

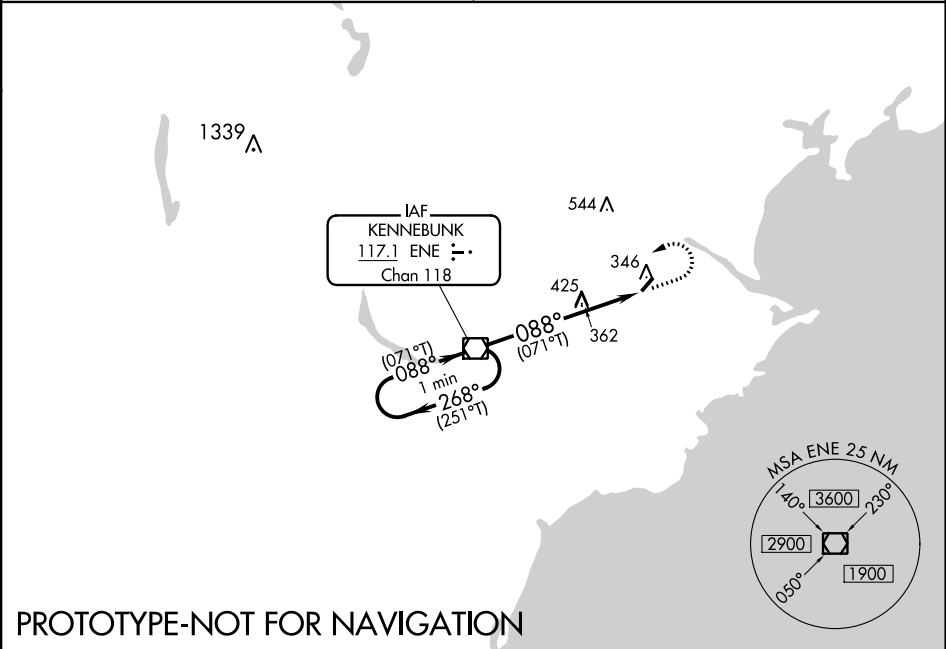
Flight Procedures Cover Page	Task Action: P-NOTAM	Task Type: IAP	Estimated Chart Date: 12/02/2021	APWS Task ID: C6FC7B7E7261453080D2A2933C37A6B0	APWS Project ID: F1865D9597954204A0DFC461CE56D585
Procedure: VOR RWY 6 AMDT 0B		Enroute: NO	Specialist: Moore, Frank		Agreement Number:
Airport ID: B19			Airport City: BIDDEFORD		State: ME
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<div>Procedure Comments: P-NOTAM This Cancels FDC 9/1085 and 0/9758 Order 8260.3, chapter 2, New Circling Criteria Applied. CONTACT DAVE TEFFETELLER 202-267-5177</div> <div>QUALITY 9 CHECKED</div> <div>QUALITY 45 CHECKED</div>					

FIPC BASIC FORM							
PROCEDURE: VOR RWY 6 AMDT 0B			AIRPORT NAME: BIDDEFORD MUNI		AIRPORT ID: KB19	SPECIAL CONTROL NO: YP-08-189-21	
FAC ID: ENE		CITY: BIDDEFORD			ST: ME	ORIG CHART DATE: 12/02/2021	
DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	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?		X
PROCEDURE RESULTS							
INSPECTION DATE: 09/14/2021		CREW #: VN453	N #: N2	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: galen w collins @ 09/16/2021 14:43			PRINTED NAME: COLLINS, GALEN WESLEY				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: B19 VOR RWY 6, VDA/TCH, 3.14/31 flown SAT							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:

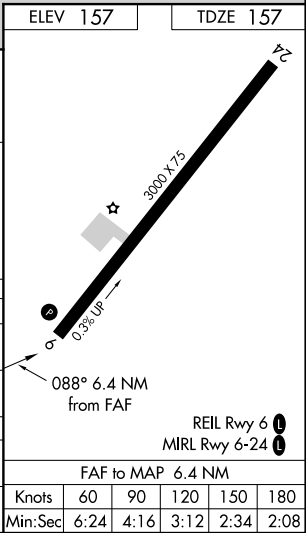
VORTAC ENE	APP CRS	Rwy Idg	3000
117.1	088°	TDZE	157
Chan 118		Apt Elev	157

VOR RWY 6
BIDDEFORD MUNI (B19)

