

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
COPTER RNAV (GPS) SPECIAL INSTRUMENT APPROACH PROCEDURE
SPECIFICATION -- NOT FOR COCKPIT USE**

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.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for enroute operations in the particular area or as set forth below.

<u>HELIPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
68ME	COPTER RNAV (GPS) M 205	1	PORTLAND	ME	
<u>SURFACE ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
157		COPTER RNAV (GPS) 205	12/01/2022	14W	2025
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV					

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>
BRNDI		BANST		TF	FO	1.00	002.88	4.92	2000
TOBKE	IAF	BANST	NOPT	TF	FB	1.00	205.03	5.95	2000
BANST	IF/IAF	OUTED		TF	FB	1.00	205.01	5.09	1500
OUTED	FAF	ZUVIK/1.21 NM TO ASVEY		TF	FB	0.30	205.00	1.15	
ZUVIK/1.21 NM TO ASVEY		ASVEY	MAP	TF	FO	0.30	205.00	1.21	
ASVEY	MAP	580 MSL		CA			205.00		
580 MSL		BANST		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LNAV: ASVEY

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 2000 DIRECT BANST AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- HOLD E BANST, RT, 270.00 INBOUND, 2000 FT. IN LIEU OF PT (IF/IAF), MAX 4000.
- FAC: 205.00 FAF: OUTED DIST FAF TO MAP: 2.36 DIST FAF TO THLD:
- MIN ALT: BANST 2000, OUTED 1500, ZUVIK/1.21 NM TO ASVEY 880
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: MM: IM:
- MIN GP INCPT: GP ALT AT FAF:
- GP ANGLE: 34:1: 20:1: TCH:
- MSA FROM: ASVEY 3600

QUALITY
21
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: LIMIT FINAL AND MISSED APPROACH TO 70 KIAS.
CHART PLANVIEW NOTE: INCREASE TO 90 KIAS UPON REACHING THE MISSED APPROACH ALTITUDE; MAINTAIN 90 KIAS WHILE IN HOLDING.
CHART NOTE: USE OF MAINE MEDICAL CENTER REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART PLANVIEW NOTE: PROCEED VFR FROM ASVEY OR CONDUCT THE SPECIFIED MISSED APPROACH.
CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM.
CHART NOTE: USE PWM ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

CHART: PWM ASOS.
CHART: KPWM.

CHART FAS OBST: 319 TOWER (23-000226) 433948N/0701615W.
68ME, 182.0, 204.99/0.65

MINIMUMS:

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

ALTERNATE: NA ☒

CATEGORY:	COPTER														
FINAL TYPE	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS
LNAV MDA	580	3/4	423		NA			NA			NA				

CHANGES - REASONS

1. CHANGED PROCEDURE NAME FROM "COPTER RNAV (GPS) 205" TO "COPTER RNAV (GPS) M 205" – 8260.3E 1-6-5.A.
2. CHANGED SURFACE ELEVATION FROM 161 TO 157 – MITRE 3DEP TERRAIN DATA
3. ADDED FEEDER ROUTE BRNDI-BANST – PER FPT CHECKLIST
4. ADDED NO PT DESIGNATION FOR TOBKE-BANST LEG – REQUIRED DUE TO ADDITION OF HILPT
5. CHANGED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING LEFT TURN TO 2000 DIRECT TOBKE AND HOLD" TO "CLIMBING LEFT TURN TO 2000 DIRECT BANST AND HOLD" – MISSED APPROACH UPDATED PER FPT CHECKLIST
6. CHANGED PROFILE LINE 2 FROM "PROFILE STARTS AT BANST" TO "HOLD E BANST, RT, 270.00 INBOUND, 2000 FT, IN LIEU OF PT (IF/IAF), MAX 4000" – ADDED HILPT TO PROCEDURE PER FPT CHECKLIST
7. ADDED CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM - 8260.3E 12-3-3.C.(1)
8. CHANGED ALTIMETER NOTE FROM "USE PORTLAND INTL JETPORT ALTIMETER SETTING" TO "USE PWM ALTIMETER SETTING" – UPDATED WITH FAA LOCATION ID PER 8260.19J
9. CHANGED ASOS NOTE FROM "CHART: PORTLAND INTL JETPORT ASOS" TO "CHART: PWM ASOS" - UPDATED WITH FAA LOCATION ID PER 8260.19J
10. REMOVED HOLDING PATTERN INFORMATION FROM ADDITIONAL FLIGHT DATA – HOLDING DESCRIBED IN PROFILE LINE 2
11. CHANGED COPTER PINS ADDITIONAL FLIGHT DATA NOTE FROM "MAINE MEDICAL CENTER, 68ME, 205.00/0.65" TO "68ME, 204.99/0.65" - REMOVED AIRPORT NAME PER 8260.19J, MAP-HELIPORT COURSE AS CALCULATED BY TARGETS
12. ADDED CHART: KPWM – FOR PILOT SA DUE TO PROXIMITY TO HELIPORT
13. REDUCED LNAV VISIBILITY FROM 1 SM TO 3/4 SM – 8260.3E 12-3-3.C.(1)
14. INCREASED HAS FROM 419 TO 423 – SURFACE ELEVATION CHANGED FROM 161 TO 157



