

**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>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>
RIL	RNAV (RNP) Z RWY 26	2	RIFLE	CO
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>
5537	5537	RNAV (RNP) Z RWY 26	05/24/2018	10E
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>EPOCH YEAR</u>
RNAV			ROUTINE	2010
				<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>
DBL VOR/DME	IAF	HERGI		TF	FB	0.30	271.52	7.89	13400
HERGI		WIBEX		TF	FB	0.30	273.96	16.84	10200
TRUEL	IAF	HUTNI		TF	FB	0.30	174.52	4.61	12800
HUTNI		REVNE		RF	FB	0.30	(5.10 NM RADIUS CW (CFLCW))	3.93	11900
REVNE		WIBEX		RF	FB	0.30	(5.10 NM RADIUS CW (CFLCZ))	3.56	10200
SXW VOR/DME	IAF	LACID		TF	FB	0.30	243.64	14.42	10500
LACID		WIBEX		TF	FB	0.30	243.45	6.00	10200
SLOLM	IAF	YORRO		TF	FB	0.30	065.10	11.28	12100
YORRO		TUSPE		RF	FB	0.30	(6.21 NM RADIUS CCW (CFLDB))	7.04	11900
TUSPE		WIBEX		RF	FB	0.30	(5.40 NM RADIUS CCW (CFLDC))	9.58	10200
WIBEX	IF	NUPCI		TF	FB	0.30	258.66	3.04	9300
NUPCI		JEXON	PFAF	TF	FB	0.30	258.60	4.27	8100
JEXON	PFAF	RW26	MAP	TF	FB	0.30	258.55	6.74	
RW26	MAP	SIYOP		TF	FB	0.37	258.46	1.47	
SIYOP		PUVOY		TF	FB	0.49	258.59	1.40	
PUVOY		TEROE		RF	FB	0.75	(12.45 NM RADIUS CCW (CFLDH))	2.68	
TEROE		WADAK		TF	FB	1.00	246.21	2.83	
WADAK		YIRDU		TF	FB	1.00	230.80	6.61	
YIRDU		WOKPA		TF	FO	1.00	217.72	9.00	14000



MISSED APPROACH

MAP:

RNP: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 14000 ON TRACK 258.46 TO SIYOP AND ON TRACK 258.59 TO PUVOY LEFT TURN TO TEROE AND ON TRACK 246.21 TO WADAK AND ON TRACK 230.80 TO YIRDU AND ON TRACK 217.72 TO WOKPA AND HOLD, CONTINUE CLIMB-IN-HOLD TO 14000.
*MISSED APPROACH REQUIRES MINIMUM CLIMB OF 415 FEET PER NM TO 6800.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)		
2.	PROFILE STARTS AT WIBEX							
3.	FAC:	258.55	PFAF:	JEXON	DIST PFAF TO MAP:		DIST PFAF TO THLD:	
4.	MIN ALT:	WIBEX 10200, NUPCI 9300, JEXON 8100						
5.	DIST TO THLD FROM PFAF:	6.74	MM:	IM:	150 HAT:	469 HAT:	1.11	GS ANT:
6.	MIN GP INCPT:	8100	GP ALT AT PFAF:	JEXON 8100		OM:	MM:	IM:
7.	GP ANGLE:	3.50	34:1:	IS NOT CLEAR	20:1:	IS CLEAR	TCH:	58.0
8.	MSA FROM:	RW26 13100						

PBN REQUIREMENTS NOTE:

RNP AR APCH - GPS, RF, MIN RNP 0.30. AUTHORIZATION REQUIRED, MISSED APPROACH REQUIRES RNP <1.00.

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -21°C OR ABOVE 35°C.
CHART PLANVIEW NOTE AT DBL VOR/DME: (RNP 0.30).
CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TRUEL ON V8 NORTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DBL VOR/DME AIRWAY RADIALS 212 CW 297.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO RNP 0.30.
CHART PLANVIEW NOTE AT TRUEL: (RNP 0.30).
CHART PLANVIEW NOTE AT SLOLM: (RNP 0.30).
CHART PLANVIEW NOTE AT SXW VOR/DME: (RNP 0.30).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.10 CATS A AND B VISIBILITY TO 1 3/8 SM.

