

WAAS CH <b>86210</b> <b>W05A</b>	APP CRS <b>053°</b>	Rwy Idg TDZE Apt Elev	<b>5590</b> <b>5498</b> <b>5507</b>
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RNAV (GPS) RWY 5

FOUR CORNERS RGNL (FMN)

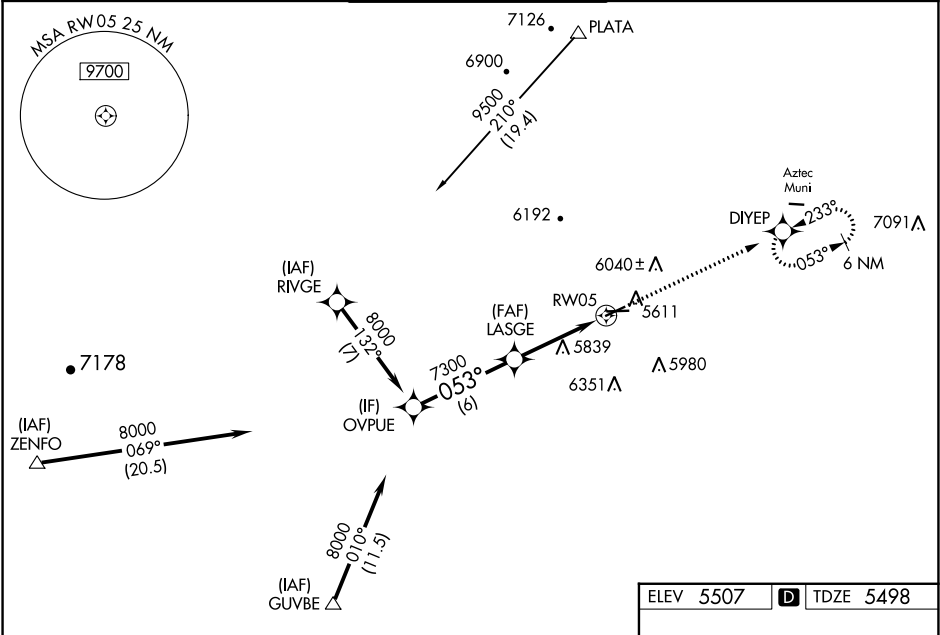
RNP APCH-GPS.

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Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5993 feet and LNAV/VNAV DA to 6163 and all visibilities  $\frac{1}{8}$  SM; increase all MDAs 260 feet and visibility LNAV Cat B/C/D and Circling Cat A/B/C  $\frac{3}{4}$  SM.

MISSED APPROACH:  
Climb to 8400 direct  
DIYEP and hold.

ATIS <b>127.15</b>	DENVER CENTER <b>118.575 348.7</b>	FARMINGTON TOWER★ <b>118.9 (CTAF) 0 257.8</b>	GND CON <b>121.7</b>	UNICOM <b>122.95</b>
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Procedure Turn NA

GP 3.00° TCH 55

8000

053°

7300

6 NM

3.7 NM

1.8 NM

5570

5558

6704 X 100

6501 X 150

TWR 5569

0.5% UP

0.4% UP

0.53°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

8400

DIYEP

\*LNAV only

1.8 NM to RW05

RW05

CATEGORY	A	B	C	D
LPV DA		5750- $\frac{3}{4}$	252 (300- $\frac{3}{4}$ )	
LNAV/VNAV DA		5920-1 $\frac{1}{4}$	422 (500-1 $\frac{1}{4}$ )	
LNAV MDA	6100-1	602 (600-1)	6100-1 $\frac{3}{4}$	602 (600-1 $\frac{3}{4}$ )
CIRCLING	6100-1 593 (600-1)	6180-1 673 (700-1)	6380-2 $\frac{1}{2}$ 873 (900-2 $\frac{1}{2}$ )	6460-3 953 (1000-3)

REIL Rwy 23 and 25  
MIRL Rwy 5-23 and 7-25