

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 ID</u> KRIL	<u>PROCEDURE NAME</u> RNAV (GPS) X RWY 26	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> RIFLE	<u>STATE</u> CO		
<u>AIRPORT ELEVATION</u> 5537	<u>TDZE</u> 5537	<u>SUPERSEDED</u> RNAV (GPS) X RWY 26	<u>ORIGINAL/AMENDMENT</u> 1B	<u>DATED</u> 08/17/2017	<u>MAG VAR</u> 10E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> 06/15/2023	<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>
TRUEL	IAF	SIYDO		TF	FB	1.00	169.12	4.65	12800
SIYDO		DOWNY		TF	FB	1.00	169.12	4.52	12200
LILXO	IAF	DOWNY		TF	FB	1.00	259.06	11.17	12200
DOWNY	IF	WUKLI	PFAF	TF	FB	1.00	258.73	6.86	10300
WUKLI	PFAF	RW26	MAP	TF	FO	0.30	258.63	12.66	
RW26	MAP	5937 MSL		CA			258.63		
5937 MSL		OMJIY		DF	FB	1.00			
OMJIY		SAWOM		TF	FB	1.00	235.22	10.00	
SAWOM		WOKPA		TF	FO	1.00	217.58	8.97	14000

MISSED APPROACH

MAP:
 LPV: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 14000 DIRECT OMJIY AND ON TRACK 235.22 TO SAWOM AND ON TRACK 217.58 TO WOKPA AND HOLD, CONTINUE CLIMB-IN-HOLD TO 14000. MISSED APPROACH REQUIRES A MINIMUM CLIMB GRADIENT OF 290 FT/NM TO 9600 FT; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) W RWY 26.

ALTERNATE MISSED APPROACH INSTRUCTIONS:



PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. PROFILE STARTS AT DOWNY

3. FAC: 258.63 PFAF: WUKLI DIST PFAF TO MAP: DIST PFAF TO THLD:

4. MIN ALT: DOWNY 12200, WUKLI 10300

5. DIST TO THLD FROM OM: MM: IM: 150 HAT: 763 HAT: 1.89 GS ANT:

6. MIN GP INCPT: 10300 GP ALT AT PFAF : WUKLI 10300 OM: MM: IM:

7. GP ANGLE: 3.50 34:1: IS CLEAR 20:1: IS CLEAR TCH: 56.0

8. MSA FROM: RW26 13600

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TRUEL ON V8 NORTHEAST BOUND AND ARRIVALS AT LILXO ON V591 NORTHBOUND.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LPV ALL CATS VISIBILITY TO 2 1/2 SM.
CHART SPEED ICON IN PLANVIEW AT TRUEL: MAX 250 KIAS.

ADDITIONAL FLIGHT DATA:

HOLD N, RT, 184.40 INBOUND.
WAAS CHANNEL # 93708
REFERENCE PATH ID: W26A
LTP HAE: 1671.8 M

MINIMUMS:

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

ALTERNATE: NA ☒

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	6300	2	763	6300	2	763	6300	2	763	6300	2	763			



