

# FLYING

# The Ultimate Issue



ISSUE 971

**FLYING**

PLANE+PILOT

**The Aviation  
Consumer**

**KITPLANES**

*AVweb*+

**Astronomy**  
magazine

 **AirlineGeeks**



# RANGELEY LAKE SEAPLANE BASE (M57) RNAV (GPS)-C

IFR procedure mandates turn at FAF and requires human altimeter reading for Maine landing

JASON BLAIR

**THERE AREN'T** many approaches in the IFR system that let a pilot fly an instrument procedure that doesn't terminate

on land, but this one does. This approach brings a pilot to the northern port of Rangeley Lake in Maine.

## A. IFR APPROACH TO WATER LANDING

A second page of this approach plate offers a pilot a diagram that shows it will culminate in a landing on a body of water with a designated landing area as depicted. Be sure you're float-equipped and, if in an amphibious aircraft, that your wheels are up before touchdown.

## B. START AT SHINY

Whether you're vectored onto the approach or flying this approach as a full procedure, you can expect it to likely begin at or pass through the SHINY waypoint. From here, the pilot will get established onto the approach and follow a 064-degree path for 10 nm to the FAF at ZEMSI waypoint.

## C. TURN AT THE FAF

The pilot maintains the 064

degree track until the FAF then turns to the right to follow a track of 091 degrees. This isn't as common on approaches, so pay attention to the sequencing in the GPS approach process. After the FAF the pilot will follow a 091-degree track for 3.4 nm to the missed approach point at FOXAL, where hopefully the pilot will be able to transition to a landing.

## D. CIRCLING ONLY MINIMUMS

The minimums for this approach only offer circling minimums, ranging from a lowest minimum (2,400 msl) to the highest (2,760 msl), depending on the approach category of the aircraft the pilot was flying. It can get them as low as 882 agl for Category A approach speed aircraft and 1,102 agl for Category B speed aircraft. Going faster?

Well, not on this approach. It is not authorized for categories C and D approach speed aircraft. The lowest minimums also require getting an altimeter setting on the CTAF, something most pilots have never done before. That can be obtained on 122.9 from the local seaplane base. This is different from most approaches where the pilot will obtain a local altimeter setting an ATIS, ASOS, or AWOS frequency. If that can't be obtained, there are higher minimums that could be used if the pilot received the BERLIN altimeter setting instead, with minimums available that are higher at 2,520 msl (1,022 agl for Category A and 2,760 (1,242 agl) for Category B.

## E. GOING MISSED

If you happen to be flying this approach in an aircraft

without floats just for the fun of it, or you don't see the landing area when you reach minimums or the missed approach point at FOXAL, it's time to go missed. The missed approach involves the pilot climbing to 6,000 feet msl and proceeding direct to the SAWTO waypoint, then following a track of 044 degrees to the EYEES waypoint, where they enter the hold.

## F. NOT AUTHORIZED AT NIGHT

A note on the approach indicates that it's a "Procedure NA at night." Landing on the lake at night would certainly be an ill-advised idea. Plan ahead if you're going to be approaching to arrive with sufficient light in the morning or before the end of the day to make a safe landing during daylight conditions.



RANGELEY, MAINE

AL-9122 (FAA)

25275

|         |          |      |
|---------|----------|------|
| APP CRS | Rwy Ldg  | N/A  |
| 091°    | TDZE     | N/A  |
|         | Apt Elev | 1518 |

