

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KAEJ

Terminal Charts For KAEJ

Airport Information For KAKO

Terminal Charts For KAKO

Airport Information For KALS

Terminal Charts For KALS

Airport Information For KANK

Terminal Charts For KANK

Airport Information For KAPA

Terminal Charts For KAPA

Airport Information For KASE

Terminal Charts For KASE

Airport Information For KBJC

Terminal Charts For KBJC

Airport Information For KBKF

Terminal Charts For KBKF

Airport Information For KCEZ

Terminal Charts For KCEZ

Airport Information For KCOS

Terminal Charts For KCOS

Airport Information For KDEN

Terminal Charts For KDEN

Airport Information For KDRO

Terminal Charts For KDRO

Airport Information For KEGE

Terminal Charts For KEGE

Airport Information For KFNL

Terminal Charts For KFNL

Airport Information For KFTG

Terminal Charts For KFTG

Airport Information For KGJT

Terminal Charts For KGJT

Airport Information For KGUC

Terminal Charts For KGUC

Airport Information For KGXY

Terminal Charts For KGXY

Airport Information For KHDN

Terminal Charts For KHDN

Airport Information For KLHX

Terminal Charts For KLHX

Airport Information For KMTJ

Terminal Charts For KMTJ

Airport Information For KP SO

Terminal Charts For KP SO

Airport Information For KPUB

Terminal Charts For KPUB

Airport Information For KRIL

Terminal Charts For KRIL

Airport Information For KTEX

Terminal Charts For KTEX

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Buena Vista CO USA
IATA Code:
Lat/Long: N38° 48.8' W106° 07.2'
Elevation: 7946 ft

Airport Use: Public
Magnetic Variation: 9.3°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1054 ft AGL

Sunrise: 1340 Z
Sunset: 0055 Z,

Runway Information

Runway: 15
Length x Width: 8300 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7946 ft
Lighting: Edge, Pilot controlled

Runway: 33
Length x Width: 8300 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7921 ft
Lighting: Edge, Pilot controlled

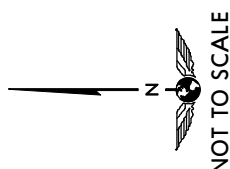
Communication Information

AWOS 132.925
Central Colorado Regl Unicom 122.8 CTAF PCL

DENVER Center
119.85*Apt Elev*
7946'

Trans level: FL180 Trans alt: 18000'.

1. RWY 33: Not authorized due to terrain. 2. GPS required.
3. RNAV 1.

OBSTACLE
PUEBLO ONE RNAV DEPARTURE
(PUBLO1.PUBLO)
(RWY 15)
**INITIAL CLIMB**

Climb direct to CEMIP, then via 146° track to FETUB, then via 132° track to HIDMA, then via depicted route to PUB.

This DP requires take-off minimums

(for standard minimums, refer to airport chart):

Rwy 15: Standard (or lower than standard, if

authorized) with a minimum climb of 400' per

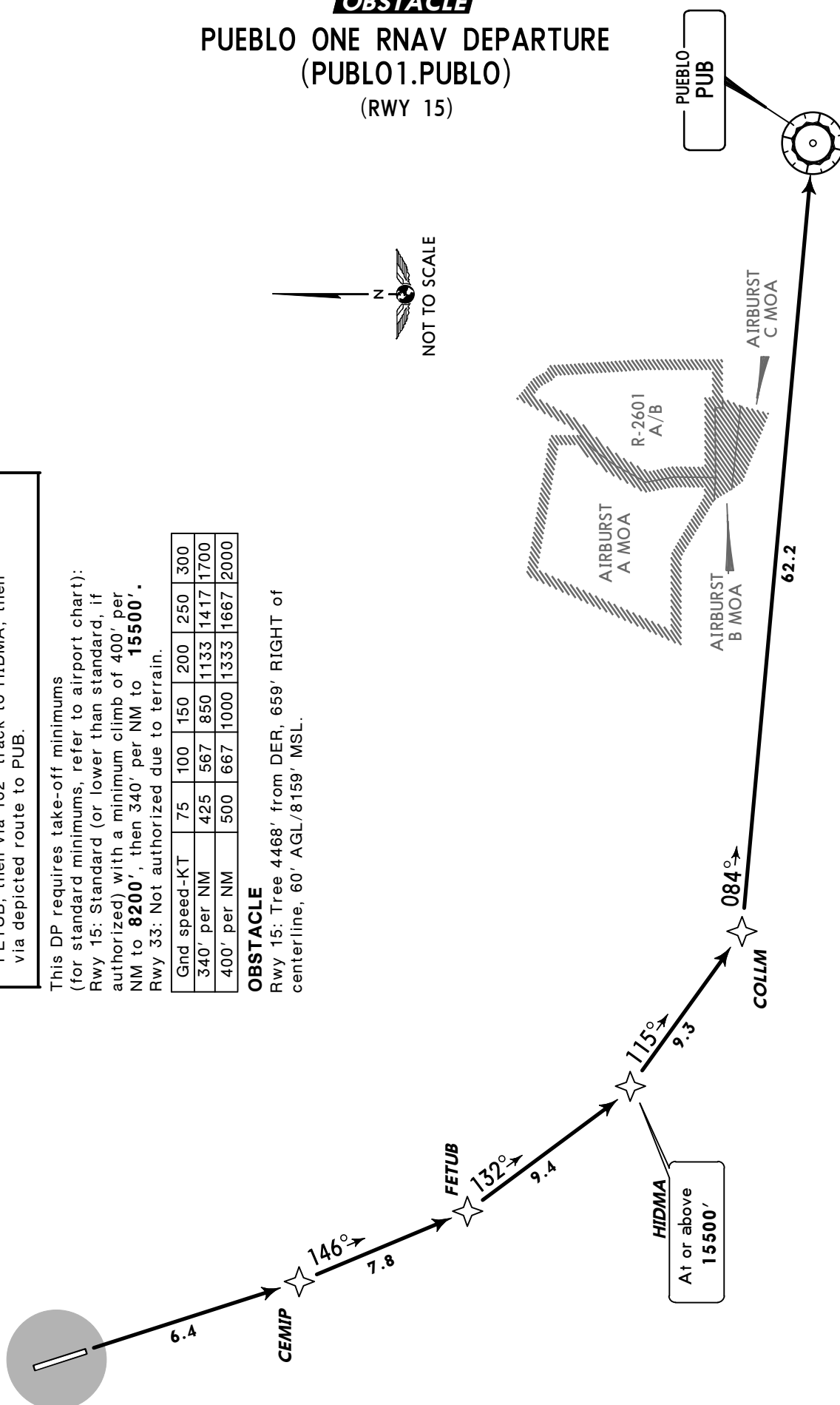
NM to **8200'**, then 340' per NM to **15500'**.

