

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> IZG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> FRYEBURG	<u>STATE</u> ME
<u>AIRPORT ELEVATION</u> 455	<u>TDZE</u> 448	<u>SUPERSEDED</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 01/30/2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 17W
				<u>EPOCH YEAR</u> 1995
				<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>
SERPA	IF/IAF	ANDRU		TF	FB	1.00	323.72	6.32	3100
ANDRU		HIRMN		TF	FB	1.00	323.51	3.14	2200
HIRMN	FAF	RW32	MAP	TF	FO	0.30	323.54	5.43	
RW32	MAP	1490 MSL		CA			323.54		1490
1490 MSL		USNEC		DF	FB	1.00			
USNEC		WESOV		TF	FB	1.00	127.00	7.73	
WESOV		SERPA		TF	FO	1.00	194.64	13.55	3600

MISSED APPROACH

MAP:

LPV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1490 THEN CLIMBING RIGHT TURN TO 3600 DIRECT USNEC AND ON TRACK 127.00 TO WESOV AND ON TRACK 194.64 TO SERPA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD SE SERPA, LT, 323.66 INBOUND, 3600 FT. IN LIEU OF PT (IAF), MAX 6000.					
3. FAC: 323.54	FAF: HIRMN		DIST FAF TO MAP: 5.43	DIST FAF TO THLD: 5.43	
4. MIN ALT: SERPA 3600, ANDRU 3100, HIRMN 2200					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	466 HAT: 1.39	GS ANT:
6. MIN GP INCPT: 2200	GP ALT AT PFAF: HIRMN 2200			OM:	MM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS CLEAR	TCH: 51.0		IM:
8. MSA FROM: RW32 7500					



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: VDP NA WHEN USING LEW ALTIMETER SETTING.
CHART NOTE: CIRCLING RWY 14 NA AT NIGHT.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LEW ALTIMETER SETTING AND INCREASE LPV DA TO 1005 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B/C 1/2 SM, AND CIRCLING VISIBILITY CAT B 1/4 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 1110 TREE (23-030509) 435719N/0705453W.
CHART VDP AT 2.19 NM TO RW32.
WAAS CHANNEL # 93635
REFERENCE PATH ID: W32A
CHART CIRCLING ICON.
LTP HAE: 100.8 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A 900-2, CAT B 1000-2, CAT C 1200-3, 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
LPV DA	914	1 3/8	466	914	1 3/8	466	914	1 3/8	466		NA				
LNAV MDA	1140	1	692	1140	1	692	1140	2	692		NA				
CIRCLING	1340	1 1/4	885	1400	1 1/2	945	1560	3	1105		NA				



