

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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.

<u>AIRPORT ID</u> SLK	<u>PROCEDURE NAME</u> ILS OR LOC RWY 23	<u>ORIGINAL/AMENDMENT</u> 12	<u>CITY</u> SARANAC LAKE	<u>STATE</u> NY
<u>AIRPORT ELEVATION</u> 1663	<u>TDZE</u> 1663	<u>SUPERSEDED</u> ILS OR LOC RWY 23	<u>ORIGINAL/AMENDMENT</u> 11	<u>DATED</u> 06/17/2021
<u>FACILITY</u> I-SLK	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 14W
				<u>EPOCH YEAR</u> 2015
				<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>
BTV VOR/DME		LIZZZ		TF	FB	1.00	300.29	31.75	5400
LIZZZ	IAF	JONNN	NOPT	TF	FB	1.00	299.79	6.00	5400
JNFER	IAF	JONNN	NOPT	TF	FB	1.00	138.90	9.50	5400
JONNN	IF/IAF	RIIKE/SLK 6.77 DME		TF	FB	1.00	229.03	6.73	3800
RIIKE/SLK 6.77 DME	FAF	HNDRK/SLK 3.76 DME					228.90 (I-SLK)	3.02	
HNDRK/SLK 3.76 DME		SLK 0.67 DME	MAP				228.90 (I-SLK)	3.10	
SLK 0.67 DME	MAP	3500 MSL		CA			228.90		3500
3500 MSL		JONNN		DF	FO	1.00			5400

MISSED APPROACH

MAP:

ILS: DA
LOC: SLK 0.67 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 THEN CLIMBING RIGHT TURN TO 5400 DIRECT JONNN AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- | | | | | | |
|---|---|----------|------------------|--------------|------------------------|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF | (IAF) |
| 2. HOLD NE JONNN, RT, 228.90 INBOUND, 5400 IN LIEU OF PT (IAF), MAX 6000. | | | | | |
| 3. FAC: 228.90 | FAF: RIIKE/SLK 6.77 DME | | DIST FAF TO MAP: | | DIST FAF TO THLD: 6.12 |
| 4. MIN ALT: JONNN 5400, RIIKE/SLK 6.77 DME 3800, HNDRK/SLK 3.76 DME 2760* | | | | | |
| 5. DIST TO THLD FROM OM: | MM: | IM: | 150 HAT: | GS ANT: 1099 | |
| 6. MIN GS INCPT: 3800 | GS ALT AT PFAF: RIIKE/SLK 6.77 DME 3800 | | | OM: | MM: |
| 7. GS ANGLE: 3.20 | 34:1: | 20:1: | TCH: 59.8 | | IM: |
| 8. MSA FROM: KSLK 6600 | | | | | |



PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: CIRCLING RWY 5, 9, 27 NA AT NIGHT.

CHART NOTE: VDP NA WHEN USING LKP ALTIMETER SETTING.

CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: DME FROM SLK DME. SIMULTANEOUS RECEPTION OF I-SLK AND SLK DME REQUIRED.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 23 CAT A/B VISIBILITY TO 1 SM.

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LKP ALTIMETER SETTING AND INCREASE S-ILS 23 DA TO 1905 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 23 VISIBILITY CAT C/D 1/4 SM.

CHART SPEED ICON IN PLANVIEW AT JONNN: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

CHART AT OR ABOVE 6000 AT JNFER.

CHART 2275 TREE (36-040732) 442642.65N/0740953.59W.

CHART FAS OBST: 1840 TREE (36-040950) 442457.93N/0741040.32W.

*2820 WHEN USING LKP ALTIMETER SETTING.

CHART VDP AT 2.06 DME.

DISTANCE VDP TO THLD 1.40 NM.