CHART SPEED ICON IN PLANVIEW AT DBL: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT TRUEL: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT HUTNI: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT SLOLM: MAX 240 KIAS.
CHART SPEED ICON IN PLANVIEW AT YORRO: MAX 210 KIAS.
CHART SPEED ICON IN PLANVIEW AT WIBEX: MAX 180 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 184.40 INBOUND.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT
ALTERNATE: NA ☐ CAT A, B, C, D 900-2 1/2

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*	6006	1 1/4	469	6006	1 1/4	469	6006	1 1/4	469	6006	1 1/4	469			
RNP 0.30 DA	6387	2 1/2	850	6387	2 1/2	850	6387	2 1/2	850	6387	2 1/2	850			



CHANGES - REASONS

1. CHANGED PBN REQUIREMENTS NOTES FROM "CHART NOTE: GPS REQUIRED" AND "CHART NOTE: RF REQUIRED" TO "RNP AR APCH – GPS, RF, MIN RNP 0.30. AUTHORIZATION REQUIRED, MISSED APPROACH REQUIRES RNP <1.00." - 8260.19J 8-6-8D(5)(B)7.
2. REMOVED PROCEDURE NOTE: "CHART PLANVIEW NOTE ADJACENT TO TRUEL AND SLOLM IAF: RF REQUIRED." - REPLACED WITH ABOVE NOTE. PREVIOUS NOTE WORDING 'AT SLOLM, DBL VOR/DME, TRUEL: (RNP 0.30) HAS BEEN REPLACED BY SEPARATE NOTES.
3. TERMINAL ROUTES: DBL VOR/DME TO HERGI: ALTITUDE CHANGED FROM "13300" TO "13400" - MEA INCREASE.
4. IF WIBEX ALTITUDE CHANGED FROM "10100" TO "10200" - MEA INCREASE.
5. TRUEL TO HUTNI COURSE/DISTANCE CHANGED FROM "174.51/4.62" TO "174.52/4.61" AND ALTITUDE CHANGED FROM "12600" TO "12800" – HUTNI MOVED IN ORDER TO ALIGN RF TANGENT; RAISED MEA TO MATCH OVERLYING V108 MEA.
6. HUTNI TO REVNE ALTITUDE CHANGED FROM "11600" TO "11900" - MEA INCREASE.
7. SLOLM TO YORRO ALTITUDE CHANGED FROM "12000" TO "12100" - MEA INCREASE.
8. YORRO TO TUSPE ALTITUDE CHANGED FROM "11800" TO "11900" - MEA INCREASE.
9. ALTITUDE AT NUPCI CHANGED FROM "9500" TO "9300" AND DISTANCE FROM NUPCI TO JEXON CHANGED FROM "4.23" TO "4.27" – FOR BETTER GLIDEPATH ALIGNMENT.
10. SXW VOR/DME TO LACID ALTITUDE CHANGED FROM "10400" TO "10500" - MEA INCREASE.
11. DISTANCE FROM JEXON TO RW26 CHANGED FROM "6.78" TO "6.74" - PFAF MOVED TO ALIGN WITH NEW 3.50 GPA.
12. MISSED APPROACH INSTRUCTIONS ALTITUDE CHANGED FROM "13000" TO "14000". - NEW HOLDING ALTITUDE REQUESTED BY PBN OFFICE.
13. CHART NOTE: UPDATED AND RELOCATED TO MISSED APPROACH INSTRUCTIONS: FROM "CHART NOTE: *MISSED APPROACH REQUIRES MINIMUM CLIMB OF 398 FEET PER NM TO 9100." TO **MISSED APPROACH REQUIRES MINIMUM CLIMB OF 415 FEET PER NM TO 6800." - 8260.19J 8-6-6F(1)
14. NOTES: REMOVED: "CHART NOTE: MISSED APPROACH REQUIRES RNP LESS THAN 1.0." - NOTED ABOVE USING 8260.19J 8-6-8D(5)(B)4 WHERE MINIMUM RNP OF 0.30 IS STATED IN PBN REQUIREMENTS.
15. TERMINAL ROUTES: RW26 TO SIYOP RNP VALUE/COURSE/DISTANCE CHANGED FROM "0.30/258.49/4.18" TO "0.37/258.46/1.47" - ADJUSTMENTS FOR TELESCOPING MISSED APPROACH AND RNP VALUES.
16. TERMINAL ROUTES: SIYOP TO PUVOY RNP VALUE/COURSE/DISTANCE CHANGED FROM "0.40/258.69/0.82" TO "0.49/258.59/1.40" - ADJUSTMENTS FOR TELESCOPING MISSED APPROACH AND RNP VALUES.
17. TERMINAL ROUTES: PUVOY TO TEROE RNP VALUE/RADIUS CHANGED FROM "0.70/12.25" TO "0.75/12.45", CNF FIX NAME CHANGED FROM "IXULE" TO "CFLDH" - ADJUSTMENTS FOR TELESCOPING MISSED APPROACH.
