

**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> ME42	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) M 125	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> BRUNSWICK	<u>STATE</u> ME
<u>SURFACE ELEVATION</u> 105	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u> 16W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>EPOCH YEAR</u> 2010
		<u>NONE</u>		<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>
SATLY		MSTIC		TF	FO	0.30	249.90	21.63	2100
PHIGG		MSTIC		TF	FO	0.30	275.83	29.31	2100
TOBKE	IAF	MSTIC	NOPT	TF	FB	0.30	069.52	8.31	2100
AGFAR	IAF	MSTIC	NOPT	TF	FB	0.30	132.31	7.89	2100
MSTIC	IF/IAF	FAFNR		TF	FB	0.30	133.74	4.12	1900
FAFNR	FAF	MAPLY	MAP	TF	FO	0.30	125.20	3.60	
MAPLY	MAP	600 MSL		CA			125.20		600
600 MSL		MSTIC		DF	FO	1.00			2100

**MISSED APPROACH**

**MAP:**

LNAV: MAPLY

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2100 DIRECT MSTIC AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

- PT**                      **SIDE OF COURSE**                      **OUTBOUND**                      **FT WITHIN**                      **MILES OF**                      (IAF)
- HOLD NW MSTIC, RT, 133.74 INBOUND, 2100 FT. IN LIEU OF PT (IAF), MAX 6000.
- FAC:** 125.20                      **FAF:** FAFNR                      **DIST FAF TO MAP:** 3.60                      **DIST FAF TO THLD:**
- MIN ALT:** MSTIC 2100, FAFNR 1900
- DIST TO THLD FROM OM:**                      **MM:**                      **IM:**                      **150 HAT:**                      **GS ANT:**
- MIN GP INCPT:**                      **GP ALT AT FAF:**                      **OM:**                      **MM:**                      **IM:**
- GP ANGLE:**                      **34:1:**                      **20:1:**                      **TCH:**
- MSA FROM:** MAPLY 3100



**PBN REQUIREMENTS NOTE:**

RNP 0.3 - GPS. AP.

**NOTES:**

CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM.  
 CHART NOTE: USE OF MID COAST HOSPITAL REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TOBKE ON ZK411 WESTBOUND, ZK415 SOUTHBOUND AND ZK420 WESTBOUND.  
 CHART NOTE: USE BXM ALTIMETER SETTING; WHEN NOT RECEIVED, USE IWI ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET.  
 CHART PLANVIEW NOTE: PROCEED VFR FROM MAPLY OR CONDUCT THE SPECIFIED MISSED APPROACH.  
 CHART PLANVIEW NOTE: LIMIT FINAL APPROACH SPEED TO MAX 70 KIAS.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AGFAR ON ZK415 NORTHBOUND.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT SATLY ON ZK411 EASTBOUND AND ZK412 EASTBOUND.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PHIGG ON ZK420 EASTBOUND.  
 CHART PLANVIEW NOTE: INCREASE TO DESIRED AIRSPEED MINIMUM 90 KIAS UPON REACHING THE MISSED APPROACH ALTITUDE.  
 CHART SPEED ICON IN PLANVIEW AT FAFNR: MAX 70 KIAS.

**ADDITIONAL FLIGHT DATA:**

CHART: BXM AWOS-3PT.  
 CHART: KBXM.  
 CHART FAS OBST: 245 TOWER (23-067164) 435447N/0695404W.  
 CHART 422 TOWER (23-000502) 435627N/0695734W.  
 ME42, 29.0, 166.37/0.65

**MINIMUMS:**

**ALTERNATE:** NA

<u>CATEGORY:</u>	<u>COPTER</u>														
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>
LNAV MDA	500	3/4	395		NA			NA			NA				

**CHANGES - REASONS**

ORIGINAL PROCEDURE.



