

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION VOR STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.23										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		MAP: VIRUC/1.67 DME								
BET VORTAC			ANEYA/5.47 DME			196.48 / 5.47			2500		CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2000 ON BET VORTAC R-277 TO ROLLR/12.00 DME AND HOLD.								
ROLLR/12.00 DME CCW (IAF)			DURAY/12.00 DME (NOPT)			12.00 DME ARC (BET LR-207)			2000										
NAVIC/12.00 DME CCW (IAF)			DURAY/12.00 DME (NOPT)			12.00 DME ARC (BET LR-207)			2000										
WEEKE/12.00 DME CW (IAF)			DURAY/12.00 DME (NOPT)			12.00 DME ARC (BET LR-186)			2000										
ULOVE/12.00 DME CW (IAF)			DURAY/12.00 DME (NOPT)			12.00 DME ARC (BET LR-186)			2000										
DURAY/12.00 DME (IF)			ANEYA/5.47 DME			016.48 / 6.53 (BET R-196)			1600		ADDITIONAL FLIGHT DATA: HOLD W, RT, 097.18 INBOUND. CHART FAS OBST: 234 TREE 604326N/1615436W CHART BET R-277 AT ROLLR. CHART BET R-220 AT NAVIC. CHART BET R-067 AT WEEKE. CHART BET R-142 AT ULOVE. CHART 1700 PRIOR TO ANEYA IN PROFILE. CHART CIRCLING ICON. ANEYA TO RW01L: 2.98/47. FAC CROSSES RWY C/L EXTENDED 4344 FT FROM THLD. CHART PLANVIEW NOTE: DME REQUIRED.								
1. PT L SIDE OF COURSE 196.48 OUTBOUND 1600 FT WITHIN 10 MILES OF ANEYA (IAF)																			
2.																			
3. FAC 016.48 FAF ANEYA/5.47 DME DIST FAF TO MAP THLD 4.51																			
4. MIN. ALT ANEYA 1600																			
8. MSA FROM: BET VORTAC 090-180 2200, 180-090 1400										MAG VAR: 14E				EPOCH YEAR: 2010					
MINIMUMS																			
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT						ALTERNATE: N A		STANDARD											
CATEGORY =====>		A		B		C		D		E									
	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA	MDA	VIS	HAT/HAA				
S-01L	500	5000	373	500	5000	373	500	5000	373	500	5000	373							
CIRCLING	500	1	371	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.																			
CITY AND STATE		ELEVATION: 129		TDZE: 127		FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP VOR/DME RWY 1L							
BETHEL, AK		AIRPORT NAME:		BETHEL		BET		VOR RWY 1L, AMDT 2C				AMDT 2B							
												DATE 04/03/2014							

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				Digitally signed by	
NAME:				FIFO	DATE:
HERMAN C. ROGERS				AJV-5432	11/22/2016
HERMAN C. ROGERS				Feb 02, 2017	
APPROVED BY					
NAME:				FIFO	DATE:
PATRICK MULQUEEN				AJV-5430	
MANAGER					
CHANGES:					
<div>1. CHANGED THE ARPT MAGVAR FROM 14E/2010 TO 11E/2020.</div> <div>2. ADD NOTES TO ADDITIONAL FLIGHT DATA, "CHART AIRPORT ELEV 129" AND "CHART TDZE 127".</div> <div>3. CHANGED CIRCLING CAT B MDA/HAA FROM 580/454 TO 600/471.</div> <div>4. CHANGED S-01L HAT FROM 375 TO 373.</div> <div>5. CHANGED CIRCLING CAT A MDA/HAA FROM 520/394 TO 500/371, CAT C HAT FROM 474 TO 471, AND CAT D HAT FROM 554 TO 551.</div> <div>6. IN THE MISSED APPROACH INSTRUCTIONS CHANGED THE WORD "VIA" TO "ON".</div> <div>7. IN ADDITIONAL FLIGHT DATA, CHANGED THE NAVIC RADIAL FROM 219 TO 220.</div> <div>8. CHANGED PROCEDURE NAME FROM VOR/DME RWY 1L TO VOR RWY 1L.</div> <div>9. ADDED CHART AND PLANVIEW NOTE: DME REQUIRED.</div> <div>10. CHANGED COURSE BET VTAC TO ANEYA FROM 195.48 TO 196.48.</div> <div>11. DELETED INOP MALSR NOTE: FOR INOPERATIVE MALSR, INCREASE CAT D VISIBILITY TO RVR 6000.</div> <div>ALL CHANGES FROM AMDT 2A THRU 2B HAVE BEEN INCORPORATED INTO THIS PROCEDURE.</div>					
REASONS:					
<div>1. ARPT MAGVAR OUT OF TOLERANCE.</div> <div>2. NEW AIRPORT SURVEY DATA.</div> <div>3/4/5. NEW OBSTACLE SURVEY DATA AND TO COINCIDE WITH THE LOWERING OF CAT A MINS ON THE RNAV (GPS) RWY 15.</div> <div>6. 8260.19G 8-6-7.D(7)</div> <div>7. TO MATCH PUBLISHED PLATE AND CORRECT HEADING (223.78T/219.78M).</div> <div>8/9. 8260.3C PARA 161.</div> <div>10. GEODESIC RESULTS.</div> <div>11. STANDARD INOP ADJUSTMENT IS SUFFICIENT.</div>					