CHANGES - REASONS

1. ADDED CAT D MINIMUMS. - AIRPORT MANAGER AND FPT REQUEST.
2. TERMINAL ROUTES: ADDED INITIAL STEPDOWN SIYDO TO ROUTE TRUEL TO DOWNY - NEW EVALUATION REQUIRES FIX TO CLEAR TERRAIN.
3. TERMINAL ROUTES: UPDATED LILXO TO DOWNY INITIAL COURSE/DISTANCE FROM "259.07/10.71" TO "259.06/11.17" - FIX DOWNY MOVED 0.46 NM WEST.
4. TERMINAL ROUTES: UPDATED DOWNY TO WUKLI INITIAL DISTANCE FROM "7.76" TO "6.86" - FIX DOWNY MOVED 0.46 NM WEST, FIX WUKLI MOVED 0.44 NM EAST.
5. TERMINAL ROUTES: UPDATED SAWOM TO WOKPA MISSED ALTITUDE FROM "13000" TO "14000" - FPT ALTITUDE REQUEST.
6. MISSED APPROACH INSTRUCTIONS CHANGED FROM "CLIMB TO 13000 DIRECT OMJIY AND ON TRACK 235.22 TO SAWOM AND ON TRACK 217.58 TO WOKPA AND HOLD, CONTINUE CLIMB-N-HOLD TO 13000" TO "CLIMB TO 14000 DIRECT OMJIY AND ON TRACK 235.22 TO SAWOM AND ON TRACK 217.58 TO WOKPA AND HOLD, CONTINUE CLIMB-IN-HOLD TO 14000. MISSED APPROACH REQUIRES A MINIMUM CLIMB GRADIENT OF 290 FT/NM TO 9600 FT; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) W RWY 26." - AIRPORT MANAGER AND FPT REQUEST.
7. AMENDED PROFILE LINE 5: DELETED FROM "DIST TO THLD FROM OM: 12.22" AND ADDED "763 HAT: 1.89" - PROCEDURE DOESN'T HAVE AN OUTER MARKER IAW 8260.19I 8-6-7 E.
8. PROFILE LINE 7: ADDED "20:1: IS CLEAR" - 8260.19I 8-6-7 G(3)(A).
9. PROFILE LINE 7: CHANGED GS ANGLE/TCH FROM "3.60/58.0" TO "3.50/56.0" - GPA SET TO 3.50 TO ALLOW INCLUSION OF CAT D MINIMA WITHOUT WAIVER AND DESIGN TCH USED FOR EVALUTION.
10. DELETED CHART NOTE: DME/DME RNP-0.3 NA - IAW 8260.19H, PARA 4-6-10E AND MEMO 266 DATED 7/18/2018.
11. ADDED PBN REQUIREMENTS NOTE: RNP APCH - GPS - IAW 8260.19I, PARA 8-6-8B(2).
12. DELETED CHART NOTE "VISIBILITY REDUCTION BY HELICOPTERS NA" TO "RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED". - NO 34:1 PENETRATIONS.
13. UPDATED CHART PLANVIEW NOTE FROM "MISSED APPROACH OBSTRUCTIONS REQUIRE A MINIMUM CLIMB GRADIENT OF 290 FT/NM TO 9600 FT; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) W RWY 26" TO "MISSED APPROACH OBSTRUCTIONS REQUIRE A MINIMUM CLIMB GRADIENT OF 290 FT/NM TO 9600 FT; IF UNABLE TO MEET CLIMB GRADIENT, SEE RNAV (GPS) W RWY 26" - NEW EVALUATION.
14. ADDED CHART SPEED ICON IN PLANVIEW AT TRUEL: MAX 250 KIAS - ADDED SPEED RESTRICTION RATHER THAN MOVING TRUEL FOR ATC VECTORING REQUIREMENTS.
15. UPDATED LPV MINIMA VISIBILITY CATS A/B/C FROM "2 1/4" TO "2" - NEW EVALUATION.
16. ADDED CAT D LPV MINIMA DA/VIS/HAT "6300/2/763" - CAT D MINIMA REQUESTED BY AIRPORT MANAGER AND FPT.
17. FAS DATA: UPDATED LTP LAT/LONG FROM "393136.7165N/1074256.1140W" TO "393136.7160N/1074256.1135W - UPDATED RWY DATA/EVALUATION.
18. FAS DATA: UPDATED FPAP LAT/LONG FROM "393134.8500N/1074425.4900W" TO "393134.3030N/1074451.2225W" - UPDATED EVALUATION.
19. FAS DATA: UPDATED THRESHOLD CROSSING HEIGHT (TCH) FROM "58.0" TO "56.0" - UPDATED RWY DATA/EVALUATION.
20. FAS DATA: UPDATED GLIDEPATH ANGLE (GPA) FROM "3.60" TO "3.50" - UPDATED RWY DATA/EVALUATION.
21. FAS DATA: UPDATED COURSE WIDTH AT THRESHOLD FROM "80.0" TO "106.75" - UPDATED EVALUATION.
22. FAS DATA: UPDATED LENGTH OFFSET FROM "0000" TO "0616" - UPDATED EVALUATION.
23. FAS DATA: UPDATED CRC REMAINDER FROM "E1B7B886" TO "3D3F79E0" - FAS DATA CHANGED.
24. RAISED MSA FROM 13100 TO 13600 - MATCH RNAV (GPS) W RWY 26 MSA.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☐ **HAI** ☐ **NBAA** ☒ **OTHER:** ZDV, CO AERO, AMGR

