
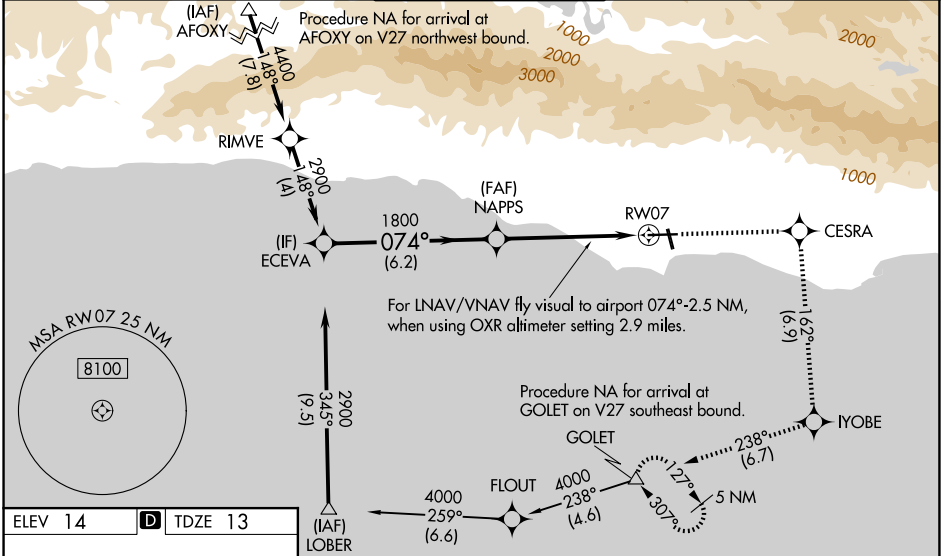



WAAS CH 78306 W07A	APP CRS 074°	Rwy Ldg 6052 TDZE 13 Apt Elev 14
--	------------------------	---


RNAV (GPS) RWY 7


SANTA BARBARA MUNI (SBA)

RNP APCH - GPS.			<div>MALSR</div> <div></div>	<div>MISSED APPROACH: Climb to 4000 direct CESRA and right turn on track 162° to IYOBE and right turn on track 238° to GOLET and hold, continue climb-in-hold to 4000.</div>	
<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 3°C or above 54°C.</div><div>⚠</div><div>Circling Rwy 15L/R and 33L/R NA at night. Rwy 7 helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use OXR altimeter setting and increase LPV DA to 392 feet; increase LNAV/VNAV DA to 686 feet and all visibilities ¼ SM. Increase all MDAs 100 feet, and LNAV visibility Cat C and D ½ SM, and Circling visibility Cat A/C ½ SM. VDP and Baro-VNAV NA when using OXR altimeter setting. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV Cat A to RVR 5500 and Cat C/D to 2 ½ SM. For inop ALS when using OXR altimeter setting, increase LPV all Cats visibility to RVR 5500 and LNAV/VNAV all Cats visibility to 1 ½ SM. Circling NA for Cats C and D north of Rwy 7-25.</div></div>					
<div>ATIS</div> <div>132.65</div>	<div>SANTA BARBARA APP CON★</div> <div>120.55 319.15 (151°-329°)</div> <div>125.4 291.1 (330°-150°)</div>	<div>SANTA BARBARA TOWER★</div> <div>119.7 (CTAF) 0 254.35</div>	<div>GND CON</div> <div>121.7</div>	<div>CLNC DEL</div> <div>132.9</div>	<div>UNICOM</div> <div>122.95</div>



HIRL Rwy 7-25 

MIRL Rwy 15R-33L 

REIL Rwy 15R and 25 

<div> <div>ECEVA</div> <div>GP 3.00° TCH 52</div> <div>NAPPS</div> <div>For LNAV/VNAV fly visual to airport, 074° -2.5 NM, when using OXR altimeter setting 2.9 miles.</div> <div>RW07</div> </div>	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	<div> <div>2900</div> <div>1800</div> <div>1800</div> <div>6.2 NM</div> <div>3.1 NM</div> <div>2.4 NM</div> </div>	<div> <div>074°</div> <div>1800</div> <div>2.4 NM to RW07</div> </div>	<div> <div>2900</div> <div>1800</div> <div>1800</div> <div>6.2 NM</div> <div>3.1 NM</div> <div>2.4 NM</div> </div>	
CATEGORY	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	A	B	C	D
LPV DA	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	309/40 296 (300-¾)	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	
LNAV/VNAV DA	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	603-1¼ 590 (600-1¼)	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	
LNAV MDA	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	820/40 807 (900-¾)	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	
CIRCLING	<div> <div>4000</div> <div>CESRA</div> <div>tr 162°</div> <div>IYOBE</div> <div>tr 238°</div> <div>GOLET</div> </div>	820-1 806 (900-1)	840-1¼ 826 (900-1¼)	840-2½ 826 (900-2½)	1000-3 986 (1000-3)