

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29		Bearings, headings, courses, 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 in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE		ALTITUDE		ILS: DA LOC: SLK 0.67 DME							
BTV VOR/DME		LIZZZ/31.75 DME		301.29 / 31.75		5400		CLIMB TO 3500 ON HEADING 232 THEN CLIMBING RIGHT TURN TO 5400 ON HEADING 070 TO INTERCEPT I-SLK LOCALIZER COURSE NE TO JONNN INT/SLK 13.50 DME AND HOLD.							
LIZZZ/31.75 DME (IAF)		JONNN INT/SLK 13.50 DME (NOPT)		301.29 / 6.00 (BTV R-301)		5400									
JONNN INT/SLK 13.50 DME (IF/IAF)		RIIKE/SLK 6.77 DME		228.90 / 6.73 (I-SLK)		3800									
										ADDITIONAL FLIGHT DATA: CHART FAS OBST: 2275 TREE 442643N/0740954W. CHART BTV 37.75 DME AT JONNN INT. CHART VDP AT 3.07 DME* DISTANCE VDP TO THLD 2.52 NM. *LOC ONLY. CHART CIRCLING ICON. CHART PLANVIEW NOTE: DME REQUIRED.					
1. PT _____ SIDE OF COURSE _____ OUTBOUND _____ FT WITHIN _____ MILES OF _____ (IAF)															
2. HOLD NE JONNN, RT, 229.03 INBOUND, 5400 FT. IN LIEU OF PT (IAF)															
3. FAC: 228.90 FAF: RIIKE/SLK 6.77 DME DIST FAF TO MAP: _____ THLD: 6.12															
4. MIN. ALT: JONNN 5400, RIIKE 3800, HNDRK/SLK 3.76 DME 2760*															
5. DIST TO THLD FROM OM: _____ - _____ MM: _____ - _____ IM: _____ - 150 HAT: _____ - 100 HAT: _____ - GS ANT: 1099															
6. MIN GS INCPT: 3800 GS ALT AT: RIIKE 3800 OM: _____ - _____ MM: _____ - _____ IM: _____ -															
7. GS ANGLE: 3.20 TCH: 59.8															
8. MSA FROM: KSLK 6700															
MAG VAR: 14W EPOCH YEAR: 2015															
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE: N A		ILS: STANDARD		LOC: @							
CATEGORY =====>		A		B		C		D		E					
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 23	1863	3/4	200	1863	3/4	200	1863	3/4	200	1863	3/4	200			
S-LOC 23	2580	3/4	917	2580	3/4	917	2580	2	917	2580	2	917			
CIRCLING	2580	1 1/4	917	2660	1 1/2	997	2660	3	997	2680	3	1017			
NOTES: CHART NOTE: CIRCLING TO RWY 5, 9, 27 NA AT NIGHT. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 23. CHART NOTE: RWY 23 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BTV VOR/DME ON V141 SOUTHEAST BOUND. CHART NOTE: DME FROM SLK DME. SIMULTANEOUS RECEPTION OF I-SLK AND SLK DME REQUIRED.															
CITY AND STATE SARANAC LAKE, NY		ELEVATION: 1663 TDZE: 1663 AIRPORT NAME: ADIRONDACK RGNL		FACILITY IDENTIFIER: I-SLK		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 23, AMDT 10						SUP: ILS OR LOC/DME Z RWY 23 AMDT: 9B DATED 06/25/2015			



