235 FEET PER NM TO 2800.

QUALITY
16
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT LUSEE INT/STS DME 12.16 DME

3.FAC: 321.19FAF: PIGPN/STS DME 6.15 DMEDIST FAF TO MAP:DIST FAF TO THLD: 5.74

4. MIN ALT: LUSEE INT/STS DME 12.16 DME 3000, EDOVE INT/STS DME 9.81 DME 2700, PIGPN/STS DME 6.15 DME 2000

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT: 993

6. MIN GS INCPT: 2000GS ALT AT FAF : PIGPN/STS DME 6.15 DME 2000OM:MM:IM:

7. GP ANGLE: 3.0034:120:1TCH: 52.8

8. MSA FROM: KSTS 5900

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1038' MSL.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PYE VOR/DME ON V25-27 AND T257 SOUTHEAST BOUND.
CHART NOTE: DME FROM STS DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-STS AND STS DME.
CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 32 VISIBILITY ALL CATS TO RVR 4500, S-LOC 32 CATS A/B TO RVR 5500.

ADDITIONAL FLIGHT DATA:

CHART: SANTA ROSA AIR CENTER (ABANDONED)
FAS OBSTACLE 319 AAO 382505N/1224440W 319
CHART CIRCLING ICON.
CHART: STS 26.24 DME AT BURDE
HOLD SE, LT, 310.98 INBOUND.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S PYE VOR/DME, RT, 010.37 INBOUND.
CHART IN PLANVIEW: PYE VOR/DME.

MINIMUMS:

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

ALTERNATE: NA

☐

ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN TOWER CLOSED.; LOC: STANDARD - CAT C 1000-3, CAT D 1300-3, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN 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-ILS 32	377	2400	255	377	2400	255	377	2400	255	377	2400	255			
S-LOC 32	580	2400	458	580	2400	458	580	4500	458	580	4500	458			
CIRCLING	600	1	471	680	1	551	1080	3	951	1420	3	1291			



CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM ILS OR LOC/DME RWY 32 TO ILS OR LOC RWY 32. - 8260.19H, - 8-3-4.B7.
2. ADDED CHART NOTE: DME FROM STS DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-STIS AND STS DME - IAW .19I 8-6-9 K.
3. DELETED FEEDER FROM STS VOR/DME TO LUSEE. - STS VOR/DME DECOMMISSIONING.
4. CHANGED MISSED APPROACH FROM "CLIMB TO 1020 ON STS VOR/DME R-310.48 AND CLIMBING LEFT TURN TO 6000 TO CABEX/STS 21.25 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000" TO "CLIMB TO 1020 THEN CLIMB TO 6000 ON ENI VORTAC R-130.98 TO CABEX/ENI 18.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000. - STS VOR/DME DECOMMISSIONING/ATC REQUEST.
5. CHANGED ALTERNATE MISSED APPROACH FROM "CLIMB TO 1020 ON ENI VORTAC R-130.19 AND CLIMBING LEFT TURN TO 6000 TO CABEX/ENI 18.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6000" TO "CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 DIRECT PYE VOR/DME AND HOLD". - STS VOR/DME DECOMMISSIONING/ATC REQUEST.
6. CHANGED REFERENCES TO STS VOR/DME TO STS DME. - STS VOR DECOMMISSIONING.
7. DELETED PROFILE LINE 2 LUSEE H-I-L PT. - FPT/ATC REQUEST.
8. CHANGED ADDITIONAL FLIGHT DATA HOLD SE,LT, 309.81 INBOUND TO HOLD SE, LT, 310.98 INBOUND. - FPT ATC REQUEST.
9. CHANGED CHART IN PLANVIEW: ALTERNATE MA HOLDING, "HOLD SE CABEX/ENI 18.00 DME, LT, 310.98 INBOUND" TO "HOLD S PYE VOR/DME, RT, 010.37 INBOUND. - ATC/FPT REQUEST/STS VOR DECOMMISSIONING.
10. CHANGED CHART IN PLANVIEW: CABEX/ENI 18.00 DME TO PYE VOR/DME. - ALTERNATE MISSED APPROACH CHANGED TO PYE VOR/DME.
11. ADDED "CAT C 1000/3, CAT D 1300/3" TO LOC ALTERNATE MINIMUMS. - 8260.3D VISIBILITY TABLES.
12. CHANGED MSA CENTER POINT FROM STS VOR/DME TO KSTS - NAVAID DECOMMISSIONING.
13. ADDED ALTERNATE MISSED APPROACH REQUIRES MINIMUM CLIMB OF 225 FEET PER NM TO 2800 TO ALTERNATE MISSED APPROACH INSTRUCTIONS - TO MITIGATE ALT MISSED AAO PENETRATIONS PER TARGETS; NOTE ADDED IAW .19I, 8-6-6.
14. ADDED CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 32 VISIBILITY ALL CATS TO RVR 4500, S-LOC 32 CATS A/B TO RVR 5500. - IAW NEW VISIBILITY TABLES.
15. ADDED CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1038' MSL - IAW 19I 8-6-11, O,7 - AVNIS DATA.
16. RAISED SEGMENT ALTITUDE FROM BURDE TO LUSEE FROM 2800 FT TO 3000 FT - IAW .19I 8-2-5,G,3 - TO MATCH -2 MINIMUM ALTITUDE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOA, STS ATCT, ARPT MGR