MINIMUMS:**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT****ALTERNATE:** NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT A 900-2, CAT B 1000-2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

<u>CATEGORY:</u>	<u>A</u>			<u>B</u>			<u>C</u>			<u>D</u>			<u>E</u>		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 23	1863	1/2	200	1863	1/2	200	1863	1/2	200	1863	1/2	200			
S-LOC 23	2200	3/4	537	2200	3/4	537	2200	1	537	2200	1	537			
CIRCLING	2500	1 1/4	837	2660	1 1/2	997		NA			NA				



CHANGES - REASONS

1. TERMINAL ROUTES/PROFILE LINE 4: REMOVED DME DISTANCE REFERENCES FROM FIXES LIZZZ AND JONNN - FIXES NOW WAYPOINTS ONLY.
2. TF/FB/1.00 RNP ADDED TO SEGMENT BTV VOR/DME TO LIZZZ, COURSE CHANGED FROM 301.29 TO 300.29 - CHANGED TO RNAV LEG PER FPT.
3. TERMINAL ROUTES: TF/FB/1.00 RNP ADDED TO SEGMENT LIZZZ TO JONNN, COURSE CHANGED FROM 301.29 TO 299.79, DISTANCE CHANGED FROM 6.00 (BTB R-301) TO 6.00 - CHANGED TO RNAV LEG PER FPT.
4. TERMINAL ROUTES: TF/FB/1.00 RNP ADDED TO SEGMENT JONNN TO RIIKE/SLK 6.77 DME, COURSE CHANGED FROM 228.90 TO 229.03, DISTANCE CHANGED FROM 6.73 (I-SLK) TO 6.73 - CHANGED TO RNAV LEG PER FPT.
5. TERMINAL ROUTES: ADDED RIIKE/SLK 6.77 DME TO HNDK/SLK 3.76 DME, HNDK/SLK 3.76 DME TO SLK 0.67 DME, SLK 0.67 DME TO 3500 MSL, AND 3500 MSL TO JONNN - HYBRID PROCEDURE WITH RNAV MISSED.
6. DELETED "RNAV 1 – GPS REQUIRED" FROM EQUIPMENT REQUIREMENTS NOTES; ADDED "RNP APCH - GPS" TO PBN REQUIREMENTS NOTE - IAW 8260.19K PARA 8-6-8D(5)(A)1.
7. EQUIPMENT REQUIREMENTS NOTES: REMOVED "DME REQUIRED" - NOT DOCUMENTED FOR HYBRID PROCEDURE WITH PBN REQUIREMENTS NOTES.
8. NOTES: ADDED "CHART NOTE: VDP NA WHEN USING LKP ALTIMETER SETTING" - BACKUP ALTIMETER ADDED TO PROCEDURE PER FPT/IAW 8260.19K PARA 8-6-10E(9).
9. NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LKP ALTIMETER SETTING AND INCREASE S-ILS 23 DA TO 1905 FEET; INCREASE ALL MDAS 60 FEET AND S-LOC 23 VISIBILITY CAT C/D 1/4 SM" - FPT REQUEST/IAW 8260.19K PARA 8-6-10F.
10. NOTES: ADDED CHART SPEED ICON IN PLANVIEW AT JONN: MAX 200 KIAS" - IAW 8260.19K PARA 4-6-10G/SPEED RESTRICTION REQUESTED BY ATC/FPT.
11. NOTES: CHANGED HELICOPTER VISIBILITY REDUCTION NOTE FROM "LOC ONLY RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" - IAW 8260.19K PARA 8-6-12K(2).
12. ADDITIONAL FLIGHT DATA: REMOVED CHART CIRCLING ICON - NO LONGER REQUIRED BY CRITERIA.
13. ADDITIONAL FLIGHT DATA: REMOVED "CHART BTB 37.75 DME AT JONNN." - SEGMENT FROM BTB TO JONNN NOW RNAV LEG.
14. ADDITIONAL FLIGHT DATA: CHANGED CHART FAS OBST FROM "1840 TREE 442458N/0741040W" TO "1840 TREE (36-040950) 442457.93N/0741040.32W." - ADDED OAS NUMBER IAW 8260.19K PARA 8-6-11C.
15. ADDITIONAL FLIGHT DATA: CHANGED "CHART 2275 TREE 442643N/0740954W" TO "CHART 2275 TREE (36-040732) 442642.65N/0740953.59W." - ADDED OAS NUMBER IAW 8260.19K PARA 8-6-11E.
16. ADDITIONAL FLIGHT DATA: REMOVED ASTERISK FROM "CHART VDP AT 2.06 DME*", REMOVED "*LOC ONLY" NO LONGER REQUIRED.
17. ADDITIONAL FLIGHT DATA: ADDED "*2820 WHEN USING LKP ALTIMETER SETTING." - IAW 8260.19K PARA 8-6-7D(6).
18. ADDITIONAL FLIGHT DATA: CHANGED NOTE FROM "CHART 6000 AT JNFER" TO "CHART AT OR ABOVE 6000 AT JNFER" - IAW 8260.19K PARA 8-6-11N.
19. ALTERNATE MINIMUMS: CHANGED LOC FROM "LOC: CAT A 900-2, CAT B 1000-2, CAT C 1000-3, CAT D 1100-3, NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "STANDARD - CAT A 900-2, CAT B 1000-2, NA WHEN LOCAL WEATHER NOT AVAILABLE" - CIRCLING CATS C/D REMOVED FROM PROCEDURE/ALTERNATE MINS SELECTED IAW 8260.3G TABLE 3-4-1.
20. MINIMUMS: CIRCLING CAT C/D REMOVED - FLIGHT CHECK DIRECTED/CANCELS NOTAM FDC 4/2203.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZBW, AMGR

