

**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> HBC	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MOHALL	<u>STATE</u> ND
<u>AIRPORT ELEVATION</u> 1650	<u>TDZE</u> 1650	<u>SUPERSEDED</u> RNAV (GPS) RWY 31	<u>DATED</u> 03/24/2022	<u>MAG VAR</u> 9E
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2000
			<u>CANCEL/SUSPEND</u>	

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MOT VOR/DME		OGXEB		TF	FB	1.00	325.70	20.09	4500
KOFOJ	IAF	IJMEP	NOPT	TF	FB	1.00	221.06	6.92	3300
OGXEB	IAF	IJMEP	NOPT	TF	FB	1.00	040.86	6.92	3300
IJMEP	IF/IAF	EJKOW		TF	FB	1.00	310.96	5.01	3300
EJKOW	FAF	RW31	MAP	TF	FO	0.30	310.89	5.06	
RW31	MAP	3000 MSL		CA			310.89		3000
3000 MSL		IJMEP		DF	FO	1.00			3300

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW31

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 THEN CLIMBING LEFT TURN TO 3300 DIRECT IJMEP AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|---|----------------------------|----------------|-----------------------|------------------------|---------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD SE IJMEP, RT, 310.96 INBOUND, 3300 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 310.89 | FAF: EJKOW | | DIST FAF TO MAP: 5.06 | DIST FAF TO THLD: 5.06 | |
| 4. MIN ALT: IJMEP 3300, EJKOW 3300 | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | 327 HAT: 0.90 | GS ANT: |
| 6. MIN GP INCPT: 3300 | GP ALT AT PFAF: EJKOW 3300 | | OM: | MM: | IM: |
| 7. GP ANGLE: 3.00 | 34:1: IS NOT CLEAR | 20:1: IS CLEAR | TCH: 40.0 | | |
| 8. MSA FROM: RW31 3800 | | | | | |

QUALITY
10
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: BARO-VNAV NA.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: USE MOT ALTIMETER SETTING.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT MOT VOR/DME ON V430/T331 EASTBOUND.

ADDITIONAL FLIGHT DATA:

CHART MOT ASOS.
CHART FAS OBST: 1842 ELEVATOR (38-039318) 484551N/1013056W.
WAAS CHANNEL # 99447
REFERENCE PATH ID: W31A
LTP HAE: 481.9 M

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
LPV DA	1977	1	327	1977	1	327	1977	1	327		NA				
LNAV/VNAV DA	2111	1 3/8	461	2111	1 3/8	461	2111	1 3/8	461		NA				
LNAV MDA	2180	1	530	2180	1	530	2180	1 1/2	530		NA				
CIRCLING	2240	1	590	2240	1	590	2380	2	730		NA				



