

**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.

|   |   |  |  |                                   |                                  |
|---|---|--|--|-----------------------------------|----------------------------------|
| <b><u>AIRPORT</u></b><br>KNOX COUNTY RGNL | <b><u>AIRPORT ID</u></b><br>KRKD        | <b><u>PROCEDURE NAME</u></b><br>RNAV (GPS) RWY 3 | <b><u>ORIGINAL/AMENDMENT</u></b><br>ORIG-B       | <b><u>CITY</u></b><br>ROCKLAND    | <b><u>STATE</u></b><br>ME        |
| <b><u>AIRPORT ELEVATION</u></b><br>55     | <b><u>TDZE</u></b><br>54                | <b><u>SUPERSEDED</u></b><br>RNAV (GPS) RWY 3     | <b><u>ORIGINAL/AMENDMENT</u></b><br>ORIG-A       | <b><u>DATED</u></b><br>12/06/2018 | <b><u>MAG VAR</u></b><br>18W     |
| <b><u>FACILITY</u></b><br>RNAV            | <b><u>COORDINATES OF FACILITIES</u></b> | <b><u>ACTUAL EFFECTIVE DATE</u></b>              | <b><u>REQUIRED EFFECTIVE DATE</u></b><br>ROUTINE | <b><u>CANCEL/SUSPEND</u></b>      | <b><u>EPOCH YEAR</u></b><br>2000 |

**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> |
|--------------------|------------------------|------------------|------------------------|------------------------|---------------------|-------------------|----------------------|------------------------|------------------------|
| RAZZR              |                        | TULUE            |                        | TF                     | FB                  | 1.00              | 168.24               | 23.10                  | 2100                   |
| BGR VORTAC         |                        | PIYOR            |                        | TF                     | FB                  | 1.00              | 203.52               | 60.82                  | 2600                   |
| TULUE              | IAF                    | OCAGO            |                        | TF                     | FB                  | 1.00              | 121.28               | 7.00                   | 2000                   |
| PIYOR              | IAF                    | OCAGO            |                        | TF                     | FB                  | 1.00              | 301.50               | 7.00                   | 2000                   |
| OCAGO              | IF                     | JESOD            |                        | TF                     | FB                  | 1.00              | 031.39               | 6.20                   | 2000                   |
| JESOD              | FAF                    | RW03             | MAP                    | TF                     | FO                  | 0.30              | 031.41               | 5.90                   |                        |
| RW03               | MAP                    | 374 MSL          |                        | CA                     |                     |                   | 031.41               |                        |                        |
| 374 MSL            |                        | HEVUR            |                        | DF                     | FB                  | 1.00              |                      |                        |                        |
| HEVUR              |                        | RAZZR            |                        | TF                     | FO                  | 1.00              | 299.77               | 22.72                  | 3000                   |

**MISSED APPROACH**

**MAP:**

LPV: DA  
 LNAV/VNAV: DA  
 LNAV: RW03

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT HEVUR AND ON TRACK 299.77 TO RAZZR AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF (IAF)

2. PROFILE STARTS AT OCAGO

3. FAC: 031.41

FAF: JESOD

DIST FAF TO MAP: 5.90

DIST FAF TO THLD: 5.90

4. MIN ALT: OCAGO 2000, JESOD 2000

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

320 HAT: 0.89

GS ANT:

6. MIN GP INCPT: 2000

GP ALT AT FAF : JESOD 2000

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS NOT CLEAR

20:1: IS CLEAR

TCH: 40.0

8. MSA FROM: RW03 2600

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON BGR VORTAC AIRWAY RADIALS 239 CW 283.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT RAZZR ON V302 NORTHWEST BOUND AND T295, V93 NORTHEAST BOUND.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.  
CHART VDP AT 1.49 NM TO RW03\*  
\*LNAV ONLY  
WAAS CHANNEL #40210  
REFERENCE PATH ID: W03A  
CHART FAS OBST: 199 TREE 440148N/0690659W.  
HOLD SE, RT, 321.16 INBOUND  
LTP HAE: -9.9 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 1100-3

