

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

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> PAHP	<u>PROCEDURE NAME</u> VOR RWY 32	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> HOOPER BAY	<u>STATE</u> AK		
<u>AIRPORT ELEVATION</u> 20	<u>TDZE</u> 20	<u>SUPERSEDED</u> VOR/DME RWY 31	<u>ORIGINAL/AMENDMENT</u> ORIG-D	<u>DATED</u> 08/15/2019	<u>MAG VAR</u> 13E	<u>EPOCH YEAR</u> 2005
<u>FACILITY</u> HPB	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 8 SEPTEMBER 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
HPB VOR/DME		PUPBI/10.60 DME					132.88	10.60	2000
DENRO/20.00 DME	IAF	PUPBI/10.60 DME	NOPT				312.88	9.40 (HPB R-133)	1700
JOTPU/10.60 DME CW	IAF	PUPBI/10.60 DME	NOPT				10.60 DME ARC		1700
PUPBI/10.60 DME	IF/IAF	KADBE/4.43 DME					312.88	6.17 (HPB R-133)	1600

MISSED APPROACH

MAP:

HPB VOR/DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 2000 IN HPB VOR/DME HOLDING PATTERN.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
2. HOLD SE PUPBI, RT, 312.88 INBOUND, 1700 FT. IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 312.88 FAF: KADBE/4.43 DME DIST FAF TO MAP: DIST FAF TO THLD: 4.83
4. MIN ALT: PUPBI/10.60 DME 1700, KADBE/4.43 DME 1600, LACIT/1.50 DME 520
8. MSA FROM: HPB VOR/DME 060-320 1600, 320-060 3500

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).



CHART NOTE: STRAIGHT-IN RWY 32 NA AT NIGHT, CIRCLING RWY 32 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART KENAI RADIO RCO.
HOLD SE, RT, 312.88 INBOUND.
CHART FAS OBST: 93 TOWER (02-291176) 613142N/1660645W.
CHART HPB R-094 AT JOTPU.
FAC CROSSES RWY C/L EXTENDED 2449 FT FROM THLD.
CHART CIRCLING ICON.
KADBE TO RW32: 3.00/45.
CHART ANCHORAGE CENTER FREQUENCY.

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
S-32	420	1	400	420	1	400	420	1 1/8	400	420	1 1/8	400				
CIRCLING	420	1	400	480	1	460	480	1 1/2	460	580	2	560				

CHANGES - REASONS

1. RUNWAY NUMBERS CHANGED FROM 13/31 TO 14/32 - AIRPORT MAG VAR CHANGED FROM 13E TO 8E.
2. ADDED DME REQUIRED EQUIPMENT NOTE - NEW CRITERIA REQUIREMENT.
3. KADBE MOVED 0.17 NM NW, DME CHANGED FROM 4.60 TO 4.33 - INCREASE VDA FROM 2.91 TO 3.00.
4. PUPBI TO KADBE DISTANCE CHANGED FROM 6.00 TO 6.17 NM - KADBE MOVED 0.17 NM NW.
5. VDA INCREASED FROM 2.91 TP 3.00 - MATCH VGSI.
6. DELETED INOPERATIVE TABLE DOES NOT APPLY NOTE - APPROACH LIGHTS DO NOT EXIST, NO LIGHT CREDIT TAKEN.
7. ADDED 6000 AS MAX HOLDING AT PUPBI - CHARTING REQUIREMENT TO CHART MAX AUTHORIZED HOLDING ALT.
8. LOWERED 320 TO 060 MSA ALTITUDE FROM 3600 TO 3500, AND RAISED 060 TO 320 MSA ALTITUDE FROM 1400 TO 1600 - CONTROLLING OBSTACLE UPDATED.
9. PROCEDURE NAME CHANGED FROM VOR/DME RWY 31 TO VOR RWY 32 - MAG/VAR CHANGED AND DME PUBLISHED BY EQUIPMENT NOTE.
10. BACK-UP ALTIMETER SETTING NOTE REMOVED - ADJUSTED NOTE PLACED ON 8260-9 FOR CONTINGENCY PURPOSES
11. ADDED LACIT FINAL STEPDOWN ADDED - ALLOW FOR LOWER MINIMUMS OF 420 INSTEAD OF 520.
12. S-32 ALL CATS MDA/HAT CHANGED FROM 380/370 TO 420/400 - RAISED TO ALLOW FOR IMMEDIATE ENTRY INTO HOLDING AT 400 FT ABOVE APT.
13. S-32 VIS CAT C CHANGED FROM 1 TO 1 1/8 AND CAT D FROM 1 1/4 TO 1 1/8 - HAT CHANGED AND 8260.3E TABLE 3-3-1.
14. APT AND TDZE CHANGED FROM 10 TO 20 - REVISED AIRNAV DATA.
15. CIRCLING HAA CAT A CHANGED FROM 410 TO 400, CAT B/C FROM 470 TO 460 AND CAT D FROM 570 TO 560 - APT ELEV CHANGED.
16. LINE 3 DIST FAF TO THLD CHANGED FROM 5.00 TO 4.43 - FAF MOVED.
17. ADDITIONAL FLIGHT DATA ENTRY CHANGED FROM CHART FAS OBST: 107 CRANE 613107N/1660627W TO 93 TOWER (020-291176) 613142N/1660645W - REVISED OBSTACLE DATA.
18. ADDITIONAL FLIGHT DATA ENTRY FAC CROSSES RWY C/L EXTENDED 2446 FROM THLD TO FAC CROSSES RWY C/L EXTENDED 2449 FT FROM THLD - IAPA TO TARGETS DIFFERENCE.
19. ADDITIONAL FLIGHT DATA ENTRY ADDED CHART CIRCLING ICON AND CHART ANCHORAGE CENTER FREQUENCY - IAW 8260.19I.
20. ADDITIONAL FLIGHT DATA ENTRY DELETED CHART: APT ELEV 7 AND CHART: TDZE 7 - NO LONGER REQUIRED.
21. CHANGED PROFILE NOTE FROM VGSI AND DESCENT ANGLES NOT COINCIDENT TO VGSI AND DESCENT ANGLE NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) - IAW 8260.19I.
22. CHANGED NOTE FROM HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA TO RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED - IAW 8160.19I.
23. CHANGED NOTE FROM STRAIGHT-IN AND CIRCLING RWY 31 NA AT NIGHT TO STRAIGHT-IN RWY 32 NA AT NIGHT, CIRCLING RWY 32 NA AT NIGHT - IAW 8260.19I.
24. ADDED DME DISTANCE ON FIXES ON FORM WHERE ORIGINAL FORM DID NOT DOCUMENT DME DISTANCE - IAW 8260.19I.
25. CHANGES FROM P-NOTAMS FOR AMDT 1A - AMDT 1D INCORPORATED INTO FORM - REQUIRED IAW 8260.19I PARA 8-3-4C(3).
26. ADDED ADDITIONAL FLIGHT DATA NOTE TO CHART KENAI RADIO - VALIDATE EXISTING CHARTING OF KENAI RADIO.



COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA OTHER: KENAI FSS, ZAN

FLIGHT CHECKED BY

Digitally signed by

ERIC N SUSKI

EDWARD W MESA

Jun 30, 2022

OFFICE

FPO

DATE

06/29/2022

DEVELOPED BY

Digitally signed by

KELLY D DEAN

KELLY DEAN

Apr 28, 2022

OFFICE

AJV-A431

DATE

03/24/2022

APPROVED BY

Digitally signed by

ERIC N SUSKI

LONNIE EVERHART

Jun 30, 2022

OFFICE

AJV-A430

DATE

TITLE
MANAGER

