

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33

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> KHIB	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1C	<u>CITY</u> HIBBING	<u>STATE</u> MN		
<u>AIRPORT ELEVATION</u> 1354	<u>TDZE</u> 1345	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 06/17/2021	<u>MAG VAR</u> 2E	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 220/30 CW 040/30	NOPT	CEKSA	IF/IAF	3500
2. 040/30 CW 220/30		CEKSA	IAF	3500

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>
CEKSA	IF/IAF	AYADO		TF	FB	1.00	310.41	7.00	3300
AYADO	FAF	HIBDA/1.50 NM TO RW31		TF	FB	0.30	310.32	4.49	
HIBDA/1.50 NM TO RW31		RW31	MAP	TF	FO	0.30	310.32	1.50	
RW31	MAP	1545 MSL		CA			310.32		
1545 MSL		FENOK		DF	FO	1.00			3500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 DIRECT FENOK AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
10
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD SE CEKSA, RT, 310.41 INBOUND, 3500 FT. IN LIEU OF PT (IAF), MAX 12000.

3. FAF: 310.32FAF: AYADODIST FAF TO MAP: 5.99DIST FAF TO THLD: 5.99

4. MIN ALT: CEKSA 3500, AYADO 3300, HIBDA/1.50 NM TO RW31 1860

5. DIST TO THLD FROM OM:MM:IM:150 HAT:200 HAT: 0.48GS ANT:

6. MIN GP INCPT: 3300GP ALT AT PFAF : AYADO 3300OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS CLEAR20:1: IS CLEARTCH: 55.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING EVELETH ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EVELETH ALTIMETER SETTING AND INCREASE LPV DA TO 1581 FEET; INCREASE LNAV/VNAV DA TO 1643 FEET; INCREASE ALL MDAS 40 FEET ; AND CIRCLING VISIBILITY CAT C 1/4 SM.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM, LNAV CAT C/D TO 1 SM.
CHART NOTE: FOR INOPERATIVE ALS WHEN USING EVELETH ALTIMETER SETTING, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 130.05 INBOUND.
CHART FAS OBST: 1446 TREE (27-089150) 472238N/0924857W.
CHART VDP AT 0.97 NM TO RW31.
WAAS CHANNEL # 65722
REFERENCE PATH ID: W31A
LTP HAE: 377.9 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
LPV DA	1545	1/2	200	1545	1/2	200	1545	1/2	200	1545	1/2	200		QUALITY 10 CHECKED	
LNAV/VNAV DA	1607	1/2	262	1607	1/2	262	1607	1/2	262	1607	1/2	262			
LNAV MDA	1700	1/2	355	1700	1/2	355	1700	5/8	355	1700	5/8	355			
CIRCLING	1900	1	546	1900	1	546	1920	1 1/2	566	1980	2	626			