<div>NA</div> <div>Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.</div>	MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.
PORTLAND APP CON ★ 119.75 269.35	UNICOM 123.0 (CTAF) 0



One Minute Holding Pattern				
ENE VORTAC				
2300 ← (251°T) 268° 088° (071°T) →				
VGSi and descent angles not coincident (VGSi Angle 3.50/TCH 31).				
5 NM 1.4 NM				
CATEGORY	A	B	C	D
S-6	700-1½		543 (600-1½)	NA
CIRCLING	700-1 543 (600-1)	720-1 563 (600-1)	800-1¾ 643 (700-1¾)	NA
SANFORD ALTIMETER SETTING MINIMUMS				
S-6	740-1¾		583 (600-1¾)	NA
CIRCLING	740-1 583 (600-1)	760-1 603 (700-1)	840-2 683 (700-2)	NA



OLD

BIDDEFORD, MAINE

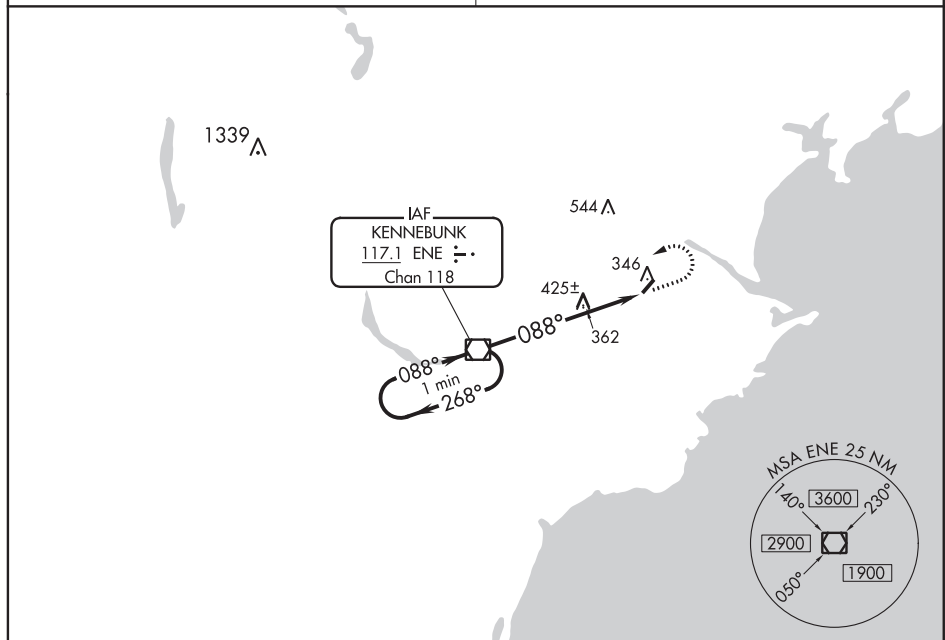
AL-6015 (FAA)

21056

VORTAC ENE 117.1 Chan 118	APP CRS 088°	Rwy Idg TDZE Apt Elev 3000 157 157
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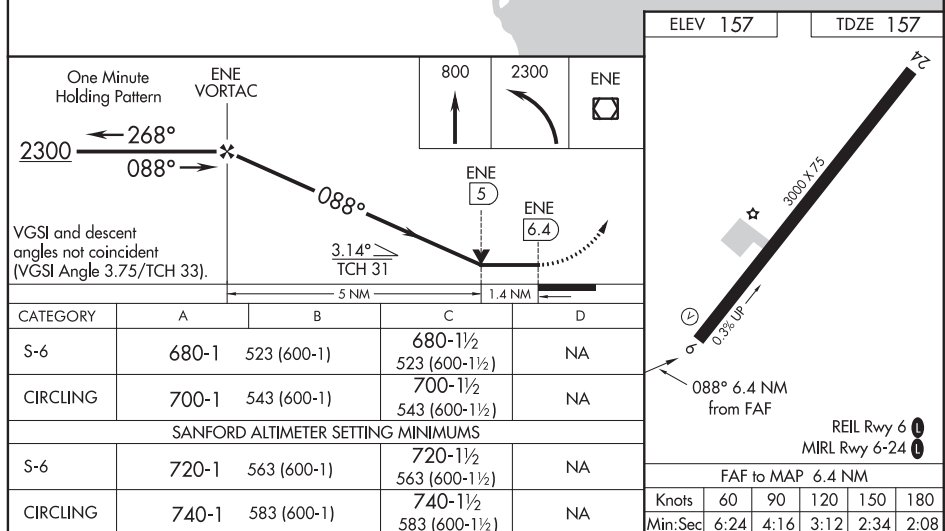
VOR RWY 6
BIDDEFORD MUNI (B19)

