

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/12/2025	APWS Task ID: E1D7987AE57A4C29817C411170259948	APWS Project ID: 5A4694DC546C4DA3B95E909E46CAFE5
Procedure: ILS OR LOC RWY 17 AMDT 3A		Enroute: NO	Specialist: Slane, Cory		Agreement Number:
Airport ID: KMTJ			Airport City: MONTROSE		State: CO
Facility ID: MTJ	Facility Type: ILS	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>ACTIVE AIRNAV DATA USED.</p> <p>SEGMENT ALTITUDE RAISES. IF CROSSING ALTITUDE RAISED. CLEARS NOTAM FDC 4/9190.</p> <p>NEW APPROVAL LETTER CREATED FOR THE USE OF PPV ON ILS FINAL. NEW WAIVER CREATED TO NOT DEVELOP A CAPTURE FIX.</p> <p>POC: JOHN BORDY, AJV-A33, 405-954-0980</p> <p>04/21/2025: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 12/20/2024. 8260-2: 1. FIX GRAND JUNCTION VOR/DME: ADDED SIGNATURES.</p> <p>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.</p>					



Subject: Approval Request: Montrose Rgnl (KMTJ), Montrose, CO

ILS OR LOC RWY 17, Montrose Rgnl (KMTJ)

FAAO 8260.3F para 3-2-2b(3) Precipitous Point Value (PPV)

The requirements states "Where operationally advantageous, results from the Precipitous Point Value (PPV) algorithms in appendix C paragraph 2 may be used with approval."

Request use of PPV evaluation results for the above procedure (see data below). The adjustment provided by the legacy precipitous terrain evaluation prevents achieving the desired DA.

Beginning Point: WIDRU 383910.54N/1075335.66W

End Point: KMTJ R17 383147.39N/1075333.86W

Segment type: ILS

Results: PPV max value 0, no precipitous terrain adjustment, allows 200 ft HAT

1. FLIGHT PROCEDURE IDENTIFICATION:

Montrose, Colorado
Montrose Regl, KMTJ
ILS or LOC RWY 17

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Request waiver to not develop a capture fix. Applicable Standard is FAAO 8260.58C, Appendix C.para 2a(1): Establish a capture fix. Construct a TF leg aligned with the FAC that is common to all intermediate segments. The start fix of the leg is designated the capture fix. Alternatively where operationally necessary, the capture fix may be placed on or at the start of an RF leg. The preliminary location of the capture fix may be less than 2 NM but no closer than 1 NM prior to the PFAF.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

The intent of a capture fix is to ensure aircraft can capture the glide slope when turning on to the final course prior to the PFAF. Developing a capture fix at this stage would require a new CATEX review, which would significantly delay the planned publication date of June 12, 2025.

The primary objective of this project is to clear a NOTAM that has been active from March 20 2024 to end on October 30th 2024. this NOTAM has increased the circling minima. The reason of this temporary waiver is to postpone the development of a capture fix until March 19, 2026. By this date, a revised procedure will be published, (amendment 4) to incorporate the capture fix, effectively revoking the waiver.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

The intermediate segment for this procedure is 6 NM and aligned with the final approach course. There are no turns between the intermediate fix (IF) and the final approach fix (FAF). The turn at the IF has a DTA that is no closer than 2NM prior to the PFAF. The descent gradient between BRUUK (IF) and WIRDU (FAF) is 267ft/NM .The altitudes provided at the IF and FAF allow for continuous descent through the intermediate and final segments.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

NA

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
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8. AFS ACTIONS:

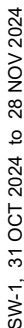
☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

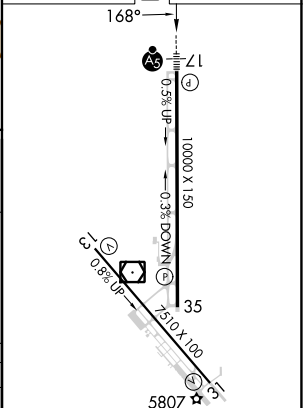
DATE	ROUTING SYMBOL	SIGNATURE
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ILS or LOC RWY 17
MONTROSE RGNL (MTJ)

MISSED APPROACH: Climb to 6300 then climbing right turn to 11000 on heading 325° and MTJ VOR/DME R-297 to PAGRE/MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

UNICOM
122.8 (CTAF) **L**

168° →



REIL Rwys 31, and 35 **L**
HIRL Rwys 13-31 and 17-35 **L**

SW-1, 31 OCT 2024 to 28 NOV 2024

LOC I-MTJ 111.3	APP CRS 168°	Rwy Idg TDZE Apt Elev	10000 5708 5759
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ILS or LOC RWY 17

MONTROSE RGNL (MTJ)

RNP APCH - GPS. From GEJYU or: RF. RNAV 1-GPS. From DIRDY, MYERS.