| 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       | 374    | 1 1/4 | 320     | 374    | 1 1/4 | 320     | 374    | 1 1/4 | 320     | 374    | 1 1/4 | 320     |        |     |         |
| LNAV/VNAV DA | 459    | 1 1/2 | 405     | 459    | 1 1/2 | 405     | 459    | 1 1/2 | 405     | 459    | 1 1/2 | 405     |        |     |         |
| LNAV MDA     | 560    | 1     | 506     | 560    | 1     | 506     | 560    | 1 3/8 | 506     | 560    | 1 1/2 | 506     |        |     |         |
| CIRCLING     | 600    | 1     | 545     | 600    | 1     | 545     | 720    | 1 3/4 | 665     | 1140   | 3     | 1085    |        |     |         |



CHANGES - REASONS

1. FEEDER ROUTES FROM RAZZR AND BGR VORTAC: RNP VALUE CHANGED FROM 2.0 TO 1.0 - RNP VALUE CORRECTED FOR FEEDER SEGMENT PER UPDATED TERPS CRITERIA.
2. CORRECTED RNP VALUE FROM 0.5 TO 1.0 ON THE INTERMEDIATE SEGMENT - RNP VALUE CORRECTED FOR INTERMEDIATE SEGMENT PER UPDATED TERPS CRITERIA.
3. CORRECTED RNP VALUE FROM 0.5 TO 0.3 ON THE FINAL 30 SEQUENCE AT THE MAP - CORRECTION TO FORM.
4. CA LEG ADDED TO MISSED APPROACH - PER 8260.58A 3-5-2.
5. ADDED 'FB' TO LEG TYPE AT 374 MSL TO HEVUR IN TERMINAL ROUTES MISSED APPROACH - CORRECTION TO FORM.
6. TERMINAL ROUTE HEVUR TO RAZZR: 22.72 NM DISTANCE ADDED - CORRECTION TO FORM.
7. MISSED APPROACH CHANGED FROM 'CLIMB TO 3000 DIRECT HEVUR AND VIA 299.77 TRACK TO RAZZR AND HOLD' TO 'CLIMB TO 3000 DIRECT HEVUR AND ON TRACK 299.77 TO RAZZR AND HOLD' - CORRECTION TO FORM.
8. PROFILE LINE 7, 20:1 IS CLEAR ADDED - IAW 8260.19H PARA 8-6-7G(3).
9. PROFILE NOTE: 'VGSI AND DESCENT ANGLES NOT COINCIDENT' CHANGED TO 'VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE { ANGLE}/TCH {FEET})' - IAW 8260.19H PARA 8-6-9M(2).
10. PLANVIEW NOTE CHANGED FROM 'PROCEDURE NA FOR ARRIVALS AT BGR VORTAC ON AIRWAY RADIALS 151 CW 251, AND ARRIVALS AT RAZZR VIA V302 NORTHWEST BOUND' TO 'PROCEDURE NA FOR ARRIVALS ON BGR VORTAC AIRWAY RADIALS 239 CW 283' - IAW 8260.19H PARA 8-2-5E.
11. PLANVIEW NOTE ADDED: PROCEDURE NA FOR ARRIVALS AT RAZZR ON V302 NORTHWEST BOUND AND T295, V93 NORTHEAST BOUND - IAW 8260.19H PARA 8-2-5E.
12. NOTE CHANGED FROM 'RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED' TO 'RWY 3 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED' - 20:1 PENETRATIONS CLEARED, 34:1 PENETRATIONS ONLY.
13. FAHRENHEIT TEMPS DELETED FROM NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 49C (120F). CRITICAL HIGH TEMP CHANGED FROM 49C TO 54C - PER 8260.19H 8-6-9S.
14. NOTE DELETED: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WISCASSET ALTIMETER SETTING AND INCREASE ALL DA 65 FEET, ALL MDA 80 FEET, LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV CATS C AND D, AND CIRCLING CAT C VISIBILITY 1/4 MILE - PRIMARY AND BACKUP ALTIMETER SOURCE BOTH ON WMSCR.
15. NOTE DELETED: BARO-VNAV NA WHEN USING WISCASSET ALTIMETER SETTING - PRIMARY AND BACKUP ALTIMETER SOURCE BOTH ON WMSCR.
16. NOTE DELETED: ALTERNATE MINIMUMS NA WHEN LOCAL WEATHER NOT AVAILABLE - PRIMARY AND BACKUP ALTIMETER SOURCE BOTH ON WMSCR.
17. ADDITIONAL FLIGHT DATA, VDP NOTE ADDED: VDP AT 1.49 NM TO RW03\* \*LNAV ONLY - 20:1 PENETRATIONS CLEARED.
18. LNAV MINIMA, CAT C VISIBILITY CHANGED FROM 1 1/4 SM TO 1 3/8 SM - CORRECTION TO FORM.
19. CHANGES FROM P-NOTAM FOR ORIG-A INCORPORATED INTO FORM - REQUIRED IAW 8260.19H PARA 8-3-4C(3).