CHANGES - REASONS

1. TERMINAL ROUTES: FEEDER SEGMENT MOT VOR TO OGXEB COURSE CHANGED FROM 330.85 TO 325.70 AND DISTANCE CHANGED FROM 20.66 TO 20.09 - IAF FIX OGXEB CHANGED LOCATIONS.
2. TERMINAL ROUTES: INITIAL SEGMENT KOFOJ TO IJMEP COURSE CHANGED FROM 221.02 TO 221.06 AND DISTANCE CHANGED FROM 5.00 TO 6.92 - IAF FIX KOFOJ CHANGED LOCATIONS.
3. TERMINAL ROUTES: INITIAL SEGMENT OGXEB TO IJMEP COURSE CHANGED FROM 040.88 TO 040.86 AND DISTANCE CHANGED FROM 5.00 TO 6.92 - IAF FIX OGXEB CHANGED LOCATIONS.
4. TERMINAL ROUTES: INTERMEDIATE SEGMENT IJMEP TO EJKOW COURSE CHANGED FROM 310.95 TO 310.96 AND DISTANCE CHANGED FROM 5.0 TO 5.01- PFAF FIX EJKOW CHANGED LOCATIONS.
5. PROFILE LINE 3: FINAL TO MAP DISTANCE CHANGED FROM 5.07 TO 5.06 - PFAF FIX LOCATION CHANGED.
6. PROFILE LINE 3: FINAL TO THLD DISTANCE CHANGED FROM 5.07 TO 5.06 - PFAF FIX LOCATION CHANGED.
7. MAP: ADDED LPV AND LNAV/VNAV DA POINT - PER CRITERIA FAA0 8260.19J 8-6-6 (C) (1) (3).
8. 34:1 SURFACE CHANGED FROM "CLEAR" TO "NOT CLEAR" - PER NEW OBSTACLE SURVEY, NEW PENETRATING OBSTACLES.
- 9 ADDED CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED – 34:1 PENETRATIONS ADDED NEW OBSTACLE SURVEY.
10. MINIMUMS: ADDED LPV DA/HAT 1977/327 AND VIS 1SM ALL CATS - ADDED LPV PROCEDURE PER ATC/FPT REQUEST.
11. MINIMUMS: ADDED LNAV/VNAV DA/HAT 2111/4661 AND VIS 1 3/8SM ALL CATS - ADDED LNAV/VNAV PROCEDURE PER ATC/FPT REQUEST.
12. MINIMUMS: LNAV HAT CHANGED FROM 531 TO 530 ALL CATS - NEW RWY THLD ELEVATION BASED OFF NEW AIRPORT SURVEY.
13. ADDED CHART NOTE: BARO-VNAV NA - PER CRITERIA FAA0 8260.19J 8-6-10 (E) (8).
14. ADDED CHART NOTE "VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - PER CRITERIA FAA0 8260.19J 8-6-10 (M) (1).
15. UPDATED CHART FAS OBST: CHANGED FROM "1793 TOWER 484534N/1013030W" TO "1842 ELEVATOR (38-039318) 484551N/1013056W" - PER NEW OBSTACLE SURVEY.
16. PBN REUIREMENTS NOTE: CHANGED FROM "RNP APCH" TO "RNP APCH-GPS" PER CRITERIA 8260.19J 8-6-8 (D).
17. NOTES: CHANGED CHART NOTE FROM "USE MINOT INTL ALTIMETER SETTING" TO "USE MOT ALTIMETER SETTING" PER CRITERIA 8260.19J 8-6-10 (F) (2) (6).
18. ADDITIONAL FLIGHT DATA: CHANGED NOTE FROM "CHART MINOT INTL ASOS" TO "CHART MOT ASOS" PER CRITERIA 8260.19J 8-6-8 (F) (2) (6).
19. ADDITIONAL FLIGHT DATA: ADDED WAAS CHANNEL #99447- ADDED LPV LINES OF MINIMUMS PER CRITERIA FAA0 8260.19J 8-6-11 (J) (1).
20. ADDITIONAL FLIGHT DATA: ADDED REFERENCE PATH ID:W31A - ADDED LPV LINES OF MINIMUMS PER CRITERIA FAA0 8260.19J 8-6-11 (J) (1).
21. ADDITIONAL FLIGHT DATA: ADDED LTP HAE: 481.9 M - ADDED LPV LINES OF MINIMUMS PER CRITERIA FAA0 8260.19J 8-6-11 (J) (3).
22. ADDED DATA FIELD DATA - ADDED LPV LINES OF MINIMUMS PER CRITERIA FAA0 8260.19J APPENDIX K.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: AMGR, MINOT APCH CONTROL, ZMP ARTCC

FLIGHT CHECKED BY

KENNETH E JACK

Digitally signed by

DAVID DANNER

Apr 04, 2025

OFFICE

AJF

DATE

04/03/2025

DEVELOPED BY

TRAVIS BRISTOW

Digitally signed by

TRAVIS D BRISTOW

Dec 30, 2024

OFFICE

AJV-A421

DATE

08/27/2024

APPROVED BY

DAVID DANNER

Digitally signed by

DAVID DANNER

Apr 04, 2025

OFFICE

AJV-A421

DATE

04/17/2025

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KHBC
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	484554.4200N
LTP/FTP LONGITUDE	1013158.1820W
LTP/FTP ELLIPSOIDAL HEIGHT	+04819
FPAP LATITUDE	484702.4375N
FPAP LONGITUDE	1013325.0975W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1656
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	1F5FCFDC

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K3
LTP ORTHOMETRIC HEIGHT	+05026
FPAP ORTHOMETRIC HEIGHT	+05026



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
HBC	RNAV (GPS) RWY 31	1	MOHALL	ND	1650	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM MOT VOR/DME **TO** OGXEB

RNP 1.00 DISTANCE 20.09 PAT MAP HAT HMAS

<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>
ANTENNA (38-032029)	481255.33N/1011907.65W	2447	20	10	1B	1000				AT1053	4500
TERRAIN	481621.00N/1012045.00W	1817 (1800)								AS1500	3300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM KOFOJ **TO** IJMEP

RNP 1.00 DISTANCE 6.92 PAT MAP HAT HMAS

<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	483648.00N/1012351.00W	1821	215	8	4B	1000				AT479	3300
TERRAIN	483657.00N/1012218.00W	1607 (1600)								AS1500	3100

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
10
CHECKED

INITIAL

FROM

OGXEB

TO

IJMEP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	6.92										
<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	483306.00N/1013148.00W	1923	215	8	4B	1000				AT377	3300
TERRAIN	483406.00N/1013227.00W	1722 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

IJMEP (IF/IAF)

TO

EJKOW

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	5.01										
<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	483745.00N/1012918.00W	1864	215	8	4B	500				AT936	3300
TERRAIN	483933.00N/1012851.00W	1653 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

EJKOW

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.06		DA				327				
<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 (38-039371)	484550.21N/1013148.10W	1670	20	3	1A		34.00:1			RA77	1977

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

EJKOW

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.06		DA				461				
<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	484448.00N/1013133.00W	1751	215	8	4B		23.41:1			RA77 AC8	2111

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV

FROM

EJKOW

TO

RW31

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.06		RW31				530				
<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>
ELEVATOR (38-039318)	484551.04N/1013056.13W	1842	20	3	1A	250				RA77	2180