18. TERMINAL ROUTES: TEROE TO WADAK COURSE CHANGED FROM "246.10" TO "246.21" - MISSED APPROACH RNP ALIGNMENT.
19. CNF FIX NAME CHANGED FROM "IXZUF" TO "CFLCZ" – 8260.19J 2-10-4A(4).
20. CNF FIX "CFLCW" ADDED TO LEG HUTNI - REVNE - IN ORDER TO ALIGN RF LEG.
21. CNF FIX NAME CHANGED FROM "OYALI" TO "CFLDB", RADIUS CHANGED FROM "6.20" TO "6.21". - 8260.19J 2-10-4A(4).
22. CNF FIX NAME CHANGED FROM "IZUXI" TO "CFLDC" - 8260.19J 2-10-4A(4).
23. PROFILE LINE 3: ADDED "PFAF : JEXON" - 8260.19J 8-6-7C.(2)(A).
24. PROFILE LINE 4: ADDED "MIN ALT: WIBEX 10200, NUPCI 9300, JEXON 8100" - 8260.19J 8-6-7D.
25. PROFILE LINE 5: CHANGE FROM "DIST TO THLD FROM OM: 6.78" TO "DISTANCE TO THLD FROM PFAF: 6.74" – DUE TO ADJUSTING PFAF LOCATION FOR GLIDEPATH ALIGNMENT.
26. PROFILE LINE 5: CHANGED "DIST TO THLD FROM 418 HATH: 0.97 NM." TO "469 HAT: 1.11" AND REMOVED FROM ADDITIONAL FLIGHT DATA – DUE TO PFAF ADJUSTMENT, 8260.19J.8-6-7E.(3).
27. PROFILE LINE 7: GP ANGLE: CHANGED FROM "3.48" TO "3.50" – IN ORDER TO ALIGN WITH NEW VGSI ANGLE.
28. PROFILE LINE 7: ADDED: "20:1: IS CLEAR" AND "TCH: 58.0" - 8260.19J 8-6-7G.(3)(A).
29. NOTES: CHANGED FROM "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -24C (-11 F) OR ABOVE 38C (100F)." TO "CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -21°C OR ABOVE 35°C." - 8260.19J 8-6-10R.
30. REMOVED ALL ROUTE TYPE QUALIFIERS FROM ADDITIONAL FLIGHT DATA. - NO LONGER REQUIRED BY CRITERIA.
31. ADDITIONAL FLIGHT DATA: REMOVED: "#TCH 5594.8 MSL (DO NOT CHART) – NO LONGER REQUIRED BY CRITERIA.
32. ADDITIONAL FLIGHT DATA: DELETED FAS OBST "CHART FAS OBST: 5969 T -L TWR 393123N/1074025W AND CHART FAS OBST: 5608 FENCE POST 393126N/1074209W" - APPLIES TO NON-PRECISION PROCEDURES.
33. CHANGED PLANVIEW NOTE FROM: "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TRUEL ON V8 NORTHEAST BOUND, AND ARRIVALS AT DBL VOR/DME ON V361 NORTHEAST BOUND" TO: "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TRUEL ON V8 NORTHEAST BOUND." AND "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON DBL VOR/DME AIRWAY RADIALS 212 CW 297." - 8260.19J 8-2-5E(2).
34. NOTES: ADDED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO RNP 0.30." - 8260.19J 8-6-12.O(3)(A).
35. NOTES: ADDED "CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.10 CATS A AND B VISIBILITY TO 1 3/8 SM." - 8260.19J 8-6-12.O(3)(D).
36. MINIMUMS: RNP 0.10 VISIBILITY CHANGED FROM "1" TO "1 1/4" - NEW CONTROLLING OBSTACLE.
37. TERMINAL ROUTES: WADAK TO YIRDU COURSE CHANGED FROM "230.84" TO "230.80" - MISSED APPROACH ALIGNMENT.
38. CNF FIX NAME "IXULE" CHANGED TO "CFLDH" - 8260.19J 2-10-4A(4).
39. CAT D MINIMUMS ADDED TO RNP 0.10 DA AND RNP 0.30 DA - PER FPT REQUEST.
40. ALTERNATE MINIMUMS: CHANGED FROM "CAT A, B, C 900-2 1/2" TO "CAT A, B, C, D 900-2 1/2 - CAT D MINIMUMS ADDED PER FPT.
41. MINIMUMS: CHANGED RNP 0.10 DA/HAT FROM "5955/418" TO "6006/469" - NEW CONTROLLING OBSTACLE EVALUATION.
42. ADDED SPEED RESTRICTION "CHART SPEED ICON IN PLANVIEW AT HUTNI: MAX 210 KIAS" - TO MEET LEG LENGTH REQUIREMENTS FOR ATC VECTORS.

