

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV (RNP) 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> GUC	<u>PROCEDURE NAME</u> RNAV (RNP) RWY 25	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> GUNNISON	<u>STATE</u> CO
<u>AIRPORT ELEVATION</u> 7680	<u>TDZE</u> 7680	<u>SUPERSEDED</u> RNAV (RNP) RWY 24	<u>DATED</u> 10/31/2024	<u>EPOCH YEAR</u> 2030
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 8E <u>CANCEL/SUSPEND</u>

TERMINAL ROUTES

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
COBIX	IAF	TESKY		TF	FB	0.50	253.70	8.80	14400
TESKY		CUVAS		TF	FB	0.50	253.59	8.00	12200
CUVAS		ROMLY		TF	FB	0.50	253.49	5.20	10800
HBU VOR/DME	IAF	WADDU		TF	FB	1.00	133.49	6.78	13000
WADDU		METVY		RF	FB	0.50	(7.15 NM RADIUS CCW (CFLMD))	8.76	13000
POWES	IAF	ARGOW		TF	FB	0.50	063.30	17.13	13600
ARGOW		METVY		TF	FB	0.50	063.51	2.00	13000
METVY		HELUP		RF	FB	0.50	(6.75 NM RADIUS CCW (CFLKJ))	8.02	11600
HELUP		ROMLY		RF	FB	0.50	(4.50 NM RADIUS CCW (CFDXL))	4.53	10800
SKOTI	IAF	DUFEL		TF	FB	0.80	265.96	10.90	12000
DUFEL		ROMLY		TF	FB	0.80	309.62	4.64	10800
ROMLY	IF	FEGUL		TF	FB	0.10	297.88	3.42	10000
FEGUL		JAMSS	PFAF	TF	FB	0.10	283.20	1.85	9500
JAMSS	PFAF	* GADVY		TF	FB	0.10	283.20	1.91	
GADVY		* CULKI		RF	FB	0.10	(1.80 NM RADIUS CCW (CFHWR))	1.18	
CULKI		RW25	MAP	TF	FB	0.10	245.58	1.50	
RW25	MAP	WITET		TF	FB	0.15	245.57	0.30	
WITET		ISIDE		TF	FB	0.20	245.56	0.61	
ISIDE		COMAM		TF	FB	0.40	245.57	0.80	
COMAM		OSDUE		TF	FB	1.00	245.55	8.05	
OSDUE		KEEZR		TF	FB	1.00	245.46	6.08	
KEEZR		KETNE		RF	FB	1.00	(4.74 NM RADIUS CCW (CFLKP))	5.24	
KETNE		HIVOT		RF	FB	1.00	(5.09 NM RADIUS CCW (CFLGS))	6.29	
HIVOT		FESPA		RF	FB	1.00	(5.44 NM RADIUS CCW (CFLMP))	9.16	



<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>		<u>ORIGINAL/AMENDMENT</u>				<u>CITY</u>	<u>STATE</u>	
GUC	RNAV (RNP) RWY 25		1				GUNNISON	CO	
FESPA		HBU VOR/DME		TF	FO	1.00	014.80	6.14	13000

MISSED APPROACH

MAP:
RNP: DA

MISSED APPROACH INSTRUCTIONS:

(DO NOT EXCEED 250 KIAS UNTIL HIVOT) CLIMB TO 13000 ON TRACK 245.57 TO WITET AND ON TRACK 245.56 TO ISIDE AND ON TRACK 245.57 TO COMAM AND ON TRACK 245.55 TO OSDUE AND ON TRACK 245.46 TO KEEZR LEFT TURN TO KETNE LEFT TURN ON TO HIVOT LEFT TURN ON TO FESPA AND ON TRACK 014.80 TO HBU VOR/DME AND HOLD.
*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 320 FEET PER NM TO 9000 FOR CATEGORY B/C AIRCRAFT.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT ROMLY					
3.	FAC: *	PFAF: JAMSS	DIST FAF TO MAP:		DIST FAF TO THLD:	
4.	MIN ALT:	ROMLY 10800, FEGUL 10000, JAMSS 9500				
5.	DIST TO THLD FROM PFAF:	4.59	MM:	IM:	150 HAT:	443 HAT: 0.99
6.	MIN GP INCPT:	9500	GP ALT AT PFAF: JAMSS 9500, GADVY 8770, CULKI 8318		OM:	GS ANT: MM: IM:
7.	GP ANGLE:	3.60	34:1:	IS NOT CLEAR	20:1:	IS CLEAR
8.	MSA FROM:	RW25 15500				

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS, RF, MIN RNP 0.10. AUTHORIZATION REQUIRED.

