

**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> ALB	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 28	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> ALBANY	<u>STATE</u> NY
<u>AIRPORT ELEVATION</u> 285	<u>TDZE</u> 285	<u>SUPERSEDED</u> RNAV (GPS) RWY 28	<u>ORIGINAL/AMENDMENT</u> ORIG-E	<u>DATED</u> 10/06/2022
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 16 MAY 2024	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 13W
				<u>EPOCH YEAR</u> 1980
				<u>CANCEL/SUSPEND</u>

TAA

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>ALTITUDE</u>
1. 191/30 CW 011/30	NOPT	191/4 CW 011/4		6100
2. 191/4 CW 011/4		TROSI	IF/IAF	4100
3. 011/30 CW 101/30		MMACK	IAF	5000
4. 101/30 CW 191/30		HINNK	IAF	5000

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>
HINNK	IAF	TROSI	NOPT	TF	FB	1.00	191.38	6.80	4100
MMACK	IAF	TROSI	NOPT	TF	FB	1.00	011.38	6.80	4100
TROSI	IF/IAF	YAKUT		TF	FB	1.00	281.41	4.91	2700
YAKUT		JASPP		TF	FB	1.00	281.33	2.24	2300
JASPP	FAF	RW28	MAP	TF	FO	0.30	281.27	5.76	
RW28	MAP	685 MSL		CA			281.27		
685 MSL		ZEJAY		DF	FB	1.00			
ZEJAY		MARIA		TF	FO	1.00	305.20	13.97	3500

MISSED APPROACH

MAP:

LPV: DA
LNAV/VNAV: DA
LNAV: RW28

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3500 DIRECT ZEJAY AND ON TRACK 305.20 TO MARIA AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

QUALITY
8
CHECKED

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)									
2.	HOLD E TROSI, RT, 281.41 INBOUND, 4100 FT. IN LIEU OF PT (IAF), MAX 6000.														
3.	FAC:	281.27	FAF:	JASPP	DIST FAF TO MAP:	5.76	DIST FAF TO THLD:	5.76							
4.	MIN ALT: TROSI 4100, YAKUT 2700, JASPP 2300														
5.	DIST TO THLD FROM OM:		MM:		IM:		150 HAT:		475 HAT:	1.26	GS ANT:				
6.	MIN GP INCPT:	2300	GP ALT AT PFAF:	JASPP 2300			OM:				MM:			IM:	
7.	GP ANGLE:	3.22	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	52.9							
8.	MSA FROM:														

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 28 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.
CHART NOTE: CIRCLING NA WEST OF RWY 1-19.
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -20°C OR ABOVE 54°C.
CHART NOTE: CIRCLING RWY 10 NA AT NIGHT.
CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

HOLD NW, RT, 119.05 INBOUND.
CHART FAS OBST: 510 TREE (36-021298) 424455N/0734558W.
725 AAO 424436N/0733930W.
CHART VDP AT 1.25 NM TO RW28.
WAAS CHANNEL # 78124
REFERENCE PATH ID: W28A
CHART CIRCLING ICON.
LTP HAE: 53.1 M

MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/4

CATEGORY:	A			B			C			D			E		
FINAL TYPE	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	803	1 3/8	518	803	1 3/8	518	803	1 3/8	518	803	1 3/8	518			
LNAV/VNAV DA	760	1 3/8	475	760	1 3/8	475	760	1 3/8	475	760	1 3/8	475			
LNAV MDA	760	1	475	760	1	475	760	1 3/8	475	760	1 3/8	475			
CIRCLING	820	1	535	820	1	535	860	1 1/2	575	960	2 1/4	675			