COORDINATED WITH:

A4A☐ALPA☒AOPA☒APA☐HAI☐NBAA☒OTHER: ZBW, NHZ APP CON, AP MGR, ATA

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-33) MEMO, OCTOBER 3, 2018, SUBJECT: FLIGHT INSPECTION REVIEW NOT REQUIRED

DEVELOPED BY

ANDREA CHANEY

APPROVED BY

PATRICK MULQUEEN

Digitally signed by  
DAVID TEFFETELLER  
Feb 07, 2019

Digitally signed by  
DAVID TEFFETELLER  
Feb 07, 2019

OFFICE

Digitally signed by

DAVID TEFFETELLER

Feb 07, 2019

OFFICE

DATE

AJV-A433

01/09/2019

OFFICE

DATE

AJV-A43

TITLE

MANAGER



**FAS DATA BLOCK INFORMATION**

| <b><u>DATA FIELD</u></b>                 | <b><u>DATA</u></b> |
|--|--------------------|
| OPERATION TYPE                           | 0                  |
| SBAS SERVICE PROVIDER IDENTIFIER         | 0                  |
| AIRPORT IDENTIFIER                       | KRKD               |
| RUNWAY                                   | RW03               |
| APPROACH PERFORMANCE DESIGNATOR          | 0                  |
| ROUTE INDICATOR                          |                    |
| REFERENCE PATH DATA SELECTOR             | 0                  |
| REFERENCE PATH IDENTIFIER (APPROACH ID)  | W03A               |
| LTP/FTP LATITUDE                         | 440321.5900N       |
| LTP/FTP LONGITUDE                        | 0690602.6900W      |
| LTP/FTP ELLIPSOIDAL HEIGHT               | -00099             |
| FPAP LATITUDE                            | 440448.2600N       |
| FPAP LONGITUDE                           | 0690533.9800W      |
| 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               |
| <br>                                     |                    |
| CRC REMAINDER                            | C6DD0B0B           |

**ADDITIONAL PATH POINT RECORD INFORMATION**

|                         |        |
|-------------------------|--------|
| ICAO CODE               | K6     |
| LTP ORTHOMETRIC HEIGHT  | +00153 |
| FPAP ORTHOMETRIC HEIGHT | +00153 |



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

|                                    |                           |   |                           |                         |                    |                                |                         |
|------------------------------------|---------------------------|---|---------------------------|-------------------------|--------------------|--------------------------------|-------------------------|
| <u>AIRPORT</u><br>KNOX COUNTY RGNL | <u>AIRPORT ID</u><br>KRKD | <u>PROCEDURE NAME</u><br>RNAV (GPS) RWY 3 | <u>AMDT NO.</u><br>ORIG-B | <u>CITY</u><br>ROCKLAND | <u>STATE</u><br>ME | <u>AIRPORT ELEVATION</u><br>55 | <u>FACILITY</u><br>RNAV |
|------------------------------------|---------------------------|---|---------------------------|-------------------------|--------------------|--------------------------------|-------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM  
RAZZR