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES <div>SEE CHANGES</div>		REQUIRED EFFECTIVE DATE <div>ROUTINE</div>	
COORDINATED WITH: <div><div>ATA<input type="checkbox"/></div><div>AAT<input type="checkbox"/></div><div>ALPA<input checked="" type="checkbox"/></div><div>APA<input type="checkbox"/></div><div>AOPA<input checked="" type="checkbox"/></div><div>NBAA<input checked="" type="checkbox"/></div><div>OTHER (specify) ZBW, AIRPORT MANAGER</div></div>					
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME: <div><div>Digitally signed by</div><div>HEIDI SNIDER</div><div>HEIDI SNIDER</div><div>Jan 11, 2018</div></div>				FIFO AJV-5423	DATE: 10/26/2017
APPROVED BY					
NAME: <div><div>JULIE A. MORGAN</div><div>MANAGER</div></div>				FIFO AJV-5420	DATE:
CHANGES: <div>1. TERMINAL ROUTES; REMOVED SLK VOR/DME TO TRSEA SEGMENT. 2. TERMINAL ROUTES; REMOVED TRSEA TO JONNN SEGMENT. 3. FIX MAKE UP; FROM JONNN INT/SLK VOR/DME 13.50 DME TO JONNN INT/SLK 13.50 DME. 4. FIX MAKE UP RIIKE FROM RIIKEISLK VORIDME 6.77 DME TO RIIKE/SLK 6.77 DME. 5. FIX MAKE UP HNRK FROM HNRK/SLK VORIDME 3.76 DME TO HNRK/SLK 3.76 DME. 6. CHANGED MISSED APPROACH FROM CLIMB TO 3500 ON HEADING 232 THEN CLIMBING RIGHT TURN TO 5000 DIRECT SLK VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000, OR AS DIRECTED BY ATC. TO CLIMB TO 3500 ON HEADING 232 THEN CLIMBING RIGHT TURN TO 5400 ON HEADING 070 TO INTERCEPT LOCALIZER NE CRS TO JONNN INT/SLK 13.50 DME AND HOLD. 7. DELETED ALTERNATE MISSED APPROACH AND HOLDING AT BRIEL LOM; REMOVED ALL CHART BRIEL LOM NOTES. 8. ADDED HOLD IN LIEU AT JONNN. 9. UPDATED MSA FROM SLK VOR/DME TO KSLK. 10. ADDED CHART NOTE: DME FROM SLK DME. SIMULTANEOUS RECEPTION OF I-SLK AND SLK DME REQUIRED. 11. ADDED VDP. 12. ADDED CHART CIRCLING ICON. (SEE FORM 8260-10)</div>					
REASONS: <div>1 - 6. DECOMMISSIONING OF SLK VOR. 7. DECOMMISSIONING OF BRIEL LOM. 8. PER IFP CHECKLIST. 9. NO OMNI-DIRECTIONAL NAVAIDS W/IN 30 NM. 10. FREQUENCIES NOT PAIRED. 11. IAW 8260.3C 2-6-5 12. APPLICATION OF NEW CIRCLING AREA IAW 8260.3C 2-7-1. 13. NEW CONTROLLING OBSTRUCTION. 14. TURN EXCEEDS 120 DEGREES. 15. VIS CHECK CALCULATION. 16. IAW 8260-19H 8-6-11(G) PDF EDITS: ILS ALT MINS TO STANDARD - SIAP DOES NOT GENERATE IAW 8260.3C. DELETED MB COORDINATES FROM FACILITY DATA - DECOMMISSIONING. (SEE FORM 8260-10)</div>					



US DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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QUALITY
4
CHECKED

CITY AND STATE SARANAC LAKE, NY	ELEVATION: 1663	TDZE: 1663	FACILITY IDENTIFIER: I-SLK	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC RWY 23, AMDT 10	SUP: ILS OR LOC/DME Z RWY 23
	AIRPORT NAME: ADIRONDACK RGNL				AMDT: 9B
					DATED: 06/25/2015

