

**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> 3B1	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> GREENVILLE	<u>STATE</u> ME		
<u>AIRPORT ELEVATION</u> 1402	<u>TDZE</u> 1392	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 07/21/2016	<u>MAG VAR</u> 18W	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<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>
BGR VORTAC		WELUG		TF	FO	1.00	336.25	61.27	5500
ZANAK	IAF	WELUG	NOPT	TF	FB	1.00	237.26	12.35	5000
WELUG	IF/IAF	KAKPE		TF	FB	1.00	148.14	7.41	3700
KAKPE	FAF	RW14	MAP	TF	FO	0.30	135.24	7.15	
RW14	MAP	2800 MSL		CA			135.24		2800
2800 MSL		WELUG		DF	FO	1.00			5000

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW14

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2800 THEN CLIMBING LEFT TURN TO 5000 DIRECT WELUG AND HOLD. *MISSED APPROACH REQUIRES MINIMUM CLIMB OF 215 FEET PER NM TO 4200.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)	
2. HOLD NW WELUG, LT, 148.14 INBOUND, 5000 FT. IN LIEU OF PT (IAF), MAX 6000.						
3. FAC: 135.24	FAF: KAKPE		DIST FAF TO MAP: 7.15	DIST FAF TO THLD: 7.15		
4. MIN ALT: WELUG 5000, KAKPE 3700						
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	275 HAT: 0.76	GS ANT:	
6. MIN GP INCPT: 3700	GP ALT AT PFAF: KAKPE 3700			OM:	MM:	IM:
7. GP ANGLE: 3.00	34:1: IS CLEAR	20:1: IS CLEAR	TCH: 40.0			
8. MSA FROM: RW14 5000						

QUALITY
10
CHECKED

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING BGR ALTIMETER SETTING.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -23°C OR ABOVE 54°C.
CHART NOTE: CIRCLING RWY 3, 21 NA AT NIGHT.
CHART NOTE: CIRCLING NA N OF RWY 14-32.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BGR ALTIMETER SETTING AND INCREASE LPV DA* TO 1952 FEET AND ALL VISIBILITIES 5/8 SM. INCREASE LPV DA TO 2490 FEET AND ALL VISIBILITIES 1 1/2 SM. INCREASE LNAV/VNAV DA TO 2595 FEET AND ALL VISIBILITIES 1 SM. INCREASE ALL MDAS 300 FEET.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT BGR VORTAC ON V471 SOUTHBOUND.

ADDITIONAL FLIGHT DATA:

CHART (K52B) IN PLANVIEW.
FAS OBST: 2139 AAO 452957N/0694151W.
CHART CONDOR 1 MOA.
CHART CONDOR 2 MOA.
CHART VDP AT 3.35 NM TO RW14.
WAAS CHANNEL # 60940
REFERENCE PATH ID: W14A
CHART CIRCLING ICON.
LTP HAE: 397.3 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*	1667	1	275	1667	1	275	1667	1	275	1667	1	275			
LPV DA	2205	2 1/2	813	2205	2 1/2	813	2205	2 1/2	813	2205	2 1/2	813			
LNAV/VNAV DA	2310	4	918	2310	4	918	2310	4	918	2310	4	918			
LNAV MDA	2500	1 1/4	1108	2500	1 1/2	1108	2500	3	1108	2500	3	1108			
CIRCLING	2500	1 1/4	1098	2500	1 1/2	1098	2500	3	1098	2660	3	1258			



CHANGES - REASONS

1. MISSED APPROACH INSTRUCTIONS: CHANGED FROM" CLIMB TO 2800 THEN CLIMBING LEFT TURN TO 5000 DIRECT WELUG AND HOLD." TO "CLIMB TO 2800 THEN CLIMBING LEFT TURN TO 5000 DIRECT WELUG AND HOLD. *MISSED APPROACH REQUIRES MINIMUM CLIMB OF 215 FEET PER NM TO 4200" – CLIMB REQUIREMENT ADDED TO IAW 8260.19J, 8-6-6.F.

