

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: I-BET 1.28 DME CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 2000 ON BET VORTAC R-277 TO ROLLR/BET VORTAC 12.00 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 2000 DIRECT OSE NDB AND HOLD. (ADF REQUIRED). ADDITIONAL FLIGHT DATA: HOLD W, RT, 097.18 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NE OSE NDB, RT, 221.97 INBOUND. CHART FAS OBST: 114 TREE 604725N/1614951W CHART VDP AT 2.05 DME* DISTANCE VDP TO THLD 0.77 NM. *LOC ONLY. CHART BET R-277 AT ROLLR. CHART BET R-067 AT WEEKE. CHART IN PLANVIEW: OSE NDB. CHART CIRCLING ICON. CHART PLANVIEW NOTE: DME REQUIRED.					
OSE NDB		KAYSE/I-BET 6.45 DME		025.32 / 5.64				2000							
BET VORTAC		KAYSE/I-BET 6.45 DME		007.26 / 5.29				1800							
ROLLR/BET VORTAC 12.00 DME CW (IAF)		CATUB/I-BET 13.17 DME (NOPT)		12.00 DME ARC (BET LR-358)				1800							
WEEKE/BET VORTAC 12.00 DME CCW (IAF)		CATUB/I-BET 13.17 DME (NOPT)		12.00 DME ARC (BET LR-019)				1800							
CATUB/I-BET 13.17 DME (IF)		KAYSE/I-BET 6.45 DME		192.47 / 6.71 (I-BET)				1800							
1. PT <u> L </u> SIDE OF COURSE <u>012.47</u> OUTBOUND <u>1800</u> FT WITHIN <u>10</u> MILES OF <u> KAYSE </u> (IAF) 2. _____ 3. FAC: <u>192.47</u> FAF: <u>KAYSE/I-BET 6.45 DME</u> DIST FAF TO MAP: _____ THLD: <u>5.18</u> 4. MIN. ALT: <u>KAYSE 1800, PENIE/I-BET 2.58 DME 560*</u> 5. DIST TO THLD FROM OM: _____ MM: _____ IM: _____ 150 HAT: _____ 100 HAT: _____ GS ANT: <u>898</u> 6. MIN GS INCPT: <u>1800</u> GS ALT AT: <u>KAYSE 1800</u> OM: _____ MM: _____ IM: _____ 7. GS ANGLE: <u>3.00</u> TCH: <u>51.8</u> 8. MSA FROM: <u>BET VORTAC 090-180 2200, 180-090 1400</u>										MAG VAR: 11E EPOCH YEAR: 2020					
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 19R #	320	2400	200	320	2400	200	320	2200	200	320	2400	200			
S-LOC 19R	400	2400	280	400	2400	280	400	2400	280	400	2400	280			
CIRCLING	480	1	351	600	1	471	600	1 1/2	471	680	2	551			
NOTES:															
CHART NOTE: CIRCLING NA W OF RWY 1L-19R. CHART NOTE: DME REQUIRED. CHART NOTE: # RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.															
CITY AND STATE		ELEVATION: 129		TDZE: 120		FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP: ILS OR LOC/DME Z			
BETHEL, AK		AIRPORT NAME:		BETHEL		I-BET		ILS Z OR LOC Z RWY 19R, AMDT 7E				RWY 19R			
												AMDT: 7D			
												DATED 11/13/2014			

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify)		<div><input checked="" type="checkbox"/> ZAN, BET ATCT, AIRPORT MANAGER</div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY <i>Digitally signed by</i>					
NAME:				FIFO	DATE:
HERMAN C. ROGERS				AJV-5432	11/22/2016
APPROVED BY					
NAME:				FIFO	DATE:
PATRICK MULQUEEN				AJV-5430	
MANAGER					
CHANGES:					
<div>1. CHANGED PROCEDURE NAME FROM ILS OR LOC/DME Z RWY 19R TO ILS Z OR LOC Z RWY 19R.</div> <div>2. CHANGED FINAL COURSE AND INTERMEDIATE COURSE FROM 189.47 TO 192.47 MAGNETIC.</div> <div>3. CHANGED OSE NDB TO KAYSE TERMINAL ROUTE FROM 022.32 TO 025.32.</div> <div>4. CHANGED PT OUTBOUND COURSE FROM 009.47 TO 12.47.</div> <div>5. CHANGED ALTERNATE MISSED APPROACH HOLD INBOUND COURSE AT THE OSE NDB FROM 218.97 TO 221.97.</div> <div>6. ADDED ADDITIONAL FLIGHT DATA NOTE, "CHART CIRCLING ICON".</div> <div>7. ADDED CHART NOTE AND CHART PLANVIEW NOTE: DME REQUIRED.