

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</u> HOMERVILLE	<u>AIRPORT ID</u> KHOE	<u>PROCEDURE NAME</u> NDB RWY 14	<u>ORIGINAL/AMENDMENT</u> 3A	<u>CITY</u> HOMERVILLE	<u>STATE</u> GA	
<u>AIRPORT ELEVATION</u> 187	<u>TDZE</u> 187	<u>SUPERSEDED</u> NDB RWY 14	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 06/25/2015	<u>MAG VAR</u> 6W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> HOE	<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>
AYS VORTAC		HOE NDB					220.95	16.95	2300

MISSED APPROACH

MAP:
HOE NDB

MISSED APPROACH INSTRUCTIONS:
CLIMBING RIGHT TURN TO 1800 IN HOE NDB HOLDING PATTERN.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 318.11 OUTBOUND 1800 FT WITHIN 10 MILES OF HOE NDB (IAF)

2.

3. FAC: 138.11 FAF: DIST FAF TO MAP: DIST FAF TO THLD:

4. MIN ALT: MUZLR INT 820

8. MSA FROM: HOE NDB 090-315 1800, 315-090 2300

EQUIPMENT REQUIREMENTS NOTES:

NOTES:



ADDITIONAL FLIGHT DATA:

MUZLR TO RW14: 2.92/40
CHART CIRCLING ICON
CHART FAS OBST: 306 TREE 310505N/0824805W.
CHART: 425 TOWER 310553N/0824910W.
FAC CROSSES RWY C/L EXTENDED 2997 FT FROM THLD.
HOLD NW, RT, 138.11 INBOUND

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2, 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
S-14	820	1	633	820	1	633	820	1 3/4	633	820	1 3/4	633			
CIRCLING	820	1	633	820	1	633	940	2 1/4	753	940	2 1/2	753			
MUZLR FIX MINIMUMS															
S-14	620	1	433	620	1	433	620	1 1/4	433	620	1 1/4	433			
CIRCLING	680	1	493	740	1	553	940	2 1/4	753	940	2 1/2	753			

CHANGES - REASONS

1. REMOVED FEEDER SEGMENT FROM TAYLOR VORTAC TO HOMERVILLE NDB - TAY VORTAC DECOMMISSIONING.
2. REMOVED CHART PROFILE NOTE: VDA AND DESCENT ANGLE NOT COINCIDENT- COINCIDENT IAW 8260.3D, SECTION 2-6.
3. REMOVED BACKUP ALTIMETER NOTES - MOVED TO -9 AS A CONTINGENCY.
4. ADDED ALTERNATE MINIMUMS IAW 8260.19H 8-6-9,E,7,B- KHOE AWOS IS WMSCR.

COORDINATED WITH:A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: VLD APP CON, ZJX**FLIGHT CHECKED BY**

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

OFFICE

Digitally signed by

DATE**WARDELL HENNING**

Apr 20, 2020

DEVELOPED BY

WARDELL HENNING (JANTZEN TAYLOR)

Digitally signed by

OFFICE

AJV-A432

DATE

02/20/2020

APPROVED BY

GEORGE DAVIS

Digitally signed by

WARDELL HENNING

Apr 20, 2020

OFFICE

AJV-A430

DATE**TITLE**

MANAGER

QUALITY
21
CHECKED

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

<u>AIRPORT</u> HOMERVILLE	<u>AIRPORT ID</u> KHOE	<u>PROCEDURE NAME</u> NDB RWY 14	<u>AMDT NO.</u> 3A	<u>CITY</u> HOMERVILLE	<u>STATE</u> GA	<u>AIRPORT ELEVATION</u> 187	<u>FACILITY</u> HOE
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u> AYS VORTAC	<u>TO</u> HOE NDB
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<u>RNP</u>	<u>DISTANCE</u> 16.95	<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 (13-000143)	311322.00N/0823441.00W		1257	250	50	4D	1000					2300
TERRAIN	310545.00N/0824545.00W		250 (300)								AS1500	1800

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: PT

<u>FROM</u> 10 NM	<u>TO</u> MUZLR INT
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<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u> 633	<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 (13-020069)	311201.50N/0825249.70W		462	50	20	2C	350					820

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: PT STEPDOWN

FROM
MUZLR INT

TO
HOE NDB

<u>RNP</u>	<u>DISTANCE</u> 2.51	<u>PAT</u>	<u>MAP</u> HOE NDB	<u>HAT</u> 433			<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 (KHOET000242)	310504.68N/0824805.38W		306	20	3	1A	300					620

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM
HOE 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>
TOWER (13-002275)	310231.00N/0824323.00W		626	50	20	2C	1000					1700
TERRAIN	311536.00N/0825651.00W		276 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH

FROM
HOE NDB

TO
HOE NDB

RNP	DISTANCE	PAT	MAP	HAT			HMAS 320					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				1800
TOWER (13-002275)	310231.00N/0824323.00W		626	50	20	2C	1000					1700
TERRAIN	311536.00N/0825651.00W		276 (300)								AS1500	1800

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											
TOWER (13-001371)	310208.00N/0824539.00W	1.30	633/493	325	500	50	5D	300		SI/AC50	820/680
CATEGORY B											
TOWER (13-002302)	310155.00N/0824745.00W	1.81	633/553	386	250	50	4D	300		SI/AC50	820/740
CATEGORY C											
TOWER (13-002275)	310231.00N/0824323.00W	2.85	753/753	626	50	20	2C	300			940/940
CATEGORY D											
TOWER (13-002275)	310231.00N/0824323.00W	3.72	753/753	626	50	20	2C	300			940/940

CIRCLING REMARKS:



MSA

CENTER
HOE NDB

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-315	TWR (13-001509)	304207.80N/0830653.50W	226	27.6	787	500	50	5D	1000			1800
315-090	TWR (13-000143)	311322.00N/0823441.00W	051	14.1	1256	250	50	4D	1000			2300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
VLD APP CON, ZJX ARTCC, COU FSS

<u>WX SERVICE</u> AWOS	<u>LOCATION</u> KHOE	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KHOE	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> AWOS	<u>LOCATION</u> KAYS	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KAYS	<u>DISTANCE</u> 22.671	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 58

WX REMARKS:
RASS PRESSURE PATTERNS ARE THE SAME
KHOE: 186.7, KAYS 141.0
57.8

<u>PRIMARY NAVAID</u> HOE NDB	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - MIRL (PCL), PAPI-2L (PCL)	NPI-G	
RW32 - MIRL (PCL), PAPI-2L (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> 3.00	<u>TCH</u> 37.6
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

☐

2997

FT FROM THRESHOLD

DISPLACED THRESHOLD DISTANCE

ON CENTERLINE

☒

FT FROM CENTERLINE

<u>CRITICAL TEMPERATURES</u>			
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

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



ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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	132.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
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	132.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD
COORDINATES
(IF STR-IN)310342.39N/0824651.14W

ARP COORDINATES310324.80N/0824631.00W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 32 DISTANCE 0.41 NM

FAF
COORDINATES

FIX NAME
COORDINATES

REMARKS



PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
WARDELL HENNING (JANTZEN TAYLOR)	AJV-A432	02/20/2020	AERONAUTICAL INFORMATION SPECIALIST