CHANGES - REASONS

1. TERMINAL ROUTES: CHANGED COURSE INFORMATION FOR SERPA TO ANDRU FROM 323.66 TO 323.72 – ANDRU MOVED PER ATC REQUEST.
2. TERMINAL ROUTES: CHANGED COURSE INFORMATION FOR ANDRU TO HIRMN FROM 323.63 TO 323.51 – ANDRU AND HIRMN MOVED PER ATC REQUEST.
3. TERMINAL ROUTES: CHANGED CA ALTITUDE FROM 1040 TO 1490 – ATC REQUEST.
4. TERMINAL ROUTES: CHANGED COURSE INFORMATION FOR USNEC TO WESOV FROM 130.56 TO 127.00 – USNEC AND WESOV MOVED PER ATC REQUEST.
5. TERMINAL ROUTES: CHANGED DISTANCE FOR USNEC TO WESOV FROM 7.18 TO 7.73 – USNEC AND WESOV MOVED PER ATC REQUEST.
6. TERMINAL ROUTES: CHANGED COURSE INFORMATION FOR WESOV TO SERPA FROM 193.73 TO 194.64 – WESOV MOVED PER ATC REQUEST.
7. TERMINAL ROUTES: CHANGED DISTANCE FOR WESOV TO SERPA FROM 13.09 TO 13.55 – WESOV MOVED PER ATC REQUEST.
8. MISSED APPROACH INSTRUCTIONS: CHANGED FROM “CLIMB TO 1040 THEN CLIMBING RIGHT TURN TO 3600 DIRECT USNEC AND ON TRACK 130.56 TO WESOV AND ON TRACK 193.73 TO SERPA AND HOLD.” TO “CLIMB TO 1490 THEN CLIMBING RIGHT TURN TO 3600 DIRECT USNEC AND ON TRACK 127.00 TO WESOV AND ON TRACK 194.64 TO SERPA AND HOLD.” – ATC REQUEST.
9. PROFILE LINE 5: ADDED "466 HAT: 1.39" - IAW 8260.19J 8-6-7.
10. PROFILE LINE 7: ADDED "IS CLEAR" TO 20:1 INFORMATION – IAW 8260.19J 8-6-7.
11. PBN REQUIREMENTS NOTE: CHANGED FROM “RNP APCH” TO “RNP APCH – GPS” – IAW 8260.19J 8-6-8.
12. NOTES: REMOVED NOTE "CHART PLANVIEW NOTE: NOPT FOR ARRIVAL. AT SERPA ON V3-39." - AIRWAY NO LONGER EXISTS AT SERPA.
13. NOTES: UPDATED CIRCLING NOTE FROM "CHART NOTE: CIRCLING TO RWY 14 NA AT NIGHT" TO "CHART NOTE" CIRCLING RWT 14 NA AT NIGHT" - IAW 8260.19J 8-6-12.
14. NOTES: REPLACED “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.” WITH “CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).” – IAW 8260-19J 8-6-10.
15. NOTES: REPLACED “CHART NOTE: VDP NA WHEN USING AUBURN/LEWISTON ALTIMETER SETTING” WITH “CHART NOTE: VDP NA WHEN USING LEW ALTIMETER SETTING.” – IAW 8260.19J 8-6-10.'
16. NOTES: REPLACED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUBURN/LEWISTON ALTIMETER SETTING AND INCREASE ALL DA TO 1005 FEET AND INCREASE LPV ALL CATS VISIBILITY 1/4 SM; INCREASE ALL MDA 100 FEET, AND INCREASE LNAV CAT B VISIBILITY 1/4 SM AND CAT C VISIBILITY 1/2 SM, AND INCREASE CIRCLING CAT B VISIBILITY 1/4 SM." WITH "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LEW ALTIMETER SETTING AND INCREASE LPV DA TO 1005 FEET AND ALL VISIBILITIES 1/4 SM; INCREASE ALL MDAS 100 FEET AND LNAV VISIBILITY CAT B/C 1/2 SM, AND CIRCLING VISIBILITY CAT B 1/4 SM." – NEW TARGETS EVAL/LINES OF MINIMA CHANGED.
17. ADDITIONAL FLIGHT DATA: UPDATED FAS OBST NOTE FROM “CHART FAS OBST: 1110 TREE (KIZGT3699) 435719N/0705453W.” TO “CHART FAS OBST: 1110 TREE (23-030509) 435719N/0705453W.” – UPDATED OBSTACLE ID.
18. ADDITIONAL FLIGHT DATA: UPDATED VDP NOTE FROM “CHART VDP AT 2.21 NM TO RW32.” TO “CHART VDP AT 2.38 NM TO RW32.” – IAW 8260.3F 2-6-5.
19. ADDITIONAL FLIGHT DATA: REMOVED NOTE “*LNAV ONLY” - NO LONGER IN CRITERIA.
20. FAS DATA BLOCK INFORMATION: CHANGED FPAP COORDINATES FROM "440008.7270N/0705808.5240W" TO "440008.7170N/0705808.5330W" - TARGETS CALCULATION IAW 8260.58C 3-1-5.C.
21. FAS DATA BLOCK INFORMATION: CHANGED CRC REMAINDER FROM "6A794A6B" TO "11198046" - FPAP COORDINATES CHANGED.

COORDINATED WITH:

A4A

ALPA

☒

AOPA

☒

APA

HAI

NBAA

☒

OTHER: ZBW, PWM APP CON, AMGR

FLIGHT CHECKED BY

KENNETH E JACK

Digitally signed by

CASEY D HILL

Apr 21, 2025

OFFICE

AJF

DATE

04/18/2025

DEVELOPED BY

DEVON KERCHER

Digitally signed by

CASEY D HILL

Apr 21, 2025

OFFICE

AJV-A431

DATE

10/31/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by

CASEY D HILL

Apr 21, 2025

OFFICE

AJV-A431

DATE

06/12/2025

TITLE

MANAGER



AIRPORT ID
IZG

PROCEDURE NAME
RNAV (GPS) RWY 32

ORIGINAL/AMENDMENT
2

CITY
FRYEBURG

STATE
ME

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KIZG
RUNWAY	RW32
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W32A
LTP/FTP LATITUDE	435915.7725N
LTP/FTP LONGITUDE	0705629.2530W
LTP/FTP ELLIPSOIDAL HEIGHT	+01008
FPAP LATITUDE	440008.7170N
FPAP LONGITUDE	0705808.5330W
THRESHOLD CROSSING HEIGHT (TCH)	00051.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1472
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	11198046
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+01281
FPAP ORTHOMETRIC HEIGHT	+01281



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
IZG	RNAV (GPS) RWY 32	2	FRYEURG	ME	455	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM SERPA (IF/IAF) **TO** ANDRU

RNP 1.00 **DISTANCE** 6.32 **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 (23-000084)	435130.00N/0704239.00W	2533	20	3	1A	500					3100
TERRAIN	435218.00N/0704148.00W	1397 (1400)								AS1500	2900

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM ANDRU **TO** HIRMN

RNP 1.00 **DISTANCE** 3.14 **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	435630.00N/0704645.00W	1316	215	8	4B	500				SA-12 AT396	2200
TERRAIN	435627.00N/0704645.00W	1099 (1100)								AS1000	2100

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LPV

FROM

HIRMN

TO

RW32

RNP

0.30

DISTANCE

5.43

PAT

MAP

DA

HAT

466

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (23-026984)	435911.04N/0705617.61W	448	20	3	1A		34.00:1			XP216	914

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MAINTAINING MINIMUMS AT DIRECTION OF OBSTACLE IMPACT TEAM.

