

WAAS CH <b>61031</b> <b>W09A</b>	APP CRS <b>086°</b>	Rwy Idg <b>4502</b> TDZE <b>6046</b> Apt Elev <b>6056</b>
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RNAV (GPS) RWY 9  
SPANISH PEAKS AIRFIELD (4V1)

**▼** Baro-VNAV A when using Trinidad altimeter setting. For uncompensated  
**▲ NA** Baro-VNAV systems, procedure NA below -26°C (-14°F) or above 36°C (98°F).  
 DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.  
 Rwy 9 Straight-in and Circling minimums NA at night. When local altimeter setting not  
 received, use Trinidad altimeter setting and increase all DA 119 feet and MDA 120 feet;  
 increase LPV all Cats visibility  $\frac{1}{8}$  mile and LNAV/VNAV all Cats visibility  $\frac{3}{8}$  mile,  
 LNAV Cats A-B and Circling Cat B visibility  $\frac{1}{4}$  mile, LNAV Cat C visibility  $\frac{1}{2}$  mile.

**MISSED APPROACH:**  
Climb to 6900 then  
climbing left turn to 9400  
direct JUKEX and hold.

AWOS-3 <b>123.6</b>	DENVER CENTER <b>128.375 379.95</b>	UNICOM <b>122.8 (CTAF) 0</b>
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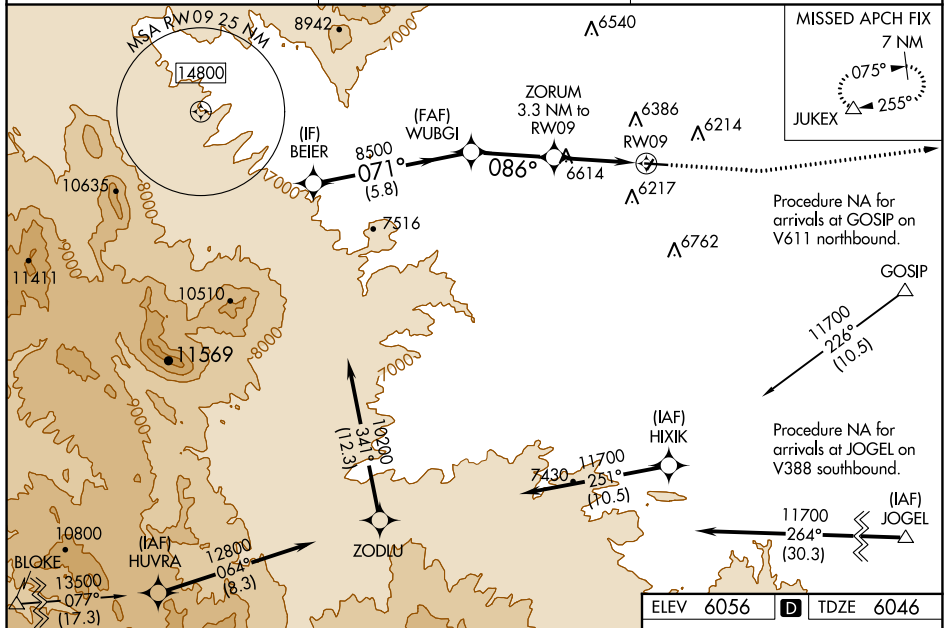


Diagram illustrating a non-precision approach for RW09. The diagram shows a glidepath starting from a height of 10200 feet at BEIER, descending at 071 degrees to a crossing point at 8500 feet, then at 086 degrees to the runway threshold at RW09. The distance from BEIER to the crossing point is 5.8 NM, and from the crossing point to RW09 is 3 NM. The crossing point is marked with a cross and labeled 'WUBGI'. The distance from the crossing point to the runway is 3.3 NM. The diagram also shows a VGS angle of 3.00 degrees and a TCH of 45 feet. A note indicates that the VGS and RNAV glidepaths are not coincident.

CATEGORY	A	B	C	D
LPV DA	6347-1 301 (300-1)			NA
LNAV/VNAV DA	6606-1½ 560 (600-1½)			NA
LNAV MDA	6880-1 834 (900-1)	6880-1¼ 834 (900-1¼)	6880-2½ 834 (900-2½)	NA
CIRCLING	7080-3 1024 (1100-3)			NA

