

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> EPM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> EASTPORT	<u>STATE</u> ME
<u>AIRPORT ELEVATION</u> 45	<u>TDZE</u> 45	<u>SUPERSEDED</u> RNAV (GPS) RWY 32	<u>DATED</u> 09/05/2024	<u>MAG VAR</u> 16W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2025
				<u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BARHA		GRAYC		TF	FB	1.00	095.00	35.00	6000
GRAYC	IAF	OCESA	NOPT	TF	FB	1.00	095.56	24.99	6000
OCESA		LUBCI		TF	FB	1.00	052.54	10.00	3000
LUBCI	IF/IAF	FEGUD		TF	FB	1.00	322.63	5.99	1600
FEGUD	FAF	JEXAT/1.95 NM TO RW32		TF	FB	0.30	322.57	2.35	
JEXAT/1.95 NM RW32		RW32	MAP	TF	FO	0.30	322.57	1.95	
RW32	MAP	379 MSL		CA			322.57		
379 MSL		PIERR		DF	FO	1.00			4000

MISSED APPROACH

MAP:
LPV: DA
LNAV/VNAV: DA
LNAV: RW32

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 4000 DIRECT PIERR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)
2. HOLD SE LUBCI, RT, 322.63 INBOUND, 3000 IN LIEU OF PT (IAF), MAX 7000.
3. FAC: 322.57

FAF: FEGUD

DIST FAF TO MAP: 4.31

DIST FAF TO THLD: 4.31
4. MIN ALT: LUBCI 3000, FEGUD 1600, JEXAT/1.95 NM TO RW32 780
5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

334 HAT: 0.80

GS ANT:
6. MIN GP INCPT: 1600

GP ALT AT PFAF: FEGUD 1600

OM:

MM:

IM:
7. GP ANGLE: 3.28

34:1: IS NOT CLEAR

20:1: IS CLEAR

TCH: 55.0
8. MSA FROM: RW32 2200



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.
CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BHB ALTIMETER SETTING.
CHART NOTE: RWY 32 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BHB ALTIMETER SETTING AND INCREASE LPV DA TO 532 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE LNAV/VNAV DA TO 621 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE ALL MDAS 160 FEET AND LNAV VISIBILITY CAT C/D 1/2 SM, AND CIRCLING VISIBILITY CAT C 3/4 SM AND CAT D 1/2 SM.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 142.33 INBOUND.
CHART FAS OBST: 257 TOWER (23-063007) 445431N/0665934W.
CHART VDP AT 1.35 NM TO RW32.
WAAS CHANNEL # 78340
REFERENCE PATH ID: W32A
LTP HAE: -8.7 M

MINIMUMS:

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

ALTERNATE: NA ☒

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	379	1	334	379	1	334	379	1	334	379	1	334			
LNAV/VNAV DA	468	1 1/4	423	468	1 1/4	423	468	1 1/4	423	468	1 1/4	423			
LNAV MDA	560	1	515	560	1	515	560	1 3/8	515	560	1 3/8	515			
CIRCLING	620	1	575	620	1	575	640	1 1/2	595	820	2 1/2	775			



