

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>		
08NH	COPTER RNAV (GPS) M 010	ORIG	NORTH CONWAY	NH		
<u>SURFACE ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
633			NONE		16W	2000
<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>
GUNTY		PONEY		TF	FB	0.30	330.68	19.00	3300
TOBKE		SLFUR		TF	FB	0.30	287.53	19.84	3300
CEPKO		WASAL		TF	FB	0.30	250.53	18.70	3300
PONEY	IAF	CAGMU	NOPT	TF	FB	0.30	333.88	19.39	3300
SLFUR	IAF	CAGMU	NOPT	TF	FB	0.30	297.14	18.86	3300
WASAL	IAF	LYNDA	NOPT	TF	FB	0.30	255.69	7.10	3300
LYNDA		CAGMU		TF	FB	0.30	283.41	16.05	3300
CAGMU	IF/IAF	HABOT		TF	FB	0.30	345.02	3.00	2700
HABOT	FAF	NIYIL	MAP	TF	FO	0.30	010.01	3.50	
NIYIL	MAP	1500 MSL		CA			010.01		
1500 MSL		HABOT		DF	FB	1.00			
HABOT		CAGMU		TF	FO	1.00	165.00	3.00	3300

MISSED APPROACH

MAP:

LNAV: NIYIL

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 70 KIAS UNTIL CAGMU) CLIMBING RIGHT TURN TO 3300 DIRECT HABOT THEN TRACK 165.00 TO CAGMU AND HOLD.
*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 600 FEET PER NM TO 3300.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD S CAGMU, RT, 345.02 INBOUND, 3300 FT. IN LIEU OF PT (IAF), MAX 6000.					
3.	FAC: 010.01	FAF: HABOT	DIST FAF TO MAP: 3.50	DIST FAF TO THLD:		
4.	MIN ALT: CAGMU 3300, HABOT 2700					
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: NIYIL 7500					

PBN REQUIREMENTS NOTE:

RNP 0.3 - GPS. AP.

NOTES:

CHART NOTE: USE IZG ALTIMETER SETTING; WHEN NOT RECEIVED, USE LCI ALTIMETER SETTING AND INCREASE MDA 40 FEET.
CHART NOTE: USE OF MEMORIAL HOSPITAL HELIPORT REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART PLANVIEW NOTE: LIMIT FINAL APPROACH SPEED TO MAX 70 KIAS.
CHART PLANVIEW NOTE: INCREASE TO DESIRED AIRSPEED MINIMUM 90 KIAS UPON REACHING THE MISSED APPROACH ALTITUDE.
CHART PLANVIEW NOTE: PROCEED VFR FROM NIYIL OR CONDUCT THE SPECIFIED MISSED APPROACH. DO NOT EXCEED 70 KIAS UNTIL CAGMU.
CHART NOTE: HELIPORT LIGHTS OPERATED BY PHOTOCELL OR PRIOR ARRANGEMENT.
CHART SPEED ICON IN PLANVIEW AT HABOT: MAX 70 KIAS.

ADDITIONAL FLIGHT DATA:

CHART IZG ASOS
CHART 1249 TREE 440345.00N/0711003.00W, 1239 TREE 440345.00N/0711000.00W, 1226 TREE 440348.00N/0711003.00W, 1213 TREE 440345.00N/0711006.00W
FAS OBST: 971 AAO 440200N/0710848W.
08NH, 574.0, 040.47/0.65

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15B 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*	1500	1	867		NA			NA			NA				

CHANGES - REASONS

ORIGINAL PROCEDURE.



<u>HELIPORT ID</u> 08NH	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) M 010	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> NORTH CONWAY	<u>STATE</u> NH
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u> TERRY HESTER		<u>OFFICE</u> AJF	<u>DATE</u> 04/22/2025	
<u>DEVELOPED BY</u> JON NEIDIGH		<u>OFFICE</u> AJV-A432	<u>DATE</u> 02/05/2025	
<u>RECOMMENDED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
<u>APPROVED BY</u> CASIMIR L. TABAKA		<u>OFFICE</u> AJV-A432	<u>DATE</u>	<u>TITLE</u> MANAGER



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>
08NH	COPTER RNAV (GPS) M 010	ORIG	NORTH CONWAY	NH	633	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM GUNTY TO PONEY

RNP 0.30 DISTANCE 19.00 PAT MAP HAS 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	434315.00N/0704748.00W	886	215	8	4B	2000				AT414	3300
TERRAIN	434121.00N/0704703.00W	613 (600)								AS1500	2100

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM TOBKE TO SLFUR

RNP 0.30 DISTANCE 19.84 PAT MAP HAS 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	435403.00N/0703903.00W	1162	215	8	4B	2000				AT138	3300
TERRAIN	435403.00N/0703903.00W	961 (1000)								AS1500	2500

COMPUTATIONS

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

SEGMENT REMARKS:



FEEDER

FROM

CEPKO

TO

WASAL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	18.70										
<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	440851.00N/0702124.00W	1119	215	8	4B	2000				AT181	3300
TERRAIN	440851.00N/0702124.00W	918 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

PONEY

TO

CAGMU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	19.39										
<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	435200.00N/0710036.00W	1985	215	8	4B	1000					3000
TERRAIN	435200.00N/0710036.00W	1784 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

SLFUR

TO

CAGMU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	18.86										
<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	435515.00N/0705406.00W	1769	215	8	4B	1000				AT531	3300
TERRAIN	435515.00N/0705409.00W	1568 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

WASAL

TO

LYNDA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	7.10										
<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	435745.00N/0704227.00W	1319	215	8	4B	1000				AT981	3300
TERRAIN	435745.00N/0704227.00W	1118 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

LYNDA

TO

CAGMU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	16.05										
<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	435648.00N/0710000.00W	1693	215	8	4B	1000				AT607	3300
TERRAIN	435648.00N/0710000.00W	1492 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

CAGMU (IF/IAF)

TO

HABOT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	3.00										
<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/0710557.00W	971	215	8	4B	500				SA-7 AT1236	2700
TERRAIN	435851.00N/0710854.00W	738 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

HABOT

TO

NIYIL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAS</u>		<u>HMAS</u>				
0.30	3.50		NIYIL		867						
<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	440200.00N/0710848.00W	971	215	8	4B	250				RA38 PR110 MA131	1500

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

CAGMU

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAS</u>		<u>HMAS</u>				
		P-4									
<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	440103.00N/0711139.00W	2960	215	8	4B	1000				SA-901 PR130	3200
TERRAIN	435157.00N/0710054.00W	1807 (1800)								AS1500	3300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LNAV

FROM

NIYIL

TO

CAGMU

RNP

0.30*-1.00

DISTANCE

PAT

MAP

HAS

HMAS

1252

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	440345.00N/0711000.00W	1339	215	8	4B		ASC	600	3300		3300
AAO	440327.00N/0710536.00W	1870	215	8	4B	1000				PR190	3100
TERRAIN	440327.00N/0710536.00W	1669 (1700)								AS1500	3200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

NIYIL

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	441615.00N/0711812.00W	348	14.8	6480	215	8	4B	1000			7500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
ASOS	IZG	24	IZG	9.24	Y	38
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	LCI	24	LCI	31.79	Y	76

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
08NH 574, KIZG 455
RA = 38.0

RASS PRESSURE PATTERNS THE SAME
08NH 574, KLCI 545
RA = 75.7

<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			

<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



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

1249 TREE 440345.00N/0711003.00W (36.25)
1239 TREE 440345.00N/0711000.00W (26.41)
1226 TREE 440348.00N/0711003.00W (13.28)
1213 TREE 440345.00N/0711006.00W (0.16)

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VDP NOT ESTABLISHED - POINT IN SPACE PROCEDURE.
100 FT VEGETATION USED PER FPT.

BLANKET WAIVERS ON FILE (3):
1. AFS-400 MEMO DATED 01/12/24, SUBJECT: WAIVER TO SIGNATURES ON SPECIAL INSTRUMENT FLIGHT PROCEDURE FORMS.
2. AFS-400 MEMO DATED 09/27/24, SUBJECT: WAIVER TO SPECIAL-USE INSTRUMENT APPROACH PROCEDURE DOCUMENTATION.
3. AFS-400 MEMO DATED 11/30/22, SUBJECT: WAIVER TO FAA ORDER 8260.19, FLIGHT PROCEDURES AND AIRSPACE, PARAGRAPH 8-6-6.F.(2).

PART D: AIRSPACE

DOCKET #24-ANE-07

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	0.50
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	354.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	MAP	TO 1500FT POINT	2.17
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	354.01
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

HRP COORDINATES	440344.95N/0710813.82W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	
FAF COORDINATES	435940.59N/0710805.82W
FIX NAME COORDINATES	MAP NIYIL 440309.45N/0710836.23W

REMARKS

POINT-IN-SPACE PROCEDURE.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JON NEIDIGH	AJV-A432	02/05/2025	AERONAUTICAL INFORMATION SPECIALIST

