

RNAV (GPS) RWY 28
GREELEY-WELD COUNTY (GXY)

⚠ Baro-VNAV NA when using Fort Collins/Loveland altimeter setting. For uncompensated 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 1/8 SM, LNAV/VNAV DA to 5061 feet and visibility 1/8 SM; increase all MDAs 100 feet and visibility Cats C and D 1/4 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 radials 095 CW 136.

GLL
GLL

7000
128°
(10.5)

MSA RW28 2.5 NM
8500

5016
4882
RW28
KWIKK
1.6 NM to RW28
(FAF) KAASH
6300
278
(IF/IAF) COWWZ
7 NM
HOLD
14000
7000

5357

CEDUK
16°
34°
7 NM

Diagram illustrating the proposed rail alignment for REIL and MIRL. The alignment is shown as a vertical line with a 0.6% DOWNWARD grade and a 0.4% UPWARD grade. Key points include station 10000, station 5801, and station 35. A star symbol is located near station 35. The alignment is labeled "REIL Rwy 10, 17, 28 and 35" and "MIRL Rwy 10-28 and 17-35". A north arrow points towards the top right, labeled "278° to RW28".

6300 7000 CEDUK VGS1 and RNAV glidepath not coincident (VGS1 angle 3.00/TCH 27). 7 NM Holding Pattern

*RNAV only *KWIKK 1.6 NM to RW28

KAASH 6300 COWWZ 098° 14000 7000 278° 278° 6300 5200

RW28 1.6 NM 3.5 NM 6 NM GP 3.00° TCH 50

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