CHANGES - REASONS

- INCORPORATED ALL CHANGES FROM P NOTAM 1/9806 - 8260.19I 8-3-4.C(3)
- CHANGED LNAV/VNAV DA/HAT ALL CATS FROM 1595/250 TO 1607/262 AND LNAV MDA/HAT ALL CATS FROM 1680/335 TO 1700/355 - NEW CONTROLLING OBSTACLE, CANCELS T NOTAM 1-1672
- CHANGED CIRCLING CAT A MDA/HAA FROM 1820/466 TO 1900/546, CAT B MDA/HAA FROM 1840/486 TO 1900/546, CAT C MDA/HAA FROM 1840/486 TO 1920/566, CAT D MDA/HAA FROM 1960/606 TO 1980/626 - NEW CONTROLLING OBSTACLE, CANCELS T NOTAM 1-1674 - NEW CONTROLLING OBSTACLE, CANCELS T NOTAM 1-1672
- CHANGED CA ALTITUDE IN TERMINAL ROUTES FROM 1538 TO 1545 - 8260.58B 3-5-2
- CHANGED COURSE FROM HIBDA/1.50 NM TO RW31 IN TERMINAL ROUTES FROM 310.26 TO 310.32 - NEW DATA
- CHANGED COURSE FROM RW31 TO 1545 MSL FROM 310.26 TO 310.32 - NEW DATA
- PROFILE LINE 2: ADDED "MAX 12000" - 8260.19I 8-6-7
- PROFILE LINE 4: REMOVED ASTERISK FROM 1860 - NO LONGER IN CRITERIA
- PROFILE LINE 7: ADDED "20:1: IS CLEAR" - NEW TARGETS EVALUATION AND 8260.19I 8-6-7
- REMOVED NOTE: "DME/DME RNP-0.3 NA" - NO LONGER IN CRITERIA
- ADDED PBN/EQUIPMENT REQUIREMENT NOTE: "RNP APCH - GPS" - 8260.19I 8-6-8
- CHANGED FAS OBST IN ADDITIONAL FLIGHT DATA FROM "1419 TREE 472240N/0924827W" TO "1446 TREE (27-089150) 472238N/0924857W" - NEW TARGETS EVALUATION
- REMOVED "DISTANCE TO THLD FROM 200 HATH: 0.45 NM" FROM ADDITIONAL FLIGHT DATA AND MOVED "DISTANCE TO THLD FROM 200 HAT: 0.48" TO PROFILE LINE 5 - CURRENT CRITERIA
- CHANGED "CHART VDP AT 0.92 MILES TO RW31*" TO "CHART VDP AT 0.97 NM TO RW31" IN ADDITIONAL FLIGHT DATA - ASTERISK NO LONGER IN CRITERIA AND NEW TARGETS EVALUATION
- REMOVED ""LNAV ONLY" IN ADDITIONAL FLIGHT DATA - NO LONGER IN CRITERIA
- REMOVED NOTE "CIRCLING TO RWY 4 NA AT NIGHT" - 20:1 IS CLEAR
- CHANGED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 35C (95F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C OR ABOVE 54°C" - 8260.19I 8-6-9
- CHANGED CHART NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EVELETH ALTIMETER SETTING AND INCREASE ALL DA 36 FEET AND ALL MDA 40 FEET" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EVELETH ALTIMETER SETTING AND INCREASE LPV DA TO 1581 FEET; INCREASE LNAV/VNAV DA TO 1643 FEET; INCREASE ALL MDAS 40 FEET ; AND CIRCLING VISIBILITY CAT C 1/4 SM" - 8260.19I 8-6-9
- CHANGED CHART NOTE FROM "FOR INOPERATIVE MALSRs INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 3/4 MILE, LNAV CAT C/D TO 1 MILE" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM, LNAV CAT C/D TO 1 SM" - 8260.19I 8-6-11
- CHANGED CHART NOTE FROM "FOR INOPERATIVE MALSRs WHEN USING EVELETH ALTIMETER SETTING, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 MILE" TO "FOR INOPERATIVE ALS WHEN USING EVELETH ALTIMETER SETTING, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 7/8 SM" - 8260.19I 8-6-11
- CRC CHANGED FROM 00378082 TO C5BCFE73 - LTP/FTP LATITUDE AND LONGITUDE CHANGE FROM 472245.1580N/0924939.1975W TO 472345.0135N/0925116.3305W



AIRPORT ID
Khib

PROCEDURE NAME
RNAV (GPS) RWY 31

ORIGINAL/AMENDMENT
1C

CITY
HIBBING

STATE
MN

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZMP, AMGR

FLIGHT CHECKED BY

MATTHEW OLSTAD

Digitally signed by

DAVID DANNER

OFFICE

FPO

DATE

11/09/2023

DEVELOPED BY

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Sep 06, 2023

Digitally signed by

JASON KRETSCHMER

OFFICE

AJV-A421

DATE

06/22/2023

APPROVED BY

JASON KRETSCHMER

Sep 19, 2023

OFFICE

AJV-A421

DATE

12/28/2023

TITLE

MANAGER

QUALITY
10
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KHIB
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	472245.1710N
LTP/FTP LONGITUDE	0924939.2220W
LTP/FTP ELLIPSOIDAL HEIGHT	+03779
FPAP LATITUDE	472345.0135N
FPAP LONGITUDE	0925116.3305W
THRESHOLD CROSSING HEIGHT (TCH)	00055.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0688
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	35.0

CRC REMAINDER	C5BCFE73
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+04079
FPAP ORTHOMETRIC HEIGHT	+04079

QUALITY
10
CHECKED

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

<u>AIRPORT ID</u> Khib	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>AMDT NO.</u> 1C	<u>CITY</u> HIBBING	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1354	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM
220/30 CW 040/30

TO
CEKSA

<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 (27-001252)	473533.00N/0921346.00W		2304	500	50	5D	1000				AT196	3500
TERRAIN	473612.00N/0920518.00W		1894 (1900)								AS1500	3400

<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:

STRAIGHT-IN AREA

FROM
040/30 CW 220/30

TO
CEKSA

<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 (27-001252)	473533.00N/0921346.00W		2304	500	50	5D	1000					3400
TERRAIN	473621.00N/0921009.00W		2002 (2000)								AS1500	3500

<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:



INTERMEDIATE

FROM

CEKSA (IF/IAF)

TO

AYADO

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	7.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	471712.00N/0923754.00W		1611	164	98	4E	500				AT1189	3300
TERRAIN	471712.00N/0923754.00W		1411 (1400)								AS1500	2900