FLIGHT CHECKED BY

RYAN CARAMANICA

Digitally signed by

ROBERT G HAMILTON

Jul 13, 2026

OFFICE

AJF

DATE

07/10/2026

DEVELOPED BY

TAYLOR KENNEY

Digitally signed by

ROBERT G HAMILTON

Jul 13, 2026

OFFICE

AJV-A433

DATE

02/23/2026

APPROVED BY

ROBERT G HAMILTON

Digitally signed by

ROBERT G HAMILTON

Jul 13, 2026

OFFICE

AJV-A433

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SLK	ILS OR LOC RWY 23	12	SARANAC LAKE	NY	1663	I-SLK

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM BTV VOR/DME **TO** LIZZZ

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	31.75				

<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	443124.00N/0735527.00W	2920	215	8	4B	2000				AT480	5400
TERRAIN	443112.00N/0735027.00W	2378 (2400)								AS1500	3900

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM LIZZZ **TO** JONNN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	6.00				

<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	443124.00N/0735527.00W	2920	215	8	4B	1000				AT1480	5400
TERRAIN	443124.00N/0735527.00W	2719 (2700)								AS1500	4200

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

JNFER

TO

JONNN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	9.50										
<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	443703.00N/0741033.00W	3068	215	8	4B	1000				AT1332	5400
TERRAIN	443703.00N/0741033.00W	2867 (2900)								AS1500	4400

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

JONNN (IF/IAF)

TO

RIIKE/SLK 6.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.73										
<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	443433.20N/0740256.66W	2899	50	20	2C	500					3400
TERRAIN	442924.00N/0740345.00W	2837 (2800)								AS1000	3800

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

RRIKE/SLK 6.77 DME

TO

RW23

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.12		DA				200				
<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>
							ASC				1863

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

RRIKE/SLK 6.77 DME

TO

HNDRK/SLK 3.76 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	3.02										
<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>
TREE (36-023765)	442654.27N/0740853.03W	2389	20	3	1A	250				XL6 XP115	2760

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP - MAINTAIN CURRENT MINIMUM.



FINAL: LOC STEPDOWN

FROM

HNDRK/SLK 3.76 DME

TO

SLK 0.67 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.10		SLK 0.67 DME				537				
<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>
TREE (36-040950)	442457.93N/0741040.32W	1840	20	3	1A	250				XP110	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

XP - MAINTAIN CURRENT MINIMUMS.