TO  
TULUE

| <u>RNP</u>         | <u>DISTANCE</u><br>23.10 | <u>PAT</u>      | <u>MAP</u>  | <u>HAT</u>  |           |            | <u>HMAS</u> |           |             |                    |                |
|--------------------|--------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
| <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              | 441241.17N/0694102.41W   | 755             | 50          | 20          | 2C        | 1000       |             |           |             | AT345              | 2100           |
| 2.TERRAIN          | 441345.00N/0693018.00W   | 414 (400)       |             |             |           |            |             |           |             | AS1500             | 1900           |

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

FROM  
BGR VORTAC

TO  
PIYOR

| <u>RNP</u>          | <u>DISTANCE</u><br>60.82 | <u>PAT</u>      | <u>MAP</u>  | <u>HAT</u>  |           |            | <u>HMAS</u> |           |             |                    |                |
|---------------------|--------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
| <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.TOWER (23-000238) | 443450.00N/0685343.00W   | 1343            | 500         | 125         | 5E        | 1000       |             |           |             |                    | 2400           |
| 4.TERRAIN           | 441600.00N/0690239.00W   | 1103 (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

TULUE

TO

OCAGO

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  | <u>HAT</u>  |           |            | <u>HMAS</u> |           |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
|                    | 7.00                   |                 |             |             |           |            |             |           |             |                    |                |
| <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> |
| 5.AAO              | 435158.11N/0691731.83W | 369             | 50          | 20          | 2C        | 1000       |             |           |             | AT631              | 2000           |
| 6.TERRAIN          | 435158.11N/0691731.83W | 169 (200)       |             |             |           |            |             |           |             | AS1500             | 1700           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

PIYOR

TO

OCAGO

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u>      | <u>MAP</u>  | <u>HAT</u>  |           |            | <u>HMAS</u> |           |             |                    |                |
|--------------------|------------------------|-----------------|-------------|-------------|-----------|------------|-------------|-----------|-------------|--------------------|----------------|
|                    | 7.00                   |                 |             |             |           |            |             |           |             |                    |                |
| <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> |
| 7.AAO              | 435220.26N/0690742.66W | 249             | 50          | 20          | 2C        | 1000       |             |           |             | AT751              | 2000           |
| 8.TERRAIN          | 435220.26N/0690742.66W | 49 (0)          |             |             |           |            |             |           |             | AS1500             | 1500           |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INTERMEDIATE

FROM

OCAGO

TO

JESOD

| RNP         | DISTANCE               | PAT      | MAP  | HAT  | HMAS |     |     |    |      |             |         |  |
|-------------|------------------------|----------|------|------|------|-----|-----|----|------|-------------|---------|--|
|             | 6.20                   |          |      |      |      |     |     |    |      |             |         |  |
| OBSTRUCTION | COORDINATES            | ELEV MSL | HORZ | VERT | AC   | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |  |
| 9.AAO       | 435337.59N/0690731.36W | 279      | 50   | 20   | 2C   | 500 |     |    |      | AT1221      | 2000    |  |
| 10.TERRAIN  | 435337.59N/0690731.36W | 79 (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

JESOD

TO

RW03

| RNP                | DISTANCE               | PAT      | MAP  | HAT  | HMAS |     |         |    |      |             |         |  |
|--------------------|------------------------|----------|------|------|------|-----|---------|----|------|-------------|---------|--|
|                    | 5.90                   |          | DA   | 320  |      |     |         |    |      |             |         |  |
| OBSTRUCTION        | COORDINATES            | ELEV MSL | HORZ | VERT | AC   | ROC | OCS     | CG | CGTA | ADJUSTMENTS | MIN ALT |  |
| 11.TREE (KRKDA002) | 440305.97N/0690611.92W | 110      | 20   | 3    | 1A   |     | 27.03:1 |    |      | XP0         | 374     |  |

