

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> KSCH | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 10 | <u>ORIGINAL/AMENDMENT</u> ORIG-G | <u>CITY</u> SCHENECTADY | <u>STATE</u> NY | | |
| <u>AIRPORT ELEVATION</u> 378 | <u>TDZE</u> 325 | <u>SUPERSEDED</u> RNAV (GPS) RWY 10 | <u>ORIGINAL/AMENDMENT</u> ORIG-F | <u>DATED</u> 07/15/2021 | <u>MAG VAR</u> 14W | <u>EPOCH YEAR</u> 2000 |
| <u>FACILITY</u> RNAV | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <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> |
|-----------------------|-----------------|-----------------------|-----------------|-----------------|--------------|------------|---------------|-----------------|-----------------|
| CEDOR | IAF | UNMIP | NOPT | TF | FB | 1.00 | 047.26 | 6.76 | 3000 |
| UNMIP | IF/IAF | SUNOY | | TF | FB | 1.00 | 101.71 | 6.20 | 2400 |
| SUNOY | FAF | OKBEW/4.70 NM TO RW10 | | TF | FB | 0.30 | 101.80 | 1.66 | |
| OKBEW/4.70 NM TO RW10 | | RW10 | MAP | TF | FO | 0.30 | 101.80 | 4.70 | |
| RW10 | MAP | 778 MSL | | CA | | | 101.80 | | |
| 778 MSL | | VEYCU | | DF | FO | 1.00 | | | 3000 |

MISSED APPROACH

MAP:

LP: RW10
LNAV: RW10

MISSED APPROACH INSTRUCTIONS:

778 ON HEADING 101.80 CLIMB TO 3000 DIRECT VEYCU AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD W UNMIP, RT, 101.71 INBOUND, 3000 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAF: 101.80FAF: SUNOYDIST FAF TO MAP: 6.36DIST FAF TO THLD: 6.36

4. MIN ALT: UNMIP 3000, SUNOY 2400, OKBEW/4.70 NM TO RW10 1860

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

6. MIN GP INCPT:GP ALT AT FAF :OM:MM:IM:

7. GP ANGLE:34:1: IS NOT CLEAR20:1: IS NOT CLEARTCH:

8. MSA FROM: RW10 3600

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CEDOR ON V14 WESTBOUND.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBANY ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET; INCREASE LNAV VISIBILITY CAT B/C/D 1/2 SM, AND CIRCLING VISIBILITY CAT B/C 1/2 SM.
HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: STRAIGHT-IN RWY 10 NA AT NIGHT, CIRCLING RWY 10, 28 NA AT NIGHT.

ADDITIONAL FLIGHT DATA:

CHART 1101 TRANSMISSION LINE 425004N/0740300W.
OKBEW TO RW10: 3.00/50.
HOLD E, RT, 282.09 INBOUND.
FAS OBST: 990 AAO 425011N/0740116W, 959 AAO 425016N/0740126W.
1399 AAO 425118N/0740312W.
WAAS CHANNEL # 78224
REFERENCE PATH ID: W10A
LTP HAE: 68 M

MINIMUMS:

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

ALTERNATE: NA ☐ CAT A, B 1000-2, CAT C 1000-2 1/2, CAT D 1000-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

| 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 |
| LP MDA | 1220 | 1 1/4 | 895 | 1220 | 1 1/4 | 895 | 1220 | 2 1/2 | 895 | 1220 | 2 1/2 | 895 | | | |
| LNAV MDA | 1240 | 1 1/4 | 915 | 1240 | 1 1/4 | 915 | 1240 | 2 1/2 | 915 | 1240 | 2 1/2 | 915 | | | |
| CIRCLING | 1240 | 1 1/4 | 862 | 1240 | 1 1/4 | 862 | 1240 | 2 1/2 | 862 | 1320 | 3 | 942 | | | |

