

APP CRS	Rwy Ldg	9400
061°	TDZE	7667
	Apt Elev	7680

RNAV (RNP) RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

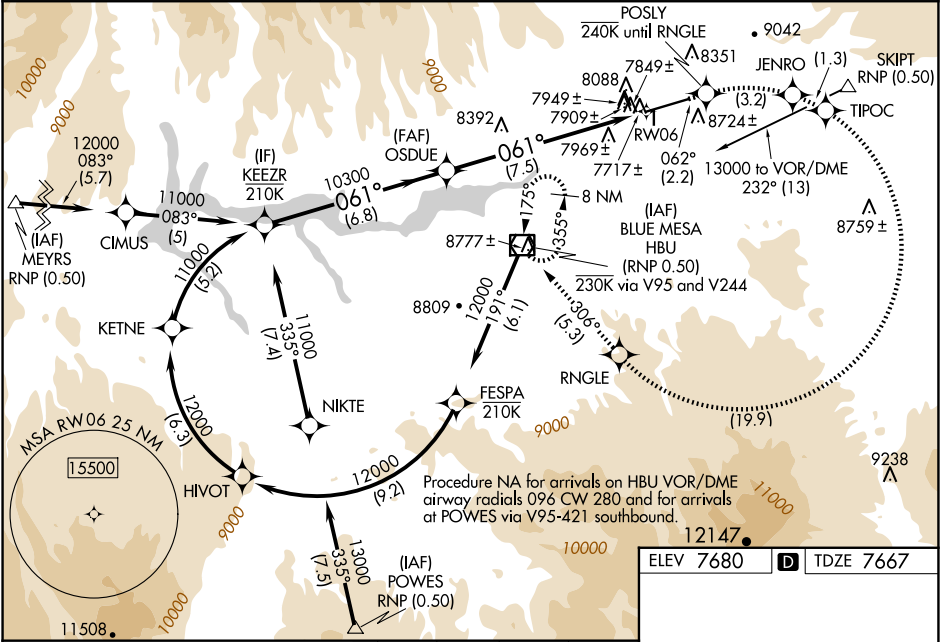
RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSF inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.

* Missed approach requires minimum climb of 310 feet per NM to 9000.
Missed approach requires minimum climb of 260 feet per NM to 9000.
† Missed approach requires minimum climb of 230 feet per NM to 9000.

For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20# to 1¾, RNP 0.26† to 2, and RNP 0.30 to 2¼.

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

AWOS-3PT 135.075	DENVER CENTER 124.5 350.25	UNICOM 122.7 (CTAF)
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Procedure Turn NA	KEEZR	OSDUE	POSLY	JENRO
11000	10300	10300		
GP 3.20° TCH 49	6.8 NM	7.5 NM		
CATEGORY	A	B	C	D
RNP 0.11 DA*	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA#	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA†	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

ELEV 7680 D TDZE 7667

HIRL Rwy 6-24
REIL Rwy 24

The diagram shows the runway layout and the approach path. The runway is labeled RWY 6 and RWY 24. The approach path is shown as a curved track starting from the south, passing through waypoints KEEZR, CIMUS, KETNE, NIKTE, FESPA, and HIBOT, before reaching the runway. The diagram includes a scale bar and a north arrow.

AUTHORIZATION REQUIRED

SW-1, 12 JUN 2025 to 10 JUL 2025

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