

# 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.

Procedure NA for arrival on  
GLL VOR/DME airway radial  
095 CW 136.

GLL  
GLL

7000  
128°  
(10.5)

MSA RW28 2.5 NM  
8500

5016  
4742±  
4882  
RW28  
4765  
KWIKK  
1.6 NM to  
RW28  
(FAF)  
KAASH  
6300  
278°  
(6)  
(IF/IAF)  
COWWZ  
098°  
278°  
7 NM  
HOLD 14000  
7000

△ 5357

CEDUK  
164°  
344°  
7 NM

Diagram illustrating the proposed rail alignment for REIL (Right of Way) and MIRL (Main Right of Way) sections. The alignment is shown as a vertical line segment labeled '1' at the top, with a length of 10000 X 100. The alignment is divided into two sections: a 0.6% DOWN section and a 0.4% UP section. The alignment continues horizontally for 5801 X 100, with a 0.3% UP section. The alignment is labeled 'REIL Rwy 10, 17, 28 and 35' and 'MIRL Rwy 10-28 and 17-35'. A star symbol is located near the horizontal section. The alignment is shown relative to a 278° bearing to RW/28.

3D RNAV (RNP) APPROACH

VGS and RNAV glidepath not coincident (VGS angle 3.00/TCH 27).

7 NM Holding Pattern

6300 7000 CEDUK

\*LNAV only

\*KWIKK 1.6 NM to RW28

KAASH 6300

COWWZ

098° 14000 7000

278° 6300

5200

GP 3.00° TCH 50

1.6 NM 3.5 NM 6 NM

CATEGORY	A	B	C	D
LPV DA	4850- <sup>3</sup> / <sub>4</sub>	200 (200- <sup>3</sup> / <sub>4</sub> )		
LNNAV/ VNAV DA	4976-1	326 (300-1)		
LNNAV MDA	5080-1	430 (400-1)	5080-1 <sup>1</sup> / <sub>4</sub>	430 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1 <sup>1</sup> / <sub>2</sub> 503 (600-1 <sup>1</sup> / <sub>2</sub> )	5380-2 <sup>1</sup> / <sub>4</sub> 683 (700-2 <sup>1</sup> / <sub>4</sub> )