QUALITY
14
CHECKED

CHANGES - REASONS

1. ADDED PBN REQUIREMENTS NOTE: RNP APCH - GPS - IAW 8260.19I PARA 8-6-8.B(2).
2. DELETED NOTE DME/DME RNP -0.3 NA - IAW 8260.19I PARA 1-1-5.F.(18).
3. DELETED ADDITIONAL FLIGHT DATA NOTE: CHART PROFILE NOTE: VISUAL SEGMENT OBSTACLES - PER FLIGHT CHECK NO LONGER REQUIRED.
4. CRC REMAINDER CHANGED FROM 5508C693 TO 1927D2AC.
5. LTP LATITUDE CHANGED FROM 425054.3760N TO 425054.3820N.
6. LTP LONGITUDE CHANGED FROM 0735624.0080W TO 0735624.0120W.
7. LTP ELLIPSOIDAL HEIGHT CHANGED FROM +00679 TO +00680.
8. REMOVED ALTERNATE MINIMMS NA - IAW 8260.19I PARA 8-6-11.B(3).
9. CHARTED 1101 TRANSMISSION TWR (7:1) - IAW 8260.19I PARA 8-6-10.E(1).
10. ADDED CIRCLING TO RWY 28 AT NA - 20:1 PENETRATION, 340 TREE (36-189011), 425055.12N/0735514.16W (2.47).
11. CHANGED INTERMEDIATE RNP VALUE FROM 0.5 TO 1.0 - IAW 8260.58 TABLE 1-2-1.
12. ADDED DESCENT ANGLE 3.00/TCH 50 TO FAS DATA SHEET AND ADDITIONAL FLIGHT DATA - IAW 8260.19I APPENDIX K TABLE 1.
13. CHANGE FPAP LAT/LONGS FROM 425057.6200N/0735422.9700W TO 425057.6055N/0735422.9670W - NEW AIRNAV DATA.
14. CHANGED REMOTE ALTIMETER NOTE FROM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBANY ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET; INCREASE LNAV CAT B AND CIRCLING CAT B/D VISIBILITY 1/4 MILE, AND LNAV CAT C/D TO WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBANY ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET; INCREASE LNAV VISIBILITY CAT B/C/D 1/2 SM, AND CIRCLING VISIBILITY CAT B/C 1/2 SM - IAW 8260.3E TABLE 3-3-1 AND 3-3-7.
15. CHANGED FINAL APPROACH COURSE FROM 101.83 TO 101.80 - BASED ON TARGETS SOFTWARE EVALUATION VERSUS PRIOR SOFTWARE.

COORDINATED WITH:

A4A ☐ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZBW ARTCC, AIRPORT MANAGER

FLIGHT CHECKED BY**OFFICE****DATE****DEVELOPED BY**

WILLIAM D. MELTON

OFFICE

AJV-A413

DATE

04/13/2022

APPROVED BY

JULIE MORGAN

OFFICE

AJV-A410

DATE**TITLE**
MANAGER

FAS DATA BLOCK INFORMATION

| <u>DATA FIELD</u> | <u>DATA</u> |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | KSCH |
| RUNWAY | RW10 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W10A |
| LTP/FTP LATITUDE | 425054.3820N |
| LTP/FTP LONGITUDE | 0735624.0120W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +00680 |
| FPAP LATITUDE | 425057.6055N |
| FPAP LONGITUDE | 0735422.9670W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00050.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 03.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1336 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 0.0 |
| | |
| CRC REMAINDER | 1927D2AC |

ADDITIONAL PATH POINT RECORD INFORMATION

| | |
|-------------------------|--------|
| ICAO CODE | K6 |
| LTP ORTHOMETRIC HEIGHT | +00991 |
| FPAP ORTHOMETRIC HEIGHT | +00991 |



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

| | | | | | | |
|---------------------------|--|---------------------------|----------------------------|--------------------|---------------------------------|-------------------------|
| <u>AIRPORT ID</u> KSCH | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 10 | <u>AMDT NO.</u> ORIG-G | <u>CITY</u> SCHENECTADY | <u>STATE</u> NY | <u>AIRPORT ELEVATION</u> 378 | <u>FACILITY</u> RNAV |
|---------------------------|--|---------------------------|----------------------------|--------------------|---------------------------------|-------------------------|

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
CEDOR

TO
UNMIP

| <u>RNP</u> | <u>DISTANCE</u> 6.76 | <u>PAT</u> | <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> |
| 1.TOWER (36-001657) | 424805.54N/0741048.94W | | 1656 | 20 | 3 | 1A | 1000 | | | | | 2700 |
| 2.TERRAIN | 424727.00N/0741921.00W | | 1454 (1500) | | | | | | | | AS1500 | 3000 |

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM
UNMIP (IF/IAF)

