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Revision Letter For Cycle 20-2018

Change Notices

Notebook

General Information

Location: SAND POINT AK USA
ICAO/IATA: PASD / SDP
Lat/Long: N55° 18.82', W160° 31.28'
Elevation: 24 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +9:00 = UTC
Magnetic Variation: 11.0° E

Fuel Types: Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1837 Z
Sunset: 0222 Z

Runway Information

Runway: 14
Length x Width: 5213 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 538 ft

Runway: 32
Length x Width: 5213 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 24 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 575 ft

Communication Information

AWOS: 134.850
Sand Point UNICOM: 122.800
Anchorage ACC: 125.350 Remote Communications Air-Ground
Sand Point MULTICOM: 122.300 CTAF PCL
Cold Bay FSS: 122.300 CTAF RCO

PASD/SDP
SAND POINT

JEPPesen

SAND POINT, ALASKA

7 SEP 18

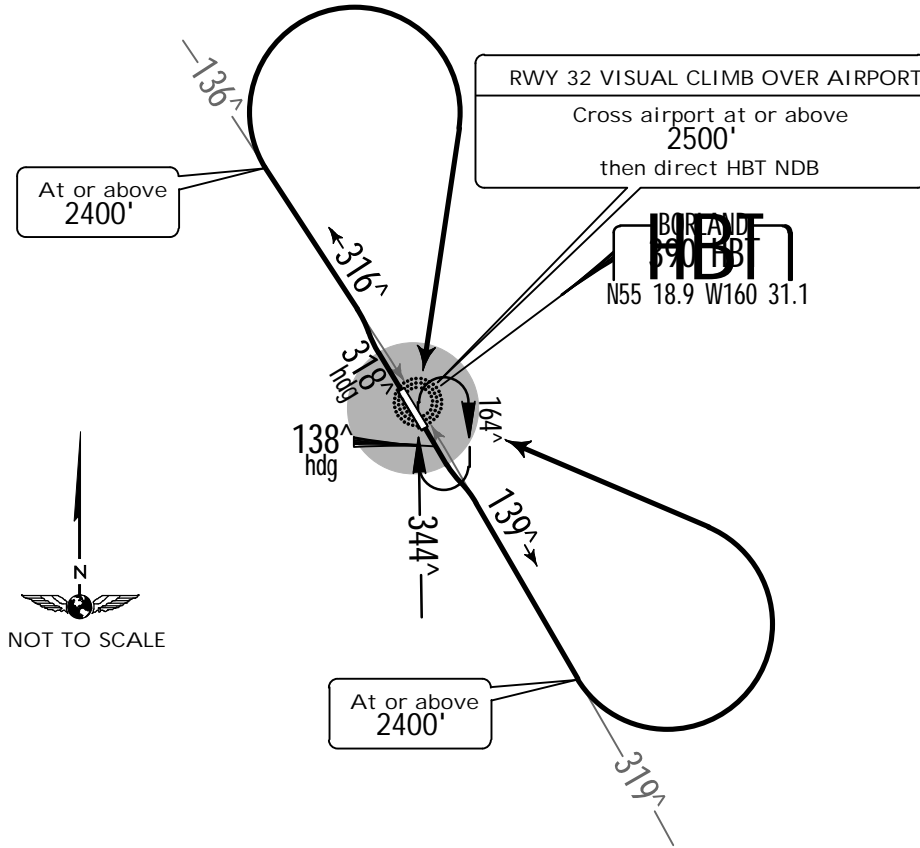
10-3

.Eff. 13.Sep.

.DP.

ANCHORAGE Center 125.35	Apt Elev 24'	Trans level: FL180 1. ADF required.	Trans alt: 18000'
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**.OBSTACLE.
BORLAND 2 DEPARTURE (HBT2.HBT)**



TAKEOFF OBSTACLE NOTES

Rwy 32: Ships beginning 1493' from DER, crossing extended runway centerline, 100' MSL. Vegetation beginning 1.4 NM from DER, 392' right of centerline, up to 6' AGL/256' MSL. Vegetation, terrain beginning 1.5 NM from DER, 534' right of centerline, up to 296' MSL. Vegetation beginning 1.6 NM from DER, 995' right of centerline, up to 7' AGL/315' MSL. Terrain, vegetation beginning 1.7 NM from DER, on and left of centerline, up to 410' MSL. Vegetation beginning 1.7 NM from DER, 1493' right of centerline, up to 6' AGL/351' MSL. Vegetation beginning 1.9 NM from DER, 161' right of centerline, up to 7' AGL/401' MSL. Terrain, vegetation beginning 2.0 NM from DER, 326' right of centerline, up to 456' MSL. Vegetation 2.1 NM from DER, 2753' right of centerline, 5' AGL/478' MSL. Terrain, vegetation beginning 2.2 NM from DER, 388' right of centerline, up to 619' MSL. Terrain 2.5 NM from DER, 1994' right of centerline, 472' MSL.

This DP requires take-off minimums:
Rwy 14: Standard (or lower than standard, if authorized).
Rwy 32: Standard (or lower than standard, if authorized) with minimum climb of 350' per NM to 1200', or 2600 - 3 for visual climb over airport.