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
<div>CHANGES:</div> <div>CHANGES CONT.</div> <div>13. CIRCLING MDA/HAA CAT D FROM 2660/997 TO 2680/1017.</div> <div>14. ADDED CHART PLANVIEW NOTE; PROCEDURE NA FOR ARRIVALS AT BTV VOR/DME ON V141 SOUTHEAST BOUND.</div> <div>15. ADDED CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 23.</div> <div>16. UPDATED CHART NOTE FROM NIGHT LANDING RWY 5, 9, 27 NA TO CIRCLING TO RWY 5, 9, 27 NA AT NIGHT.</div> <div>INCORPORATED PREVIOUSLY PUBLISHED NOTAMS INTO THIS AMENDMENT.</div> <div>DME: 442304.41N / 0741216.21W LOC: 442242.26N / 0741254.09W, GS: 442334.77N / 0741208.07W, THIRD PARTY</div>					
<div>REASONS:</div> <div>REASONS CONT.</div> <div>01/11/18: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 10/26/2017.</div> <div>1. TERMINAL ROUTES SEGMENT TO JONNN INT/SLK 13.50 DME, ADDED (NOPT).</div> <div>2. UPDATED FACILITY IDENTIFIER FROM SLK TO I-SLK.</div>					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		BTV VOR/DME		LIZZZ/31.75 DME		1. AAO		442812.00N/0735045.00W		2723 (4E)		2000		AT427 PR250		5400			
						2. TERRAIN		442812.00N/0735045.00W		2523 (2500)				AS1500		4000			
INITIAL		LIZZZ/31.75 DME		JONNN INT/SLK		3. AAO		443630.00N/0740224.00W		3002 (4E)		1000		AT1148 PR250		5400			
				13.50 DME		4. TERRAIN		443630.00N/0740224.00W		2802 (2800)				AS1500		4300			
INTERMEDIATE		JONNN INT/SLK		RIIKE/SLK 6.77		5. AAO		443631.75N/0740222.57W		2992 (2A)		500		PR250		3800			
		13.50 DME		DME		6. TERRAIN		442921.00N/0740342.00W		2822 (2800)				AS1000		3800			
		(IF/IAF)																	
FINAL: ILS		RIIKE/SLK 6.77		RW23								ASC				1863/200			
		DME																	
FINAL: LOC		RIIKE/SLK 6.77		HNDRK/SLK 3.76		7. TREE (36-023765)		442654.27N/0740853.03W		2389 (1A)		250		XL6 DG15 PR100		2760			
		DME		DME															
FINAL: LOC STEPDOWN		HNDRK/SLK 3.76		SLK 0.67 DME		8. TREE (36-040732)		442642.65N/0740953.59W		2275 (1A)		250		SA-49 PR100		2580			
		DME																	
2. HOLD-IN-LIEU-OF-PT		JONNN		P-5		9. TOWER (36-000545)		444143.00N/0735259.00W		4095 (5E)		1000		AT305		5400			
						10. TERRAIN		444136.00N/0735254.00W		3767 (3800)				AS1500		5300			
3. MISSED APPROACH	MAP:		DA / SLK 0.67 DME		JONNN INT/SLK						ASC				5400				
					13.50 DME		11. TOWER		443330.00N/0740906.00W		3332 (2C)		1000		4400				
	ELEV:		1690/2230				12. TERRAIN		443330.00N/0740906.00W		3298 (3300)				AS1500		4800		
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	350	ACTUAL	917	13. TREE (36-041411)		442347.42N/0741404.46W		2095 (1B)		300		SI		2580	
CATEGORY B		1.5 NM			450		997	14. TOWER (36-023785)		442352.85N/0741416.20W		2258 (1B)		300		PR100		2660	
CATEGORY C		1.7 NM			450		997	14. TOWER (36-023785)		442352.85N/0741416.20W		2258 (1B)		300		PR100		2660	
CATEGORY D		2.3 NM			550		1017	8. TREE (36-040732)		442642.65N/0740953.59W		2275 (1A)		300		PR100		2680	
CATEGORY E		4.5 NM			550														
5. MINIMUM SAFE ALTITUDES																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		AAO		157/20.4		5544 (6C)		6700											
CITY AND STATE		SARANAC LAKE, NY		ELEVATION: 1663		AIRPORT NAME: ADIRONDACK RGNL		FACILITY		I-SLK		PROCEDURE AND AMENDMENT NO: ILS OR LOC RWY 23, AMDT 10		REGION		AEA		QUALITY 4 CHECKED	