</div> <div>8. CIRCLING CAT B MDA/HAA CHANGED FROM 580/451 TO 600/471.</div> <div>9. ILS DA RAISED FROM 300 TO 320 AND S-LOC HAT LOWERED FROM 300 TO 280.</div> <div>10. DELETED NOTE: USE I-BET DME WHEN ON THE LOCALIZER.</div> <div>11. LOWERED CIRCLING CAT A MDA FROM 520 TO 480.</div> <div>12. ADDED CHART NOTE: "CIRCLING RWY 1L NA AT NIGHT".</div> <div>13. CHANGED VDP FROM 0.79 NM TO 0.77 NM AND CHANGED VDP DISTANCE FROM 2.07 DME TO 2.05 DME.</div> <div>ALL CHANGES FROM AMDT 7B THRU 7D HAVE BEEN INCORPORATED INTO THIS PROCEDURE.</div>					
REASONS:					
<div>1. 8260.3B, CHAPTER 1, PARA 163.</div> <div>2/3/4/5. ARPT, BET ILS, AND OSE NDB MAGVAR UPDATED FROM 14E/2010 TO 11E/2020.</div> <div>6. 4. 8260.19G, PARA 8-6-6.H(2).</div> <div>7. PARA 8-7-1.D(12).</div> <div>8. NEW SURVEY DATA AND CIRCLING CRITERIA APPLIED TO MATCH THE FULL AMENDMENT TO RNAV (GPS) RWY 1R WHICH WILL BE FLIGHT CHECKED.</div> <div>9. USING HEIGHT ABOVE TDZE INSTEAD OF THRE.</div> <div>10. ALL FIXES USE SAME DME FACILITY.</div> <div>11. TO MATCH FULL AMENDMENT TO THE RNAV (GPS) RWY 1L WHICH WILL BE FLIGHT CHECKED.</div> <div>12. VISUAL SURFACE PENETRATED.</div> <div>13. THRE CHANGED FROM 99.9 TO 102.2.</div>					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.	
FEEDER	OSE NDB	KAYSE/I-BET 6.45	1. AAO	604743.53N/1615234.44W	374 (2C)	1000	AT626	2000	
		DME	2. TERRAIN	604743.53N/1615234.44W	174 (200)		AS1500	1700	
FEEDER	BET VORTAC	KAYSE/I-BET 6.45	1. AAO	604743.53N/1615234.44W	374 (2C)	1000	AT426	1800	
		DME	2. TERRAIN	604743.53N/1615234.44W	174 (200)		AS1500	1700	
INITIAL: ARC	ROLLR/BET VORTAC	CATUB/I-BET	3. AAO	605639.00N/1615018.00W	260 (4E)	1000	AT540	1800	
	12.00 DME CW	13.17 DME	4. TERRAIN	605639.00N/1615018.00W	60 (100)		AS1500	1600	
INITIAL: ARC	WEEKE/BET VORTAC	CATUB/I-BET	5. AAO	605654.00N/1613442.00W	260 (4E)	1000	AT540	1800	
	12.00 DME CCW	13.17 DME	6. TERRAIN	605654.00N/1613442.00W	60 (100)		AS1500	1600	
INTERMEDIATE	CATUB/I-BET 13.17	KAYSE/I-BET 6.45	7. AAO	605358.76N/1614245.13W	291 (2A)	500	DG1009	1800	
	DME	DME	8. TERRAIN	605358.76N/1614245.13W	91 (100)		AS1500	1600	
INTERMEDIATE: PT	10 NM	KAYSE/I-BET 6.45	7. AAO	605358.76N/1614245.13W	291 (2A)	500	DG1009	1800	
		DME	8. TERRAIN	605358.76N/1614245.13W	91 (100)		AS1500	1600	
FINAL: ILS	KAYSE/I-BET 6.45	RW19R				ASC		320/200	
	DME								
2. PROCEDURE TURN	KAYSE	10 NM	7. AAO	605358.76N/1614245.13W	291 (2A)	1000	AT509	1800	
			8. TERRAIN	605358.76N/1614245.13W	91 (100)		AS1500	1600	
3. MISSED APPROACH	MAP: DA / I-BET 1.28	ROLLR/BET VORTAC	11. ANTENNA TOWER	604700.82N/1615016.87W	185 (1A)	ASC		2000	
	DME	12.00 DME	12. AAO	604324.00N/1615442.00W	381 (4E)	1000		1400	
	ELEV: 134/150		13. TERRAIN	604324.00N/1615442.00W	181 (200)		AS1500	1700	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 351	14. ANT (PBETT000409)	604716.94N/1614848.37W	162 (1A)	300	480	
CATEGORY B	1.5 NM	450	471	15. ANT LTD	604729.36N/1614624.54W	299 (1A)	300	600	
CATEGORY C	1.7 NM	450	471	15. ANT LTD	604729.36N/1614624.54W	299 (1A)	300	600	
CATEGORY D	2.3 NM	550	551	16. AAO	604322.42N/1615417.34W	350 (2C)	300	HAA 680	
CATEGORY E	4.5 NM	550							
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAIID: BET VORTAC								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A
