

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</u> NORTHERN AROOSTOOK RGNL	<u>AIRPORT ID</u> KFVE	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 1A	<u>CITY</u> FRENCHVILLE	<u>STATE</u> ME	
<u>AIRPORT ELEVATION</u> 987	<u>TDZE</u> 984	<u>SUPERSEDED</u> RNAV (GPS) RWY 14	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 09/23/2010	<u>MAG VAR</u> 18W	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TAA**

FROM	FIX TYPE	TO	FIX TYPE	ALTITUDE
1. 043/30 CW 223/30	NOPT	043/6 CW 223/6		4300
2. 043/6 CW 223/6		CESGE	IF/IAF	3100
3. 223/30 CW 313/30		CESGE	IF/IAF	4400
4. 313/30 CW 043/30		FOMEF	IAF	4200

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
FOMEF	IAF	CESGE	NOPT	TF	FB	1.00	043.32	5.00	3100
CESGE	IF/IAF	AGZAF		TF	FB	1.00	133.36	6.04	2600
AGZAF	FAF	JELUB/3.20 NM TO RW14		TF	FB	0.30	133.46	1.71	
JELUB/3.20 NM TO RW14		RW14	MAP	TF	FO	0.30	133.46	3.20	
RW14	MAP	1270 MSL		CA			133.46		
1270 MSL		BIROW		DF	FO	1.00			3000

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW14

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 3000 DIRECT BIROW AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD NW CESGE, RT, 133.36 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAF: 133.46FAF: AGZAFDIST FAF TO MAP: 4.91DIST FAF TO THLD: 4.91

4. MIN ALT: CESGE 3100, AGZAF 2600, JELUB/3.20 NM TO RW14 2020\*

5. DIST TO THLD FROM OM:MM:IM:150 HAT:286 HAT: 0.80GS ANT:

6. MIN GP INCPT: 2600GP ALT AT FAF : AGZAF 2600OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 40.0

8. MSA FROM:

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.

ADDITIONAL FLIGHT DATA:

HOLD SE, LT, 313.74 INBOUND.  
CHART FAS OBST: 1199 TREE 471718N/0682006W.  
1520 AAO 472014N/0682502W.  
CHART VDP AT 1.39 NM TO RW14\*  
\*LNAV ONLY.  
WAAS CHANNEL # 93917  
REFERENCE PATH ID: W14A  
CHART CIRCLING ICON.  
LTP HAE: 273.7 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT C 900-2 1/2, CAT D 900-2 3/4, 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
LPV DA	1270	1	286	1270	1	286	1270	1	286	1270	1	286			
LNAV/VNAV DA	1519	2	535	1519	2	535	1519	2	535	1519	2	535			
LNAV MDA	1460	1	476	1460	1	476	1460	1 3/8	476	1460	1 1/2	476	QUALITY 10 CHECKED		
CIRCLING	1560	1	573	1580	1	593	1840	2 1/2	853	1840	2 3/4	853			