CHANGES - REASONS

1. CHANGED TERMINAL ROUTE NORTHERN IAF FROM CAM VOR/DME TO HINNK - PER FPT & ATC REQUEST FOR PROCEDURE REDESIGN TO T-SHAPE.
2. CHANGED TERMINAL ROUTE NORTHERN INITIAL LEG HEADING FROM 221.01 TO 191.38 - NEW IAF HINNK AND IF TROSI RELOCATED.
3. CHANGED TERMINAL ROUTE NORTHERN INITIAL LEG DISTANCE FROM 16.20NM TO 6.80NM - NEW IAF HINNK AND IF TROSI RELOCATED.
4. REMOVED FROM NOTES SECTION CHART PLANVIEW NOTE "PROCEDURE NA FOR ARRIVAL ON CAM VOR/DME AIRWAY RADIALS 203 CW 286" - CAM VOR/DME NO LONGER USED ON PROCEDURE.
5. CHANGED TERMINAL ROUTE NORTHERN INITIAL LEG CHARTED ALTITUDE FROM 3500 TO 4100 - PER FPT & ATC REQUEST AND TO ALLOW FOR HILPT AT IF/IAF TROSI AND TAA.
6. REMOVED TERMINAL ROUTE SOUTHERN INITIAL STEPDOWN LEG TUTDU TO TROSI - SOUTHERN SDF TUTDU NO LONGER USED.
7. CHANGED TERMINAL ROUTE SOUTHERN IAF FROM CANAN TO MMACK - PER PER FPT & ATC REQUEST FOR PROCEDURE REDESIGN TO T-SHAPE.
8. CHANGED TERMINAL ROUTE SOUTHERN INITIAL LEG TO POINT FROM TUTDU TO TROSI - PER FPT & ATC REQUEST FOR PROCEDURE REDESIGN TO T-SHAPE.
9. CHANGED TERMINAL ROUTE SOUTHERN INITIAL LEG HEADING FROM 011.89 TO 011.38 - NEW IAF MMACK AND IF TROSI RELOCATED.
10. CHANGED TERMINAL ROUTE SOUTHERN INITIAL LEG LENGTH FROM 12.31NM TO 6.80NM - NEW IAF MMACK AND IF TROSI RELOCATED.
11. CHANGED TERMINAL ROUTE SOUTHERN INITIAL LEG CHARTED ALTITUDE FROM 3500 TO 4100- PER FPT & ATC REQUEST AND TO ALLOW FOR HILPT AT IF/IAF TROSI AND TAA.
12. CHANGED TERMINAL ROUTE TROSI FIX TYPE FROM IF TO IF/IAF - PROCEDURE NOW HAS INITIAL HILPT AT TROSI AND TAA.
13. TERMINAL ROUTE INTERMEDIATE LEG LENGTH CHANGED FROM 4.10NM TO 4.91NM - IF/IAF TROSI RELOCATED PER FPT & ATC REQUEST TO ALLOW DEVELOPMENT OF T-STYLE IAP DESIGN & TAA WITH 90 DEGREE TURNS.
14. TERMINAL ROUTE INTERMEDIATE LEG HEADING CHANGED FROM 281.38 TO 281.41 - IF/IAF TROSI RELOCATED PER FPT & ATC REQUEST TO ALLOW DEVELOPMENT OF T-STYLE IAP DESIGN & TAA WITH 90 DEGREE TURNS.
15. TERMINAL ROUTE INTERMEDIATE STEPDOWN FIX YAKUT CHARTED ALTITUDE CHANGED FROM 2500 TO 2700 - PER FPT & ATC REQUEST AND NEW CONTROLLING AIRSPACE OBSTACLE.
16. TERMINAL ROUTE INTERMEDIATE STEPDOWN LEG DISTANCE CHANGED FROM 2.09NM TO 2.24NM - FAF CHANGED FROM SIMAY TO JASPP DUE TO VGSI ALIGNMENT.
17. TERMINAL ROUTE INTERMEDIATE STEPDOWN LEG TO POINT CHANGED FROM SIMAY TO JASPP - FAF RELOCATED TO DUE TO CURRENT CRITERIA, GPA CHANGED FROM 3.00 TO 3.22, AND RNAV (GPS) RWY 10 USING SIMAY IN MISSED APPROACH ROUTING.
18. TERMINAL ROUTE FAF JASPP ALTITUDE CHANGED FROM 2200 TO 2300 - FPT/ATC REQUEST.
19. TERMINAL ROUTE INTERMEDIATE STEPDOWN LEG HEADING CHANGED FROM 281.32 TO 281.33 – PFAF RELOCATION.
20. TERMINAL ROUTE LPV, LNAV/VNAV, LNAV FINAL FROM POINT CHANGED FROM SIMAY TO JASPP - NEW FAF FOR VGSI ALIGNMENT AND FPT/ATC REQUEST TO CHANGE PFAF ALTITUDE FROM 2200 TO 2300.
21. TERMINAL ROUTE LPV, LNAV/VNAV, LNAV FINAL LENGTH CHANGED FROM 5.91NM TO 5.76NM - NEW FAF JASPP LOCATION.
22. TERMINAL ROUTE LPV, LNAV/VNAV, LNAV FINAL HEADING CHANGED FROM 281.28 TO 281.27 - NEW FAF JASPP LOCATION.
23. MINIMUMS SECTION LPV HAT/DA CHANGED FROM 498/783 MSL TO 518/803 MSL ALL CATS – MITIGATE LPV MISSED PENETRATION OBSTACLE.
24. MSA REMOVED - PER FPT AND ATC REQUEST MSA REPLACED WITH TAA
25. ADDED TAA - PER ATC & FPT REQUEST TO COINCIDE WITH HILPT AT TROSI AND PROCEDURE T-SHAPE REDESIGN.
26. PROFILE SECTION ADDED HILPT AT IF/IAF TROSI - PER ATC & FPT REQUEST.
27. PROFILE SECTION GS ANGLE CHANGED FROM 3.00 TO 3.22 - ALIGNED WITH RECOMMISSIONED VGSI IAW AFS MEMO "APPROVAL OF NON-COINCIDENT VISUAL GLIDE SLOPE INDICATOR AND GLIDEPATH ANGLE OR VERTICAL DESCENT ANGLE".
28. PROFILE SECTION TCH CHANGED FROM 40 TO 52.9 - ALIGNED WITH RECOMMISSIONED VGSI.
29. PROFILE SECTION CHANGED FAF TO MAP & FAF TO THLD DISTANCE FROM 5.91NM TO 5.76NM – PFAF RELOCATED.
30. PROFILE SECTION GLIDE SLOPE INTERCEPT CHANGED FROM 2200 TO 2300 - PFAF RELOCATED AND ALTITUDE INCREASED TO BE CONINCIDENT WITH VGSI AND FINAL LENGTH PER FPT & ATC REQUEST FOR LONGER FINAL LENGTH.
31. PROFILE SECTION ADDED CHART VDP AT 1.25 NM TO RW 28 – 20:1 IS NOW CLEAR AND 760 MDA.
32. NOTES SECTION REMOVE CHART "NOTE VGSI & RNAV GLIDEPATH NOT COINCIDENT" - VGSI NOW COINCIDENT WITH PROCEDURE.
33. MINIMUMS SECTION LPV VISIBILITY CHANGED FROM 1 3/4 SM TO 1 3/8 SM ALL CATS - IAW 8260.3E 3-3-1 VISIBILITY TABLE.
34. MINIMUMS SECTION LNAV/VNAV VISIBILITY CHANGED FROM 1 7/8 SM TO 1 3/8 SM ALL CATS - IAW 8260.3E 3-3-1 VISIBILITY TABLE.
35. FAS DATA BLOCK INFORMATION FPAP COORDINATES CHANGES FROM 424455.9900N/0734924.0500W TO 424455.9870N/0734923.9210W – NEW SURVEY & DISPLACED THRESHOLD.
36. CRC REMAINDER CHANGED FROM E7D73BA3 TO 142927DE – FPAP COORDINATES UPDATED.
37. MINIMUMS LNAV/VNAV HAT/DA CHANGED FROM 540/825MSL TO 475/760 MSL – NEW CONTROLLING OBSTACLE & MINIMA REDUCED PER FPT REQUEST & APPROVED BY ADO & OBSTACLE TEAM.
38. MINIMUMS LNAV HAT/MDA CHANGED FROM 495/780 MSL TO 475/760 MSL - NEW CONTROLLING OBSTACLE & MINIMA REDUCED PER FPT REQUEST & APPROVED BY ADO & OBSTACLE TEAM.
39. PROFILE VIEW ADDED 475 HAT DISTANCE 1.26 NM - NEW LNAV/VNAV DA & REDESIGNED FINAL.
40. NOTES SECTION REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CANAN ON V487 SOUTHWEST BOUND AND V130 SOUTHEAST BOUND" - CANAN REMOVED FROM PROCEDURE FOR REDESIGN TO T-STYLE.