NOTES:

CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -30°C OR ABOVE 43°C.
CHART NOTE: PROCEDURE NA FOR AIRCRAFT WITH WINGSPAN GREATER THAN 136 FT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON HBU VOR/DME AIRWAY RADIALS 050 CW 190.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT POWES ON V95-421 SOUTHBOUND.
CHART SPEED ICON IN PLANVIEW AT HBU: MAX 250 KIAS.
CHART SPEED ICON IN PLANVIEW AT HELUP: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT DUFEL: MAX 230 KIAS.
CHART SPEED ICON IN PLANVIEW AT ROMLY: MAX 200 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, LT, 174.50 INBOUND.



MINIMUMS:

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

ALTERNATE: NA ☐ STANDARD

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
AUTHORIZATION REQUIRED															
RNP 0.10 DA*		NA		8123	1 3/8	443	8123	1 3/8	443		NA				

CHANGES - REASONS

1.AIRPORT RUNWAY/MAG VAR UPDATED FROM RWY 6/24, MAGNETIC DECLINATION 12 EAST TO RWY 7/25, MAGNETIC DECLINATION 8 EAST-NEW PENDING AIRNAV DATA.
2.TERMINAL ROUTES: IAF LEG HBU VOR/DME-WADDU, WADDU FIX LOCATION MOVED, DISTANCE/COURSE CHANGED FROM 6.79 NM/129.47 TO 6.78 NM/133.49-PER ATC REQUEST.
3.TERMINAL ROUTES: IAF RF STEPDOWN LEG WADDU-METVY, CNF FIX RENAMED FROM AXOYA TO CFLMD AND LOCATION MOVED 7.16 NM CCW RADIUS TO 7.15 NM CCW RADIUS, DISTANCE CHANGED FROM 8.75 NM TO 8.76 NM-PER ATC REQUEST.
4.TERMINAL ROUTES: IAF RF STEPDOWN LEG METVY-HELUP, CNF FIX RENAMED FROM BIYAJ TO CFLKJ AND LOCATION MOVED 6.74 NM CCW RADIUS TO 6.75 NM CCW RADIUS-PER ATC REQUEST.
5.TERMINAL ROUTES: IAF RF STEPDOWN LEG HELUP-ROMLY, ALTITUDE CHANGED FROM 10600 TO 10800-PER ATC REQUEST.
6.TERMINAL ROUTES: IAF LEG COBIX-TESKY RNP CHANGED FROM 0.40 TO 0.50, COURSE CHANGED FROM 249.70 TO 253.70, ALTITUDE CHANGED FROM 14000 TO 14400-PER MAG VAR UPDATE AND ATC REQUEST.
7.TERMINAL ROUTES: IAF STEPDOWN LEG TESKY-CUVAS RNP CHANGED FROM 0.40 TO 0.50, COURSE CHANGED FROM 249.59 TO 253.59, ALTITUDE CHANGED FROM 12000 TO 12200-PER MAG VAR UPDATE AND ATC REQUEST.
8.TERMINAL ROUTES: IAF STEPDOWN LEG CUVAS-ROMLY RNP CHANGED FROM 0.40 TO 0.50, COURSE CHANGED FROM 249.49 TO 253.49, ALTITUDE CHANGED FROM 10600 TO 10800-PER MAG VAR UPDATE AND ATC REQUEST.
9.TERMINAL ROUTES: IAF LEG SKOTI-DUFEL COURSE CHANGED FROM 261.96 TO 265.96-PER MAG VAR UPDATE AND ATC REQUEST.
10.TERMINAL ROUTES: IAF STEPDOWN LEG DUFEL-ROMLY COURSE CHANGED FROM 305.62 TO 309.62, ALTITUDE CHANGED FROM 10600 TO 10800-PER MAG VAR UPDATE AND ATC REQUEST.
