

**UNITED STATES ARMY**  
**FLIGHT STANDARDS SERVICE**  
**COPTER NDB STANDARD INSTRUMENT APPROACH PROCEDURE**  
**TITLE 14 CFR PART 97.35**

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.

<u>HELIPORT</u> SABRE AAF (FORT CAMPBELL)		<u>HELIPORT ID</u> KEOD	<u>PROCEDURE NAME</u> COPTER NDB 303	<u>ORIGINAL/AMENDMENT</u> 6B	<u>CITY</u> CLARKSVILLE	<u>STATE</u> TN
<u>SURFACE ELEVATION</u> 595	<u>TDZE</u>	<u>SUPERSEDED</u> COPTER NDB 303	<u>ORIGINAL/AMENDMENT</u> 6A	<u>DATED</u> 05/06/2010	<u>MAG VAR</u> 1W	<u>EPOCH YEAR</u> 1990
<u>FACILITY</u> CK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>

**MISSED APPROACH**

**MAP:**

5.10 NM AFTER CK LOM

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING LEFT TURN TO 2200 DIRECT SNUFF LOM AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      **SIDE OF COURSE**      **OUTBOUND**      **FT WITHIN**      **MILES OF (IAF)**
2. HOLD SE SNUFF LOM, LT, 303.25 INBOUND, 2200 FT. IN LIEU OF PT (FAF/IAF), MAX 6000.
3. **FAC:** 303.25      **FAF:** CK LOM      **DIST FAF TO MAP:** 5.10      **DIST FAF TO THLD:** 5.10
4. **MIN ALT:** CK LOM 2200
8. **MSA FROM:** CK LOM 2700

**EQUIPMENT REQUIREMENTS NOTES:**

RADAR REQUIRED FOR PROCEDURE ENTRY.

**NOTES:**

CHART PLANVIEW NOTE: LIMIT ALL SEGMENTS TO 90 KIAS.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CAMPBELL AAF  
(FORT CAMPBELL), KY ALTIMETER SETTING.



CHART KCKV IN PLANVIEW.  
CHART: ASR  
FAC CROSSES 81 FT SW OF RWY 23 THLD  
SABRE AAF (FORT CAMPBELL), EOD, 595.2, 303.25/0.00  
CHART CAMPBELL 1 MOA, R-3701A, R-3702 A/B  
CHART FAS OBST: 803 TOWER (KEOD0029) 363424N/0872607W.

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

<u>CATEGORY:</u>	<u>COPTER</u>														
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
H-303	1080	1/2	485		NA			NA			NA				

1. REMOVED VALER FEEDER - FPT REQUEST DUE TO BWG VOR MON PROJECT.
2. REMOVED SPARE FEEDER - PROCEDURE CHANGED TO RADAR REQUIRED.
3. ADDED RADAR REQUIRED FOR PROCEDURE ENTRY EQUIPMENT NOTE - CKV NDB RESTRICTED TO 10 NM NOT MEETING FEEDER DISTANCE REQUIREMENTS.
4. REPLACED LIMIT FINAL AND MISSED TO 90 KIAS NOTE WITH LIMIT ALL SEGMENTS TO 90 KIAS - USA MILITARY POINT IN SPACE PROCEDURE.
5. ADDED MAX 6000 TO LINE 2 - NEW REQUIREMENT TO CHART MAX ALTITUDE ON CHART.
6. ADDED POINT IN SPACE REFERENCE IN ADDITIONAL FLIGHT DATA - POINT IN SPACE PROCEDURE.
7. ADDED NA WHEN LOCAL WEATHER NOT AVAILABLE TO ALTERNATE MINS - PRIMARY SOURCE NOT ON WMSCR.
8. SFC ELEV CHANGED FROM 487 TO 485 - CHANGED TO MATCH APT ELEV CHANGE IN DATA FROM 593 TO 595 .

**A4A** ☐ **ALPA** ☐ **AOPA** ☐ **APA** ☐ **HAI** ☐ **NBAA** ☐ **OTHER:** ARPT MGR, KEOD ATCT, KHOP APP CON

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT:  
FLIGHT INSPECTION REVIEW NOT REQUIRED

DATE

KELLY DEAN

**KELLY D DEAN**

Jan 30, 2019

AJV-5431

12/07/2018

PATRICK MULQUEEN

**DONALD H LANIER**

Jan 17, 2019

AJV-5430

**TITLE**  
MANAGER

**TITLE**



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

<u>HELIPORT</u> SABRE AAF (FORT CAMPBELL)	<u>HELIPORT ID</u> KEOD	<u>PROCEDURE NAME</u> COPTER NDB 303	<u>AMDT NO.</u> 6B	<u>CITY</u> CLARKSVILLE	<u>STATE</u> TN	<u>SURFACE ELEVATION</u> 595	<u>FACILITY</u> CK
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**PART A: OBSTRUCTION DATA SEGMENTS**

