U.S. DEPARTMENT OF TRANSPORTATION – FEDERAL AVIATION ADMINISTRATION

TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

Bearings, headings, courses, tracks and radials are magnetic. Elevation and altitudes are in feet MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

City, State	Airport	Effective Date	Amdt. No.
SARANAC LAKE, NY	ADIRONDACK RGNL		7

TAKEOFF MINIMUMS:

RWY 5: STANDARD WITH A MINIMUM CLIMB OF 265 FT PER NM TO 4300, OR 2500-3 FOR CLIMB IN VISUAL CONDITIONS.
RWY 9: 800-2 1/4.
RWY 23: STANDARD WITH A MINIMUM CLIMB OF 270 FT PER NM TO 3100, OR 2500-3 FOR CLIMB IN VISUAL CONDITIONS.
RWY 27: STANDARD.

TEXTUAL DEPARTURE PROCEDURES:

RWY 5: CLIMB HEADING 048.89 TO 4300 BEFORE PROCEEDING ON COURSE. OR FOR CLIMB IN VISUAL CONDITIONS: CROSS ADIRONDACK REGIONAL AIRPORT AT OR ABOVE 4000 BEFORE PROCEEDING ON COURSE. WHEN EXECUTING VCOA, NOTIFY ATC PRIOR TO DEPARTURE.
RWY 9: CLIMBING LEFT TURN HEADING 079.12 TO INTERCEPT SLK VOR/DME R-081.00 EASTBOUND TO 3700, THEN CLIMBING LEFT TURN DIRECT SLK VOR/DME AND HOLD (N, RT, 159.26 DEGREES INBOUND). CONTINUE CLIMB IN HOLD TO DEPART SLK VOR/DME AT OR ABOVE MEA FOR ROUTE OF FLIGHT.
RWY 23: CLIMB HEADING 228.9 TO INTERCEPT SLK VOR/DME R-232.00 WESTBOUND TO 4600 BEFORE PROCEEDING ON COURSE, OR FOR CLIMB IN VISUAL CONDITIONS: CROSS ADIRONDACK REGIONAL AIRPORT AT OR ABOVE 4000 BEFORE PROCEEDING ON COURSE. WHEN EXECUTING VCOA, NOTIFY ATC PRIOR TO DEPARTURE.
RWY 27: CLIMB HEADING 273.13 TO 3600 BEFORE PROCEEDING ON COURSE.

TAKEOFF OBSTACLE NOTES:

NOTE: RWY 5, VEHICLE ON ROAD 178 FT FROM DER, LEFT OF CENTERLINE, UP TO 15 FT AGL/1691 FT MSL. TREES BEGINNING 1421 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/1756 FT MSL.
NOTE: RWY 9, TERRAIN 61 FT FROM DER, 421 FT LEFT OF CENTERLINE, 1643 FT MSL. TREES AND VEGETATION BEGINNING 100 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 116 FT AGL/1789 FT MSL. TOWER 7982 FT FROM DER, 1868 FT RIGHT OF CENTERLINE, 140 FT AGL/2225 FT MSL. TREE 11105 FT FROM DER, 2564 FT LEFT OF CENTERLINE, 100 FT AGL/1938 FT MSL.
NOTE: RWY 23, TREES BEGINNING 93 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/1745 FT MSL.
NOTE: RWY 27, TREES AND VEGETATION BEGINNING 109 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/1756 FT MSL.

CONTROLLING OBSTACLES:

RWY 5: 5086 FT MSL AAO, 442156.00N-0735411.00W.
RWY 9: 2225 MSL TOWER, 442254.00N-0741003.00W. 1938 MSL TREE, 442342.80N-0740932.25W.
RWY 23: 2726 MSL TREE, 441748.61N-0741518.77W.
RWY 5, 9, 23 (VCOA): 5086 MSL AAO, 441256.00N-0735411.00W
OBSTACLES MANDATING ROUTE DEVELOPMENT: RWY 5, RWY 9 - 5086 MSL AAO, 445156.00N-0735411.00W. RWY 23 - 4725 MSL AAO, 440933.80N-0741219.90W. RWY 27 – 3274 MSL AAO, 442431.47N-0741946.46W.

