

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
NDB STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.27

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>AIRPORT ID</u> KDYB	<u>PROCEDURE NAME</u> NDB RWY 6	<u>ORIGINAL/AMENDMENT</u> 1C	<u>CITY</u> SUMMERVILLE	<u>STATE</u> SC		
<u>AIRPORT ELEVATION</u> 56	<u>TDZE</u> 53	<u>SUPERSEDED</u> NDB RWY 6	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 11/08/2018	<u>MAG VAR</u> 7W	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> DYB	<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>
CHS VORTAC		DYB NDB					314.70	15.69	2100
SACKS INT		DYB NDB					109.28	18.06	2100

MISSED APPROACH

MAP:

DYB NDB

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2100 DIRECT DYB NDB AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT R SIDE OF COURSE 247.32 OUTBOUND 2100 FT WITHIN 10 MILES OF DYB NDB (IAF)

2.

3. FAC: 067.32 FAF: DIST FAF TO MAP: DIST FAF TO THLD:

4. MIN ALT:

8. MSA FROM: DYB NDB 2100

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

CHART NOTE: CIRCLING RWY 24 NA AT NIGHT.



CHART NOTE: RWY 6 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

HOLD SW, LT, 067.32 INBOUND.
FAS OBST: 269 AAO 330143N/0802242W.
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
CHART CIRCLING ICON.

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-06	880	1	827	880	1 1/4	827	880	2 1/2	827		NA				
CIRCLING	880	1 1/4	824	880	1 1/4	824	880	2 1/2	824		NA				

CHANGES - REASONS

1. INCORPORATED P-NOTAM 8/7292 FOR AMDT 1A INTO FORM.
2. TERMINAL ROUTES: REMOVED FEEDER SEGMENT FROM VAN VORTAC - VAN VOR DECOMMISSIONING.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☐ OTHER: APTMGR, ZJX, EAST FPO

FLIGHT CHECKED BY
PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE
FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION
Digitally signed by

DEVELOPED BY
ERIC N SUSKI (JUDITH TUTTLE)
ERIC N SUSKI
Mar 23, 2023
Digitally signed by
ERIC N SUSKI
Mar 23, 2023

APPROVED BY
ERIC N SUSKI

OFFICE

OFFICE
AJV-A431

OFFICE
AJV-A431

DATE

DATE
12/13/2022

DATE

Digitally signed by
ERIC N SUSKI
Mar 23, 2023



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

<u>AIRPORT ID</u> KDYB	<u>PROCEDURE NAME</u> NDB RWY 6	<u>AMDT NO.</u> 1C	<u>CITY</u> SUMMERVILLE	<u>STATE</u> SC	<u>AIRPORT ELEVATION</u> 56	<u>FACILITY</u> DYB
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
CHS VORTAC

TO
DYB NDB

<u>RNP</u>	<u>DISTANCE</u> 15.69	<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>
TOWER (45-000950)	325825.00N/0801344.00W		549	100	20	3C	1000				AT551	2100
TERRAIN	330400.00N/0800900.00W		92 (100)								AS1500	1600

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM
SACKS INT

TO
DYB NDB

<u>RNP</u>	<u>DISTANCE</u> 18.06	<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>
TOWER (45-000568)	330509.00N/0802217.00W		1088	500	50	5D	1000					2100
TERRAIN	330833.00N/0803609.00W		115 (100)								AS1500	1600

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FACILITY
DYB

QUALITY
10
CHECKED

MISSED APPROACH

FROM
DYB NDB

TO
DYB NDB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 530					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (45-000432)	330456.19N/0801705.85W		548	100	20	3C		ASC				2100
TOWER (45-000432)	330456.19N/0801705.85W		548	100	20	3C	1000					1600
TERRAIN	330318.00N/0801024.00W		89 (100)								AS1500	1600

COMPUTATIONS

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

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (45-000432)	330456.19N/0801705.85W	1.30	824	548	100	20	3C	300		SI	880
CATEGORY B											
TOWER (45-000432)	330456.19N/0801705.85W	1.81	824	548	100	20	3C	300		SI	880
CATEGORY C											
TOWER (45-000432)	330456.19N/0801705.85W	2.84	824	548	100	20	3C	300		SI	880

CIRCLING REMARKS:



MSA

CENTER
DYB NDB

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TWR (45-000568)	330509.00N/0802217.00W	294	05.0	1088	500	50	5D	1000			2100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
CHS APP CON, DYB CTAF, CHS FSS

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> KDYB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KDYB	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCHS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCHS	<u>DISTANCE</u> 15.59	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 38

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KDYB 55.8, KCHS 46.0
RA = 37.24.

<u>PRIMARY NAVAID</u> DYB NDB	<u>MONITOR POINT</u> ARPT TERMINAL	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW06 - MIRL (PCL)		NPI-G	
RW24 - MIRL (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	3000	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>		FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:



AIRPORT ID KDYB	PROCEDURE NAME NDB RWY 6	AMDT NO. 1C	CITY SUMMERVILLE	STATE SC	AIRPORT ELEVATION 56	FACILITY DYB
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"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	CIRCLING RWY 24				
20:1					
127 TREE (45-049802) 330412.12N/0801617.02W (5.58)					
Final Type	NDB				
34:1					
98 TREE (45-030185) 330321.81N/0801733.34W (16.08)			88 TREE (45-029930) 330322.40N/0801731.59W (10.54)		
105 TREE (45-034953) 330319.73N/0801739.12W (8.10)			77 TREE (45-038300) 330323.24N/0801728.77W (6.50)		
90 TREE (45-030376) 330320.49N/0801733.31W (5.57)			90 TREE (45-036124) 330321.58N/0801734.91W (4.66)		
94 TREE (45-048970) 330319.46N/0801735.65W (3.14)			109 TREE (45-029821) 330315.75N/0801740.07W (2.56)		
110 TREE (45-049162) 330315.53N/0801741.39W (0.64)					

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:
VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
FOR CONTINGENCY BACKUP ALTIMETER USE ONLY:
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLESTON AFB/INTL ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET.
AVERAGE VEGETATION ASSUMED TO BE 100 FT PER FPT.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID</div> <div>KDYB</div>	<div>PROCEDURE NAME</div> <div>NDB RWY 6</div>	<div>AMDT NO.</div> <div>1C</div>	<div>CITY</div> <div>SUMMERVILLE</div>	<div>STATE</div> <div>SC</div>	<div>AIRPORT ELEVATION</div> <div>56</div>	<div>FACILITY</div> <div>DYB</div>
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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	7.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	060.32
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	69
DISTANCE FROM		TO 1500FT POINT	
WIDTH OF		SEGMENT AT 1500FT POINT	
TRUE COURSE OF		SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN		SEGMENT CONTAINING 1500FT POINT	

THRESHOLD COORDINATES (IF STR-IN)

330327.95N/0801713.53W

ARP COORDINATES

330344.20N/0801651.30W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 6 DISTANCE 0.52 NM

FAF COORDINATES

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
1500 POINT IN PT MANEUVERING AREA.

QUALITY
10
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> ERIC N SUSKI (JUDITH TUTTLE)	<u>OFFICE</u> AJV-A431	<u>DATE</u> 12/13/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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