Rwy 33: Not authorized due to terrain.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	850	1133	1417	1700
400' per NM	500	667	1000	1333	1667	2000

OBSTACLE

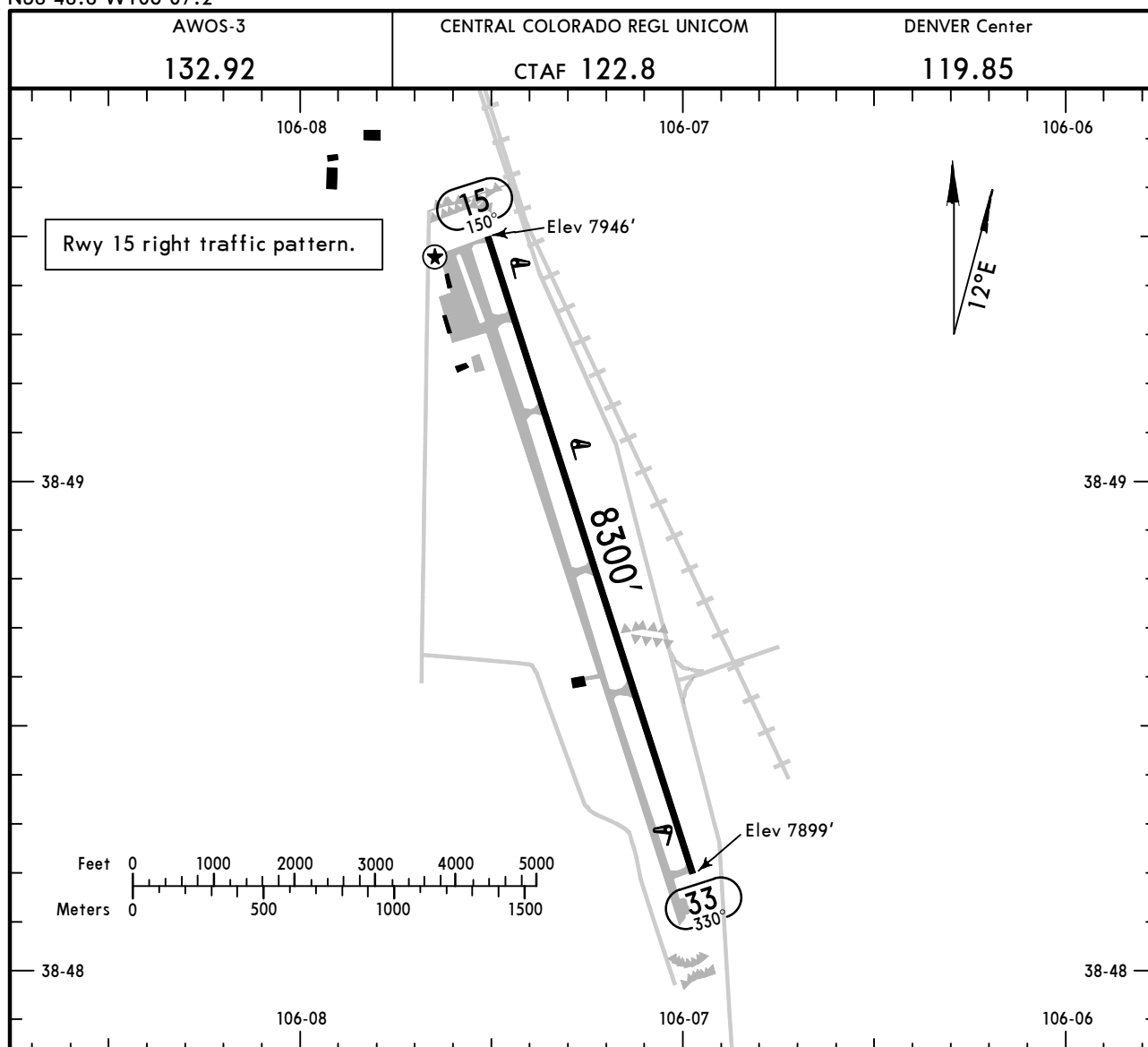
Rwy 15: Tree 4468' from DER, 659' RIGHT of centerline, 60' AGL/8159' MSL.



KAEJ
Apt Elev **7946'**
N38 48.8 W106 07.2

JEPPESEN
19 MAY 06 **(18-1)**

BUENA VISTA, COLO
CENTRAL COLORADO REGL



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Landing Beyond Glide Slope	
15	33	① MIRL ① PAPI-L (angle 3.0°)			75'

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
	Rwy 15		Rwy 33		
	With Min climb of 400'/NM to 8200' then 340'/NM to 15500'				
	Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	NA	A	NA
3 & 4 Eng		1/2		B	
				C	
				D	

OBSTACLE DP: Rwy 15, use Pueblo RNAV departure.
Rwy 33, not authorized due to terrain.