CHANGES - REASONS

1. TERMINAL ROUTES: SEGMENT BARHA TO GRAYC ALTITUDE CHANGED FROM "4000" TO "6000" – ATC REQUEST.
2. TERMINAL ROUTES: SEGMENT GRAYC TO OCESA ALTITUDE CHANGED FROM "4000" TO "6000" – ATC REQUEST.
3. TERMINAL ROUTES: SEGMENT LUBCI TO FEGUD DISTANCE CHANGED FROM "5.75" TO "5.99" – IF AND FAF MOVED.
4. TERMINAL ROUTES: SEGMENT FEGUD TO JETAX DISTANCE CHANGED FROM "2.49" TO "2.35" – RELOCATED PFAF.
5. TERMINAL ROUTES: SEGMENT JETAX TO RW32 DISTANCE CHANGED FROM "2.06" TO "1.95" – RELOCATED PFAF.
6. LINE 2: CHANGED FROM "PROFILE STARTS AT LUBCI" TO "HOLD SE LUBCI, RT, 322.63 INBOUND, 3000, IN LIEU OF PT (IAF), MAX 7000" – ADDED HIL PER FPT.
7. LINE 3: CHANGED DIST FAF TO MAP/ FAF TO THLD FROM "4.55" TO "4.31" - RELOCATED PFAF.
8. LINE 4: CHANGED MIN ALT FROM "LUBCI 3000, FEGUD 1600, JEXAT/2.06 NM TO RW32 720" TO "LUBCI 3000, FEGUD 1600, JEXAT/1.95 NM TO RW32 780" – RELOCATED STD AND GPS/TCH CHANGED.
9. LINE 5: CHANGED DIST TO THLD FROM "HAT: 333 HAT: 0.84" TO "334 HAT: 0.80" – LPV SLOPE CHANGED WITH NEW GPA/TCH.
10. LINE 7: CHANGED GP ANGLE/TCH FROM "3.10/57" TO "3.28/55" – ATC REQUEST.
11. NOTES: REMOVED "RWY 14 CIRCLING NA AT NIGHT" – RWY 14 20:1 PENETRATIONS MITIGATED.
12. NOTES: CHANGED BARO-VNAV FROM "BARO-VNAV AND VDP NA WHEN USING HANCOCK COUNTY/BAR HARBOR ALTIMETER SETTING" TO "BARO-VNAV AND VDP NA WHEN USING BHB ALTIMETER SETTING" – IAW 8260.19K.
13. NOTES: CHANGED ALTIMETER SETTINGS FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HANCOCK COUNTY/BAR HARBOR ALTIMETER SETTING; INCREASE LPV DA TO 531 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE LNAV/VNAV DA TO 576 FEET AND ALL VISIBILITIES 1/2 SM; INCREASE ALL MDAS 160 FEET AND LNAV CAT C/D VISIBILITY 3/8 SM AND CIRCLING CATS C/D VISIBILITIES 3/4 SM" "TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BHB ALTIMETER SETTING AND INCREASE LPV DA TO 532 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE LNAV/VNAV DA TO 621 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE ALL MDAS 160 FEET AND LNAV VISIBILITY CAT C/D 1/2 SM, AND CIRCLING VISIBILITY CAT C 3/4 SM AND CAT D 1/2 SM"- NEW HAAS/VISIBILITY TABLES AND IAW 8260.19K.
14. MINIMUMS: CHANGED LPV DA/HAT FROM "378/333" TO "379/334"; LNAV/VNAV FROM "423/378" TO "468/423"; LNAV MDA/HAT FROM "520/475" TO "560/515" – NEW CONTROLLING OBSTACLES.
15. MINIMUMS: CHANGED CIRCLING MDA/HAA CATS A/B FROM "580/535" TO "620/575" – SAME CONTROLLING OBSTACLE WITH HIGHER AC.
16. MINIMUMS: CHANGED LNAV/VNAV VISIBILITY ALL CATS FROM "1" TO "1 1/4" – TABLE 3-3-1.
17. ADDITIONAL FLIGHT DATA: CHANGED FAS OBST ALT FROM "262" TO "257" – UPDATED OBSTACLE DATA.
18. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" – NO LONGER REQUIRED.
19. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART VDP AT 1.23 NM TO RW32" TO "CHART VDP AT 1.35 NM TO RW32" – NEW GPA/TCH
20. ALTERNATE NOTE: ADDED "ALTERNATE NA" AND REMOVED "STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE" – LEVEL 1 FOR ALTERNATE MINIMUMS CALCULATIONS AND IAW 8260.19K.
21. CHANGED CRC REMAINDER FROM "3B9D1DC7" TO "856D95C5" – NEW GPA/TCH.
22. TERMINAL ROUTES: CA ALTITUDE CHANGED FROM "378 MSL" TO "379 MSL" - NEW LPV DA/NEW CONTROLLING OBSTACLE.

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZBW, AMGR.

FLIGHT CHECKED BY

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

OFFICE

AJF

DATE

06/03/2026

DEVELOPED BY

ANA VEGA

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

OFFICE

AJV-A433

DATE

12/11/2025

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Jun 09, 2026

OFFICE

AJV-A433

DATE

07/30/2026

TITLE

MANAGER



AIRPORT ID
EPM

PROCEDURE NAME
RNAV (GPS) RWY 32

ORIGINAL/AMENDMENT
3

CITY
EASTPORT

STATE
ME

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KEPM
RUNWAY	RW32
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W32A
LTP/FTP LATITUDE	445424.6795N
LTP/FTP LONGITUDE	0670023.3335W
LTP/FTP ELLIPSOIDAL HEIGHT	-00087
FPAP LATITUDE	445517.6755N
FPAP LONGITUDE	0670204.1205W
THRESHOLD CROSSING HEIGHT (TCH)	00055.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.28
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0

CRC REMAINDER	856D95C5
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ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00138
FPAP ORTHOMETRIC HEIGHT	+00138



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>
EPM	RNAV (GPS) RWY 32	3	EASTPORT	ME	45	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BARHA TO GRAYC

RNP 1.00 DISTANCE 35.00 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	443424.00N/0680848.00W	1273	215	8	4B	1000				AT3727	6000
TERRAIN	443424.00N/0680848.00W	1072 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM GRAYC TO OCESA

