

**FLIGHT STANDARDS SERVICE
NDB SPECIAL INSTRUMENT APPROACH PROCEDURE**

SPECIFICATION -- NOT FOR COCKPIT USE

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>AIRPORT</u> BATESVILLE	<u>AIRPORT ID</u> KHLB	<u>PROCEDURE NAME</u> NDB RWY 36	<u>ORIGINAL/AMENDMENT</u> 4	<u>CITY</u> BATESVILLE	<u>STATE</u> IN
<u>AIRPORT ELEVATION</u> 975	<u>TDZE</u> 975	<u>SUPERSEDED</u> NDB RWY 36	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 09/23/2010	<u>MAG VAR</u> 5W
<u>FACILITY</u> HLB	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL SUSPEND</u>	<u>EPOCH YEAR</u> 2010

MISSED APPROACH

MAP:

HLB NDB

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2700 THEN RIGHT TURN DIRECT HLB NDB AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L **SIDE OF COURSE** 184.04 **OUTBOUND** 2700 **FT WITHIN** 10 **MILES OF** HLB (IAF)

2.

3. **FAC:** 004.04 **FAF:** **DIST FAF TO MAP:** **DIST FAF TO THLD:**

4. **MIN ALT:**

8. **MSA FROM:** HLB NDB 2600

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

CHART NOTE: PROCEDURE NA AT NIGHT.

CHART NOTE: ACTIVATE HIRL RWY 18-36, REIL RWY 18-36 - CTAF (122.725).

CHART NOTE: USE OF BATESVILLE NDB AND RWY 36 REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.

CHART FAS OBST: 1360 TOWER 391606N/0851305W.

FAC CROSSES RWY C/L EXTENDED 2979 FT FROM THLD.

HOLD S, RT, 004.04 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☒



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-36	1720	1	745	1720	1 1/4	745	1720	2	745	1720	2	745			
CIRCLING	1720	1	745	1720	1 1/4	745	1720	2 1/4	745	1720	2 1/2	745			

CHANGES - REASONS

1. REMOVED BATHY FEEDER FROM TERMINAL ROUTES - VOR MON PROJECT / RID VORTAC DECOMMISSIONING.
2. CHANGED FINAL APPROACH COURSE (FAC) FROM 004.05 TO 004.04 - BUILT IN IAPA UTILIZED OPTIMUM COURSE HEADING.
3. CHANGED PROCEDURE OUTBOUND COURSE FROM 184.05 TO 184.04 - TO MATCH FAC RECIPROCAL OPTIMUM COURSE HEADING.
4. CHANGED HOLDING INBOUND COURSE FROM 004.05 TO 004.04 TO MATCH FAC.
5. REMOVED BACK-UP ALTIMETER NOTE - AIRPORT LOCAL ALTIMETER IS ON WMSCR. NOTE MOVED TO BACK OF 8260-9 AND USED AS CONTINGENCY NOTE IN THE EVENT OF LOCAL ALTIMETER OUTAGE.
6. CHANGED CHART NOTE FROM "ACTIVATE MIRL RWY 18-36, REIL RWY 18-36 122.725" TO "ACTIVATE HIRL RWY 18-36, REIL RWY 18-36 - CTAF (122.725)" - RUNWAY LIGHTS UPGRADED FROM MIRL TO HIRL PER ORDER 8260.19H PARA 8-6-11.O.(9) AND ADDED CTAF PER AC 90-42, PARA 15-16.
7. ADDED CHART NOTE: PROCEDURE NA AT NIGHT - DUE TO LACK OF SURVEY INFORMATION, UNABLE TO DETERMINE IF 20:1 SURFACE IS CLEAR.
8. CHANGED CHART NOTE FROM "VISIBILITY REDUCTION BY HELICOPTERS NA" TO "RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - DUE TO LACK OF OBSTACLE SURVEY INFORMATION, UNABLE TO DETERMINE IF 20:1 SURFACE IS CLEAR.
9. AIRPORT NAME CHANGED FROM HILLENBRAND INDUSTRIES TO BATESVILLE.
10. FAC CROSSES RWY C/L ADDITIONAL FLIGHT DATA NOTE CHANGED FROM "2975" TO "2979" FT - CALCULATED WITH CURRENT DATA AND NEW FINAL APPROACH COURSE.
11. NEW FINAL CONTROLLING OBSTACLE, CHANGED FROM 1348 TOWER 393024N/0851837W TO 1360 TOWER 393007N/0851801W - UPDATED OBSTACLE DATABASE.
12. ADDED EQUIPMENT REQUIREMENTS NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY - PER ORDER 8260.19H, CHAPTER 8, PARA 8-6-9.G.(2) AND IAW MEMO #257.
13. ADDED CHART CIRCLING ICON - PER ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.
14. S-36 ALL CATS MDA/HAT DECREASED FROM 1760/785 TO 1720/745, VISIBILITY CAT C DECREASED FROM 2 1/4 TO 2 SM, AND VISIBILITY CAT D DECREASED FROM 2 1/2 TO 2 SM - NEW CONTROLLING OBSTACLE WITH BETTER ACCURACY CODE AND PER ORDER 8260.3C, CHAPTER 3 VISIBILITY TABLES.
15. CIRCLING MDA/HAA ALL CATS DECREASED FROM 1760/785 TO 1720/745 - PER ORDER 8260.3C, CHAPTER 3 VISIBILITY TABLES.

