

**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> MONTROSE RGNL	<u>AIRPORT ID</u> KMTJ	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> 1	<u>CITY</u> MONTROSE	<u>STATE</u> CO	
<u>AIRPORT ELEVATION</u> 5759	<u>TDZE</u> 5723	<u>SUPERSEDED</u> RNAV (GPS) RWY 13	<u>ORIGINAL/AMENDMENT</u> ORIG-C	<u>DATED</u> 11/10/2016	<u>MAG VAR</u> 12E	<u>EPOCH YEAR</u> 1995
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 30 JANUARY 2020	<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>
NADIN		MOYWO		TF	FB	1.00	038.81	7.31	10800
MEYRS		BRUUK		TF	FB	1.00	297.06	26.04	12200
MOYWO	IAF	GIZQE		TF	FB	1.00	041.15	7.02	9100
PAGRE	IAF	GIZQE		TF	FB	1.00	089.96	4.42	9100
BRUUK	IAF	GIZQE		TF	FB	1.00	217.33	9.89	9100
GIZQE	IF	OLDIF		TF	FB	1.00	127.33	5.87	7300
OLDIF	FAF	RW13	MAP	TF	FO	0.30	127.37	4.86	
RW13	MAP	6300 MSL		CA			127.37		6300
6300 MSL		PAGRE		DF	FO	1.00			11000

**MISSED APPROACH**

**MAP:**

LPV: DA  
 LNAV/VNAV: DA  
 LNAV: RW13

**MISSED APPROACH INSTRUCTIONS:**

(DO NOT EXCEED 200 KIAS UNTIL PAGRE) CLIMB TO 6300 THEN CLIMBING RIGHT TURN TO 11000 DIRECT PAGRE AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	PROFILE STARTS AT GIZQE				
3. FAC:	127.37	FAF: OLDIF	DIST FAF TO MAP: 4.86	DIST FAF TO THLD: 4.86	
4. MIN ALT:	GIZQE 9100, OLDIF 7300				
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	250 HAT: 0.69	GS ANT:
6. MIN GP INCPT: 7300	GP ALT AT FAF : OLDIF 7300			OM:	MM: IM:
7. GP ANGLE: 3.00	34:1: IS NOT CLEAR	20:1: IS NOT CLEAR	TCH: 55.0		
8. MSA FROM:	RW13 14200				

PBN REQUIREMENTS NOTE:

RNP APCH.

NOTES:

CHART NOTE: CIRCLING NA E OF RWY 17 AND NE OF RWY 31.  
CHART NOTE: CIRCLING RWY 31 NA AT NIGHT.  
CHART NOTE: RWY 13 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -19°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NADIN ON V244 WESTBOUND.  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PAGRE ON V26 NORTHWEST BOUND  
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MEYRS ON V26-244 EASTBOUND.  
CHART NOTE: STRAIGHT-IN/CIRCLING RWY 13 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.

ADDITIONAL FLIGHT DATA:

FAS OBST: 5942 AAO 383330N/1080000W.  
CHART CIRCLING ICON.  
WAAS CHANNEL #97344  
REFERENCE PATH ID: W13A  
CHART FAS OBST: 5834 TREE 383119N/1075427W.  
HOLD W, RT, 106.48 INBOUND  
LTP HAE: 1720.4 M



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

**ALTERNATE:** NA ☐ STANDARD - CAT D 1100-3

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
LPV DA	5973	1	250	5973	1	250	5973	1	250	5973	1	250			
LNAV/VNAV DA	6101	1	378	6101	1	378	6101	1	378	6101	1	378			
LNAV MDA	6160	1	437	6160	1	437	6160	1 1/4	437	6160	1 1/4	437			
CIRCLING	6280	1	521	6320	1	561	6380	1 3/4	621	6800	3	1041			