RNP 1.00 DISTANCE 24.99 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 (23-000201)	443815.00N/0671644.00W	1033	250	50	4D	1000				AT3967	6000
TERRAIN	443745.00N/0672345.00W	262 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL: STEPDOWN

FROM

OCESA

TO

LUBCI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	10.00										
<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	444621.00N/0664745.00W	640	215	8	4B	1000				AT1360	3000
TERRAIN	444554.00N/0664748.00W	439 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

LUBCI (IIF/IAF)

TO

FEGUD

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	5.99										
<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	444633.00N/0664906.00W	627	215	8	4B	500					1200
TERRAIN	444957.00N/0665554.00W	131 (100)								AS1500	1600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

FEGUD

TO

RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.55		DA				334				
<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>
TREE (23-042781)	445406.00N/0665951.12W	160	20	3	1A		31.10:1			MA62	379

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

FEGUD

TO

RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	4.55		DA				423				
<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 (23-063007)	445431.30N/0665934.20W	257	250	50	4D	161				AC50	468

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

FEGUD

TO

JEXAT/1.95 NM TO RW32

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	2.35										
<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	445245.00N/0665554.00W	368	215	8	4B	250				RA160	780

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DIST

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM

JEXAT/1.95 NM RW32

TO

RW32

RNP	DISTANCE	PAT	MAP	HAT	HMAS
0.30	1.95		RW32	515	

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (23-063007)	445431.30N/0665934.20W	257	250	50	4D	250				AC50	560

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

LUBCI

TO

P-5

RNP	DISTANCE	PAT	MAP	HAT	HMAS
		P-5			

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	444536.00N/0664754.00W	660	215	8	4B	1000					1700
TERRAIN	444536.00N/0664754.00W	1500									1500

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

PIERR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.30-1.00											148
<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>
TREE (23-042854)	445405.11N/0665949.50W	157	20	3	1A		ASC				4000
AAO	450227.00N/0671203.00W	791	215	8	4B	1000					1800
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

PIERR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											307
<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				4000
AAO	450227.00N/0671203.00W	791	215	8	4B	1000					1800
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1500	2100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW32

TO

PIERR

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 460				
<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				4000
AAO	450227.00N/0671203.00W	791	215	8	4B	1000					1800
TERRAIN	450230.00N/0671206.00W	590 (600)								AS1500	2100

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (23-063007)	445431.30N/0665934.20W	1.30	575	257	250	50	4D	300		AC50	620
CATEGORY B											
TOWER (23-063007)	445431.30N/0665934.20W	1.81	575	257	250	50	4D	300		AC50	620
CATEGORY C											
TREE	445703.00N/0665900.00W	2.84	595	330	50	20	2C	300			640
CATEGORY D											
AAO	445415.00N/0665533.00W	3.70	775	503	50	20	2C	300			820

CIRCLING REMARKS:

MSA

CENTER

RW32

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (CA-000212)	452321.00N/0665906.00W	018	29.0	1185	250	50	4D	1000			2200

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

TAA NOT DEVELOPED PER ATC.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZBW ARTCC, BRG FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-AV	EPM	24	EPM		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	BHB	24	BHB	63.87	Y	153

WX REMARKS:

RASS PRESSURE PATTERNS SAME
KEPM 45, KBHB 83
RA = 152.6

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

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.28	45.2	55.0			3.28	44.0

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
-15C	+54C	-15C	+14.91C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1045 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	LPV, LNAV/VNAV, LNAV		
34:1			
160 TREE (23-042781) 445406.0000N/0665951.1200W (32.77)	158 TREE (23-045581) 445407.0100N/0665949.9400W (30.55)		
127 TREE (23-042777) 445415.6600N/0665958.6800W (29.75)	155 TREE (23-042782) 445405.4200N/0665952.3600W (28.85)		



