When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

When local altimeter setting not received, procedure NA.

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

NoPT for arrival on DBL VOR/DME airway radials 297 CW 020.
Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology: "(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."
When local altimeter setting not received, procedure NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 14000 on heading 300° and I-PKN localizer NW course (303°) to LINDZ INT then on DBL VOR/DME R-244 to GLENO 22.7 DME and hold.

DUAL VHF NAVIGATION RECEIVERS REQUIRED

VGS1 and descent angles not coincident (VGS1 Angle 3.50/TCH 55).

One Minute Holding Pattern

14000

I-PKN NW CRS (303°)

LOCALIZER 108.5

PFKN

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 55).

One Minute Holding Pattern

14000

I-PKN NW CRS (303°)

LOCALIZER 108.5

PFKN

VGS1 and descent angles not coincident (VGS1 Angle 3.50/TCH 55).