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| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: SID | Estimated Chart Date: 08/07/2025 | APWS Task ID: 523EE07A945B4892A1CFE9706B268EAF | APWS Project ID: 62DA5BBA996C483AAC6F13C89666D9A8 |
| Procedure: AGFAR ONE DEPARTURE (RNAV) (SPECIAL) | | Enroute: NO | Specialist: Neidigh, Jon | | Agreement Number: |
| Airport ID: ME95 | | | Airport City: LEWISTON | | State: ME |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: New FC Slot | | | |
| <div>Procedure Comments: ACTIVE AIRPORT DATA USED SPECIAL CONTACT CASIMIR TABAKA 405-954-7931</div> <div>QUALITY 20 CHECKED</div> <div>QUALITY 41 CHECKED</div> | | | | | |

INFORMATION ONLY



Federal Aviation Administration

Memorandum

Date: May 11, 2023

To: Instrument Flight Procedure Service Providers

From: Christopher J. Hope, Manager, Flight Technologies and Procedures Division

Subject: Waiver to FAA Order 8260.46, Departure Procedure (DP) Program, Obstacle Departure Procedure (ODP) Requirements

This memorandum waives FAA Order 8260.46J, Paragraph 2-1-1.b. for special instrument flight procedures (IFPs).

Service providers are not required to develop an ODP documented on FAA Form 8260-15A for private-use civil airports/heliports/seaplane bases not open to the public. If a DP is requested and an ODP is not required by the airport/heliport/seaplane base owner, a standard instrument departure (SID) must be developed as the default departure procedure. The SID must contain all low, close-in obstacles and associated minimums with climb gradients as applicable on FAA Form 8260-15B. An FAA Form 8260-15A is not needed to reference the graphic SID or referenced on the FAA Form 8260-7A for approaches. The FAA Form 8260-7Bs will contain a note indicating an ODP is not published and all departure information and minimums are listed on the SID for the SID and all approaches.

No additional waiver request action is required. Please direct all inquiries to the Flight Procedures and Airspace, Standards Section 405 954-1139 or 9-AWA-AVS-AFS420@faa.gov.

INFORMATION ONLY



Federal Aviation Administration

Memorandum

Date: January 26, 2024

To: Instrument Flight Procedures Service Providers
WADE EK
TERRELL

From: Douglas F. Rodzon, Acting Manager, Flight Technologies and Procedures Division

Subject: Waiver to Instrument Procedure Design Initial Departure Fix Criteria

Digitally signed by WADE
EK TERRELL
Date: 2024.01.26 13:28:10
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This memorandum waives FAA Order 8260.58C, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, Chapter 5, Section 5-7, Helicopter Departure, (Flat Surface Area and Visual Segment for Proceed Visually Departures) construction.

