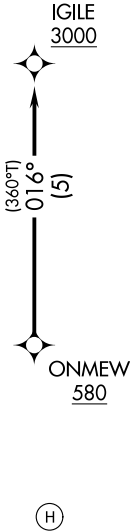


Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 02/25/2021	APWS Task ID: 752D2B01A9E442328AA2C20C94978853	APWS Project ID: 534DD9AA10304C718E9A9D1C2D50F472
Procedure: SID IGILE ONE MONHEGAN ISLAND ME KME78		Enroute: YES	Specialist: Mitchell, Tyler		Agreement Number:
Airport ID: ME78	Airport Name: MONHEGAN ISLAND		Airport City: MONHEGAN ISLAND		State: ME
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PENDING AIRPORT DATA USED.</div> <div>SPECIAL USE PROCEDURE.</div> <div>CONTACT ANDREW HENNING: 405-954-9954</div> <div><div>Digitally signed by <b>JON DENTON</b> Dec 14, 2020</div><div>Digitally signed by <b>MARY MCDONALD</b> Nov 06, 2020</div><div><div>QUALITY 24 CHECKED</div><div>QUALITY 12 CHECKED</div></div></div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> SID IGILE ONE MONHEGAN ISLAND ME KME78			<b>AIRPORT NAME:</b> MONHEGAN ISLAND		<b>AIRPORT ID:</b> KME78	<b>SPECIAL CONTROL NO:</b> YG-11-109-20
<b>FAC ID:</b> IGILE1		<b>CITY:</b> MONHEGAN ISLAND			<b>ST:</b> ME	<b>ORIG CHART DATE:</b> 02/25/2021
<b>DFL TYPE:</b> PROC/I	<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>		
<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>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 12/09/2020	<b>CREW #:</b> VN364	<b>N #:</b> HELO	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> kevin riese @ 12/11/2020 07:09			<b>PRINTED NAME:</b> RIESE, KEVIN JOHN			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Monhegan Island, Monhegan Island ME, IGILE ONE DEPARTURE (RNAV) completed satisfactory.						
<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>		