FINAL: LNAV

FROM

HIRMN

TO

RW32

RNP

0.30

DISTANCE

5.43

PAT

MAP

RW32

HAT

692

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (23-030509)	435718.91N/0705453.42W	1110	20	10	1B	250				SA-233	1140

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

SERPA

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>
TOWER (23-000419)	435044.24N/0704540.76W	2549	50	20	2C	1000					3600
TERRAIN	435218.00N/0704148.00W	1397 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LPV

FROM

DA

TO

SERPA

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 620				
<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				
TOWER (23-000084)	435130.00N/0704239.00W	2533	20	3	1A	1000					3600
TERRAIN	435218.00N/0704148.00W	1397 (1400)								AS1500	2900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

RW32

TO

SERPA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30								1040			
<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				
TOWER (23-000084)	435130.00N/0704239.00W	2533	20	3	1A	1000					3600
TERRAIN	435218.00N/0704148.00W	1397 (1400)								AS1500	2900

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

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE (23-029376)	440000.22N/0705858.11W	1.30	885	1030	20	3	1A	300			1340
CATEGORY B											
TOWER (23-022475)	440005.65N/0705906.06W	1.82	945	1097	20	3	1A	300			1400
CATEGORY C											
TREE (23-046727)	435710.14N/0705502.22W	2.87	1105	1258	20	10	1B	300			1560

CIRCLING REMARKS:

MSA

CENTER

RW32

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	AAO	441615.00N/0711812.00W	334	23.1	6480	215	8	4B	1000			7500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

CONNECTORS (AND/THEN) IN MISSED APPROACH ARE INPUT THE WAY THEY ARE SO THAT THE TERMINAL ROUTES ALTITUDES WILL PRINT OUT CORRECTLY.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PWM APP CON, ZBW ARTCC, BGR FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	IZG	24	IZG	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	LEW	24	LEW	28.89	Y	91

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
IZG 455, LEW 288
RA = 90.1

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW14 - MIRL (PCL)		BSC-F	
RW32 - MIRL (PCL), REIL, VASI-2L		NPI-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	420.2	51.0			3.00	17.3

FINAL APPROACH COURSE AIMING

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

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING KIZG:RW14		
20:1			
486 TREE (23-046579) 435941.6600N/0705721.2400W (20.75)		479 TREE (23-030885) 435943.3800N/0705719.5900W (13.43)	
549 TREE (23-028606) 435949.2600N/0705738.0600W (11.44)		534 TREE (23-029279) 435946.5700N/0705735.8500W (11.03)	
540 TREE (23-028816) 435950.0300N/0705734.5200W (10.53)		545 TREE (23-028890) 435948.4900N/0705737.8300W (10.43)	
479 TREE (23-030894) 435945.0600N/0705718.9300W (10.31)		531 TREE (23-029278) 435948.7800N/0705733.4700W (8.38)	
521 TREE (23-029433) 435946.6600N/0705732.8700W (6.52)		550 TREE (23-028268) 435950.3200N/0705739.1400W (6.08)	



<u>AIRPORT ID</u>		<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
IZG		RNAV (GPS) RWY 32	2	FRYEBURG	ME	455	RNAV
526 TREE (23-029275) 435947.7200N/0705734.1300W (4.63)				474 TREE (23-030636) 435941.7400N/0705722.9800W (3.4)			
536 TREE (23-028888) 435951.6400N/0705734.2300W (2.54)				541 TREE (23-047423) 435948.5000N/0705739.3500W (1.94)			
538 TREE (23-028891) 435953.6400N/0705733.2300W (1.46)				538 TREE (23-028894) 435949.9900N/0705737.1100W (1.04)			
FINAL TYPE	LPV AND LNAV						
34:1							
448 TREE (23-026995) 435913.0800N/0705618.6800W (10.63)				448 TREE (23-026994) 435912.1900N/0705619.1000W (9.78)			
448 TREE (23-026984) 435911.0400N/0705617.6100W (5.17)				437 TREE (23-045247) 435912.8000N/0705622.0300W (4.93)			
447 TREE (23-045244) 435911.4700N/0705616.2100W (2.51)							
<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:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1060 AAO 435654.00N/0704939.00W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> IZG	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 2	<u>CITY</u> FRYEBURG	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 455	<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	THLD	TO 1000FT POINT	4.49
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.25
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	306.54
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	900
DISTANCE FROM	THLD	TO 1500FT POINT	7.57
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	306.51
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)

435915.77N/0705629.25W

ARP COORDINATES

435928.10N/0705652.40W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 32 DISTANCE 0.35 NM

FAF COORDINATES

435601.99N/0705026.76W

FIX NAME COORDINATES

IF ANDRU 435409.89N/0704657.13W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
DEVON KERCHER	AJV-A431	10/31/2024	AERONAUTICAL INFORMATION SPECIALIST