General Information

Location: Akron CO USA
IATA Code: AKO
Lat/Long: N40° 10.5' W103° 13.3'
Elevation: 4716 ft

Airport Use: Public
Magnetic Variation: 7.9°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1330 Z
Sunset: 0042 Z,

Runway Information

Runway: 11
Length x Width: 7001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4716 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29
Length x Width: 7001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4683 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS 135.475
Colorado Plains Regl Unicom 122.8 CTAF PCL
Denver Flight Service Station 120.675 RCO
Denver Center 133.95 Remote Communications Air-Ground

KAKO/AKO
Apt Elev 4714'
N40 10.5 W103 13.3

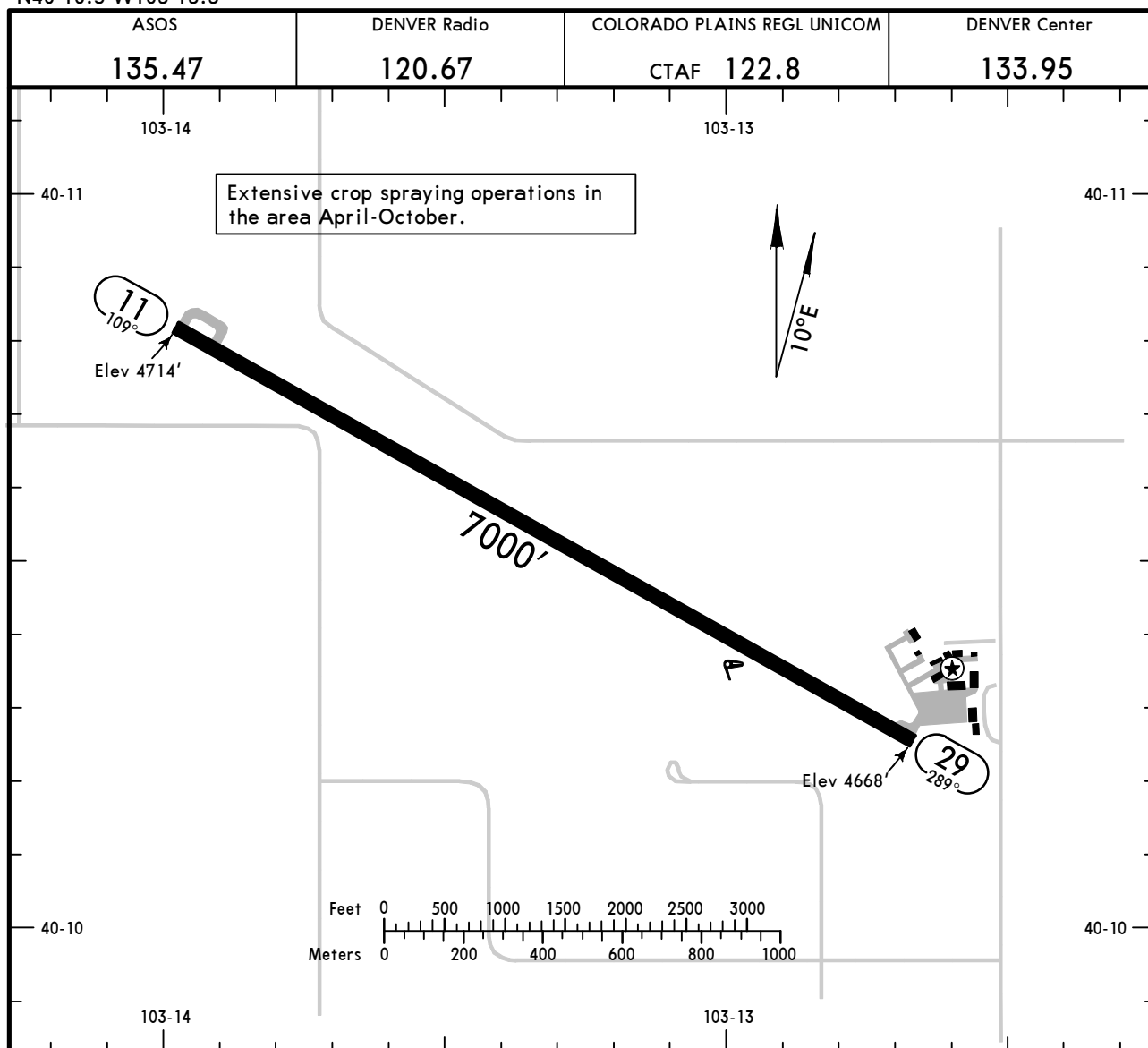
JEPPESSEN

1 MAY 09

10-9

Eff 7 May

AKRON, COLO
COLORADO PLAINS REGL



ADDITIONAL RUNWAY INFORMATION

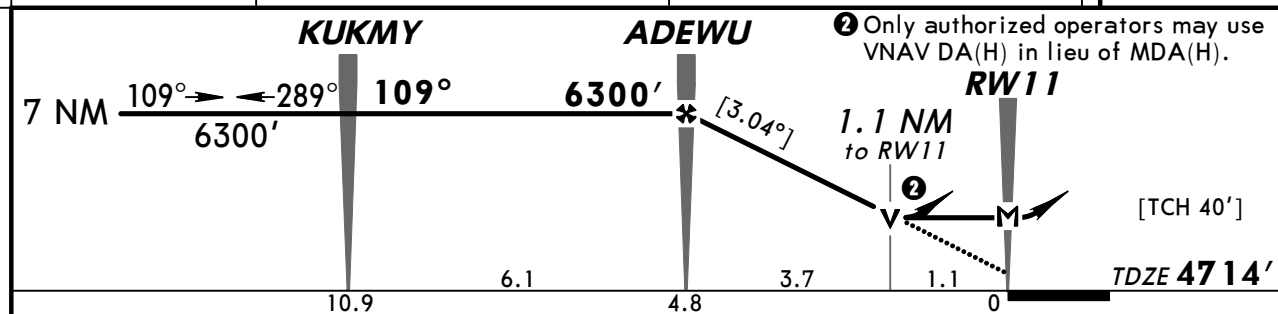
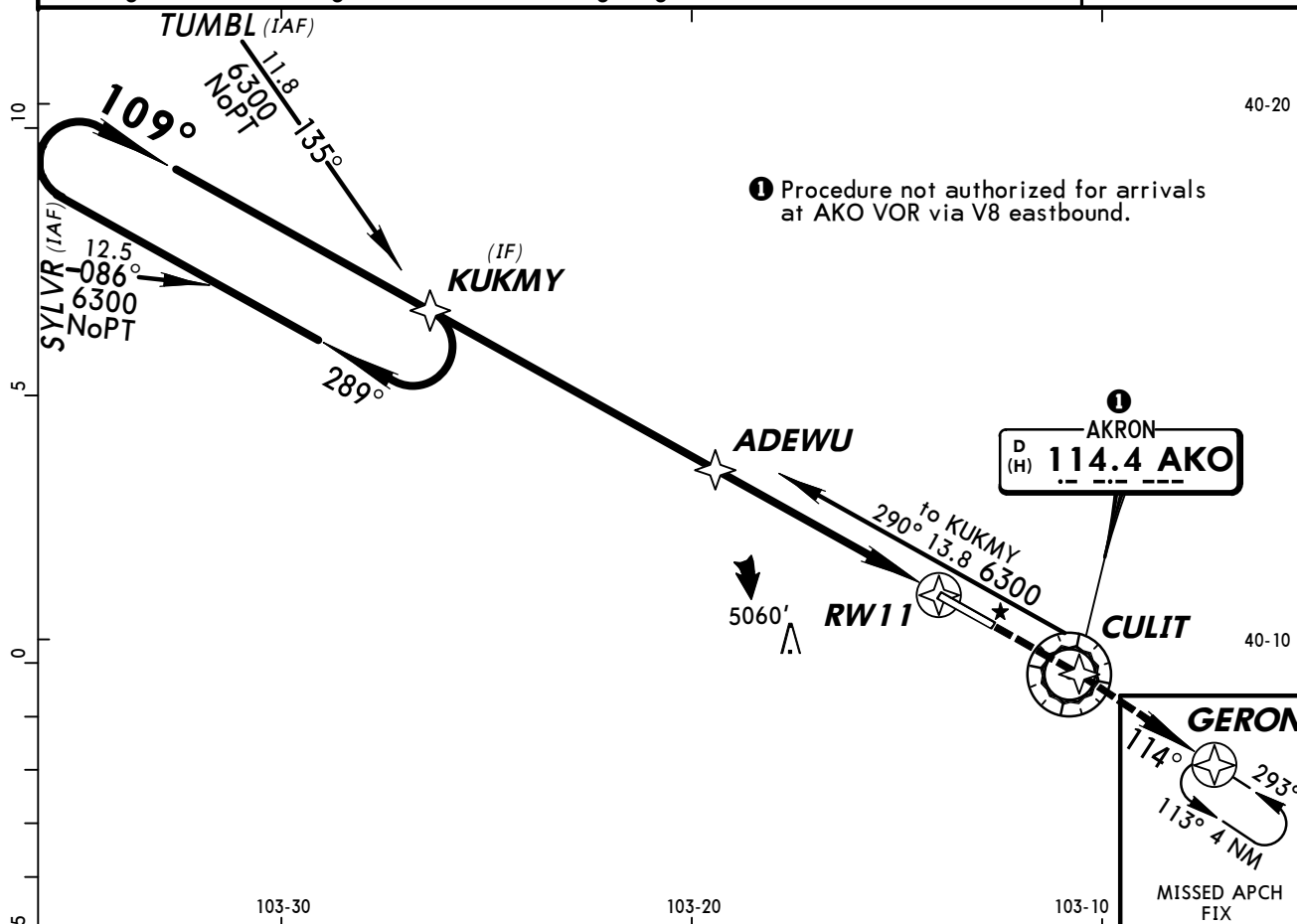
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		— LANDING BEYOND —			
		Threshold	Glide Slope		
11 29	① MIRL ① REIL ① PAPI-L (angle 3.0°)				100'

① Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys		① RNAV (GPS) Rwy 11 VOR Rwy 29	RNAV (GPS) Rwy 29
	Adequate Vis Ref	STD		
	1 & 2 Eng 3 & 4 Eng	1/4	1 1/2	800-2 NA

① Authorized only when Local Weather Available.

