

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 08/07/2025	APWS Task ID: 711F9D80072E462E9915851C334D8D40	APWS Project ID: 62DA5BBA996C483AAC6F13C89666D9A8
Procedure: HATLE 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			

Procedure Comments:
ACTIVE AIRPORT DATA USED
SPECIAL
CONTACT CASIMIR TABAKA 405-954-7931

QUALITY
20
CHECKED

QUALITY
41
CHECKED

FIPC BASIC FORM

PROCEDURE: HATLE ONE DEPARTURE (RNAV) (SPECIAL)		AIRPORT NAME: CMMC AIR AMBULANCE LANDING		AIRPORT ID: KME95	SPECIAL CONTROL NO: YG-04-275-25
FAC ID: HATLE1		CITY: LEWISTON		ST: ME	ORIG CHART DATE: 08/07/2025
DFL TYPE: PROC/I	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 711F9D80072E462E9915851C334D8D40	

PREFLIGHT NOTES

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

PROCEDURE RESULTS

INSPECTION DATE: 11/04/2025	CREW #: VN423	N #: HELO	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: terry hester @ 11/04/2025 21:15		PRINTED NAME: HESTER, TERRY LEE		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
CMMC Air Ambulance Landing Site, Lewiston, ME, HATLE ONE DEPARTURE (COPTER) (RNAV), SAT.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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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
-06'00'

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.

(HATLE1 .HATLE) FIG

AL-11274 (FAA)

CMMC AIR AMBULANCE LANDING SITE (ME95)

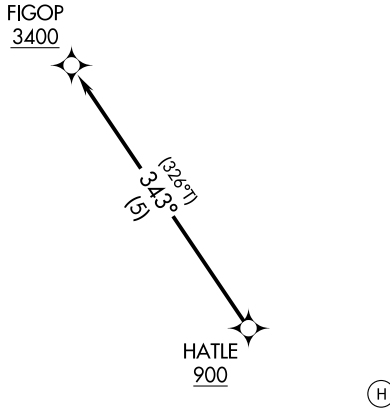
HATLE ONE DEPARTURE (COPTER) (RNAV)

LEWISTON, MAINE

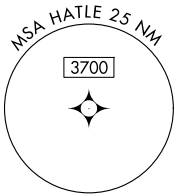
PORTLAND DEP CON★
125.5 269.35
BOSTON CENTER
128.2 263.05
LEW AWOS-3PT
118.025

RNP 0.3 - GPS. AP.

**TOP ALTITUDE:
ASSIGNED BY ATC**



PROTOTYPE-NOT FOR NAVIGATION



NOTE: Chart not to scale.

NOTE: Use LEW altimeter setting; when not received, use IWL altimeter setting and cross FSTVL at or above 980.

NOTE: Pilot must ensure CDI sensitivity is set to 0.3 NM. CDI may be reset to 1.0 NM after AGFAR.

NOTE: Use of CMMC Air Ambulance landing site requires permission of the owner; use of this procedure requires specific authorization by FAA Flight Standards.

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to HATLE, cross HATLE at or above 900 on track 314°.

IFR SEGMENT: From HATLE, track 343° to cross FIGOP at or above 3400.

Maintain ATC assigned altitude.

HATLE ONE DEPARTURE (COPTER) (RNAV)

