

RNAV (GPS) RWY 28
GREELEY-WELD COUNTY (GXY)

T Baro-VNAV NA when using Fort Collins/Loveland altimeter setting. For uncompensated
A Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. When local altimeter
setting not received, use Fort Collins/Loveland altimeter setting: increase LPV DA to 4935 feet
and visibility ½ SM, LNAV/VNAV DA to 5061 feet and visibility ½ SM; increase all MDAs
100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 6300 then climbing left turn to 7000 direct CEDUK and hold.

Diagram illustrating the proposed rail alignment for the 10th Street station. The alignment is shown as a vertical line with a 0.6% DOWN grade and a 0.4% UP grade. Key features include a 10000 X 100 structure, a 35' offset, and a 278° angle. The alignment is labeled with stationing 10, 5801 X 100, 35, and 80. The diagram also shows the existing alignment and the proposed alignment, with a 0.3% upward grade indicated.

Figure 1 illustrates a non-coincident VGS and RNAV glidepath. The diagram shows a flight path starting from a holding pattern (7 NM) and descending to a runway (RW28). The VGS glidepath (KAASH) is at 3.00° TCH 27, and the RNAV glidepath (COWWZ) is at 0.98° TCH 50. The VGS angle is 278°, and the RNAV angle is 278°. The VGS angle is 3.00° TCH 27, and the RNAV angle is 0.98° TCH 50. The VGS angle is 3.00° TCH 27, and the RNAV angle is 0.98° TCH 50. The VGS angle is 3.00° TCH 27, and the RNAV angle is 0.98° TCH 50.