

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

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> MTJ	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17	<u>ORIGINAL/AMENDMENT</u> 3A	<u>CITY</u> MONTROSE	<u>STATE</u> CO
<u>AIRPORT ELEVATION</u> 5759	<u>TDZE</u> 5708	<u>SUPERSEDED</u> ILS OR LOC RWY 17	<u>ORIGINAL/AMENDMENT</u> 3	<u>DATED</u> 01/30/2020
<u>FACILITY</u> I-MTJ	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>MAG VAR</u> 12E
				<u>EPOCH YEAR</u> 1995
				<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>
DIRDY		GEJYU		TF	FB	1.00	211.27	11.66	11000
MEYRS		GEJYU		TF	FB	1.00	318.56	21.26	12300
MTJ VOR/DME		BRUUK INT/MTJ 14.77 DME					349.03	14.76	12500
GEJYU	IAF	BRUUK INT/MTJ 14.77 DME	NOPT	TF	FB	1.00	245.73	10.00	9400
HAQHY/JNC 35.95 DME	IAF	BRUUK INT/MTJ 14.77 DME	NOPT				098.32 (JNC R-098)	10.00	9400
PAGRE/MTJ 14.80 DME CW	IAF	BRUUK INT/MTJ 14.77 DME	NOPT				14.80 DME ARC (MTJ VOR/DME LR-341)		9400
BRUUK INT/MTJ 14.77 DME	IF/IAF	WIDRU/MTJ 8.79 DME					167.82 (I-MTJ)	5.98	8100

MISSED APPROACH

MAP:

ILS: DA
LOC: MTJ 1.44 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 6300 THEN CLIMBING RIGHT TURN TO 11000 ON HEADING 325 AND MTJ VOR/DME R-297 TO PAGRE/MTJ 14.80 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 11000.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT L SIDE OF COURSE 347.82 OUTBOUND 12500 FT WITHIN 10 MILES OF BRUUK INT/MTJ 14.76 DME (IAF)
-
- FAC: 167.82 FAF: WIDRU/MTJ 8.79 DME DIST FAF TO MAP: DIST FAF TO THLD: 7.38
- MIN ALT: BRUUK INT/MTJ 14.77 DME 9400, WIDRU/MTJ 8.79 DME 8100, ZIMVI/MTJ 4.72 DME 6800
- DIST TO THLD FROM OM: MM: IM: 150 HAT: GS ANT: 965
- MIN GS INCPT: 8100 GS ALT AT PFAF: WIDRU/MTJ 8.79 DME 8100 OM: MM: IM:
- GS ANGLE: 3.00 34:1: 20:1: TCH: 56.0
- MSA FROM: MTJ VOR/DME 090-180 14400, 180-360 11600, 360-090 13300

QUALITY
39
CHECKED

PBN REQUIREMENTS NOTE:
RNP APCH-GPS. FROM DIRDY, MYERS, GEJYU.

EQUIPMENT REQUIREMENTS NOTES:
DME REQUIRED.

NOTES:
CHART NOTE: CIRCLING NA E OF RWY 17 AND NE OF RWY 31.
CHART NOTE: CIRCLING RWY 31 NA AT NIGHT.
CHART NOTE: WHEN CIRCLING TO RWY 13 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD.
CHART NOTE: DME FROM MTJ VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-MTJ AND MTJ.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-LOC 17 CAT C/D VISIBILITY TO 7/8 SM.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DIRDY OR GEJYU ON V361 NORTHEAST BOUND.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MEYRS ON V26-244 EASTBOUND.

ADDITIONAL FLIGHT DATA:
CHART MTJ R-349 AT BRUUK.
CHART JNC R-098/45.95 DME AT BRUUK.
CHART PROFILE VIEW NOTE: 12500 PRIOR TO BRUUK.
HOLD NW, RT, 116.63 INBOUND.
CHART FAS OBST: 5755 TREE (08-062739) 383211N/1075326W.
CHART VDP AT 2.28 DME.
DISTANCE VDP TO THLD 0.85 NM.
CHART MTJ R-297 AT PAGRE.
CHART CIRCLING ICON.