TO
SUNOY

| <u>RNP</u> | <u>DISTANCE</u> 6.20 | <u>PAT</u> | <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> |
| 3.AAO | 424833.00N/0740912.00W | | 1611 | 164 | 98 | 4E | 500 | | | | AC98 | 2300 |
| 4.TERRAIN | 424833.00N/0740918.00W | | 1411 (1400) | | | | | | | | AS1000 | 2400 |

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LP

FROM

SUNOY

TO

OKBEW/4.70 NM TO RW10

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | | |
|--------------------|------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
| | 1.66 | | | | | | | | | | | |
| <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> |
| 5.AAO | 425123.22N/0740400.48W | | 1533 | 50 | 20 | 2C | 250 | | | | RA33 DG26 XL18 | 1860 |

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LP STEPDOWN

FROM

OKBEW/4.70 NM TO RW10

TO

RW10

| <u>RNP</u> | <u>DISTANCE</u> 4.70 | <u>PAT</u> | <u>MAP</u> RW10 | <u>HAT</u> 895 | | | <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> |
| 6.AAO | 425015.92N/0740125.83W | | 959 | 50 | 20 | 2C | 250 | | | | | 1220 |

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LNAV

FROM

SUNOY

TO

OKBEW/4.70 NM TO RW10

| <u>RNP</u> | <u>DISTANCE</u> | <u>PAT</u> | <u>MAP</u> | <u>HAT</u> | | | <u>HMAS</u> | | | | | |
|--------------------|------------------------|------------|-----------------|-------------|-------------|-----------|-------------|------------|-----------|-------------|--------------------|----------------|
| | 1.66 | | | | | | | | | | | |
| <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> |
| 5.AAO | 425123.22N/0740400.48W | | 1533 | 50 | 20 | 2C | 250 | | | | RA33 DG26 XL18 | 1860 |

COMPUTATIONS

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

SEGMENT REMARKS:

FINAL: LNAV STEPDOWN

FROM

OKBEW/4.70 NM TO RW10

TO

RW10

| <u>RNP</u> | <u>DISTANCE</u> 4.70 | <u>PAT</u> | <u>MAP</u> RW10 | <u>HAT</u> 915 | | | <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> |
| 7.AAO | 425011.18N/0740115.93W | | 990 | 50 | 20 | 2C | 250 | | | | | 1240 |

COMPUTATIONS

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

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

UNMIP

TO

P-5

| RNP | DISTANCE | PAT | MAP | HAT | HMAS | | | | | | | |
|---------------------|------------------------|-----|-------------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | P-5 | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| 1.TOWER (36-001657) | 424805.54N/0741048.94W | | 1656 | 20 | 3 | 1A | 1000 | | | | | 2700 |
| 8.TERRAIN | 424730.00N/0741930.00W | | 1454 (1500) | | | | | | | | AS1500 | 3000 |

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

SEGMENT REMARKS:

MISSED APPROACH : LP

FROM

RW10

TO

VEYCU

| RNP | DISTANCE | PAT | MAP | HAT | HMAS | | | | | | | |
|-------------|------------------------|-----|-----------|------|------|----|------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3000 |
| 9.AAO | 425218.00N/0734836.00W | | 614 | 164 | 98 | 4E | 1000 | | | | | 1700 |
| 10.TERRAIN | 425218.00N/0734836.00W | | 414 (400) | | | | | | | | AS1500 | 1900 |

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

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM
RW10

TO
VEYCU

| RNP | DISTANCE | PAT | MAP | HAT | | | HMAS 1140 | | | | | |
|-------------|------------------------|-----|-----------|------|------|----|--------------|-----|----|------|-------------|---------|
| OBSTRUCTION | COORDINATES | | ELEV MSL | HORZ | VERT | AC | ROC | OCS | CG | CGTA | ADJUSTMENTS | MIN ALT |
| | | | | | | | | ASC | | | | 3000 |
| 9.AAO | 425218.00N/0734836.00W | | 614 | 164 | 98 | 4E | 1000 | | | | | 1700 |
| 10.TERRAIN | 425218.00N/0734836.00W | | 414 (400) | | | | | | | | AS1500 | 1900 |

