

**FEDERAL AVIATION ADMINISTRATION
 FLIGHT STANDARDS SERVICE
 RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE
 TITLE 14 CFR PART 97.33**

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> KSLK	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> SARANAC LAKE	<u>STATE</u> NY		
<u>AIRPORT ELEVATION</u> 1663	<u>TDZE</u> 1663	<u>SUPERSEDED</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 1	<u>DATED</u> 06/17/2021	<u>MAG VAR</u> 14W	<u>EPOCH YEAR</u> 2015
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 24 MARCH 2022	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
KIMIE	IAF	JONNN	NOPT	TF	FB	1.00	304.18	9.50	5500
BUGSY	IAF	JONNN	NOPT	TF	FB	1.00	165.84	10.35	5500
JONNN	IF/IAF	RIIKE		TF	FB	1.00	229.03	6.73	3800
RIIKE	FAF	HNDRK/3.10 NM TO RW23		TF	FB	0.30	228.96	3.02	
HNDRK/3.10 NM TO RW23		RW23	MAP	TF	FO	0.30	228.96	3.10	
RW23	MAP	3500 MSL		CA			228.96		3500
3500 MSL		JONNN		DF	FO	1.00			5500

MISSED APPROACH

MAP:

LPV: DA
 LNAV/VNAV: DA
 LNAV: RW23

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 THEN CLIMBING RIGHT TURN TO 5500 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, 229.03 INBOUND, 5500 FT. IN LIEU OF PT (IF/IAF), MAX 7000.

3. **FAC:** 228.96 **FAF:** RIIKE **DIST FAF TO MAP:** 6.12 **DIST FAF TO THLD:** 6.12

4. **MIN ALT:** JONNN 5500, RIIKE 3800, HNDRK/3.10 NM TO RW23 2760

5. **DIST TO THLD FROM OM:** **MM:** **IM:** **150 HAT:** **250 HAT:** 0.56 **GS ANT:**

6. **MIN GP INCPT:** 3800 **GP ALT AT PFAF:** RIIKE 3800 **OM:** **MM:** **IM:**

7. **GP ANGLE:** 3.20 **34:1:** IS NOT CLEAR **20:1:** IS CLEAR **TCH:** 59.8

8. **MSA FROM:** RW23 6500

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
 CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -29°C OR ABOVE 54°C.
 CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
 CHART PLANVIEW NOTE: NOPT FOR ARRIVAL AT JONNN ON T300 SOUTHBOUND.
 CHART NOTE: CIRCLING RWY 5, 9, 27 NA AT NIGHT.
 CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV DA.
 CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM; INCREASE LNAV CAT A/B VISIBILITY TO 1 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OBST: 1846 TREE (36-040951) 442510N/0741100W.
 CHART 2313 TREE 442647N/0740951W.
 CHART VDP AT 1.11 NM TO RW23.
 WAAS CHANNEL # 42520
 REFERENCE PATH ID: W23A
 CHART CIRCLING ICON.
 LTP HAE: 478.1 M

MINIMUMS:

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

ALTERNATE: NA NA WHEN LOCAL WEATHER NOT AVAILABLE.; CAT A 900-2, CAT B 1000-2, CAT C 1000-3, CAT D 1200-3

CATEGORY:	A			B			C			D			E		
	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	1913	3/4	250	1913	3/4	250	1913	3/4	250	1913	3/4	250			
LNAV/VNAV DA	2149	1	486	2149	1	486	2149	1	486	2149	1	486			
LNAV MDA	2100	3/4	437	2100	3/4	437	2100	3/4	437	2100	3/4	437			
CIRCLING	2500	1 1/4	837	2660	1 1/2	997	2660	3	997	2800	3	1137			



