

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION NDB STANDARD INSTRUMENT APPROACH PROCEDURE FLIGHT STANDARDS SERVICE - TITLE 14 CFR PART 97.27										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: 6.24 NM AFTER JOTOK/HBT 6.67 DME OR AT 0.43 DME									
SAFKO INT			HBT NDB/DME			108.00 / 58.76			6200		CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 4300 DIRECT HBT NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4300.									
RAYMD/20.01 DME			HBT NDB/DME			200.74 / 20.00			4300											
CUBPA/20.02 DME			HBT NDB/DME			227.13 / 20.00			4300											
DUGAC/19.96 DME			HBT NDB/DME			079.05 / 20.00			4500											
HBT NDB/DME			JOTOK/6.67 DME			159.13 / 6.65			4300											
WONBA/8.66 DME			JOTOK/6.67 DME			339.13 / 2.00			2300		ADDITIONAL FLIGHT DATA: HOLD S, RT, 344.00 INBOUND. CHART FAS OBST: 604 TERRAIN 551752N/1602822W. CHART VDP AT 2.65 DME DISTANCE VDP TO THLD 2.24 NM. CHART 3500 PRIOR TO JOTOK IN PROFILE. CHART CIRCLING ICON. OTIPE TO RW32: 3.47/36.									
1. PT L SIDE OF COURSE 159.13 OUTBOUND 3100 FT WITHIN 10 MILES OF JOTOK (IAF)																				
2.																				
3. FAC 339.13 FAF JOTOK/6.67 DME DIST FAF TO MAP 6.24 THLD 6.24																				
4. MIN. ALT WONBA/8.66 DME 2900, JOTOK 2300, OTIPE/4.67 DME 1620																				
8. MSA FROM: HBT NDB/DME 5100										MAG VAR: 11E EPOCH YEAR: 2020										
MINIMUMS																				
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT										ALTERNATE: N A		@								
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-32	920	1 1/4	896	920	1 1/4	896	920	2 1/2	896	920	2 1/2	896								
CIRCLING	920	1 1/4	896	920	1 1/4	896	1520	3	1496	2200	3	2176								
NOTES:																				
CHART NOTE: CIRCLING NA NE OF RWY 14-32.										@ CAT A, B 900-2, CAT C 1500-3, CAT D 2200-3										
CHART NOTE: DME REQUIRED.																				
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT SAFKO ON G10-G8 SOUTHBOUND.																				
CITY AND STATE		ELEVATION: 24 TDZE: 24			FACILITY IDENTIFIER:		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:						SUP NDB/DME RWY 31							
SAND POINT, AK		AIRPORT NAME:			HBT		NDB RWY 32, AMDT 1						AMDT ORIG							
		SAND POINT											DATE 03/15/2007							

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, AIRPORT MANAGER</div>					
FLIGHT CHECKED BY					
NAME: WILLIAM R GEISER				FIFO FICO	DATE: 4/12/18
DEVELOPED BY <i>Digitally signed by</i>					
NAME: HERMAN C. ROGERS				FIFO AJV-5432	DATE: 10/11/2017
				HERMAN C ROGERS Dec 21, 2017	
APPROVED BY					
NAME: PATRICK MULQUEEN				FIFO AJV-5430	DATE:
				MANAGER	
CHANGES:					
<div>1. CHANGED PROCEDURE NAME FROM NDB/DME RWY 31 TO NDB RWY 32. 2. CHANGED SAFKO FEEDER COURSE/DIST FROM 104.00/58.77 TO 108.00/58.66 AND ALTITUDE FROM 6000 TO 6200. 3. CHANGED RAYMD FEEDER SEGMENT COURSE FROM 196.73 TO 200.74 AND ALTITUDE FROM 4000 TO 4300. 4. CHANGED CUBPA FEEDER SEGMENT COURSE FROM 223.11 TO 227.13 AND ALTITUDE FROM 4000 TO 4300. 5. CHANGED DUGAC FEEDER SEGMENT COURSE FROM 075.07 TO 079.05 AND ALTITUDE FROM 4200 TO 4300. 6. CHANGED HBT NDB/DME FEEDER SEGMENT COURSE/DIST FROM 157.00/6.64 TO 159.13/6.65. 7. CHANGED HOLDING INBOUND COURSE FROM 340.00 TO 344.00. 8. CHANGED PT OUTBOUND COURSE FROM 157.00 TO 159.13. 9. CHANGED FINAL APPROACH COURSE FROM 337.00 TO 339.13. 10. CHANGED MISSED APPROACH AND HOLDING ALTITUDE FROM 4000 TO 4300. 11. CHANGED FAF ALTITUDE FROM 2400 TO 2300. 12. CHANGED VDP DME FROM 2.62 TO 2.65 AND DIST TO THLD FROM 2.62 TO 2.24. 13. CHANGED TDZE AND AIRPORT ELEVATION FROM 21 TO 24 AND MAGVAR FROM 15E/2005 TO 11E/2020. 14. CHANGED VDA FROM "JOTOK TO RWY31: 3.50/40" TO "OTIPE TO RWY32: 3.47/36". (SEE FORM 8260-10)</div>					
REASONS:					
<div>1. REMOVED DME FROM NAME IAW IAP NAMING CONVENTION. 2/3/4/5/6/7. MAGVAR UPDATE, NEW SURVEY DATA, AND ADDED AAOS TO TERRAIN (NOT USED IN PREVIOUS AMENDMENT). 8/9. MAGVAR UPDATE AND FINAL APPROACH COURSE SHIFTED TWO DEGREES TO MAINTAIN STRAIGHT-IN ALIGNMENT. 10. HBT FEEDER ALTITUDE TO PT (4300) DRIVES FEEDER, MISSED, AND HOLDING ALTITUDES. 11. TO MAINTAIN 3.50 OR LESS DESCENT ANGLE FOR CAT C/D MINS PER 8260.3 TABLE 2-6-2. 12. IAPA CALCULATED DATA. 13. NEW SURVEY DATA WITH MAGAVR UPDATE. 14. LOWER FAF ALTITUDE AND NEW STEPDOWN FIX COORDINATES CHANGED PROCEDURE GEOMETRY. 15/16/17/18/19. 8260.3 NEW CIRCLING CRITERIA AND TABLE 3-3-1 USED. 20. VGSI DESCENT ANGLE/TCH WITHIN COINCIDENTAL LIMITS PER 8260.19H CHAPTER 8, PAGE 8-63, (M). 21. HUBNA HAS SAME COORDINATES AS RUNWAY DISPLACED THLD. 22. EXCEEDS MAX ANGLE OF TURN.</div>					



