

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 02/25/2021	APWS Task ID: 94C7F68572A744FBA3B3A513FFF341B9	APWS Project ID: B0FC4120AD6648F2A4C7F29BE5C25C8A
Procedure: SID HURLA ONE BAR HARBOR ME 22ME		Enroute: YES	Specialist: Drakes, Sylvan		Agreement Number:
Airport ID: 22ME			Airport City: BAR HARBOR		State: ME
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: SPECIAL USE PROCEDURE.</p> <p>ACTIVE DATA USED.</p> <p>CONTACT: LONNIE EVERHART OR WARDELL HENNING, 405.954.4576/9954.</p> <p>12/14/2020: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON: 2/26/2020: 1. CHANGED TRANSITION NAME FROM HURLA TO HALED - LOW LEVEL ROUTE ZK362 STARTS AT HALED. 2. ADDED: NOTE: MAINTAIN CDI SENSITIVITY OF 0.3 NM WHEN ASSIGNED HALED TRANSITION - LOW LEVEL ROUTE ZK362 IS DESIGNED FOR .3 NM CDI SENSITIVITY.</p>					

Digitally signed by
JON DENTON
Dec 15, 2020



FIPC BASIC FORM						
PROCEDURE: SID HURLA ONE BAR HARBOR ME 22ME			AIRPORT NAME: BAR HARBOR HELIPORT		AIRPORT ID: K22ME	SPECIAL CONTROL NO: YG-12-050-20
FAC ID: HURLA1		CITY: BAR HARBOR			ST: ME	ORIG CHART DATE: 02/25/2021
DFL TYPE: PROC/I	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID:		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						YES
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/> NO	
PROCEDURE RESULTS						
INSPECTION DATE: 12/09/2020	CREW #: VN364	N #: HELO	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: kevin riese @ 12/11/2020 07:28			PRINTED NAME: RIESE, KEVIN JOHN			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Bar Harbor, Bar Harbor ME HURLA ONE DEPARTURE (COPTER) (RNAV) ORIG completed satisfactory.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

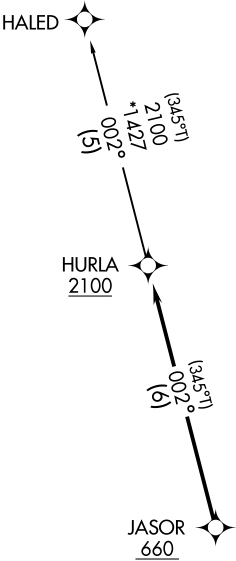
(HURLA1 .HURLA) FIG
HURLA ONE DEPARTURE (COPTER) (RNAV)

AL-11653 (FAA)

BAR HARBOR RGNL (46ME)
BAR HARBOR, MAINE

HANCOCK COUNTY-BAR HARBOR AWOS 3PT
118.35

**TOP ALTITUDE:
ASSIGNED BY ATC**



(H)