11.TERMINAL ROUTES: NEW FIX ADDED ARGOW BETWEEN POWES AND METVY, DISTANCE FROM POWES-METVY CHANGED FROM 19.53 NM TO POWES-ARGOW DISTANCE 17.13 NM AND ARGOW-METVY DISTANCE 2.00 NM, COURSE CHANGED FROM POWES-METVY 059.30 TO POWES-ARGOW 063.30 AND ARGOW-METVY 063.51, ALTITUDE CHANGED FROM POWES-METVY 13600 TO POWES-ARGOW 13600 AND ARGOW-METVY 13000-PER MAG VAR UPDATE AND ATC REQUEST.
12.TERMINAL ROUTES: IF LEG ROMLY-FEGUL COURSE CHANGED FROM 297.88 TO 293.88, ALTITUDE CHANGED FROM 10100 TO 10000-PER MAG VAR UPDATE AND ATC REQUEST.
13.TERMINAL ROUTES: IF STEPDOWN FEGUL-JAMSS, PFAF JAMSS LOCATION CHANGED, COURSE CHANGED FROM 279.21 TO 283.20, DISTANCE CHANGED FROM 1.90 NM TO 1.85 NM- PER MAG VAR UPDATE, ATC REQUEST AND NEW EVALUATION.
14.TERMINAL ROUTES: CULKI-MAP(RW25) COURSE CHANGED FROM 241.59 TO 245.58-PER MAG VAR UPDATE AND ATC REQUEST.
15.MISSED APPROACH CHANGED FROM "CLIMB TO 14000 ON TRACK 241.56 TO KEEZR AND LEFT TURN TO NUWZO AND ON TRACK 330.49 TO HBU VOR/DME AND HOLD" TO "(DO NOT EXCEED 250 KIAS UNTIL HIVOT) CLIMB TO 13000 ON TRACK 245.57 TO WITET, AND ON TRACK 245.56 TO ISIDE, AND ON TRACK 245.57 TO COMAM, AND ON TRACK 245.55 TO OSDUE, AND ON TRACK 245.46 TO KEEZR, AND LEFT TURN TO KETNE, AND LEFT TURN TO HIVOT, AND LEFT TURN TO FESPA, AND ON TRACK 014.80 TO HBU VOR/DME AND HOLD."-DUE TO MISSED APPROACH REDESIGN PER ATC REQUEST.
16.PROFILE: LINE 5 REMOVED 349 HAT: 0.74 NM, ADDED 443 HAT: 0.99 NM-PER NEW EVALUATION.
17.PROFILE: LINE 5 DISTANCE TO THLD FROM PFAF CHANGED FROM 4.52 NM TO 4.59 NM-PER NEW EVALUATION WITH UPDATED JAMSS LOCATION.
18.NOTES: REMOVED "CHART PLANVIEW NOTE AT POWES: (RNP 0.10)"-NO LONGER REQUIRED PER ATC REQUEST.
19.NOTES: REMOVED "CHART PLANVIEW NOTE AT SKOTI: (RNP 0.10)"-NO LONGER REQUIRED PER ATC REQUEST.
20.NOTES: REMOVED "CHART PLANVIEW NOTE AT COBIX: (RNP 0.10)"-NO LONGER REQUIRED PER ATC REQUEST.
21.NOTES: REMOVED "CHART PLANVIEW NOTE AT HBU VOR/DME: (RNP 0.10)"-NO LONGER REQUIRED PER ATC REQUEST.
22.NOTES: CHART NOTE CHANGED: FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -29C OR ABOVE 24C" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -30C OR ABOVE 43C"-IAW 8260.19K 8-6-10.
23.MINIMUM:RNP 0.10 LINE OF MINIMUM CHANGED FROM RNP 0.10 CAT A,B,C HAT 349/DA 8029 VIS 1 SM TO RNP 0.10 CAT B AND C HAT 443/DA 8123 CG 320/CGTA 9000-PER ATC REQUEST/NEW EVALUATION/CAT A WAS REMOVED DUE TO TERRAIN/DESIGN RESTRICTIONS.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZDV, AMGR

FLIGHT CHECKED BY

CRAIG LARSON

Digitally signed by
ROBERT G HAMILTON
Sep 09, 2026

OFFICE

AJF

DATE

09/02/2026

DEVELOPED BY

TROY PURNELL

Digitally signed by
ROBERT G HAMILTON
Sep 09, 2026

OFFICE

AJV-A433

DATE

01/23/2026

APPROVED BY

ROBERT G HAMILTON

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ROBERT G HAMILTON
Sep 09, 2026