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

11. XP - HAT RAISED TO 320 FT TO AVOID GQS PENETRATORS.



FINAL: LNAV/VNAV

FROM

JESOD

TO

RW03

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u> | <u>MAP</u>      | <u>HAT</u>  |             |           | <u>HMAS</u> |            |           |             |                    |                |
|--------------------|------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
|                    | 5.90                   |            | DA              |             | 405         |           |             |            |           |             |                    |                |
| <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.TREE            | 440232.95N/0690603.13W |            | 159             | 50          | 20          | 2C        |             | 23.4:1     |           |             | AC20               | 459            |

COMPUTATIONS

|            |             |             |            |             |           |           |            |                      |             |                |                               |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|
| <u>ALT</u> | <u>KIAS</u> | <u>KTAS</u> | <u>HAA</u> | <u>VKTW</u> | <u>TR</u> | <u>BA</u> | <u>DTA</u> | <u>COURSE CHANGE</u> | <u>DVEB</u> | <u>VEB OCS</u> | <u>RF CENTER FIX/DISTANCE</u> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:

FINAL: LNAV

FROM

JESOD

TO

RW03

| <u>RNP</u>         | <u>DISTANCE</u>        | <u>PAT</u> | <u>MAP</u>      | <u>HAT</u>  |             |           | <u>HMAS</u> |            |           |             |                    |                |
|--------------------|------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
|                    | 5.90                   |            | RW03            |             | 506         |           |             |            |           |             |                    |                |
| <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> |
| 13.TREE            | 440148.27N/0690659.28W |            | 199             | 50          | 20          | 2C        | 250         |            |           |             | MA92               | 560            |

COMPUTATIONS

|            |             |             |            |             |           |           |            |                      |             |                |                               |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|
| <u>ALT</u> | <u>KIAS</u> | <u>KTAS</u> | <u>HAA</u> | <u>VKTW</u> | <u>TR</u> | <u>BA</u> | <u>DTA</u> | <u>COURSE CHANGE</u> | <u>DVEB</u> | <u>VEB OCS</u> | <u>RF CENTER FIX/DISTANCE</u> |
|------------|-------------|-------------|------------|-------------|-----------|-----------|------------|----------------------|-------------|----------------|-------------------------------|

SEGMENT REMARKS:





MISSED APPROACH : LPV

FROM

DA

TO

RAZZR

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u> | <u>MAP</u>      | <u>HAT</u>  |             |           | <u>HMAS</u> |            |           |             |                    |                |
|----------------------|------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
| 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> |
| 14.TOWER (23-048209) | 440735.60N/0690816.07W |            | 927             | 20          | 3           | 1A        |             | ASC        |           |             |                    | 3000           |
| 15.AAO               | 441111.08N/0691046.05W |            | 1259            | 50          | 20          | 2C        | 1000        |            |           |             |                    | 2300           |
| 16.TERRAIN           | 441111.08N/0691046.05W |            | 1059 (1100)     |             |             |           |             |            |           |             | AS1500             | 2600           |

| 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

RAZZR

| <u>RNP</u>           | <u>DISTANCE</u>        | <u>PAT</u> | <u>MAP</u>      | <u>HAT</u>  |             |           | <u>HMAS</u><br>180 |            |           |             |                    |                |
|----------------------|------------------------|------------|-----------------|-------------|-------------|-----------|--------------------|------------|-----------|-------------|--------------------|----------------|
| <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> |
| 14.TOWER (23-048209) | 440735.60N/0690816.07W |            | 927             | 20          | 3           | 1A        |                    | ASC        |           |             |                    | 3000           |
| 15.AAO               | 441111.08N/0691046.05W |            | 1259            | 50          | 20          | 2C        | 1000               |            |           |             |                    | 2300           |
| 16.TERRAIN           | 441111.08N/0691046.05W |            | 1059 (1100)     |             |             |           |                    |            |           |             | AS1500             | 2600           |