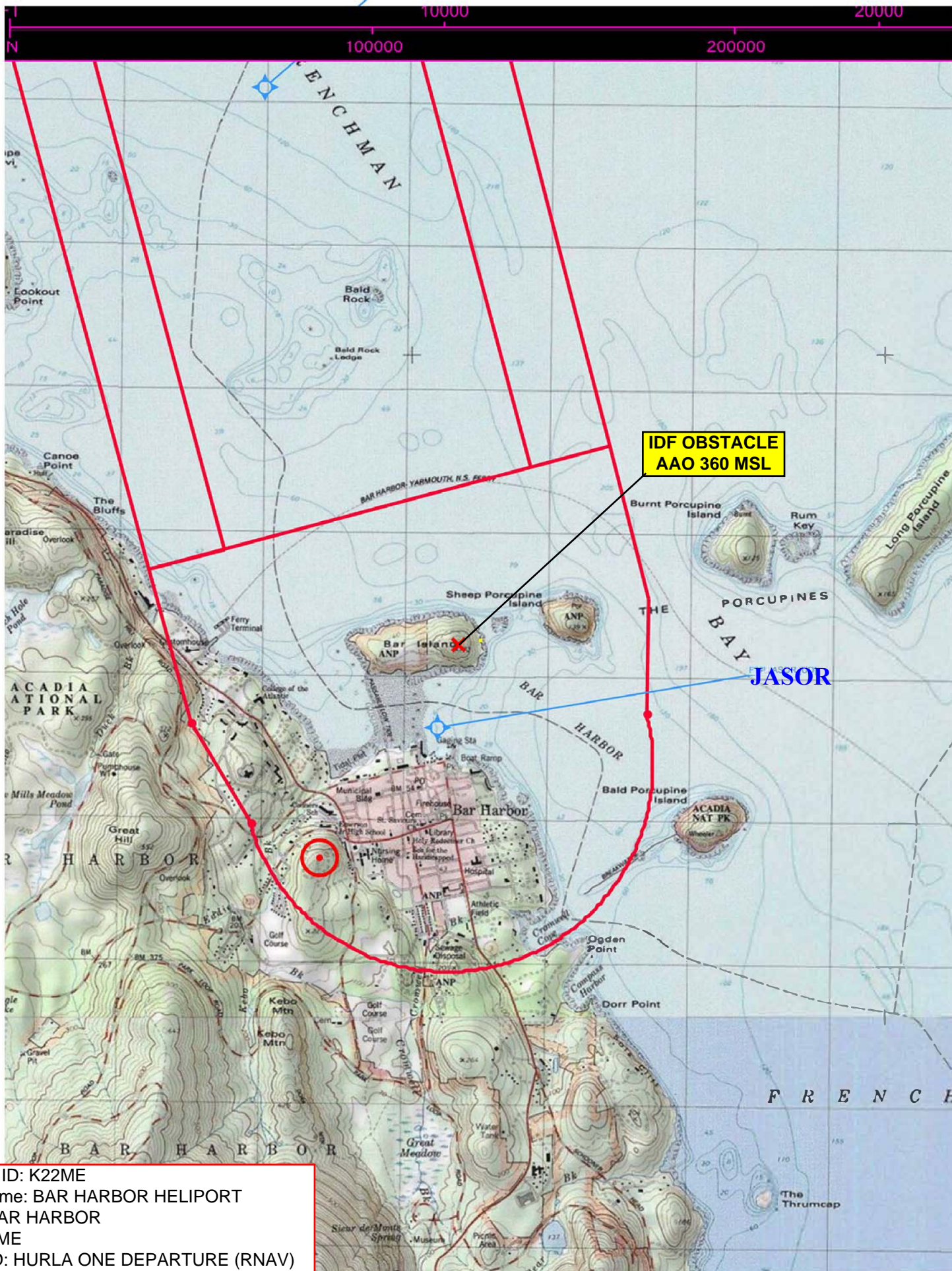
PROTOTYPE-NOT FOR NAVIGATION

- NOTE: Use Hancock County-Bar Harbor altimeter setting.
- 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 HURLA.
- NOTE: Maintain CDI sensitivity of 0.3 NM when assigned HALED transition.
- NOTE: Use of Bar Harbor heliport requires permission of the owner;
use of this procedure requires specific authorization by FAA flight standards.