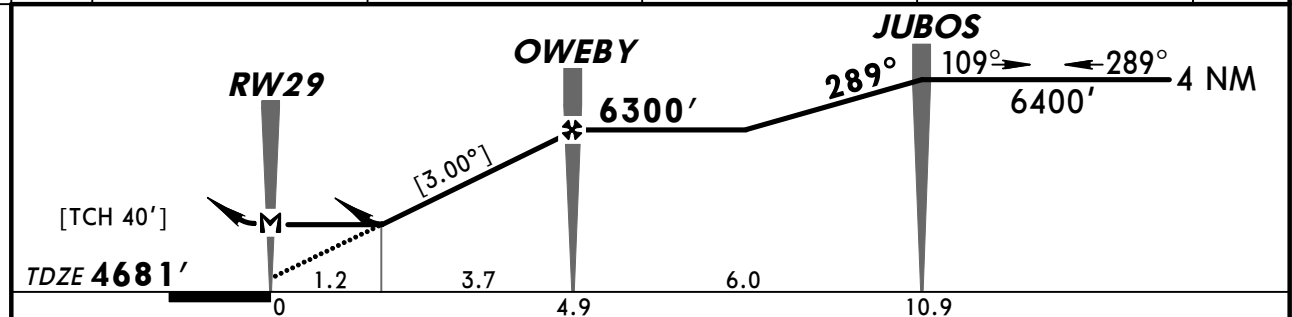
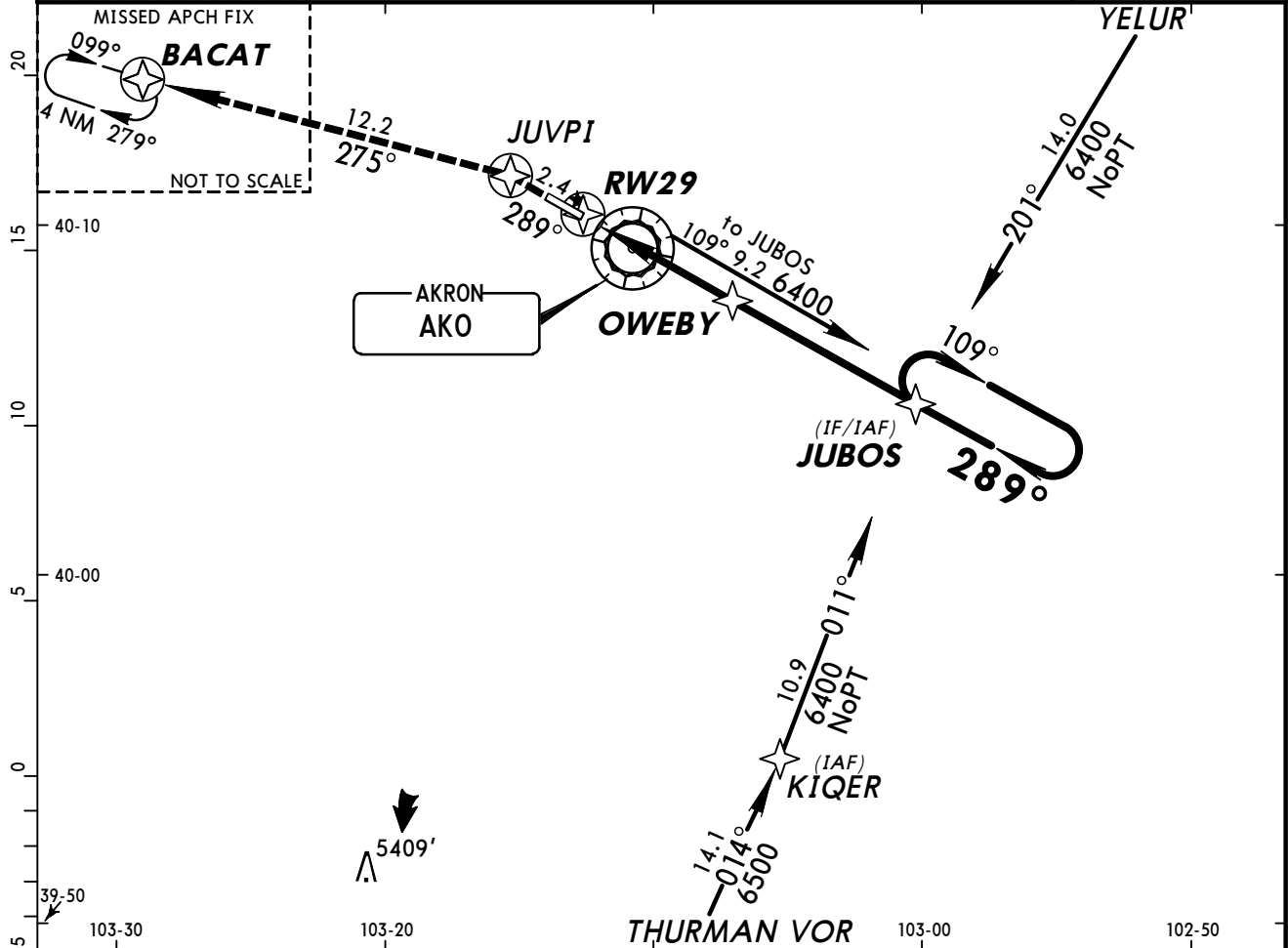
ASOS 135.47	DENVER Center 133.95	DENVER Radio 120.67	COLORADO PLAINS REGL UNICOM CTAF 122.8	
RNAV	Final Apch Crs 109°	Minimum Alt ADEWU 6300' (1586')	RNAV MDA(H) (CONDITIONAL) 5100' (386')	Apt Elev 4714' TDZE 4714'
MISSED APCH: Climb to 6400' direct CULIT and via 114° track to GERON and hold.				6400'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Sterling altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Straight-in minimums not authorized at night. 4. Visibility reduction by helicopters not authorized. 5. VDP not authorized with Sterling altimeter setting. 6. Pilot controlled lighting 122.8.				MSA RW11



Gnd speed-Kts	70	90	100	120	140	160		REIL	6400'		CULIT
Descent angle [3.04°]	376	484	538	645	753	861		PAPI-L			
MAP at RW11											

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
DAY		NIGHT		With Local Altimeter Setting		With Sterling Altimeter Setting	
With Local Altimeter Setting MDA(H) 5100' (386')		With Sterling Altimeter Setting MDA(H) 5260' (546')		Max Kts	MDA(H)	MDA(H)	
A	1	1	NA	90	5180' (466') - 1	5340' (626') - 1	
B	1			120			
C		1½		140	5180' (466') - 1½	5340' (626') - 2	
D	1¼	1¾		165	5280' (566') - 2	5440' (726') - 2½	

ASOS 135.47	DENVER Center 133.95	DENVER Radio 120.67	COLORADO PLAINS REGL UNICOM CTAF 122.8	
RNAV	Final Apch Crs 289°	Minimum Alt OWEBY 6300' (1619')	LNAV/VNAV DA(H) 5100' (419')	Apt Elev 4714' TDZE 4681'
MISSED APCH: Climb to 7000' via 289° course to JUVPI then via 275° track to BACAT and hold.				6500'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. BARO-VNAV not authorized below -24°C (-11°F). 4. Pilot controlled lighting 122.8.				MSA RW29