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

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM

RW03

TO

RAZZR

| <u>RNP</u>           | <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> |
| 14.TOWER (23-048209) | 440735.60N/0690816.07W |            | 927             | 20          | 3           | 1A        |             | ASC        |           |             |                    | 3000           |
| 15.AAO               | 441111.08N/0691046.05W |            | 1259            | 50          | 20          | 2C        | 1000        |            |           |             |                    | 2300           |
| 16.TERRAIN           | 441111.08N/0691046.05W |            | 1059 (1100)     |             |             |           |             |            |           |             | AS1500             | 2600           |

| 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           |                        |        |      |          |      |      |    |     |     |             |         |
| 17.TREE (23-021406)  | 440456.83N/0690651.08W | 1.30   | 545  | 276      | 20   | 3    | 1A | 300 |     | XP20        | 600     |
| CATEGORY B           |                        |        |      |          |      |      |    |     |     |             |         |
| 17.TREE (23-021406)  | 440456.83N/0690651.08W | 1.81   | 545  | 276      | 20   | 3    | 1A | 300 |     | XP20        | 600     |
| CATEGORY C           |                        |        |      |          |      |      |    |     |     |             |         |
| 18.STACK (23-000447) | 440502.29N/0690931.95W | 2.84   | 665  | 406      | 50   | 20   | 2C | 300 |     |             | 720     |
| CATEGORY D           |                        |        |      |          |      |      |    |     |     |             |         |
| 19.TWR (23-000310)   | 440628.80N/0690925.20W | 3.71   | 1085 | 780      | 500  | 50   | 5D | 300 |     | AC50        | 1140    |

CIRCLING REMARKS:

XP20: MATCH PREVIOUS CIRCLING MINIMUMS.  
XP20: MATCH PREVIOUS CIRCLING MINIMUMS.



MSA

CENTER

RW03

RADIUS

25

| SECTOR  | OBSTRUCTION | COORDINATES            | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC  | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | AAO         | 441431.30N/0690350.60W | 026     | 11.3     | 1600     | 1000 | 3    | 6A | 1000 |     |             | 2600    |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

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

|                                   |                         |                            |                                 |                          |                       |                          |
|-----------------------------------|-------------------------|----------------------------|---------------------------------|--------------------------|-----------------------|--------------------------|
| <u>WX SERVICE</u><br>AWOS         | <u>LOCATION</u><br>KRKD | <u>HRS OPERATION</u><br>24 | <u>ALTIMETER SOURCE</u><br>KRKD | <u>DISTANCE</u><br>0     | <u>SERVICE-A</u><br>Y | <u>ADJUSTMENTS</u><br>0  |
| <u>BACK-UP WX SERVICE</u><br>ASOS | <u>LOCATION</u><br>KIWI | <u>HRS OPERATION</u><br>24 | <u>ALTIMETER SOURCE</u><br>KIWI | <u>DISTANCE</u><br>27.14 | <u>SERVICE-A</u><br>Y | <u>ADJUSTMENTS</u><br>65 |

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KRKD 55.4, KIWI 70.2  
RA = 64.69.

|   |                      |                        |                            |
|---|----------------------|------------------------|----------------------------|
| <u>PRIMARY NAVAID</u>                         | <u>MONITOR POINT</u> | <u>HRS OPERATION</u>   | <u>CAT</u>                 |
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>    |                      | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW03 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)  |                      | NPI-G                  |                            |
| RW21 - MIRL (PCL)                             |                      | NPI-G                  |                            |
| RW13 - MALSR (PCL), HIRL (PCL), PAPI-4R (PCL) |                      | PIR-G                  |                            |
| RW31 - HIRL (PCL), REIL (PCL), PAPI-4L        |                      | PIR-G                  |                            |

|                                 |                                   |                    |                        |                          |                           |                    |
|---------------------------------|-----------------------------------|--------------------|------------------------|--------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u><br>3.00 | <u>ELEV RWY THRESHOLD</u><br>50.2 | <u>TCH</u><br>40.0 | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u><br>3.00 | <u>TCH</u><br>34.3 |
|---------------------------------|-----------------------------------|--------------------|------------------------|--------------------------|---------------------------|--------------------|

