

**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> KOLD	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 22	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> OLD TOWN	<u>STATE</u> ME		
<u>AIRPORT ELEVATION</u> 127	<u>TDZE</u> 127	<u>SUPERSEDED</u> RNAV (GPS) RWY 22	<u>ORIGINAL/AMENDMENT</u> ORIG-B	<u>DATED</u> 07/15/2021	<u>MAG VAR</u> 15W	<u>EPOCH YEAR</u> 2025
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 19 MAY 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 127/30 CW 307/30	NOPT	127/7 CW 307/7		4400
2. 127/7 CW 307/7		IVAFO	IF/IAF	3000
3. 307/30 CW 037/30		UNUYE	IAF	3000
4. 037/30 CW 127/30		WIRUB	IAF	4200

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
UNUYE	IAF	IVAFO	NOPT	TF	FB	1.00	307.15	6.61	3000
WIRUB	IAF	IVAFO	NOPT	TF	FB	1.00	126.95	6.57	3000
IVAFO	IF/IAF	HUDRI		TF	FB	1.00	217.04	6.22	1400
HUDRI	FAF	RW22	MAP	TF	FO	0.30	217.03	3.76	
RW22	MAP	700 MSL		CA			217.03		700
700 MSL		IVAFO		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LPV: DA
LNAV: RW22

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT IVAFO AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD NE IVAFO, RT, 217.04 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 217.03

FAF: HUDRI

DIST FAF TO MAP: 3.76

DIST FAF TO THLD: 3.76

4. MIN ALT: IVAFO 3000, HUDRI 1400

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

GS ANT:

6. MIN GP INCPT: 1400

GP ALT AT PFAF : HUDRI 1400

OM:

MM:

IM:

7. GP ANGLE: 3.10

34:1: IS NOT CLEAR

20:1: IS CLEAR

TCH: 40.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING NA TO RWYS 17W AND 35W.
CHART NOTE: CIRCLING RWY 4, 12, 22, 30 NA AT NIGHT.
CHART NOTE: RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: USE BANGOR INTL ALTIMETER SETTING; WHEN NOT RECEIVED, USE BAR HARBOR ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND INCREASE LPV VISIBILITY ALL CATS 1/8 SM.

ADDITIONAL FLIGHT DATA:

CHART BANGOR INTL ASOS
CHART OLD TOWN SEAPLANE BASE IN PLANVIEW
CHART FAS OBST: 258 TREE (23-041366) 445744N/0683945W.
380 AAO 450055N/0684010W.
WAAS CHANNEL # 61044
REFERENCE PATH ID: W22A
CHART CIRCLING ICON.
LTP HAE: 12.6 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	467	1	340	467	1	340		NA			NA				
LNAV MDA	560	1	433	560	1	433		NA			NA				
CIRCLING	640	1	513	700	1	573		NA			NA				