<u>HELIPORT ID</u> 68ME	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) M 205	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> PORTLAND	<u>STATE</u> ME
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u> TERRY HESTER		<i>Digitally signed by</i> CASIMIR L TABAKA Oct 31, 2024	<u>OFFICE</u> AJF	<u>DATE</u> 10/22/2024
<u>DEVELOPED BY</u> JON NEIDIGH	<i>Digitally signed by</i> JON M NEIDIGH Jun 24, 2024	<u>OFFICE</u> AJV-A432	<u>DATE</u> 03/20/2024	
<u>RECOMMENDED BY</u> CASIMIR L. TABAKA	<i>Digitally signed by</i> CASIMIR L TABAKA Oct 31, 2024	<u>OFFICE</u> AJV-A432	<u>DATE</u>	<u>TITLE</u> MANAGER
<u>APPROVED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>



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

<u>HELIPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
68ME	COPTER RNAV (GPS) M 205	1	PORTLAND	ME	157	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BRNDI **TO** BANST

RNP 1.00 **DISTANCE** 4.92 **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>
TOWER (23-000492)	434117.10N/0701525.00W	543	20	3	1A	1000				AT457	2000
TERRAIN	434630.00N/0701706.00W	269 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM TOBKE **TO** BANST

RNP 1.00 **DISTANCE** 5.95 **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	434924.00N/0701621.00W	650	215	8	4B	1000				AT350	2000
TERRAIN	434924.00N/0701621.00W	449 (400)								AS1500	1900

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

BANST

TO

OUTED

RNP

1.00

DISTANCE

5.09

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	434557.00N/0701718.00W	509	215	8	4B	500				AT491	1500
TERRAIN	434557.00N/0701718.00W	308 (300)								AS1000	1300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

OUTED

TO

ZUVIK/1.21 NM TO ASVEY

RNP

0.30

DISTANCE

1.15

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (23-000492)	434117.10N/0701525.00W	543	20	3	1A	250				RA80	880

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM
ZUVIK/1.21 NM TO ASVEY

TO
ASVEY

<u>RNP</u> 0.30	<u>DISTANCE</u> 1.21	<u>PAT</u>	<u>MAP</u> ASVEY	<u>HAS</u> 423	<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>
TOWER (23-000226)	433948.13N/0701614.91W	319	20	10	1B	250					580

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
BANST

TO
P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<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>
TOWER (23-000010)	434545.60N/0701931.30W	794	250	50	4D	1000					1800
TERRAIN	434533.00N/0701912.00W	501 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM
ASVEY

TO
BANST

RNP
0.30-1.00

DISTANCE

PAT

MAP

HAT

HMAS
480

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
TOWER (23-000492)	434117.10N/0701525.00W	543	20	3	1A	1000					1600
TERRAIN	434557.00N/0701718.00W	308 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER
ASVEY

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (23-000419)	435044.24N/0704540.76W	311	23.8	2549	50	20	2C	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100 FT VEGETATION USED PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PWM APP CON

<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	PWM	24	PWM	1.38	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>
AWOS-3PT	BXM	24	BXM	20.31	Y	64

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K68ME 182, KPWM 76
RA = 0

RASS PRESSURE PATTERNS THE SAME
K68ME 182, KBXM 55
RA = 63.3

<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>
01H		H-F	

<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>
<u>FINAL APPROACH COURSE AIMING</u>						
RUNWAY THRESHOLD	☐	FT 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



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.

VDP NOT ESTABLISHED - POINT IN SPACE PROCEDURE.

FOR CONTINGENCY PURPOSES: WHEN PWM ALTIMETER SETTING NOT RECEIVED, USE BXM ALTIMETER SETTING AND INCREASE MDA 80 FEET.

VFR TRANSITION AREA IS CLEAR OF OBSTACLES.

HIL OFFSET FROM INTERMEDIATE COURSE PER FPT/LOM REQUEST TO AVOID 1171 TOWER (23-000234) AND MATCH ZK ROUTE ALTITUDES.

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	1.36
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	191.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	FAF	TO 1500FT POINT	4.69
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	191.01
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES	433914.27N/0701637.02W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	
FAF COORDINATES	434211.81N/0701549.51W
FIX NAME COORDINATES	MAP ASVEY 433952.56N/0701626.78W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JON NEIDIGH	AJV-A432	03/20/2024	AERONAUTICAL INFORMATION SPECIALIST