OFFICE

AJV-A433

DATE

TITLE
MANAGER



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

AIRPORT ID
GUC

PROCEDURE NAME
RNAV (RNP) RWY 25

AMDT NO.
1

CITY
GUNNISON

STATE
CO

AIRPORT ELEVATION
7680

FACILITY
RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
COBIX

TO
TESKY

RNP
0.50

DISTANCE
8.80

PAT

MAP

HAT

HMAS

<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>
AAO	383303.00N/1062109.00W	12986	215	8	4B	1000				PR380 AC8	14400
TERRAIN	383300.00N/1062112.00W	12726 (12700)								AS1500	14200

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM
TESKY

TO
CUVAS

RNP
0.50

DISTANCE
8.00

PAT

MAP

HAT

HMAS

<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>
AAO	382945.00N/1063148.00W	10847	215	8	4B	1000				AC8 PR330	12200
TERRAIN	382945.00N/1063157.00W	10580 (10600)								AS1500	12100

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL STEPDOWN

FROM

CUVAS

TO

ROMLY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
0.50	5.20										
<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>
AAO	383051.00N/1063636.00W	9485	215	8	4B	1000				AC8 PR150 AT157	10800
TERRAIN	383033.00N/1063703.00W	9094 (9100)								AS1500	10600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HBU VOR/DME

TO

WADDU

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
1.00	6.78										
<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>
AAO	382148.00N/1065521.00W	9922	215	8	4B	1000				AC8 PR120 AT1950	13000
TERRAIN	382309.00N/1065645.00W	9570 (9600)								AS1500	11100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

WADDU

TO

METVY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.50	8.76				

<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>
AAO	381809.00N/1065121.00W	11542	215	8	4B	1000				AC8 PR310 AT140	13000
TERRAIN	381812.00N/1065127.00W	11309 (11300)								AS1500	12800

COMPUTATIONS

RF SEGMENT

WADDU-METVY

ALT

16183

KIAS

250

KTAS

330.61

HAA

8503.14

VKTW

53.25

TR

7.15

BA

16.71

DTA

0.00

COURSE CHANGE

0.00

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLMD)/8.76 NM

SEGMENT REMARKS:

INITIAL

FROM

POWES

TO

ARGOW

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.50	17.13				

<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>
AAO	381721.00N/1065057.00W	12149	215	8	4B	1000				AC8 PR360	13600
TERRAIN	381724.00N/1065054.00W	11938 (11900)								AS1500	13400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

ARGOW

TO

METVY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.50	2.00										
<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>
AAO	381742.00N/1064936.00W	10847	215	8	4B	1000				AC8 PR300 AT845	13000
TERRAIN	381921.00N/1064924.00W	10078 (10100)								AS1500	11600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

METVY

TO

HELUP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.50	8.02										
<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>
AAO	381942.00N/1064342.00W	10105	215	8	4B	1000				AC8 PR230 AT257	11600
TERRAIN	381945.00N/1064342.00W	9881 (9900)								AS1500	11400

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

METVY-HELUP

13992

250

382.61

6312.25

45.91

6.75

21.62

0.00

0.00

(CFLKJ)/8.02 NM

SEGMENT REMARKS:



INITIAL STEPDOWN

FROM

HELUP

TO

ROMLY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.50	4.53										
<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>
AAO	382506.00N/1064221.00W	9571	215	8	4B	1000				AC8 AT221	10800
TERRAIN	382527.00N/1064045.00W	8786 (8800)								AS1500	10300

COMPUTATIONS

RF SEGMENT

HELUP-ROMLY

ALT

11987

KIAS

210

KTAS

259.23

HAA

4307.24

VKTW

30.99

TR

4.50

BA

15.26

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFDXL)/4.53 NM

SEGMENT REMARKS:

INITIAL

FROM

SKOTI

TO

DUFEL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.80	10.90										
<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>
AAO	382636.00N/1062724.00W	10647	215	8	4B	1000				AC8 PR250	12000
TERRAIN	382636.00N/1062724.00W	10446 (10400)								AS1500	11900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL STEPDOWN

FROM

DUFEL

TO

ROMLY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.80	4.64										
<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>
AAO	382500.00N/1064045.00W	9078	215	8	4B	1000				AC8 PR80 AT634	10800
TERRAIN	382500.00N/1064048.00W	8877 (8900)								AS1500	10400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

ROMLY

TO

FEGUL

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.10	3.42										
<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>
AAO	382948.00N/1064442.00W	8846	215	8	4B	500				AC8 AT646	10000
TERRAIN	382948.00N/1064439.00W	8566 (8600)								AS1000	9600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE STEPDOWN

FROM

FEGUL

TO

JAMSS

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.10	1.85				

<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>
AAO	383218.00N/1064912.00W	8531	215	8	4B	500				AC8 AT391 PR70	9500
TERRAIN	383212.00N/1064909.00W	8280 (8300)								AS1000	9300

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

SEGMENT LIES WITHIN EXISTING 700 FT FLOOR CLASS E AIRSPACE.