2. PROFILE: LINE 7 ADDED 20:1 IS CLEAR – NO PENETRATIONS EXIST AND IAW 8260.19J, 8-6-7.G. (3).

3. DELETED CHART NOTE "DME/DME RNP-0.3 NA." AND ADDED PBN REQUIREMENTS NOTE "RNP APCH – GPS." – IAW 8260.19J 8-6-8.B (2).

4. NOTES: ADDED CHART NOTE "BARO-VNAV AND VDP NA WHEN USING BGR ALTIMETER SETTING." – IAW 8260.19J, 8-6-10.E (8), FPT DIRECTED IN PROCEDURE NOTES.

5. NOTES: CHANGED CHART NOTE FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17°C (2°F) OR ABOVE 54°C (130°F)." TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -23°C OR ABOVE 54°C." – FAHRENHEIT REMOVED IAW 8260.19J, 8-6-10.R. AND TEMP UPDATED FROM NEW TARGETS VALUES.

6. NOTES: CHANGED CHART NOTE FROM "NIGHT LANDING: RWY 3, 21, 32 NA." TO "CIRCLING RWY 3, 21 NA AT NIGHT." – UPDATED IAW 8260.19J, 8-6-12.O (2) (G), RWY 32 HAS NEW IAP, NO 20:1 RESTRICTIONS.

7. NOTES: ADDED CHART NOTE "CIRCLING NA N OF RWY 14-32." – IAW NOTAM FDC3/8525 AND 8260.19J, 8-6-12.O (5)(A).

8. NOTES: DELETED CHART NOTE ""MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 215 FEET PER NM TO 4200." – MOVED TO MISSED APPROACH INSTRUCTIONS IAW 8260.19J, 8-6-6.F.

9. NOTES: ADDED BACKUP ALTIMETER NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BGR ALTIMETER SETTING AND INCREASE LPV DA* TO 1952 FEET AND ALL VISIBILITIES 5/8 SM. INCREASE LPV DA TO 2490 FEET AND ALL VISIBILITIES 1 1/2 SM. INCREASE LNAV/VNAV DA TO 2595 FEET AND ALL VISIBILITIES 1 SM. INCREASE ALL MDAS 300 FEET." – IAW 8260.19J, 8-6-10.F (4) AND 8260.3E, 3-3-2, FPT DIRECTED PLACE IN PROCEDURE NOTES.

10. NOTES: CHANGED CHART PLANVIEW NOTE FROM "PROCEDURE NA FOR ARRIVAL ON BGR VORTAC AIRWAY RADIALS 251 CW 038." TO "PROCEDURE NA FOR ARRIVAL AT BGR VORTAC ON V471 SOUTHBOUND." – IAW 8260.19J, 8-2-5.E.(2).

11. ADDITIONAL FLIGHT DATA: CHANGED CHARTING FROM "CHART GREENVILLE SPB (K52B)" TO "CHART (K52B) IN PLANVIEW." – IAW 8260.19J, 8-6-11.T.

12. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART VDP AT 3.34 NM TO RW14." TO "CHART VDP AT 3.35 NM TO RW14." – DUE TO UPDATED TARGETS EVALUATION.

13. ADDITIONAL FLIGHT DATA: DELETED "2603 AAO 453010N/0694343W." AND MOVED TO PART C: GENERAL REMARKS" – IAW 8260.19J, 8-6-11.E.(2) MEMO.

14. REMOVED "*" FROM PROFILE VIEW VDP AT "*"3.3 NM TO RW14" AND DELETED "*LNAV ONLY" – NO LONGER REQUIRED PER CURRENT CRITERIA.