HOLD-IN-LIEU OF PT

FROM

JONNN

TO

P-6

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-6	<u>MAP</u>				<u>HAT</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>
TOWER (36-000545)	444143.00N/0735259.00W	4095	500	125	5E	1000				PR100 AT205	5400
TERRAIN	444136.00N/0735251.00W	3805 (3800)								AS1500	5300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

JONNN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
1.00								1689			
<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>
							ASC				5400
AAO	443330.00N/0740906.00W	3527	215	8	4B	1000					4600
TERRAIN	443330.00N/0740906.00W	3326 (3300)								AS1500	4800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

SLK 0.67 DME

TO

JONNN

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
1.00						1950					
<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>
							ASC				5400
AAO	443330.00N/0740906.00W	3527	215	8	4B	1000					4600
TERRAIN	443330.00N/0740906.00W	3326 (3300)								AS1500	4800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	442348.00N/0741406.00W	1.32	837	2131	215	8	4B	300		XP69	2500
CATEGORY B											
TREE	442354.00N/0741415.00W	1.86	997	2292	215	8	4B	300		XP68	2660

CIRCLING REMARKS:
XP - MAINTAIN CURRENT MINIMUMS.

MSA

CENTERKSLK

RADIUS25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	440648.00N/0735524.00W	157	20.4	5535	215	8	4B	1000			6600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

EXTENDED AAO EXEMPT AREA BEYOND 20,000' (WAIVER REQUIRED) FROM RWY 23 TO INCLUDE FINAL, MISSED AND INTERMEDIATE AS THESE SEGMENTS ARE LOCATED WITHIN THE ADIRONDACK STATE PARK. PER REGIONAL FORESTER THOMAS MARTIN, THE ADIRONDACK STATE PARK JUST UNDER 6 MILLION ACRES LIES APPROXIMATELY 445230N - 430730N. N-S, 751500W - 732230W, W-E. THE PARK LANDS OWNED BY NEW YORK STATE LOCATED WITHIN THE NEW YORK STATE ADIRONDACK PARK ARE CONSIDERED FOREST PRESERVE LANDS. THE FOREST PRESERVE LANDS ARE PROTECTED UNDER STATE LAW & SHALL BE FOREVER KEPT AS WILD FOREST LANDS & THE TREES SHALL NOT BE REMOVED. THE FOREST LAND MAY NOT BE LEASED, SOLD OR EXCHANGED & CAN NOT BE TAKEN BY ANY CORPORATION, PUBLIC OR PRIVATE. NO ONE CAN BUILD ANY FACILITIES ON THESE LANDS (OTHER THAN THE STATE IN LIMITED CIRCUMSTANCES) WITHOUT A CONSTITUTIONAL LAND EXCHANGE & ANY BLDG WOULD BE LIMITED TO 1 STORY.

ALL RWY 23 PROCEDURES EXTENDED AAO EXEMPT AREA TO 12.85 NM FROM RWY 23.

OBSTACLE 1666 LIGHTING (36-141266) 442343.62N/0741154.34W (3.2) PENETRATES THE 20:1 SURFACE FOR RWY 23. OBSTACLE WAS DETERMINED TO BE FIX BY FUNCTION AND WAS NOT LISTED AS A 20:1 PENETRATION.

NOTE FOR AT OR ABOVE 6000 AT JNFER ADDED BECAUSE ATC REQUESTED REFERENCE THE MINIMUM (MIA) IFR ALTITUDE OF 6000 FOR THAT AREA.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZBW ARTCC, BTV FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	SLK	24	SLK		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	LKP	24	LKP	12.70	Y	42

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
SLK 1663, LKP 1747
RA = 41.1



PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-SLK	AOCC	24	1

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW09 - MIRL (PCL)		
RW05 - HIRL (PCL), PAPI-4L	NPI-F	
RW27 - MIRL (PCL)	NPI-G	
RW23 - MALSR (PCL), HIRL (PCL)	PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.20	1662.5	59.8	1657.3	1099		