QUALITY 1 CHECKED

TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

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City, State	Airport	Effective Date	Amdt. No.
SARANAC LAKE, NY	ADIRONDACK RGNL		7

REMARKS:

FLIGHT INSPECTED BY:

JORGE A MALCUN	FIOG	02/29/2012	ROUTINE

REQUIRED EFFECTIVE DATE:

DEVELOPED BY;

SEAN BARBEE	AJV-352	10/03/2011

APPROVED BY:

DARRYEL ADAMS	AJV-352

COORDINATED WITH:

AOPA, NBAA, ARPT MGR, ZBW, EST FPO

CHANGES:

1. RWY 5, DELETED CEILING AND VISIBILITY, INCREASED CLIMB GRADIENT FROM 230 FT PER NM TO 265 FT PER NM, INCREASED CLIMB TO ALTITUDE FROM 2500 TO 4300, DELETED SLK VOR/DME FROM RWY 5 TEXTUAL DEPARTURE PROCEDURE, ADDED NOTE FOR LOW CLOSE-IN OBSTACLES, AND ADDED VCOA.
2. RWY 9, INCREASED CEILING AND VISIBILITY FROM 600-2 TO 800-2 1/4, ADDED CLIMB GRADIENT AND CLIMB TO ALTITUDE, CHANGED TEXTUAL DEPARTURE PROCEDURE TO INCLUDE CLIMB IN HOLDING INSTRUCTIONS AT SLK VOR/DME, AND ADDED NOTE FOR LOW CLOSE-IN OBSTACLES.
3. RWY 23, DELETED CEILING AND VISIBILITY, INCREASED CLIMB GRADIENT FROM 240 FT PER NM TO 270 FT PER NM, INCREASED CLIMB TO ALTITUDE FROM 2300 TO 3100, CHANGED DEPARTURE PROCEDURE INSTRUCTIONS, ADDED NOTE FOR LOW CLOSE-IN OBSTACLES, AND ADDED VCOA.
4. RWY 27, CHANGED DEPARTURE PROCEDURE CLIMB TO ALTITUDE FROM 2300 TO 3600.

REASONS:

1. IAW 8260.46D, TABLE 1 AND NEW OBSTACLE DATA PER NGS SURVEY DATED 06/08/2010. OBSTACLE PENETRATIONS REQUIRING CLIMB GRADIENT AND CLIMB TO ALTITUDE ARE OUTSIDE 3 SM. TEXTUAL DEPARTURE PROCEDURE PROVIDES CLEARANCE FROM ALL OBSTACLE PENETRATIONS OUTSIDE 3 SM WITHOUT REQUIRING USE OF SLK VOR/DME. VCOA ADDED IAW 8260.46D, TABLE 1.
2. IAW 8260.46D, TABLE 1 AND NEW OBSTACLE DATA PER NGS SURVEY DATED 06/08/2010. TEXTUAL DEPARTURE INCLUDES CLIMB IN HOLD TO APPROPRIATE AIRWAY MEA ALTITUDE IAW 8260.46D, PARA 2-1.B.12.
3. IAW 8260.46D, TABLE 1 AND NEW OBSTACLE DATA PER NGS SURVEY DATED 06/08/2010. OBSTACLE PENETRATIONS REQUIRING CLIMB GRADIENT AND CLIMB TO ALTITUDE ARE OUTSIDE 3 SM. DEPARTURE PROCEDURE CLIMB TO ALTITUDE INCREASED FROM 4000 TO 4600 TO MITIGATE OBSTACLE PENETRATIONS SOUTH OF THE AIRPORT. VCOA ADDED IAW 8260.46D, TABLE 1.
4. IAW 8260.46D, TABLE 1 AND NEW OBSTACLE DATA PER NGS SURVEY DATED 06/08/2010. OBSTACLE PENETRATIONS REQUIRING DEPARTURE PROCEDURE CLIMB TO ALTITUDE ARE OUTSIDE 3 SM.

