

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> 94PN	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) 145	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> YORK	<u>STATE</u> PA		
<u>SURFACE ELEVATION</u> 720	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u> NONE	<u>DATED</u>	<u>MAG VAR</u> 10W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

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>
TEMUE	IAF	JAEFF		TF	FB	1.00	144.92	3.00	3000
JAEFF	IF	ARRDE		TF	FB	1.00	144.94	3.00	2200
ARRDE	FAF	JAYCE	MAP	TF	FO	0.30	144.97	2.59	
JAYCE	MAP	1120 MSL		CA			144.97		
1120 MSL		TEMUE		DF	FO	1.00			3000

MISSED APPROACH

MAP:

LNAV: JAYCE

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3000 DIRECT TEMUE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. PROFILE STARTS AT TEMUE

3. FAC:

144.97

FAF: ARRDE

DIST FAF TO MAP: 2.59

DIST FAF TO THLD:

4. MIN ALT: TEMUE 3000, JAEFF 3000, ARRDE 2200

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAS:

GS ANT:

6. MIN GP INCPT:

GP ALT AT FAF :

OM:

MM:

IM:

7. GP ANGLE:

34:1:

20:1:

TCH:

8. MSA FROM: JAYCE 3100

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: NIGHT VISIBILITY MINIMUM 1 SM.
CHART NOTE: WHEN YORK ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
CHART PLANVIEW NOTE: PROCEED VFR FROM JAYCE OR CONDUCT THE SPECIFIED MISSED APPROACH.
CHART PLANVIEW NOTE: LIMIT FINAL AND MISSED APPROACH TO 70 KIAS.
CHART PLANVIEW NOTE: INCREASE TO 90 KIAS UPON REACHING THE MISSED APPROACH ALTITUDE; MAINTAIN 90 KIAS WHILE IN HOLDING.
CHART NOTE: USE OF WELLSPAN YORK HOSPITAL REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
CHART NOTE: USE YORK ALTIMETER SETTING.
CHART NOTE: HELIPORT LIGHTS CONTROLLED BY PRIOR ARRANGEMENT.
CHART SPEED ICON IN PLANVIEW AT ARRDE: MAX 70 KIAS.

ADDITIONAL FLIGHT DATA:

CHART YORK ASOS.
CHART ARRIVAL HOLDING AT TEMUE.
HOLD NW, LT, 144.92 INBOUND.
FAS OBST: 680 AAO 395752N/0764544W.
CHART 980 TREE 395600N/0764356W.
WELLSPAN YORK HOSPITAL, 94PN, 483.0, 145.00/0.65
CHART AT OR ABOVE 3000 AT TEMUE.

MINIMUMS:

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

ALTERNATE: NA ☒

CATEGORY:	COPTER														
FINAL TYPE	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS	DA/MDA	VIS	HAS
LNAV MDA	1140	3/4	420		NA			NA			NA				

CHANGES - REASONS

1/28/2022: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/26/2021.
1. ADDED CHART NOTE: NIGHT VISIBILITY MINIMUMS 1 SM.



HELIPORT ID
94PN

PROCEDURE NAME
COPTER RNAV (GPS) 145

ORIGINAL/AMENDMENT
ORIG

CITY
YORK

STATE
PA

SUBMITTED BY

OFFICE

DATE

FLIGHT CHECKED BY
TERRY LEE HESTER

Digitally signed by
JON DENTON
Jan 28, 2022

OFFICE
FIOG

DATE
12/07/2021

DEVELOPED BY
TYLER MITCHELL

Digitally signed by
JON DENTON
Jan 28, 2022

OFFICE
AJV-A432

DATE
10/28/2021

RECOMMENDED BY
LONNIE EVERHART

Digitally signed by
JON DENTON
Jan 28, 2022

OFFICE
AJV-A430

DATE

TITLE
MANAGER

APPROVED BY

OFFICE
AFS-400

DATE

TITLE



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

<u>HELIPORT ID</u> 94PN	<u>PROCEDURE NAME</u> COPTER RNAV (GPS) 145	<u>AMDT NO.</u> ORIG	<u>CITY</u> YORK	<u>STATE</u> PA	<u>SURFACE ELEVATION</u> 720	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
TEMUE

TO
JAEFF

<u>RNP</u>	<u>DISTANCE</u> 3.00	<u>PAT</u>	<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	400321.00N/0765039.00W	1306	164	98	4E	1000				AT694	3000
												TERRAIN	400324.00N/0765042.00W	1106 (1100)								AS1500	2600

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
JAEFF

TO
ARRDE

<u>RNP</u>	<u>DISTANCE</u> 3.00	<u>PAT</u>	<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	400200.00N/0764927.00W	775	164	98	4E	500				AC98 AT827	2200
												TERRAIN	395900.00N/0764939.00W	531 (500)								AS1500	2000

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV

FROM
ARRDE

TO
JAYCE

<u>RNP</u>	<u>DISTANCE</u> 2.59	<u>PAT</u>	<u>MAP</u> JAYCE	<u>HAS</u> 420			<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	395751.94N/0764543.82W	680	50	20	2C	250				RA48 MA162	1140

COMPUTATIONS

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

MISSED APPROACH : LNAV

FROM
JAYCE

TO
TEMUE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAS</u>			<u>HMAS</u>				
							1120				
<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	395600.13N/0764355.76W	1080	50	20	2C		ASC				3000
AAO	400321.00N/0765039.00W	1306	164	98	4E	1000					2400
TERRAIN	400324.00N/0765042.00W	1105 (1100)								AS1500	2600

COMPUTATIONS

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER

JAYCE

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (42-000760)	402043.56N/0765207.55W	355	24.4	2033	20	3	1A	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
MDT APP CON, ZNY ARTCC

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KTHV	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KTHV	<u>DISTANCE</u> 7.34	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 48
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
JAYCE 720, KTHV 494.7
RA = 47.7.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>	

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

<u>CRITICAL TEMPERATURES</u>			
<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>

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

980 TREE 395600.13N/0764355.76W (138.00)

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:
VDP NOT ESTABLISHED - POINT IN SPACE PROCEDURE.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
100 FT VEGETATION HEIGHT USED.



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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	0.26
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	134.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	MAP	TO 1500FT POINT	2.19
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.76
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	134.97
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD
COORDINATES
(IF STR-IN)

ARP COORDINATES395641.36N/0764305.57W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

FAF
COORDINATES395858.93N/0764604.42W

FIX NAME
COORDINATESMAP JAYCE: 395708.96N/0764341.43W

REMARKS

POINT IN SPACE PROCEDURE, AIRSPACE CALCULATED FROM MAP JAYCE.

QUALITY

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CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TYLER MITCHELL	AJV-A432	10/28/2021	AERONAUTICAL INFORMATION SPECIALIST

