

**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> BML	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>ORIGINAL/AMENDMENT</u> ORIG-D	<u>CITY</u> BERLIN	<u>STATE</u> NH
<u>AIRPORT ELEVATION</u> 1161	<u>TDZE</u> 1161	<u>SUPERSEDED</u> RNAV (GPS) RWY 18	<u>DATED</u> 05/20/2021	<u>MAG VAR</u> 16W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2010
			<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>
GMA NDB		ELSEQ		TF	FO	1.00	052.95	33.45	5800
HURDS		UMUMY		TF	FB	1.00	104.79	23.00	5800
PLOTT		ELSEQ		TF	FO	1.00	085.94	44.81	5800
UMUMY	IAF	ELSEQ	NOPT	TF	FB	1.00	144.88	13.16	5000
ELSEQ	IF/IAF	PIPP0		TF	FB	1.00	190.04	3.48	4400
PIPP0		ACCOW		TF	FB	1.00	190.04	2.52	3900
ACCOW	FAF	HELNO/2.36 NM TO BIISN		TF	FB	0.30	190.04	4.74	
HELNO/2.36 NM TO BIISN		BIISN	MAP	TF	FO	0.30	190.04	2.36	
BIISN	MAP	1561 MSL		CA			190.04		
1561 MSL		ELSEQ		DF	FO	1.00			5000

MISSED APPROACH

MAP:

LNAV: BIISN

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 5000 DIRECT ELSEQ AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT
- SIDE OF COURSE
- OUTBOUND
- FT WITHIN
- MILES OF (IAF)
- HOLD N ELSEQ, LT, 190.04 INBOUND, 5000 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC: 190.04 FAF: ACCOW DIST FAF TO MAP: 7.10 DIST FAF TO THLD: 7.58
- MIN ALT: ELSEQ 5000, PIPPO 4400, ACCOW 3900, HELNO/2.36 NM TO BIISN 2220
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: OM: MM: IM:
- MIN GP INCPT: GP ALT AT FAF:
- GP ANGLE: 34:1: IS NOT CLEAR 20:1: IS NOT CLEAR TCH:
- MSA FROM: BIISN 7500



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 18 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PLOTT ON V447 SOUTHWEST BOUND.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT GMA NDB BEARING 323 CW 143.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HIE ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT A 1/4 SM.
CHART NOTE: PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 1879 TREE 443733N/0711239W.
CHART 2213 TREE 444239N/0711300W.
CHART CONDOR 1 AND YANKEE 1 MOA'S.
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
HELNO TO RW18: 3.35/50.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 15.97 DEGREES.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ CAT A 1100-2, CAT B 1200-2, CAT C 1500-3, CAT D 1600-3, 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
LNAV MDA	2040	1	879	2040	1 1/4	879	2040	2 1/2	879	2040	2 3/4	879			
CIRCLING	2180	1 1/4	1019	2280	1 1/2	1119	2580	3	1419	2740	3	1579			

CHANGES - REASONS

- INCORPORATED CHANGES FROM P-NOTAM ORIG-A, ORIG-B AND ORIG-C INTO THIS FORM - IAW 8260.19J 8-3-4 C(3).
- CHANGED PBN REQUIREMENTS NOTE FROM "RNP APCH" TO "RNP APCH – GPS" – IAW 8260.19J 8-6-8 D(5) A(1).
- NOTES: CHANGED CHART PLANVIEW NOTE FROM "PROCEDURE NA FOR ARRIVAL AT GMA NDB BEARING 324 CW 144" TO "PROCEDURE NA FOR ARRIVAL AT GMA NDB BEARING 323 CW 143" - DOCUMENTATION CORRECTION.
- NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HIE ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET AND LNAV VISIBILITY CAT A 1/4 SM" – ADDITION OF SECONDARY ALTIMETER AT KHIE; IAW 8260.19J 8-6-10 F(4).
- NOTES: MOVED "CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 15.97 DEGREES" FROM NOTES TO ADDITIONAL FLIGHT DATA - IAW 8260.19J 8-6-11 G(1).
- ADDITIONAL FLIGHT DATA: CHANGED "CHART 2213 TREES 444239N/0711300W" TO "CHART 2213 TREE 444239N/0711300W" - DOCUMENTATION CORRECTION.
- MINIMUMS: ADDED "NA WHEN LOCAL WEATHER NOT AVAILABLE" TO ALTERNATE – IAW 8260.19J 8-6-12 B(4).



COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZBW, BGR FSS, AMGR

FLIGHT CHECKED BY

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021 GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

OFFICE

DATE

Digitally signed by

CASIMIR L TABAKA

DEVELOPED BY

CASIMIR L. TABAKA (HOPE N. DENTON)

Digitally signed by

CASIMIR L TABAKA

Nov 15, 2024

OFFICE

AJV-A432

DATE

09/24/2024

Nov 15, 2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Nov 15, 2024

OFFICE

AJV-A432

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u> BML	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> ORIG-D	<u>CITY</u> BERLIN	<u>STATE</u> NH	<u>AIRPORT ELEVATION</u> 1161	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM GMA NDB TO ELSEQ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	33.45										
<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>
AAO	443024.00N/0712503.00W	4210	500	125	5E	1000				AT590	5800
TERRAIN	443024.00N/0712503.00W	4010 (4000)								AS1500	5500

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM HURDS TO UMUMY

<u>RNP</u> 1.00	<u>DISTANCE</u> 23.00	<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>
MON-S-0130	445519.00N/0714710.00W	3532	20	3	1A	1000				AT1268	5800
TERRAIN	445519.00N/0714710.00W	3332 (3300)								AS1500	4800

COMPUTATIONS

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

SEGMENT REMARKS:



FEEDER

FROM

PLOTT

TO

ELSEQ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	44.81										
<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>
MON-S-0119	444738.00N/0712840.00W	3940	20	3	1A	1000				AT860	5800
TERRAIN	444738.00N/0712840.00W	3740 (3700)								AS1500	5200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

UMJMY

TO

ELSEQ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>					<u>HMAS</u>	
1.00	13.16										
<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>
MON-S-0123	444946.00N/0711916.00W	3700	20	3	1A	1000					4700
TERRAIN	444946.00N/0711916.00W	3500 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

ELSEQ (IF/IAF)

TO

PIPPO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	3.48										
<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	444803.00N/0711848.00W	3645	50	20	2C	500				SA-49 AT304	4400
TERRAIN	444803.00N/0711848.00W	3265 (3300)								AS1000	4300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

PIPPO

TO

ACCOW

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00	2.52										
<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	444445.00N/0711512.00W	2953	50	20	2C	500				AT447	3900
TERRAIN	444445.00N/0711512.00W	2753 (2800)								AS1000	3800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

ACCOW

TO

HELNO/2.36 NM TO BIISN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.74										
<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	444127.00N/0711436.00W	2139	50	20	2C	250				SA-248 XL79	2220

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

HELNO/2.36 NM TO BIISN

TO

BIISN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.36		BIISN		879						
<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	443733.00N/0711239.00W	1879	50	20	2C	250				SA-93	2040

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

ELSEQ

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	444957.00N/0711830.00W	3659	50	20	2C	1000					4700
TERRAIN	444957.00N/0711830.00W	3459 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

BIISN

TO

ELSEQ

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 1940			
<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				5000
WINDMILL (33-022403)	444439.37N/0711700.19W	3298	500	125	5E	1000					4300
TERRAIN	444439.00N/0711700.00W	2883 (2900)								AS1500	4400

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											
TREE	443328.14N/0710845.94W	1.31	1019	1879	50	20	2C	300			2180
CATEGORY B											
TREE (33-020355)	443325.26N/0710836.27W	1.85	1119	1965	50	20	2C	300			2280
CATEGORY C											
TREE (33-020124)	443715.74N/0710834.58W	2.93	1419	2265	20	10	1B	300			2580
CATEGORY D											
TREE	443619.39N/0710652.05W	3.85	1579	2439	50	20	2C	300			2740