<p>⚠ NA Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting. VDP NA when using Sanford altimeter setting.</p>	<p>MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.</p>
<p>PORTLAND APP CON ★ 119.75 269.35</p>	<p>UNICOM 123.0 (CTAF) 0</p>



NE-1, 15 JUL 2021 to 12 AUG 2021

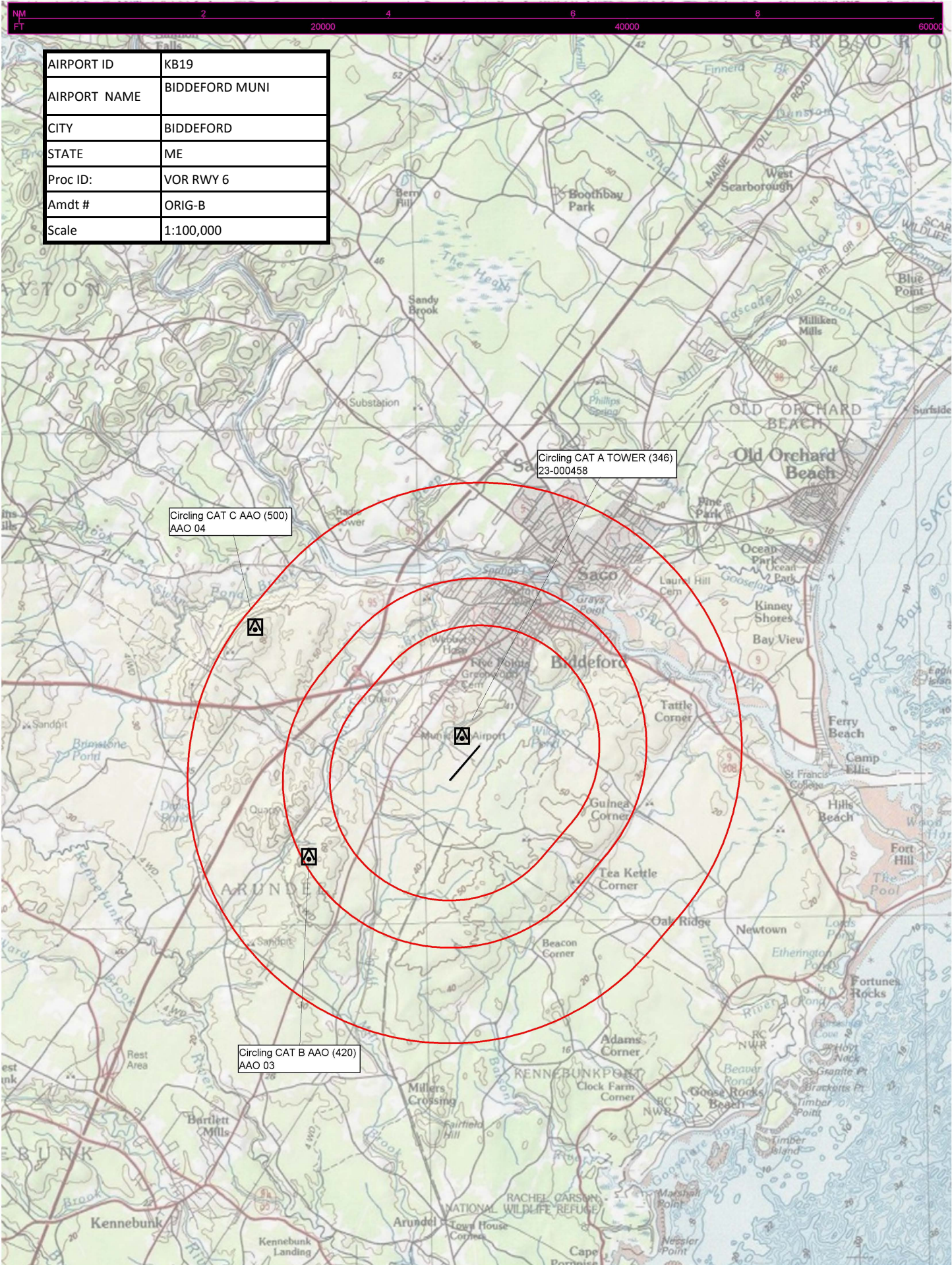
NE-1, 15 JUL 2021 to 12 AUG 2021

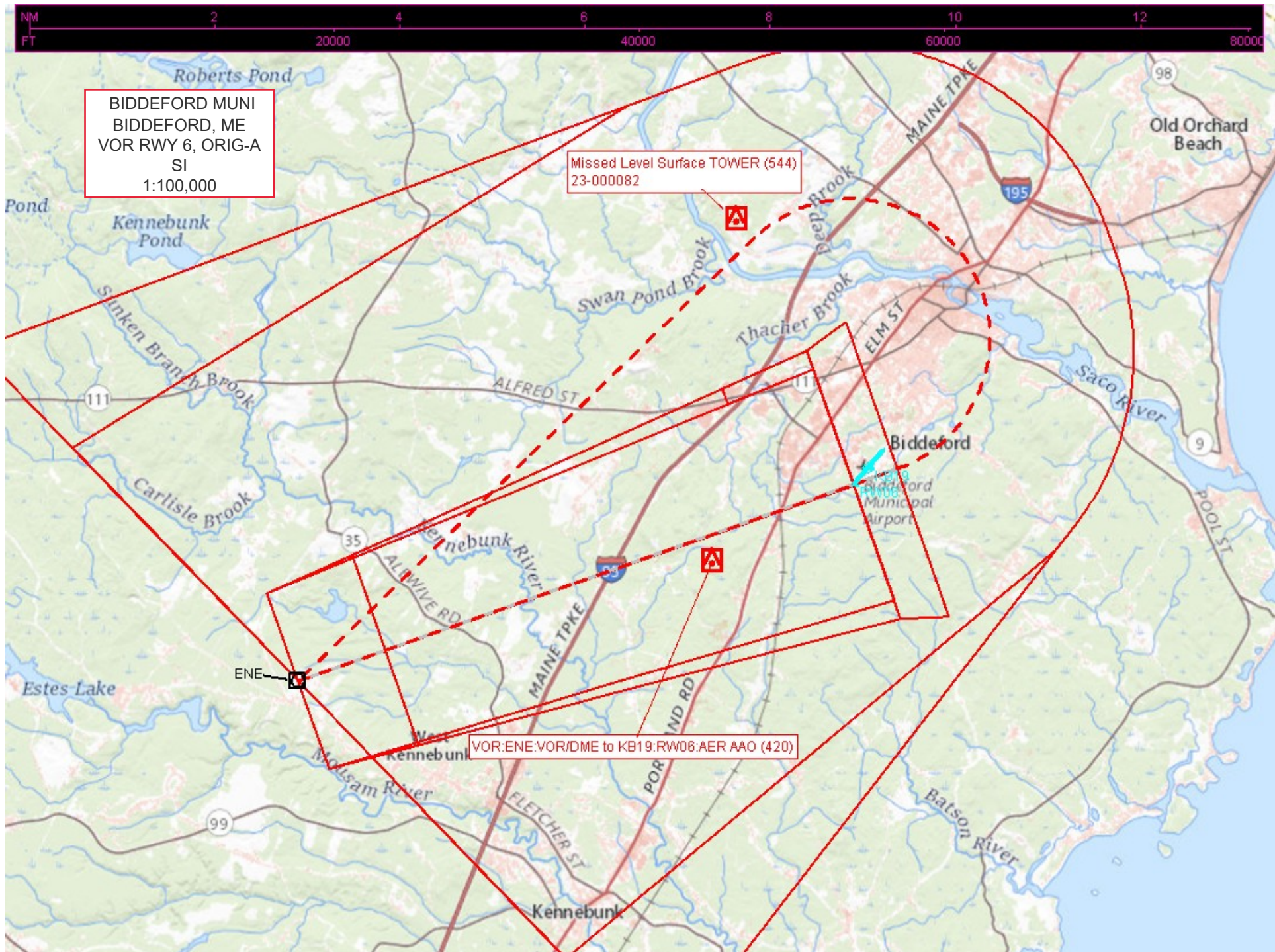


BIDDEFORD, MAINE
Orig-A 31JUL08

43°28'N - 70°28'W

BIDDEFORD MUNI (B19)
VOR RWY 6





Federal Aviation Administration Categorical Exclusion Declaration

Date: 05/11/21

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

Airport Contact: -

Request ID: B19_21511

Single or Multiple Procedure: Multiple

Procedure Name(s): RNAV (GPS) RWY 06 VOR RWY 06

Procedure Request Description:

No Change to procedures. This request is to conduct a Night Evaluation for obstacle in the visual areas.