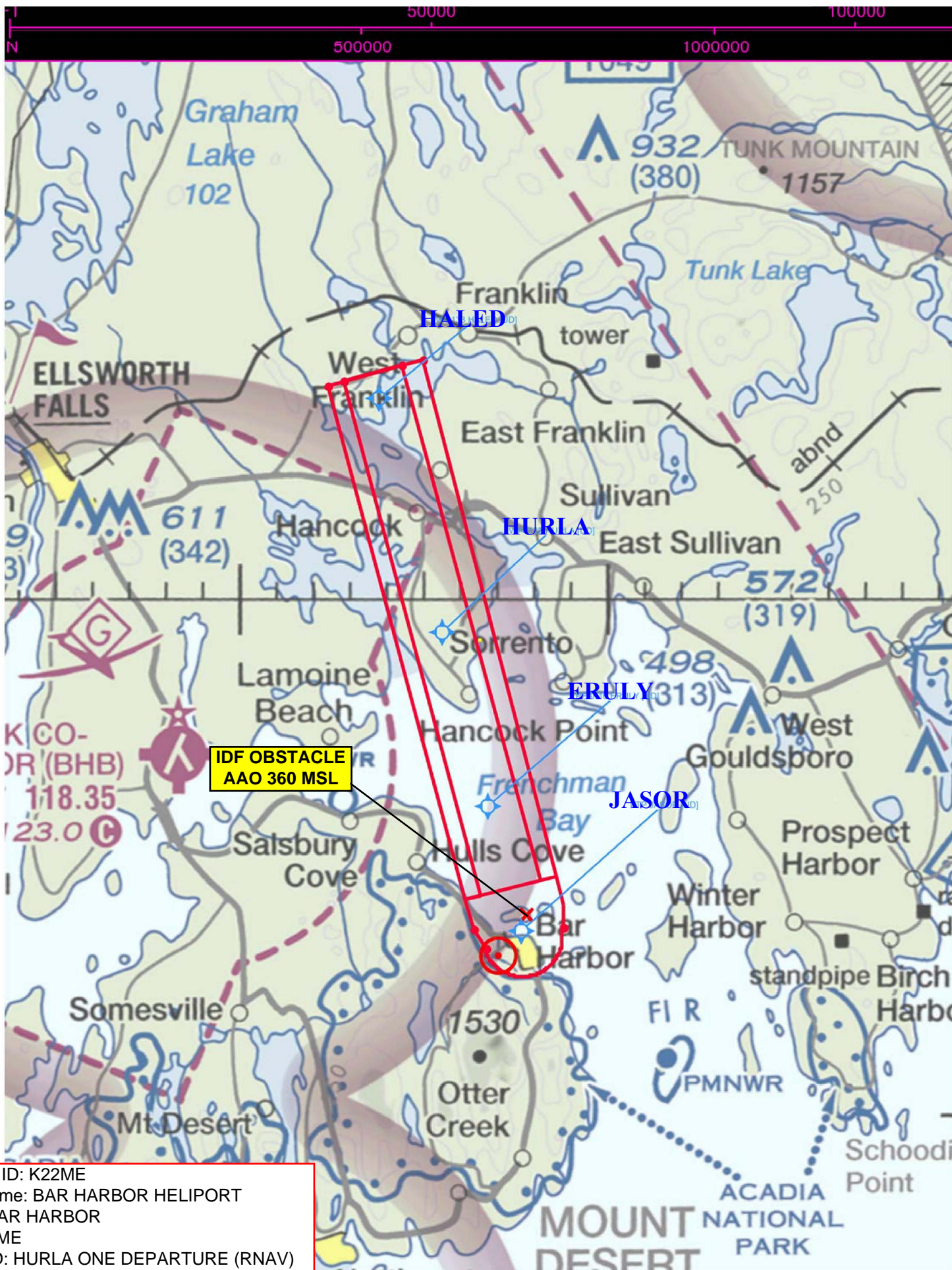
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to JASOR, cross JASOR at or above 660.
IFR SEGMENT: From JASOR, track 002° to cross HURLA at or above 2100, thence...
...(transition) Maintain ATC assigned altitude for RADAR vectors or assigned transition.



Airport ID: K22ME
Apt Name: BAR HARBOR HELIPORT
City: BAR HARBOR
State: ME
Proc ID: HURLA ONE DEPARTURE (RNAV)
Amdt: ORIG
Date: 10/12/2020
Scale: 1:24K



Airport ID: K22ME
Apt Name: BAR HARBOR HELIPORT
City: BAR HARBOR
State: ME
Proc ID: HURLA ONE DEPARTURE (RNAV)
Amdt: ORIG
Date: 10/12/2020
Scale: 1:180K

Federal Aviation Administration Categorical Exclusion Declaration

Date: 09/15/20

IFP: Newton, Carl (carl.v.newton@faa.gov)

Airport Contact: -

Request ID: 22ME_2094

Single or Multiple Procedure: Multiple

Procedure Name(s): COPTER RNAV (GPS) 202 ORIG COPTER RNAV (GPS) 182 ORIG. ODP and RNAV SID.

Procedure Request Description:

COPTER RNAV (GPS) 202 ORIG : Cancellation

New COPTER RNAV (GPS) 182 ORIG.