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
S-ILS 17	5908	1/2	200	5908	1/2	200	5908	1/2	200	5908	1/2	200			
S-LOC 17	6020	1/2	312	6020	1/2	312	6020	1/2	312	6020	1/2	312			
CIRCLING	6280	1	521	6320	1	561	6420	1 3/4	661	6800	3	1041			



CHANGES - REASONS

1. TERMINAL ROUTES: FROM DIRDY TO GEJYU ALTITUDE RAISED FROM "10800" TO "11000." - DUE TO NEW OBSTACLE EVALUATION.
2. TERMINAL ROUTES: FROM MEYRS TO GEJYU ALTITUDE RAISED FROM "12200" TO "12300." - DUE TO NEW OBSATCLE EVALUATION.
3. TERMINAL ROUTES: FROM GEJYU TO BRUUK INT/MTJ 14.77 DME ALTITUDE RAISED FROM "9000" TO "9400" - DUE TO REQUIRED PT CROSSING ALTITUDE AT THE INTERMEDIATE FIX.
4. TERMINAL ROUTES: FROM HAQHY/JNC 35.95 DME TO BRUUK INT/MTJ 14.77 DME ALTITUDE RAISED FROM "9000" TO "9400" - DUE TO REQUIRED PT CROSSING ALTITUDE AT THE INTERMEDIATE FIX.
5. TERMINAL ROUTES: FROM PAGRE/MTJ 14.80 DME CW TO BRUUK INT/MTJ 14.77 DME ALTITUDE ADDED DISTANCE "13.50." - IAW 8260.19 8-6-4B.
6. TERMINAL ROUTES: FROM PAGRE/MTJ 14.80 DME CW TO BRUUK INT/MTJ 14.77 DME ALTITUDE RAISED FROM "9000" TO "9400" - DUE TO REQUIRED PT CROSSING ALTITUDE AT THE INTERMEDIATE FIX.
7. PROFILE LINE: LINE 4, UPDATED BRUUK INT/MTJ 14.77 DME ALTITUDED FROM "9000" TO "9400." AND REMOVED * FROM ZIMVI/MTJ 4.72 DME 6800* - DUE NEW IF CROSSING ALTITUDE AND * NO LONGER REQUIRED DOCUMENTATION.
8. PROFILE: LINE 8, UPDATED FROM "MTJ VOR/DME 090-180 14300, 180-360 11500, 360-090 13200" TO "MTJ VOR/DME 090-180 14400, 180-360 11600, 360-090 13300." - DUE TO NEW OBSTACLE EVALUATION.
9. PBN REQUIREMENTS NOTE/EQUIPMENT REQUIREMENT NOTES: AMENDED "FROM DIRDY, MEYRS, GEJYU: RNAV 1-GPS REQUIRED" TO "RNP APCH-GPS. FROM DIRDY, MYERS, GEJYU." AND SWAPPED REQUIREMENTS TO CORRESPONDING SECTIONS. - IAW 8260.19J 8-6-8 AND 8-6-9 AND FOR CODING CORRECTION.
10. NOTES: UPDATED VERBAIGE CHART NOTE "DME FROM MTJ VOR/DME. SIMULTANEOUS RECEPTION OF I-MTJ AND MTJ DME REQUIRED" TO "DME FROM MTJ VOR/DME. DME USE REQUIRES SIMULTANEOUS RECEPTION OF I-MTJ AND MTJ" - IAW 8260.19J 8-6-10K.
11. NOTES: REMOVED "LOC ONLY." - NO LONGER REQUIRED.
12. ADDITIONAL FLIGHT DATA: ADDED "CHART FAS OBST: 5755 TREE (08-062739) 383211N/1075326W." - DUE TO NEW EVALUATION.
13. ADDITIONAL FLIGHT DATA: REMOVED BOTH "AAO" FAS OBSTS AND DOCUMENTED IN GENERAL REMARKS. - IAW IMPLEMENTATION OF 8260.19J, ATTACHMENT 4, PARA 11.
14. ADDITIONAL FLIGHT DATA: ESTABLISHED VDP. - IAW 8260.3F 2-6-5 AND 8260.19J 8-6-11M.
15. ADDITIONAL FLIGHT DATA: ADDED "CHART NOTE: VDP NA WITH AJZ ALTIMETER SETTING." - IAW 8260.19J 8-6-10E(9).
16. MINIMUMS: UPDATED CIRCLING CAT C FROM "6380 MDA AND 621 HAA" TO "6420 MDA AND 661 HAA." - DUE TO NEW CONTROLLING OBSTACLE AND CLEARING NOTAM 4/9190.

05/06/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 04/03/2025.

TERMINAL ROUTES: DELETED DISTANCE ON THE PAGRE TO BRUUK ARC.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZDV, AIRPORT MANAGER

FLIGHT CHECKED BY

MICHAEL S MILLER

Digitally signed by

ERIC N SUSKI

Apr 03, 2025

OFFICE

AJF

DATE

04/02/2025

DEVELOPED BY

LIAM DONAHUE (CORY SLANE)

Digitally signed by

ERIC N SUSKI

Apr 03, 2025

OFFICE

AJV-33

DATE

12/20/2024

APPROVED BY

JOHN BORDY

Digitally signed by

ERIC N SUSKI

Apr 03, 2025

OFFICE

AJV-33

DATE

TITLE

MANAGER



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

<u>AIRPORT ID</u> MTJ	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17	<u>AMDT NO.</u> 3A	<u>CITY</u> MONTROSE	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5759	<u>FACILITY</u> I-MTJ
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

