

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/04/2025	APWS Task ID: 63449B19F23845F9BC8800F96505083B	APWS Project ID: 64ECA26FC3EA42F785F9456B5164B37D
Procedure: COPTER RNAV (GPS) M 353 ORIG		Enroute: NO	Specialist: Hirst, Charles		Agreement Number:
Airport ID: ME50			Airport City: MILLINOCKET		State: ME
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

**Procedure Comments:**  
SPECIAL IAP.

Develop IAP for ME50, MILLENOCKET, ME; for Helicopter Air Ambulance use only to allow for direct access to and from low-level ZK411 to the southeast. The helipad is far enough from the 14 CFR Part 97 approach that VFR weather minimums are required to transition from the MAP.

For additional questions contact Robert Hamilton, Manager 405-954-4608

5/21/2025: This is an updated copy of the form developed on 2/11/2025.

8260-2 ALNIC:

1. FIX USE CHANGED FROM KME50 COPTER RNAV (GPS) M 350 TO COPTER RNAV (GPS) M 353.

8260-2 BALLK:

1. FIX USE CHANGED FROM KME50 COPTER RNAV (GPS) M 350 TO COPTER RNAV (GPS) M 353.

8260-2 ETDIN:

1. FIX USE CHANGED FROM KME50 COPTER RNAV (GPS) M 350 TO COPTER RNAV (GPS) M 353.

2. FIX USE LAT/LONG CHANGED FROM 453212.48N/0683855.87W TO 453207.26N/0683804.29W.

3. HOLDING PATTERNS HP1 RAD/CRS/BRG CHANGED FROM 170.04 TO 172.80.

4. HOLDING PATTERNS HP1 CRS INBOUND CHANGED FROM 350.04 TO 352.80.

5. CONTROLLING OBSTRUCTIONS CHANGED FROM "200 AAO 453336.00N/0684345.00W 1119 4B" TO "200 TOWER (23-000337) 453438.43N/0683523.70W 1070 1A".

8260-3:

1. SURFACE ELEVATION CHANGED FROM 600 TO 574.

2. TERMINAL ROUTES BALLK INITIAL SEGMENT COURSE CHANGED FROM 350.12 TO 352.86.

3. TERMINAL ROUTES BALLK INITIAL SEGMENT LENGTH CHANGED FROM 11.00 NM TO 10.68 NM.

4. TERMINAL ROUTES ETDIN INTERMEDIATE SEGMENT TO POINT CHANGED FROM JABTI TO DSPOT.

5. TERMINAL ROUTES ETDIN INTERMEDIATE SEGMENT COURSE CHANGED FROM 350.04 TO 352.80.

6. TERMINAL ROUTES ETDIN INTERMEDIATE SEGMENT DISTANCE CHANGED FROM 2.97 NM TO 4.07 NM.

7. TERMINAL ROUTES ETDIN INTERMEDIATE SEGMENT ALTITUDE CHANGED FROM 2400 TO 2100.

8. TERMINAL ROUTES DSPOT FINAL SEGMENT FROM POINT CHANGED FROM JABTI TO DSPOT.

9. TERMINAL ROUTES DSPOT FINAL SEGMENT TO POINT CHANGED FROM YKNOT TO DOTIE.

10. TERMINAL ROUTES DSPOT FINAL SEGMENT COURSE CHANGED FROM 350.02 TO 352.77.

11. TERMINAL ROUTES DSPOT FINAL SEGMENT DISTANCE CHANGED FROM 4.03 NM TO 3.43 NM.

12. TERMINAL ROUTES DOTIE MISSED CA LEG FROM POINT CHANGED FROM YKNOT TO DOTIE.

13. TERMINAL ROUTES DOTIE MISSED CA LEG COURSE CHANGED FROM 350.02 TO 352.77.

14. MISSED APPROACH MAP CHANGED FROM "LNAV: YKNOT" TO "LNAV: DOTIE".

15. PROFILE LINE 2 CHANGED FROM "HOLD S ETDIN, RT, 350.04 INBOUND, 2400 FT IN LIEU OF PT (IF/IAF), MAX 4000" TO "HOLD S ETDIN, RT, 352.80 INBOUND, 2400 IN LIEU OF PT (IF/IAF), MAX 4000".