# RNAV (GPS)-C RANGELEY LAKE (M57)

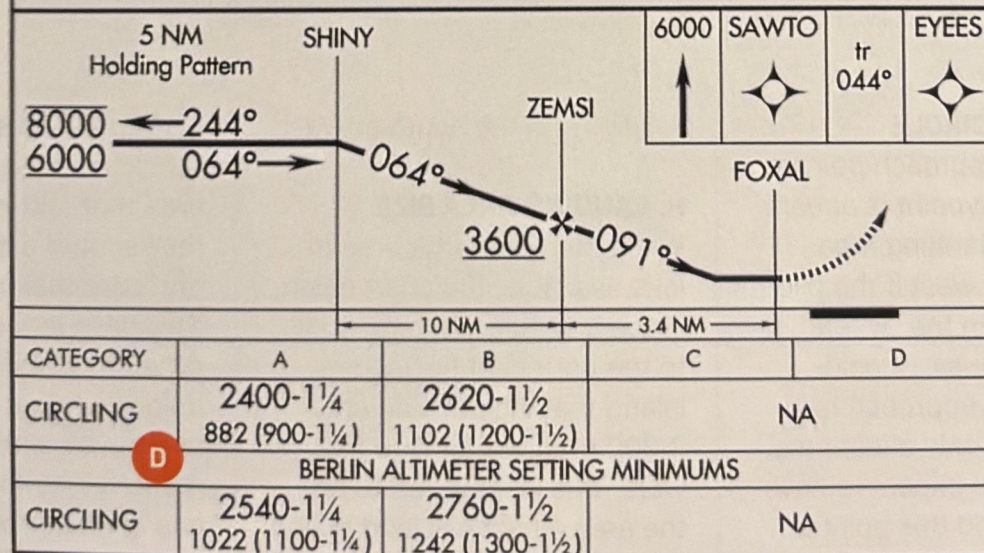
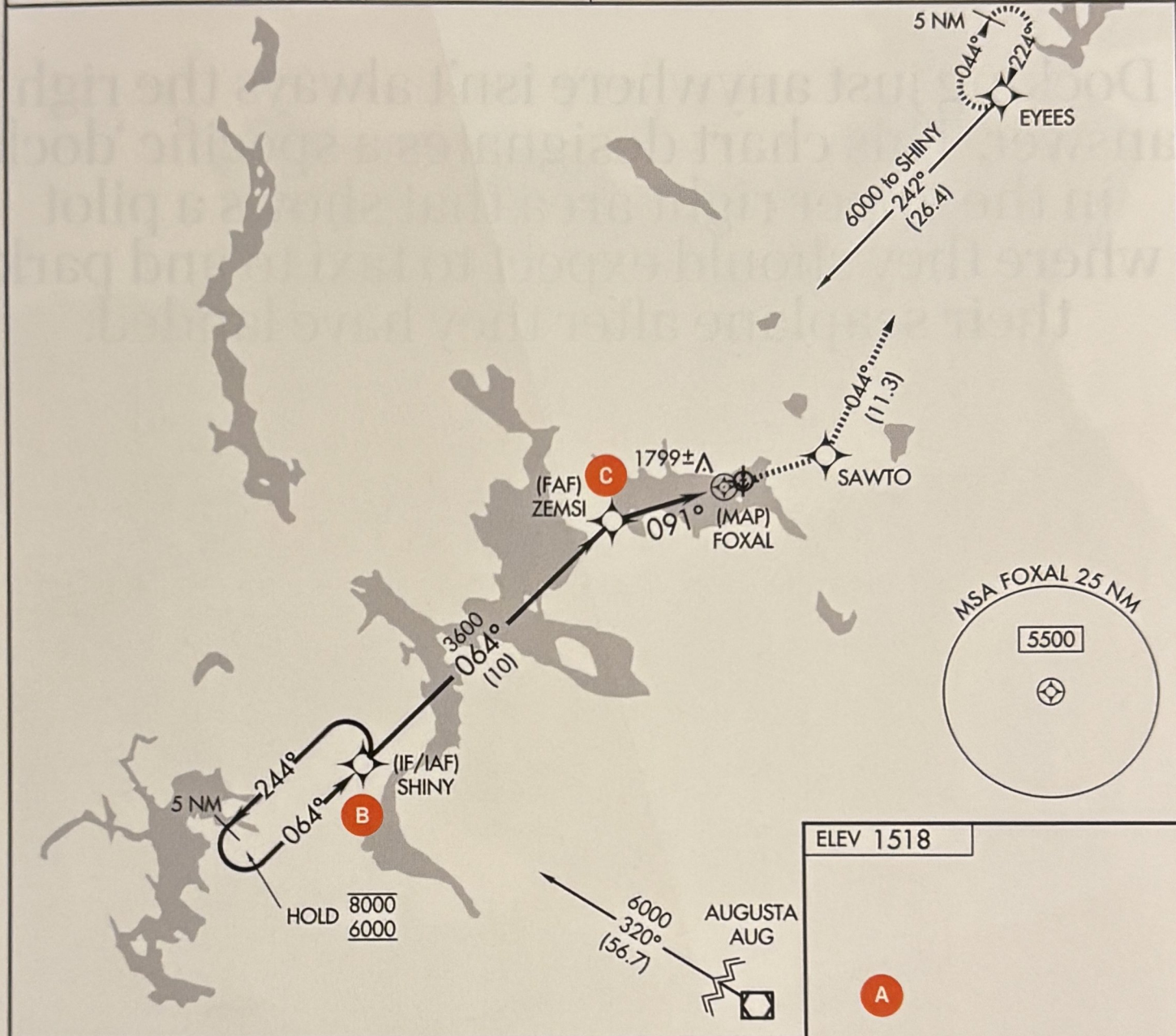
RNP APCH.

