

WAAS CH 97429 W08A	APP CRS 083°	Rwy Ldg TDZE Apt Elev	5001 3685 3706
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RNAV (GPS) RWY 8
SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.



Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct HADOD and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF) 0
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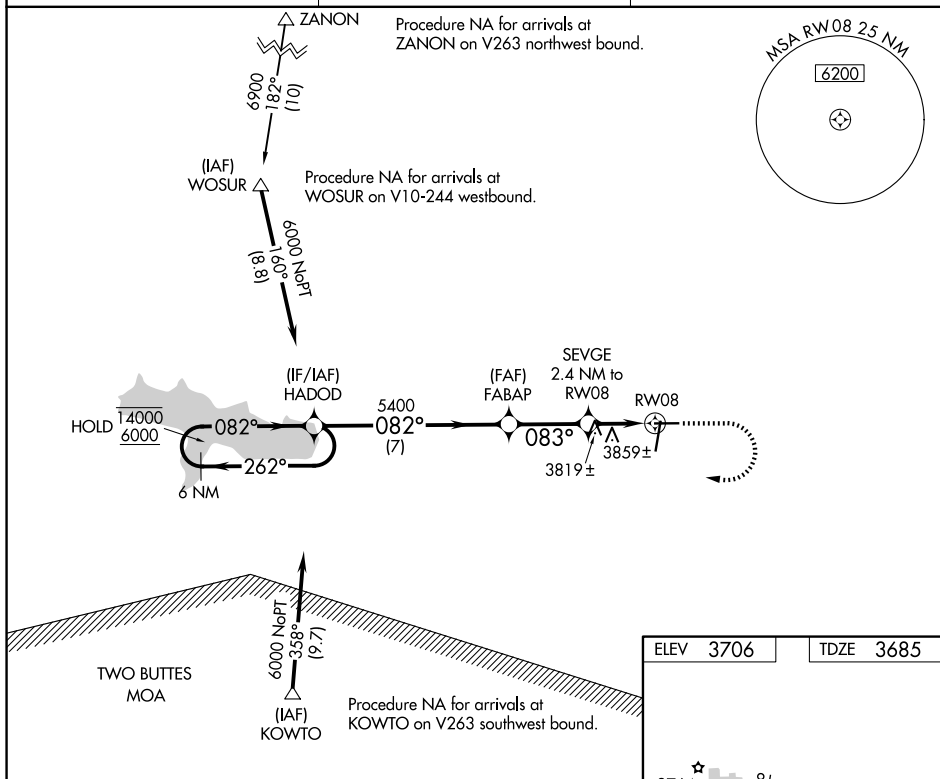


Figure 1: Example of a non-coincident VGS and descent angle. The diagram illustrates a flight path with a VGS angle of 3.00° and a descent angle of 082°. The path starts at 14000 ft, descends to 6000 ft, then to 5400 ft, and finally to 4480 ft. The path is divided into segments of 7 NM, 2.9 NM, 1.2 NM, and 1.2 NM. Key points include FABAP, SEVGE, and RW08. A table at the top right shows symbols for straight, curved, and holding patterns.

VGS and descent angles not coincident (VGS Angle 3.00/TCH 29).		
4700	6000	HADOD
↑	↷	✦

6 NM Holding Pattern

14000 ← 262°

6000 → 082°

082°

5400

3.00° TCH 45

083°

4480

SEVGE 2.4 NM to RW08

1.2 NM to RW08

1.2 NM

7 NM

2.9 NM

CATEGORY	A	B	C	D
LP MDA	4080-1	395 (400-1)	4080-1 $\frac{1}{8}$	395 (400-1 $\frac{1}{8}$)
LNAV MDA	4120-1	435 (500-1)	4120-1 $\frac{1}{4}$	435 (500-1 $\frac{1}{4}$)

ELEV 3706 TDZE 3685

3764

81

5001 X 60

26

083°

0.4% UP

6304 X 100

36

REIL Rwy 8, 26, 18, and 36 **(L)**
 MIRL Rwy 8-26 and 18-36 **(L)**