FINAL

FROM

JAMSS

TO

GADVY

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.10	1.91				

<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>
							ASC				8770

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

GADVY

TO

CULKI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.10	1.18										
<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>
							ASC				8318

COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
GADVY-CULKI	8770	140	164.18	1089.93	23.55	1.80	15.92			2791.96	18.16:1	(CFHWR)/1.18 NM

SEGMENT REMARKS:

FINAL

FROM

CULKI

TO

RW25

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.10	1.50		DA		443						
<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>
TREE (08-053699)	383247.86N/1065349.68W	7821	20	3	1A		25.00:1			AC3 MA302	8123

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

MISSSED APPROACH: LEVEL SURFACE

FROM

DA

TO

HBU VOR/DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.10-1.00										7824	
<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>
AAO	383154.00N/1071709.00W	9948	215	8	4B		ASC	320	9000	AC8	13000
AAO	381857.00N/1071709.00W	9948	215	8	4B	1000				AC8 PR230	11200
TERRAIN	381854.00N/1071712.00W	9747 (9700)								AS1500	11200

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

MSA

<u>CENTER</u>		<u>RADIUS</u>										
RW25		25										
<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	AAO	390036.00N/1065142.00W	357	28.3	14446	215	8	4B	1000			15500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	GUC	24	GUC		Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

CONTINGENCY BACKUP ALSTG SOURCE NOT ESTABLISHED. NO AVAILABLE BACKUP.

PRIMARY NAVAID

MONITOR POINT

HRS OPERATION

CAT

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW35		
RW17		
RW25 - HIRL, REIL, PAPI-4L (PCL)	NPI-G	
RW07 - MALSF (PCL), HIRL, PAPI-4L (PCL)	PIR-G	

GLIDESLOPE ANGLE

3.60

ELEV RWY THRESHOLD

7679.5

TCH

65.0

ELEV GS ANTENNA

DISTANCE FROM RWY

VGSI ANGLE

3.60

TCH

71.3

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD

X

FT FROM THRESHOLD

ON CENTERLINE

X

FT FROM CENTERLINE

DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW

-30C

CRITICAL HIGH

+43C

ACT

-30C

APT ISA

-0.21C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1096 HIGH TEMP 1298.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	RNP
34:1	
7742 TREE (08-055316) 383230.19N/1065425.56W (10.11).	7737 TREE (08-055369) 383230.12N/1065423.34W (0.19).
PENETRATIONS REMARKS:	

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

PER FPT, 30 FT TREES USED TO EVALUATE RIDGE LINE SOUTHEAST OF APCH END RWY 25.

PROCEDURE GPA 3.60, TCH 65 FOR OBSTACLE AVOIDANCE TO ACHIEVE LOWEST POSSIBLE MINIMUMS.

UNABLE RNP 0.11 DUE TO TERRAIN NORTH OF FINAL APPROACH COURSE BETWEEN CULKI (FROP) AND LTP, AND RIDGE LINE SE OF AIRPORT (MISSED APPROACH).

CATEGORY D NA - GPA > 3.10.

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	4.07
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.40
TRUE COURSE OF	FINAL**	SEGMENT CONTAINING 1000FT POINT	**
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	8300
DISTANCE FROM	FAF	TO 1500FT POINT	1.30 ##
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	0.40
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	291.21
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	8300

THRESHOLD COORDINATES (IF STR-IN)	383223.07N/1065448.89W
ARP COORDINATES	383203.60N/1065554.30W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 25 DISTANCE 0.91 NM
FAF COORDINATES	383204.19N/1064914.08W
FIX NAME COORDINATES	

REMARKS

** FINAL SEGMENT CONTAINS RF TURN - SEE ATTACHED DRAWING.

1500 FT POINT OCCURS BETWEEN FEGUL (INTERMEDIATE STEPDOWN) AND JAMSS (FAF), 0.60 NM INSIDE FEGUL.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
TROY PURNELL	AJV-A433	01/23/2026	AERONAUTICAL INFORMATION SPECIALIST