QUALITY
10
CHECKED

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	BET VORTAC	ANEYA/5.47 DME	1. TOWER (02-000592)	604652.70N/1615304.59W	380 (1A)	1000	AT1120	2500	
			2. TERRAIN	604325.65N/1615436.27W	199 (199)		AS1500	1700	
INITIAL: ARC	ROLLR/12.00 DME	DURAY/12.00 DME	3. AAO	604218.11N/1621834.74W	311 (6A)	1000	AT689	2000	
	CCW		4. TERRAIN	604218.11N/1621834.74W	111 (100)		AS1500	1600	
INITIAL: ARC	NAVIC/12.00 DME	DURAY/12.00 DME	5. AAO	603425.09N/1620120.70W	299 (4D)	1000	AT701	2000	
	CCW		6. TERRAIN	603425.09N/1620120.70W	99 (100)		AS1500	1600	
INITIAL: ARC	WEEKE/12.00 DME	DURAY/12.00 DME	7. AAO	604613.82N/1612026.46W	334 (6A)	1000	AT666	2000	
	CW		8. TERRAIN	604613.82N/1612026.46W	134 (100)		AS1500	1600	
INITIAL: ARC	U LOVE/12.00 DME	DURAY/12.00 DME	9. AAO	603254.00N/1613624.00W	324 (4D)	1000	AT676	2000	
	CW		10. TERRAIN	603254.00N/1613624.00W	124 (100)		AS1500	1600	
INTERMEDIATE	DURAY/12.00 DME	ANEYA/5.47 DME	11. AAO	604221.00N/1615830.00W	299 (4D)	500		800	
			12. TERRAIN	604221.00N/1615830.00W	99 (100)		AS1500	1600	
ENTRY ZONE			1. TOWER (02-000592)	604652.70N/1615304.59W	380 (1A)	1000		1400	
			2. TERRAIN	604325.65N/1615436.27W	199 (200)		AS1500	1700	
2. PROCEDURE TURN	ANEYA	10 NM	14. AAO	604254.00N/1615818.00W	324 (4D)	1000		1400	
			15. TERRAIN	604254.00N/1615818.00W	124 (100)		AS1500	1600	
3. MISSED APPROACH	MAP: VIRUC/1.67 DME	ROLLR/12.00 DME				ASC		2000	
	ELEV: 250		1. TOWER (02-000592)	604652.70N/1615304.59W	380 (1A)	1000		1400	
			16. TERRAIN	604754.52N/1615232.52W	153 (200)		AS1500	1700	
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.							
CATEGORY A	1.3 NM	REQUIRED 350	ACTUAL 371	17. ANT (PBETT000409)	604716.94N/1614848.37W	162 (1A)	300	SI	500
CATEGORY B	1.5 NM	450	471	18. ANT LTD	604729.36N/1614624.54W	299 (1A)	300		600
CATEGORY C	1.7 NM	450	471	18. ANT LTD	604729.36N/1614624.54W	299 (1A)	300		600
CATEGORY D	2.3 NM	550	551	19. AAO	604322.42N/1615417.34W	350 (2C)	300	HAA	680
CATEGORY E	4.5 NM	550							
5. MINIMUM SAFE ALTITUDES	PRIMARY NAVAID: 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			BET VORTAC		VOR RWY 1L, AMDT 2C		AAL	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - VDP IS LESS THAN .5NM BEFORE MAP. PRECIPITOUS TERRAIN EVALUATION COMPLETED. VGSI DATA: 3.00/31.2 RWY 12/30 GRAVEL. CIRCLING NA W OF RWY 1L-19R DUE TO HIGH TOWERS. PABE ASOS AND PANA AWOS-3 ARE ON WMSCR. SECONDARY ALTIMETER SETTING NOTE NOT PUBLISHED PER FPT. MAGVAR UPDATE: ARPT; BETHEL (BET) ILS; OSCARVILLE (OSE) NDB : OLD 14E/2010; NEW 11E/2020. BET VTAC REMAINS AT 14E/200. BETHEL (BET) VORTAC MAGVAR NOT UPDATED PER FPT CHECKLIST. VISUAL PORTION OF FINAL PENETRATIONS: (THIS IS THE FIRST LIGHT ON THE MALSR, IT IS NOT A FACTOR) RWY 1L: 20:1 128 ELEC SYS (02-021462) 604616.56N/1615038.22W (0.79) 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 = 31.8. 35' TREES USED WITHIN 20000' AND ON FINAL SEGMENTS BEYOND 20000', PER FPT. OPTIMUM COURSE NOT USED TO HAVE COMMON MAP WITH OTHER PROCEDURES.											
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING													
ZAN ARTCC BET TOWER				N W S		OTHER: ASOS		SOURCE: PABE/PANA													
								DISTANCE: 6.8													
								HOURS REMOTE OPERATION: 0/YES 24/YES													
SATISFACTORY ON:				LOCATION: PABE				ADJUSTMENT: 0/32													
4. MONITOR STATUS		PRIMARY NAVAID:		BET VORTAC																	
		MONITOR POINT:		POCC																	
		HRS OPTN:		CAT 1		24															
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																	
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:				ELEV RWY THRESHOLD:															
		DISTANCE FROM RWY:				ELEV GP ANTENNA:															
						THRESHOLD CROSSING HEIGHT:															
9. FINAL APPROACH COURSE AIMING						RUNWAY THRESHOLD 4344				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										OTHER (SPECIFY)		
		BASIC										
		ALL WEATHER										
7. RUNWAY VISUAL RANGE		INSTRUMENT										
		APPROACH										
		MIDFIELD										
8. GLIDE PATH		ROLL OUT										
		GP ANGLE:				ELEV RWY THRESHOLD:						
		DISTANCE FROM RWY:				ELEV GP ANTENNA:						
9. FINAL APPROACH COURSE AIMING						THRESHOLD CROSSING HEIGHT:						
		RUNWAY THRESHOLD				FT. FROM THRESHOLD						
		ON CENTERLINE				FT. FROM CENTERLINE						
10. WAIVERS:												
PART D - PREPARED BY:										DATE:		
TITLE:										OFFICE:		