**NDB STANDARD INSTRUMENT APPROACH PROCEDURE  
FLIGHT STANDARDS SERVICE - - TITLE 14 CFR PART 97.27**

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.

QUALITY  
4  
CHECKED

CITY AND STATE

SAND POINT, AK

ELEVATION: 24

TDZE: 24

AIRPORT NAME:

SAND POINT

FACILITY  
IDENTIFIER:

HBT

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

NDB RWY 32, AMDT 1

SUP: NDB/DME RWY 31

AMDT: ORIG

DATED: 03/15/2007

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input type="checkbox"/></div>	
APA <div><input type="checkbox"/></div>		AOPA <div><input type="checkbox"/></div>		NBAA <div><input type="checkbox"/></div>	
OTHER (specify)		<div><input type="checkbox"/></div>		<div><input type="checkbox"/></div>	
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES: CHANGES CONT. 15. ADDED NOTE, "CHART CIRCLING ICON" TO ADDITIONAL FLIGHT DATA. 16. S-32 HAT AND CIRCLING CAT A/B HAT/HAA CHANGED FROM 899 TO 896. 17. CIRCLING CAT C MDA/HAA CHANGED FROM 920/99 TO 1520/1496 AND CAT D FROM 920/899 TO 220/2176. 18. S-32 CAT C VISIBILITY CHANGED FROM 2 3/4 TO 2 1/2 AND CAT D VISIBILITY FROM 3 TO 2 1/2. 19. CIRCLING CAT C VISIBILITY CHANGED FROM 2 3/4 TO 3. 20. DELETED NOTE, "VGSI AND DESCENT ANGLES NOT COINCIDENT". 21. CHNAGED MISSED APPROACH POINT FROM "HUBNA/0.43 DME FIX" TO "6.24 NM AFTER JOTOK OR AT 0.43 DME". 22. ADDED NOTE, CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT SAFKO ON G10-G8 SOUTHBOUND.					
REASONS:					



