

**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.

<b><u>AIRPORT</u></b> BETHEL RGNL	<b><u>AIRPORT ID</u></b> 0B1	<b><u>PROCEDURE NAME</u></b> COPTER RNAV (GPS) Z RWY 32	<b><u>ORIGINAL/AMENDMENT</u></b> ORIG	<b><u>CITY</u></b> BETHEL	<b><u>STATE</u></b> ME
<b><u>AIRPORT ELEVATION</u></b> 674	<b><u>TDZE</u></b> 667	<b><u>SUPERSEDED</u></b>	<b><u>ORIGINAL/AMENDMENT</u></b> NONE	<b><u>DATED</u></b>	<b><u>MAG VAR</u></b> 17W
<b><u>FACILITY</u></b> RNAV	<b><u>COORDINATES OF FACILITIES</u></b>	<b><u>ACTUAL EFFECTIVE DATE</u></b>	<b><u>REQUIRED EFFECTIVE DATE</u></b> ROUTINE	<b><u>CANCEL/SUSPEND</u></b>	<b><u>EPOCH YEAR</u></b> 1985

**TERMINAL ROUTES**

<b><u>FROM</u></b>	<b><u>FIX TYPE</u></b>	<b><u>TO</u></b>	<b><u>FIX TYPE</u></b>	<b><u>LEG TYPE</u></b>	<b><u>FO/FB</u></b>	<b><u>RNP</u></b>	<b><u>COURSE</u></b>	<b><u>DISTANCE</u></b>	<b><u>ALTITUDE</u></b>
FARAM	IAF	WOKID		TF	FB	1.00	018.10	3.00	5000
WOKID	IF	FOGDO		TF	FB	1.00	288.10	4.00	2500
FOGDO	FAF	WIXEL	MAP	TF	FO	0.30	318.03	2.57	
WIXEL	MAP	1074 MSL		CA			318.03		
1074 MSL		ZUVUS		DF	FO	1.00			5700

**MISSED APPROACH**

**MAP:**

LNAV: WIXEL

**MISSED APPROACH INSTRUCTIONS:**

CLIMBING LEFT TURN TO 5700 DIRECT ZUVUS AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5700.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

QUALITY  
18  
CHECKED

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT WOKID

3. FAC: 318.03

FAF: FOGDO

DIST FAF TO MAP: 2.57

DIST FAF TO THLD: 2.82

4. MIN ALT: WOKID 5000, FOGDO 2500

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 CLEAR

20:1: IS CLEAR

TCH:

8. MSA FROM: WIXEL 7500

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART PLANVIEW NOTE: LIMIT FINAL AND MISSED APPROACH TO 70 KIAS.  
CHART PLANVIEW NOTE: INCREASE TO 90 KIAS UPON REACHING THE MISSED APPROACH ALTITUDE; MAINTAIN 90 KIAS WHILE IN HOLDING.  
CHART NOTE: USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.  
CHART PLANVIEW NOTE: FROM WOKID TO FOGDO DESCENT GREATER THAN 600 FT PER NM.  
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUGUSTA ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET.

ADDITIONAL FLIGHT DATA:

FOGDO TO RW32: 6.00/45.  
CHART PLANVIEW NOTE: FINAL APPROACH COURSE OFFSET 5.25 DEGREES.  
CHART FAS OBST: 979 TREE 442435N/0704458W.  
FAC CROSSES RWY C/L EXTENDED 1505 FT FROM THLD.  
HOLD NE, RT, 209.31 INBOUND

MINIMUMS:

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

ALTERNATE: NA ☒

CATEGORY:	COPTER														
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
LNAV MDA	1220	1	553		NA			NA			NA				