CHANGES - REASONS

1. DELETED NOTE BACKUP ALTIMETER NOTE - MOVED TO FORM 8260-9 GENERAL REMARKS AS A CONTINGENCY NOTE PER 8260.19H PARA. 8-6-9F(3). MATCHES RNAV (GPS) RWY 32.
2. DELETED NOTE 'BARO-VNAV AND VDP NA WHEN USING CARIBOU ALTIMETER SETTING' - MOVED TO FORM 8260-9 GENERAL REMARKS AS A CONTINGENCY NOTE.
3. DELETED CHART NOTE: DME/DME RNP-0.3 NA - IAW 8260.19H 8-6-8 (B(1)) PBN NAVSPEC.
4. ADDED PBN REQUIREMENTS NOTE: RNP APCH - IAW 8260.19H 8-6-8 (B(1)) PBN NAVSPEC.
5. REMOVED FAHRENHEIT TEMPERATURES FROM 'FOR UNCOMPENSATED BARO-VNAV SYSTEMS...' NOTE - PER 8260.19H PARA. 8-6-9S.
6. CHANGED NOTE 'VISIBILITY REDUCTION BY HELICOPTERS NA' TO 'RWY 14 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED' - FOUR 34:1 VISUAL SURFACE PENETRATIONS EXIST, PER 8260.19H PARA. 8-6-11K(3).
7. CHANGED INTERMEDIATE SEGMENT RNP VALUE FROM 0.50 TO 1.00 - PER 8260.58A TABLE 1-2-1.
8. ADDED '20:1 IS CLEAR' TO PROFILE LINE 7 - PER 8260.19H PARA. 8-6-7G(3). NO 20:1 VISUAL PENETRATIONS FOUND.
9. CHANGED FAS OBSTRUCTION FROM 1124 TREE 471720N/0682004W TO 1199 TREE 471718N/0682006W - PER UPDATED TARGETS RUN.
10. REMOVED FAS OBSTRUCTION 1174 AAO 471758N/0682419W FROM ADDITIONAL FLIGHT DATA - NOT REQUIRED.
11. ADDED 7:1 OBSTRUCTION 1520 AAO 472014.00N/0682502.00W TO ADDITIONAL FLIGHT DATA - PER 8260.19H PARA. 8-6-10E(1).
12. CHANGED VDP LOCATION FROM '1.33 NM TO RW14' TO '1.39 NM TO RWY 14' - COINCIDES WITH 20 FT INCREASE IN LNAV MDA.
13. ADDED CIRCLING ICON - UPDATED CIRCLING RADII ADDED TO MATCH RNAV (GPS) RWY 32.
14. CHANGED ALTERNATE MINIMUMS FROM "STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "STANDARD - CAT C 900-2 1/2, CAT D 900-2 3/4. NA WHEN LOCAL WEATHER NOT AVAILABLE" - IAW 8260.3D PARA. 3-4-1.
15. RAISED LNAV MDA/HAT FROM 1440/456 TO 1460/476 - NEW CONTROLLING OBSTRUCTION.
16. RAISED LNAV CAT C VISIBILITY FROM 1 1/4 SM TO 1 3/8 SM - PER 8260.3D TABLE 3-3-1.
17. RAISED CIRCLING CAT A MDA/HAA FROM 1520/533 TO 1560/573 - NEW CONTROLLING OBSTRUCTION.
18. RAISED CIRCLING CAT B MDA/HAA FROM 1540/553 TO 1580/593 - NEW CONTROLLING OBSTRUCTION.
19. RAISED CIRCLING CAT C/D MDA/HAA FROM 1620/633 TO 1840/853 - NEW CONTROLLING OBSTRUCTION.
20. RAISED CIRCLING CAT C VISIBILITY FROM 1 3/4 TO 2 1/2 AND CIRCLING CAT D VISIBILITY FROM 2 TO 2 3/4 - DUE TO SIGNIFICANT INCREASE IN MDA/HAA, PER PER 8260.3D TABLE 3-3-7.

COORDINATED WITH:

A4A ☐

ALPA ☒

AOPA ☒

APA ☐

HAL ☐

NBAA ☒

OTHER: ARPT MGR

FLIGHT CHECKED BY

PROCESSED IAW AIRCRAFT OPS GROUP (AJF-1000) MEMO DATED JUNE 4 2020, SUBJECT: FLIGHT INSPECTION OF NEW CONTROLLING OBSTACLES

DEVELOPED BY

RALPH DUMAR

Digitally signed by

RALPH DUMAR

Jun 23, 2020

APPROVED BY

MARLON ROBINSON

Digitally signed by

JOHN BORDY

Oct 13, 2020

OFFICE

FIOG

Digitally signed by

JOHN BORDY

05/18/2010

Oct 13, 2020

OFFICE

AJV-A422

DATE

05/06/2020

OFFICE

AJV-A420

DATE

TITLE

MANAGER



FAS DATA BLOCK INFORMATION

DATA FIELD	DATA
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KFVE
RUNWAY	RW14
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W14A
LTP/FTP LATITUDE	471717.6030N
LTP/FTP LONGITUDE	0681915.9415W
LTP/FTP ELLIPSOIDAL HEIGHT	+02737
FPAP LATITUDE	471639.1900N
FPAP LONGITUDE	0681717.8700W
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	1352
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	FD202F03
ADDITIONAL PATH POINT RECORD INFORMATION	
ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+02975
FPAP ORTHOMETRIC HEIGHT	+02975