Standard Take-off Minimums

	Adequate Vis Ref		STD				
1 & 2 Eng	1/4		1				
3 & 4 Eng							
Gnd speed-KT	75	100	150	200	250	300	
350' per NM	438	583	875	1167	1458	1750	

RWY	INITIAL CLIMB
14	Climb on heading 138° to intercept bearing 139° from HBT NDB to 2400' then climbing LEFT turn direct HBT NDB.
32	Climb on heading 318° to intercept bearing 316° from HBT NDB to 2400' then climbing RIGHT turn direct HBT NDB, or for visual climb over airport, cross Sand Point airport at or above 2500'.
RWY	VISUAL CLIMB OVER AIRPORT
32	Obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Sand Point airport at or above 2500' then climb direct HBT NDB.
ROUTING	
Continue climb in HBT NDB holding pattern to 10000' before proceeding on course.	

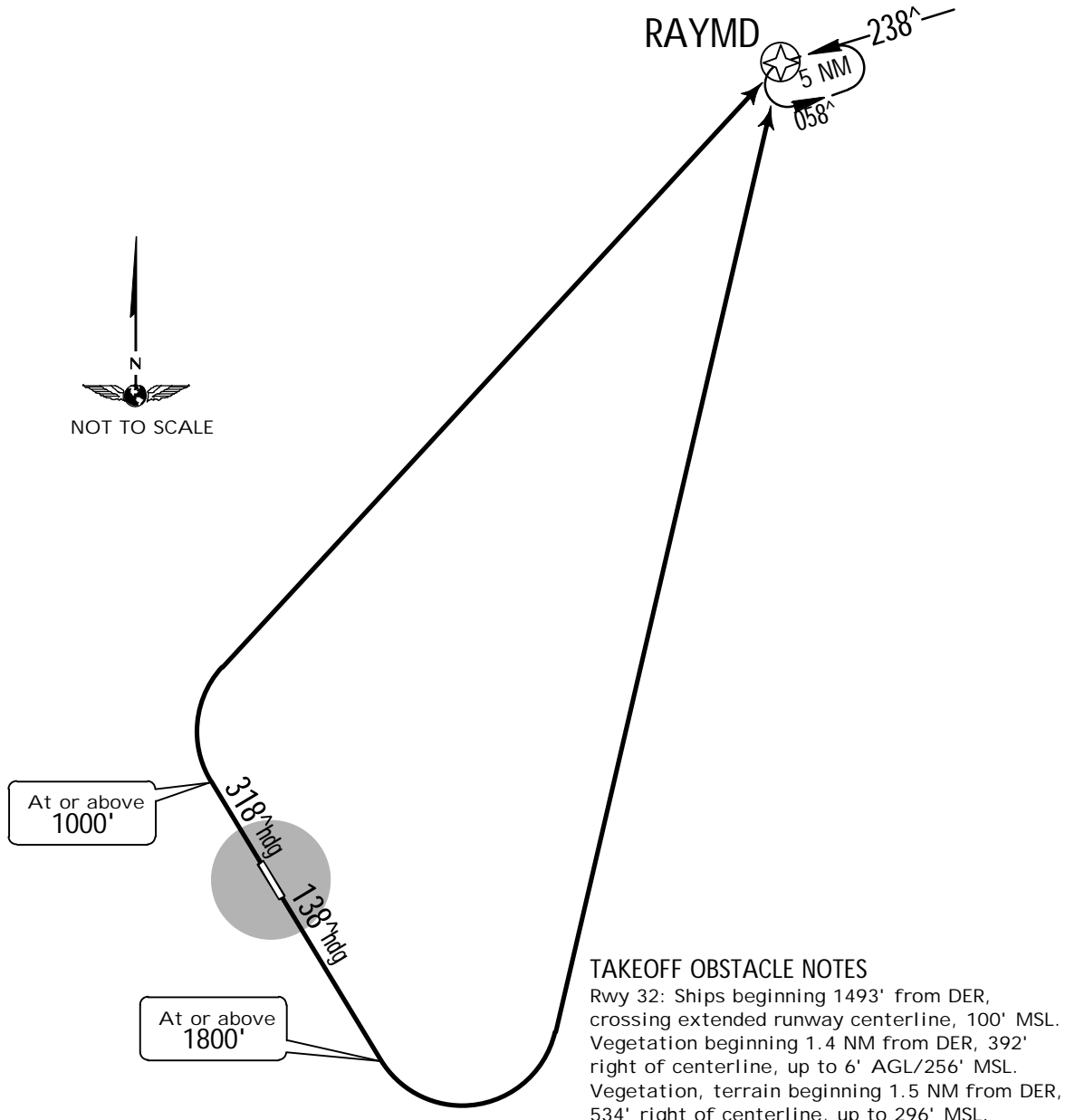
PASD/SDP
SAND POINT

JEPPESEN
7 SEP 18 (10-3A) .Eff. 13.Sep.

SAND POINT, ALASKA
.RNAV.SID.

ANCHORAGE Center 125.35	Apt Elev 24'	Trans level: FL180 Trans alt: 18000' 1. RNAV 1. 2. GPS required.
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RAYMD 3 RNAV DEPARTURE (RAYMD3.RAYMD)



At or above
1000'

At or above
1800'

TAKEOFF OBSTACLE NOTES

Rwy 32: Ships beginning 1493' from DER, crossing extended runway centerline, 100' MSL. Vegetation beginning 1.4 NM from DER, 392' right of centerline, up to 6' AGL/256' MSL. Vegetation, terrain beginning 1.5 NM from DER, 534' right of centerline, up to 296' MSL. Vegetation beginning 1.6 NM from DER, 995' right of centerline, up to 7' AGL/315' MSL. Terrain, vegetation beginning 1.7 NM from DER, on and left of centerline, up to 410' MSL. Vegetation beginning 1.7 NM from DER, 1493' right of centerline, up to 6' AGL/351' MSL. Vegetation beginning 1.9 NM from DER, 161' right of centerline, up to 7' AGL/401' MSL. Terrain, vegetation beginning 2.0 NM from DER, 326' right of centerline, up to 456' MSL. Vegetation 2.1 NM from DER, 2753' right of centerline, 5' AGL/478' MSL. Terrain, vegetation beginning 2.2 NM from DER, 388' right of centerline, up to 20' AGL/619' MSL. Terrain 2.5 NM from DER, 1994' RIGHT of centerline, 472' MSL.

