

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> EPM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> EASTPORT	<u>STATE</u> ME
<u>AIRPORT ELEVATION</u> 45	<u>TDZE</u> 44	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 09/05/2024
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 16W
				<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
MOWND		PIERR		TF	FO	1.00	247.36	32.56	4000
BARHA	IAF	JAYHO	NOPT	TF	FB	1.00	069.94	28.00	6000
JAYHO		PIERR		TF	FB	1.00	070.31	28.45	4000
PIERR	IF/IAF	KEAND		TF	FB	1.00	142.33	7.90	1600
KEAND	FAF	CAXIX/2.23 NM TO RW14		TF	FB	0.30	142.44	2.37	
CAXIX/2.23 NM TO RW14		RW14	MAP	TF	FO	0.30	142.44	2.23	
RW14	MAP	520 MSL		CA			142.44		520
520 MSL		PIERR		DF	FO	1.00			4000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 520 THEN CLIMBING RIGHT TURN TO 4000 DIRECT PIERR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. HOLD NW PIERR, RT, 142.33 INBOUND, 4000 IN LIEU OF PT (IAF), MAX 6000.
3. FAC: 142.44

FAF: KEAND

DIST FAF TO MAP: 4.60

DIST FAF TO THLD: 4.60
4. MIN ALT: PIERR 4000, KEAND 1600, CAXIX/2.23 NM TO RW14 820
5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

265 HAT: 0.67

GS ANT:
6. MIN GP INCPT: 1600

GP ALT AT PFAF: KEAND 1600

OM:

MM:

IM:
7. GP ANGLE: 3.10

34:1: IS NOT CLEAR

20:1: IS CLEAR

TCH: 53.0
8. MSA FROM: RW14 2200



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BHB ALTIMETER SETTING.
CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE:WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BHB ALTIMETER SETTING AND INCREASE LPV DA TO 462 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 565 FEET AND ALL VISIBILITIES 1/2 SM. INCREASE ALL MDAS 160 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 3/4 SM.

ADDITIONAL FLIGHT DATA:

FAS OBST: 251 TREE 445512N/0670036W.
CHART VDP AT 1.31 NM TO RW14.
WAAS CHANNEL # 72940
REFERENCE PATH ID: W14A
LTP HAE: -11.9 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	309	1	265	309	1	265	309	1	265	309	1	265			
LNAV/VNAV DA	412	1	368	412	1	368	412	1	368	412	1	368			
LNAV MDA	520	1	476	520	1	476	520	1 3/8	476	520	1 3/8	476			
CIRCLING	620	1	575	620	1	575	640	1 1/2	595	820	2 1/2	775			