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

AIRPORT	AIRPORT ID	PROCEDURE NAME	AMDT NO.	CITY	STATE	AIRPORT ELEVATION	FACILITY
NORTHERN AROOSTOOK RGNL	KFVE	RNAV (GPS) RWY 14	1A	FRENCHVILLE	ME	987	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

STRAIGHT-IN AREA

FROM  
043/30 CW 223/30

TO  
043/6 CW 223/6

<u>RNP</u>	<u>DISTANCE</u>	<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	473042.40N/0691419.20W	2275	1000	3	6A	2000					4300
2.TERRAIN	473042.40N/0691419.20W	2075 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

STRAIGHT-IN AREA

FROM  
043/6 CW 223/6

TO  
CESGE

<u>RNP</u>	<u>DISTANCE</u>	<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.AAO	472707.20N/0683425.40W	1825	1000	3	6A	1000					2900
4.TERRAIN	472707.20N/0683425.40W	1625 (1600)								AS1500	3100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



LEFT BASE AREA

FROM

223/30 CW 313/30

TO

CESGE

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
5.AAO	474242.00N/0680115.00W		2336	164	98	4E	2000					4400
6.TERRAIN	474242.00N/0680115.00W		2136 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

RIGHT BASE AREA

FROM

313/30 CW 043/30

TO

FOMEF

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
7.AAO	465827.20N/0685233.60W		2181	164	98	4E	2000					4200
8.TERRAIN	465827.20N/0685233.60W		1981 (2000)								AS1500	3500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



<u>AIRPORT</u> NORTHERN AROOSTOOK RGNL	<u>AIRPORT ID</u> KFVE	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>AMDT NO.</u> 1A	<u>CITY</u> FRENCHVILLE	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 987	<u>FACILITY</u> RNAV				
<u>INITIAL</u>											
<u>FROM</u> FOMEF				<u>TO</u> CESGE							
<u>RNP</u>	<u>DISTANCE</u> 5.00	<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>
9.AAO	471951.00N/0684133.00W	1805	164	98	4E	1000					2900
10.TERRAIN	471951.00N/0684133.00W	1605 (1600)								AS1500	3100

<u>COMPUTATIONS</u>											
<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:

<u>INTERMEDIATE</u>											
<u>FROM</u> CESGE (IF/IAF)				<u>TO</u> AGZAF							
<u>RNP</u>	<u>DISTANCE</u> 6.04	<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>
11.AAO	472123.30N/0682748.17W	1724	50	20	2C	500				AT376	2600
12.TERRAIN	472123.30N/0682748.17W	1524 (1500)								AS1000	2500

<u>COMPUTATIONS</u>											
<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: LPV

FROM

AGZAF

TO

RW14

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.91		DA			286						
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.TREE (23-043037)	471725.63N/0681956.81W		1059	50	20	2C		34.00:1			AC20 MA36	1270

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/VNAV

FROM

AGZAF

TO

RW14

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.91		DA			535						
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
14.TREE	471718.00N/0682006.00W		1199	50	20	2C	161				AC20 XP139	1519

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

XP: TO MAINTAIN PUBLISHED DA





FINAL: LNAV

FROM

AGZAF

TO

JELUB/3.20 NM TO RW14

<u>RNP</u>	<u>DISTANCE</u> 1.71	<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>
15.AAO	471835.60N/0682511.50W		1340	50	20	2C	250				RA116 XP314	2020

COMPUTATIONS

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

XP: TO MAINTAIN PUBLISHED ALTITUDE

FINAL: LNAV STEPDOWN

FROM

JELUB/3.20 NM TO RW14

TO

RW14

<u>RNP</u>	<u>DISTANCE</u> 3.20	<u>PAT</u>	<u>MAP</u> RW14	<u>HAT</u> 476			<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>
14.TREE	471718.00N/0682006.00W		1199	50	20	2C	250					1460

COMPUTATIONS

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



HOLD-IN-LIEU OF PT

FROM  
CESGE

TO  
P-5

RNP	DISTANCE	PAT P-5	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
9.AAO	471951.00N/0684133.00W		1805	164	98	4E	1000					2900
10.TERRAIN	471951.00N/0684133.00W		1605 (1600)								AS1500	3100