Procedure NA at night.  
Obtain local altimeter on CTAF; when not received, use Berlin altimeter setting.

MISSED APPROACH: Climb to 6000 direct SAWTO and on track 044° to EYEES and hold, continue climb-in-hold to 6000.

BOSTON CENTER  
124.25 290.5

CTAF  
122.9



RANGELEY, MAINE  
Amdt 1 10SEP20

44°57'N-70°40'W

RANGELEY LAKE (M57)  
RNAV (GPS)-C

NE-1, 19 FEB 2026 to 19 MAR 2026

NE-1, 19 FEB 2026 to 19 MAR 2026



Docking just anywhere isn't always the right answer. This chart designates a specific 'dock' in the upper right area that shows a pilot where they should expect to taxi to and park their seaplane after they have landed.

Unique to this approach plate is the separate page for a diagram of where the pilot should intend on landing.

Instead of seeing an airport diagram on the lower right of the main approach plate, there's a note to "SEE RANGELEY LAKE LANDING CHART."

This is a cue that there's another chart that the pilot should reference that gives specific information about the landing area they will use when transitioning from flying the approach to landing.

#### **G. MAP TO A CIRCLE**

The missed approach point at the FOXAL waypoint is abeam the intended landing area slightly to the west if the pilot was landing on the "6" end of the water runway. Considering that the approach has circle-to-land only minimums, the pilot might expect to have to circle around this point in the pattern to come back to landing on water Runway 6, or they could transition across the center of the landing area and enter left traffic to then land with left turns on water Runway 24 if winds were pre-

vailing from the south or west.

#### **H. LANDING AREA SIZE**

While there's a large area of lake available, the chart designates a specific landing spot to the northeast of Doctors Island that includes an area 7,000 feet long by 100 feet wide. This is intended to be the area a pilot will land in and then would taxi from there on the water to a place they will dock or anchor.

#### **I. DOCKING AREA DESIGNATED**

Docking just anywhere isn't always the right answer. This

chart designates a specific "dock" in the upper right area that shows a pilot where they should expect to taxi to and park their seaplane after they have landed. It isn't a lot different than having a taxi diagram to get you to the FBO at a paved airport environment. It just happens that this one is on the water, and your taxi will be acting as a boat navigating the lake to a dock-age area. In this case, there also happens to be some docking and marina areas that allow access to land for those landing in a seaplane.

Jason Blair is a flight instructor, FAA examiner, and author in the general aviation and training communities.