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 | | | | | | | | | | | |
| 11.TANK (36-001622) | 425003.00N/0735426.00W | 1.30 | 862 | 568 | 50 | 10 | 2B | 300 | | SI | 1240 |
| CATEGORY B | | | | | | | | | | | |
| 12.TOWER (36-002360) | 425223.83N/0735755.64W | 1.82 | 862 | 632 | 20 | 3 | 1A | 300 | | SI | 1240 |
| CATEGORY C | | | | | | | | | | | |
| 13.TREE | 425218.13N/0735946.68W | 2.86 | 862 | 819 | 50 | 20 | 2C | 300 | | SI | 1240 |
| CATEGORY D | | | | | | | | | | | |
| 14.AAO | 425334.59N/0735953.73W | 3.73 | 942 | 1010 | 50 | 20 | 2C | 300 | | | 1320 |

CIRCLING REMARKS:



MSA

CENTER

RW10

RADIUS

25

| SECTOR | OBSTRUCTION | COORDINATES | BEARING | DISTANCE | ELEV MSL | HORZ | VERT | AC | ROC | OCS | ADJUSTMENTS | MIN ALT |
|---------|-------------|------------------------|---------|----------|----------|------|------|----|------|-----|-------------|---------|
| 360-360 | AAO | 423815.00N/0742640.60W | 255 | 25.7 | 2530 | 1000 | 3 | 6A | 1000 | | | 3600 |

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

100' TREES USED PER EASTERN FPT.
TAA NOT DEVELOPED PER ATC/EASTERN FPT.
KALB ASOS-3 IS ON SERVICE-A.
ORDER 8260.3 CHAPTER 2 APPLIED TO 1101TRANSMISSION LINE 425004N/0740300W



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZBW ARTCC, ALB APP CON, SCH TOWER

| | | | | | | |
|-----------------------------------|-------------------------|----------------------------|---------------------------------|-------------------------|-----------------------|--------------------------|
| <u>WX SERVICE</u> AWOS-3 | <u>LOCATION</u> KSCH | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KSCH | <u>DISTANCE</u> 0 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 0 |
| <u>BACK-UP WX SERVICE</u> ASOS | <u>LOCATION</u> KALB | <u>HRS OPERATION</u> 24 | <u>ALTIMETER SOURCE</u> KALB | <u>DISTANCE</u> 8.36 | <u>SERVICE-A</u> Y | <u>ADJUSTMENTS</u> 33 |

WX REMARKS:
RASS PRESSURE PATTERNS THE SAME
KSCH 378, KALB 285
RA = 32.27.

| | | | |
|---|----------------------|------------------------|----------------------------|
| <u>PRIMARY NAVAID</u> | <u>MONITOR POINT</u> | <u>HRS OPERATION</u> | <u>CAT</u> |
| <u>APPROACH AND RUNWAY LIGHTING SYSTEM</u> | | <u>RUNWAY MARKINGS</u> | <u>RUNWAY VISUAL RANGE</u> |
| RW10 - MIRL (PCL), PAPI-2L (PCL) | | NPI-G | |
| RW22 - HIRL (PCL), PAPI-4L (PCL) | | NPI-G | |
| RW28 - MIRL (PCL), REIL, PAPI-2L (PCL) | | NPI-G | |
| RW04 - MALSR (PCL), HIRL (PCL), PAPI-4L (PCL) | | PIR-G | |

| | | | | | | |
|-------------------------|---------------------------|------------|------------------------|--------------------------|---------------------------|--------------------|
| <u>GLIDESLOPE ANGLE</u> | <u>ELEV RWY THRESHOLD</u> | <u>TCH</u> | <u>ELEV GS ANTENNA</u> | <u>DISTANCE FROM RWY</u> | <u>VGSI ANGLE</u> 4.00 | <u>TCH</u> 50.0 |
|-------------------------|---------------------------|------------|------------------------|--------------------------|---------------------------|--------------------|

FINAL APPROACH COURSE AIMING

| | | | | |
|------------------|-------------------------------------|--------------------|------------------------------|-----|
| RUNWAY THRESHOLD | <input checked="" type="checkbox"/> | FT FROM THRESHOLD | DISPLACED THRESHOLD DISTANCE | 200 |
| ON CENTERLINE | <input checked="" type="checkbox"/> | FT FROM CENTERLINE | | |