<u>FROM</u> DIRDY	<u>TO</u> GEJYU
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<u>RNP</u> 1.00	<u>DISTANCE</u> 11.66	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	385551.00N/1073600.00W	8980	215	8	4B	2000					11000
TERRAIN	385551.00N/1073600.00W	8779 (8800)								AS1500	10300

COMPUTATIONS

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

SEGMENT REMARKS:

FEEDER

<u>FROM</u> MEYRS	<u>TO</u> GEJYU
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<u>RNP</u> 1.00	<u>DISTANCE</u> 21.26	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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	383218.00N/1072727.00W	10220	215	8	4B	2000					12300
TERRAIN	383218.00N/1072727.00W	10019 (10000)								AS1500	11500

COMPUTATIONS

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

SEGMENT REMARKS:

QUALITY
39
CHECKED

FEEDER

FROM

MTJ VOR/DME

TO

BRUUK INT/MTJ 14.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
	14.76										
<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	383824.00N/1074824.00W	7996	215	8	4B	2000				AT2504	12500
TERRAIN	383824.00N/1074842.00W	7795 (7800)								AS1500	9300

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

GEJYU

TO

BRUUK INT/MTJ 14.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					
1.00	10.00										
<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	384221.00N/1075109.00W	7130	215	8	4B	1000				PR190 AT1080	9400
TERRAIN	384245.00N/1074939.00W	6607 (6600)								AS1500	8100

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

HAQHY/JNC 35.95 DME

TO

BRUUK INT/MTJ 14.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
	10.00										
<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	385312.00N/1080421.00W	7281	215	8	4B	1000				PR280 AT839	9400
TERRAIN	385245.00N/1080318.00W	6473 (6500)								AS1500	8000

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: ARC

FROM

PAGRE/MTJ 14.80 DME CW

TO

BRUUK INT/MTJ 14.77 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	13.50										
<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	384512.00N/1075036.00W	6214	215	8	4B	1000				PR120 AT2066	9400
TERRAIN	384512.00N/1075036.00W	6013 (6000)								AS1500	7500

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL: PT

FROM

10 NM

TO

BRUUK INT/MTJ 14.77 DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<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	385515.00N/1074906.00W	7356				1000				PR240 AT804	9400
TERRAIN	385515.00N/1074906.00W	7155 (7200)								AS1500	8700

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

BRUUK INT/MTJ 14.77 DME (IF/IAF)

TO

WIDRU/MTJ 8.79 DME

<u>RNP</u>	<u>DISTANCE</u> 5.98	<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	384200.00N/1075106.00W	7189	215	8	4B	500				PR130 AT281	8100
TERRAIN	384200.00N/1075106.00W	6988 (7000)								AS1000	8000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: ILS

FROM

WIDRU/MTJ 8.79 DME

TO

RW17

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	7.38		DA				200				
<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				5908

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC

FROM

WIDRU/MTJ 8.79 DME

TO

ZIMVI/MTJ 4.72 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.08										
<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	383833.00N/1075206.00W	6654	215	8	4B	250				XL69 SA-256 PR80	6800

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

OBSTACLE #17 IS LOCATED 2087 FT FROM THE EDGE OF THE PRIMARY AREA.



FINAL: LOC STEPDOWN

FROM

ZIMVI/MTJ 4.72 DME

TO

MTJ 1.44 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.30		MTJ 1.44 DME				312				
<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>
TREE (08-062739)	383211.43N/1075326.09W	5755	20	3	1A	250					6020

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

BRUUK INT/MTJ 14.76 DME

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<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	390121.00N/1080206.00W	11086	215	8	4B	1000				PR380	12500
TERRAIN	390121.00N/1080206.00W	10885 (10900)								AS1500	12400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

PAGRE/MTJ 14.80 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 5722			
<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				11000
AAO	382809.00N/1080124.00W	6631				1000				SA-19 PR90	7800
TERRAIN	382809.00N/1080121.00W	6417 (6400)								AS1500	7900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

MTJ 1.44 DME

TO

PAGRE/MTJ 14.80 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 5770			
<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				11000
AAO	382809.00N/1080124.00W	6631				1000				SA-19 PR90	7800
TERRAIN	382809.00N/1080121.00W	6417 (6400)								AS1500	7900

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											
TREE (08-062997)	382838.14N/1075422.09W	1.41	521	5964	20	3	1A	300			6280
CATEGORY B											
TREE (08-062812)	382805.17N/1075442.40W	2.03	561	6013	20	10	1B	300			6320
CATEGORY C											
TANK (08-096308)	382722.35N/1075240.76W	3.21	661	6111	50	20	2C	300			6420
CATEGORY D											
AAO	382600.00N/1075600.00W	4.22	1041	6500	215	8	4B	300			6800

