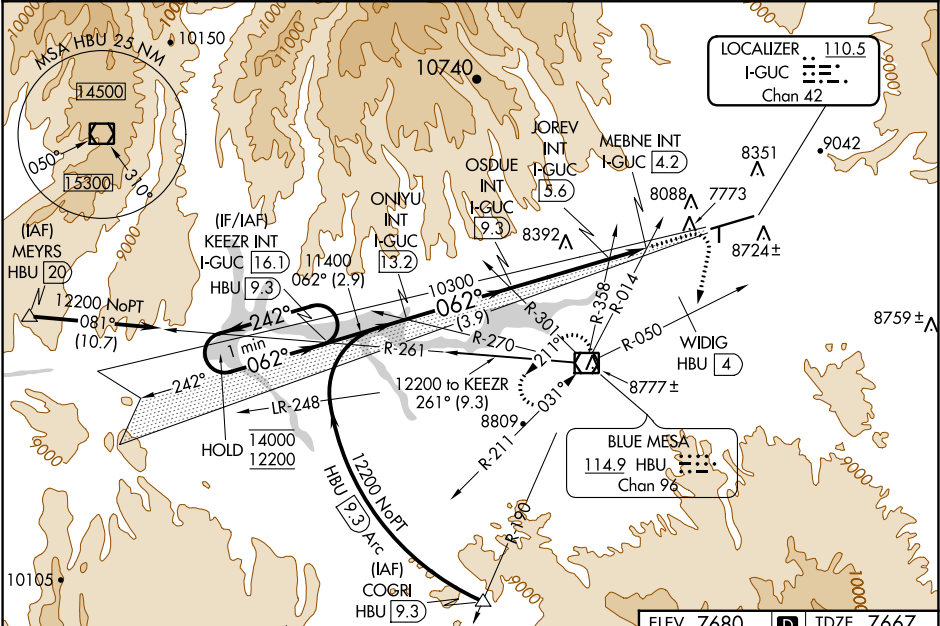


LOC/DME I-GUC 110.5 Chan 42	APP CRS 062°	Rwy Idg TDZE Apt Elev 9397 7667 7680
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ILS or LOC RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

DME required.	MALSF	MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 on heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4. DME continue on HBU VOR/DME R-050 to HBU VOR/DME and hold.
Rwy 6 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply. Procedure NA when airport closed except by prior arrangement.		

AWOS-3PT 135.075	DENVER CENTER 124.5 350.25	UNICOM 122.7 (CTAF)
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KEEZR INT I-GUC 16.1		10000	12000	HBU R-050	WIDIG HBU 4	HBU R-050	HBU
One Minute Holding Pattern		↑	hdg 180°				
ONIU INT I-GUC 13.2		OSDUE INT I-GUC 9.3	JOREV INT I-GUC 5.6	* LOC only			
14000 ← 242°	062°	11400	10300	MEBNE INT I-GUC 4.2			
GS 3.20° TCH 49	2.9 NM	3.9 NM	3.7 NM	1.4 NM	2.4 NM		
CATEGORY	A	B	C	D			
S-ILS 6	8590-3 923 (1000-3)			NA			
S-LOC 6	9020-3 1353 (1400-3)						
CIRCLING	9260-3 1580 (1600-3)	9540-3 1860 (1900-3)		10040-3 2360 (2400-3)			
JOREV FIX MINIMUMS							
S-LOC 6	8640-3 973 (1000-3)						
CIRCLING	9260-3 1580 (1600-3)	9540-3 1860 (1900-3)		10040-3 2360 (2400-3)			

Diagram illustrating the JOREV FIX MINIMUMS holding pattern and associated navigation data. The pattern shows a series of turns with headings 242°, 062°, and 11400. Altitudes are 14000, 12200, 11400, 10300, and 9020. Distances between turns are 2.9 NM, 3.9 NM, 3.7 NM, 1.4 NM, and 2.4 NM. The diagram also shows the HIRL and REIL lights for Runway 6-24 and Runway 24, with a 0.3% up-slope and a 20.5% up-slope. The FAF to MAP distance is 5.1 NM. The diagram also shows the HIRL and REIL lights for Runway 6-24 and Runway 24, with a 0.3% up-slope and a 20.5% up-slope. The FAF to MAP distance is 5.1 NM.

HIRL Rwy 6-24 REIL Rwy 24					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SW-1, 18 APR 2024 to 16 MAY 2024

SW-1, 18 APR 2024 to 16 MAY 2024