

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (GPS) 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 ID</u> KHLB	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> BATESVILLE	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 975	<u>TDZE</u> 975	<u>SUPERSEDED</u> RNAV (GPS) RWY 36	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 09/23/2010	<u>MAG VAR</u> 5W	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> RNAV	<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>
DIKLE	IAF	HOBSA		TF	FB	1.00	313.09	4.50	2600
HOBSA	IF	JUBMI		TF	FB	1.00	004.88	6.00	2600
JUBMI	FAF	EPIJO/1.70 NM TO RW36		TF	FB	0.30	004.88	3.24	
EPIJO/1.70 NM TO RW36		RW36	MAP	TF	FO	0.30	004.88	1.70	
RW36	MAP	1340 MSL		CA			004.88		
1340 MSL		HIVOX		DF	FO	1.00			2700

MISSED APPROACH

MAP:

LNAV: RW36

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2700 DIRECT HIVOX AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. PROFILE STARTS AT HOBSA					
3. FAC:	004.88	FAF: JUBMI	DIST FAF TO MAP: 4.94	DIST FAF TO THLD: 4.94	
4. MIN ALT:	HOBSA 2600, JUBMI 2600, EPIJO/1.70 NM TO RW36 1540				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:	
6. MIN GP INCPT:	GP ALT AT FAF :		OM:	MM:	IM:
7. GP ANGLE:	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH:		
8. MSA FROM:	RW36 2600				

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.
RADAR REQUIRED

NOTES:

CHART NOTE: RWY 36 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: USE OF RWY 36 REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COVINGTON ALTIMETER SETTING: INCREASE ALL MDA 100 FT; INCREASE VISIBILITY CATS C AND D 3/8 SM.
CHART NOTE: ACTIVATE MIRL RWY 18-36, REIL RWY 18-36 122.725.
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES
HOLD S, RT, 004.88 INBOUND.
CHART FAS OBST: 1089 TREE 391830N/0851547W.

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
LNAV MDA	1340	1	365	1340	1	365	1340	1	365	1340	1	365			

CHANGES - REASONS

1. REMOVED LNAV/VNAV FROM SIAP. - LACK OF A VERTICALLY GUIDED SURVEY, AND UNKNOWN HEIGHT OF FLIGHT INSPECTION IDENTIFIED VISUAL SEGMENT OBSTACLE ON FINAL.
2. DELETED NOTE: DESCENT ANGLE 3.00/TCH 30 - VISUAL SEGMENT OBSTACLES REPORTED BY FLIGHT INSPECTION.
3. DELETED NOTE: DME/DME RNP-0.3 NA - REPLACED WITH PBN REQUIREMENTS NOTE RNP APCH - GPS.
4. ADDED CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES - FLIGHT INSPECTION REPORTED OBSTACLES.
5. DELETE VDP FROM ADDITIONAL FLIGHT DATA - VISUAL SEGMENT OBSTACLES REPORTED BY FLIGHT INSPECTION.
6. CHANGED LOCAL ALTIMETER NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COVINGTON ALTIMETER SETTING: INCREASE DA TO 1477 FT AND ALL LNAV/VNAV CATS VISIBILITY 1/4 MILE; INCREASE ALL MDA 100 FT AND LNAV CATS C AND D VISIBILITY 1/4 MILE TO WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COVINGTON ALTIMETER SETTING: INCREASE ALL MDA 100 FT; INCREASE VISIBILITY CATS C AND D 3/8 SM. - NEW VISIBILITY CHECK.
7. REMOVED CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C (4°F) OR ABOVE 47°C (116°F). - LNAV/VNAV REMOVED FROM PROCEDURE.
8. FAS OBSTACLE CHANGED FROM 1089 TREE 391922N/0851555W TO 1089 TREE 391830N/0851547W. - UPDATED TARGETS BUILD.
9. UPDATED LINE 7 34 TO 1 FROM IS CLEAR TO NOT CLEAR. - VISUAL SEGMENT OBSTACLES REPORTED BY FLIGHT INSPECTION.
10. ADDED LINE 7 20:1 NOT CLEAR. - NO DETERMINATION OF VERTICALLY GUIDED SURVEY, VISUAL SEGMENT OBSTACLES REPORTED BY FLIGHT INSPECTION.
11. REMOVED *LNAV ONLY PROFILE NOTE. - LNAV IS THE ONLY APPROACH AVAILABLE.
12. REMOVED ASTERISK * FROM SDF EPIJO. - LNAV IS THE ONLY APPROACH AVAILABLE.
13. REMOVED VDA/TCH FROM PROFILE VIEW. - VISUAL SEGMENT OBSTACLES.
14. MISSED APPROACH ALTITUDE CHANGED FROM: CLIMB TO 2600 DIRECT HVOX AND HOLD TO CLIMB TO 2700 DIRECT HVOX AND HOLD.- TO ALLOW FOR CONTROLLED AIRSPACE CONTAINMENT IN THE HOLDING PATTERN.
15. REMOVED CHART NOTE: BARO-VNAV NA WHEN USING COVINGTON ALTIMETER SETTING. - LNAV/VNAV REMOVED FROM PROCEDURE.
16. DELETED "DISTANCE TO THLD FROM 415 HAT: 1.21 NM." FROM ADDITIONAL FLIGHT DATA. - REMOVED LNAV/VNAV.
17. REMOVED NOTE: SPECIFICATION ONLY - NOT FOR COCKPIT USE. - NOTE IS NOW CONTAINED IN TITLE OF 8260-7A.
18. CHANGED CAT D VISIBILITY FROM 1 1/4 TO 1 SM - IAW 8260.3D VISIBILITY TABLES.