15. DELETED ALTERNATE MINIMUMS – PRIMARY ALTIMETER NOT ON SERVICE-A.

16. FINAL MINIMUMS: LPV DA VISIBILITIES ALL CATEGORIES DECREASED FROM 3 SM TO 2 ½ SM – IAW 8260.3F TABLE 3-3-1.

17. FAS DATA: CRC REMAINDER CHANGED FROM 364528D9 TO 24767AC1 – DUE TO DATA CHANGES, LTP/FTP CHANGED FROM "452754.2490N/0693327.5040W" TO "452754.2485N/0693327.5030W", FPAP CHANGED FROM "452713.3070N/0693135.0805W" TO "452713.3065N/0693135.0790W", AND LENGTH OFFSET CHANGED FROM "1536" TO "1528".

03/06/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 02/28/2025.

1. PROFILE: CHANGED LINE 4 FROM "WELUG 4700" TO "WELUG 5000".

COORDINATED WITH:

A4A

ALPA

X

AOPA

X

APA

HAI

NBAA

X

OTHER: ZBW, AMGR, EST FPT

FLIGHT CHECKED BY
ANTHONY DOMINIC VALLERA

Digitally signed by
CASIMIR L TABAKA
Mar 06, 2025

OFFICE

FIOG

DATE

02/26/2025

DEVELOPED BY
CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)

Digitally signed by
CASIMIR L TABAKA
Mar 06, 2025

OFFICE

AJV-A432

DATE

07/15/2024

APPROVED BY
CASIMIR L. TABAKA

Digitally signed by
CASIMIR L TABAKA
Mar 06, 2025

OFFICE

AJV-A432

DATE

03/13/2025

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	3B1
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	452754.2485N
LTP/FTP LONGITUDE	0693327.5030W
LTP/FTP ELLIPSOIDAL HEIGHT	+03973
FPAP LATITUDE	452713.3065N
FPAP LONGITUDE	0693135.0790W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1528
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	24767AC1

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+04218
FPAP ORTHOMETRIC HEIGHT	+04218



**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>
3B1	RNAV (GPS) RWY 14	1A	GREENVILLE	ME	1402	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BGR VORTAC **TO** WELUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	61.27				

<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>
1. AAO	452903.00N/0694242.00W	3380	100	125	3E	2000				AT120	5500
2. TERRAIN	452903.00N/0694242.00W	3180 (3200)								AS1500	4700

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM ZANAK **TO** WELUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	12.35				

<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>
3. AAO	454415.00N/0694109.00W	2176	100	125	3E	1000				AT1824	5000
4. TERRAIN	454415.00N/0694109.00W	1976 (2000)								AS1500	3500

COMPUTATIONS

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

SEGMENT REMARKS:



INTERMEDIATE

FROM

WELUG (IF/IAF)

TO

KAKPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	7.41				

<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>
5. AAO	453045.00N/0694542.00W	2527	100	125	3E	500				SA-23 AC60	3100
6. TERRAIN	453048.00N/0694536.00W	2225 (2200)								AS1500	3700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

KAKPE

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	7.15		DA	275	

<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>
7. TREE (K3B1T000137)	452758.54N/0693328.27W	1429	20	3	1A		34:1			PR25	1667

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM

KAKPE

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	7.15		DA				813				
<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>
7. TREE (K3B1T000137)	452758.54N/0693328.27W	1429	20	3	1A		34:1			PR25 MA538	2205

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

KAKPE

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	7.15		DA				918				
<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>
8. TREE	452857.00N/0693430.00W	1539	50	20	2C		23.36:1			AC20 MA453	2310

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV

FROM

KAKPE

TO

RW14

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	7.15		RW14		1108						
<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>
9. AAO	452957.00N/0694151.00W	2139	50	20	2C	250				SA-247 XL58 MA300	2500

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

WELUG

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-6									
<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>
10. AAO	453418.00N/0695342.00W	2330	164	98	4E	1000				AT1370	4700
11. TERRAIN	453418.00N/0695342.00W	2130 (2100)								AS1500	3600