This SID requires take-off minimums (for standard minimums, refer to BORLAND DP):
Rwy 14: Standard (or lower than standard, if authorized).
Rwy 32: 700 - 3 with minimum climb of 310' per NM to 1000' or standard (or lower than standard, if authorized) with minimum climb of 350' per NM to 1000'.

Gnd speed-KT	75	100	150	200	250	300
310' per NM	388	517	775	1033	1292	1550
350' per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB	TOP ALTITUDE
14	Climb heading 138° to 1800', then climbing LEFT turn direct RAYMD.	Assigned by ATC
32	Climb heading 318° to 1000', then climbing RIGHT turn direct RAYMD.	

ROUTING

MAINTAIN ATC assigned altitude, continue climb in RAYMD holding pattern to MEA before proceeding on course.

PASD/SDP

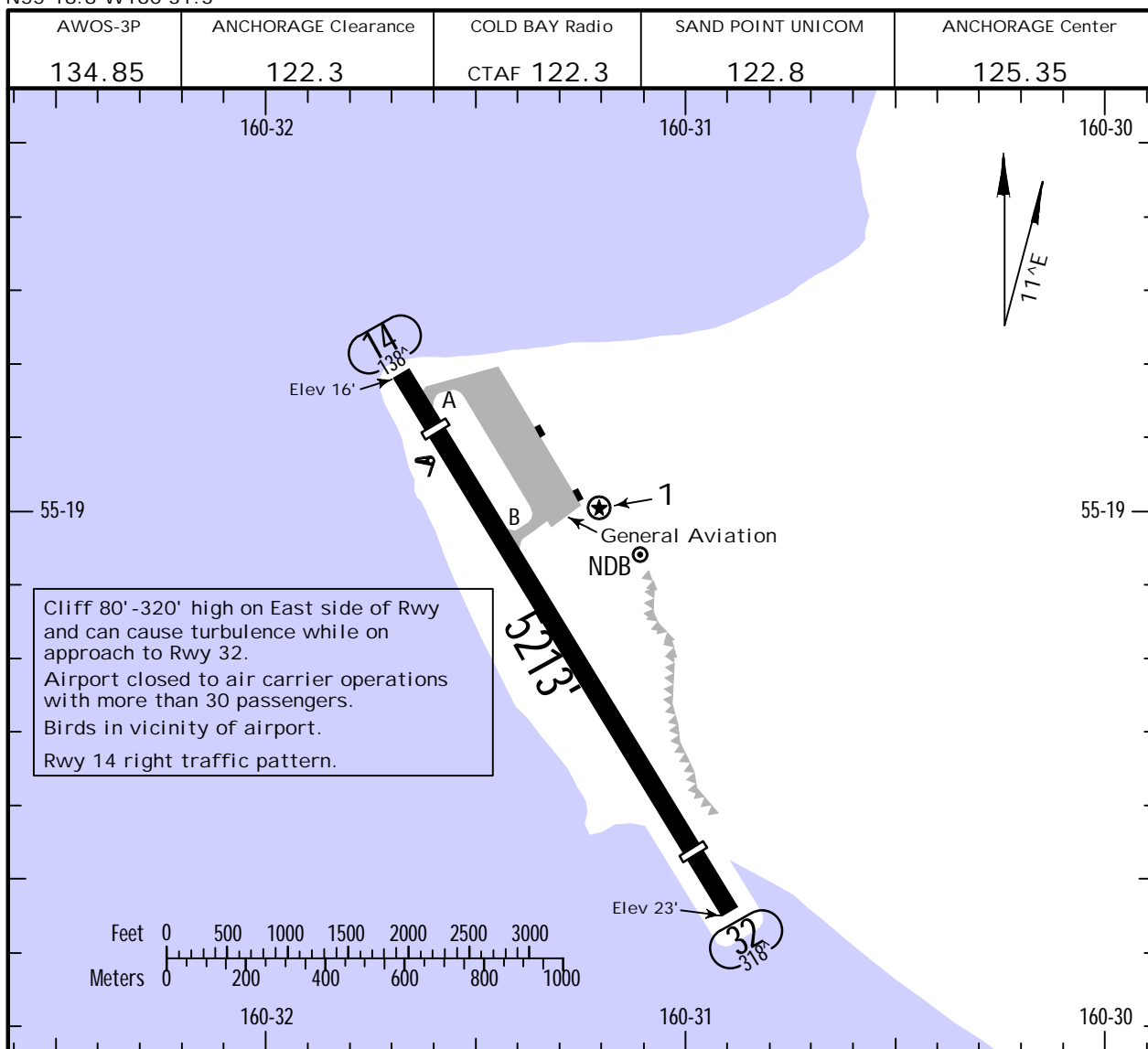
JEPPesen

SAND POINT, ALASKA

Apt Elev 24'
N55 18.8 W160 31.3

7 SEP 18 (10-9) .Eff.13.Sep.

SAND POINT



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					LANDING BEYOND			
					Threshold	Glide Slope		
14	1 MIRL	1 REIL	1 PAPI-L (angle 3.6°)	grooved	24675'			150'
32	1 MIRL	1 REIL	1 PAPI-R (angle 3.6°)	grooved	34638'			