CIRCLING REMARKS:

MSA

CENTER	RADIUS
BIISN	25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	441615.00N/0711812.00W	211	19.8	6480	215	8	4B	1000			7500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZBW ARTCC, BGR FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	BML	24	BML	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	HIE	24	HIE	20.20	Y	59

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KBML 1161, KHIE 1072
RA = 59.0.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW18 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	
RW36 - REIL (PCL), HIRL (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>	<u>TCH</u>
					3.50	64.6

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☐	3000FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 18		
20:1			
1196 TREE (33-020183) 443503.5300N/0711047.7900W (3.71)			
FINAL TYPE	CIRCLING RWY 36		
20:1			
1388 TREE (33-020371) 443318.7600N/0711004.6900W (17.35)		1391 TREE (33-020374) 443318.3300N/0710959.6600W (11.82)	
1393 TREE (33-020373) 443317.1500N/0710959.0800W (7.49)		1377 TREE (33-020377) 443319.4300N/0710957.9700W (0.83)	

QUALITY
39
CHECKED



<u>AIRPORT ID</u> BML		<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> ORIG-D	<u>CITY</u> BERLIN	<u>STATE</u> NH	<u>AIRPORT ELEVATION</u> 1161	<u>FACILITY</u> RNAV
1387 TREE (33-020375) 443317.4900N/0710957.2700W (0.75)				1340 TREE (33-020349) 443325.6000N/0711003.8200W (0.58)			
FINAL TYPE	LNAV						
20:1							
1298 TREE (33-020157) 443520.41N/0711045.22W (29.2)				1196 TREE (33-020183) 443503.53N/0711047.79W (3.71)			
FINAL TYPE	LNAV						
34:1							
1249 TREE (33-020156) 443521.2000N/0711051.6600W (17.37)				1190 TREE (33-020168) 443503.2700N/0711052.2500W (7.8)			
1241 TREE (33-020154) 443521.7500N/0711053.8700W (6.16)				1191 TREE (33-020181) 443505.8100N/0711050.0900W (3.38)			
1187 TREE (33-020182) 443505.1200N/0711049.4700W (1.77)				1195 TREE (33-020176) 443506.2900N/0711057.2300W (0.61)			
<u>PENETRATIONS REMARKS:</u>							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

CONTINGENCY NOTES TO REMAIN PUBLISHED PERMANENTLY PER ATC REQUEST.
TAA NOT DEVELOPED PER ATC.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
FINAL APPROACH COURSE OFFSET 15.97 DEGREES FOR TERRAIN AVOIDANCE.
VDP NOT ESTABLISHED – OBSTACLES PENETRATE THE 20:1 SURFACE.
100 FT VEGETATION HEIGHT USED PER FPT.
ORDER 8260.3 CHAPTER 2 APPLIED TO 2213 TREE 444239.00N/0711300.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> BML	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 18	<u>AMDT NO.</u> ORIG-D	<u>CITY</u> BERLIN	<u>STATE</u> NH	<u>AIRPORT ELEVATION</u> 1161	<u>FACILITY</u> RNAV
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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	MAP	TO 1000FT POINT	4.50
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	175.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2100
DISTANCE FROM	MAP	TO 1500FT POINT	6.50
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	175.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	2100

THRESHOLD COORDINATES (IF STR-IN)443455.31N/0711046.17W

ARP COORDINATES443431.30N/0711033.30W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES444226.62N/0711202.90W

FIX NAME COORDINATESIF/IAF ELSEQ 444824.65N/0711255.32W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASIMIR L. TABAKA (HOPE N. DENTON)	AJV-A432	09/24/2024	AERONAUTICAL INFORMATION SPECIALIST