05/11/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/03/2011.
1. DELETED FROM RWY 9 TAKEOFF MINIMUMS: OR STANDARD WITH A MINIMUM CLIMB OF 750 FT PER NM TO 2600.
2. ADDED TO TAKEOFF OBSTACLE NOTES FOR RWY 9: TOWER 7982 FT FROM DER, 1868 FT RIGHT OF CENTERLINE, 140 FT AGL/2225 FT MSL. TREE 11105 FT FROM DER, 2564 FT LEFT OF CENTERLINE, 100 FT AGL/1938 FT MSL.
3. CHANGED ADIRONDACK RGNL TO ADIRONDACK REGIONAL AIRPORT FOR THE CLIMB IN VISUAL CONDITIONS PORTION OF THE TEXTUAL DEPARTURE PROCEDURES; AND, ADDED NOTE TO NOTIFY ATC BEFORE USING VCOA.

QUALITY 1 CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: SARANAC LAKE VOR/DME **STATE:** NY **COUNTRY:** US

LATITUDE/LONGITUDE: 442304.41N/0741216.21W **TYPE:**

AIRSPACE DOCKET: **FIX TYPE OF ACTION:** MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	DIST FROM FAC FEET	MRA	MAA
1	SARANAC LAKE	SLK	VOR/DME	L							17500

HOLDING: **HOLDING TYPE OF ACTION:** MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME	LEG LENGTH DME	HOLDING ALTITUDES MIN	HOLDING ALTITUDES MAX	TEMPLATES MIN	TEMPLATES MAX
1	W	SLK	VOR/DME	263.23	083.23	L	1		5000	10000	5	9
2	N	SLK	VOR/DME	339.26	159.26	R	1		5000	10000	5	9
3	SW	SLK	VOR/DME	238.74	058.74	L	1		5000	10000	5	9

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	200	AAO	442431.47N/0741946.46W	3074	2A
1	310	AAO	442010.68N/0740156.48W	4032	2A
2	200	AAO	442431.47N/0741946.46W	3074	2A
2	310	AAO	441953.77N/0740233.50W	3612	2C
3	200	AAO	442431.47N/0741946.46W	3074	2A
3	310	AAO	441406.39N/0741206.78W	3514	2C

REASON FOR NONSTANDARD HOLDING:
PAT 1 ATC REQUEST

HOLDING RESTRICTIONS:
HOLDING LIMITED TO ESTABLISHED PATTERNS

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
1	VOR RWY 9	KSLK	SARANAC LAKE	NY (US)
2	ILS OR LOC/DME Z RWY 23	KSLK	SARANAC LAKE	NY (US)
2	TAKEOFF MINIMUMS	KSLK	SARANAC LAKE	NY (US)
3	VOR/DME RWY 5	KSLK	SARANAC LAKE	NY (US)

REMARKS:
PRECIPITOUS TERRAIN EVALUATION COMPLETED
C-I-H HOLD PAT 1 OBSTACLE LOCATED 3468 FEET INTO THE SECONDARY AREA.
HOLDING PAT 1/3 C-I-H P-13, PAT 2 C-I-H P-15.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	TAKEOFF MINIMUMS		2	KSLK	SARANAC LAKE	NY (US)
DP	BURLINGTON			KBTV	BURLINGTON	VT (US)
EN ROUTE	V196					(US)
EN ROUTE	V203					(US)
EN ROUTE	V282					(US)
IAP	RNAV (GPS) RWY 14			KLKP	LAKE PLACID	NY (US)
IAP	RNAV (GPS)-A			KLKP	LAKE PLACID	NY (US)
IAP	RNAV (GPS) RWY 24			KPTD	POTSDAM	NY (US)
IAP	ILS OR LOC/DME Z RWY 23		2	KSLK	SARANAC LAKE	NY (US)
IAP	LOC Y RWY 23			KSLK	SARANAC LAKE	NY (US)
IAP	VOR RWY 9		1	KSLK	SARANAC LAKE	NY (US)
IAP	VOR/DME RWY 5		3	KSLK	SARANAC LAKE	NY (US)