16. PROFILE LINE 3 FAC CHANGED FROM 350.02 TO 352.77.

17. PROFILE LINE 3 FAF CHANGED FROM JABTI TO DSPOT.

18. PROFILE LINE 3 DIST FAF TO MAP CHANGED FROM 4.03 NM TO 3.43 NM.

19. PROFILE LINE 4 MIN ALT CHANGED FROM "ETDIN 2400, JABTI 2400" TO "ETDIN 2400, DSPOT 2100".

20. PROFILE LINE 8 MSA FROM CHANGED FROM "YKNOT 6500" TO "DOTIE 6500".

21. NOTES CHANGED FROM "CHART PLANVIEW NOTE: PROCEED VFR FROM YKNOT OR CONDUCT THE SPECIFIED MISSED APPROACH" TO "CHART PLANVIEW NOTE: PROCEED VFR FROM DOTIE OR CONDUCT THE SPECIFIED MISSED APPROACH".

22. NOTES CHANGED FROM "CHART SPEED ICON IN PLANVIEW AT JABTI: MAX 70 KIAS" TO "CHART SPEED ICON IN PLANVIEW AT DSPOT: MAX 70 KIAS".

23. ADDITIONAL FLIGHT DATA CHANGED FROM "ME50, 459.0, 022.58/0.65" TO "ME50, 459.0, 296.88/0.65".

24. MINIMUMS CHANGED FROM "TAKEOFF: SEE FAA FORM 8260-15B FOR THIS AIRPORT" TO "TAKEOFF: SEE FAA FORM 8260-15B FOR THIS HELIPORT".

25. MINIMUMS LNAV MDA HAS CHANGED FROM 460 TO 486.

26. PROCEDURE NAME CHANGED FROM "COPTER RNAV (GPS) M 350" TO "COPTER RNAV (GPS) M 353".



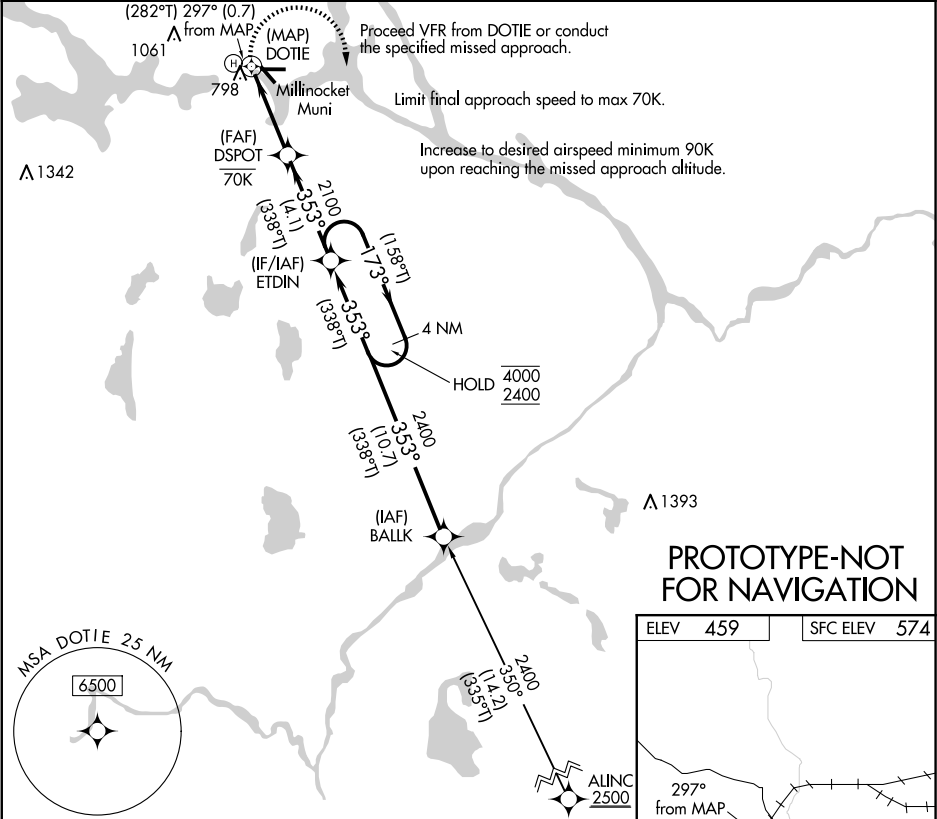
APP CRS	Rwy Ldg	N/A
353°	Surf Elev	574
	Apt Elev	459