22ME: Course 164.99 true MDA 700 / HAS 441

PFAF 16 - N44° 26' 00.622772615",W068° 13' 14.239521815" (PFAF 1900)

WP4132 - N44° 29' 23.447860543",W068° 14' 30.220067260" (IF 2100)

WP4133 - N44° 33' 54.758533721",W068° 16' 12.090001441" (IAF/MISSED APCH 2100 - HALED)

MAP - N44° 23' 35.342945467",W068° 12' 19.909446944" (MAP – MDA 700)

New ODP; AIS determine

New PENDING RNAV SID: Route the same as the missed approach IF/IAF (WP4132 - N44° 29' 23.447860543",W068° 14' 30.220067260" (IF 2100))

Procedure Benefit: Will enhance the safety of the LoM crew and deliver critical medical care

Procedure Need: These procedures are in support of the Congressional Funded Program to increase access to critical medical care for populations in rural areas. They will optimize the procedure and increase safety of the Life Flight of Maine crews. To enhance the safety of the LoM crew and deliver critical medical care

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.j: Implementation of procedures to respond to emergency air or ground safety needs, accidents, or natural events with no reasonably foreseeable long-term adverse impacts. (ATO)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By:

Veronda Johnson

Date: September 15, 2020

Title:

Environmental Protection Specialist

Approved By:

Charles J Gibson

Date: September 15, 2020

Title:

Manager, Environmental, CI & NAS Analytics

Figure 2-1-2. Special Instrument Procedure Checklist

Special Procedure Checklist		
Location: BAR HARBOR,ME	ID/Region: 22ME/FS00	Type of Procedure/Name: See Comments Section
RAPT Priority:	Type Aircraft expected to use procedure: AGUSTA-A109-E,AGUSTA-AW109-SP,AGUSTA-AW119-M KII	RNGB: Matthew Leeson, 603-418-0907 Matthew.leeson@faa.gov
Special Procedure Information Required		
Why is this a Special?	PRIVATE PROCEDURE	
Is there a similar Public Procedure?	NO	
Is procedure use limited?	YES- Helicopter Air Ambulance only	
Is the procedure developed using non-standard criteria?	NO	
Is a waiver and/or Flight Standards approval letter required?	None presently required	
Obstruction Evaluation (OE) Study Plan*	Obstacle evaluation is determined by AIS TERPS evaluation and Criteria.	
NOTAM Plan *	FAA Public NOTAM by AIS/NOTAM Office	
Periodic Review Plan *	Conducted by AIS IAW FAA Agreement	
Flight Inspection/Validation Plan*	Conducted by FAA FIOG IAW FAA Agreement.	
Environmental Assessment*	Eastern Service Center/Operations Support Group	
ATC and Airspace Coordination Completed*	Tim Graf Manager BGR Tracon 207-561-2501, Benji Coburn NATCA 425-395-6344	
Airport/Heliport Management Coordination Complete*	Tom Judge Heliport Manager Lifeflight of Maine,207 576 3329	
POI or FSDO Name and Contact Information*	Monica Orosz, North Texas FSDO, Monica.Orosz@faa.gov. 2142778533 William J Morre. PWM FSDO.william.j.moore@faa.gov.2075417727	
Proponent/User(s)*	Life Flight of Maine/ Seven Bar Aviation -POC David Burr dburr@lifeflightmaine.org, 207-275-2955	
Comments		
Cancellation of COPTER RNAV (GPS) 202 ORIG, replaced by COPTER RNAV (GPS) 182 ORIG. New ODP and PENDING RNAV SID. *Under agreement AC0581.		

From: [Lesser, Matthew \(FAA\)](#)
To: [Newton, Carl V \(FAA\)](#); [Cox, Christopher \(FAA\)](#); [Robinson, Marion J \(FAA\)](#); [Bayne, Christine \(FAA\)](#); [Urrutia, Adolfo D \(FAA\)](#); [Gibson, Charles J \(FAA\)](#)
Subject: RE: FOR REVIEW: July 23 LOM meeting notes
Date: Friday, September 04, 2020 2:29:49 PM
Attachments: [image004.png](#)
[image008.png](#)
[image012.png](#)
[image016.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image025.png](#)
[image027.png](#)
[image029.png](#)
[image030.png](#)
[image031.png](#)
[image033.png](#)
[image034.png](#)
[image035.png](#)
[image037.png](#)
[image038.png](#)
[image040.png](#)
[image041.png](#)
[image042.png](#)
[image043.png](#)

Hello Carl, Thank you. Please see below for ME02 and 22ME . Hope this helps.