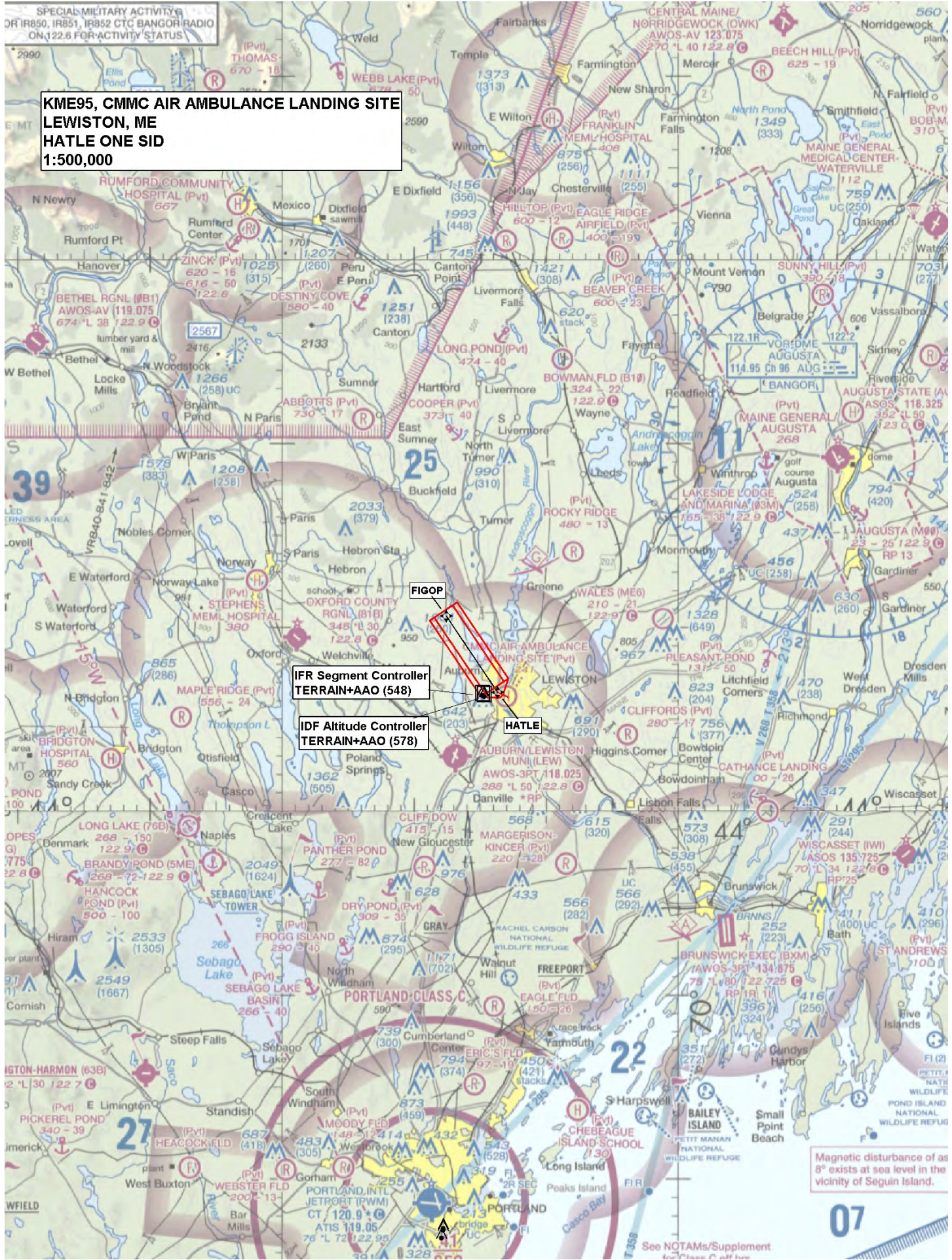
LEWISTON, MAINE

(HATLE1 .HATLE) FIG

CMMC AIR AMBULANCE LANDING SITE (ME95)

SPECIAL MILITARY ACTIVITY
OR IR850, IR851, IR852 CTC BANGOR RADIO
ON 122.6 FOR ACTIVITY STATUS

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



FIGOP

IFR Segment Controller
TERRAIN+AAO (548)

IDF Altitude Controller
TERRAIN+AAO (578)

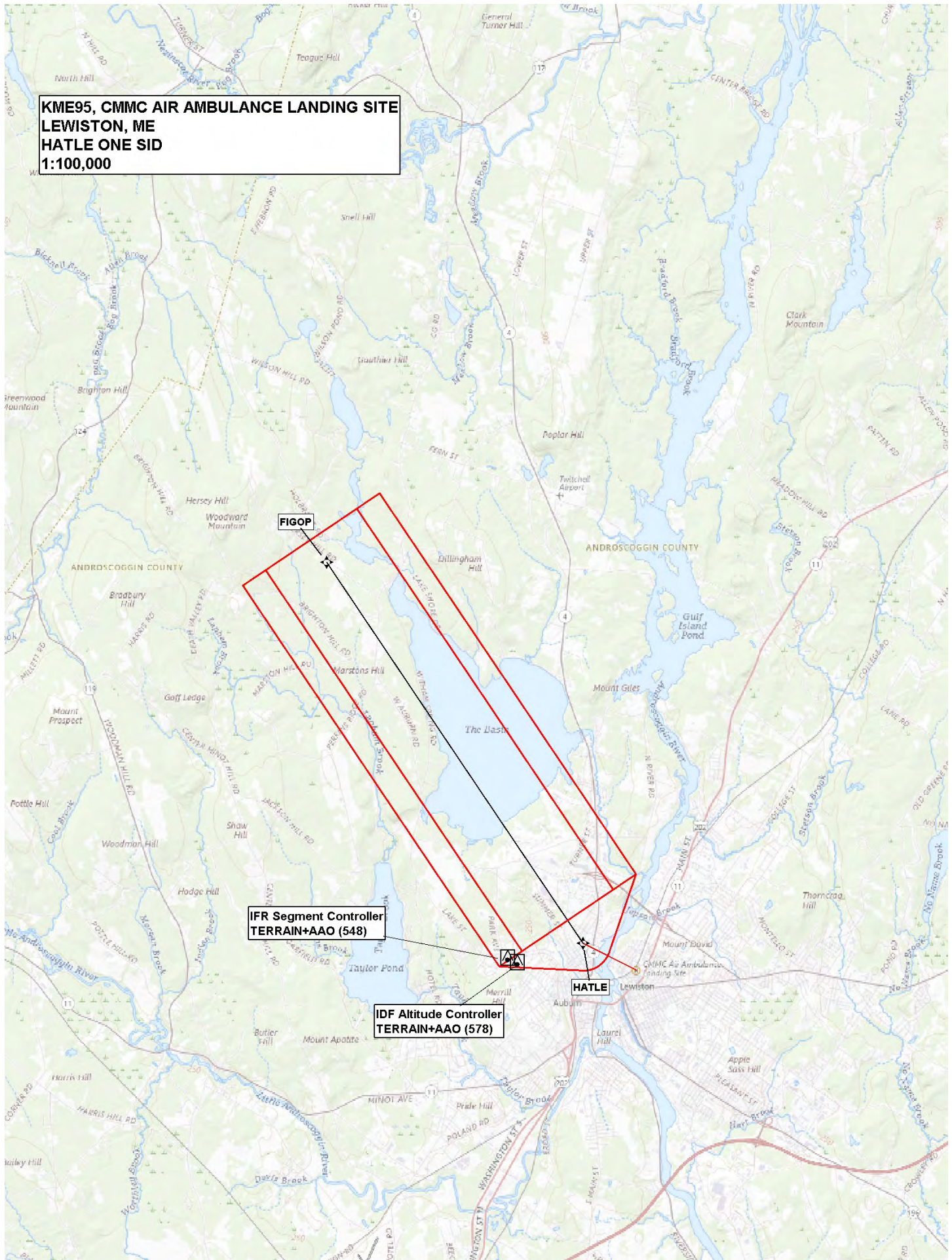
HATLE

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

07

See NOTAMS/Supplement
to Class C off hrs

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



FIGOP

**IFR Segment Controller
TERRAIN+AO (548)**

**IDF Altitude Controller
TERRAIN+AO (578)**

HATLE

**CMMC Air Ambulance
Landing Site**