FLIGHT CHECKED BY

PENDING

*Digitally signed by***DAVID TEFFETELLER****OFFICE****DATE**

Apr 18, 2023

DEVELOPED BY

SCOTT LINDHOLM

*Digitally signed by***LIAM DONAHUE****OFFICE**

AJV-A431

DATE

02/14/2023

Apr 18, 2023

APPROVED BY

ERIC N SUSKI

*Digitally signed by***DAVID TEFFETELLER****OFFICE**

AJV-A430

DATE**TITLE**
MANAGER

Apr 18, 2023

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KRIL
RUNWAY	RW26
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	X
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W26A
LTP/FTP LATITUDE	393136.7160N
LTP/FTP LONGITUDE	1074256.1135W
LTP/FTP ELLIPSOIDAL HEIGHT	+16718
FPAP LATITUDE	393134.3030N
FPAP LONGITUDE	1074451.2225W
THRESHOLD CROSSING HEIGHT (TCH)	00056.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.50
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0616
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	3D3F79E0

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K2
LTP ORTHOMETRIC HEIGHT	+16876
FPAP ORTHOMETRIC HEIGHT	+16876

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

<u>AIRPORT ID</u> KRIL	<u>PROCEDURE NAME</u> RNAV (GPS) X RWY 26	<u>AMDT NO.</u> 2	<u>CITY</u> RIFLE	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5537	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
TRUEL

TO
SIYDO

<u>RNP</u>	<u>DISTANCE</u> 4.65	<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	394028.80N/1071859.40W		11388	1000	3	6A	1000				PR380	12800
TERRAIN	394030.00N/1071906.00W		11187 (11200)								AS1500	12700

COMPUTATIONS

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

SEGMENT REMARKS:

INITIAL

FROM
SIYDO

TO
DOWNY

<u>RNP</u>	<u>DISTANCE</u> 4.52	<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	393606.00N/1071515.00W		9974	164	98	4E	1000				PR380 AT846	12200
TERRAIN	393627.00N/1071527.00W		10127 (10100)								AS1500	11600

COMPUTATIONS

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

SEGMENT REMARKS:



INITIAL

FROM
LILXO

TO
DOWNY

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	11.17											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	393232.00N/1071115.00W		9680	1000	20	6C	1000				PR380 AT1140	12200
TERRAIN	393233.00N/1071209.00W		9452 (9500)								AS1500	11000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
DOWNY

TO
WUKLI

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.86											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	392912.00N/1072333.00W		9308	164	98	4E	500				AC125 SA-644 PR320 AT691	10300
TERRAIN	393000.00N/1072309.00W		8635 (8600)								AS1500	10100

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LPV

FROM
WUKLI

TO
RW26

<u>RNP</u>	<u>DISTANCE</u> 12.66	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 763			<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>
								ASC				6300

COMPUTATIONS

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

MISSED APPROACH : LPV

FROM
DA

TO
WOKPA

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 5836					
<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				14000
AAO	393136.01N/1075746.15W		9068	50	20	2C	1000				SA-422 PR380	10100
TERRAIN	392615.00N/1080621.00W		8339 (8300)								AS1500	9800

COMPUTATIONS

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

CIRCLING

☐ ALL CATS

☐ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☒ NOT AUTHORIZED



MSA

CENTER

RW26

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	AAO	391127.00N/1072200.00W	131	25.9	11926	164	98	4E	1000		XP674	13600

MSA REMARKS:
XP: MATCH RNAV (GPS) W RWY 26 MSA.

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:
TAA NOT REQUESTED PER FPT.



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
ZDV ARTCC, DEN FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KRIL	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KRIL	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

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

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

<u>GLIDESLOPE ANGLE</u> 3.50	<u>ELEV RWY THRESHOLD</u> 5536.8	<u>TCH</u> 56.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.50	<u>TCH</u> 55.8
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

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.



<div>AIRPORT ID</div> <div>KRIL</div>	<div>PROCEDURE NAME</div> <div>RNAV (GPS) X RWY 26</div>	<div>AMDT NO.</div> <div>2</div>	<div>CITY</div> <div>RIFLE</div>	<div>STATE</div> <div>CO</div>	<div>AIRPORT ELEVATION</div> <div>5537</div>	<div>FACILITY</div> <div>RNAV</div>
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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	8.53
WIDTH OF	INTERMEDIATE	SEGMENT AT 1000FT POINT	2.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	268.63
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1000FT POINT	8200
DISTANCE FROM	THLD	TO 1500FT POINT	8.53
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	268.63
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	8200

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

393156.00N/1072634.58W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

QUALITY

34

CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

Electronic Version

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PART E: PREPARED BY

<u>NAME</u> SCOTT LINDHOLM	<u>OFFICE</u> AJV-A431	<u>DATE</u> 02/14/2023	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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