COORDINATED WITH:

A4A

☐

ALPA

☒

AOPA

☒

APA

☐

HAI

☐

NBAA

☒

OTHER: ZDV, DEN FSS, ARPT MGR.

FLIGHT CHECKED BY

BRIAN HARRELSON

Digitally signed by
CASIMIR L TABAKA
Mar 17, 2025

OFFICE

AJF

DATE

03/12/2025

DEVELOPED BY

JOHN BORDY (JACOB CLARK)

Digitally signed by
ERIC N SUSKI
Feb 10, 2025

OFFICE

AJV-A33

DATE

10/10/2024

APPROVED BY

JOHN BORDY

Digitally signed by
ERIC N SUSKI
Feb 10, 2025

OFFICE

AJV-A33

DATE

TITLE
MANAGER



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

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
RIL	RNAV (RNP) Z RWY 26	2	RIFLE	CO	5537	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM DBL VOR/DME **TO** HERGI

RNP 0.30 DISTANCE 7.89 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	392621.00N/1065339.00W	11962	215	8	4B	1000				PR380 AC8	13400
TERRAIN	392621.00N/1065342.00W	11758 (11800)								AS1500	13300

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM HERGI **TO** WIBEX

RNP 0.30 DISTANCE 16.84 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	393136.00N/1072157.00W	8678	215	8	4B	1000				AC8 PR380 AT134	10200
TERRAIN	393136.00N/1072157.00W	8477 (8500)								AS1500	10000

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM

TRUEL

TO

HUTNI

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	4.61										
<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	394033.00N/1071845.00W	11293	215	8	4B	1000				PR380 AT119 AC8	12800
TERRAIN	394030.00N/1071827.00W	11085 (11100)								AS1500	12600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

HUTNI

TO

REVNE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
0.30	3.93										
<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	393700.00N/1071830.00W	10420	215	8	4B	1000				PR380 AC8	11900
TERRAIN	393639.00N/1071845.00W	9891 (9900)								AS1500	11400