1/11/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 8/11/2023:

1. PROCEDURES NOTES ADDED INOP NOTE "WHEN VGSI INOP PROCEDURE NA AT NIGHT" - RETAINED FROM PREVIOUS AMDT ORIG-E



COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER:

ZBW, ALB ATC, APT MGR

FLIGHT CHECKED BY

BOB S PRESSLER

Digitally signed by

ERIC N SUSKI

Feb 20, 2024

OFFICE

FPO

DATE

01/04/2024

DEVELOPED BY

CHARLES HIRST

Digitally signed by

ERIC N SUSKI

Dec 20, 2023

OFFICE

AJV-A431

DATE

08/11/2023

APPROVED BY

ERIC N SUSKI

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ERIC N SUSKI

Dec 20, 2023

OFFICE

AJV-A431

DATE

TITLE

MANAGER

FAS DATA BLOCK INFORMATION

DATA FIELD

OPERATION TYPE
SBAS SERVICE PROVIDER IDENTIFIER
AIRPORT IDENTIFIER
RUNWAY
APPROACH PERFORMANCE DESIGNATOR
ROUTE INDICATOR
REFERENCE PATH DATA SELECTOR
REFERENCE PATH IDENTIFIER (APPROACH ID)
LTP/FTP LATITUDE
LTP/FTP LONGITUDE
LTP/FTP ELLIPSOIDAL HEIGHT
FPAP LATITUDE
FPAP LONGITUDE
THRESHOLD CROSSING HEIGHT (TCH)
TCH UNITS SELECTOR (METERS OR FEET USED)
GLIDEPATH ANGLE (GPA)
COURSE WIDTH AT THRESHOLD
LENGTH OFFSET
HORIZONTAL ALERT LIMIT (HAL)
VERTICAL ALERT LIMIT (VAL)

DATA

0
0
KALB
RW28
0
0
W28A
424458.8310N
0734723.0525W
+00531
424455.9870N
0734923.9210W
00052.9
F
03.22
106.75
0920
40.0
50.0

CRC REMAINDER

142927DE

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE
LTP ORTHOMETRIC HEIGHT
FPAP ORTHOMETRIC HEIGHT

K6
+00845
+00845

