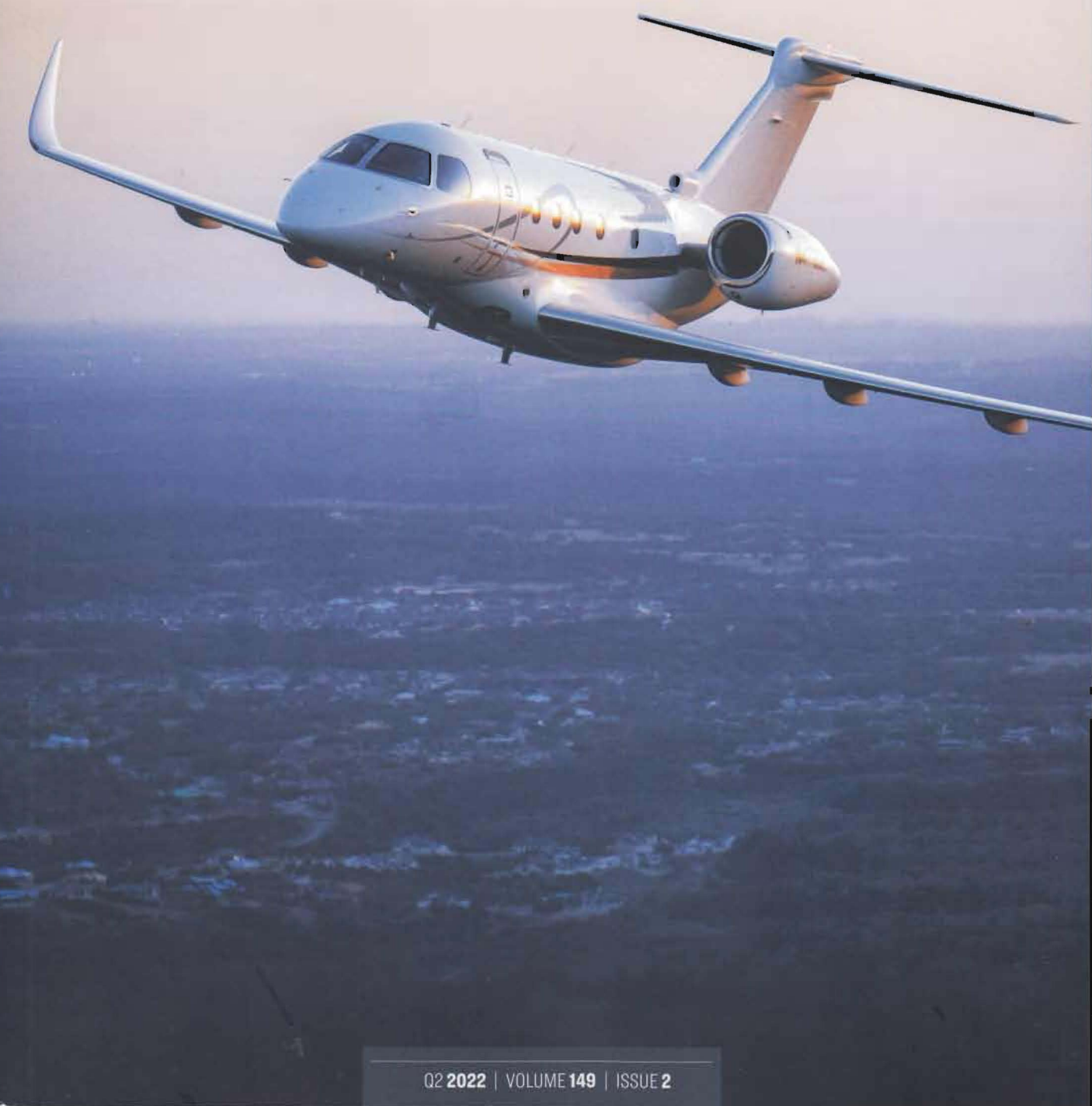


FLYING



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ROCKY MOUNTAIN METRO, DENVER RNAV (GPS) RWY 30R

The airport on a mesa lies downwind of the Continental Divide.

BY JASON BLAIR

A MULTIPLE IAFS

Approaching from the south, a pilot might choose NSPYR or if from the north or east, ROKXX as the first point they select on their GPS to transition onto the courses for this approach. Each of these waypoints offers a pilot an opportunity to select a most efficient position from which to get established onto the approach and continue inbound.

B MANDATORY ALTITUDE AT LAWNG

Not something you see on all approaches, this approach has an intersection that has a "Mandatory" altitude noted. When a pilot transitions from the PLAAY fix to the LAWNG waypoint, they're expected to be at 7,000 feet msl, not above or below it. It is not a minimum altitude—in this case, it is a mandatory altitude. This is most commonly used when ATC needs to route traffic across points where over or underlying airspace may have other traffic transiting at different altitudes.

FOR THOSE HEADING to the Denver area—especially those who plan to explore the north side of town—Rocky Mountain Metro Airport (KBJC) gives pilots a great option. More frequently used by general aviation traffic, this airport offers parallel runways and multiple FBOs.

In the event of IFR weather, a pilot might choose to use the RNAV (GPS) Rwy 30R approach. In the springtime, pilots should watch for mountain-wave-induced winds that can hammer the mesa upon which the airport sits. Summer brings the thunderstorm season, though cells are often widely spread and easy to spot visually. A few other things stick out on this approach that a pilot should note before they head inbound.

C MINIMUMS FOR WAAS AND NON-WAAS

Knowing what approach minimums are applicable for the equipment in your aircraft is important. In this case, the two main approach minimums that most aircraft have to choose between are LPV and LNAV. Offering both of these options, the approach allows an aircraft capable of receiving WAAS to fly to LPV minimums that are lower than those for an aircraft not equipped with WAAS. Those without must fly to the LNAV minimums.

A pilot will need to know what equipment they have and use it to select the proper minimums as they fly down the approach. In lower weather conditions, it might be

the difference between getting in or not. Plus, the LPV will offer the pilot a GPS/WAAS-derived glide slope they can follow for a stabilized approach.

D WHEN TO GO MISSED

With "going missed climbing arrows" depicted at multiple points from the 1.0 nm point with a "1" number note and a "V" (visual descent point), and beyond that, an "M" at the RW30R point, a pilot might get confused at when they really need to go missed on this approach. To determine which missed approach point (MAP) to use, refer back to the question of which minimums apply. For the "1" note indication, going missed would happen only if the pilot

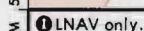
was flying the approach as an LNAV (non-WAAS) approach. The RW30R point would be applicable to LPV or LNAV/VNAV approach minimums and would require the pilot to go missed at the decision altitude along the glide slope—if the runway environment was not in sight.

E MISSED PROCEDURE NOT TO SCALE

The missed approach takes a pilot first on a climb straight ahead to 6,300 feet and then up to 10,300 feet after a right turn to the HYGEM waypoint—and it has a note that says it is "Not to Scale." This is a hint to the pilot that there may be "some distance" between the MAP and the missed approach holding point. To get the depiction to fit on the chart, they need to do this sometimes. It means the pilot will need to be ready for a short—or in some cases longer—distance to where they will arrive at the holding point. You'll want to be ready to read the distance from your GPS box as you transition.

● JASON BLAIR is a flight instructor, an FAA examiner, and an author in the general aviation and training communities.

DENVER, COLO
RNAV (GPS) Rwy 30R

BRIFFING STRIP™TERPS AMEND 2 13 NOV 2014

CHANGES: Approach frequency.

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