CRITICAL TEMPERATURES

| | | | |
|---------------------|----------------------|------------|----------------|
| <u>CRITICAL LOW</u> | <u>CRITICAL HIGH</u> | <u>ACT</u> | <u>APT ISA</u> |
|---------------------|----------------------|------------|----------------|

CRITICAL TEMPERATURE REMARKS:



"VISUAL PORTION OF FINAL" PENETRATIONS

| | | | |
|---|-----------------|---|--|
| Final Type | CIRCLING RWY 28 | | |
| 20:1 | | | |
| 340 TREE (36-189011) 425055.12N/0735514.16W (2.47) | | | |
| Final Type | CIRCLING RWY 28 | | |
| 34:1 | | | |
| NOT EVALUATED. | | | |
| Final Type | RWY 10 | | |
| 20:1 | | | |
| 397 TREE (36-024515) 425054.19N/0735639.74W (23.42) | | 389 TREE (36-063270) 425050.96N/0735638.58W (19.14) | |
| 392 TREE (36-024528) 425051.60N/0735640.38W (15.56) | | 388 TREE (36-070763) 425052.43N/0735641.23W (8.55) | |
| 362 TREE (36-093432) 425051.40N/0735635.36W (4.21) | | 375 TREE (36-189052) 425053.29N/0735639.25W (3.08) | |
| 391 TREE (36-070764) 425057.19N/0735644.04W (1.97) | | 401 TREE (36-083818) 425056.21N/0735646.80W (1.51) | |
| 384 TREE (36-073329) 425051.50N/0735642.09W (1.18) | | 383 TREE (36-081754) 425050.46N/0735642.06W (0.1) | |
| Final Type | RWY 10 | | |
| 34:1 | | | |
| 395 TREE (36-083817) 425057.53N/0735646.74W (26.46) | | 387 TREE (36-063804) 425051.81N/0735643.79W (24.3) | |
| 402 TREE (36-063451) 425057.85N/0735651.22W (23.69) | | 397 TREE (36-117259) 425056.00N/0735649.30W (22.69) | |
| 380 TREE (36-189041) 425052.72N/0735641.74W (21.89) | | | |

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or
5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - VISUAL SURFACE PENETRATIONS.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

SEE ATTACHED AIRSPACE LETTER.

ORDER 8260.3 CHAPTER 2 APPLIED TO 1399 AAO 425118.00N/0740312.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



| | | | | | | |
|---------------------------|--|---------------------------|----------------------------|--------------------|---------------------------------|-------------------------|
| AIRPORT ID KSCH | PROCEDURE NAME RNAV (GPS) RWY 10 | AMDT NO. ORIG-G | CITY SCHENECTADY | STATE NY | AIRPORT ELEVATION 378 | FACILITY RNAV |
|---------------------------|--|---------------------------|----------------------------|--------------------|---------------------------------|-------------------------|

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 | 6.03 |
| WIDTH OF | FINAL | SEGMENT AT 1000FT POINT | 1.20 |
| TRUE COURSE OF | FINAL | SEGMENT CONTAINING 1000FT POINT | 087.80 |
| HIGH TERRAIN IN | FINAL | SEGMENT CONTAINING 1000FT POINT | 1300 |
| DISTANCE FROM | THLD | TO 1500FT POINT | 12.36 |
| WIDTH OF | INTERMEDIATE | SEGMENT AT 1500FT POINT | 4.00 |
| TRUE COURSE OF | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 087.80 |
| HIGH TERRAIN IN | INTERMEDIATE | SEGMENT CONTAINING 1500FT POINT | 1400 |

THRESHOLD
COORDINATES
(IF STR-IN)

425054.38N/0735624.01W

ARP COORDINATES

425109.79N/0735546.43W

RUNWAY APCH END
AND DIST FURTHEST
FROM ARP

RUNWAY 22 DISTANCE 0.76 NM

FAF
COORDINATES

425040.06N/0740502.28W

FIX NAME
COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED
THLD DISPLACED 200FT, ACTUAL COORDINATES: 425054.30N/0735626.69W.

QUALITY
14
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

| | | | |
|----------------------------------|---------------------------|---------------------------|---|
| NAME WILLIAM D. MELTON | OFFICE AJV-A413 | DATE 04/13/2022 | TITLE AERONAUTICAL INFORMATION SPECIALIST |
|----------------------------------|---------------------------|---------------------------|---|