CIRCLING REMARKS:

MSA

CENTER
MTJ VOR/DME

RADIUS
25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
090-180	AAO	380130.00N/1075330.00W	167	28.9	13336	215	8	4B	1000			14400
180-360	AAO	381136.00N/1075554.00W	173	18.8	10535	215	8	4B	1000			11600
360-090	AAO	384312.00N/1072309.00W	050	27.3	12241	215	8	4B	1000			13300

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

ZDV ARTCC, DEN FSS

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	MTJ	24	MTJ	0	Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3	AJZ	24	AJZ	18.39	Y	123

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KMTJ 5758.5, KAJZ 5188
RA = 122.4.

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-MTJ	NONE	24	3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW13 - HIRL (PCL), VASI-4L	NPI-G	
RW31 - REIL (PCL), HIRL (PCL), VASI-4L	NPI-G	
RW17 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	
RW35 - REIL (PCL), HIRL (PCL), PAPI-4L	PIR-G	

GLIDESLOPE ANGLE	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	5693.7	56.0	5693.0	965	3.00	55.0

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

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 13	QUALITY 39 CHECKED
20:1		
5714 POLE (08-023612) 383034.49N/1075421.40W (10.45)		
FINAL TYPE	CIRCLING RWY 31	
20:1		

<u>AIRPORT ID</u> MTJ	<u>PROCEDURE NAME</u> ILS OR LOC RWY 17	<u>AMDT NO.</u> 3A	<u>CITY</u> MONTROSE	<u>STATE</u> CO	<u>AIRPORT ELEVATION</u> 5759	<u>FACILITY</u> I-MTJ
5810 TREE (08-065847) 382930.25N/1075304.44W (6.16)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

CONTINGENCY NOTES:

WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AJZ ALTIMETER SETTING AND INCREASE S-ILS 17 DA TO 6031 FEET; INCREASE ALL MDAS 140 FEET AND S-LOC 17 VISIBILITY CAT C/D 3/8 SM, AND CIRCLING VISIBILITY CAT C 1/2 SM.
FOR INOPERATIVE ALS WHEN USING AJZ ALTIMETER SETTING, INCREASE S-ILS ALL CATS VISIBILITY TO 1 SM.
WHEN USING AJZ ALTIMETER SETTING CROSS ZIMVI AT OR ABOVE 6940.
VDP NA WITH AJZ ALTIMETER SETTING.

ALTERNATE MINIMUMS ARE NA DUE TO THE MTJ ILS NOT HAVING AN EXTERNAL MONITOR.

40 FT TREES USED FOR VEGETATION AS ADVISED BY FPT.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.

ORDER 8260.3 CHAPTER 2 APPLIED TO 6693 AAO 383918N/1075200W.
ORDER 8260.3 CHAPTER 2 APPLIED TO 6155 AAO 383533N/1075248W.

A WAIVER IS INITIATED TO NOT ESTABLISH A CAPTURE FIX AT BRUUK. BRUUK'S CROSSING ALTITUDE HAD TO BE RAISED IN ORDER TO REACH THE REQUIRED 318 FT/NM DESCENT GRADIENT BETWEEN THE 10 NM PT COMPLETION AND THE IF. THIS HAS CAUSE AN ERROR OF MORE THAN TWO DEGREES DECENT GRADIENT BETWEEN THE CAPTURE FIX (BRUUK) AND THE PFAF. THE WAIVER WILL TAKE AWAY THE CAPTURE FIX.

AN APPROVAL LETTER HAS BEEN SUBMITTED TO USE PPV ON FINAL IN ORDER TO KEEP THE ILS 200 HAT.

APPROVAL LETTER IS ON FILE FOR USE OF "CHART NOTE: WHEN CIRCLING TO RWY 13 AT NIGHT, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD." - IAW 8260.19J PARA 8-6-12O(2)(H).
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



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	4.30
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.15
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	179.82
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	6100
DISTANCE FROM	THLD	TO 1500FT POINT	12.36
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	6.96
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	179.82
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	7000

THRESHOLD COORDINATES (IF STR-IN)	383147.39N/1075333.86W
ARP COORDINATES	383035.30N/1075339.30W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 17 DISTANCE 1.20 NM
FAF COORDINATES	383910.54N/1075335.66W
FIX NAME COORDINATES	IF BRUUK 384509.55N/1075337.09W

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
LIAM DONAHUE (CORY SLANE)	AJV-33	12/20/2024	AERONAUTICAL INFORMATION SPECIALIST