CHANGES - REASONS

1. TERMINAL ROUTES: KEAND TO CAXIX DISTANCE CHANGED FROM "2.30" TO "2.37" AND DISTANCE CAXIX TO RWY 14 CHANGED FROM "2.30" TO "2.23"-- FAF RELOCATED.
2. TERMINAL ROUTES: FINAL LPV, LNAV/VNAV AND LNAV, CAXIX TO DA AND RWY 14 DISTANCE CHANGED FROM "2.30" TO "2.23" – CAXIX RELOCATED.
3. TERMINAL ROUTES: BARHA TO JAYHO ALTITUDE CHANGED FROM "4000" TO "6000" – ATC REQUEST.
4. LINE 4: MIN ALT CAXIX/2.23 NM TO RW14 CHANGED FROM "840" TO "820" - CAXIX RELOCATED.
5. LINE 7: AMENDED 20:1 FROM "IS NOT CLEAR" TO "IS CLEAR" – NO 20:1.
6. NOTES: UPDATED HELICOPTER VISIBILITY REDUCTION FROM "1 SM" TO 3/4 SM" – 20:1 MITIGATED.
7. NOTES: UPDATED BARO-VNAV FROM "BARO-VNAV NA WHEN USING HANCOCK COUNTY-BAR HARBOR ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING BHB ALTIMETER SETTING" – IAW 8260.19K.
8. NOTES: REMOVED NOTE "RWY 14 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT" - 20:1 MITIGATED.
9. NOTES: UPDATED ALTIMETER SETTINGS FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HANCOCK COUNTY/BAR HARBOR ALTIMETER SETTING: INCREASE LPV DA TO 462 FEET AND ALL VISIBILITIES 1/8 SM; INCREASE LNAV/VNAV DA TO 565 FEET AND ALL VISIBILITIES 1/2 SM; INCREASE ALL MDA 160 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM AND CIRCLING VISIBILITY CAT C/D 3/4 SM." TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BHB ALTIMETER SETTING AND INCREASE LPV DA TO 462 FEET AND ALL VISIBILITIES 1/8 SM. INCREASE LNAV/VNAV DA TO 565 FEET AND ALL VISIBILITIES 1/2 SM. INCREASE ALL MDAS 160 FEET AND LNAV VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C/D 3/4 SM.." - IAW 8260.19K.
10. ADDITIONAL FLIGHT DATA: AMENDED FAS OBSTACLE FROM "CHART FAS 242 TREE (23-043031) 445512N/0670035W" TO "FAS OBSTACLE 251 TREE 445512N/0670036W"- NEW FAS OBSTACLE USING 3-ARC SECOND DTED.
11. ADDITIONAL FLIGHT DATA: ADDED CHART VDP: 1.31 NM TO RW14 - 20:1 MITIGATED.
12. ALTERNATE NOTE: ADDED "ALTERNATE NA" AND REMOVED "STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE" – LEVEL 1 FOR ALTERNATE MINIMUMS CALCULATIONS. IAW 8260.19K.
13. MINIMUMS: UPDATED LNAV MDA/HAT FROM "500/456" TO "520/476"-- NEW CONTROLLING OBSTACLES.
14. MINIMUMS: UPDATED CIRCLING MDA/HAT CATS A/B FROM "580/535" TO "620/575" – SAME CONTROLLING OBSTACLE WITH HIGHER AC.



COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZBW, AMGR

FLIGHT CHECKED BY

MICHAEL G CAMPBELL

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

OFFICE

AJF

DATE

06/03/2026

DEVELOPED BY

ANA VEGA

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

OFFICE

AJV-A433

DATE

12/16/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

OFFICE

AJV-A433

DATE

07/30/2026

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KEPM
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	445448.1855N
LTP/FTP LONGITUDE	0670108.0245W
LTP/FTP ELLIPSOIDAL HEIGHT	-00119
FPAP LATITUDE	445355.1755N
FPAP LONGITUDE	0665927.2660W
THRESHOLD CROSSING HEIGHT (TCH)	00053.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.10
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	D9A693C9

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00105
FPAP ORTHOMETRIC HEIGHT	+00105



**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>
EPM	RNAV (GPS) RWY 14	3	EASTPORT	ME	45	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM MOWND **TO** PIERR

RNP 1.00 **DISTANCE** 32.56 **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	452251.00N/0663951.00W	1290	215	8	4B	1000				AT1710	4000
TERRAIN	452251.00N/0663951.00W	1089 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM BARHA **TO** JAYHO

RNP 1.00 **DISTANCE** 28.00 **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	443824.00N/0680539.00W	1342	215	8	4B	1000				AT3658	6000
TERRAIN	443824.00N/0680539.00W	1141 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

JAYHO

TO

PIERR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	28.45										
<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>
WINDMILL (23-081248)	444703.43N/0675207.27W	1136	250	50	4D	1000				AT1864	4000
TERRAIN	445824.00N/0672745.00W	587 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

PIERR (IF/IAF)

TO

KEAND

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	7.90										
<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	450227.00N/0671203.00W	791	215	8	4B	500					1300
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1000	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

KEAND

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.60		DA				265				
<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 (23-042628)	445500.06N/0670136.20W	106	20	3	1A		32.90:1			MA56 XP9	309

COMPUTATIONS

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

SEGMENT REMARKS:

XP TO KEEP CURRENT MINIMUMS

FINAL: LNAV/VNAV

FROM

KEAND

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.60		DA				368				
<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 (23-043031)	445511.78N/0670035.19W	242	20	3	1A	161				XP9	412

COMPUTATIONS

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

SEGMENT REMARKS:

XP TO KEEP CURRENT MINS

FINAL: LNAV

FROM

KEAND

TO

CAXIX/2.23 NM TO RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.37										
<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	445648.00N/0670036.00W	410	215	8	4B	250				RA160	820