Procedure Benefit & Need: This action will remove the night restriction on the Instrument approach procedures due to obstacles

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.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

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

Concurrence/Reviewed By:

Veronda Johnson

Date: May 11, 2021

Title:

Environmental Protection Specialist

Approved By:

Charles J Gibson

Date: May 11, 2021

Title:

Manager, Environmental, CI & NAS Analytics



October 4, 2017

Mr. Shawn Reddinger
FAA Eastern Flight Procedures Team
1701 Columbia Avenue
College Park, Georgia 30337

Re: Runway 6 Approach Obstruction Removal– Biddeford Municipal Airport – City of Biddeford, Maine – AIP No. 3-23-0009-12-2016 – Obstruction Removal Certification

Dear Mr. Reddinger,

I hereby certify the TERPs Visual Portion of Final 20:1 area is free of unlighted penetrations.

Attached is a letter the airport received from Aviation Technologies, LLC concerning forthcoming updates to the airport's 5010 Airport Master Record. Following the tree clearing recently completed as part of AIP No. 3-23-0009-12-2016, the approach to Runway 6 is now 24:1. Also attached is a certificate delivered by the tree clearing contractor's surveyor, David Pooler, Professional Land Surveyor, stating the approach is clear.

On behalf of the Biddeford Municipal Airport, I formally submit this request that night operations be authorized to Runway 6.

Thank you for your continued support of the Biddeford Municipal Airport. Please let us know if we can be of further assistance.

Very truly yours,

Biddeford Municipal Airport – City of Biddeford

A handwritten signature in black ink, appearing to read "Kristopher Reynolds".

Kristopher Reynolds,
Airport Manager

Attachments

cc: Stu Moncrieff, P.E. - Gale (with attachments)

Aviation Technologies, LLC.
2740 Moore Road
Springfield, Illinois 62707

August 18, 2017

Mr. Kristopher Reynolds, Manager
Biddeford Municipal Airport
88 Landry Street
Biddeford, ME 04005

Re: Biddeford Municipal Airport
5010 Update Program

Dear Mr. Reynolds:

I would like to thank you for assisting with the update of the Airport Master Record for the Biddeford Municipal Airport. I have uploaded the revisions to the 5010 as discussed and enclosed a set of photographs taken at the airport.

As a part of the 5010 update process, we are required to inform the airport owner/manager of any items that may compromise safety or do not meet federal design criteria. With regard to the Biddeford Municipal Airport, the following is offered:

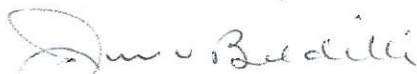
- The approach to Runway 6 is now 24:1 as a result of your recent tree removal and trimming program. The controlling object is a 21' tree located approximately 710' from the threshold and 175' left of the centerline. As such, it now exceeds the FAA's required approach slope of 20:1. There are more trees in the area, but this one is fairly representative of those that remain.
- The brush and trees that were previously considered "close-in" obstructions have now been cleared.
- The required RSA for Runway 6 is 150' wide and 300' long. Presently, this area is slightly longer than 200' from the threshold. You may want to consider establishing the required RSA as a future development project. In fact, some of the "higher" ground at the other end of the runway could be used to extend this area and also help correct some of the elevation problems at the end of Runway 24.
- The approach to Runway 24 is 0:1 due to 12' high brush and trees located approximately 210' from the threshold and 150' right of the centerline. The FAA required approach slope is a clear 20:1 surface. When the trees are removed, the rocks that are currently hidden by the trees will become the controlling obstructions. A clearing project for Runway 24 will require some grading (with surplus soil) in addition to the removal of the trees. It will also remove the "close-in" obstructions for the runway. Once the area under the RPZ is cleared, the next objects identified will be the trees near the baseball diamonds for which the city will need to acquire trimming easements.