REQUIRED CHARTING: DP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 5 **DATE OF REVISION:** 02/09/2012

REASON FOR REVISION:

QUALITY CHECKED

AMENDED LAT/LONG, NAVAID SURVEYED 1.25 FEET SOUTH
AMENDED MAA FROM 29000 TO 17500
UPDATED FIX USE
ADDED TO REAMRKS "PRECIPITOUS TERRAIN EVALUATION COMPLETED", "C-I-H PAT 1 OBSTACLE LOCATED 3468 FEET IN THE SECONDARY AREA" AND "HOLDING PAT 1/2/3 C-I-H P-13"
AMENDED PAT 1 CON OBS FROM MOUNAINOUS TERRAIN (MONT0160) 442440N/0741955W 2874 TO AAO 442431.47N/0741946.46W 3074 2A
AMENDED PAT 2 CON OBS FROM SPEED 230 MOUNTAINOUS TERRAIN (MONT0022) 440932N/0741210W 4361 TO SPEED 200 AAO 442431.47N/0741946.46W 3074 2A
AMENDED PAT 3 CON OBS FROM MOUTAINOUS TERRAIN (MONT0160) 442440N/0741955W 2874 TO AAO 442431.47N/0741946.46W 3074 2A
AMENDED PAT 1 CRS INBOUND/RAD FROM 083.00/263.00 TO 083.23/263.23, MAX ALTITUDE FROM 6000 TO 10000 AND MAX TEMPLATE FROM 5 TO 9
AMENDED PAT 2 DIRECTION FROM SW TO N, CRS INBOUND/RAD FROM 041.00/221.00 TO 159.26/339.26, TURNS FROM LEFT TO RIGHT, MAX ALTITUDE FROM 14000 TO 6000, MIN/MAX TEMPLATE FROM 7/10 TO 5/5
AMENDED PAT 3 CRS INBOUND/RAD FROM 065.00/245.00 TO 058.74/238.74, MAX ALTITUDE FROM 6000 TO 10000 AND MAX TEMPLATE FROM 5 TO 9
ADDED DP TO REQUIRED CHARTING
ADDED C-I-H EVALUATION INFO PAT 1-3

DEVELOPED BY:	**DATE:** 07/11/2011	**OFFICE:** AJV-352	**NAME:** JAMES DUBOIS
APPROVED BY:	**DATE:**	**OFFICE:** AJV-352	**NAME:** DARRYEL ADAMS
	SIGNATURE:		

DISTRIBUTION:
NFDC
FPO: EST
ARTCC: ZBW
ATC FACILITY:
OTHER:

QUALITY CHECKED 6

Federal Aviation Administration

Memorandum

Date: 10/04/2011

To: Manager, Flight Procedure Standards

From: Greg Yamamoto
Manager, Terminal Procedures and Charting Service Team

Subject: **ACTION:** Approval Request

TAKEOFF MINIMUMS ODP, Adirondack Rgnl, Saranac Lake, NY (KSLK)

Climb gradient exceeds 500 feet per NM, 8260.46D, paragraph 2-1d(2).

The computed climb gradient is 750 feet per NM to an altitude of 2600 for departures on runway 9. The obstacle driving this climb gradient is a 2225 MSL Tower (36-001020). Due to the location of this obstruction in the ICA, 1.23 NM from the departure end of runway 9, it is not possible to design a departure route to mitigate this obstacle.

Request approval to publish a minimum climb gradient of 750 feet per NM to 2600 to allow 40:1 obstacle penetrations to be avoided.

In realizing a climb gradient of over 500 feet per NM will not likely be approved, recommend use of ceiling and visibility, 800-2 ¼.

Please respond no later than: 2 NOVEMBER 2011.

Attachments:
1. Map
2. IAPA DEP99