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

CAXIX/2.23 NM TO RW14

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.23		RW14		476						
<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	445512.00N/0670036.00W	251	215	8	4B	250					520

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

PIERR

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	450230.00N/0671206.00W	791	215	8	4B	1000				AT2209	4000
TERRAIN	450724.00N/0672530.00W	590 (600)								AS1500	2100

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

PIERR

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 108			
<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 (23-042628)	445500.06N/0670136.20W	106	20	3	1A		ASC				4000
AAO	450227.00N/0671203.00W	791	215	8	4B	1000					1800
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1500	2100

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

PIERR

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 251				
<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				4000
AAO	450227.00N/0671203.00W	791	215	8	4B	1000					1800
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW14

TO

PIERR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00										420	
<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				4000
AAO	450227.00N/0671203.00W	791	215	8	4B	1000					1800
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

AIRPORT ID

EPM

PROCEDURE NAME

RNAV (GPS) RWY 14

AMDT NO.

3

CITY

EASTPORT

STATE

ME

AIRPORT ELEVATION

45

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											
TOWER (23-063007)	445431.30N/0665934.20W	1.30	575	257	250	50	4D	300		AC50	620
CATEGORY B											
TOWER (23-063007)	445431.30N/0665934.20W	1.81	575	257	250	50	4D	300		AC50	620
CATEGORY C											
TREE	445703.00N/0665900.00W	2.84	595	333	215	8	4B	300			640
CATEGORY D											
AAO	445415.00N/0665533.00W	3.70	775	502	215	8	4B	300			820

CIRCLING REMARKS:

MSA

CENTER	RADIUS
RW14	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (CA-000212)	452321.00N/0665906.00W	019	28.6	1185	250	10	4B	1000			2200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

BOSTON CENTER REQUESTED RNAV (GPS) PROCEDURE OVERLIES EXISTING GPS RWY 14 PROCEDURE TO AVOID CANADIAN AIRSPACE AS MUCH AS POSSIBLE.

TAA NOT DEVELOPED PER ATC.

ATC ASSUMES RESPONSIBILITY FOR THE FAF ALT BEING BELOW CANADIAN FLOOR OF CONTROLLED AIRSPACE. FPT ASSUMES RESPONSIBILITY FOR REPORTING OF PROPOSED CONSTRUCTION INSIDE AIRPORT PROTECTED SURFACES.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZBW ARTCC, BRG FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-AV	EPM	24	EPM		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	BHB	24	BHB	63.87	Y	153

WX REMARKS:

RASS PRESSURE PATTERNS SAME
KEPM 45, KBHB 83
RA = 152.6



PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW14 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.10	34.6	53.0			3.10	53.0

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-15C	+54C	-15C	+14.91C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 987 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV		
34:1			
106 TREE (23-042628) 445500.0600N/0670136.2000W (8.31)		99 TREE (23-042629) 445459.1000N/0670137.8000W (0.28)	
<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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

NECESSARY CONTINGENCY NOTES TO REMAIN PUBLISHED PERMANENTLY.

SEGMENT ALTITUDES HAVE BEEN RAISED FROM 3000 TO 4000 FC PILOT REPORTS UNABLE TO COMMUNICATE WITH DEPARTURE CONTROL AT 3000.

60 FT VEGETATION USED.

THE SEGMENT FROM BARHA TO PIERR EXCEEDS 50 NM DUE TO ATC OPERATIONAL REQUIREMENT.

ALTIMETER LEVEL CONTAINS A NON-NUMERICAL VALUE. APPLIED LEVEL 1 FOR ALTERNATE MINIMUMS CALCULATIONS.

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	3.27
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	126.44
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	8.7
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	126.33
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	600

THRESHOLD COORDINATES (IF STR-IN)	445448.19N/0670108.02W
ARP COORDINATES	445436.40N/0670045.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 14 DISTANCE 0.33 NM
FAF COORDINATES	445732.08N/0670620.18W
FIX NAME COORDINATES	

REMARKS

DISTANCE FROM THLD: 7.90+4.60-3.8=8.7

WIDTH OF INTERMEDIATE: 2X2=4

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ANA VEGA	AJV-A433	12/16/2025	