COMPUTATIONS

RF SEGMENT

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

HUTNI-REVNE

12884

210

263.03

7347.41

31.58

5.10

13.93

(CFLCW)/3.93 NM

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

REVNE

TO

WIBEX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	3.56				

<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	393151.00N/1072200.00W	8626	215	8	4B	1000				AC8 PR380 AT186	10200
TERRAIN	393151.00N/1072200.00W	8425 (8400)								AS1500	9900

COMPUTATIONS

RF SEGMENT

REVNE-WIBEX

ALT

11900

KIAS

210

KTAS

258.87

HAA

6363.20

VKTW

22.24

TR

5.10

BA

12.72

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLCZ)/3.56 NM

SEGMENT REMARKS:

INITIAL

FROM

SXW VOR/DME

TO

LACID

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	14.42				

<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	393500.00N/1071424.00W	9072	215	8	4B	1000				AC8 PR380	10500
TERRAIN	393500.00N/1071412.00W	8818 (8800)								AS1500	10300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

LACID

TO

WIBEX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
0.30	6.00										
<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	393212.00N/1072157.00W	8570	215	8	4B	1000				AC8 PR380 AT242	10200
TERRAIN	393212.00N/1072157.00W	8369 (8400)								AS1500	9900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

SLOLM

TO

YORRO

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	11.28										
<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	391936.00N/1073036.00W	10716	215	8	4B	1000				PR330 AC8	12100
TERRAIN	391936.00N/1073036.00W	10515 (10500)								AS1500	12000

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

YORRO

TO

TUSPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	7.04				

<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	392130.00N/1072248.00W	10450	215	8	4B	1000				AC8 PR370	11900
TERRAIN	392130.00N/1072248.00W	10249 (10200)								AS1500	11700

COMPUTATIONS

RF SEGMENT

YORRO-TUSPE

ALT

14357

KIAS

210

KTAS

269.44

HAA

8820.69

VKTW

43.01

TR

6.21

BA

12.90

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLDB)/7.04 NM

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

TUSPE

TO

WIBEX

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
0.30	9.58				

<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	393136.00N/1072157.00W	8678	215	8	4B	1000				AC8 PR380 AT134	10200
TERRAIN	393136.00N/1072157.00W	8477 (8500)								AS1500	10000

COMPUTATIONS

RF SEGMENT

TUSPE-WIBEX

ALT

11900

KIAS

210

KTAS

261.80

HAA

7029.55

VKTW

32.70

TR

5.40

BA

13.17

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

(CFLDC)/9.58 NM

SEGMENT REMARKS:

INTERMEDIATE

FROM

WIBEX

TO

NUPCI

RNP

0.30

DISTANCE

3.04

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	393227.00N/1072630.00W	8468	215	8	4B	500				AC8 PR250	9300
TERRAIN	393227.00N/1072630.00W	8267 (8300)								AS1000	9300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

NUPCI

TO

JEXON

RNP

0.30

DISTANCE

4.27

PAT

MAP

HAT

HMAS

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	393121.00N/1072912.00W	7320	215	8	4B	500				AC8 PR180	8100
TERRAIN	393121.00N/1072912.00W	7119 (7100)								AS1000	8100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

JEXON

TO

RW26

<u>RNP</u> 0.10	<u>DISTANCE</u> 6.74	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 469	<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>
INDUSTRIAL_SYSTEM (08-071154)	393141.75N/1074157.05W	5604	250	50	4D		18.24:1			AC50 DG352	6006

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM

JEXON

TO

RW26

<u>RNP</u> 0.30	<u>DISTANCE</u> 6.74	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 850	<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>
POLE (08-087801)	393116.23N/1074020.62W	5989	20	3	1A		18.20:1			AC3 DG395	6387

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

WOKPA

RNP 0.10-1.00	DISTANCE	PAT	MAP			HAT			HMAS 5724		
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC	415	6800		14000
AAO	392615.00N/1080624.00W	8567	215	8	4B	1000				AC8 PR380	10000
TERRAIN	392615.00N/1080621.00W	8362 (8400)								AS1500	9900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

(12.45 NM RADIUS CCW (CFLDH))