COMPUTATIONS

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

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM
IJMEP

TO
P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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	483618.00N/1012703.00W	1861	215	8	4B	1000				AT439	3300
TERRAIN	483618.00N/1012703.00W	1660 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM
DA

TO
IJMEP

<u>RNP</u> 0.30	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1713			
<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				3300
TOWER (38-000144)	484552.32N/1014141.58W	2107	500	50	5D	1000					3200
TERRAIN	484845.00N/1014503.00W	1774 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

IJMEP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											1884
<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				3300
TOWER (38-000144)	484552.32N/1014141.58W	2107	500	50	5D	1000					3200
TERRAIN	484845.00N/1014503.00W	1774 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW31

TO

IJMEP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											2003
<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				3300
TOWER (38-000144)	484552.32N/1014141.58W	2107	500	50	5D	1000					3200
TERRAIN	484845.00N/1014503.00W	1774 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

HBC

PROCEDURE NAME

RNAV (GPS) RWY 31

AMDT NO.

1

CITY

MOHALL

STATE

ND

AIRPORT ELEVATION

1650

FACILITY

RNAV

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											
ELEVATOR (38-039318)	484551.04N/1013056.13W	1.32	590	1842	20	3	1A	300		RA77 XP21	2240
CATEGORY B											
ELEVATOR (38-039318)	484551.04N/1013056.13W	1.86	590	1842	20	3	1A	300		RA77 XP21	2240
CATEGORY C											
ANTENNA (38-039331)	484533.58N/1013532.74W	2.94	730	1997	20	10	1B	300		RA77	2380

CIRCLING REMARKS:

XP - TO MAINTAIN PREVIOUS MINIMUMS

MSA

CENTER	RADIUS
RW31	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (38-000012)	482446.85N/1020055.56W	213	28.6	2708	50	20	2C	1000			3800

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

NO TAA DUE TO AIRPORT PROXIMITY TO CANADIAN AIRSPACE.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

MOT APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	MOT	24	MOT	32.35	Y	77
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KHBC 1650, KMOT 1658
RA = 76.6.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	
RW31 - MIRL (PCL), PAPI-2L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1649.0	40.0			3.00	26.9

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LNAV		
34:1			
1666 TRAVERSE_WAY (38-039327) 484548.5100N/1013155.1800W (5.6)		1670 TREE (38-039371) 484550.2100N/1013148.1000W (4.48)	
1665 TREE (38-039310) 484550.4000N/1013149.8300W (2.11)		1665 TRAVERSE_WAY (38-039312) 484548.5100N/1013152.4300W (1.11)	
FINAL TYPE	LNAV/VNAV		
34:1			
1666 TRAVERSE_WAY (38-039327) 484548.5100N/1013155.1800W (5.6)		1670 TREE (38-039371) 484550.2100N/1013148.1000W (4.48)	
1665 TREE (38-039310) 484550.4000N/1013149.8300W (2.11)		1665 TRAVERSE_WAY (38-039312) 484548.5100N/1013152.4300W (1.11)	

QUALITY
10
CHECKED



<u>AIRPORT ID</u>		<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
HBC		RNAV (GPS) RWY 31	1	MOHALL	ND	1650	RNAV
FINAL TYPE	LPV						
34:1							
1666 TRAVERSE_WAY (38-039327) 484548.5100N/1013155.1800W (5.6)				1670 TREE (38-039371) 484550.2100N/1013148.1000W (4.48)			
1665 TREE (38-039310) 484550.4000N/1013149.8300W (2.11)				1665 TRAVERSE_WAY (38-039312) 484548.5100N/1013152.4300W (1.11)			
<u>PENETRATIONS REMARKS:</u>							

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 - REMOTE PRIMARY ALTIMETER.
PRECIPITOUS TERRAIN EVALUTION COMPLETED.

100 FT VEGETATION USED PER FPT.
ORDER 8260.3, 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	THLD	TO 1000FT POINT	3.17
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	319.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1700
DISTANCE FROM	THLD	TO 1500FT POINT	4.86
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.95
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	319.89
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	1700

THRESHOLD COORDINATES (IF STR-IN)	484554.42N/1013158.18W
ARP COORDINATES	484607.99N/1013215.51W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 13 DISTANCE 0.26 NM
FAF COORDINATES	484202.59N/1012702.60W
FIX NAME COORDINATES	IF/IAF IJMEP 483812.64N/1012210.54W, IAF KOFOJ 484239.28N/1011410.60W, IAF OGXEB 483345.44N/1013009.08W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.
IF/IAF IJMEP: 483812.64N/1012210.54W, IAF KOFOJ: 484239.28N/1011410.60W, IAF OGXEB: 483345.44N/1013009.08W



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
HBC	RNAV (GPS) RWY 31	1	MOHALL	ND	1650	RNAV
PART E: PREPARED BY						
<u>NAME</u>			<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>	
TRAVIS BRISTOW			AJV-A421	08/27/2024	AERONAUTICAL INFORMATION SPECIALIST	