- With the exception of the area near the Runway 24 end, the Primary Surface to Runway 6-24 is essentially clear. The straight-in instrument procedure requires a clear area 500' wide primary surface centered on the runway and extending 200' beyond the thresholds. It is possible that the FAA may grant a waiver to the rock ledge based on both a cost/benefit and an airspace analysis. However, such waivers have been extremely rare over the past 10 years.
- There are a few concrete runway light fixture bases that are not flush with the ground. Fill needs to be added to the area so that they are flush with the surface. Presently, the above grade concrete structures defeat the purpose of the frangible couplings at the light fixture bases.
- Several of the pavement cracks have been cleaned and filled. However, it appears that the pavement is nearing the end of its design life. The cracking is due to the natural aging process of asphalt pavements. It is suggested that a pavement rehabilitation program be included in the airport's 5-year CIP along with projects to provide a runway safety area for Runway 6 and the clearing of trees and brush in the Runway 24 approach. A project to relocate the drainage ditches along the side of the runway would make it easier to maintain the Primary Surface assuming that you would not have a problem with the designated "wet land" area.

The airport continues to improve and is neat and orderly. It shows a commitment by you, your staff and the city of Biddeford to make a positive statement about the airport as a doorway to your community. Keep up the good work.

If you have any questions concerning the above, please feel free to contact me at 217-546-1026 (H) or 217-299-0920 (cell).

Respectfully yours,



James V. Bildilli, P.E.
j.bildilli@comcast.net

Encl: Uploaded changes & photos
Cc: MDOT w/copy of uploaded changes and photos



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 6/5/2017
AFD EFF 05/25/2017
FORM APPROVED OMB 2120-0015

> 1 ASSOC CITY: BIDDEFORD 4 STATE: ME LOC ID: B19
> 2 AIRPORT NAME: BIDDEFORD MUNI 5 COUNTY: YORK ME
> 3 CBD TO AIRPORT (NM): 02 S 6 REGION/ADO: ANE/NONE 7 SECT AERO CHT: NEW YORK

FAA SITE NR: 07849.*A

GENERAL

10 OWNERSHIP: PUBLIC
> 11 OWNER: CITY OF BIDDEFORD
> 12 ADDRESS: BOX 586 205 MAIN ST.
BIDDEFORD, ME 04005
> 13 PHONE NR: 207-284-9307
> 14 MANAGER: FRANK MCCUTCHEON JR.
> 15 ADDRESS: 88 LANDRY ST
BIDDEFORD, ME 04005
> 16 PHONE NR: 207-282-1893
> 17 ATTENDANCE SCHEDULE:
ALL MON-THURS 0900-1600
ALL SAT-SUN 0800-1200

KRISTOPHER
REYNOLDS

0800-1700

SERVICES

> 70 FUEL: 100LL
> 71 AIRFRAME RPRS: NONE
> 72 PWR PLANT RPRS: NONE
> 73 BOTTLE OXYGEN: NONE
> 74 BULK OXYGEN: NONE
> 75 TSNT STORAGE: HGR, TIE
> 76 OTHER SERVICES: INSTR, RNTL

BASED AIRCRAFT

90 SINGLE ENG: 41
91 MULTI ENG: 2
92 JET: 0
TOTAL: 43
93 HELICOPTERS: 0
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

FACILITIES

> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM: 123.000
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: NONE
85 CONTROL TWR: NO
86 FSS: BANGOR
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS

100 AIR CARRIER: 0
102 AIR TAXI: 0
103 G A LOCAL: 12,400
104 G A ITNRNT: 2,600
105 MILITARY: 0
TOTAL: 15,000
OPERATIONS FOR
12 MONTHS
ENDING: 08/14/2014

8/18/2017

RUNWAY DATA

> 30 RUNWAY IDENT:
> 31 LENGTH:
> 32 WIDTH:
> 33 SURF TYPE-COND:
> 34 SURF TREATMENT:
35 GROSS WT: S
36 (IN THSDS) D
37 2D
38 2D/2D2
> 39 PCN:

06/24
3,000
75
ASPH-F
25.0

LIGHTING/APCH AIDS

> 40 EDGE INTENSITY:
> 42 RWY MARK TYPE-COND:
> 43 VGSI:
44 THR COSSING HGT.:
45 VISUAL GLIDE ANGLE:
> 46 CNTRLN-TDZ:
> 47 RVR-RVV:
> 48 REIL:
> 49 APCH LIGHTS:

MED
NPI - G / BSC - G
V4L /
33 /
3.75 /
- / -
- / -
Y / N
/

OBSTRUCTION DATA

50 FAR 77 CATEGORY
> 51 DISPLACED THR:
> 52 CTLG OBSTN:
> 53 OBSTN MARKED/LGTD:
> 54 HGT ABOVE RWY END:
> 55 DIST FROM RWY END:
> 56 CNTRLN OFFSET:
57 OBSTN CLNC SLOPE:
58 CLOSE-IN OBSTN:

A(NP) / A(V)
/ /
TREES / BRUSH
/ /
21' 35' 10' 12'
710' 225' 201' 210'
175' 250' 180' 150' RT
24' 0' 1' 0' 1'
Y / Y

DECLARED DISTANCES

> 60 TAKE OFF RUN AVBL (TORA):
> 61 TAKE OFF DIST AVBL (TODA):
> 62 ACLT STOP DIST AVBL (ASDA):
> 63 LNDG DIST AVBL (LDA):

/ / / / /

> 110 REMARKS

016
A 013 CITY CLERK ALTERNATE CONTACT: 207-608-7992
A 058 RWY 06 RY 6 HAS BRUSH +6-12 FT, 100-200 FT FM END OF RY, 200 FT RIGHT.
A 058 RWY 24 RY 24 HAS BRUSH +3 FT AT END OF RY, 125 FT RIGHT AND LEFT; +3 FT GROUND 0-200 FT FM END OF RY, 130 FT RIGHT.
A 070 24 HR FUEL W/MAJOR CREDIT CARD - SELF SERVICE
A 081 ACTVT MRL RY 06/24 & REIL RY 06 - CTAF; VASI RY 06 OPERATE 24 HRS.
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
A 110-001 DEER AND TURKEYS ON & INVOF ARPT.
A 110-003 NOISE ABATEMENT CTC AIRPORT MANAGER FOR DETAILS.
A 110-004 ULTRALIGHT ACTIVITY ON OR INVOF ARPT.
A 110-005 COLD TEMPERATURE RESTRICTED AIRPORT. ALTITUDE CORRECTION REQUIRED AT OR BELOW -31C/-24F.
A 30A RWY 24 CALM WIND RY.

* Rock Lodge 0'-75' FM THR, 210' RT.

111 INSPECTOR: (C)

112 LAST INSP: 08/14/2014

113 LAST INFO REQ:

Breaville

8/18/2017

David Pooler Land Surveyor, PA
David B. Pooler - PLS #2094

193 Rooks Road
Holden, Maine 04429

Telephone: (207) 843-5603
Fax: (207) 843-5603

Cell: 610-0694
E-Mail: DBPOOL@aol.com

SURVEYOR'S CERTIFICATE

I, David Pooler, Professional Land Surveyor, licensed in the State of Maine since 1991, license #2094 hereby certify to the following:

- 1) On April 29, 2017 I visited the Runway 6 approach clearing area of the Biddeford Airport.
- 2) As per the requirements submitted by the engineer from Gale Associates, Inc., I surveyed the approach area within the established clearing area as flagged on the ground to determine that the vegetation within the established clearing area has been removed as per the requirements supplied by the engineer.
- 3) The requirements supplied by the engineer was that the approach surface starts 200 feet from the end of the runway at the elevation of the runway end and rises at a 20' horizontal distance to a 1' vertical rise.
- 4) As per the requirements supplied by the engineer, I hereby certify that the approach area as flagged on the ground is clear of the required vegetation and that the approach is clear.

Dated: May 1, 2017



David Pooler, PLS # 2094

From: [Bond, Clive \(FAA\)](#)
To: [Teffeteller, David \(FAA\)](#)
Cc: [Lau, Andi \(FAA\)](#); [Bordy, Bev L \(FAA\)](#)
Subject: RE: ME_B19 Night Eval
Date: Friday, July 09, 2021 2:50:56 PM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Thanks Dave for the working that. Sounds good!!