RKD AWOS-3PT  
119.025  
PORTLAND APP CON  
XXXXX

TOP ALTITUDE:  
3000

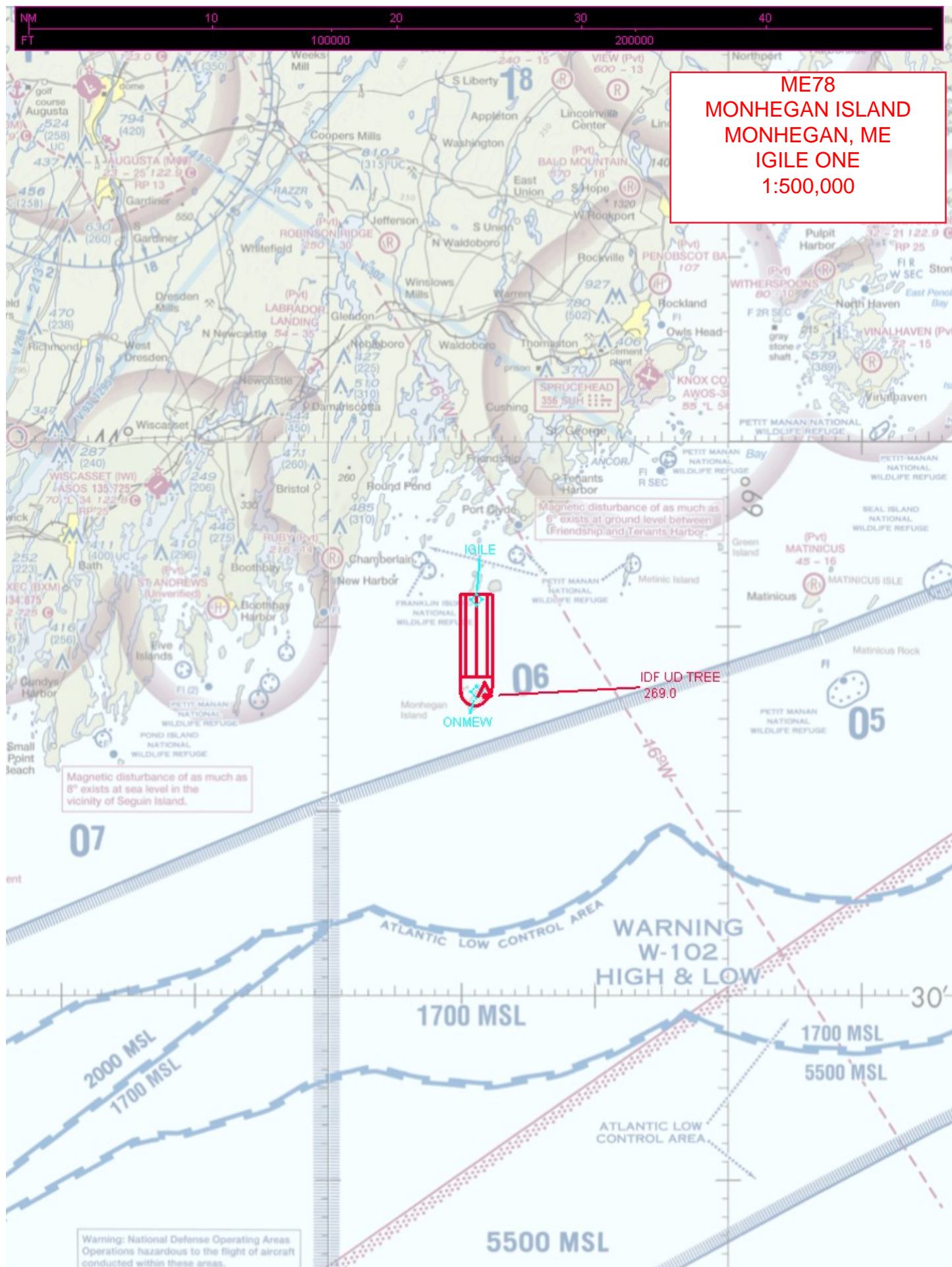


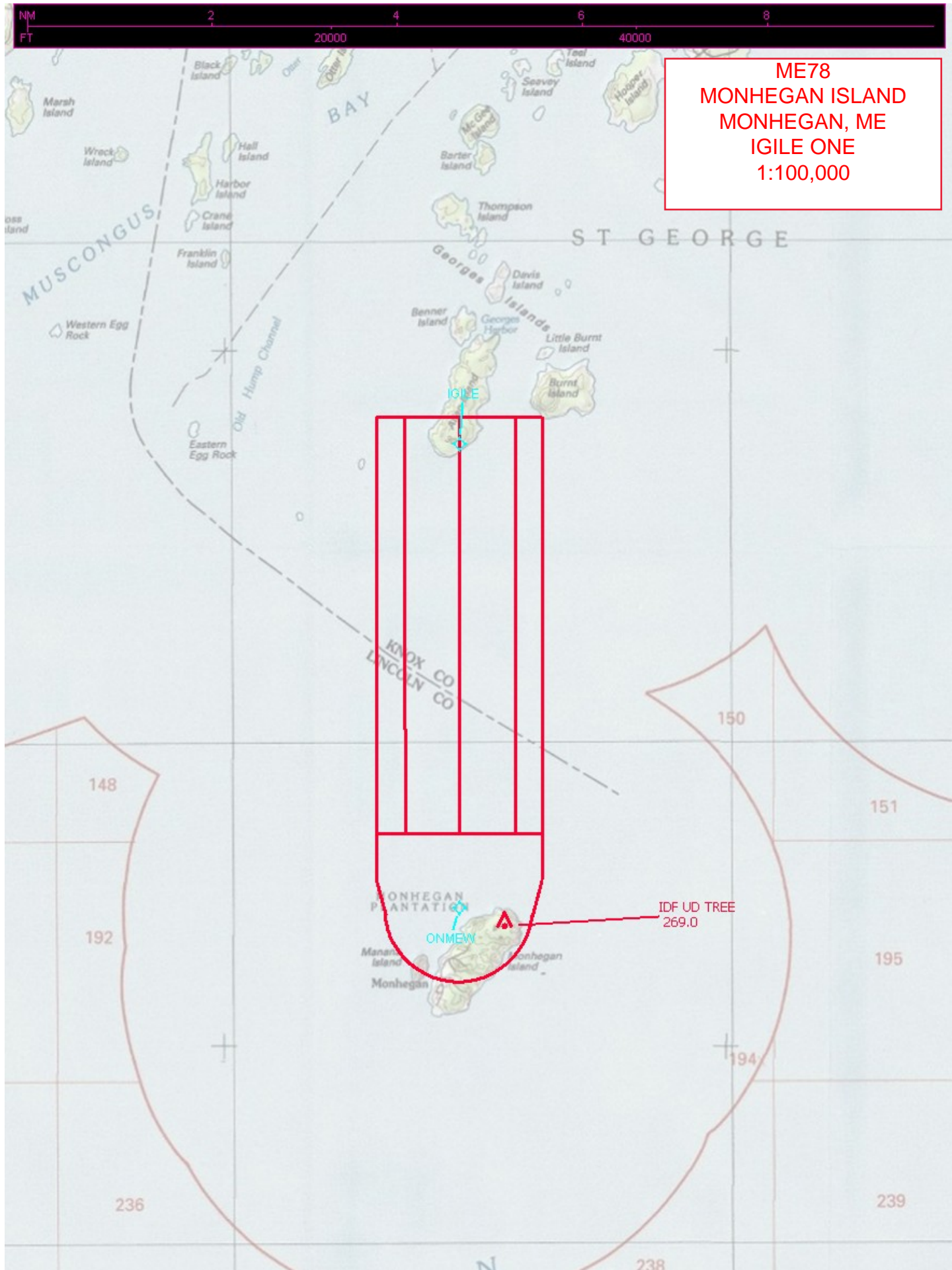
PROTOTYPE-NOT FOR NAVIGATION

- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: Pilot must ensure CDI sensitivity is set to 0.3 NM.  
CDI may be reset to 1.0 NM after IGILE.
- NOTE: Use of Monhegan Island heliport requires  
permission of the owner; use of this procedure requires  
specific authorization by FAA Flight Standards.
- NOTE: Use Rockland altimeter setting.
- NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to ONMEW, cross ONMEW at or above 580.  
IFR SEGMENT: From ONMEW, track 016° to cross IGILE at or above 3000.





**CHECKLIST OF EXTRAORDINARY CIRCUMSTANCES  
IN SUPPORT OF A  
CATEGORICAL EXCLUSION DETERMINATION**

PROJECT: LIFEFLIGHT OF MAINE

CITY: MONHEGAN ISLAND

DATE: 8/31/06

Circumstance	Impact Potential		Comments/ Follow-Up See attached comments if needed
	Yes	No	
1. Effect on Section 106 Historic Properties	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Effect on Section 4(f) Lands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. Controversy on Environmental Grounds	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4. Effect on Natural Systems	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Effect on Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6. Effect on Wetland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Effect on Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
8. Effect on Coastal Zones	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Effect on Prime/Unique Farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Effect on Energy/Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Controversy Regarding Relocation Housing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Community Disruption	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13. Traffic Congestion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
14. Effect on Noise Levels in Noise Sensitive Areas.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	See Note #1
15. Effect on Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
16. Effect on Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
17. Contains/Affects Hazardous Materials	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
18. Land Use Conflicts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
19. Induced Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
20. Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
21. Cumulative Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
22. Inconsistent With Other Environmental Laws	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
23. Environmental Justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
24. Helicopter tracks over major thoroughfares	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**Notes:**

(1) This instrument approach is designed to conform to currently used VFR approach and departure paths. This instrument approach will keep helicopters operating higher during low weather conditions and effectively reduce noise. Alternately, the helicopter would attempt to remain in VMCat low flight levels for long distances along the entire flight route.

I certify, to the best of my knowledge, that the information provided above is complete and correct, and that there is no information that indicates the need for further environmental analysis.

Signature:

*D. E. Norman*

Daniel E. Norman

Title: STI Managing Owner