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		SAFKO INT		HBT NDB/DME		1. AAO		553829.88N/1611252.48W		4642 (2C)	2000	SA-500		6200					
						2. TERRAIN		553057.00N/1610042.00W		2373 (2400)		AS1500		3900					
FEEDER		RAYMD/20.01 DME		HBT NDB/DME		3. AAO		552413.66N/1601744.88W		2008 (2C)	2000	AT292		4300					
						4. TERRAIN		552413.66N/1601744.88W		1808 (1800)		AS1500		3300					
FEEDER		CUBPA/20.02 DME		HBT NDB/DME		3. AAO		552413.66N/1601744.88W		2008 (2C)	2000	AT292		4300					
						4. TERRAIN		552413.66N/1601744.88W		1808 (1800)				1800					
FEEDER		DUGAC/19.96 DME		HBT NDB/DME		5. AAO		551708.65N/1604302.91W		2483 (2C)	2000			4500					
						6. TERRAIN		551708.65N/1604302.91W		2283 (2300)		AS1500		3800					
FEEDER		HBT NDB/DME		JOTOK/6.67 DME		7. AAO		551714.20N/1603746.30W		2215 (2C)	2000			4300					
						8. TERRAIN		551714.20N/1603746.30W		2015 (2000)		AS1500		3500					
INTERMEDIATE: PT		10 NM		WONBA/8.66 DME		9. AAO		550933.90N/1603126.85W		1571 (2C)	500			2100					
						10. TERRAIN		550933.90N/1603126.85W		1371 (1400)		AS1500		2900					
ENTRY ZONE						15. AAO		551500.30N/1603657.00W		2199 (2C)	1000			3200					
						16. TERRAIN		551500.30N/1603657.00W		1999 (2000)		AS1500		3500					
2. PROCEDURE TURN		JOTOK		10 NM		17. AAO		551121.20N/1603650.36W		1830 (2C)	1000			2900					
						18. TERRAIN		551121.20N/1603650.36W		1630 (1600)		AS1500		3100					
3. MISSED APPROACH	MAP:		6.24 NM AFTER		HBT NDB/DME							ASC	4300						
			JOTOK/HBT 6.67				19. AAO		551942.00N/1602254.70W		1720 (2C)	1000	2800						
	ELEV:		620				20. TERRAIN		551942.00N/1602254.70W		1520 (1500)		AS1500						
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	896	21. SHIP		551843.71N/1603310.75W		100 (2C)	300	SI	920				
CATEGORY B		1.5 NM			450		896	22. VEGETATION		552046.38N/1603245.23W		315 (1A)	300	SI	920				
CATEGORY C		1.7 NM			450		1496	23. TREE		551649.70N/1603457.60W		1211 (2C)	300		1520				
CATEGORY D		2.3 NM			550		2176	24. AAO		551602.70N/1603455.10W		1890 (2C)	300		2200				
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES											PRIMARY NAVAIID: HBT NDB/DME								
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		AAO		014/26.7		4028 (2C)		5100										QUALITY	
																		4	
CITY AND STATE				ELEVATION: 24				FACILITY				PROCEDURE AND AMENDMENT NO:				REGION			
SAND POINT, AK				AIRPORT NAME: SAND POINT				HBT NDB				NDB RWY 32, AMDT 1				AAL			

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:  THRESHOLD DISPLACED 575 FEET.  PRECIPITOUS TERRAIN EVALUATION COMPLETED.  VGSI DATA: 3.60/36  ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.81NM CAT C: 2.87NM CAT D: 3.80NM  SEE ATTACHED AIRSPACE LETTER.  OBST 1: OBSTACLE 1.38 NM INTO THE SECONDARY  ALL OBSTACLES WITH 2C AC VERIFIED ON 50K TOPOGRAPHIC LINE MAPS  SUITABLE BACKUP ALTIMETER SETTING SOURCE NOT AVAILABLE.  VEGETATION HEIGHT USED 20 FT PER FPT.  SHIP HEIGHT 100 FEET PER PREVIOUS AMENDMENT.  OBSTACLE #22 (02-204810)  FINAL OBSTACLE #14 IS 100 FT HIGHER THEN TERRAIN ON QUADS.  SAFKO FEEDER ROUTE EXPANSION AREA MANUALLY EVALUATED DUE TO IAPA LIMITATIONS.	
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING					
ZAN ARTCC CDB FSS				N W S	OTHER: AWOS-3P		SOURCE: PASD				
				F A A			DISTANCE:				
				A / C			HOURS REMOTE OPERATION:  0/YES				
SATISFACTORY ON:			LOCATION: PASD			ADJUSTMENT: 0					
X	V H F	X	U H F		H F						
4. MONITOR STATUS	PRIMARY NAVAID: HBT NDB										
	MONITOR POINT: POCC										
	HRS	CAT 1	24								
	OPTN:	CAT 3									
5. APPROACH & RUNWAY LIGHTING		ALS									
		(S) SALS									
		MALS									
		HIRL									
	X	MIRL 14 (PCL), 32 (PCL)									
	X	REIL 14 (PCL), 32 (PCL)									
		TDZ									
		C/LINE									
	X	OTHER (SPECIFY) PAPI-4R 32 (PCL) PAPI-4L 14 (PCL)									
6. RUNWAY MARKINGS		BASIC									
		ALL WEATHER									
		INSTRUMENT NPI-G 14, 32									
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		X	RUNWAY THRESHOLD						FT. FROM THRESHOLD		
		X	ON CENTERLINE						FT. FROM CENTERLINE		
10. WAIVERS: NONE											
PART D - PREPARED BY: HERMAN C. ROGERS						DATE: 10/11/2017					
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:	