COPTER RNAV (GPS) M 353°

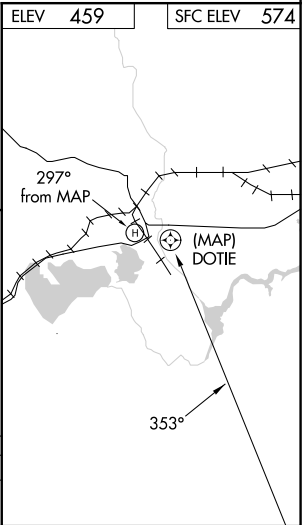
MILLINOCKET RGNL (ME50)

RNP 0.3 - GPS, AP.	Use of Millinocket Rgnl requires permission of the owner; use of this procedure requires specific authorization by FAA light Standards. Night visibility minimum 1 SM. Use MLT altimeter setting: when not received, use HUL altimeter setting and increase MDA 120 feet.	MISSED APPROACH: Climbing right turn to 2400 direct ETDIN and hold.
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MLT ASOS 135,225	BOSTON CENTER 128.2 263,05	CTAF XXXXX
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PROTOTYPE-NOT  
FOR NAVIGATION

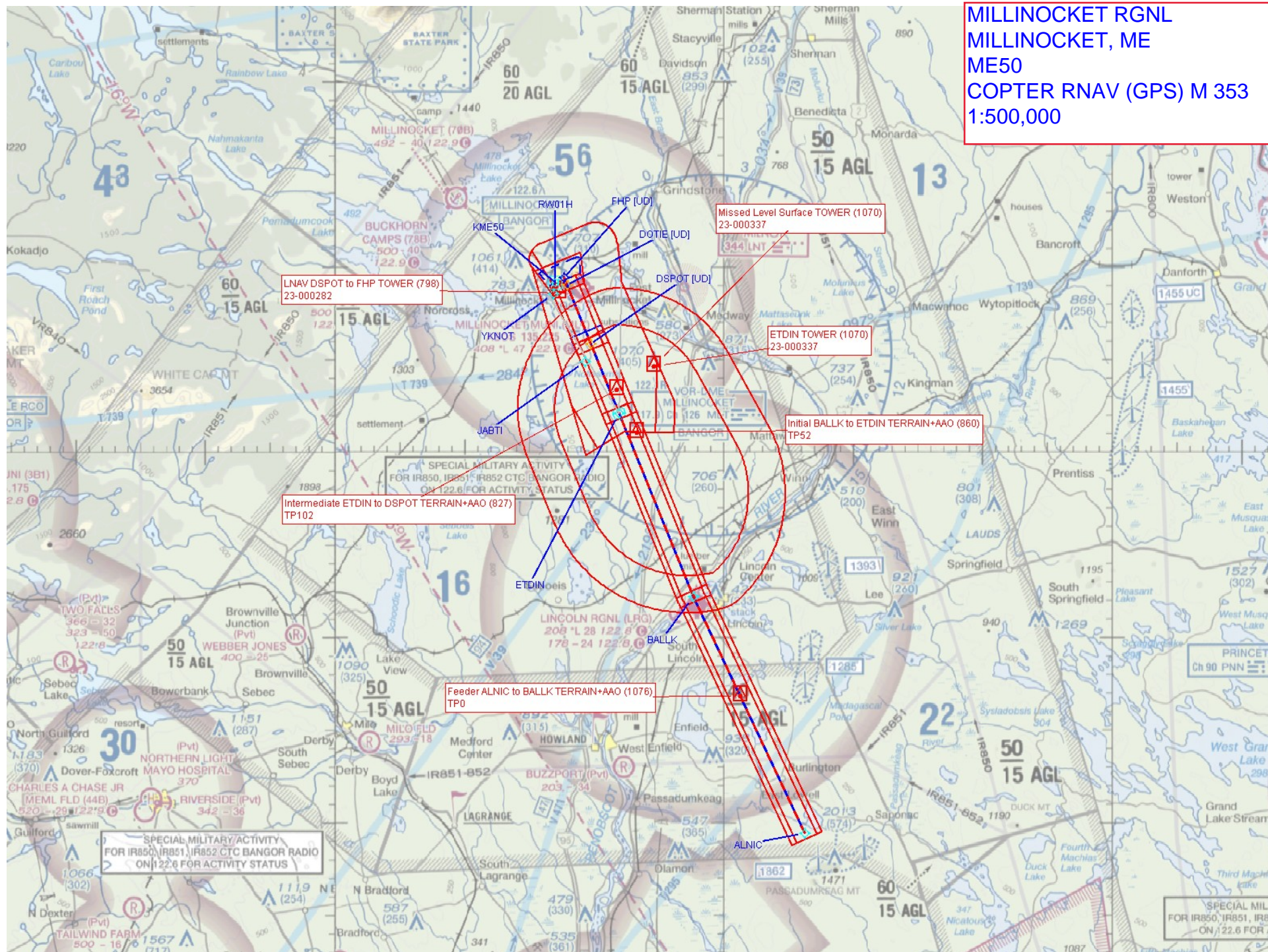


2400	ETDIN	4 NM Holding Pattern
Proceed VFR from MAP	DSPOT	ETDIN
		(158°T) 173°
		4000
		2400
		353° (338°T)
		2100
		353° (338°T)
		3.4 NM
		4.1 NM
CATEGORY	COPTER	
LNAV MDA	1060-¾ 486 (500-¾)	

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> COPTER RNAV (GPS) M 350 ORIG			<b>AIRPORT NAME:</b> MILLINOCKET RGNL		<b>AIRPORT ID:</b> KME50	<b>SPECIAL CONTROL NO:</b> YG-02-171-25
<b>FAC ID:</b> KME50M		<b>CITY:</b> MILLINOCKET			<b>ST:</b> ME	<b>ORIG CHART DATE:</b> 06/12/2025
<b>DFL TYPE:</b> PROC/H	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 63449B19F23845F9BC8800F96505083B		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					<b>YES</b>	<b>NO</b>
					<b>CPV COMPLETE?</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 04/23/2025	<b>CREW #:</b> VN423	<b>N #:</b> HELO	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input checked="" type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> terry hester @ 04/25/2025 11:55			<b>PRINTED NAME:</b> HESTER, TERRY LEE			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Special Number YG-02-171-25. Millinocket Rgnl, Millinocket, ME, COPTER RNAV (GPS) M 350, ORIG. UNSAT for Fly-ability.  VFR Segment releases the aircraft in a position where a hill/rise in terrain blocks the view to the helipad. Recommend either bringing the aircraft in along the VOR approach ground track or shifting the the ground track where the MAP is within 1 mile of the helipad, on the airport side of the helipad at or near 4538.98N/06841.87W.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		



MILLINOCKET RGNL  
MILLINOCKET, ME  
ME50  
COPTER RNAV (GPS) M 353  
1:500,000





MILLINOCKET RGNL  
MILLINOCKET, ME  
ME50  
COPTER RNAV (GPS) M 353  
1:100,000  
LNAV FINAL AND MISSED

