

**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.

<u>HELIPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
ME21	COPTER RNAV (GPS) M 148	ORIG	CHEBEAGUE ISLAND	ME		
<u>SURFACE ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
174			NONE		16W	2010
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
RNAV						

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
BRNDI		BOTTS		TF	FO	0.30	017.01	5.41	2000
TOBKE	IAF	BOTTS	NOPT	TF	FB	0.30	197.02	5.27	2000
BOTTS	IF/IAF	DREED		TF	FB	0.30	147.94	3.07	1200
DREED	FAF	JAXOT/0.67 NM TO TRIMS		TF	FB	0.30	147.98	1.33	
JAXOT/0.67 NM TO TRIMS		TRIMS	MAP	TF	FO	0.30	147.98	0.67	
TRIMS	MAP	640 MSL		CA			147.98		
640 MSL		BOTTS		DF	FO	1.00			2000

MISSED APPROACH

MAP:

LNAV: TRIMS

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 2000 DIRECT BOTTS AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD NE BOTTS, RT, 210.00 INBOUND, 2000 FT. IN LIEU OF PT (IAF), MAX 4000.
3. **FAC:** 147.98 **FAF:** DREED **DIST FAF TO MAP:** 2.00 **DIST FAF TO THLD:**
4. **MIN ALT:** BOTTS 2000, DREED 1200, JAXOT/0.67 NM TO TRIMS 900
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:** **20:1:** **TCH:**
8. **MSA FROM:** TRIMS 3600



HELIPORT ID
ME21

PROCEDURE NAME
COPTER RNAV (GPS) M 148

ORIGINAL/AMENDMENT
ORIG

CITY
CHEBEAGUE ISLAND

STATE
ME

PBN REQUIREMENTS NOTE:

RNP 0.3 - GPS. AP.

NOTES:

CHART PLANVIEW NOTE: PROCEED VFR FROM TRIMS OR CONDUCT THE SPECIFIED MISSED APPROACH.
CHART NOTE: USE OF CHEBEAGUE ISLAND SCHOOL REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM.
CHART NOTE: LIGHTS CONTROLLED BY PHOTOCELL OR PRIOR ARRANGEMENT.
CHART NOTE: USE PWM ALTIMETER SETTING; WHEN NOT RECEIVED, USE IWI ALTIMETER SETTING AND INCREASE MDA 40 FEET.
CHART PLANVIEW NOTE: LIMIT FINAL APPROACH SPEED TO MAX 70 KIAS.
CHART PLANVIEW NOTE: INCREASE TO DESIRED AIRSPEED MINIMUM 90 KIAS UPON REACHING THE MISSED APPROACH ALTITUDE.
CHART SPEED ICON IN PLANVIEW AT DREED: MAX 70 KIAS.

ADDITIONAL FLIGHT DATA:

CHART: PWM ASOS.
FAS OBST: 348 AAO 434433N/0700706W.
ME21, 130.0, 181.84/0.65

MINIMUMS:

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

ALTERNATE: NA ☒

<u>CATEGORY:</u>	<u>COPTER</u>														
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAS</u>
LNAV MDA	640	3/4	466		NA			NA			NA				

CHANGES - REASONS



<u>SUBMITTED BY</u>		<u>OFFICE</u>	<u>DATE</u>	
<u>FLIGHT CHECKED BY</u> TERRY HESTER		<u>OFFICE</u> AJF	<u>DATE</u> 04/22/2025	
<u>DEVELOPED BY</u> CHARLES HIRST		<i>Digitally signed by</i> CHARLES HIRST Feb 06, 2025	<u>OFFICE</u> AJV-A431	<u>DATE</u> 11/20/2024
<u>RECOMMENDED BY</u>		<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
<u>APPROVED BY</u> ERIC N SUSKI	<i>Digitally signed by</i> CASEY D HILL May 08, 2025	<u>OFFICE</u> AJV-A431	<u>DATE</u>	<u>TITLE</u> MANAGER