**FINAL**

<u>FROM</u> CK LOM	<u>TO</u> 5.10 NM AFTER CK LOM
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<u>RNP</u>	<u>DISTANCE</u> 5.10	<u>PAT</u>	<u>MAP</u> 5.10 NM AFTER CK LOM	<u>HAT</u> 1080	<u>HMAS</u>
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<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>
5.TOWER (KEOD0029)	363424.12N/0872606.79W	803	20	3	1A	250				RA18	1080

**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:**

RA ADJUSTMENT FACTORED INTO PRIMARY MDA. ALTHOUGH KEOD HAS AN AWOS THE APPROACH CONTROL ISSUES THE KHOP ALTIMETER. BY FACTORING THE RAIN. NO NOTES OR ADJUSTMENTS REQUIRED.

**HOLD-IN-LIEU OF PT**

<u>FROM</u> SNUFF LOM	<u>TO</u> P-4
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<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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>
2.TOWER (47-001717)	362601.00N/0872044.00W	1099	500	125	5E	1000					2100
3.TERRAIN	362809.00N/0801200.00W	689 (700)								AS1500	2200

**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:**



MISSED APPROACH

FROM  
5.10 NM AFTER CK LOM

TO  
SNUFF LOM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 812					
<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>	
							ASC				2200	
4.TOWER (47-001937)	363054.30N/0872918.50W	928	50	10	2B	1000					2000	
3.TERRAIN	362809.00N/0801200.00W	689 (700)								AS1500	2200	

<u>COMPUTATIONS</u>	<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:

CIRCLING

☐ ALL CATS☐ CAT A☐ CAT B☐ CAT C☐ CAT D☐ CAT E☒ NOT AUTHORIZED

MSA

CENTER  
CK LOM

RADIUS  
25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (47-001329)	361736.00N/0871820.00W	165	14.6	1637	250	50	4D	1000			2700

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



**FACILITY**  
CK



<u>HELIPORT</u>	<u>HELIPORT</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>SURFACE ELEVATION</u>	<u>FACILITY</u>
SABRE AAF (FORT CAMPBELL)	<u>ID</u> KEOD	COPTER NDB 303	6B	CLARKSVILLE	TN	595	CK

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - COPTER POINT IN SPACE PROCEDURE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

AIRPORT/RWY GEODETIC DATA PROVIDED BY: USAASA

MISSED APPROACH, ENTERS R-3701A, 3702A,B. USASSA, DAR, ATCT NOTIFIED.

PROCEDURE IS A HYBRID MILITARY COPTER PROCEDURE COMBINING DIFFERENT CRITERIA TO ACHIEVE THE DESIRED RESULT. PROCEDURE IS NAMED AND CONSIDERED A POINT IN SPACE APPROACH THAT IS BUILT TO A RUNWAY THRESHOLD AS THE MAP. HOWEVER, PROCEDURE DOES NOT PROCEED VFR OR VISUALLY, INSTEAD UTILIZES A CONVENTIONAL NDB MISSED APPROACH. BUILDING THE PROCEDURE AS A CONVENTIONAL NDB APPROACH WOULD EXCEED THE OFFSET ALIGNMENT LIMITATIONS. AS BUILT, PROCEDURE ALLOWS 250 FT FINAL ROC FOR COPTER PINS INSTEAD OF 300 FT ROC FOR NDB APPROACH AND UTILIZES HEIGHT ABOVE SURFACE APPLYING FI RWY HEIGHT (593) INSTEAD OF SFC ELEV AND/OR TDZE/THRE..



<u>HELIPORT</u> SABRE AAF (FORT CAMPBELL)	<u>HELIPORT ID</u> KEOD	<u>PROCEDURE NAME</u> COPTER NDB 303	<u>AMDT NO.</u> 6B	<u>CITY</u> CLARKSVILLE	<u>STATE</u> TN	<u>SURFACE ELEVATION</u> 595	<u>FACILITY</u> CK
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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	FACILITY*	TO 1000FT POINT	1.66
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.78
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	302.25
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	680
DISTANCE FROM	FACILITY*	TO 1500FT POINT	0.00
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	2.50
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	302.25
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	680

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES363403.55N/0872853.25W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 5 DISTANCE 0.37 NM

FAF COORDINATES

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.  
\*FACILITY - CK LOM (363137.41N/0872312.33W)



<u>HELIPORT</u>	<u>HELIPORT</u> <u>ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>SURFACE ELEVATION</u>	<u>FACILITY</u>
SABRE AAF (FORT CAMPBELL)	KEOD	COPTER NDB 303	6B	CLARKSVILLE	TN	595	CK

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
KELLY DEAN	AJV-5431	12/07/2018	AERONAUTICAL INFORMATION SPECIALIST

