

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</u> BUFFALO AIRFIELD | <u>AIRPORT ID</u> K9G0 | <u>PROCEDURE NAME</u> RNAV (GPS) RWY 24 | <u>ORIGINAL/AMENDMENT</u> 1B | <u>CITY</u> BUFFALO | <u>STATE</u> NY | |
| <u>AIRPORT ELEVATION</u> 670 | <u>TDZE</u> 670 | <u>SUPERSEDED</u> RNAV (GPS) RWY 24 | <u>ORIGINAL/AMENDMENT</u> 1A | <u>DATED</u> 09/18/2014 | <u>MAG VAR</u> 11W | <u>EPOCH YEAR</u> 2010 |
| <u>FACILITY</u> RNAV | <u>COORDINATES OF FACILITIES</u> | <u>ACTUAL EFFECTIVE DATE</u> 20 JUNE 2019 | <u>REQUIRED EFFECTIVE DATE</u> ROUTINE | <u>CANCEL/SUSPEND</u> | | |

TAA

| <u>FROM</u> | <u>FIX TYPE</u> | <u>TO</u> | <u>FIX TYPE</u> | <u>ALTITUDE</u> |
|---------------------|------------------------|------------------|------------------------|------------------------|
| 1. 149/30 CW 329/30 | NOPT | 149/15 CW 329/15 | | 4000 |
| 2. 149/15 CW 329/15 | | SAGNE | IF/IAF | 3900 |
| 3. 329/30 CW 059/30 | | 329/6 CW 059/6 | | 4400 |
| 4. 329/6 CW 059/6 | | TOVAE | IAF | 3900 |
| 5. 059/30 CW 149/30 | | UPUCO | IAF | 3900 |

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> |
|-----------------------|------------------------|-----------------------|------------------------|------------------------|---------------------|-------------------|----------------------|------------------------|------------------------|
| TOVAE | IAF | SAGNE | NOPT | TF | FB | 1.00 | 328.90 | 6.00 | 3900 |
| UPUCO | IAF | SAGNE | NOPT | TF | FB | 1.00 | 148.78 | 6.00 | 3900 |
| SAGNE | IF/IAF | PECIB | | TF | FB | 1.00 | 238.84 | 6.07 | 2400 |
| PECIB | FAF | JALWE/2.00 NM TO RW24 | | TF | FB | 0.30 | 238.77 | 3.30 | |
| JALWE/2.00 NM TO RW24 | | RW24 | MAP | TF | FO | 0.30 | 238.73 | 2.00 | |
| RW24 | MAP | 1070 MSL | | CA | | | 238.73 | | |
| 1070 MSL | | TOVAE | | DF | FO | 1.00 | | | 3900 |

QUALITY
41
CHECKED

MISSED APPROACH

MAP:

LP: RW24
LNAV: RW24

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3900 DIRECT TOVAE AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

| | | | | | | | | |
|--------------------------|--|--------------------|-----------------------|------------------------|-----|-----|--|--|
| 1. PT | SIDE OF COURSE | OUTBOUND | FT WITHIN | MILES OF (IAF) | | | | |
| 2. | HOLD NE SAGNE, RT, 238.84 INBOUND, 3900 FT. IN LIEU OF PT (IAF), MAX 6000. | | | | | | | |
| 3. FAC: | 238.77 | FAF: PECIB | DIST FAF TO MAP: 5.30 | DIST FAF TO THLD: 5.30 | | | | |
| 4. MIN ALT: | SAGNE 3900, PECIB 2400, JALWE/2.00 NM TO RW24 1340 | | | | | | | |
| 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 CLEAR | 20:1: IS NOT CLEAR | TCH: | | | | | |
| 8. MSA FROM: | | | | | | | | |

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: RWY 24 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: USE BUFFALO NIAGARA INTL ALTIMETER SETTING.

ADDITIONAL FLIGHT DATA:

CHART PROFILE NOTE: VISUAL SEGMENT - OBSTACLES.
WAAS CHANNEL #42724
REFERENCE PATH ID: W24A
FAS OBST: 902 AAO 425259N/0784050W.
HOLD SE, RT, 328.90 INBOUND
LTP HAE: 169.1 M



MINIMUMS:

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

ALTERNATE: NA ☒

| 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 | 1160 | 1 | 490 | 1160 | 1 | 490 | | NA | | | NA | | | | |
| LNAV MDA | 1160 | 1 | 490 | 1160 | 1 | 490 | | NA | | | NA | | | | |
| CIRCLING | 1240 | 1 | 570 | 1240 | 1 | 570 | | NA | | | NA | | | | |