CHANGES - REASONS

- 03/21/19: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/18/19.
- 1. UPDATED TERMINAL ROUTES FROM 1074 MSL TO ZUVUS ALTITUDE FROM 5000 TO 5700.
  - 2. UPDATED MISSED APPROACH INSTRUCTIONS FROM "CLIMBING LEFT TURN TO 5000 DIRECT ZUVUS AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000" TO "CLIMBING LEFT TURN TO 5700 DIRECT ZUVUS AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5700".
- 07/17/19: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 01/18/19.
- 1. REMOVED CHART NOTE: UTILIZATION OF NIGHT VISION GOGGLES REQUIRED AT NIGHT AND CHART NOTE: MAINTAIN 1220 UNTIL CROSSING RWY 32 THRESHOLD.
  - 2. CHANGED 20:1 IS NOT CLEAR TO 20:1 IS CLEAR.
  - 3. REMOVED CHART 728 TREE 442516N/0704759W, 736 TREE 442515N/0704756W FROM ADDITIONAL FLIGHT DATA.



<u>AIRPORT</u> BETHEL RGNL	<u>AIRPORT ID</u> 0B1	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) Z RWY 32	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> BETHEL	<u>STATE</u> ME
<hr/>					
<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>		
<u>FLIGHT CHECKED BY</u>		<u>OFFICE</u>	<u>DATE</u>		
PENDING					
<u>DEVELOPED BY</u> CHRISTINE BAYSE	<i>Digitally signed by</i> <b>CHRISTINE BAYSE</b> Jul 17, 2019	<u>OFFICE</u> AJV-A432	<u>DATE</u> 01/18/2019		
<u>RECOMMENDED BY</u> PATRICK MULQUEEN	<i>Digitally signed by</i> <b>WARDELL HENNING</b> Jul 19, 2019	<u>OFFICE</u> AJV-A430	<u>DATE</u>	<u>TITLE</u> MANAGER	
<u>APPROVED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>	



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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
BETHEL RGNL	0B1	COPTER RNAV (GPS) Z RWY 32	ORIG	BETHEL	ME	674	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM TO  
FARAM WOKID

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	3.00											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
1.AAO	442418.00N/0703733.00W	1660	164	98	4E	1000				AT2340	5000	
2.TERRAIN	442418.00N/0703733.00W	1460 (1500)								AS1500	3000	

COMPUTATIONS

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

INTERMEDIATE

FROM TO  
WOKID FOGDO

RNP	DISTANCE	PAT	MAP	HAT	HMAS							
	4.00											
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT	
3.AAO	442218.00N/0704239.00W	2054	164	98	4E	500				AC98 SA-197	2500	
4.TERRAIN	442230.00N/0704239.00W	1500 (1500)								AS1000	2500	

COMPUTATIONS

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



FINAL: LNAV

FROM

FOGDO

TO

WIXEL

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	2.57		WIXEL	553								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.TREE	442435.01N/0704457.60W		979	50	20	2C	250				SA-22	1220

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

MSA

CENTER

WIXEL

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	441612.00N/0711812.00W	265	23.5	6447	164	98	4E	1000			7500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
PWM APP CON, ZBW ARTCC

<b><u>WX SERVICE</u></b> AWOS	<b><u>LOCATION</u></b> K0B1	<b><u>HRS OPERATION</u></b> 24	<b><u>ALTIMETER SOURCE</u></b> K0B1	<b><u>DISTANCE</u></b> 0	<b><u>SERVICE-A</u></b> N	<b><u>ADJUSTMENTS</u></b> 0
<b><u>BACK-UP WX SERVICE</u></b> ASOS	<b><u>LOCATION</u></b> KAUG	<b><u>HRS OPERATION</u></b> 24	<b><u>ALTIMETER SOURCE</u></b> KAUG	<b><u>DISTANCE</u></b> 50.666	<b><u>SERVICE-A</u></b> Y	<b><u>ADJUSTMENTS</u></b> 147