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

SEGMENT REMARKS:

FINAL: LPV

FROM

AYADO

TO

RW31

<u>RNP</u>	<u>DISTANCE</u> 5.99	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<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>
								ASC				1545

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

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM
AYADO

TO
RW31

RNP	DISTANCE 5.99	PAT	MAP DA	HAT 262			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (27-089150)	472237.67N/0924856.52W		1446	20	3	1A	161					1607

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM
AYADO

TO
HIBDA/1.50 NM TO RW31

RNP	DISTANCE 4.49	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	471933.48N/0924532.84W		1529	50	20	2C	250				DG40 RA36	1860

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

HIBDA/1.50 NM TO RW31

TO

RW31

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	1.50		RW31			355						
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (27-089150)	472237.67N/0924856.52W		1446	20	3	1A	250					1700

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

HOLD-IN-LIEU OF PT

FROM

CEKSA

TO

P-7

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
		P-7										
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	470554.00N/0921836.00W		1834	164	98	4E	1000				AT666	3500
TERRAIN	470554.00N/0921836.00W		1634 (1600)								AS1500	3100

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



MISSED APPROACH : LPV

FROM

DA

TO

FENOK

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1374					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
TOWER (27-000593)	472956.00N/0930206.00W		1772	500	50	5D	1000					2800
TERRAIN	472615.00N/0925733.00W		1828 (1800)								AS1500	3300

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

MISSED APPROACH : LNAV/VNAV

FROM

DA

TO

FENOK

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1446					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
TOWER (27-000593)	472956.00N/0930206.00W		1772	500	50	5D	1000					2800
TERRAIN	472615.00N/0925733.00W		1828 (1800)								AS1500	3300

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



MISSED APPROACH : LNAV

FROM

RW31

TO

FENOK

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1600					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
TOWER (27-000593)	472956.00N/0930206.00W		1772	500	50	5D	1000					2800
TERRAIN	472615.00N/0925733.00W		1828 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

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											
TREE (27-089343)	472406.84N/0924945.77W	1.31	546	1599	20	3	1A	300			1900
CATEGORY B											
TREE (27-089343)	472406.84N/0924945.77W	1.85	546	1599	20	3	1A	300			1900
CATEGORY C											
TREE (27-089335)	472517.46N/0925352.94W	2.92	566	1606	20	3	1A	300			1920
CATEGORY D											
TREE (27-089311)	472540.93N/0925433.12W	3.81	626	1665	20	3	1A	300			1980

CIRCLING REMARKS:



<u>CENTER</u>	<u>RADIUS</u>
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REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
PRINCETON FSS, DLH APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KHIB	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KHIB	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS-3	<u>LOCATION</u> KEVM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KEVM	<u>DISTANCE</u> 14.14	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 36

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KHIB 1354, KEVM 1376
RA=35.7

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW04		NPI-G	
RW22		NPI-G	
RW13 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	
RW31 - MALSR (PCL), HIRL (PCL), PAPI-4L		PIR-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 1338.2	<u>TCH</u> 55.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 2.90	<u>TCH</u> 62.3
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FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -17C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -17C	<u>APT ISA</u> +12.32C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 973 HIGH TEMP 1283.



"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

NO PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

70' VEGETATION USED PER FPT.

PROCEDURE BUILT WITH A 3.00 GLIDE SLOPE/TCH 55 PER LEAD, LARRY STROUT AND TO MATCH WITH PUBLISHED PROCEDURE.

ALL MINIMUMS LOWER WITH FPT APPROVAL.

ATC WOULD LIKE TO KEEP/ADD THE ALTERNATE ALTIMETER ON THE KHIB APPROACH PROCEDURES, PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> KHIB	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>AMDT NO.</u> 1C	<u>CITY</u> HIBBING	<u>STATE</u> MN	<u>AIRPORT ELEVATION</u> 1354	<u>FACILITY</u> RNAV
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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	THLD	TO 1000FT POINT	3.16
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	312.32
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1400
DISTANCE FROM	THLD	TO 1500FT POINT	5.19
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.39
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	312.32
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1400

THRESHOLD
COORDINATES
(IF STR-IN)

472245.17N/0924939.22W

ARP COORDINATES

472311.67N/0925020.32W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 31 DISTANCE 0.64 NM

FAF
COORDINATES

471843.60N/0924308.34W

FIX NAME
COORDINATES

IF/IAF CEKSA: 471400.72N/0923532.63W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED

QUALITY
10
CHECKED

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PART E: PREPARED BY

<u>NAME</u> TIMOTHY JOHNSON	<u>OFFICE</u> AJV-A421	<u>DATE</u> 06/22/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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