**CHANGES - REASONS**

1. TERMINAL ROUTE NADIN TO MOYWO, COURSE CHANGED FROM 038.82 TO 038.81 - RECALCULATION.
2. TERMINAL ROUTE NADIN TO MOYWO, ALTITUDE DECREASED FROM 11100 TO 10800 - CURRENT OEA IS SMALLER THAN WHEN PREVIOUSLY DEVELOPED, LOWER CONTROLLING OBSTACLE.
3. TERMINAL ROUTE MEYRS TO BRUUK, ALTITUDE DECREASED FROM 12400 TO 12200 - CURRENT OEA IS SMALLER THAN WHEN PREVIOUSLY DEVELOPED, LOWER CONTROLLING OBSTACLE.
4. TERMINAL ROUTE MOYWO TO GIZQE CHANGED FROM 038.90/7.00 TO 041.14/7.02 - GIZQE MOVED TO NEW LOCATION.
5. TERMINAL ROUTE PAGRE TO GIZQE CHANGED FROM 087.71/4.20 TO 089.96/4.42 - GIZQE MOVED TO NEW LOCATION.
6. TERMINAL ROUTE BRUUK TO GIZQE CHANGED FROM 218.93/9.90 TO 217.33/9.89 - GIZQE MOVED SOUTHEAST TO CAUSE LESS THAN 90 DEGREES OF TURN ON THIS SEGMENT.
7. TERMINAL ROUTE GIZQE TO OLDIF CHANGED FROM 127.32/6.16 TO 127.33/5.87 - GIZQE AND OLDIF MOVED TO NEW LOCATIONS.
8. TERMINAL ROUTE OLDIF TO RW13 DISTANCE CHANGED FROM 4.84 TO 4.86 - OLDIF MOVED TO PFAF LOCATION.
9. CA LEG CHANGED FROM 6159 TO 6300 - PUBLISHABLE ALTITUDE NEEDED FOR LPV.
10. MISSED APPROACH, LPV AND LNAV/VNAV DA ADDED - LPV AND LNAV/VNAV MINIMUMS ADDED.
11. MISSED APPROACH, SPEED RESTRICTION ADDED - SMALLER TURN RADIUS AVOIDS MISSED PENETRATIONS.
12. MISSED APPROACH, ADDED "CLIMB TO 6300 THEN" - PUBLISHABLE CLIMB-TO ALTITUDE REQUIRED FOR LPV.
13. PROFILE SECTION, LINE 3, DISTANCES CHANGED FROM 4.84 TO 4.86 - PFAF POSITIONED USING CURRENT FORMULA.
14. PROFILE SECTION, LINE 5, 250 HAT DISTANCE ADDED - LPV MINIMUMS ADDED.
15. PROFILE SECTION, LINE 6 INFORMATION ADDED - LPV MINIMUMS ADDED.
16. PROFILE SECTION, LINE 7, ADDED GS ANGLE, TCH, AND "20:1 IS NOT CLEAR" - LPV MINIMUMS ADDED AND CURRENT DOCUMENTATION REQUIREMENT.
17. MSA ALTITUDE LOWERED FROM 14300 TO 14200 - CURRENT OBSTACLE EVALUATION.
18. REPLACED "DME/DME" NOTE WITH PBN REQUIREMENTS NOTE - CURRENT DOCUMENTATION POLICY.
19. ADDED CIRCLING RESTRICTION - CURRENT CIRCLING AREAS CAUSED EXCESSIVELY HIGH MDAS WITHOUT THE RESTRICTION.
20. REWORDED RWY 31 NIGHT LANDING NOTE - CURRENT DOCUMENTATION POLICY.
21. ADDED RUNWAY NUMBER TO HELICOPTER NOTE - CURRENT DOCUMENTATION POLICY.
22. ADDED BARO-VNAV NOTE - LNAV/VNAV MINIMUMS ADDED.
23. ADDED VGSi NON-COINCIDENT NOTE - TCH RAISED TO AVOID VGS PENETRATIONS.
24. RWY 13 VGSi MITIGATION NOTE, REPLACED "NIGHT LANDING" WITH "STRAIGHT-IN/CIRCLING" - CURRENT DOCUMENTATION POLICY.
25. ADDED CIRCLING ICON - CURRENT CIRCLING AREAS EVALUATED.
26. REMOVED VDA - LPV MINIMUMS ADDED.
27. MINIMUMS, ADDED LPV AND LNAV/VNAV - FPT REQUEST.
28. LNAV HAT CHANGED FROM 441 TO 437 - CORRECTION FROM THRE TO TDZE.
29. LNAV CAT D VIS CHANGED FROM 1 1/2 TO 1 1/4 - CURRENT VISIBILITY CALCULATIONS.
30. CIRCLING CAT A MDA/HAA INCREASED FROM 6260/501 TO 6280/521 - CURRENT OBSTACLE STUDY.
31. CIRCLING CAT B MDA/HAA DECREASED FROM 6420/661 TO 6320/561 - CIRCLING RESTRICTION ADDED.
32. CIRCLING CAT C MDA/VIS/HAA DECREASED FROM 6640/2 3/4/881 TO 6380/1 3/4/621 - CIRCLING RESTRICTION ADDED.
33. CIRCLING CAT D MDA/HAA INCREASED FROM 6700/941 TO 6800/1041 - CURRENT CIRCLING AREAS EVALUATED.
34. ALTERNATE MINIMUMS, REMOVED CAT C, CAT D CEILING INCREASED FROM 1000 TO 1100 - RECALCULATION BASED ON NEW CIRCLING HAAS.



**COORDINATED WITH:**

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

**FLIGHT CHECKED BY**

GARY BELL

*Digitally signed by*

**DAVID DANNER**

Oct 01, 2019

**OFFICE**

FICO

**DATE**

9/26/19

**DEVELOPED BY**

RUSS ROSLEWSKI

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**RUSSELL ROSLEWSKI**

Mar 11, 2019

**OFFICE**

AJV-A421

**DATE**

12/13/2018

**APPROVED BY**

MARLON ROBINSON

*Digitally signed by*

**DAVID DANNER**

Oct 01, 2019

**OFFICE**

AJV-A420

**DATE**

**TITLE**

MANAGER



**FAS DATA BLOCK INFORMATION**

<b><u>DATA FIELD</u></b>	<b><u>DATA</u></b>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KMTJ
RUNWAY	RW13
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W13A
LTP/FTP LATITUDE	383033.2075N
LTP/FTP LONGITUDE	1075417.4855W
LTP/FTP ELLIPSOIDAL HEIGHT	+17204
FPAP LATITUDE	382925.4655N
FPAP LONGITUDE	1075303.6560W
THRESHOLD CROSSING HEIGHT (TCH)	00055.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0464
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	4CF8FDD5

**ADDITIONAL PATH POINT RECORD INFORMATION**

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+17369
FPAP ORTHOMETRIC HEIGHT	+17369