- 1 Activate on 122.3.
- 2 LDA 4099'
- 3 LDA 4099'

TAKE-OFF		FOR FILING AS ALTERNATE		
All Rwys		RNAV (GPS) Rwy 32	RNAV (GPS) Rwy 14 NDB Rwy 32	NDB Rwy 14
1 & 2 Eng	USE BORLAND DEPARTURE	A	800-2	900-2
		B	1500-3	1500-3
3 & 4 Eng		C	2200-3	2200-3
		D	2200-3	2200-3

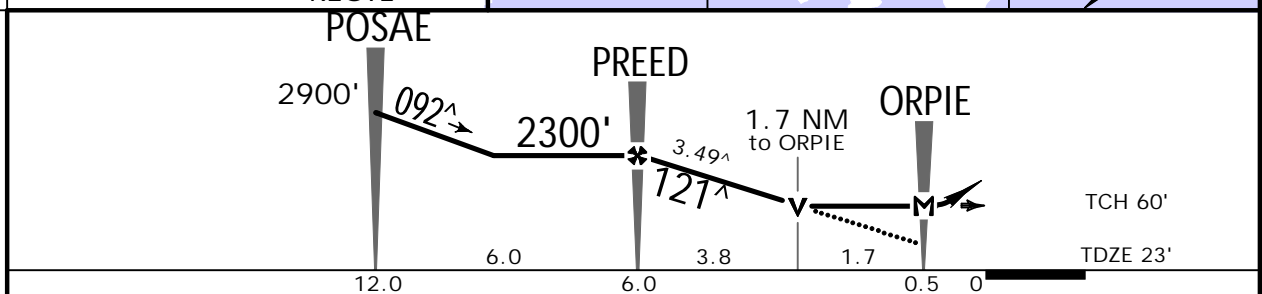
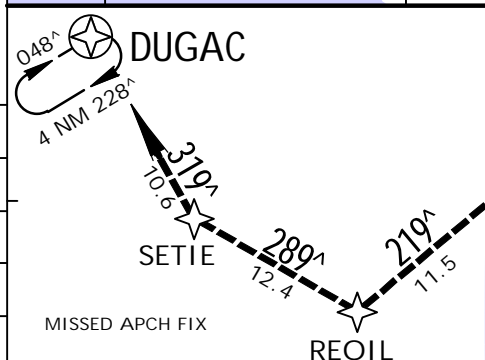
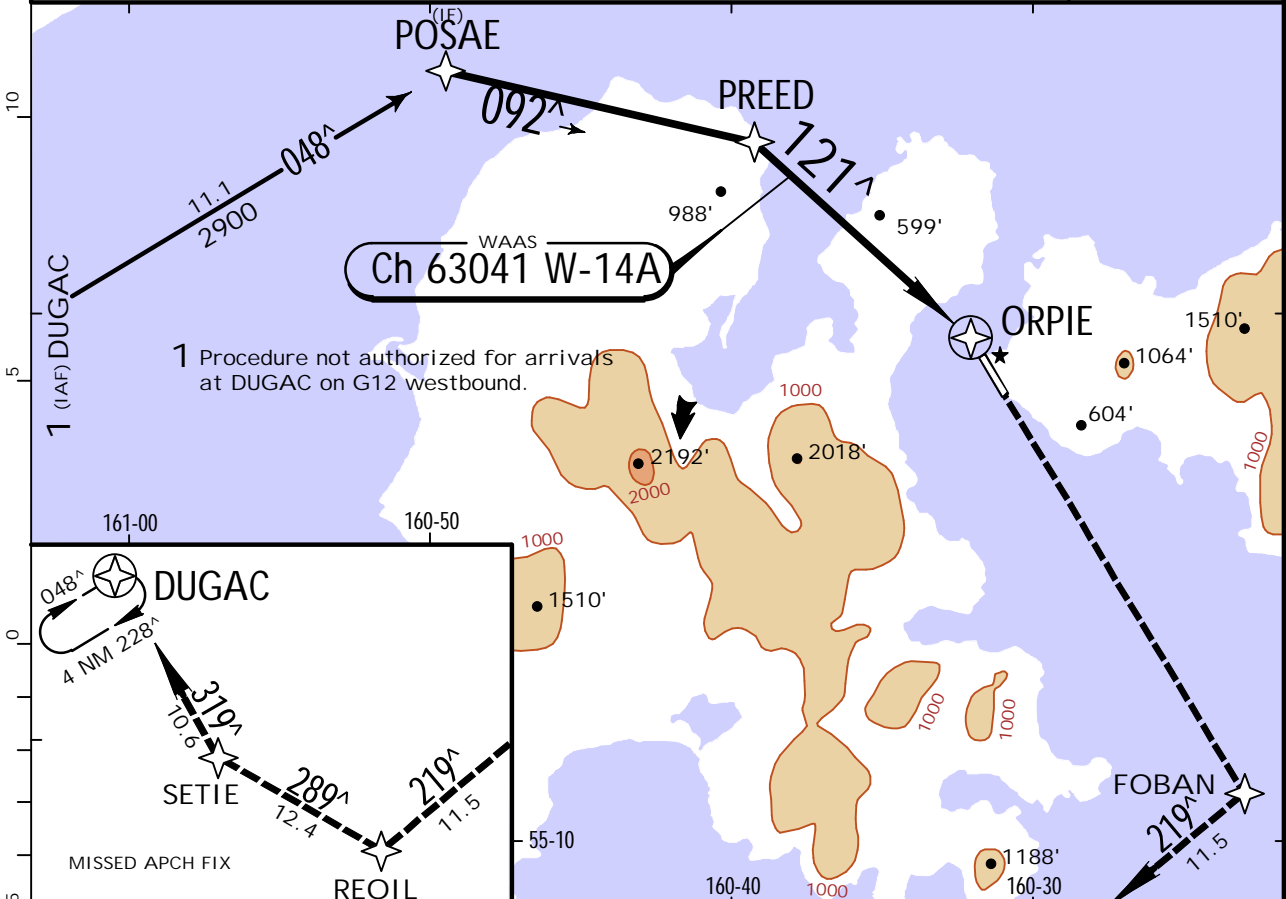
PASD/SDP SAND POINT