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  
BIROW

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1064					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
13.TREE (23-043037)	471725.63N/0681956.81W		1059	50	20	2C		ASC			AC20	3000
17.AAO	471254.00N/0680727.00W		1339	164	98	4E	1000					2400
18.TERRAIN	471748.00N/0681721.00W		1174 (1200)								AS1500	2700

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

BIROW

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1358					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
17.AAO	471254.00N/0680727.00W		1339	164	98	4E	1000					2400
18.TERRAIN	471748.00N/0681721.00W		1174 (1200)								AS1500	2700

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

BIROW

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1360					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3000
17.AAO	471254.00N/0680727.00W		1339	164	98	4E	1000					2400
18.TERRAIN	471748.00N/0681721.00W		1174 (1200)								AS1500	2700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FACILITY  
RNAV



PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH**  
ZBW ARTCC, BANGOR FSS, FVE CTAF

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KFVE	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFVE	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KCAR	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KCAR	<u>DISTANCE</u> 27.61	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 116

**WX REMARKS:**  
RASS PRESSURE PATTERNS THE SAME  
KFVE 987, KCAR 620  
RA = 115.1

<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>
RW14 - MIRL (PCL), REIL (PCL)		NPI-G	
RW32 - MIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 976.2	<u>TCH</u> 40.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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**FINAL APPROACH COURSE AIMING**

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

**CRITICAL TEMPERATURES**

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.05C
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**CRITICAL TEMPERATURE REMARKS:**  
AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 968 HIGH TEMP 1277.



"VISUAL PORTION OF FINAL" PENETRATIONS

Final Type	STRAIGHT-IN RWY 14		
34:1			
1059 TREE (23-043037) 471725.63N/0681956.81W (3.6)		1055 TREE (23-020605) 471725.34N/0681955.65W (2.1)	
1053 TREE (23-020600) 471726.94N/0681954.07W (0.93)		1027 TERRAIN (23-024000) 471729.31N/0681938.27W (0.79)	

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.

CONTINGENCY NOTES:  
BARO-VNAV AND VDP NA WHEN USING CARIBOU ALTIMETER SETTING.  
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CARIBOU ALTIMETER SETTING AND INCREASE LPV DA TO 1386 FEET AND LNAV/VNAV DA TO 1635 FEET AND ALL MDA 120 FEET, INCREASE LPV ALL CATS VISIBILITY 1/8 SM , LNAV CAT C VISIBILITY 3/8 SM, CAT D AND CIRCLING CAT D VISIBILITY 1/4 SM AND CIRCLING CAT C VISIBILITY 1/2 SM.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1520 AAO 472014.00N/0682502.00W.

ORDER 8260.3, VOLUME 1, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT</u> NORTHERN AROOSTOOK RGNL	<u>AIRPORT ID</u> KFVE	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>AMDT NO.</u> 1A	<u>CITY</u> FRENCHVILLE	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 987	<u>FACILITY</u> RNAV
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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	4.35
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.61
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	115.46
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	1400
DISTANCE FROM	THLD	TO 1500FT POINT	10.71
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	115.36
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1500

THRESHOLD  
COORDINATES  
(IF STR-IN)

471717.60N/0681915.94W

ARP COORDINATES

471707.80N/0681845.80W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 14 DISTANCE 0.38 NM

FAF  
COORDINATES

471924.27N/0682546.39W

FIX NAME  
COORDINATES

IAF FOMEP: 471728.80N/0683656.78W, IF/IAF CESGE: 472159.79N/0683348.02W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED  
TAA: 30 NM RADIUS FROM IF/IAF CESGE AND IAF FOMEP.

QUALITY  
10  
CHECKED

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Page 11 of 12

<u>AIRPORT</u> NORTHERN AROOSTOOK RGNL	<u>AIRPORT ID</u> KFVE	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 14	<u>AMDT NO.</u> 1A	<u>CITY</u> FRENCHVILLE	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 987	<u>FACILITY</u> RNAV
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PART E: PREPARED BY

<u>NAME</u> RALPH DUMAR	<u>OFFICE</u> AJV-A422	<u>DATE</u> 05/06/2020	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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Page 12 of 12

QUALITY  
10  
CHECKED