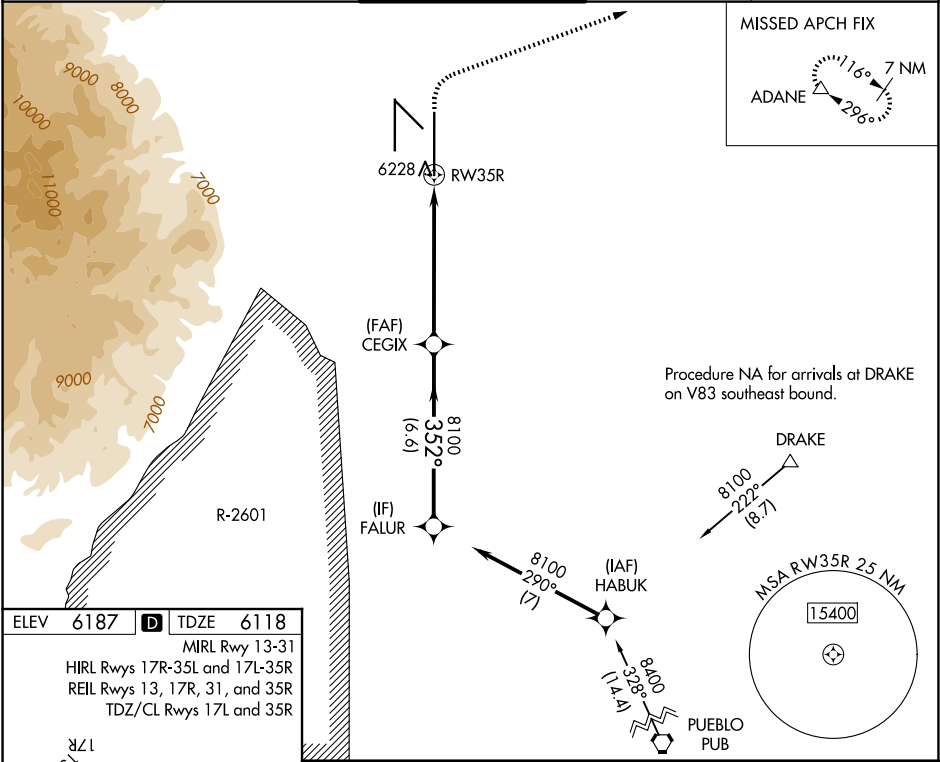


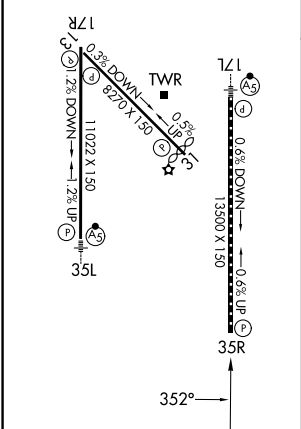
WAAS CH 53602 W35B	APP CRS 352°	Rwy Ldg TDZE 6118 Apt Elev 6187
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RNAV (GPS) Y RWY 35R
CITY OF COLORADO SPRINGS MUNI (COS)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 39°C (103°F). DME/DME RNP-0.3 NA. RADAR monitoring required when R-2601 in use.		MISSED APPROACH: Climb to 6600 then climbing right turn to 9000 direct ADANE and hold.		
ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125



ELEV 6187	D	TDZE 6118
MIRL Rwy 13-31 HIRL Rwy 17R-35L and 17L-35R REIL Rwy 13, 17R, 31, and 35R TDZ/CL Rwy 17L and 35R		



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71°).				6600 ↑	9000 ↗	ADANE △
The diagram illustrates the approach procedure for ADANE. It shows a horizontal segment from FALUR to CEGIX with a distance of 6.6 NM and a bearing of 352°. From CEGIX, the glidepath descends to a point 1 NM from the runway (RW35R). The distance from CEGIX to this point is 5.1 NM. The final segment is a 1 NM rollout on the runway. The glidepath angle is 3.00° (TCH 55°). The diagram also shows the RNAV glidepath and the distance from the runway to the final point (1 NM). The diagram includes labels for FALUR, CEGIX, 8100, 352°, 8100, 6.6 NM, 5.1 NM, 1 NM, *1 NM to RW35R, *LNAV only, RW35R, and GP 3.00° TCH 55.						
CATEGORY	A		B	C		D
LPV DA	6318/40		200 (200-¾)			
LNAV/ VNAV DA	6399/45		281 (300-⅞)			
LNAV MDA	6500/55	382 (400-1)	6500/60	382 (400-1¼)		
CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)		