7 SEP 18 (12-1) .Eff.13.Sep.

SAND POINT, ALASKA RNAV (GPS) Rwy 14

AWOS-3P 134.85		ANCHORAGE Center 125.35		COLD BAY Radio CTAF 122.3		SAND POINT UNICOM 122.8	
WAAS Ch 63041 W-14A		Final Apch Crs 121[^]		Minimum Alt PREED 2300' (2277')		LP MDA(H) 720' (697')	
				Apt Elev 24'		TDZE 23'	
MISSED APCH: Climb to 5000' direct FOBAN and on track 219 [^] to REOIL and on track 289 [^] to SETIE and on track 319 [^] to DUGAC and hold.							<p>5200</p> <p>MSA ORPIE</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident (VGSI angle 3.60 [^] /TCH 31'). 3. Final approach offset 16.52 [^] . 4. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.49 [^]	432	556	618	741	865	988	REIL	5000'
								PAPI-L	↑
MAP at ORPIE									FOBAN

TERPS.		STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND Not Authorized Northeast of Rwy 14-32		
	LP	MDA(H)		LNAV		MDA(H)	
	720'	(697')		860'		(836') -1¼	
A	1			1		90	
B				1¼		120	
C	2			2½		140	
D					165		
							1520' (1496') -3
							2200' (2176') -3

TERPS AMEND 1 13 SEP 2018

PASD/SDP SAND POINT

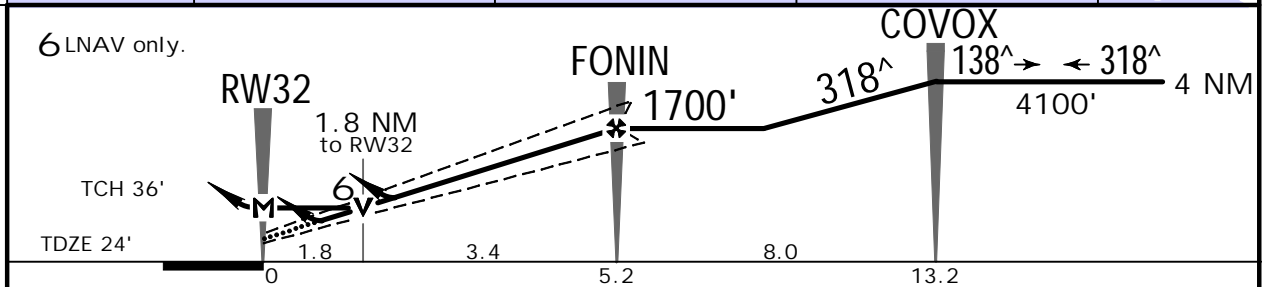
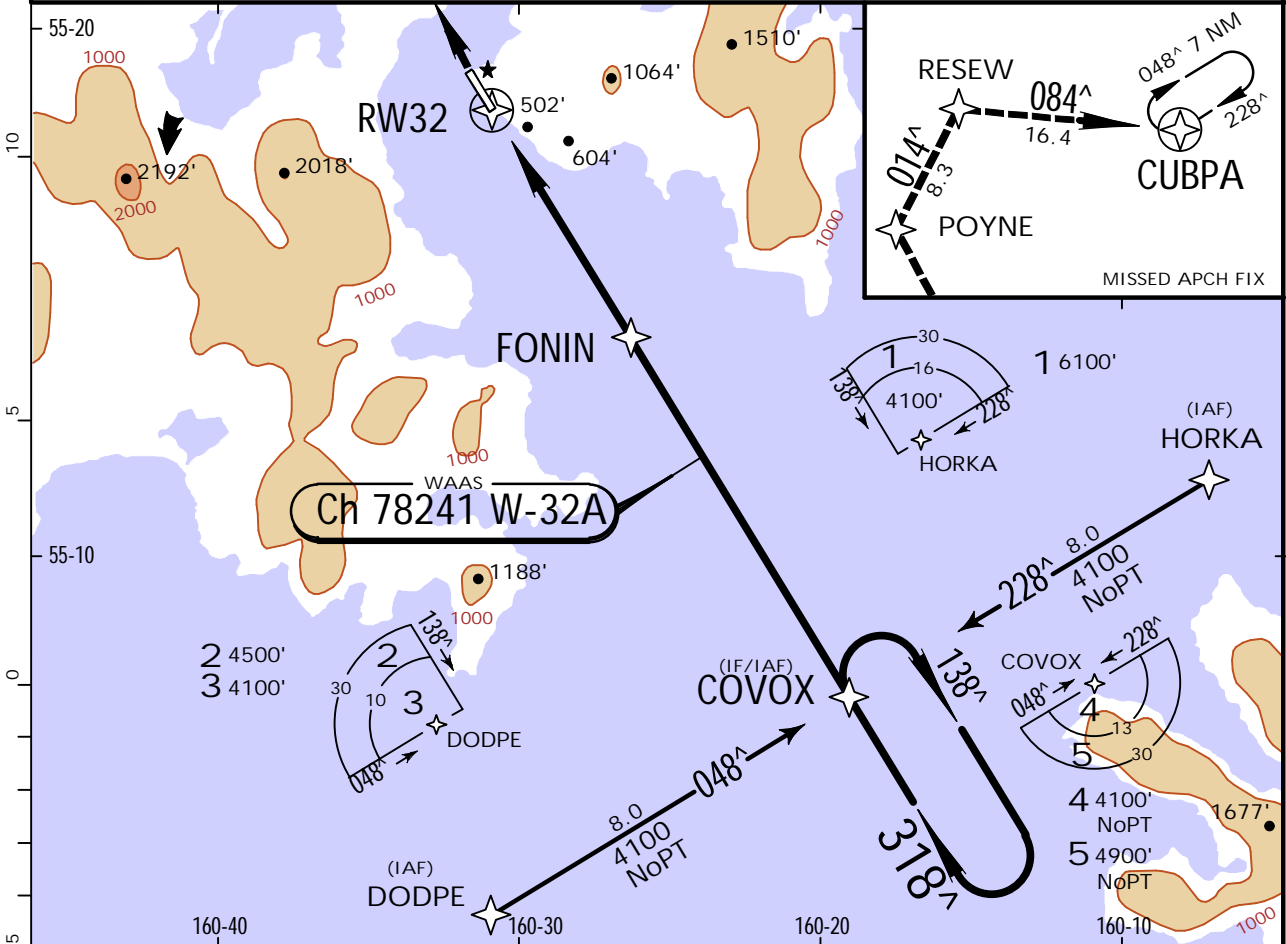