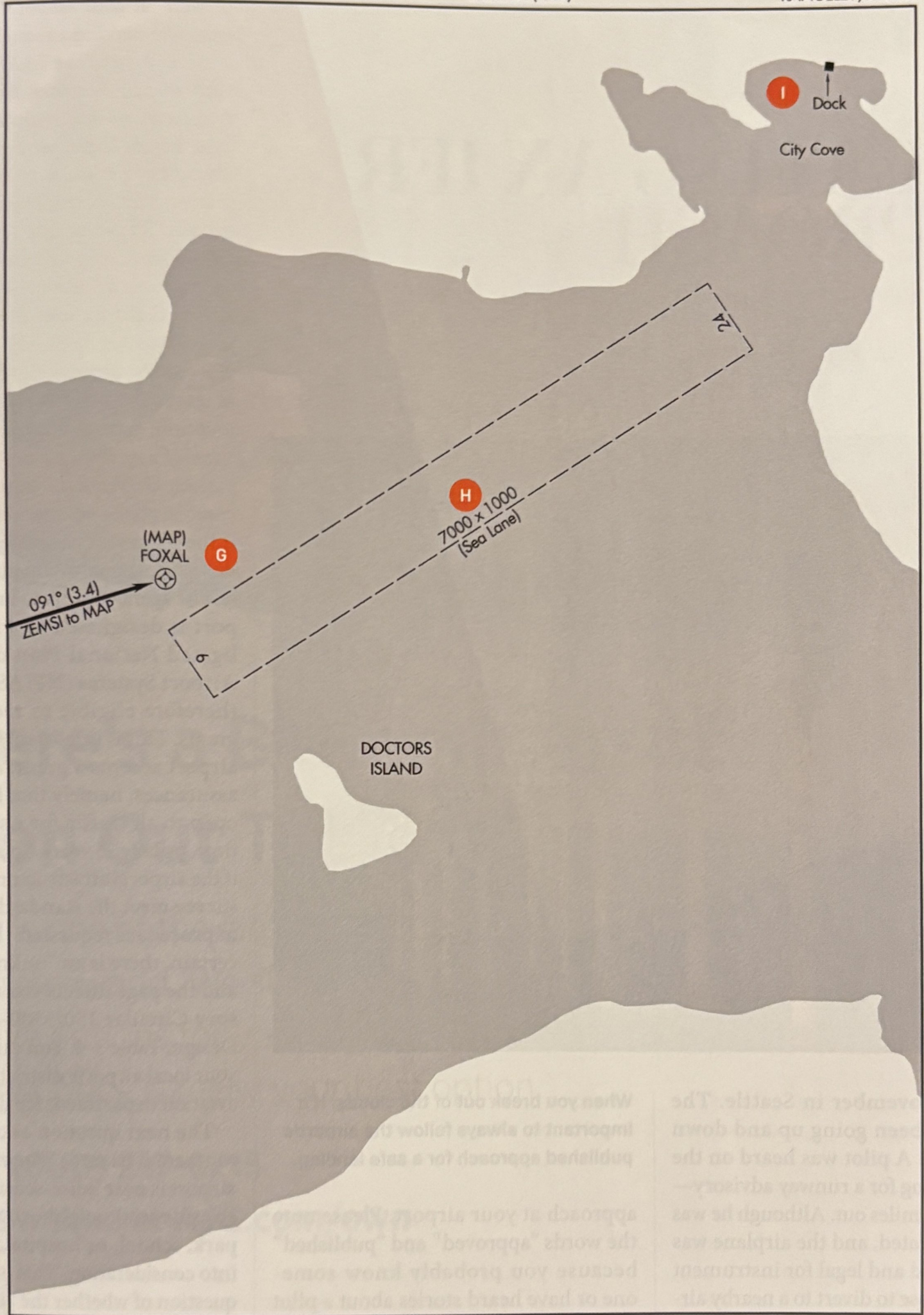


20254

# RNAV (GPS)-C LANDING

AL-9122 (FAA)

RANGELEY LAKE (M57)  
RANGELEY, MAINE



# RNAV (GPS)-C LANDING

10SEP20

44°57'N-70°40'W

RANGELEY, MAINE  
RANGELEY LAKE (M57)