**HELIPORT ID**  
ME42

**PROCEDURE NAME**  
COPTER RNAV (GPS) M 125

**ORIGINAL/AMENDMENT**  
ORIG

**CITY**  
BRUNSWICK

**STATE**  
ME

**SUBMITTED BY**

**OFFICE**

**DATE**

**FLIGHT CHECKED BY**

**OFFICE**

**DATE**

TERRY HESTER

AJF

10/22/2024

**DEVELOPED BY**  
MICHAEL MCCARTNEY

*Digitally signed by*  
**MICHAEL A MCCARTNEY**  
Oct 02, 2024

**OFFICE**  
AJV-A431

**DATE**  
08/28/2024

**RECOMMENDED BY**

**OFFICE**

**DATE**

**TITLE**

**APPROVED BY**  
ERIC N SUSKI

**OFFICE**  
AJV-A431

**DATE**

**TITLE**  
MANAGER



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

<u>HELIPORT ID</u> ME42	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) M 125	<u>AMDT NO.</u> ORIG	<u>CITY</u> BRUNSWICK	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 105	<u>FACILITY</u> RNAV
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**PART A: OBSTRUCTION DATA SEGMENTS**

**FEEDER**

<u>FROM</u> SATLY	<u>TO</u> MSTIC
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<u>RNP</u> 0.30	<u>DISTANCE</u> 21.63	<u>PAT</u>	<u>MAP</u>	<u>HAS</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	440027.00N/0695927.00W	581	215	8	4B	1000				AT519	2100
TERRAIN	440027.00N/0695930.00W	380 (400)								AS1500	1900

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT REMARKS:**

**FEEDER**

<u>FROM</u> PHIGG	<u>TO</u> MSTIC
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<u>RNP</u> 0.30	<u>DISTANCE</u> 29.31	<u>PAT</u>	<u>MAP</u>	<u>HAS</u>	<u>HMAS</u>
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (23-000281)	440129.80N/0693417.56W	550	50	20	2C	1000				AT550	2100
TERRAIN	440254.00N/0692515.00W	295 (300)								AS1500	1800

**COMPUTATIONS**

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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**SEGMENT REMARKS:**



**HELIPORT ID**  
ME42

**PROCEDURE NAME**  
COPTER RNAV (GPS) M 125

**AMDT NO.**  
ORIG

**CITY**  
BRUNSWICK

**STATE**  
ME

**AIRPORT ELEVATION**  
105

**FACILITY**  
RNAV

**INITIAL**

**FROM**  
TOBKE

**TO**  
MSTIC

**RNP**  
0.30

**DISTANCE**  
8.31

**PAT**

**MAP**

**HAS**

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
AAO	435409.00N/0701054.00W	686	215	8	4B	1000				AT414	2100
TERRAIN	435409.00N/0701054.00W	485 (500)								AS1500	2000

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INITIAL**

**FROM**  
AGFAR

**TO**  
MSTIC

**RNP**  
0.30

**DISTANCE**  
7.89

**PAT**

**MAP**

**HAS**

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (23-000391)	435958.00N/0700725.00W	615	50	10	2B	1000				AT485	2100
TERRAIN	440033.00N/0701212.00W	380 (400)								AS1500	1900

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**HELIPORT ID**  
ME42

**PROCEDURE NAME**  
COPTER RNAV (GPS) M 125

**AMDT NO.**  
ORIG

**CITY**  
BRUNSWICK

**STATE**  
ME

**AIRPORT ELEVATION**  
105

**FACILITY**  
RNAV

**INTERMEDIATE**

**FROM**  
MSTIC (IF/IAF)

**TO**  
FAFNR

**RNP**  
0.30

**DISTANCE**  
4.12

**PAT**

**MAP**

**HAS**

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
ANTENNA (23-026105)	435539.82N/0695939.82W	538	20	3	1A	500				AT862	1900
TERRAIN	435621.00N/0700115.00W	275 (300)								AS1500	1800

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**FINAL: LNAV**

**FROM**  
FAFNR

**TO**  
MAPLY

**RNP**  
0.30

**DISTANCE**  
3.60

**PAT**

**MAP**  
MAPLY

**HAS**  
395

**HMAS**

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (23-067164)	435447.00N/0695403.78W	245	50	20	2C	250					500