CHANGES - REASONS

1. TAA STRAIGHT IN TO IVAFO SECTORS CHANGED FROM 131 CW 311 TO 127 CW 307 - MAGVAR CHANGE AND RWY THLD RELOCATION.
2. TAA LEFT BASE TO UNUYE SECTOR CHANGED FROM 311 CW 041 TO 307 CW 037 - MAGVAR CHANGE AND RWY THLD RELOCATION.
3. TAA RIGHT BASE TO WIRUB SECTOR CHANGED FROM 041 CW 131 TO 037 CW 127 - MAGVAR CHANGE AND RWY THLD RELOCATION.
4. TAA RIGHT BASE SECTOR ALTITUDE CHANGED FROM 3800 TO 4200 - NEW OBSTACLE EVALUATION.
5. TERMINAL ROUTES: UNUYE TO IVAFO COURSE CHANGED FROM 311.13 TO 307.15 AND DISTANCE FROM 5 NM TO 6.61NM. WIRUB TO IVAFO COURSE CHANGED FROM 130.97 TO 126.95 AND DISTANCE FROM 5 NM TO 6.57 NM - EXTENDED INITIAL LEG LENGTHS 8260.19I.
6. TERMINAL ROUTES: IVAFO TO HUDRI COURSE CHANGED FROM 221.05 TO 217.04 AND DISTANCE FROM 6.10 NM TO 6.22 NM - MAGVAR CHANGE, RWY22 THLD RELOCATION, FAF MOVED.
7. CHANGED GLIDEPATH FROM 3.03/51 TO 3.10/40 - TO MITIGATE VGS PENETRATIONS.
8. ADDED LPV LINES OF MINIMUM - PER FPT NO LONGER HAVE VGS PENETRATION.
9. CHANGED LNAV MDA/HAT FROM 600/474 TO 560/433 - UPDATED OBSTACLE EVALUATION.
10. REMOVED STEPDOWN FIX - NO LONGER NEEDED, MINIMUMS ARE NO DIFFERENT WITH STD.
11. REMOVED CAT C LINES OF MINIMUM - PER FPT/AIRPORT, RWY IS ONLY 2802 FT IN LENGTH.
12. ADDED 20:1 IS CLEAR TO LINE 7, NO 20:1 PENETRATIONS/NEW SURVEY.
13. DELETED CHART NOTE: DME/DME RNP-0.3 NA, AND ADDED PBN REQUIREMENTS NOTE: RNP APCH - GPS - 8260.19I.
14. DISTANCE FROM FAF TO MAP AND FAF TO THLD CHANGED FROM 3.82 TO 3.76 - MAGVAR CHANGE, RWY22 THLD RELOCATION, FAF MOVED.
15. CHANGED HELICOPTER VISIBILITY NOTE FROM "RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" TO "RWY 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - NO 20:1 PENETRATIONS.
16. CHANGED NOTE FROM "VGS AND DESCENT ANGLES NOT COINCIDENT" TO "VGS AND RNAV GLIDEPATH NOT COINCIDENT (VGS ANGLE {ANGLE}/TCH {FEET})" - 8260.19I
17. ADDED CHART NOTE "CHART CIRCLING ICON" - UPDATED NEW CIRCLING CRITERIA.
18. CHANGED CHART NOTE FROM "USE BANGOR INTL ALTIMETER SETTING; WHEN NOT RECEIVED, USE BAR HARBOR ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND INCREASE LNAV AND CIRCLING CAT C VISIBILITY 1/4 SM" TO "USE BANGOR INTL ALTIMETER SETTING; WHEN NOT RECEIVED, USE BAR HARBOR ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND INCREASE LPV VISIBILITY ALL CATS 1/8 SM" - ADDED LPV LINES OF MINIMUM AND REMOVED CAT C LINES OF MINIMUM PER FPT.
19. ADDED CHART NOTE: CIRCLING RWY 4,12, 22 NA AT NIGHT - CIRCLING 20:1'S IDENTIFIED FOR RWY 4 AND 12 AND OFFSET VOR RWY 22.
20. CHANGED MISSED APPROACH FROM "CLIMBING RIGHT TURN TO 3000 DIRECT IVAFO AND HOLD" TO "CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT IVAFO AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000" - UPDATED TARGETS EVALUATION, ADDED CA AND CLIMB IN HOLD.
21. CHANGES FROM P-NOTAMS FOR ORIG-A AND ORIG-B INCORPORATED INTO FORM - 8260.19I.

03/02/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 09/13/2021.

1. CHANGED CHART NOTE FROM "CIRCLING RWY 4, 12, 22 NA AT NIGHT" TO "CIRCLING RWY 4, 12, 22, 30 NA AT NIGHT" - RWY 30 VDA REMOVAL.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** BGR ATCT, ZBW, AMGR

FLIGHT CHECKED BY
JAMES MICHAEL HAWLEY

Digitally signed by
CASIMIR L TABAKA
Mar 02, 2022

OFFICE
FIOG **DATE**
01/14/2022

DEVELOPED BY
LORRI DOWNEY

Digitally signed by
LORRI F DOWNEY
Mar 02, 2022

OFFICE
AJV-A432 **DATE**
09/13/2021

APPROVED BY
LONNIE EVERHART

Digitally signed by
CASIMIR L TABAKA
Mar 02, 2022

OFFICE
AJV-A430 **DATE**
TITLE
MANAGER

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KOLD
RUNWAY	RW22
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W22A
LTP/FTP LATITUDE	445717.6440N
LTP/FTP LONGITUDE	0684017.8210W
LTP/FTP ELLIPSOIDAL HEIGHT	+00126
FPAP LATITUDE	445555.0420N
FPAP LONGITUDE	0684104.8195W
THRESHOLD CROSSING HEIGHT (TCH)	00040.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.10
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	1896
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	BFF1B831

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+00372
FPAP ORTHOMETRIC HEIGHT	+00372