7 SEP 18 (12-2) .Eff.13.Sep.

SAND POINT, ALASKA RNAV (GPS) Rwy 32

BRIEFING STRIP™

AWOS-3P 134.85		ANCHORAGE Center 125.35		COLD BAY Radio CTAF 122.3		SAND POINT UNICOM 122.8	
WAAS Ch 78241 W-32A		Final Apch Crs 318 [^]		Minimum Alt FONIN 1700' (1676')		LPV DA(H) 566' (542')	
						Apt Elev 24' TDZE 24'	
MISSED APCH: Climb to 7000' direct POYNE and on track 014 [^] to RESEW and on track 084 [^] to CUBPA and hold, contine climb-in-hold to 7000'.							TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
1. When local altimeter setting not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.60°/TCH 36'). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	7000'	D → POYNE	
Glide Path Angle	3.00 [^]	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW32										

.TERPS.			STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND		
LPV DA(H) 566' (542')		LNAV/VNAV DA(H) 859' (835')		LNAV MDA(H) 760' (736')		Not Authorized Northeast of Rwy 14-32		
A	1 ⁵ / ₈	2 ¹ / ₂	1	2		Max Kts	— MDA(H) —	
B						90	760' (736') -1	
C						120	1520' (1496') -3	
D						140	NA	