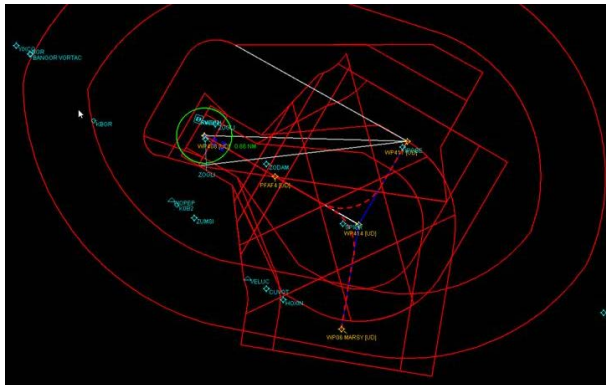
ME02:

Cancellation of COPTER RNAV (GPS) 325 ORIG-A, Replaced by COPTER RNAV (GPS) 317, ORIG
Amendment of ODP
Cancellation of SIPER ONE SID, Replaced by Pending ONE SID (name of IF possibly DUFFE)

The new COPTER RNAV (GPS) 317 would have the following coordinates. This procedure design is to connect up to the new ZK route under development to go to 22ME and the re-design was to help for better visibility of the helipad upon approach. The new SID would be outbound this approach procedure with an option transition to MARSY to join the route.

ME02--0.55 NM from helipad and Final approach course -- 317.00 MAG

PFAF4 - N44° 46' 42.816986230", W068° 41' 48.678213760" -- FAF 1800
WP06 - N44° 41' 58.882075417", W068° 38' 54.595170596" -- IAF (FIX NAME MARSY) 2100
WP414 - N44° 45' 12.666763011", W068° 38' 10.003022528" -- IF 2100
WP417 - N44° 47' 48.397606444", W068° 36' 03.309880718" - IAF/MISSED APPROACH HOLDING 2100
WP408 - N44° 47' 58.480495592", W068° 44' 52.578517627" -- MAP MDA 640



22ME:

Cancellation of COPTER RNAV (GPS) 202 ORIG, replaced by COPTER RNAV (GPS) 182 ORIG.
New ODP and PENDING RNAV SID.

The new COPTER RNAV (GPS) 182 procedure would have the following coordinates. The procedure design is to connect up to the new ZK route under development to go to ME02 and the re-design was to help better overfly the town's main pier to help with visibility at night along with bringing the procedure up to current criteria. The new SID would be outbound the approach procedure with an option to transition to HALEO to join the route.

22ME: Course 164.99 true MDA 700 / HAS 441

PFAF 16 - N44° 26' 00.622772615", W068° 13' 14.239521815" (PFAF 1900)
WP4132 - N44° 29' 23.447860543", W068° 14' 30.220067260" (IF 2100)
WP4133 - N44° 33' 54.758533721", W068° 16' 12.090001441" (IAF/MISSED APCH 2100 - HALEO)
MAP - N44° 23' 35.342945467", W068° 12' 19.909446944" (MAP -- MDA 700)



Hope this helps. Wishing you a safe Labor Day weekend, Matt

Matthew Leeser
Aviation Safety
Aviation Safety Inspector – Operations (AWOPM) Flight Technologies & Procedures Division,
Flight Procedures and Airspace Group
Office: 603-418-0907

Division Feedback:
https://www.faa.gov/about/office_org/headquarters_offices/avs/stakeholder_feedback/afv/afv400/

From: Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Sent: Friday, September 4, 2020 2:23 PM
To: Cox, Christopher (FAA) <Christopher.Cox@faa.gov>; Robinson, Marlon J (FAA) <Marlon.J.Robinson@faa.gov>; Bayse, Christine (FAA) <Christine.Bayse@faa.gov>; Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>; Leeser, Matthew (FAA) <Matthew.Leeser@faa.gov>; Gibson, Charles J (FAA) <Charles.J.Gibson@faa.gov>
Subject: RE: FOR REVIEW: July 23 LoM meeting notes

Matt/Christine,

Please provide me with the sketch of the procedures that may need NEPA work. I will input the data into the screening tool.

