

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>	
ME98	COPTER RNAV (GPS) M 123	ORIG	LONG ISLAND	ME	
<u>SURFACE ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
82		NONE		16W	2010
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
RNAV			ROUTINE		

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>
HEPTA	IAF	MORRK		TF	FB	0.30	035.54	6.78	2000
TOBKE	IAF	MORRK		TF	FB	0.30	212.72	10.27	2000
MORRK	IF	BRNDI		TF	FB	0.30	122.78	2.89	1200
BRNDI	FAF	IBYED	MAP	TF	FO	0.30	122.83	2.11	
IBYED	MAP	520 MSL		CA			122.83		
520 MSL		MORRK		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LNAV: IBYED

MISSED APPROACH INSTRUCTIONS:

CLIMBING RIGHT TURN TO 2000 DIRECT MORRK AND HOLD

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)	
2.							
3.	FAC:	122.83	FAF:	BRNDI	DIST FAF TO MAP:	2.11	DIST FAF TO THLD:
4.	MIN ALT:	MORRK 2000, BRNDI 1200					
5.	DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT:		
6.	MIN GP INCPT:	GP ALT AT FAF:			OM:	MM:	IM:
7.	GP ANGLE:	34:1:	20:1:	TCH:			
8.	MSA FROM:	IBYED 3600					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: LIMIT FINAL APPROACH SPEED TO MAX 70 KIAS
CHART PLANVIEW NOTE: PROCEED VFR FROM IBYED OR CONDUCT THE SPECIFIED MISSED APPROACH
CHART NOTE: HELIPORT LIGHTS CONTROLLED BY PHOTOCELL OR PRIOR ARRANGEMENT
CHART NOTE: USE PORTLAND INTL JETPORT ALTIMETER SETTING
CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TOBKE ON ZK411 NORTHBOUND, ZK415 NORTHBOUND, AND ZK420 NORTHEAST BOUND.

CHART SPEED ICON IN PLANVIEW AT BRNDI: MAX 70 KIAS.

ADDITIONAL FLIGHT DATA:

CHART PWM ASOS

HOLD NW, RT, 122.78 INBOUND.
CHART FAS OBST: 250 SHIP 434134N/0701012W.
ME98, 65.0, 172.77/0.65

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	520	3/4	438		NA			NA			NA				

CHANGES - REASONS

ORIGINAL PROCEDURE

<u>HELIPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
ME98	COPTER RNAV (GPS) M 123	ORIG	LONG ISLAND	ME
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u>	<i>Digitally signed by</i> ROBERT G HAMILTON	<u>OFFICE</u>	<u>DATE</u>	
TERRY HESTER	Oct 28, 2024	AJF	10/22/2024	
<u>DEVELOPED BY</u>	<i>Digitally signed by</i> ROBERT G HAMILTON	<u>OFFICE</u>	<u>DATE</u>	
PHILLIP SMART	Oct 28, 2024	AJV-A433	07/10/2024	
<u>RECOMMENDED BY</u>	<i>Digitally signed by</i> ROBERT G HAMILTON	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ROBERT G HAMILTON	Oct 28, 2024	AJV-A433	12/26/2024	MANAGER
<u>APPROVED BY</u>	<i>Digitally signed by</i> ROBERT G HAMILTON	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
ROBERT G HAMILTON	Oct 28, 2024	AJV-A433	12/26/2024	



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

HELIPORT ID
ME98

PROCEDURE NAME
COPTER RNAV (GPS) M 123

AMDT NO.
ORIG

CITY
LONG ISLAND

STATE
ME

AIRPORT ELEVATION
82

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
HEPTA

TO
MORRK

RNP
0.30

DISTANCE
6.78

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	434306.00N/0701730.00W	388	215	8	4B	1000				AT612	2000
TERRAIN	434306.00N/0701730.00W	187 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM
TOBKE

TO
MORRK

RNP
0.30

DISTANCE
10.27

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	435315.00N/0701254.00W	568	215	8	4B	1000				AT432	2000
TERRAIN	434927.00N/0701515.00W	318 (300)								AS1500	1800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM
MORRK

TO
BRNDI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.89										
<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	434348.00N/0701557.00W	407	215	8	4B	500				AT293	1200
TERRAIN	434339.00N/0701548.00W	193 (200)								AS1000	1200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM
BRNDI

TO
IBYED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	2.11		IBYED		438						
<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>
SHIP	434134.32N/0701011.61W	250	50	20	2C	250				RA17	520

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

IBYED

TO

MORRK

RNP

0.30-1.00

DISTANCE

PAT

MAP

HAT

HMAS

403

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	434348.00N/0701557.00W	206 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

IBYED

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	306	27.1	2549	50	20	2C	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> PWM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> PWM	<u>DISTANCE</u> 6.52	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 17
<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>

WX REMARKS:

ALTIMETER SOURCE 8.93 NM FROM MAP
RASS PRESSURE PATTERNS THE SAME
KME98 65
KPWM 76
RA = 16.6

<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 - TDZ			

<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>
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FINAL APPROACH COURSE AIMING

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

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

ASSUMED MAXIMUM VEGETATION HEIGHT 100 FT AND SHIP HEIGHT 250 FT PER PT.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
CONTINGENCY REMOTE ALTIMETER NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
VDP NOT ESTABLISHED - POINT-IN-SPACE PROCEDURE.
PROCEED VFR SEGMENT SURFACE IS CLEAR.

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	1.97
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.82
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	106.83
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	100
DISTANCE FROM	MAP	TO 1500FT POINT	4.19
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.82
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	106.78
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES

RUNWAY APCH END AND DIST FURTHEST FROM ARP

FAF COORDINATES

434221.61N/0701310.53W
MAP IBYED 434144.91N/0701023.43W

FIX NAME COORDINATES

REMARKS

POINT-IN-SPACE PROCEDURE.
MAP IBYED 434144.91N/0701023.43W

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
PHILLIP SMART	AJV-A433	07/10/2024	AERONAUTICAL INFORMATION SPECIALIST

