

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 05/14/2026	APWS Task ID: 255C6469DBDB48448F5E2D415C0B7823	APWS Project ID: AA3BB4933A8E464CBA9524067FFA95D8
Procedure: COPTER RNAV (GPS) M 139 ORIG		Enroute: NO	Specialist: Bruce, Richard		Agreement Number:
Airport ID: 1B9			Airport City: MANSFIELD		State: MA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

SPECIAL COPTER POINT-IN-SPACE PROCEDURE, REPLACES COPTER RNAV (GPS) Y RWY 14.

ACTIVE DATA USED FOR 1B9 AIRPORT AND RUNWAYS.

CONTACT RAKE MCGRAW, AJV-A422, (405) 954-8711.

02/19/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/22/26.

8260-7A:

1. MAP PRKRS - MOVED FROM 0.55 TO 0.43 NM (2600 FT) PRIOR TO RWY 14 DISPLACED THRESHOLD, TO ALIGN FHP WITH RWY 14 LTP.
2. ALL INSTANCES OF FIX CBABY: FIX DESCRIPTION CHANGED FROM "0.69 NM TO PRKRS" TO "0.81 NM TO PRKRS."
3. TERMINAL ROUTES: HASUM TO CBABY, CHANGED COURSE FROM 138.59 TO 138.57.
4. TERMINAL ROUTES: CBABY TO PRKRS, CHANGED COURSE FROM 138.59 TO 138.57 AND DISTANCE FROM 0.69 TO 0.81.
5. TERMINAL ROUTES: PRKRS TO 580 MSL, CHANGED COURSE FROM 138.59 TO 138.57.
6. PROFILE LINE 3: CHANGED FAC FROM 138.59 TO 138.57 AND "DIST FAF TO MAP" FROM 1.92 TO 2.05.
7. ADDITIONAL FLIGHT DATA: CHANGED "1B9, 120.6, 137.94/0.67" TO "1B9, 120.6, 137.85/0.55"
8. FAS DATA: CHANGED LTP/FTP LATITUDE/LONGITUDE FROM 420010.6180N/0711209.7405W TO 420006.7055N/0711201.4320W.
9. FAS DATA: CHANGED FPAP LATITUDE/LONGITUDE FROM 415922.5600N/0711029.1015W TO 415918.6675N/ 0711020.7770W.
10. FAS DATA: CHANGED CRC REMAINDER FROM E3C45872 TO BC3431A6.

8260-9:

1. PART C, GENERAL REMARKS, ADDED:

"THIS IS A COPTER POINT-IN-SPACE, PROCEED VFR APPROACH BUILT TO THE RWY 14 DISPLACED THRESHOLD, USING A COMBINATION OF CRITERIA - 8260.3G PARA 12-1-1.A.

- INCLUDES LP MINIMUMS - 8260.3G TABLE 12-2-1.

- SO, FAS DATA IS REQUIRED, WHICH REQUIRES A RUNWAY LTP/FTP.

- FOR THIS COPTER APPROACH, LP FINAL TERMINATES AT A FICTITIOUS HELIPOINT (FHP), WHICH IS ON THE FINAL APPROACH COURSE 2600 FT AFTER THE MAP - 8260.58D PARA 3-2-3.B.(1).

- SO, THE MAP (PRKRS) WAS PLACED AT 2600 FT PRIOR TO THE RWY 14 DISPLACED THRESHOLD, SO THE FHP WOULD COINCIDE WITH THE DISPLACED THRESHOLD.

- AS A RESULT, THE FHP BECOMES THE RUNWAY 14 LTP/FTP FOR THE FAS DATA.

- CNF FIX CFLHP WAS PLACED AT THE FHP FOR IMPORTING INTO THE FAS DATA AS LTP/FTP."

8260-2 FOR FIX CBABY:

1. FIX MOVED 2.29 FT NORTHEAST, FROM 420046.69N/0711325.34W TO 420046.71N/0711325.32W.

8260-2 FOR FIX CFLHP:

1. FIX MOVED 0.12 NM SOUTHEAST, FROM 420010.62N/0711209.74W TO 420006.71N/0711201.43W.

8260-2 FOR FIX PRKRS:

1. FIX MOVED 0.12 NM SOUTHEAST, FROM 420024.46N/0711238.75W TO 420020.54N/0711230.44W.

QUALITY
21
CHECKED

QUALITY
38
CHECKED

FIPC BASIC FORM

PROCEDURE: COPTER RNAV (GPS) M 139 ORIG		AIRPORT NAME: MANSFIELD MUNI		AIRPORT ID: K1B9	SPECIAL CONTROL NO: YG-01-221-26
FAC ID: K1B914M		CITY: MANSFIELD		ST: MA	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/H	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 255C6469DBDB48448F5E2D415C0B7823	

PREFLIGHT NOTES

REVIEWER:			DATE:				
COMMENTS:			CHECK ONE:				
			<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			YES	NO
			CPV COMPLETE?			X	

PROCEDURE RESULTS

INSPECTION DATE: 02/10/2026	CREW #: VN364	N #: N70	INSTRUMENT PROCEDURE STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input checked="" type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: kevin riese @ 02/10/2026 15:23			PRINTED NAME: RIESE, KEVIN JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:

The procedure says the final approach course aiming is the runway threshold, and that there is a 509' displaced threshold. Page 6 of 7 of the F file The threshold coordinates listed on page 7 of 7 of the F file show the 14 threshold as listed in AIRNAV.

This needs to be questioned to the procedure designer. Why are the FAS LTP coordinates don't match the AIRNAV coordinates for runway 14? The coordinates in the FAS data are 230' prior to the runway end of 32 and 747 feet prior to the threshold of runway 14

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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