Carl

Carl V Newton
Aeronautical Information Specialist, AJV-E24
New England Flight Procedure Specialist
Desk (404) 305-5944

From: Cox, Christopher (FAA) <Christopher.Cox@faa.gov>
Sent: Friday, September 04, 2020 12:14 PM
To: Robinson, Marlon J (FAA) <Marlon.J.Robinson@faa.gov>; Bayse, Christine (FAA) <Christine.Bayse@faa.gov>; Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>; Leeser, Matthew (FAA) <Matthew.Leeser@faa.gov>; Newton, Carl V (FAA) <carl.v.newton@faa.gov>; Gibson, Charles J (FAA) <Charles.J.Gibson@faa.gov>
Subject: RE: FOR REVIEW: July 23 LoM meeting notes

Christine, thank you.

A few questions for the recipient list:

- 1) Did the LoM meeting determine the K22ME original SID needs design requirements?
- 2) Did the LoM meeting determine the KME02 original SID needs design requirements?
- 3) Have the ME02 ODP, SPIER SID CANX, NEW SID, and canx and new procedure been reviewed for NEPA compliance?
- 4) Have the 22ME canx and orig Copter GPS been reviewed for NEPA compliance?
- 5) Does any of this place the project in jeopardy?
- 6) Can the 2K route(s) publish if these slip?

Who has the actions?

- 22ME has been moved to 2/25/2021 in APWS. Also, there will be a cancellation of COPTER RNAV (GPS) 202, and then a **new** procedure will be developed.
- ME02 will also have an **amendment** on the ODP and Cancellation of SPIER SID, and **PENDING SID will be developed** as well as the cancellation of **the current procedure and new procedure**.
- 46ME will also **need a SID** to go with it.

Chris Cox
Manager, Eastern Flight Procedures Team
404-274-7385

From: Robinson, Marlon J (FAA) <Marlon.J.Robinson@faa.gov>
Sent: Thursday, September 3, 2020 3:57 PM
To: Bayse, Christine (FAA) <Christine.Bayse@faa.gov>; Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>; Leeser, Matthew (FAA) <Matthew.Leeser@faa.gov>; Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Cc: Cox, Christopher (FAA) <Christopher.Cox@faa.gov>; Robinson, Marlon J (FAA) <Marlon.J.Robinson@faa.gov>
Subject: RE: FOR REVIEW: July 23 LoM meeting notes

Christine,

Thank you for adding me to the email.

Marlon J Robinson
Manager, Instrument Flight Procedures (IFP) Team 2 AJV-A42
Instrument Flight Procedure Group AJV-A4
Aeronautical Information Services (AIS) AJV-A
Air Traffic Organization (ATO), Mission Support Services
6500 S. MacArthur Blvd, ANF 1, Bldg. 5, Room 104A
Oklahoma City, Oklahoma 73169
marlon.j.robinson@faa.gov
Office: (405) 954-3636
Cell: (405) 230-0219
Visit Aeronautical Information Services Here



From: Bayse, Christine (FAA) <Christine.Bayse@faa.gov>
Sent: Thursday, September 03, 2020 2:38 PM
To: Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>; Leeser, Matthew (FAA) <Matthew.Leeser@faa.gov>; Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Cc: Cox, Christopher (FAA) <Christopher.Cox@faa.gov>; Robinson, Marlon J (FAA) <Marlon.J.Robinson@faa.gov>
Subject: RE: FOR REVIEW: July 23 LoM meeting notes

Adolfo,

22ME has been moved to 2/25/2021 in APWS. Also there will be a cancellation of COPTER RNAV (GPS) 202 and then a new procedure will be developed.

ME02 will also have an amendment on the ODP and Cancellation of SPIER SID and PENDING SID will be developed as well as the cancellation of the current procedure and new procedure.

46ME will also need a SID to go with it.

Thank you,
Christine Bayse
Aeronautical Information Specialist, IFP Systems Team
6500 S. MacArthur Blvd, ANF-1 Bldg 5
Oklahoma City, OK 73169