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 27
20:1	
2116 TREE (36-042393) 442258.5300N/0740959.1800W (48.85)	2094 TREE (36-043404) 442258.5600N/0741002.6700W (39.26)
2110 TREE (36-042825) 442258.6700N/0740956.6900W (33.83)	2074 TREE (36-041523) 442258.4700N/0741004.8800W (27.23)
2077 TREE (36-140720) 442259.2000N/0741002.3800W (20.62)	2079 TREE (36-042345) 442259.2800N/0741001.0700W (17.87)
2087 TREE (36-141256) 442259.5400N/0740958.7800W (17.46)	2094 TREE (36-023837) 442259.7300N/0740956.7800W (17.14)
2061 TREE (36-144081) 442258.6900N/0741005.0400W (14.59)	2096 TREE (36-042782) 442259.6300N/0740954.7400W (11.96)
2067 TREE (36-043254) 442259.7100N/0741002.0700W (9.03)	2080 TREE (36-042312) 442259.9500N/0740958.3000W (8.35)
2058 TREE (36-119013) 442259.3400N/0741003.7700W (6.44)	
FINAL TYPE	CIRCLING RWY 5
20:1	
1744 TREE (36-143517) 442229.2000N/0741300.8900W (5.6)	1742 TREE (36-043323) 442229.4000N/0741300.8900W (4.43)
1712 TREE (36-117675) 442234.1200N/0741256.5200W (3.11)	1745 TREE (36-043331) 442227.9200N/0741300.4400W (2.22)
1685 TREE (36-042483) 442241.1100N/0741258.3500W (1.34)	1713 TREE (36-023846) 442234.6500N/0741258.9700W (1.22)
FINAL TYPE	CIRCLING RWY 9



<u>AIRPORT ID</u> SLK		<u>PROCEDURE NAME</u> ILS OR LOC RWY 23	<u>AMDT NO.</u> 12	<u>CITY</u> SARANAC LAKE	<u>STATE</u> NY	<u>AIRPORT ELEVATION</u> 1663	<u>FACILITY</u> I-SLK
20:1							
1668 TREE (36-144663) 442251.0800N/0741254.4700W (23.91)				1676 TREE (36-043030) 442250.1200N/0741257.4600W (20.33)			
1668 TREE (36-140600) 442251.0900N/0741256.1200W (18.04)				1676 TREE (36-141175) 442248.4600N/0741258.3100W (15.71)			
1656 TREE (36-140548) 442251.1400N/0741253.6300W (14.96)				1673 TREE (36-042957) 442247.4400N/0741257.6400W (14.13)			
1664 TREE (36-141346) 442248.4000N/0741255.4300W (13.93)				1668 TREE (36-141701) 442248.8500N/0741256.6900W (13.86)			
1661 TREE (36-141027) 442248.4900N/0741254.7300W (13.51)				1667 TREE (36-043031) 442249.0300N/0741256.5600W (13.5)			
1733 TREE (36-023852) 442247.4000N/0741314.8100W (12.86)				1656 TREE (36-042943) 442250.8100N/0741254.1500W (12.79)			
1670 TREE (36-043038) 442248.9500N/0741258.6600W (8.93)				1675 TREE (36-043039) 442249.9600N/0741300.8300W (7.16)			
1731 TREE (36-042641) 442246.2900N/0741315.8600W (6.05)				1733 TREE (36-142943) 442248.3300N/0741317.1500W (5.4)			
1655 TREE (36-144583) 442247.8600N/0741255.2500W (5.05)				1724 TREE (36-042288) 442248.6100N/0741314.8600W (4.84)			
1670 TREE (36-141385) 442246.2600N/0741259.1300W (4.69)				1670 TREE (36-144269) 442249.0800N/0741259.9800W (4.35)			
1679 TREE (36-142686) 442250.9500N/0741303.1600W (3.8)				1662 TREE (36-145070) 442250.7800N/0741258.5100W (3.22)			
1728 TREE (36-117681) 442247.3600N/0741316.1500W (3.04)				1708 TREE (36-042738) 442250.5500N/0741311.4900W (2.71)			
1660 TREE (36-140472) 442246.5500N/0741257.0300W (2.45)				1722 TREE (36-144593) 442248.7300N/0741315.0800W (2.17)			
1672 TREE (36-042958) 442248.7800N/0741301.3200W (1.29)				1652 TREE (36-142266) 442249.9200N/0741256.0900W (1.03)			
1663 TREE (36-117089) 442251.1700N/0741259.5800W (0.78)				1727 TREE (36-043066) 442248.4600N/0741316.8100W (0.74)			
1674 TREE (36-119285) 442245.2200N/0741301.1600W (0.45)							
FINAL TYPE		LOC 23					
34:1							
1750 TREE (36-142942) 442406.6300N/0741133.3700W (5.5)				1750 TREE (36-141370) 442407.8400N/0741134.8500W (4.35)			
1754 TREE (36-142775) 442408.5600N/0741132.3700W (3.56)				1744 TREE (36-041154) 442406.1600N/0741133.2600W (0.51)			
1741 TREE (36-023749) 442408.1700N/0741139.5900W (0.34)				1749 TREE (36-041236) 442407.9400N/0741132.5500W (0.3)			
<u>PENETRATIONS REMARKS:</u>							
The 34:1 penetration within the LOC Final only. ILS final has no 34:1 penetrations.							