CHANGES - REASONS

1. DELETED DESCENT ANGLE/TCH FROM CHART PROFILE VIEW - FC REPORTED OBSTACLES IN THE VISUAL SURFACE (TREES).
2. ADDED CHART PROFILE NOTE "VISUAL SURFACE-OBSTACLES" - FC REPORTED OBSTACLES IN VISUAL SURFACE (TREES).
3. MOVED ALTERNATE ALTIMETER NOTE TO 8260-9 REMARKS SECTION AS CONTINGENCY NOTE - PRIMARY SOURCE IS AN ASOS ON WMSCR.
4. DELETED VDP NOTE - RUNWAY HAS 20:1 PENETRATIONS CONFIRMED BY FC REPORT.
5. ADDED CHART NOTE FOR VGSI NON-COINCIDENT NOTE (VGSI 3.00/27.7; PROCEDURE BUILT 3.00/40) - IAW 8260.58A TABLE 1-3-1 TCH REQUIREMENTS.
6. ADDED "20:1 NOT CLEAR" NOTE - IAW 8260.19H 8-6-7 (G(3)) FOR DOCUMENTING CLEAR SLOPES FOR RNAV PROCEDURE.
7. DELETED DME/DME RNP-0.3 NA - IAW 8260.19H 8-6-8 (B(1)) PBN NAVSPEC.
8. ADDED PBN NOTE RNP APCH - IAW 8260.19H 8-6-8 (B(1)) PBN NAVSPEC.
9. UPDATED FORMATTING OF HELICOPTER VISIBILITY REDUCTION NA NOTE - IAW 8260.19H 8-6-11 (K(3)) MINIMUMS.
10. CRC REMAINDER CHANGED FROM 594AA1F1 TO 881B20AE - UPDATE TO SURVEY CHANGED THE TDZE FROM 670.8 TO 669.6, AIRPORT ELEVATION FROM 670.0 TO 669.6, THRESHOLD COORDINATES, AIRPORT COORDINATES, DISPLACED THRESHOLD COORIDATES AND FPAP COORDINATES.
11. UPDATED LP/LNAV HAT FROM 489 TO 490 AND HAA FROM 569 TO 570 - UPDATED AIRPORT SURVEY.
- PROCEDURE NAME AND /OR AMENDMENT NUMBER HAVE BEEN ELECTRONICALLY UPDATED DUE TO P-NOTAM PUBLICATION.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: BUF APP CON, AMGR

FLIGHT CHECKED BY

BOB S PRESSLER

DEVELOPED BY

SCOTT BAGENSIE

APPROVED BY

PATRICK MULQUEEN

Digitally signed by
SCOTT BAGENSIE
Oct 31, 2018

Digitally signed by
DAVID TEFFETELLER
Feb 25, 2019

Digitally signed by
DAVID TEFFETELLER
Feb 25, 2019

| OFFICE | DATE |
|----------|------------|
| FICO | 2/14/19 |
| OFFICE | DATE |
| AJV-5433 | 10/17/2018 |
| OFFICE | DATE |
| AJV-5430 | |

TITLE
MANAGER



FAS DATA BLOCK INFORMATION

| DATA FIELD | DATA |
|--|---------------|
| OPERATION TYPE | 0 |
| SBAS SERVICE PROVIDER IDENTIFIER | 0 |
| AIRPORT IDENTIFIER | 9G0 |
| RUNWAY | RW24 |
| APPROACH PERFORMANCE DESIGNATOR | 0 |
| ROUTE INDICATOR | |
| REFERENCE PATH DATA SELECTOR | 0 |
| REFERENCE PATH IDENTIFIER (APPROACH ID) | W24A |
| LTP/FTP LATITUDE | 425152.0435N |
| LTP/FTP LONGITUDE | 0784246.4685W |
| LTP/FTP ELLIPSOIDAL HEIGHT | +01691 |
| FPAP LATITUDE | 425052.0645N |
| FPAP LONGITUDE | 0784416.0695W |
| THRESHOLD CROSSING HEIGHT (TCH) | 00000.0 |
| TCH UNITS SELECTOR (METERS OR FEET USED) | F |
| GLIDEPATH ANGLE (GPA) | 00.00 |
| COURSE WIDTH AT THRESHOLD | 106.75 |
| LENGTH OFFSET | 1936 |
| HORIZONTAL ALERT LIMIT (HAL) | 40.0 |
| VERTICAL ALERT LIMIT (VAL) | 0.0 |
| CRC REMAINDER | 881B20AE |
| ADDITIONAL PATH POINT RECORD INFORMATION | |
| ICAO CODE | K6 |
| LTP ORTHOMETRIC HEIGHT | +02041 |
| FPAP ORTHOMETRIC HEIGHT | +02041 |