CHANGES - REASONS

1. REMOVED TAA AND ADDED MSA (ADDED MSA IDENTIFIER (RW23) AND ALTITUDE (6500) - PER ATC REQUEST.
2. CHANGED IF (KIMIE) LOCATION FROM 42846.02N/0735047.04W TO 43057.80N/0734910.51W - PER ATC REQUEST.
3. CHANGED IF (KIMIE) TO IF (JONNN) COURSE CHANGED FROM 319.16 TO 304.18 - IF (KIMIE) MOVED 2.48 NM NE PER ATC REQUEST.
4. REMOVED JNFER FROM INTERMEDIATE LEG, AND REPLACED IT WITH BUGSY - CHANGED IF LOCATION TO AVOID THE HIGH TERRAIN IMPACTING THE RNAV INTERMEDIATE SEGMENT, WHICH ALSO RAISED INITIAL SEGMENT'S MINIMUM ALTITUDE. BUGSY TO JONNN LEG GIVES ADEQUATE TERRAIN CLEARANCE.
5. DIST TO THLD IN LINE 5 CHANGED FROM 200 HAT/0.41 TO 250 HAT/0.56 - DUE TO NEW CONTROLLING OBSTACLE.
6. CHANGED "RNP APCH" TO "RNP APCH - GPS" UNDER EQUIPMENT REQUIRED NOTES - IAW ORDER 8260.19I, 8-6-8.
7. ADDED CHART NOTE "INOPERATIVE TABLE DOES NOT APPLY TO LPV DA" - IAW 8260.19, 8-6-11.
8. UPDATED CHART NOTE FROM "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM AND LNAV CATS A/B TO 1 SM" TO "FOR INOPERATIVE ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 SM; INCREASE LNAV CATS A/B VISIBILITY TO 1 SM" - IAW 8260.19, 8-6-11.
9. CHANGED HELICOPTER VISIBILITY REDUCTION NOTE FROM "LNAV/VNAV AND LNAV ONLY RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED" TO "RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 NOT AUTHORIZED" - 34:1 PENETRATED; IAW 8260.19I, 8-6-11.
10. DELETED "CHART 2275 TREE 442643N/0740954W" AND "ADDED "2313 TREE CHART 2313 TREE 442647N/0740951W" TO ADDITIONAL FLIGHT DATA - NEW 7:1 OBSTACLE.
11. ADDED CHART NOTE "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA" - TO ENSURE CLARITY IN THE INTEREST OF SAFETY, ADDED NOTE TO SUPPLEMENT WX REMARKS STATING "PER APT MGR AND FPT: FINAL SEGMENT NO BACK-UP ALTIMETER ADJUSTMENT USED DUE TO THE 291 ADJUSTMENT REFERENCE RIIKE (FAF) TO HNDK (STEPDOWN) 2389' CONTROLLING OBSTACLE. ADJUSTMENT TOO GREAT TO USE." FPT APPROVED THE NOTE.
12. UPDATED CHART VDP FROM 1.40 NM TO 1.11 NM - LOWER LNAV MDA (2200/537 TO 2100/437) MOVED VDP CLOSER TO RUNWAY THRESHOLD.
13. REMOVED "*LNAV ONLY" FROM PROFILE LINE 4 - IAW 8260.19I 8-6-10.M.
14. CHANGED MINMUMS FROM "NA WHEN LOCAL WEATHER NOT AVAILABLE; CAT A 900-2, CAT B 1000-2, CAT C 1000-3, CAT D 1100-3" TO "NA WHEN LOCAL WEATHER NOT AVAILABLE.; CAT A 900-2, CAT B 1000-2, CAT C 1000-3, CAT D 1200-3."
15. INCREASED LPV ALL CATS DA/HAT FROM 1863/200 TO 1913/250 - DUE TO NEW CONTROLLING OBSTACLE.
16. INCREASED LPV ALL CATS VISIBILITY FROM 1/2 SM TO 3/4 SM - DUE TO HIGHER DA/HAT AND IAW 8260.3E, TABLE 3-3-1.
17. DECREASED LNAV/VNAV ALL CATS DA/HAT FROM 2150/487 TO 2149/486 - DUE TO NEW CONTROLLING OBSTACLE.
18. DECREASED LNAV ALL CATS MDA/HAT FROM 2200/537 TO 2100/437 - DUE TO NEW CONTROLLING OBSTACLE.
19. DECREASED LNAV CATS C/D VISIBILITY FROM 1 SM TO 3/4 SM - DUE TO NEW CONTROLLING OBSTACLE; IAW 8260.3E, TABLE 3-3-1.
20. INCREASED VERTICAL ALERT LIMIT (VAL) FROM 35 TO 50 - LPV MINIMUMS HAT RAISED FROM 200 TO 250.
21. CRC REMAINDER CHANGED FROM B529205A TO 4AD60D77 - NEW FAS DATA CALCULATED.

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA OTHER:

FLIGHT CHECKED BY

JAMES HAWLEY

Digitally signed by

DONALD H LANIER

Jan 13, 2022

OFFICE

FPO

DATE

01/11/2022

DEVELOPED BY

DONALD H. LANIER (PARNELL PRASSADA)

Digitally signed by

DONALD H LANIER

Jan 13, 2022

OFFICE

AJV-A431

DATE

01/27/2022

APPROVED BY

LONNIE EVERHART

Digitally signed by

DONALD H LANIER

Jan 13, 2022

OFFICE

AJV-A430

DATE

**TITLE
MANAGER**



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSLK
RUNWAY	RW23
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W23A
LTP/FTP LATITUDE	442341.9770N
LTP/FTP LONGITUDE	0741156.0155W
LTP/FTP ELLIPSOIDAL HEIGHT	+04781
FPAP LATITUDE	442228.8965N
FPAP LONGITUDE	0741307.0925W
THRESHOLD CROSSING HEIGHT (TCH)	00059.8
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.20
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0744
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	4AD60D77

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K6
LTP ORTHOMETRIC HEIGHT	+05067
FPAP ORTHOMETRIC HEIGHT	+05067