FLIGHT CHECKED BY*Digitally signed by***LONNIE EVERHART**

JOHN D JEFFERS

Jun 03, 2021

OFFICE

FICO

DATE

05/21/2021

DEVELOPED BY*Digitally signed by***LONNIE EVERHART**

JON DENTON (THOR CORNELL)

Jun 03, 2021

OFFICE

AJV-A432

DATE

02/17/2021

APPROVED BY*Digitally signed by***LONNIE EVERHART**

LONNIE EVERHART

Jun 03, 2021

OFFICE

AJV-A430

DATE**TITLE**
MANAGER

QUALITY
16
CHECKED

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KSTS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 32	<u>AMDT NO.</u> 19C	<u>CITY</u> SANTA ROSA	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 129	<u>FACILITY</u> I-STS
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
PYE VOR/DME

TO
LUSEE INT/STS DME 12.16 DME

<u>RNP</u>	<u>DISTANCE</u> 16.35	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<u>MIN ALT</u>
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1.AAO	381047.70N/1224541.20W		1579	1000	3	6A	1000					3000
2.TERRAIN	381047.70N/1224541.20W		1379 (1400)								AS1500	2900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM
SGD VORTAC

TO
DACER INT/SGD VORTAC 15.51 DME

<u>RNP</u>	<u>DISTANCE</u> 15.51	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					<u>MIN ALT</u>
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3.AAO	382040.41N/1223459.77W		2639	50	20	2C	1000					3700
4.TERRAIN	382040.41N/1223459.77W		2439 (2400)								AS1500	3900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

DACER INT/SGD VORTAC 15.51 DME

TO

LUSEE INT/STS DME 12.16 DME

RNP	DISTANCE 2.50	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	382124.00N/1223648.00W		1706	250	50	4D	1000				AT294	3000
6.TERRAIN	382124.00N/1223730.00W		1090 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

SAU VOR/DME

TO

BURDE INT/SAU VOR/DME 15.35 DME

<u>RNP</u>	<u>DISTANCE</u> 15.35	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
7.AAO	375530.60N/1223602.10W		2800	1000	3	6A	1000					4000
8.TERRAIN	375530.60N/1223602.10W		2600 (2600)								AS1000	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

BURDE INT/SAU VOR/DME 15.35 DME

TO

LUSEE INT/STS DME 12.16 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	14.08											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.AAO	380908.10N/1223529.60W		1800	1000	3	6A	1000				XP200	3000
10.TERRAIN	380908.10N/1223529.60W		1600 (1600)								AS1000	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP FOR COMMON ALTITUDE BURDE TO LUSEE.

INTERMEDIATE

FROM

LUSEE INT/STS DME 12.16 DME

TO

EDOVE INT/STS DME 9.81 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	2.35											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
11.AAO	382112.00N/1223521.00W		2307	250	50	4D	500				SA-491 AT384	2700
12.TERRAIN	382054.00N/1223757.00W		735 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

EDOVE INT/STS DME 9.81 DME

TO

PIGPN/STS DME 6.15 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	3.66											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.AAO	382327.00N/1223957.00W		1512	250	50	4D	500				SA-500 AT488	2000
14.TERRAIN	382224.00N/1224639.00W		210 (200)								AS1500	1700

COMPUTATIONS												
ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	

SEGMENT REMARKS:

FINAL: ILS

FROM

PIGPN/STS DME 6.15 DME

TO

RW32

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.64		DA	255								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC			XP55	377

COMPUTATIONS												
ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	

SEGMENT REMARKS:

XP TO MAINTAIN PREVIOUS MINIMUMS.



