

**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> 59B	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 31	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> JACKMAN	<u>STATE</u> ME	
<u>AIRPORT ELEVATION</u> 1178	<u>TDZE</u> 1178	<u>SUPERSEDED</u> RNAV (GPS) Y RWY 31	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>DATED</u> 08/15/2019	<u>MAG VAR</u> 16W
					<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 3 NOVEMBER 2022	<u>REQUIRED EFFECTIVE DATE</u> 11/03/2022	<u>CANCEL/SUSPEND</u>	

TAA

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 199/30 CW 019/30	NOPT	OPIPE	IF/IAF	6000
2. 019/30 CW 199/30		OPIPE	IF/IAF	6000

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
OPIPE	IF/IAF	BOUSE		TF	FB	1.00	289.24	7.86	3500
BOUSE	FAF	CAKUP	MAP	TF	FO	0.30	289.11	6.65	
CAKUP	MAP	1578 MSL		CA			289.11		
1578 MSL		CAMPO		DF	FO	1.00			6400

MISSED APPROACH

MAP:

LP: CAKUP
LNAV: CAKUP

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 6400 DIRECT CAMPO AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6400.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
21
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD E OPIPE, RT, 289.24 INBOUND, 6000 FT. IN LIEU OF PT (IF/IAF), MAX 8000.

3. FAF: 289.11FAF: BOUSEDIST FAF TO MAP: 6.65DIST FAF TO THLD: 7.15

4. MIN ALT: OPIPE 6000, BOUSE 3500

5. DIST TO THLD FROM OM:MM:IM:150 HAT:GS ANT:

6. MIN GP INCPT:GP ALT AT FAF :OM:MM:IM:

7. GP ANGLE:34:1: IS NOT CLEAR20:1: IS NOT CLEARTCH:

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

ADDITIONAL FLIGHT DATA:

BOUSE TO CAKUP: 3.00/53.
FAS OBST: 1660 AAO 453700N/0700919W
HOLD NE, RT, 236.00 INBOUND.
WAAS CHANNEL # 66042
REFERENCE PATH ID: W31A
FAC CROSSES RWY C/L EXTENDED 3000 FT FROM THLD.
CHART CIRCLING ICON.
FICTITIOUS THRESHOLD POINT (CFDZL) DO NOT CHART.
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 17.04 DEGREES.
FTP HAE: 331.4 M

MINIMUMS:

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

ALTERNATE: NA☐CAT A 1100-2, CAT B 1200-2, CAT C 1400-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

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
LP MDA	2080	1 1/4	902	2080	1 1/4	902	2080	2 1/2	902		NA				
LNAV MDA	2200	1 1/4	1022	2200	1 1/2	1022	2200	3	1022		NA				
CIRCLING	2200	1 1/4	1022	2340	1 1/2	1162	2500	3	1322		NA				



CHANGES - REASONS

1. FINAL APPROACH COURSE CHANGED FROM 16.76 DEGREE OFFSET TO 17.04 DEGREE OFFSET - RWY EXTENDED ADJUSTING FINAL APPROACH COURSE.
2. STEPDOWN FIX FEMAG WAS DELETED FROM PROCEDURE - STEPDOWN FIX PROVIDED NO VERTICAL OR OBSTACLE RELIEF.
3. FAF TO MAP DISTANCE CHANGED FROM 6.66 TO 6.65 - DUE TO THLD/MAP (CAKUP) MOVING.
4. IF/IAF FIX OPIPE MOVED .08NM SE, SEGMENT DISTANCE FROM 7.9 NM TO 7.86 NM - MOVED TO MEET 318 DG REQ.
5. CRC CHANGED FROM 8DECCE72 TO AF0F7FE8 - UPDATED UTILIZING REVISED FAS DATA.
6. LTP/FTP WAS MOVED FROM 453744.4320N/701437.1680W TO 453742.1118N/701429.6758W - DUE TO RWY EXTENSION.
7. MINIMA CHANGED FROM LP MDA /HAT 2120/942 TO 2080/902, LNAV MDA/HAT FROM 2160/982 TO 2200/1022, CIRCLING CAT A MDA/HAA FROM 2160/982 TO 2200/1022 - DUE TO NEW CONTROLLING OBSTACLES.
8. TAA CHANGED HEADINGS FROM "183 CW TO 003 AND 003 CW TO 183" TO "199 CW TO 019 AND 019 CW TO 199 - CHANGE DUE TO FIX MOVING, COURSE CHANGE AND TO SET TO 90 DEGREES FROM NEW COURSE.
9. FPAP LOCATION CHANGED FROM 453749.3130N/701643.9450W TO 453746.7414N/701636.4706W - DUE TO RWY EXTENSION.

08/05/2022 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/13/2022.

1. PROCEDURE WAS MADE A HARD DATE AND CHANGED FROM 09/08/2022 TO 11/03/2022.
2. PROCEDURE NAME WAS UPDATED TO REMOVE SUFFIX "Y".
3. CRC REMAINDER CHANGED FROM AF0F7FE8 TO BF4CB5F2 - DUE TO PROCEDURE NAME CHANGE.

COORDINATED WITH:

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

FLIGHT CHECKED BY

PENDING

OFFICE**DATE**

Digitally signed by

ALLAN WILL

Aug 26, 2022

DEVELOPED BY

ALLAN WILL (TODD DAMRON)

Digitally signed by

TODD V DAMRON

Aug 16, 2022

OFFICE

AJV-A423

DATE

04/13/2022

APPROVED BY

MARLON ROBINSON

OFFICE

AJV-A420

DATE

Digitally signed by

ALLAN WILL

Aug 26, 2022

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	59B
RUNWAY	RW31
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W31A
LTP/FTP LATITUDE	453742.1115N
LTP/FTP LONGITUDE	0701429.6755W
LTP/FTP ELLIPSOIDAL HEIGHT	+03314
FPAP LATITUDE	453746.7410N
FPAP LONGITUDE	0701636.4705W
THRESHOLD CROSSING HEIGHT (TCH)	00053.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0000
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	0.0
CRC REMAINDER	BF4CB5F2

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+03569
FPAP ORTHOMETRIC HEIGHT	+03569