**COMPUTATIONS**

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

**SEGMENT REMARKS:**





**HELIPORT ID**  
ME42

**PROCEDURE NAME**  
COPTER RNAV (GPS) M 125

**AMDT NO.**  
ORIG

**CITY**  
BRUNSWICK

**STATE**  
ME

**AIRPORT ELEVATION**  
105

**FACILITY**  
RNAV

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

100 FT VEGETATION HEIGHT UTILIZED PER FPT CHECKLIST.

**PART B: SUPPLEMENTAL DATA**

**COMMUNICATIONS WITH**

ZBW ARTCC, PORTLAND APP CON

**WX SERVICE**  
AWOS-3PT

**LOCATION**  
BXM

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
BXM

**DISTANCE**  
2.27

**SERVICE-A**  
Y

**ADJUSTMENTS**  
0

**BACK-UP WX SERVICE**  
ASOS

**LOCATION**  
IWI

**HRS OPERATION**  
24

**ALTIMETER SOURCE**  
IWI

**DISTANCE**  
8.45

**SERVICE-A**  
Y

**ADJUSTMENTS**  
26

**WX REMARKS:**

RASS PRESSURE PATTERNS THE SAME  
ME42 29, BXM 55, 2.39 NM  
RA = 0.0.  
ME42 29, IWI 70, 8.54 NM  
RA = 25.5  
DISTANCE IS FROM WEATHER STATION TO FIX MAPLY

**PRIMARY NAVAID**

**MONITOR POINT**

**HRS OPERATION**

**CAT**

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
01H		

**GLIDESLOPE ANGLE**

**ELEV RWY THRESHOLD**

**TCH**

**ELEV GS ANTENNA**

**DISTANCE FROM RWY**

**VGSI ANGLE**

**TCH**

**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD  
ON CENTERLINE

  

FT FROM THRESHOLD  
FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

**CRITICAL TEMPERATURES**

**CRITICAL LOW**

**CRITICAL HIGH**

**ACT**

**APT ISA**

**CRITICAL TEMPERATURE REMARKS:**

**"VISUAL PORTION OF FINAL" PENETRATIONS**

**PENETRATIONS REMARKS:**





**HELIPORT ID**  
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BRUNSWICK

**STATE**  
ME

**AIRPORT ELEVATION**  
105

**FACILITY**  
RNAV

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

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

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

VDP NOT ESTABLISHED - POINT-IN-SPACE PROCEDURE.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

TAA NOT DEVELOPED PER ATC REQUEST.

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA IS CLEAR.

BLANKET WAIVER ON FILE:

AFS-400 MEMO DATED 01/12/24, SUBJECT: WAIVER TO SIGNATURES ON SPECIAL INSTRUMENT FLIGHT PROCEDURE FORMS.

ORDER 8260.3 CHAPTER 2 APPLIED TO 422 TOWER (23-000502) 435626.52N/0695734.27W.

**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

<b>DISTANCE FROM</b>	MAP	<b>TO 1000FT POINT</b>	1.27
<b>WIDTH OF</b>	FINAL	<b>SEGMENT AT 1000FT POINT</b>	1.20
<b>TRUE COURSE OF</b>	FINAL	<b>SEGMENT CONTAINING 1000FT POINT</b>	109.20
<b>HIGH TERRAIN IN</b>	FINAL	<b>SEGMENT CONTAINING 1000FT POINT</b>	200
<b>DISTANCE FROM</b>	MAP	<b>TO 1500FT POINT</b>	2.93
<b>WIDTH OF</b>	FINAL	<b>SEGMENT AT 1500FT POINT</b>	1.42*
<b>TRUE COURSE OF</b>	FINAL	<b>SEGMENT CONTAINING 1500FT POINT</b>	109.20
<b>HIGH TERRAIN IN</b>	FINAL	<b>SEGMENT CONTAINING 1500FT POINT</b>	200

**THRESHOLD COORDINATES (IF STR-IN)**

**HRP COORDINATES** 435417.87N/0695328.20W

**RUNWAY APCH END AND DIST FURTHEST FROM ARP**

**FAF COORDINATES** 435602.90N/0695837.08W

**FIX NAME COORDINATES** MAP MAPLY 435451.77N/0695354.87W

**REMARKS**

\*WIDTH AT 1500 FT POINT IS 0.77 NM RIGHT OF CENTERLINE AND 0.65 NM LEFT OF CENTERLINE.

POINT-IN-SPACE PROCEDURE.

FINAL SEGMENT IS IN BRUNSWICK CLASS E 700-FT EXTENSION.

**PART E: PREPARED BY**

**NAME**  
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**OFFICE**  
AJV-A431

**DATE**  
08/28/2024

**TITLE**  
AERONAUTICAL INFORMATION SPECIALIST

