

RNAV (GPS) M – LPV Special [CAT. A-D]

A New Telluride Approach is Now Available

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 with support for CAT D approach speeds.

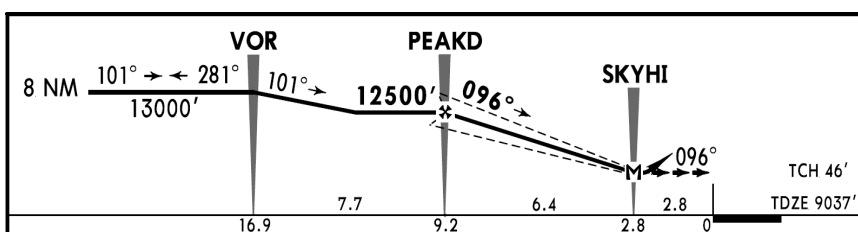
VERTICALLY GUIDED

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 3.50° angle for aircraft categories A-D.

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 (C-MDA: 11,640' - 2600-3).

The RNAV (GPS) M is a Private Special Approach Sponsored by the Telluride Airport. For authorization to use, inquire at www.TellurideAirport.com or by e-mail at info@tellurideairport.com.



New Feeder & IAF Fixes
Improved Initial Approach Fixes offer shorter routing. A new Feeder route from the southwest has also been added.



How to apply for use of the RNAV (GPS) M RWY 9 Approach:

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 FAA Form 8260-7B specifications to be met prior to use:

- Documented Telluride specific operating currency or ground training required.
- All Engine Climb Performance from the Decision Altitude or Circling MAP of 390'/nm.
- Aircraft must be capable of a 3.50° Glide Path in various landing configurations.
- Aircraft must maintain 175 KIAS during first turn of the Missed Approach.
- Overview of utilizing Advisory Vertical Glidepath to a Circling MDA.

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 FAA POI / CMO who requests approval from AFS-400 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 your local FAA FSDO for procedure assignment, request approach authorization.
- (4) Document compliance with Form 8260-7B requirements & Receive Letter of

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.

Type	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	* CAT A & B *	CAT C
CONVENTIONAL Straight-In		11340-1 ½ (2300-1 ½)	10360-3 (1300-3) CAT C		
CIRCLING	12420 (3400-6)	11340-1 ½ (2300-1 ½)	11200-3 (2200-3) CAT C	12140-1 ½ (3100-1 ½)	11640-3 (2600-3)
RNAV (GPS) (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
RNAV (GPS) (LNAV Only) *REQ Climb Gradient				11900-1 ½ (2900-1 ½)	
RNAV (GPS) (LNAV Only)				12140-1 ½ (3100-1 ½)	



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