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

WELUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											1465
<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>
12. AAO	453305.94N/0692350.92W	3507	50	3	2A		ASC				5000
13. AAO	453415.00N/0692339.00W	3721	50	3	2A	1000					4800
14. TERRAIN	453415.00N/0692339.00W	3521 (3500)								AS1500	5000

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

WELUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											1768
<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>
12. AAO	453305.94N/0692350.92W	3507	50	3	2A		ASC				5000
13. AAO	453415.00N/0692339.00W	3721	50	3	2A	1000					4800
14. TERRAIN	453415.00N/0692339.00W	3521 (3500)								AS1500	5000

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

WELUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30											2149
<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>
12. AAO	453305.94N/0692350.92W	3507	50	3	2A		ASC				5000
13. AAO	453415.00N/0692339.00W	3721	50	3	2A	1000					4800
14. TERRAIN	453415.00N/0692339.00W	3521 (3500)								AS1500	5000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV

FROM

RW14

TO

WELUG

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30-1.00											2342
<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>
12. AAO	453305.94N/0692350.92W	3507	50	3	2A		ASC				5000
13. AAO	453415.00N/0692339.00W	3721	50	3	2A	1000					4800
14. TERRAIN	453415.00N/0692339.00W	3521 (3500)								AS1500	5000

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											
15. TREE	452907.00N/0693354.00W	1.31	1098	1899	50	20	2C	300		SI	2500
CATEGORY B											
16. TREE	452953.12N/0693303.70W	1.86	1098	2019	50	20	2C	300		SI	2500
CATEGORY C											
17. TREE	453006.00N/0693257.00W	2.93	1098	2199	50	20	2C	300			2500
CATEGORY D											
18. AAO	452856.51N/0692737.83W	3.83	1258	2360	50	20	2C	300			2660

CIRCLING REMARKS:

MSA

CENTER
RW14

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	452806.00N/0700739.00W	289	24.1	3911	250	125	4E	1000			5000

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZBW ARTCC, BANGOR FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-A	3B1	24	3B1	0.15	N	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	BGR	24	BGR	49.91	Y	285

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K3B1 1401.8, KBGR 192.1
RA = 284.2.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW03		BSC-P	
RW21		BSC-P	
RW14 - MIRL (PCL), REIL (PCL), PAPI-4R (PCL)		NPI-P	
RW32 - MIRL (PCL), PAPI-4L (PCL)		NPI-P	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	1384.0	40.0			3.00	40.0

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
-23C	+54C	-23C	+12.22C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 974 HIGH TEMP 1284.

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

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

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FEET VEGETATION HEIGHT USED PER FPT.

CONTINGENCY NOTES TO REMIAN PUBLISHED PERMANENTLY PER FPT.

TAA NOT DEVELOPED PER ATC AND FPT REQUEST.

LPV WITH CG ON SAME IAP IS SPECIFIC FPT REQUEST (DID NOT WANT TO SPLIT).

CIRCLING RWY 3, 21 NA AT NIGHT: NO SURVEY, VISUAL SURFACES CANNOT BE VERIFIED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2603 AAO 453009.68N/0694342.53W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

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	6.25
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.29
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	117.24
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2400
DISTANCE FROM	THLD	TO 1500FT POINT	12.48
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	130.14
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2200

THRESHOLD COORDINATES (IF STR-IN)	452754.25N/0693327.50W
ARP COORDINATES	452746.19N/0693305.94W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.37 NM
FAF COORDINATES	453110.85N/0694229.18W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (CHRISTOPHER D. WILKINSON)	AJV-A432	07/15/2024	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
3B1

PROCEDURE NAME
RNAV (GPS) RWY 14

AMDT NO.
1A

CITY
GREENVILLE

STATE
ME

AIRPORT ELEVATION
1402

FACILITY
RNAV