TERPS AMEND 0 13 SEP 2018

PASD/SDP SAND POINT

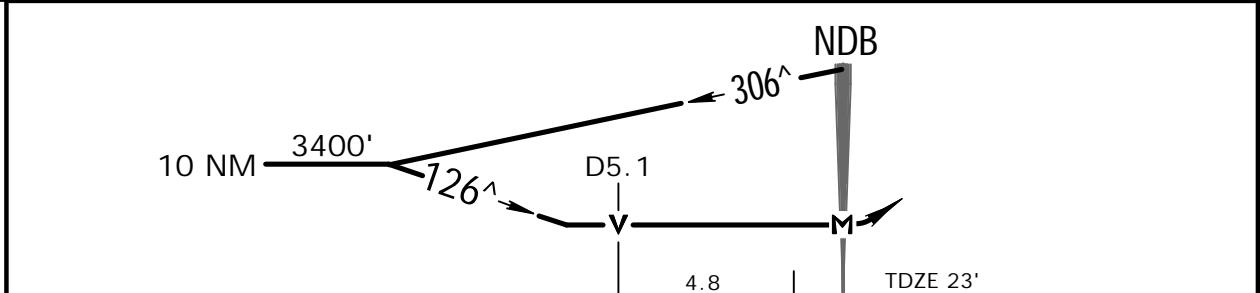
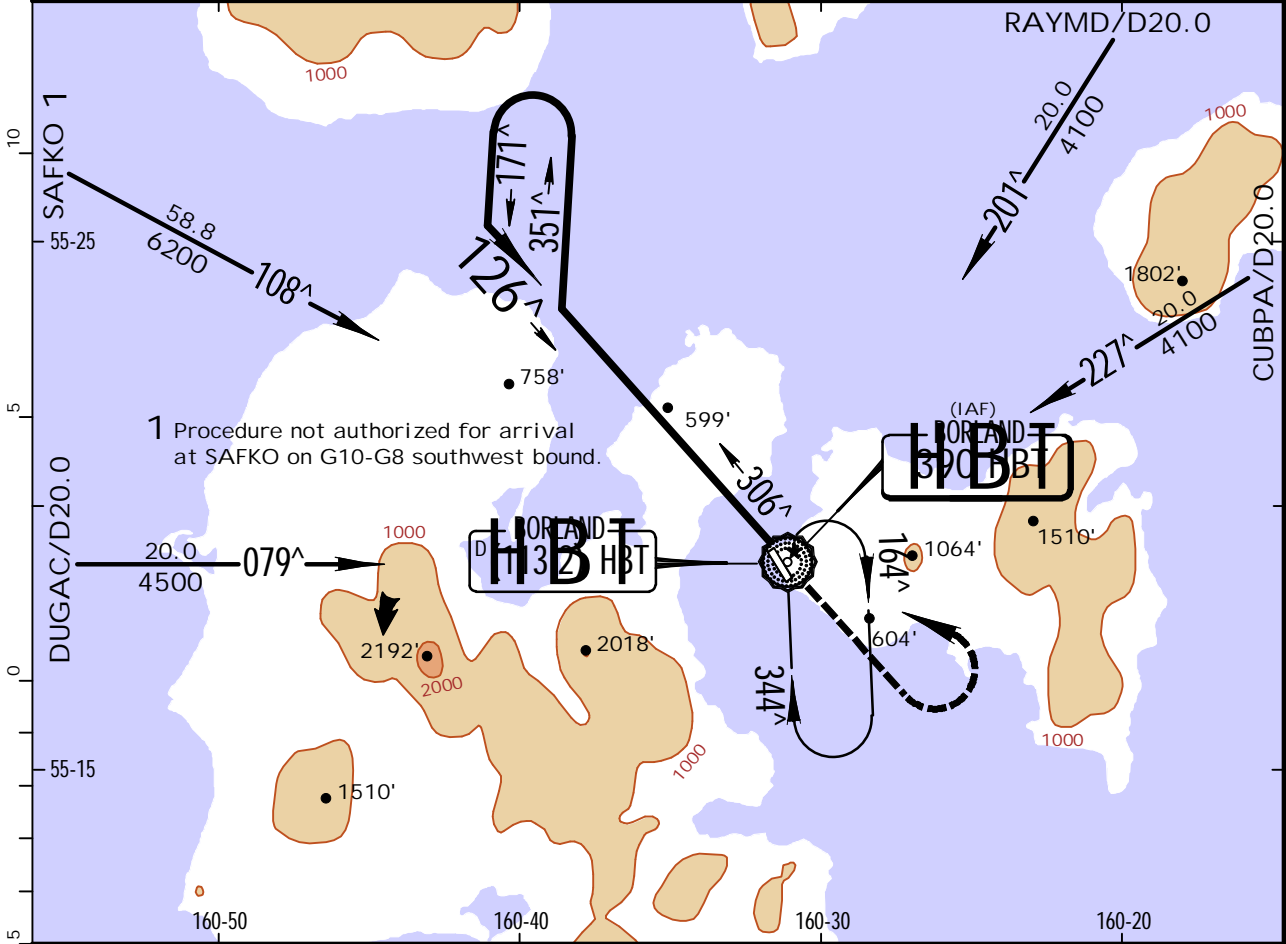


SAND POINT, ALASKA NDB Rwy 14

7 SEP 18 (16-1) .Eff.13.Sep.

BRIEFING STRIP™

AWOS-3P 134.85		ANCHORAGE Center 125.35		COLD BAY Radio CTAF 122.3		SAND POINT UNICOM 122.8		
NDB HBT 390	Final Apch Crs 126 [^]	No FAF		MDA(H) 1900' (1877')	Apt Elev 24'			
MISSED APCH: Climb to 2300' then climbing LEFT turn to 3500' direct HBT NDB and hold, continue climb-in-hold to 3500'.								
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'			
1. Helicopter visibility reduction below 3/4 SM not authorized. 2. Pilot controlled lighting 122.8.							MSA HBT NDB	



				REIL	2300'	3500'		HBT 390
				PAPI-L	↑	← LT		

TERPS. STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND Not Authorized Northeast of Rwy 14-32			
MDA(H) 1900' (1877')				MDA(H)		
A	1/4	90		1900' (1876') - 1 1/4		
B	1/2	120		1900' (1876') - 1 1/2		
C	3	140		1900' (1876') - 3		
D		165		2200' (2176') - 3		