FINAL: LOC

FROM

PIGPN/STS DME 6.15 DME

TO

STS 0.42 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.85		STS 0.42 DME	458								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
15.AAO	382505.31N/1224440.34W		319	50	20	2C	250					580

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH : ILS

FROM

DA

TO

CABEX/ENI 18.00 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
					186							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				6000
16.AAO	384018.00N/1230245.00W		2330	164	98	4E	1000					3400
17.TERRAIN	384018.00N/1230245.00W		2130 (2100)								AS1500	3600

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM
STS 0.42 DME

TO
CABEX/ENI 18.00 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 670					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				6000
16.AAO	384018.00N/1230245.00W		2330	164	98	4E	1000					3400
17.TERRAIN	384018.00N/1230245.00W		2130 (2100)								AS1500	3600

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : ILS

FROM
DA

TO
PYE VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 186					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
18.AAO	383449.94N/1225916.56W		2148					ASC	235	2800		4000
18.AAO	383449.94N/1225916.56W		2148	50	20	2C	1000					3200
18.TERRAIN	383449.94N/1225916.56W		1948 (1900)								AS1500	3400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH ALTERNATE : LOC

FROM
STS 0.42 DME

TO
PYE VOR/DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 670					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
18.AAO	383449.94N/1225916.56W		2148					ASC	235	2800		4000
18.AAO	383449.94N/1225916.56W		2148	50	20	2C	1000					3200
18.TERRAIN	383449.94N/1225916.56W		1948 (1900)								AS1500	3400

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

CIRCLING ☐ ALL CATS ☒ CAT A ☒ CAT B ☒ CAT C ☒ CAT D ☐ CAT E ☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
19.TREE(OBS-3188)	383142.55N/1225015.20W	1.30	471	290	50	20	2C	300			600
CATEGORY B											
20.TREE (06-091520)	382912.23N/1225100.08W	1.81	551	370	20	10	1B	300			680
CATEGORY C											
21.TREE (06-091540)	383125.83N/1224510.16W	2.84	951	777	20	10	1B	300			1080
CATEGORY D											
22.AAO	383248.11N/1225015.20W	3.73	1291	1119	50	20	2C	300			1420

CIRCLING REMARKS:



MSA

CENTER

KSTS

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	384824.00N/1224427.00W	355	18.1	4895	164	98	4E	1000			5900

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZOA ARTCC, STS TOWER

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KSTS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSTS	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3P	<u>LOCATION</u> K069	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> K069	<u>DISTANCE</u> 17.995	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 47

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KSTS 128.7, K069 89.9
RA = 46.9.

<u>PRIMARY NAVAID</u> I-STS	<u>MONITOR POINT</u> STS ATCT	<u>HRS OPERATION</u> TOWER OPEN TOWER CLOSED	<u>CAT</u> 1 3
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW20 - MIRL (PCL), PAPI-4L (PCL)	BSC-G	
RW02 - MIRL (PCL), PAPI-2L (PCL)	NPI-G	
RW14 - HIRL (PCL), PAPI-4R (PCL)	PIR-G	ROLL OUT
RW32 - MALSR (PCL), HIRL (PCL)	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 120.4	<u>TCH</u> 52.8	<u>ELEV GS ANTENNA</u> 118.6	<u>DISTANCE FROM RWY</u> 993	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - DME NOT COLLOCATED WITH I-STS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

50 FOOT TREES USED PER PROCEDURE DESIGN REQUEST.

CAT D CIRCLING RADIUS FOR THE ILS OR LOC/DME RWY 32 IS 3.73NM, THE RNAV (GPS) RWY 32 IS 3.71NM. THE CONTROLLING OBSTACLES ARE DIFFERENT BASED ON THE INCREASED RADIUS. OBSTACLE 5 IS 2.17 FT INTO SECONDARY AREA. DTED USED TO FIND HIGH TERRAIN INSIDE PRIMARY AREA.

FOR CONTINGENCY BACKUP ALTIMETER USE ONLY:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PETALUMA ALTIMETER SETTING AND INCREASE ALL DA TO 424 FT AND ALL MDA 60 FT, AND S-LOC 32 VISIBILITY CATS C AND D TO RVR 5500.

FOR INOPERATIVE ALS WHEN USING PETALUMA ALTIMETER SETTING, INCREASE S-LOC 32 VISIBILITY CATS A/B TO RVR 5500, CATS C/D TO 1 3/8 SM.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KSTS	<u>PROCEDURE NAME</u> ILS OR LOC RWY 32	<u>AMDT NO.</u> 19C	<u>CITY</u> SANTA ROSA	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 129	<u>FACILITY</u> I-STS
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.91
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.85
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	337.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	THLD	TO 1500FT POINT	4.94
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.29
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	337.19
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	100

THRESHOLD
COORDINATES
(IF STR-IN)

383008.39N/1224820.48W

ARP COORDINATES

383034.90N/1224846.40W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 32 DISTANCE 0.56 NM

FAF
COORDINATES

382450.77N/1224530.71W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
16
CHECKED

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Electronic Version

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PART E: PREPARED BY

<u>NAME</u> JON DENTON (THOR CORNELL)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 02/17/2021	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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