

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

<u>AIRPORT ID</u> 1V6	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 29	<u>AMDT NO.</u> 1B	<u>CITY</u> CANON CITY	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5442	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM FSHER **TO** ACZES

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
1.00	11.46										
<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	382139.00N/1045239.00W	5437	215	8	4B	1000				AT1563	8000
TERRAIN	382139.00N/1045230.00W	5236 (5200)								AS1500	6700

COMPUTATIONS

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

SEGMENT REMARKS:

INTERMEDIATE

FROM ACZES **TO** CASAN

<u>RNP</u> 1.00	<u>DISTANCE</u> 6.07	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<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>
AAO	382042.00N/1045942.00W	5627	215	8	4B	500				AT1073	7200
TERRAIN	382042.00N/1045942.00W	5426 (5400)								AS1500	6900

COMPUTATIONS

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

SEGMENT REMARKS:



FINAL: LPV

FROM

CASAN

TO

RW29

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.54		DA				250				
<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>
TRAVERSE_WAY (08-030553)	382529.48N/1050559.80W	5387	20	3	1A		34.00:1				5657

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV/VNAV

FROM

CASAN

TO

RW29

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.54		DA				302				
<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			MA52	5709

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LNAV

FROM

CASAN

TO

RW29

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
0.30	5.54		RW29				353				
<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	382212.00N/1050009.00W	5506	215	8	4B	250					5760

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LPV

FROM

DA

TO

FSHER

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 5456				
<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				8000
AAO	382148.00N/1051157.00W	6188	215	8	4B	1000					7200
TERRAIN	382148.00N/1051157.00W	5987 (6000)								AS1500	7500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LNAV/VNAV

FROM

DA

TO

FSHER

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 5559				
<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	382339.00N/1051006.00W	6031	215	8	4B		ASC				8000
AAO	382148.00N/1051157.00W	6188	215	8	4B	1000					7200
TERRAIN	382148.00N/1051157.00W	5987 (6000)								AS1500	7500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: LNAV

FROM

RW29

TO

FSHER

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
0.30-1.00									5660		
<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	382339.00N/1051006.00W	6031	215	8	4B		ASC				8000
AAO	382148.00N/1051157.00W	6188	215	8	4B	1000					7200
TERRAIN	382148.00N/1051157.00W	5987 (6000)								AS1500	7500

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

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER	382415.30N/1050647.08W	1.40	378	5467	250	50	4D	300		AC50	5820
CATEGORY B											
TREE	382554.00N/1050924.00W	2.01	458	5572	215	8	4B	300		HAA	5900
CATEGORY C											
TOWER (08-021523)	382652.56N/1051009.71W	3.19	538	5677	20	3	1A	300			5980

CIRCLING REMARKS:

CIRCLING RWY 35 NA - TURF RUNWAY.
CIRCLING NA N OF RWY 11/28 NA FOR TERRAIN.

MSA

CENTER

RW29

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	385026.41N/1050238.15W	358	25.0	14300	50	20	2C	1000			15300

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

MISSED APPROACH SPEED REDUCTION USED TO AVOID TERRAIN SOUTHWEST OF AIRPORT.

10' VEGETATION USED PER FPT.

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, DEN APP CON, DEN FSS FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	1V6	24	1V6		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	PUB	24	PUB	0.00	Y	176

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
K1V6 5442
KPUB 4673
RA = 175.8

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
APPROACH AND RUNWAY LIGHTING SYSTEM		RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW17			
RW35			
RW11 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-F	
RW29 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		PIR-F	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	5381.8	55.0			3.00	40.2

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
-25C	+54C	-25C	+4.22C

CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.
CRITICAL LOW TEMPERATURE BASED ON ACT.
DESCENT RATE (FPM): STANDARD TEMP 883 HIGH TEMP 1255.

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 17:
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<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>
1V6	RNAV (GPS) RWY 29	1B	CANON CITY	CO	5442	RNAV
20:1						
5403.7008 TERRAIN+VEG (VATP100) 382542.0000N/1050609.0000W (12.11)			5400.4199 TERRAIN+VEG (VATP133) 382542.0000N/1050606.0000W (8.99)			
5390 TERRAIN (08-029110) 382541.2800N/1050606.5800W (2.18)			5406.9816 TERRAIN+VEG (VATP101) 382545.0000N/1050609.0000W (0.21)			
5391 TERRAIN (08-032470) 382541.8800N/1050607.7800W (0.08)						
<u>PENETRATIONS REMARKS:</u>						

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.

CAT D NOT DEVELOPED PER FPT TO AVOID TERRAIN IN MISSED APPROACH SEGMENT.

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PUB ALTIMETER SETTING AND INCREASE LPV DA TO 5833 FEET AND ALL VISIBILITIES 1/2 SM. INCREASE LNAV/VNAV DA TO 5885 FEET AND ALL VISIBILITIES 1/2 SM. INCREASE ALL MDAS 180 FEET AND LNAV VISIBILITY CAT C 1/2 SM, AND CIRCLING VISIBILITY CAT C 1/2 SM.

BARO-VNAV AND VDP NA WHEN USING PUB ALTIMETER SETTING.

WHEN USING PUB ALTIMETER: MISSED APPROACH: (DO NOT EXCEED 210 KIAS UNTIL PAKMN) CLIMB TO 6080 THEN CLIMBING LEFT TURN TO 8000 DIRECT PAKMN AND ON TRACK 086.84 TO FSHER AND HOLD.



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	3.02
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	300.93
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	5400
DISTANCE FROM	THLD	TO 1500FT POINT	4.94
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.57
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	300.93
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	5400

THRESHOLD COORDINATES (IF STR-IN)	382533.36N/1050601.59W
ARP COORDINATES	382542.82N/1050624.68W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 11 DISTANCE 0.55 NM
FAF COORDINATES	382242.62N/1045959.06W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
TIMOTHY DUNN	AJV-A33	01/14/2026	