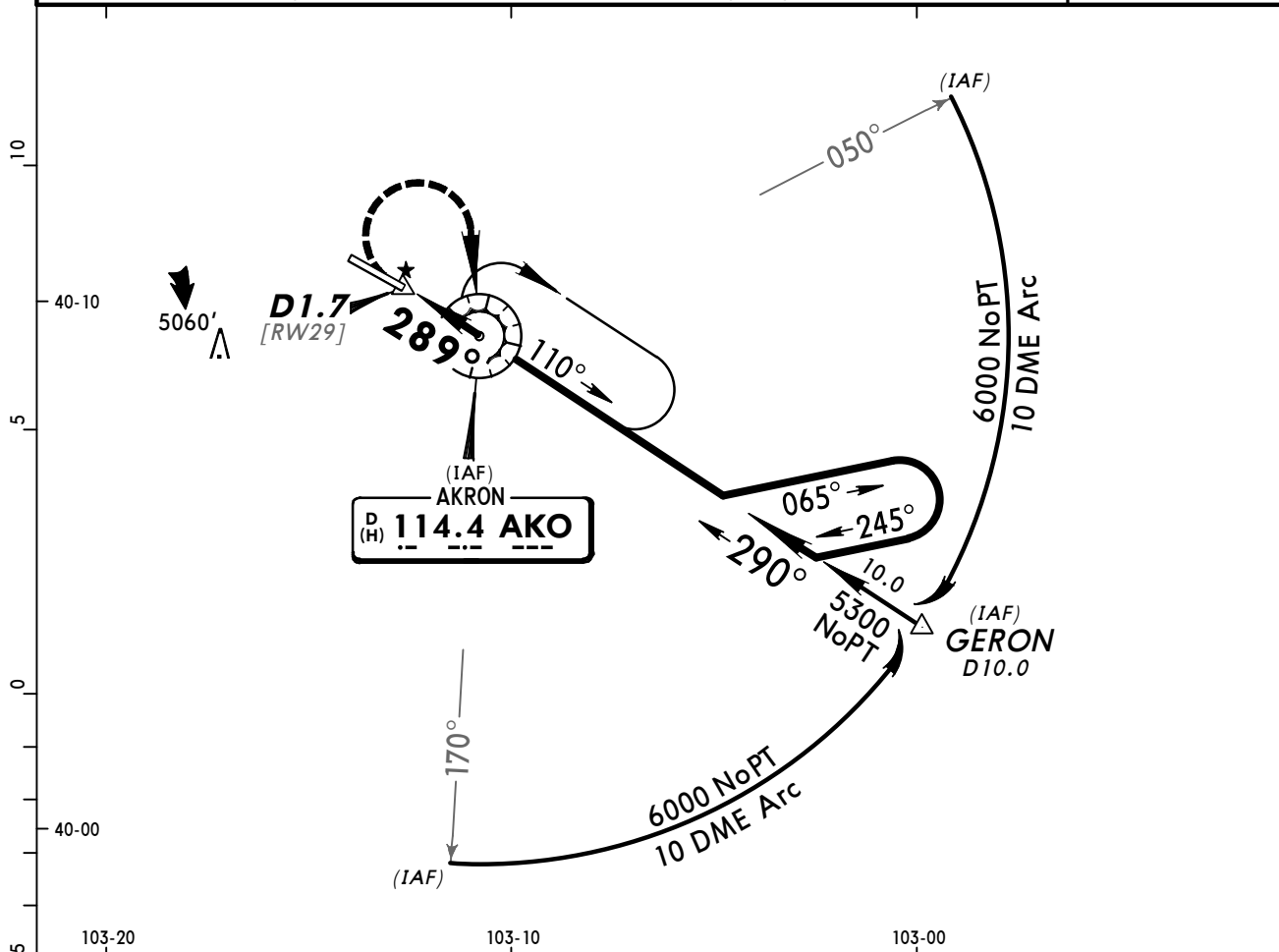
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000' via 289°	JUVPI
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW29									

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV					
DA(H) 5100' (419')		MDA(H) 5100' (419')					
A				Max Kts			
B			1	90			
C	1½			120		5180' (466') - 1½	
D		1¼		140			
				165		5280' (566') - 2	

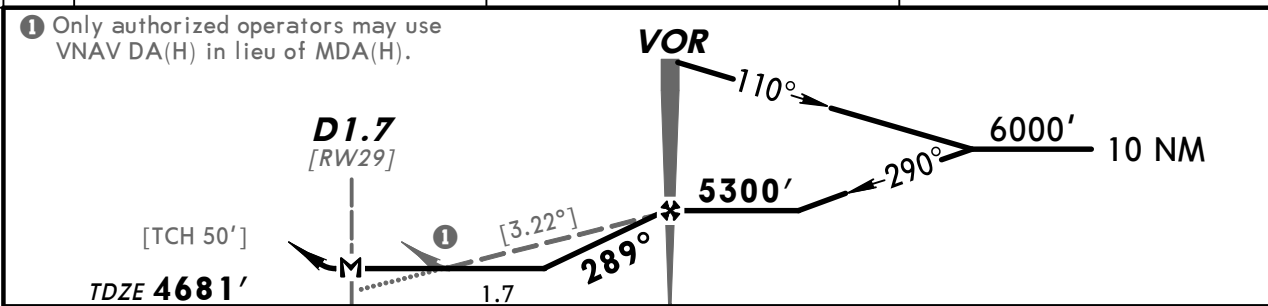
TM

BRIEFING STRIP

ASOS 135.47		DENVER Center 133.95		DENVER Radio 120.67		COLORADO PLAINS REGL UNICOM CTAF 122.8	
VOR AKO 114.4	Final Apch Crs 289°	Minimum Alt VOR 5300' (619')	MDA(H) 5120' (439')	Apt Elev 4714' TDZE 4681'	6500' MSA AKO VOR		
MISSED APCH: Climbing RIGHT turn to 6000' direct AKO VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 122.8.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 6000' RT AKO 114.4
Descent angle [3.22°]	399	513	570	684	798	912	
MAP at D1.7 or VOR to MAP	1.7	1:27	1:08	1:01	0:51	0:38	

