

Arrival Requirements

- Procedure coded under Runway 15C as GPR15C.
- RNP 0.30 & GPS navigation required. Special aircrew training and approach briefing required prior to use.
- Procedure not authorized below -30°C (-22°F) or above 40°C (104°F).
- Use of local altimeter from ATIS, ASOS, or tower required; when unavailable procedure NOT AUTHORIZED.
- VPATH & VGSI (PAPI) are not coincident.
- RF legs required. EPIC aircraft review RNP/SAAR reference card & G4/5 aircraft review RNP/SFMS reference card. ①
- Procedure NOT AUTHORIZED with easterly tower wind components in excess of 30 kts.
- For night operations; approach lights, or EVS equipment, required.
- For use under IMC conditions; AP coupling, or HUD, and approach lights required.

GPS/RNP RWY 15 Approach Procedure (NJJ)

1. In IMC conditions, G4 aircraft will be fully configured at GNTRI with MAN speed selected to Vref +5.
2. Passing OSLEE VPATH indication will shift down approx 1/2 dot and then smoothly re-center as aircraft establishes on 2.6° VPATH to THLD. (All PAPI bars will appear red when aligned on VPATH).
3. PAPI angle is steeper than VPATH and is unusable for this procedure.
4. Inside UCISE with weather less than 600 & 2, or night operations, crew will monitor EPU/FDM and if value exceeds 0.15 execute an immediate MAP.

MAP Considerations

- Reselect LNAV ASAP and follow FMS course.
- Do not exceed 165 KIAS or select less than 10° flaps until past RUVAE.
- Do not select LOW (1/2 bank) mode, even during SE operations.

G4/450 MAP Climb Weight Table

C°/GW 1000	T ≤ -5°	0°	5°	10°	15°	20°	25°	30°
No Anti-Ice	58.5	57.7	56.5	55.4	54.2	53.0	51.7	50.0
Cowl Only	57.3	56.6	55.8	54.4	53.3	52.6	50.7	N/A
Wing & Cowl	55.5	54.7	53.6	52.7	51.0	N/A	N/A	N/A

G5/550 MAP Climb Weight Table

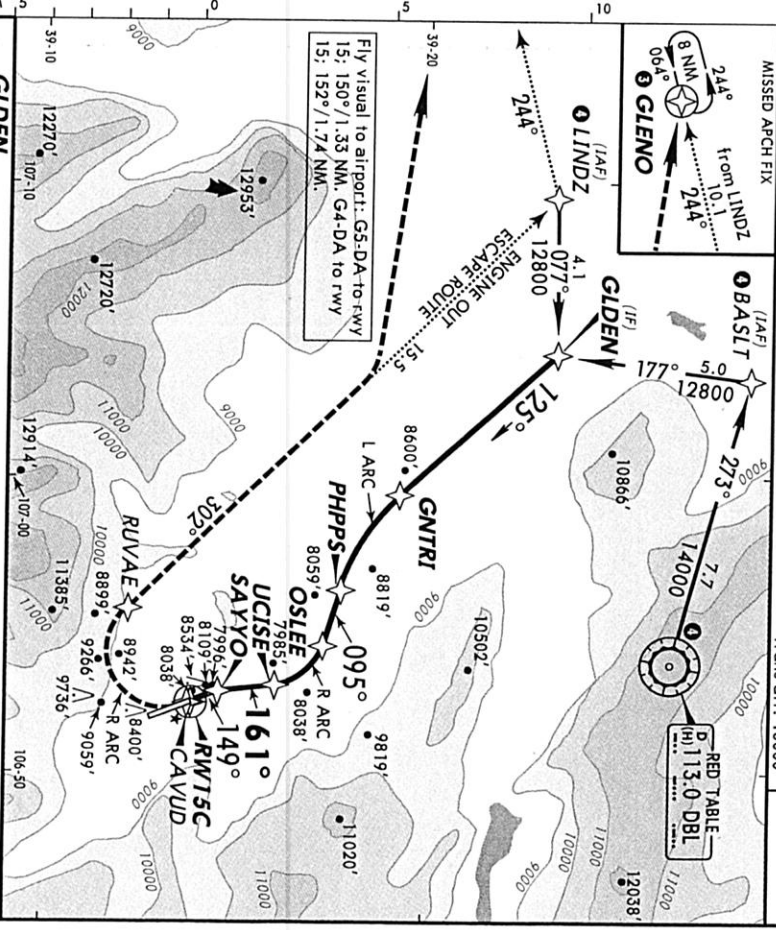
C°/GW 1000lb	T ≤ 15°	20°	25°	30°	35°
No Anti-Ice	61.0	59.5	57.5	54.3	51.6
Cowl Only	59.8	58.6	N/A	N/A	N/A
Wing & Cowl	57.4	N/A	N/A	N/A	N/A

- ① Deletion of DME/DME updating is not required for this procedure.
- ② To fly procedure in IMC and remain CAT C compliant, arrival GW for G4/450 must be less than or equal to 51,100 & 55,000 lbs. respectively with approach speeds below 141 KIAS.
- ③ Do not exceed 200 KIAS in holding.
- ④ Maximum speed 210 KIAS.

BRIEFING STRIP

ATIS (ASOS when Twr Inop)	120.4	*ASRN Approach (R)	123.8	DENVER Center (R)	125.35	when App Inop	*ASRN Tower	CTAE 118.85	*Ground	121.9
RNAV	Final	Minimum Alt	10600' (2863')	LNAV/VNAV	DA(H) Conditional	Refer to Minimums	TDZE	7737'	12,800' 350'	15,400'
	Apch Crs		161°							

MISSED APCH: Climb to 14000' via FMS course to SAYYO, CAVUD then RIGHT via 1.5 NM arc to RUVAE, LINDZ and GLENO. Expedite climb through 11700' and reaching 14000' expect LEFT direct GLENO. MAP requires normal climb of 1000'/NM (FPA 9.3°) to 9100' and 475'/NM (FPA 4.5°) to 10900'. Engine out climb of 353'/NM (FPA 3.3°) for G4/450 and 373'/NM (FPA 3.5°) for G5/550 to 10500' and then 60'/NM (FPA 0.6°) to 11700'. SAA 11700'.
Alt. Set: INCHES
Trans level: FL 180
MISA GLENO within 15 NM



1 in = 5 NM

Gnd speed-Kts	120	140	160	180	200	220
Descent angle (3.80°)	807	942	1076	1210	1345	1480
Descent angle (2.80°)	552	644	736	828	920	1012

STRAIGHT-IN LANDING RWY 15 - RNP 0.30
DA(H) 8080' (343')

CIRCLE-TO-LAND
RW15C
CAVUD
RUVAE
LINDZ

C	1 1/2	1 3/4	1 1/2	1 3/4	C	NA
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