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>



PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT OF 100 FT USED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 2275 TREE (36-040732) 442642.65N/0740953.59W.

RETAINED 2760 AT HNDRK AND ADD THE PROFILE NOTE TO USE “*2820 WHEN USING LKP ALTIMETER SETTING” DUE TO LOC MINIMUMS NEEDING TO BE INCREASED 280 FT IF RA WAS INCLUDED IN THE STEPDOWN FIX ALTITUDE.

AFTER INITIAL EVALUATION WITH TERRAIN + AAO OR VEG ON IN ALL SEGMENTS AND MAP STUDY, TERRAIN WAS TURNED OFF FOR THE INTERMEDIATE, FINAL, AND SECTION 1/2 OF THE MISSED APPROACH/IAW WAIVER ON FILE.

WAIVERS: 2

1. PUBLISH THE ILS OR LOC RWY 23 PROCEDURE WITHOUT UTILIZING A 200 FOOT AAO IN FINAL, MISSED APPROACH, AND INTERMEDIATE SEGMENTS. APPLICABLE STANDARD: 8260.19H 2-11-5(B) APPLICATION OF AN ADVERSE ASSUMPTION OBSTACLE (AAO) HEIGHT OF 200 FEET ABOVE THE GROUND LEVEL (AGL) TO ESTABLISH PRELIMINARY CONTROLLING OBSTACLE. AAO EXEMPT AREA EXTENDED TO 12.85 NM RADIUS.

2. PUBLISH CAT C AND D 200 FT HAT WITH 3.20 DEGREE GLIDEPATH. APPLICABLE STANDARD: 8260.3C 3-2-2(A) TABLE 3-2-2, MINIMUM HAT FOR PA AND APV APPROACH PROCEDURE. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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	THLD	TO 1000FT POINT	4.64
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.22
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	214.90
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	2300
DISTANCE FROM	THLD	TO 1500FT POINT	10.65
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	215.03
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	2800

THRESHOLD COORDINATES (IF STR-IN)	442341.98N/0741156.02W
ARP COORDINATES	442307.11N/0741222.25W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 23 DISTANCE 0.66 NM
FAF COORDINATES	442842.80N/0740702.80W
FIX NAME COORDINATES	IF JONNN 443413.71N/0740138.96W

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TAYLOR KENNEY	AJV-A433	02/23/2026	AERONAUTICAL INFORMATION SPECIALIST