**WX REMARKS:**  
RASS PRESSURE PATTERNS THE SAME 0B1 674, KAUG 351.7 RA = 146.38.

<b><u>PRIMARY NAVAID</u></b>	<b><u>MONITOR POINT</u></b>	<b><u>HRS OPERATION</u></b>	<b><u>CAT</u></b>
<b><u>APPROACH AND RUNWAY LIGHTING SYSTEM</u></b>		<b><u>RUNWAY MARKINGS</u></b>	<b><u>RUNWAY VISUAL RANGE</u></b>
RW14 - MIRL (PCL)		BSC-F	
RW32 - MIRL (PCL), REIL (PCL)		NPI-F	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
<u>FINAL APPROACH COURSE AIMING</u>						
RUNWAY THRESHOLD	<input type="checkbox"/>	1505	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE		
ON CENTERLINE	<input type="checkbox"/>		FT FROM CENTERLINE			
<u>CRITICAL TEMPERATURES</u>						
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>			
<u>CRITICAL TEMPERATURE REMARKS:</u>						



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	LNAV
20:1	
.	
Final Type	LNAV
34:1	
719 TREE (23-032235) 442510.25N/0704758.69W (25.37)	712 TREE (23-032276) 442511.07N/0704759.27W (20.82)
712 TREE (23-032237) 442508.72N/0704801.20W (20)	711 TREE (23-032275) 442509.45N/0704800.72W (19.46)
718 TREE (23-031934) 442508.70N/0704756.74W (18.29)	716 TREE (23-031936) 442508.86N/0704757.73W (18.27)
710 TREE (23-045409) 442511.67N/0704756.85W (15.71)	709 TREE (23-031968) 442511.62N/0704755.85W (12.9)
713 TREE (23-031930) 442508.16N/0704756.90W (12.61)	740 TREE (23-031243) 442502.83N/0704746.55W (12.41)
701 TREE (23-032279) 442511.75N/0704759.65W (11.67)	710 TREE (23-031931) 442511.50N/0704753.51W (9.66)
711 TREE (23-031929) 442511.52N/0704752.75W (9.38)	684 TREE (23-032059) 442515.67N/0704801.47W (4.7)
705 BUILDING (23-021816) 442510.85N/0704753.54W (3.56)	709 TREE (23-031877) 442509.73N/0704752.03W (2.99)
712 TREE (23-031875) 442510.11N/0704749.51W (2.32)	672 TREE (23-032260) 442515.10N/0704807.44W (1.98)

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or  
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - TOO CLOSE TO MAP.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

THIS PROCEDURE WAS REQUESTED FOR LIFEFLIGHT OF MAINE TO ACCOMMODATE LOWER MINIMUMS TO HELP EMS OPERATIONS.  
PROCEDURE OFFSET 5.25 DEGREES TO ALLOW FOR LOWER MINIMUMS AND MITIGATE HIGHER TERRAIN.  
POC: SEVEN BAR AVIATION, LLC (GNLA)- BERNAD RAYSOR DIRECTOR OF OPERATIONS: 214-212-8908/ LIFEFLIGHT OF MAINE- DAVID BURR: 207-462-3622.  
100 FT VEGETATION USED.  
RWY DOES NOT HAVE A VGSI.  
VISIBILITY LIMITED TO 1 SM DUE TO NO PARALLEL TAXIWAY.  
INTERMEDIATE FIX ALTITUDE WAS INCREASED TO ENSURE NIGHT OPERATIONS ARE COVERED BY AIR TRAFFIC.



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	MAP	TO 1000FT POINT	0.24
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.86
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	301.03
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	FAF	TO 1500FT POINT	0.8
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.90
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	271.10
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1500

THRESHOLD  
COORDINATES  
(IF STR-IN)442519.41N/0704814.48W

ARP COORDINATES442530.60N/0704835.70W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARPRUNWAY 32 DISTANCE 0.31 NM

FAF  
COORDINATES442351.21N/0704453.48W

FIX NAME  
COORDINATESIF WOKID: 442346.73N/0703918.8W

REMARKS  
NO ADDITIONAL AIRSPACE REQUIRED. MAP WIXEL: 442510.65N/0704757.81W 625 DESCENT GRADIENT USED IN INTERMEDIATE SEGMENT.





PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CHRISTINE BAYSE	AJV-A432	01/18/2019	AERONAUTICAL INFORMATION SPECIALIST