Clive C. Bond

Aeronautical Information Specialist
Mission Support Services | Air Traffic Organization (ATO)
Federal Aviation Administration

Office: 405-954-8770
Email: Clive.Bond@faa.com
Web: www.faa.gov/go/missionsupport



From: Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Sent: Friday, July 9, 2021 1:45 PM
To: Teffeteller, David (FAA) <David.Teffeteller@faa.gov>; Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>
Cc: 'AMC-AJV-IFP-ProdCoordTeam' <AMC-AJV-IFP-ProdCoordTeam@faa.gov>
Subject: RE: ME_B19 Night Eval

Slipping it to 12/30 should not be an issue. I will keep the airport updated.

Thank you.

Carl V Newton
Aeronautical Information Specialist, AVJ-E24
New England Flight Procedure Specialist
Desk (404) 305-5944
Cell (404)- 907-0062

From: Teffeteller, David (FAA) <David.Teffeteller@faa.gov>
Sent: Friday, July 9, 2021 2:43 PM
To: Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>; Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Cc: 'AMC-AJV-IFP-ProdCoordTeam' <AMC-AJV-IFP-ProdCoordTeam@faa.gov>
Subject: RE: ME_B19 Night Eval

Adolfo/Carl – Kicked this around with Clive for a while.... We have a circ icon project for the RNAV that's going for 12/2. We can include the procedure NA at night note removal in that project. Potential for the circ icon exists if FC doesn't get to the eval in time but slipping to 12/30 should't be a huge issue.

Thanks,
Dave

David Teffeteller
Aeronautical Information Services
Manager, IFP Team 3, Sub-Team C
1305 East-West Highway, Room 4640
Silver Spring, MD 20910
(202)-267-5177

From: Teffeteller, David (FAA)
Sent: Friday, July 9, 2021 1:30 PM
To: Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>; 'AMC-AJV-IFP-ProdCoordTeam' <AMC-AJV-IFP-ProdCoordTeam@faa.gov>
Cc: Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Subject: RE: ME_B19 Night Eval

Adolfo - Looping in the ICT, as I'm not fully up to speed on FC ramifications, etc...

ICT – See below.... To summarize, we have a night eval project for B19. The VOR IAP is restricted by TNOTAM however, the RNAV is published NA at night. We do not have a project to amend the RNAV IAP to remove the NA at night note. Thoughts?

Thanks,
Dave

David Teffeteller
Aeronautical Information Services
Manager, IFP Team 3, Sub-Team C
1305 East-West Highway, Room 4640
Silver Spring, MD 20910
(202)-267-5177

From: Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>
Sent: Friday, July 9, 2021 1:23 PM
To: Newton, Carl V (FAA) <carl.v.newton@faa.gov>; Teffeteller, David (FAA) <David.Teffeteller@faa.gov>
Subject: RE: ME_B19 Night Eval

Carl/Dave,

The intention is indeed to return Night Ops, they have been trying since 2017. Dave would you like me to add the project or will you baa bel to do it. As I see it its will be a P-NOTAM remove the NA at night note.

Muchas Thank You!

Adolfo D. Urrutia
Eastern Operations Support Team (AJV-E24)
Aeronautical Information Production Lead
(404) 305-5960 or Cell (305) 467-8550

From: Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Sent: Friday, July 9, 2021 9:59 AM
To: Urrutia, Adolfo D (FAA) <adolfo.d.urrutia@faa.gov>
Subject: FW: ME_B19 Night Eval

Adolfo,

Please review and provide me with direction on how to proceed. I am not sure that the information included in the 2018 survey is all that is needed. Also, If we need an additional task for the RNAV procedure, can we add it to this task?

Carl

Carl V Newton
Aeronautical Information Specialist, AJV-E24
New England Flight Procedure Specialist
Desk (404) 305-5944
Cell (404)- 907-0062

From: Teffeteller, David (FAA) <David.Teffeteller@faa.gov>
Sent: Friday, July 9, 2021 9:14 AM
To: Newton, Carl V (FAA) <carl.v.newton@faa.gov>
Subject: ME_B19 Night Eval

Hey Carl,

Just a heads up... I'm not 100% on the intent/scope of this project but.... When the night eval is completed, we will be able to amend the TNOTAM for the VOR and get them the night mins back, but the RNAV is published NA at night. We don't have a project to amend that IAP if the expectation from the airport is for that to also be available for night ops.

Project ID: 83DE7733070E4E53B0158B5A4BF152C8



Thanks,
Dave

David Teffeteller
Aeronautical Information Services
Manager, IFP Team 3, Sub-Team C
1305 East-West Highway, Room 4640
Silver Spring, MD 20910
(202)-267-5177