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

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJF-10) MEMO, APRIL 29, 2020, SUBJECT:
FLIGHT INSPECTION REVIEW NOT REQUIRED

OFFICE

Digitally signed by
JON DENTON
Apr 13, 2021

DATE**DEVELOPED BY**

JON DENTON (JOHN KEEFER)

Digitally signed by
JON DENTON
Apr 13, 2021

OFFICE

AJV-A432

DATE

12/04/2020

RECOMMENDED BY

LONNIE EVERHART

Digitally signed by
JON DENTON

OFFICE

AJV-A430

DATE

TITLE
MANAGER

APPROVED BY

Apr 13, 2021

OFFICE**DATE****TITLE**

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

<u>AIRPORT ID</u> KHLB	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 36	<u>AMDT NO.</u> 1A	<u>CITY</u> BATESVILLE	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 975	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
DIKLE

TO
HOBSA

<u>RNP</u>	<u>DISTANCE</u> 4.50	<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.AAO	390845.00N/0851106.00W		1221	250	50	4D	1000				AT300	2600
2.TERRAIN	390845.00N/0851106.00W		1021 (1000)								AS1500	2500

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:

INTERMEDIATE

FROM
HOBSA

TO
JUBMI

<u>RNP</u>	<u>DISTANCE</u> 6.00	<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>
3.TOWER (18-000628)	391322.00N/0851528.00W		1338	500	50	5D	500				AT762	2600
4.TERRAIN	391118.00N/0851800.00W		1008 (1000)								AS1500	2500

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:

FINAL: LNAV

FROM

JUBMI

TO

EPIJO/1.70 NM TO RW36

<u>RNP</u>	<u>DISTANCE</u> 3.24	<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>
AAO	391621.20N/0851600.08W		1190	50	20	2C	250				RA100	1540

COMPUTATIONS

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

FINAL: LNAV STEPDOWN

FROM

EPIJO/1.70 NM TO RW36

TO

RW36

<u>RNP</u>	<u>DISTANCE</u> 1.70	<u>PAT</u>	<u>MAP</u> RW36	<u>HAT</u> 365			<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>
TREE	391829.90N/0851547.44W		1089	50	20	2C	250					1340

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

RW36

TO

HIVOX

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1240					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2700
TOWER (18-058522)	393004.11N/0851734.43W		1328	20	3	1A	1000					2400
TERRAIN	393015.00N/0851757.00W		1069 (1100)								AS1500	2600

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

MSA

CENTER

RW36

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	339	24.8	1542	500	50	5D	1000			2600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100' VEGETATION PER RNAV (GPS) RWY 36 ORIG

TAA NA PER USER REQUEST

CIRCLING NA PER USER REQUEST; RECONFIRMED BY CENTRAL FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
CVG APP CON, TERRE HAUTE FSS

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

WX REMARKS:
RASS PRESSURE PATTERNS SAME
KHLB 975, KCVG 896
RA = 86.30

<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>
RW18 - HIRL (PCL), REIL (PCL)			
RW36 - HIRL (PCL), REIL (PCL), PAPI-2R			

<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> 3.00	<u>TCH</u> 30.3
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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>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PENETRATIONS REMARKS:
ASSUMING 20:1 AND 34:1 PENETRATIONS EXIST DUE TO NO VERTICALLY GUIDED SURVEY AND VISUAL SEGMENT OBSTACLES ON FINAL REPORTED BY FLIGHT INSPECTION.

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

PROCEDURE BUILT WITH DESCENT ANGLE 3.00/TCH 30 FT.

PER 8260.3D AND 8260.19I, WHEN A FLIGHT INSPECTION/VALIDATION HAS DETERMINED THAT A VDA/TCH MUST NOT BE SPECIFIED ON THE CHART, A REDESIGN MUST BE ATTEMPTED. IN ORDER TO ATTAIN ACCURATE DATA, THE ACTUAL HEIGHT OF THE OBSTACLE IDENTIFIED BY FLIGHT INSPECTION NEEDS TO BE KNOWN. A REDESIGN WAS ATTEMPTED AND A 100 FOOT TREE WAS PLANTED ON FINAL .5 NM FROM THE THRESHOLD INDICATED BY FLIGHT INSPECTION. THAT EVALUATION PRODUCED A 34:1 PENETRATION. THE 100 FOOT TREE IS ONLY AN ASSUMPTION. A FULL AMENDMENT SHOULD BE ACCOMPLISHED ONCE THE HEIGHT OF THE VISUAL SEGMENT OBSTACLE IS KNOWN. LNAV/VNAV MINIMUMS WERE REMOVED DUE TO LACK OF A VERTICALLY GUIDED SURVEY, AND UNKNOWN HEIGHT OF THE VISUAL OBSTACLE ON FINAL.

PART E: PREPARED BY

<u>NAME</u> JON DENTON (JOHN KEEFER)	<u>OFFICE</u> AJV-A432	<u>DATE</u> 12/04/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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