|                                     |                                     |                    |                              |
|-------------------------------------|-------------------------------------|--------------------|------------------------------|
| <u>FINAL APPROACH COURSE AIMING</u> |                                     |                    |                              |
| RUNWAY THRESHOLD                    | <input checked="" type="checkbox"/> | FT FROM THRESHOLD  | DISPLACED THRESHOLD DISTANCE |
| ON CENTERLINE                       | <input checked="" type="checkbox"/> | FT FROM CENTERLINE |                              |

|                              |                              |                    |                           |
|------------------------------|------------------------------|--------------------|---------------------------|
| <u>CRITICAL TEMPERATURES</u> |                              |                    |                           |
| <u>CRITICAL LOW</u><br>-15C  | <u>CRITICAL HIGH</u><br>+54C | <u>ACT</u><br>-15C | <u>APT ISA</u><br>+14.89C |

CRITICAL TEMPERATURE REMARKS:  
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 956 HIGH TEMP 1261.



"VISUAL PORTION OF FINAL" PENETRATIONS

|   |                      |   |  |
|---|----------------------|---|--|
| Final Type  | LPV, LNAV/VNAV, LNAV |   |  |
| 34:1  |                      |   |  |
| 97 TREE (23-021466) 440304.70N/0690603.50W (3.35) |                      | 79 TREE (23-021472) 440311.29N/0690609.22W (1.59) |  |
| 77 TREE (23-021470) 440310.34N/0690602.71W (0.08) |                      |   |  |

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

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

PART C: GENERAL REMARKS:

- PRECIPITOUS TERRAIN EVALUATION COMPLETED.
- PROCEDURE DESIGN PER ATC/FPT.
- 60 FT USED FOR VEGETATION HEIGHT PER FPT.
- TAA NOT DEVELOPED PER ATC.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WISCASSET ALTIMETER SETTING AND INCREASE LPV DA TO 439 FT. INCREASE LNAV/VNAV DA TO 524 FT. INCREASE ALL MDAS 80 FT AND LNAV CAT C VISIBILITY 3/8 SM, CAT D 1/4 SM AND CIRCLING CAT C 1/2 SM. VDP AND BARO-VNAV NA WHEN USING WISCASSET ALTIMETER SETTING. ALTERNATE MINIMUMS NA WHEN LOCAL WEATHER NOT AVAILABLE.



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                 | 3.17   |
| WIDTH OF        | FINAL | SEGMENT AT 1000FT POINT         | 1.59   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1000FT POINT | 13.41  |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 112    |
| DISTANCE FROM   | THLD  | TO 1500FT POINT                 | 5.10   |
| WIDTH OF        | FINAL | SEGMENT AT 1500FT POINT         | 1.92   |
| TRUE COURSE OF  | FINAL | SEGMENT CONTAINING 1500FT POINT | 013.41 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1500FT POINT | 112    |

THRESHOLD  
COORDINATES  
(IF STR-IN)440321.59N/0690602.69W

ARP COORDINATES440336.27N/0690557.32W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 31 DISTANCE 0.43 NM

FAF  
COORDINATES435737.18N/0690756.54W

FIX NAME  
COORDINATES

REMARKS



|                                    |                           |   |                           |                           |   |                                |                         |
|------------------------------------|---------------------------|---|---------------------------|---------------------------|---|--------------------------------|-------------------------|
| <u>AIRPORT</u><br>KNOX COUNTY RGNL | <u>AIRPORT ID</u><br>KRRD | <u>PROCEDURE NAME</u><br>RNAV (GPS) RWY 3 | <u>AMDT NO.</u><br>ORIG-B | <u>CITY</u><br>ROCKLAND   | <u>STATE</u><br>ME                                  | <u>AIRPORT ELEVATION</u><br>55 | <u>FACILITY</u><br>RNAV |
| PART E: PREPARED BY                |                           |   |                           |                           |   |                                |                         |
| <u>NAME</u><br>ANDREA CHANEY       | <u>OFFICE</u><br>AJV-A433 |   |                           | <u>DATE</u><br>01/09/2019 | <u>TITLE</u><br>AERONAUTICAL INFORMATION SPECIALIST |                                |                         |

QUALITY  
10  
CHECKED

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