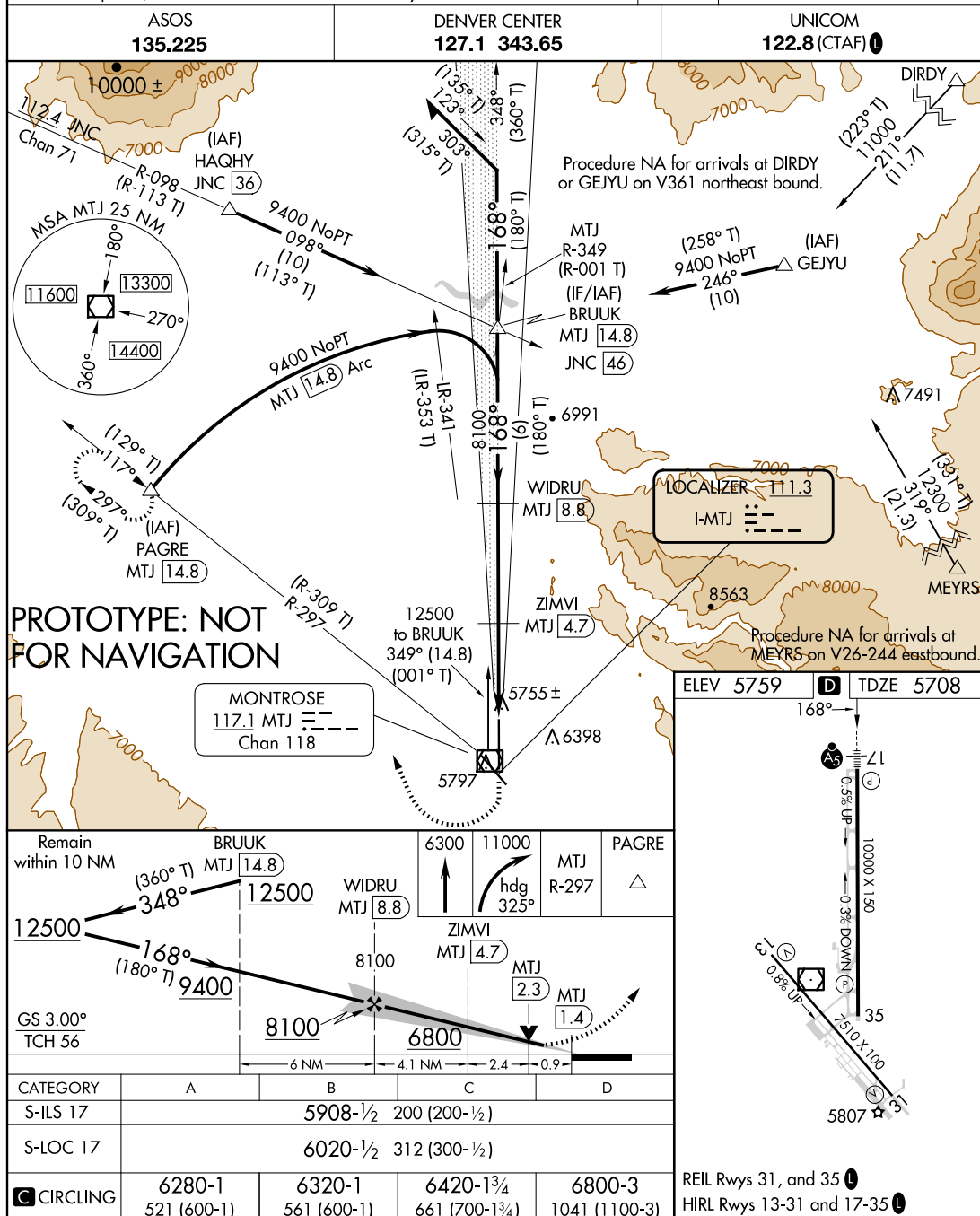
DME Required.

NA Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME from MTJ VOR/DME. DME use requires simultaneous reception of I-MTJ and MTJ. For inop ALS, increase S-LOC 17 Cat C/D visibility to 7/4 SM.

MALSR



MISSED APPROACH: Climb to 6300 then climbing right turn to 11000 on heading 325° and MTJ VOR/DME R-297 to PAGRE/MTJ 14.8 DME and hold, continue climb-in-hold to 11000.



AUTOMATED AL-668 ILS or LOC RWY 17
AUTOMATED AL-668 ILS or LOC RWY 17

SW-1

24 JAN 2025

COMPILER: CG

REVIEWER:

DBL CHKR:

EFF: FIG