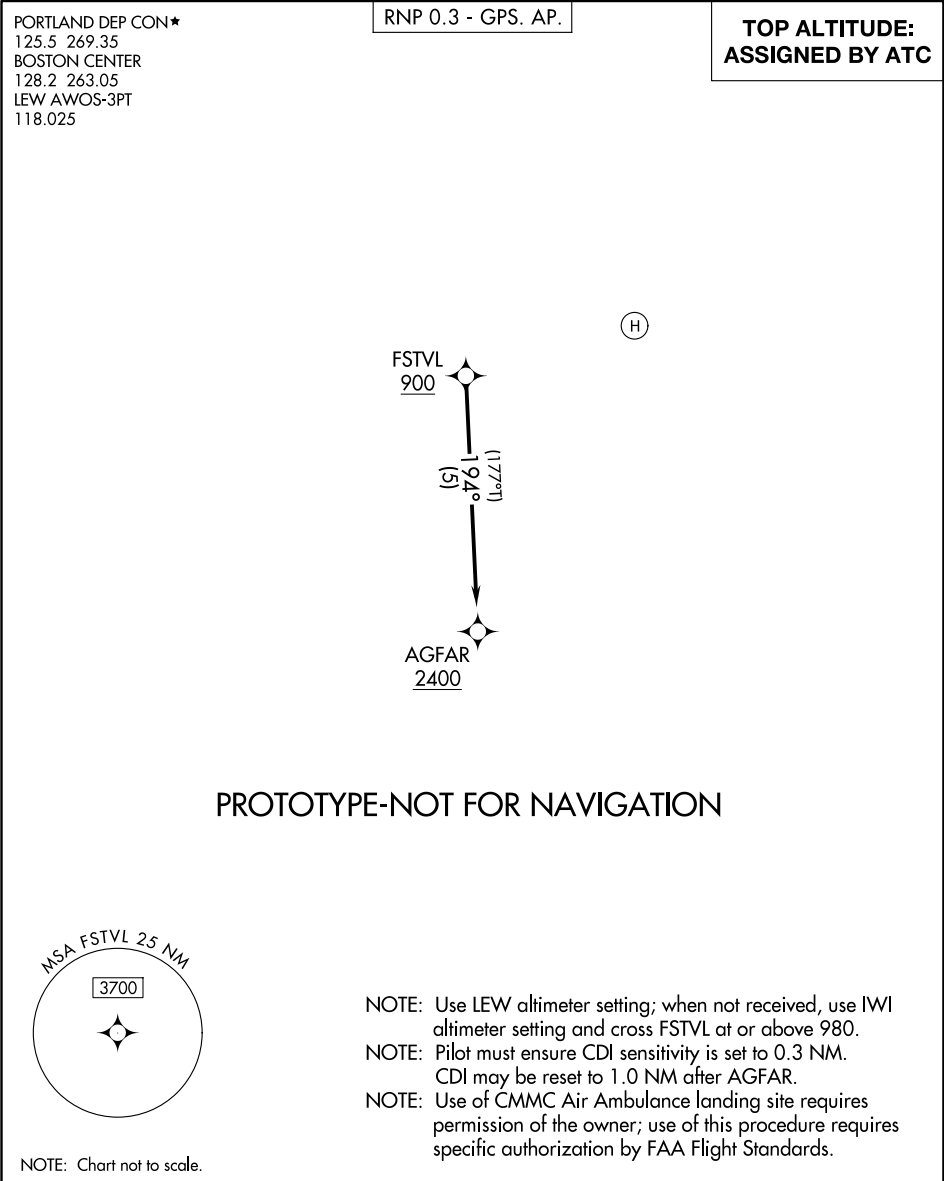
Paragraph 5-7-3, Flat Surface Area, is waived to allow a 1 x along-track tolerance (ATT) radius around the initial departure fix (IDF) for flat surface area construction. Paragraph 5-7-4, Visual Segment for Proceed Visually Departures, is waived to allow the visual segment to end at the plotted position of the IDF instead of the point of earliest reception.

Implementation of this waiver requires instructions for conducting a visual flight rules (VFR) climb to the IDF for a departure with a VFR segment to specify a direction and an altitude for crossing the IDF. See FAA Order 8260.46J, Departure Procedures (DP) Program, Appendix F, Helicopter Area Navigation (RNAV) Departure Procedures, paragraph 3.b(2).

Example:

VFR Segment: VFR Climb to (IDF WPT), cross (IDF WPT) at or above (IDF Altitude) on track (outbound track).

This memorandum remains in effect until rescinded. Please direct all inquiries to the Flight Procedures and Airspace Group, Standards Section at 9-AWA-AVS-AFS420@faa.gov.



| DEPARTURE ROUTE DESCRIPTION | |
|-----------------------------|--|
| <u>VFR SEGMENT:</u> | VFR climb to FSTVL, cross FSTVL at or above 900 on track 194°. |
| <u>IFR SEGMENT:</u> | From FSTVL, track 194° to cross AGFAR at or above 2400. Maintain ATC assigned altitude. |

KME95, CMMC AIR AMBULANCE LANDING SITE
LEWISTON, ME
AGFAR ONE SID
1:500,000

IDF Altitude Controller
TERRAIN+AAO (550)

IFR Segment Controller
TOWER (627)
23-048225

FSTVL

AGFAR

Magnetic disturbance of as much
8° exists at sea level in the vicinity of Seguin Island.

See NOTAMS/Supplement
for Class C eff hrs

**KME95, CMMC AIR AMBULANCE LANDING SITE
LEWISTON, ME
AGFAR ONE SID
1:100,000**

**IDF Altitude Controller
TERRAIN+AAO (550)**

**IFR Segment Controller
TOWER (627)
23-048225**

FSTVL

AGFAR