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:			
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE				3. ALTIMETER SETTING				PRECIPITOUS TERRAIN EVALUATION COMPLETED.	
BTW FSS ZBW ARTCC				N W S		OTHER: ASOS		SOURCE:KSLK / KPBG				PRECIPITOUS TERRAIN ADJUSTMENT CARRIED OVER FROM PREVIOUS AMENDMENT PER FLIGHT CHECK FINDINGS. TERPS SOFTWARE ALGORITHM EVALUATIONS DID NOT FIND ANY PRECIPITOUS TERRAIN ADJUSTMENTS.	
				F A A				DISTANCE: 0 / 35.39					
				A / C				HOURS REMOTE OPERATION: 0/YES / BACKUP					
SATISFACTORY ON:				LOCATION: KSLK				ADJUSTMENT: 0				ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.86NM CAT C: 2.94NM CAT D: 3.76NM	
4. MONITOR STATUS		PRIMARY NAVAID: I-SLK										NO ADDITIONAL AIRSPACE REQUIRED.	
		MONITOR POINT: AOCC											
		HRS OPTN:	CAT 1	24						CAT 3			
5. APPROACH & RUNWAY LIGHTING				ALS								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.	
				(S) SALS									
		X		MALSR 23 (PCL)									
		X		HIRL 05 (PCL), 23 (PCL)									
		X		MIRL 09 (PCL), 27 (PCL)									
				REIL									
				TDZ									
				C/LINE									
X		OTHER (SPECIFY) PAPI-4L 05 (PCL)								ALL RWY 23 PROCEDURES EXTENDED AAO EXEMPT AREA TO 12.85 NM FROM RWY 23.			
6. RUNWAY MARKINGS		BASIC										PER APT MGR & FPT, FINAL SEGMENT; NO BACK UP ALTIMETER ADJUSTMENT USED DUE TO DISTANCE BETWEEN FAF & STEPDOWN FIX WITH THE 282 RA ADDED AT HNDRK REFERENCE 2389 MSL TREE.	
		ALL WEATHER PIR-F 23											
		INSTRUMENT NPI-F 05, 09, 27											
7. RUNWAY VISUAL RANGE		APPROACH										"VISUAL PORTION OF FINAL" PENETRATIONS:	
		MIDFIELD											
		ROLL OUT											
8. GLIDE PATH		GP ANGLE: 3.20						ELEV RWY THRESHOLD:1662.5				34:1 1744 TREE (36-041154) 442406.16N/0741133.26W (0.54) 1749 TREE (36-041236) 442407.94N/0741132.55W (0.43)	
		DISTANCE FROM RWY: 1099						ELEV GP ANTENNA: 1657.2					
		THRESHOLD CROSSING HEIGHT:59.8											
9. FINAL APPROACH COURSE AIMING		X		RUNWAY THRESHOLD						FT. FROM THRESHOLD		CIRCLING RWY 5 20:1 1742 TREE (36-043323) 442229.40N/0741300.89W (4.56) 1712 TREE (36-117675) 442234.12N/0741256.52W (3.23) 1745 TREE (36-043331) 442227.92N/0741300.44W (2.35)	
		X		ON CENTERLINE						FT. FROM CENTERLINE			
10. WAIVERS: 2 ORDER 8260.19H, PARAGRAPH 2-11-5; EXTENDED AAO EXEMPT AREA BEYOND 20,000 FEET TO 12.85 NM FROM RWY 23 THLD. ORDER 8260.3CTABLE 3-2-2 PERMIT THE USE OF 200 FT. HAT FOR CAT C AND 200 FT HAT WITH 3.20 DEGREE GLIDEPATH FOR CAT D AIRCRAFT.												CIRCLING RWY 9 20:1 LISTED 4 OF 16 HIGHEST PENETRATIONS 1677 TREE (36-043030) 442250.17N/0741257.60W (21.02) 1667 TREE (36-043031) 442249.03N/0741256.56W (13.64) 1656 TREE (36-042943) 442250.81N/0741254.15W (12.93) 1669 TREE (36-042957) 442247.45N/0741257.64W (10.28)	
PART D - PREPARED BY: HEIDI SNIDER						DATE: 10/26/2017						CONT.	
TITLE: AERONAUTICAL INFORMATION SPECIALIST						OFFICE: AJV-5423							

QUALITY
4
CHECKED

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: CONTINUED. AIRPORT MANAGER NOTIFIED BY EST FPT OF ALL 20:1 PENETRATIONS. OBSTACLE #8 LOCATED 361 FT. INTO SECONDARY AREA.		
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING					
SATISFACTORY ON:					N W S	OTHER:		SOURCE:				
					F A A			DISTANCE:				
					A / C			HOURS REMOTE OPERATION:				
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:			
4. MONITOR STATUS		PRIMARY NAVAID:										
		MONITOR POINT:										
		HRS OPTN:	CAT 1									
			CAT 3									
5. APPROACH & RUNWAY LIGHTING			ALS									
			(S) SALS									
			MALS									
			HIRL									
			MIRL									
			REIL									
			TDZ									
			C/LINE									
6. RUNWAY MARKINGS			BASIC									
			ALL WEATHER									
			INSTRUMENT									
7. RUNWAY VISUAL RANGE			APPROACH									
			MIDFIELD									
			ROLL OUT									
8. GLIDE PATH			GP ANGLE:					ELEV RWY THRESHOLD:				
			DISTANCE FROM RWY:					ELEV GP ANTENNA:				
								THRESHOLD CROSSING HEIGHT:				
9. FINAL APPROACH COURSE AIMING				RUNWAY THRESHOLD						FT. FROM THRESHOLD		
				ON CENTERLINE						FT. FROM CENTERLINE		
10. WAIVERS:												
PART D - PREPARED BY:											DATE:	
TITLE:											OFFICE:	