MISSED APPROACH: LEVEL SURFACE

FROM

DA

TO

WOKPA

RNP 0.30-1.00	DISTANCE	PAT	MAP				HAT	HMAS 5993			
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				14000
AAO	392615.00N/1080624.00W	8567	215	8	4B	1000				AC8 PR380	10000
TERRAIN	392615.00N/1080621.00W	8362 (8400)								AS1500	9900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

(12.45 NM RADIUS CCW (CFLDH))

MSA

CENTER

RW26

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	391133.00N/1072200.00W	131	25.8	12041	215	8	4B	1000		AC8	13100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

MAXIMUM VEGETATION HEIGHT USED 50 FEET PER FPT.
MISSED APPROACH: REQUIRES RNP LEVELS LESS THAN 1.0 RNP, MISSED APPROACH BUILT IAW 8260.58C, 4-3-1 A.(3).

RF TURN DATA

RF SEGMENT	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	RF CENTER/DISTANCE
HUTNI TO REVNE	12884	210	263.03	7347.41	31.58 (2018-2022)	5.10	13.93	(CFLCW)/3.93NM
PUVOY TO TEROE	9214	265	312.95	3677.50	14.39 (2018-2022)	12.45	7.15	(CFLDH)/2.68NM
REVNE TO WIBEX	11900	210	258.87	6363.20	22.24 (2018-2022)	5.10	12.72	(CFLCZ)/3.56NM
TUSPE TO WIBEX	12596	210	261.80	7059.55	32.70 (2018-2022)	5.40	13.17	(CFLDC)/9.58NM
YORRO TO TUSPE	14357	210	269.44	8820.69	43.01 (2018-2022)	6.21	12.90	(CFLDB)/7.04NM

VEB DATA: RNP 0.10	VEB DATA: RNP 0.30
OCS SLOPE 18.24	OCS SLOPE 18.20
DVEB ORIGIN 2485.420466850656	DVEB ORIGIN 3818.6751440568414
AIRPORT ISA 4.0371	AIRPORT ISA 4.0371
DELTA ISA LOW -25.0371	DELTA ISA LOW -25.0371
ASE PFAF 96.8763	ASE PFAF 96.8763
ASE 250 84.6673	ASE 250 84.6673
VAE PFAF 7.3416	VAE PFAF 7.3416
VAE 250 0.7161	VAE 250 0.7161
ISAD PFAF -251.7228	ISAD PFAF -251.7228
ISAD 250 -24.3330	ISAD 250 -24.3330
ROC PFAF 453.3575	ROC PFAF 523.0468
ROC 250 214.1497	ROC 250 287.3251
BG 25.0000	BG 25.0000
ANPE 45.5248	ANPE 136.5744
WPR 3.6698	WPR 3.6698
FTE 75.0000	FTE 75.0000
ATIS 20.0000	ATIS 20.0000



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, DEN FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	RIL	24	RIL	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS

WX REMARKS:

BACK-UP ALTIMETER SETTING NOT REQUIRED DUE TO REDUNDANT SOURCES ON AIRFIELD.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW08 - REIL (PCL), HIRL (PCL), PAPI-4L		NPI-G	
RW26 - ODALS (PCL), HIRL (PCL), PAPI-4L		PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.50	5536.8	58.0			3.50	55.8

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
-21C	+35C	-21C	+4.04C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM 5-YEAR HISTORY (2019-2023).
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 1206 HIGH TEMP 1363.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	RNP AR 850.0 VISUAL AREA
34:1	
5973 TRANSMISSION LINE (08-000693) 393123.0000N/1074025.0000W (95.02)	
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:

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	5.40
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.40
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	268.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	6600
DISTANCE FROM	THLD	TO 1500FT POINT	6.74
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	268.55
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	6600

THRESHOLD COORDINATES (IF STR-IN)	393136.72N/1074256.11W
ARP COORDINATES	393135.78N/1074340.75W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 8 DISTANCE 0.58 NM
FAF COORDINATES	393147.27N/1073413.73W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JOHN BORDY (JACOB CLARK)	AJV-A33	10/10/2024	AERONAUTICAL INFORMATION SPECIALIST