090-180	AAO	109/26.1	1189 (6A)	2200					
180-090	TWR (02-000592)	249/01.8	380 (1A)	1400					
CITY AND STATE	ELEVATION: 129			FACILITY		PROCEDURE AND AMENDMENT NO:		REGION	
BETHEL, AK	AIRPORT NAME: BETHEL			I-BET		ILS Z OR LOC Z RWY 19R, AMDT 7E		AAL	

QUALITY
10
CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: PRECIPITOUS TERRAIN EVALUATION COMPLETED. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.84NM CAT D: 3.71NM NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME PABE 129, PANA 17 RA = 31.18. ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLE. CIRCLING NA W OF RWY 1R-19L DUE TO HIGH TOWERS. SECONDARY ALTIMETER SETTING NOTE NOT PUBLISHED PER FPT. VGSI DATA: 3.00/52 RWY 12/30 GRAVEL. VISUAL PORTION OF FINAL PENETRATIONS: (THIS IS THE FIRST MALSR LIGHT BAR, NOT A FACTOR) RWY 1L: 20:1 128 ELEC SYS (02-021462) 604616.56N/1615038.22W (0.79) BETHEL (BET) VORTAC MAGVAR NOT UPDATED, REMAINS 14E/2010. MISSED APPROACH OBSTACLES CONT. ALTERNATE: 11. ANTENNA TOWER (PABET0009) 604700.82N/1615016.87W 185 (1A) ASC 2000 12. AAO 604324.00N/1615442.00W 381 (4E) 1000 1400 13. TERRAIN 604324.00N/1615442.00W 181 (200) AS1500 1700													
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING															
ZAN ARTCC BET TOWER						N W S		OTHER: ASOS												SOURCE: PABE/PANA			
						F A A														DISTANCE: 6.8			
						A / C														HOURS REMOTE OPERATION: 0/YES 24/YES			
SATISFACTORY ON:				LOCATION: PABE				ADJUSTMENT: 0/32															
4. MONITOR STATUS		PRIMARY NAVAID:		I-BET																			
		MONITOR POINT:		ATCT																			
		HRS OPTN:		CAT 1		24																	
				CAT 3																			
5. APPROACH & RUNWAY LIGHTING				ALS																			
				(S) SALS																			
		X		MALSR 01L (PCL), 19R (PCL)																			
		X		HIRL 01L (PCL), 01R (PCL), 19L (PCL), 19R (PCL)																			
		X		MIRL 12 (PCL), 30 (PCL)																			
		X		REIL 01R (PCL), 19L																			
				TDZ																			
				C/LINE																			
		X		OTHER (SPECIFY) VASI-4L 01L (PCL), 19R (PCL) PAPI-4L 01R (PCL), 19L (PCL)																			
6. RUNWAY MARKINGS		BASIC																					
		ALL WEATHER		PIR-F 01L, 19R																			
		INSTRUMENT		NPI-G 01R, 19L																			
7. RUNWAY VISUAL RANGE		APPROACH		01L, 19R																			
		MIDFIELD																					
		ROLL OUT																					
8. GLIDE PATH		GP ANGLE: 3.00				ELEV RWY THRESHOLD: 102.2																	
		DISTANCE FROM RWY: 898				ELEV GP ANTENNA: 105.8																	
						THRESHOLD CROSSING HEIGHT: 51.8																	
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: 11/22/2016													
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5432													



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				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING			ALS								
			(S) SALS								
			MALS								
			HIRL								
			MIRL								
			REIL								
			TDZ								
			C/LINE								
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT									
7. RUNWAY VISUAL RANGE		APPROACH									
		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				RUNWAY THRESHOLD					FT. FROM THRESHOLD		
				ON CENTERLINE					FT. FROM CENTERLINE		
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	