PDF EDITS: 05/14/2018

1. REMOVED THE NEW CIRCLING CRITERIA NOTE FROM PART C: GENERAL REMARKS - KNOWN SIAP ERROR.
2. ADDED RUNWAY THRESHOLD COORDINATES "392005.86N/0851530.24W" TO PART D: AIRSPACE THRESHOLD COORDINATES - NEW SIAP ERROR.

SUBMITTED BY**OFFICE****DATE****FLIGHT CHECKED BY****OFFICE****DATE****DEVELOPED BY**

WILLIAM HANBY

Digitally signed by
WILLIAM HANBY
May 14, 2018**OFFICE**

AJV-5422

DATE

05/07/2018

RECOMMENDED BY

JULIE A. MORGAN

OFFICE

AJV-5420

DATE**TITLE**

MANAGER

APPROVED BY**OFFICE****DATE****TITLE**QUALITY
19
CHECKED

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

<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BATESVILLE	KHLB	NDB RWY 36	4	BATESVILLE	IN	975	HLB

PART A: OBSTRUCTION DATA SEGMENTS

FINAL: PT

FROM 10 NM TO HLB NDB

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
	10.00		HLB NDB	745	

<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.TOWER (18-002526)	391606.46N/0851304.82W	1360	20	3	1A	350					1720

COMPUTATIONS

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

PROCEDURE TURN

FROM HLB NDB TO 10 NM

<u>RNP</u>	<u>DISTANCE</u>	<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>
1.TOWER (18-002526)	391606.46N/0851304.82W	1360	20	3	1A	1000				AT340	2700
2.TERRAIN	392027.00N/0852124.00W	1063 (1100)								AS1500	2600

COMPUTATIONS

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



MSA

CENTER
HLB NDB

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (18-000422)	394222.00N/0852941.00W	338	24.2	1542	500	50	5D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CVG APP CON, TERRE HAUTE FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
AWOS-3	KHLB	24	KHLB	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	SERVICE-A	ADJUSTMENTS
ASOS-3	KCVG	24	KCVG	32.712	Y	87

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KHLB 975.0, KCVG 896.2
RA = 86.27

CONTINGENCY ALTIMETER: KCVG.
NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COVINGTON ALTIMETER SETTING AND INCREASE ALL MDAS 100 FEET, AND INCREASE CIRCLING CAT A VISIBILITY TO 1 1/4 SM;
INCREASE S-18 CATS C AND D AND CIRCLING CAT C VISIBILITY TO 2 1/2 SM; AND INCREASE CIRCLING CAT D VISIBILITY TO 2 3/4 SM.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
HLB NDB	MOCC	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW18 - HIRL (PCL), REIL (PCL)		
RW36 - HIRL (PCL), REIL (PCL), PAPI-2R		

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
					3.00	30.3

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

☐

2979 FT FROM THRESHOLD

ON CENTERLINE

☒

FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BATESVILLE	KHLB	NDB RWY 36	4	BATESVILLE	IN	975	HLB

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	FAF	TO 1000FT POINT	7.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	359.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1021
DISTANCE FROM	FACILITY	TO 1500FT POINT	7.00
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	4.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	359.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1021

THRESHOLD COORDINATES (IF STR-IN) 392005.86N/0851530.24W

ARP COORDINATES 392035.20N/0851530.30W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 18 DISTANCE 0.49 NM

FAF COORDINATES

FIX NAME COORDINATES

REMARKS



<u>AIRPORT</u>	<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
BATESVILLE	KHLB	NDB RWY 36	4	BATESVILLE	IN	975	HLB

PART E: PREPARED BY							
<u>NAME</u>				<u>OFFICE</u>	<u>DATE</u>		<u>TITLE</u>
WILLIAM HANBY				AJV-5422	05/07/2018		AERONAUTICAL INFORMATION SPECIALIST