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

HELIPORT ID
ME21

PROCEDURE NAME
COPTER RNAV (GPS) M 148

AMDT NO.
ORIG

CITY
CHEBEAGUE ISLAND

STATE
ME

AIRPORT ELEVATION
174

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BRNDI **TO** BOTTS

RNP
0.30

DISTANCE
5.41

PAT

MAP

HAS

HMAS

<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>
AAO	434548.00N/0701354.00W	414	215	8	4B	1000				AT586	2000
TERRAIN	434548.00N/0701354.00W	213 (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 TOBKE **TO** BOTTS

RNP
0.30

DISTANCE
5.27

PAT

MAP

HAS

HMAS

<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>
AAO	435315.00N/0701254.00W	568	215	8	4B	1000				AT432	2000
TERRAIN	435300.00N/0701248.00W	259 (300)								AS1500	1800

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
21
CHECKED

INTERMEDIATE

FROM

BOTTS (IF/IAF)

TO

DREED

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	3.07										
<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>
AAO	434642.00N/0701109.00W	430	215	8	4B	500					1000
TERRAIN	434642.00N/0701109.00W	229 (200)								AS1000	1200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

DREED

TO

JAXOT/0.67 NM TO TRIMS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAS</u>	<u>HMAS</u>				
0.30	1.33										
<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>
STACK (23-000102)	434504.00N/0700922.00W	450	500	125	5E	250				RA70 AC125	900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV STEPDOWN

FROM
JAXOT/0.67 NM TO TRIMS

TO
TRIMS

<u>RNP</u> 0.30	<u>DISTANCE</u> 0.67	<u>PAT</u>	<u>MAP</u> TRIMS	<u>HAS</u> 466	<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>
AAO	434433.00N/0700706.00W	348	215	8	4B	250				RA30	640

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM
BOTTS

TO
P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-4	<u>MAP</u>		<u>HAS</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>
AAO	435057.00N/0701806.00W	689	215	8	4B	1000					1700
TERRAIN	435057.00N/0701806.00W	488 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

NONSTANDARD HOLDING PATTERN INBOUND COURSE USED PER ZBW ARTCC REQUEST. AN INTERMEDIATE ALIGNED HIL PATTERN WOULD INTERFERE WITH LOW-ALTITUDE ENROUTE STRUCTURE DUE TO OBSTACLE MITIGATION REQUIRING A HIGHER HOLDING PATTERN.



MISSSED APPROACH: LNAV

FROM

TRIMS

TO

BOTTS

RNP

0.30-1.00

DISTANCE

PAT

MAP

HAS

HMAS

510

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				2000
STACK (23-000102)	434504.00N/0700922.00W	450	500	125	5E	1000					1500
TERRAIN	434642.00N/0701109.00W	229 (200)								AS1500	1700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MSA

CENTER

TRIMS

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (23-000419)	435044.24N/0704540.76W	299	28.1	2549	50	20	2C	1000			3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PWM APP CON

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	PWM	24	PWM	9.36	Y	30
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	IWI	24	IWI	22.76	Y	61

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KME21: 130 FT
KPWM: 75.7 FT RA=29.6 FT.
KIWI: 70.20 FT RA=60.2 FT.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
01H			

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
FINAL APPROACH COURSE AIMING						
RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE			
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE				

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
--------------	---------------	-----	---------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:



PART C: GENERAL REMARKS:

ME21 DOES NOT HAVE A LOCAL ALTIMETER.
100 FT VEGETATION USED.
62 FT SHIP HEIGHT USED.
POC: SEVEN BAR AVIATION, LLC (GNLA)- BERNAD RAYSOR DIRECTOR OF OPERATIONS: 214-212-8908/ LIFEFLIGHT AVIATION SERVICE, LLC (LOM) - DAVID BURR: 207-462-3622.
VDP NOT ESTABLISHED - POINT IN SPACE PROCEDURE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
PROCEED VFR TRANSITION AREA IS CLEAR.
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	2.00
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	131.98
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	MAP	TO 1500FT POINT	3.9
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	131.94
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN)

HRP COORDINATES	434344.64N/0700737.14W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	
FAF COORDINATES	434542.75N/0700953.35W
FIX NAME COORDINATES	MAP TRIMS 434422.46N/0700750.29W

REMARKS

PINS IAP

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CHARLES HIRST	AJV-A431	11/20/2024	AERONAUTICAL INFORMATION SPECIALIST

