

# RNAV (GPS) M – LPV Special [Cat. A-C]

## A new Telluride Approach is Coming Soon!

Attention Pilots and users of the Telluride Airport. We've heard your call for new approach options allowing for increased access during a wider variety of weather conditions.

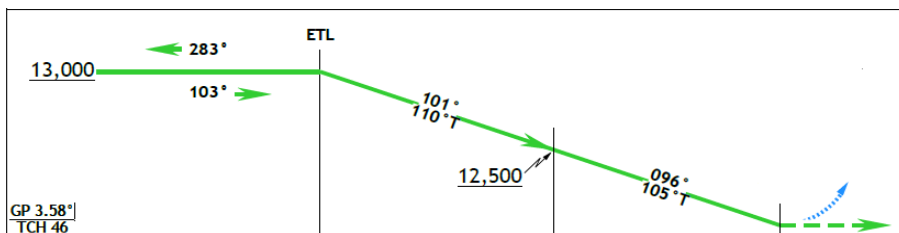
### VERTICALLY GUIDED

No more unstabilized 'Dive & Drive' approaches. Utilizing WAAS technology, the LPV approach will provide lateral and vertical guidance similar to an ILS. A constant descent is provided at a 3.58° angle for aircraft categories A-C.

### LOWER MINIMUMS

Increase your access to the Telluride Airport during periods of inclement weather. New D.A. and visibility of 10,137' (1100-3) available for users of the new LPV approach. A RWY 27 Circling (CAT C) line of minima is also available (11,640' - 2600-3).

Expected FAA Approval in Summer of 2019. Sign up to receive updates at [www.TellurideAirport.com](http://www.TellurideAirport.com) or by e-mail at [info@tellurideairport.com](mailto:info@tellurideairport.com).



### New Feeder & IAF Options

The RNAV M Special will also provide shorter initial routing and a new Feeder segment from the Southwest.



## How to apply for use of the RNAV (GPS) M RWY 9 Approach (Subject to change/Pending Approval)

Due to special aircraft, aircrew training, and operator oversight, FAA approval is required to utilize the RNAV (GPS) M Approach. The application process is different depending on which operating rules apply to the operator. Authorization requires initial 8260-7B elements to be met prior to use:

- Documented type specific currency, simulator, and ground training required.
- One Engine Inoperative Climb Performance from the Decision Altitude of 390 ft/nm or an AC 120-91 Contingency procedure for the aircraft listed in OpSpec C081/LOA.
- Aircraft must be capable of a 3.58° Glide Path in various landing configurations

### PART 121/135

- (1) Initial outreach to the TRAA (RNAV M owner) and the Flight Tech Engineering (maintainer) to request use of the RNAV M Approach.
- (2) Complete hold harmless agreement with TRAA.
- (3) Contact POI who requests approval from RNGB – All Weather Operations.
- (4) Confirm 8260-7B requirements with FAA and apply for OpSpec approval.
- (5) Send procedure to Nav DB Provider & Chart.

### PART 91

- (1) Initial outreach to the TRAA (RNAV M owner) and the Flight Tech Engineering (maintainer) to request use of the RNAV M Approach.
- (2) Complete hold harmless agreement with TRAA.
- (3) Contact FAA FSDO for POI assignment, request approach.
- (4) Document compliance with Form 8260-7B requirements & Receive Letter of Authorization.
- (5) Send procedure to Nav DB Provider & Chart.

**Note:** Each Part 91 applicant can address the 8260-7B in their unique way, ultimately seeking approval. If an operator doesn't have a training program, then they will have to document how they will train their pilots on this procedure, etc.

## Additional Telluride Airport Approach Options:

In addition to the RNAV (GPS) M RWY 9, the FAA has recently expanded existing public approaches.

	VOR/DME-A Public	LOC RWY 9 Public	LOC M RWY 9 Private Special	RNAV (GPS) Y RWY 9 - Public	RNAV (GPS) Z RWY 9 - Public
CATEGORY	*CAT A & B*	*CAT A & B*	CAT C & D	* CAT A & B *	CAT C
STRAIGHT-IN		11340-1 ½ (2300-1 ½)	10360-3 <b>(1300-3)</b> CAT C		
CIRCLING	12420 (3400-6)	11340-1 ½ (2300-1 ½)	11200-3 <b>(2200-3)</b> CAT D	12140-1 ½ (3100-1 ½)	11640-3 (2600-3)
WAAS (LP) *REQ Climb Gradient				11500-1 ½ (2500-1 ½) CAT B- 380' CG REQ	10640-3 (1600-3) CAT C- 380' CG REQ
NON-WAAS (LNAV) *REQ Climb Gradient				11900-1 ½ (2900-1 ½)	
NON-WAAS (LNAV)				12140-1 ½ (3100-1 ½)	



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