STRAIGHT-IN LANDING RWY 29

CIRCLE-TO-LAND

MDA(H) **5120'** (439')

A	Max Kts	MDA(H)
B	90	5160' (446') - 1
C	120	5180' (466') - 1
D	140	5300' (586') - 1½
	165	5300' (586') - 2

General Information

Location: Alamosa CO USA
IATA Code: ALS
Lat/Long: N37° 26.1' W105° 52.0'
Elevation: 7539 ft

Airport Use: Public
Magnetic Variation: 9.0°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1338 Z
Sunset: 0055 Z,

Runway Information

Runway: 02
Length x Width: 8519 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7539 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 06
Length x Width: 3200 ft x 100 ft
Surface Type: dirt
TDZ-Elev: 7539 ft

Runway: 20
Length x Width: 8519 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7539 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 3200 ft x 100 ft
Surface Type: dirt
TDZ-Elev: 7539 ft

Communication Information

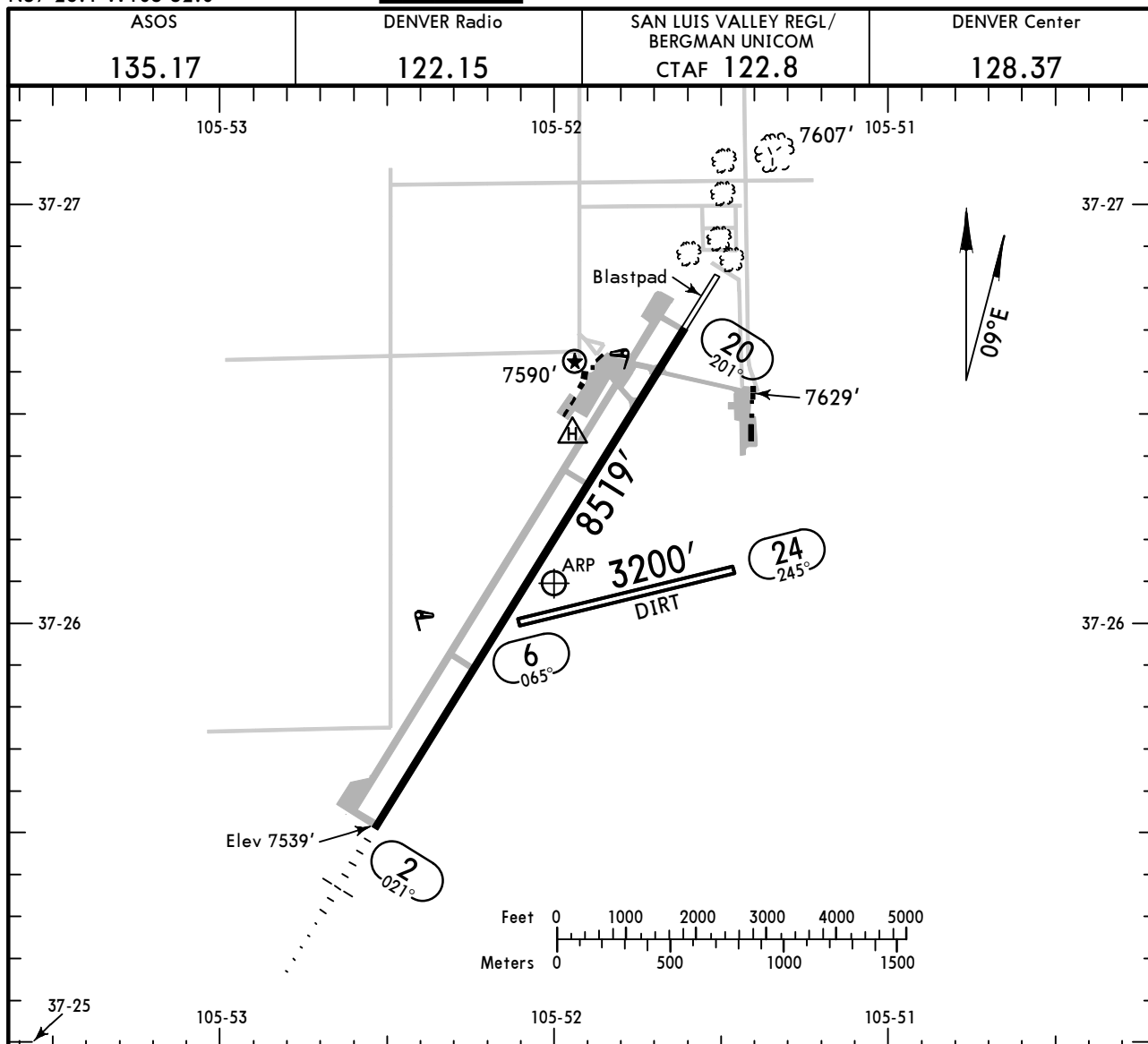
ASOS 135.175
San Luis Valley Regl/Berg Unicom 122.8 CTAF PCL
Denver Flight Service Station 122.15 RCO
Denver Center 128.375 Remote Communications Air-Ground

KALS/ALS
Apt Elev **7539'**
N37 26.1 W105 52.0

JEPPESEN
6 MAR 09
Eff 12 Mar

(11-1)

ALAMOSA, COLO
SAN LUIS VALLEY REGL/BERGMAN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	Take-off	Width
2	① HIRL ① MALSR ① PAPI-L (angle 3.0°) grooved		7569'		100'
20	① HIRL ① REIL ① VASI-L grooved				
6					100'
24					

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 2, 20		Rwys 6, 24
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