<u>AIRPORT ID</u> EPM	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 32	<u>AMDT NO.</u> 3	<u>CITY</u> EASTPORT	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 45	<u>FACILITY</u> RNAV
153 TREE (23-042860) 445407.2100N/0665951.3800W (28.35)			155 TREE (23-042858) 445407.8900N/0665949.1500W (27.76)			
150 TREE (23-042715) 445408.2400N/0665950.9400W (26.43)			157 TREE (23-042854) 445405.1100N/0665949.5000W (25.43)			
128 TREE (23-042775) 445414.8200N/0665956.2300W (25.09)			144 TREE (23-042714) 445408.2100N/0665953.2200W (24.26)			
153 TREE (23-042852) 445404.5700N/0665951.5000W (23.88)			138 TREE (23-042722) 445409.0200N/0665955.5100W (23.59)			
129 TREE (23-042875) 445411.3100N/0665958.3000W (23.39)			140 TREE (23-042718) 445409.1200N/0665953.7800W (22.82)			
153 TREE (23-042857) 445406.2100N/0665948.2600W (21.27)			141 TREE (23-045582) 445407.1100N/0665953.9100W (20.48)			
143 TREE (23-042861) 445406.4900N/0665952.4000W (18.81)			125 TREE (23-042884) 445412.0300N/0665957.0600W (18.56)			
142 POLE (23-042429) 445410.3900N/0665948.3400W (17.82)			145 POLE (23-023339) 445409.5900N/0665947.1500W (17.37)			
121 TREE (23-042769) 445409.6500N/0670000.9500W (16.96)			129 TREE (23-042721) 445408.5200N/0665956.8900W (16.05)			
145 TOWER (23-042603) 445408.9600N/0665946.5700W (15.27)			132 TREE (23-042720) 445407.1500N/0665955.7500W (14.68)			
118 TREE (23-042774) 445415.3700N/0665953.9100W (12.12)			129 TREE (23-042719) 445408.0400N/0665955.0100W (12)			
143 TREE (23-042853) 445403.3700N/0665951.6300W (11.97)			116 TREE (23-045708) 445410.3000N/0665959.8800W (11.29)			
131 TREE (23-042717) 445410.0200N/0665951.0000W (10.69)			138 POLE (23-042582) 445409.8900N/0665946.7900W (10.29)			
104 TREE (23-045711) 445416.3900N/0665959.7000W (9.78)			120 TREE (23-042724) 445411.3200N/0665954.9500W (8.71)			
118 TREE (23-042725) 445411.0200N/0665956.4100W (8.66)			118 TREE (23-045707) 445409.9600N/0665956.6600W (7.21)			
142 TREE (23-042856) 445404.2600N/0665947.7800W (6)			112 TREE (23-042776) 445414.0400N/0665954.6900W (5.09)			
118 TREE (23-042723) 445410.0800N/0665955.2400W (5.01)			125 TREE (23-042716) 445409.0700N/0665952.0300W (4.76)			
138 TREE (23-042855) 445403.8700N/0665949.7300W (4.62)			115 TRANSMISSION_LINE (23-042840) 445414.2200N/0665952.4500W (4.6)			
131 TREE (23-042851) 445404.2000N/0665953.3100W (4.3)			118 BUILDING (23-042609) 445413.1000N/0665951.0200W (3.18)			
109 TREE (23-042768) 445408.6500N/0670000.9200W (3.14)			94 TREE (23-045714) 445411.4600N/0670006.7200W (2.99)			
122 TREE (23-042795) 445405.7800N/0665955.0800W (1.11)			116 TREE (23-042788) 445411.9300N/0665952.0600W (0.88)			
139 TREE (23-042639) 445401.9200N/0665948.7500W (0.5)						
<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 COMPLETE

VEGETATION 60 FT USED.

ATC ASSUMES RESPONSIBILITY FOR THE FAF ALT BEING BELOW CANADIAN FLOOR OF CONTROLLED AIRSPACE. FPT ASSUMES RESPONSIBILITY FOR REPORTING OF PROPOSED CONSTRUCTION INSIDE AIRPORT PROTECTED SURFACES.

BOSTON CENTER HAS AGREEMENT WITH CANADIAN COUNTERPARTS FOR AIRSPACE TO BE HANDED OVER TO BOSTON CENTER DURING APPROACHES INTO EASTPORT, ME. INTERMEDIATE KEPT CLOSE IN TO MINIMIZE IMPACT ON CANADIAN AIRSPACE.

SEGMENT ALTITUDES HAVE BEEN RAISED TO 6000 FC PILOT REPORTS UNABLE TO COMMUNICATE WITH DEPARTURE CONTROL AT 3000

NECESSARY CONTINGENCY NOTES TO REMAIN PUBLISHED PERMANENTLY.

ALTIMETER LEVEL CONTAINS A NON-NUMERICAL VALUE. APPLIED LEVEL 1 FOR ALTERNATE MINIMUMS CALCULATIONS.
ORDER 8260.3 CHAPTER 2 APPLIED TO 463 AAO 445239N/0665454W
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #NOT REQUIRED

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	3.31
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	306.57
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	300
DISTANCE FROM	THLD	TO 1500FT POINT	7.5
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	5.97
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	306.63
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	300

THRESHOLD COORDINATES (IF STR-IN)	445424.68N/0670023.33W
ARP COORDINATES	445436.40N/0670045.70W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 14 DISTANCE 0.33 NM
FAF COORDINATES	445150.84N/0665531.32W
FIX NAME COORDINATES	

REMARKS

INTERMEDIATE/DISTANCE FROM THLD = 5.99+4.31-2.28 = 7.5
WIDTH OF INTERMEDIATE: 2 + 3.97 = 5.97

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ANA VEGA	AJV-A433	12/11/2025	AERONAUTICAL INFORMATION SPECIALIST