TERPS AMEND 2 13 SEP 2018

PASD/SDP

SAND POINT

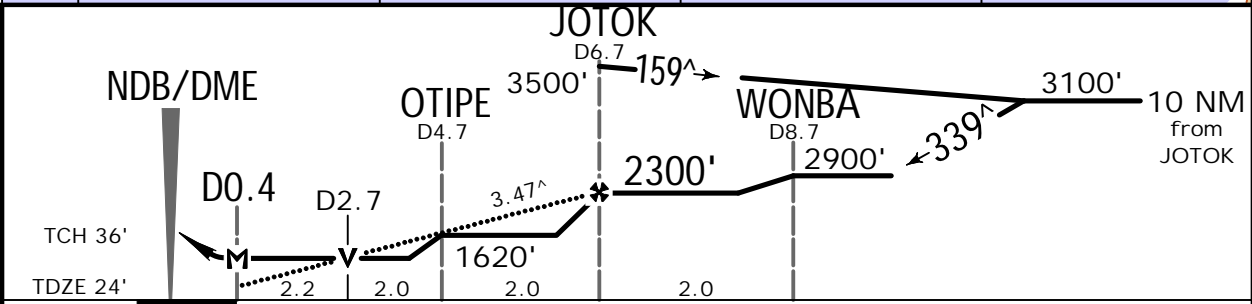
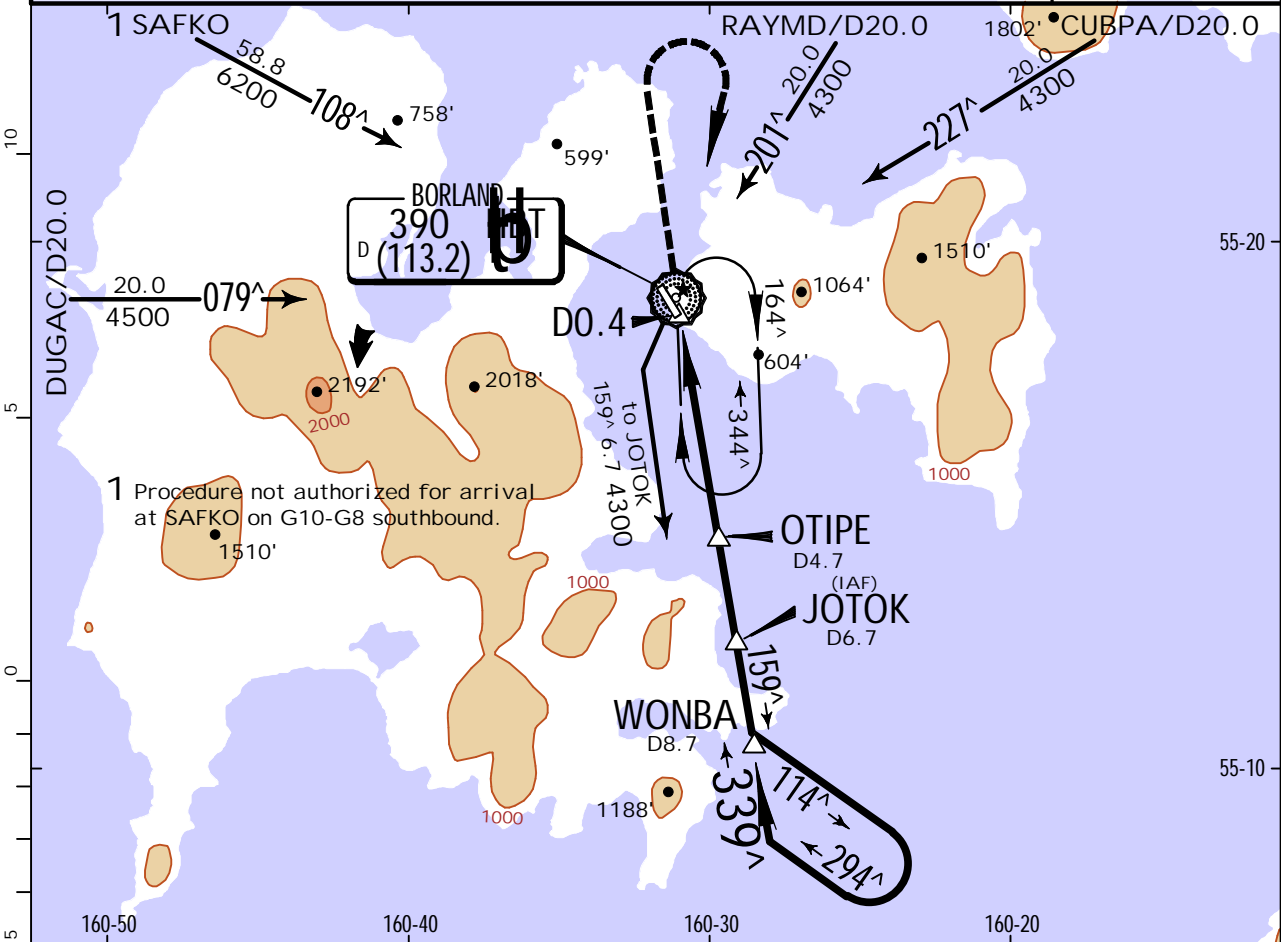


SAND POINT, ALASKA

NDB Rwy 32

7 SEP 18 (16-2) .Eff.13.Sep.

AWOS-3P 134.85		ANCHORAGE Center 125.35		COLD BAY Radio CTAF 122.3		SAND POINT UNICOM 122.8		
NDB HBT 390	Final Apch Crs 339[^]	Minimum Alt JOTOK 2300' (2276')	MDA(H) 920' (896')	Apt Elev 24'	TDZE 24'	5100 MSA HBT NDB		
MISSED APCH: Climb to 1800' then climbing RIGHT turn to 4300' direct HBT NDB and hold, continue climb-in-hold to 4300'.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. DME required. 2. Pilot controlled lighting 122.8.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	1800'	4300'	HBT 390
Descent Angle	3.47 [^]	430	553	614	737	860		↑	RT	
MAP at DO.4 or JOTOK to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20			

TERPS.		STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
		MDA(H) 920' (896')		Not Authorized Northeast of Rwy 14-32	
A				Max Kts	
B	1¼			90	920'(896') -1¼
C				140	1520'(1496') -3
D	2½			165	2200'(2176') -3

Chart changes since cycle 19-2018

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SAND POINT, AK (SAND POINT - PASD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport PASD

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT