

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 08/07/2025	APWS Task ID: 9F55F0A9CECA48DBBCBF300CA017F47A	APWS Project ID: 62DA5BBA996C483AAC6F13C89666D9A8
Procedure: CHERY 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: CHERY ONE DEPARTURE (RNAV) (SPECIAL)			AIRPORT NAME: CMMC AIR AMBULANCE LANDING		AIRPORT ID: KME95	SPECIAL CONTROL NO: YG-04-271-25
FAC ID: CHERY1		CITY: LEWISTON			ST: ME	ORIG CHART DATE: 08/07/2025
DFL TYPE: PROC/I	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 9F55F0A9CECA48DBBCBF300CA017F47A		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
					YES	NO
					CPV COMPLETE?	
PROCEDURE RESULTS						
INSPECTION DATE: 11/04/2025	CREW #: VN423	N #: HELO	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☐ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: terry hester @ 11/04/2025 21:20			PRINTED NAME: HESTER, TERRY LEE			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: CMMC Air Ambulance Landing Site, Lewiston, ME, CHERY ONE DEPARTURE (COPTER) (RNAV), SAT.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		



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:

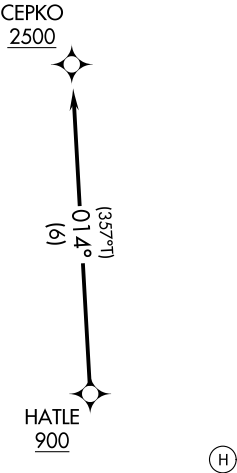
VFR Segment: VFR Climb to (IDF WPT), cross (IDF WPT) at or above (IDF Altitude) on track (outbound track).

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.

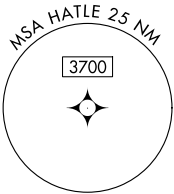
PORTLAND DEP CON★
125.5 269.35
BOSTON CENTER
128.2 263.05
LEW AWOS-3PT
118.025

RNP 0.3 - GPS. AP.

TOP ALTITUDE:
ASSIGNED BY ATC



PROTOTYPE-NOT FOR NAVIGATION



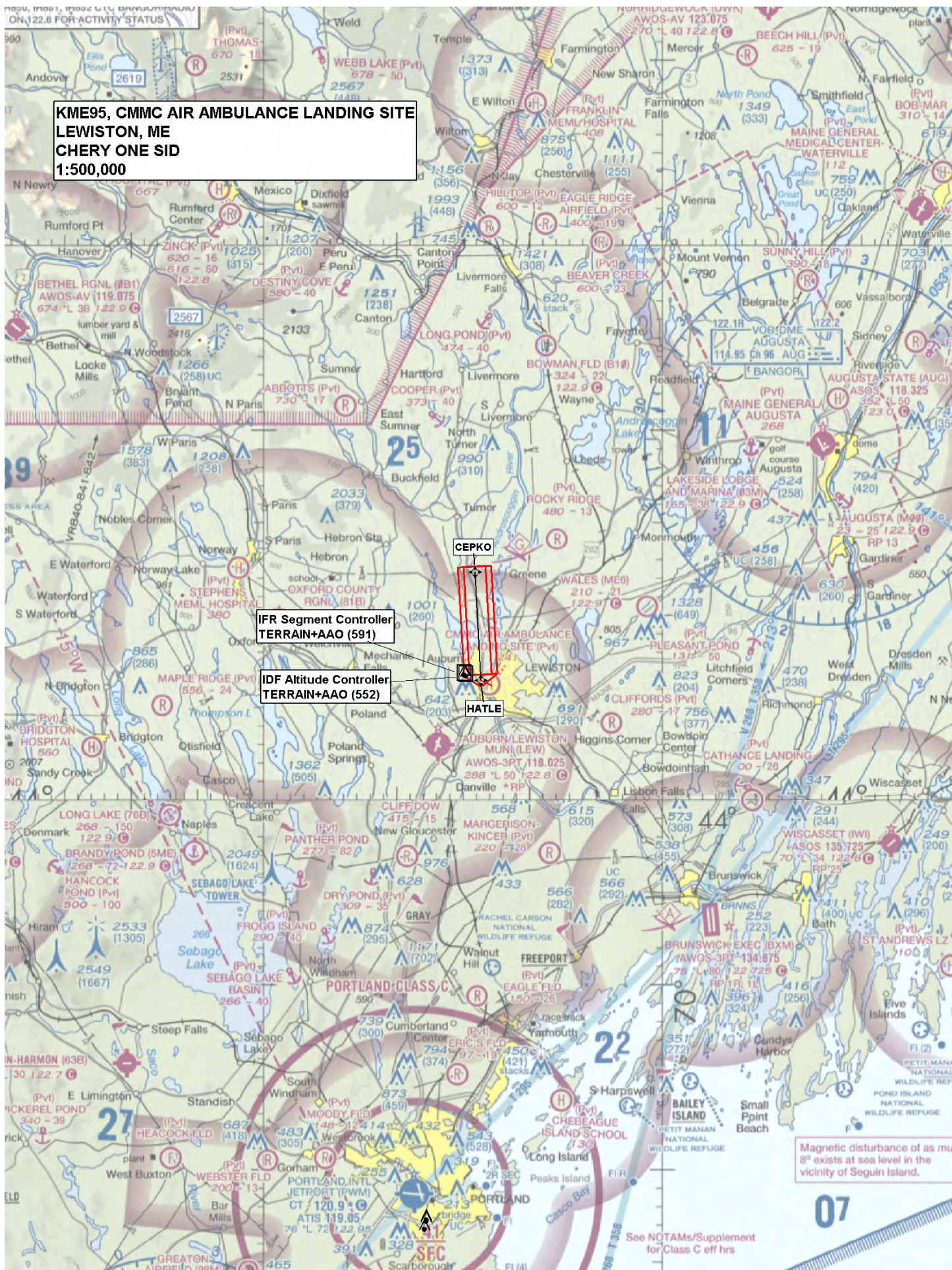
NOTE: Chart not to scale.

- 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 014° to cross CEPKO at or above 2500. Maintain ATC assigned altitude.



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