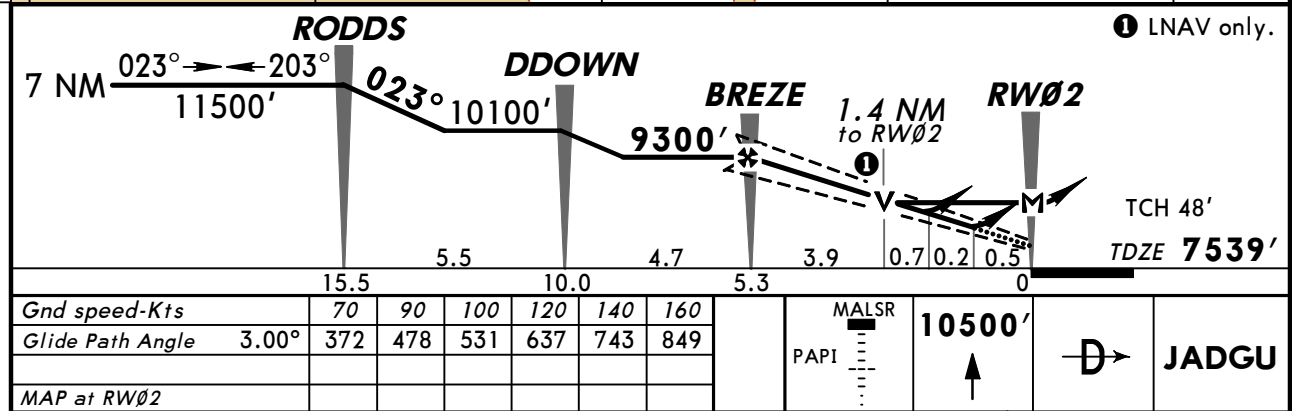
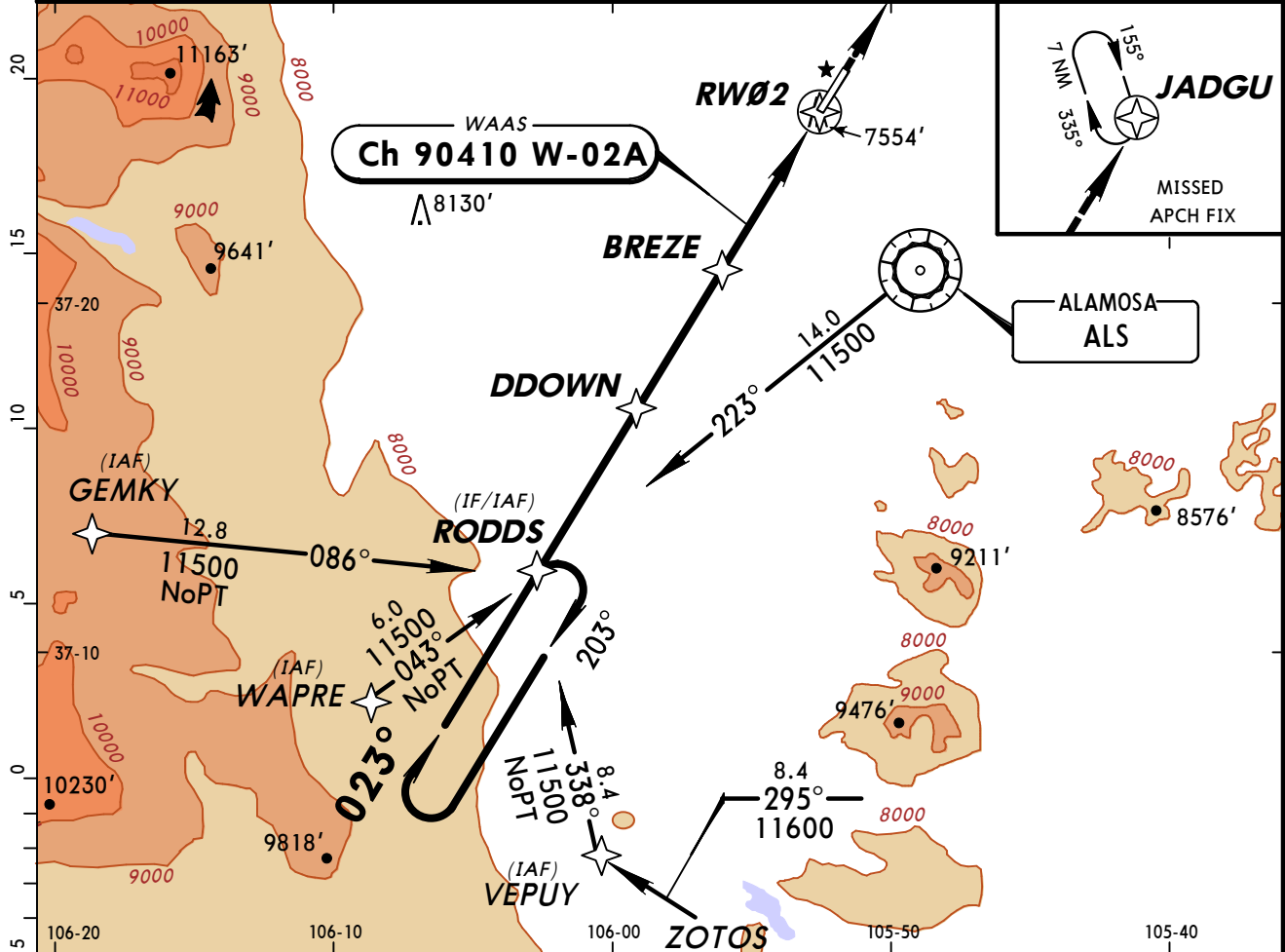
OBSTACLE DP: Rwy 2, turn right; Rwy 20 turn left. Climb direct ALS VOR, continue climb in ALS VOR holding pattern (hold southeast, right turns, 301° inbound) to depart ALS VOR at airway MEA/MCA, all others climb to 16000'.

FOR FILING AS ALTERNATE

	ILS Rwy 02	VOR-A VOR DME-B LOC Rwy 02	Authorized Only When Local Weather Available RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 20	Other
A	600-2	800-2	800-2	NA
B				
C				
D				

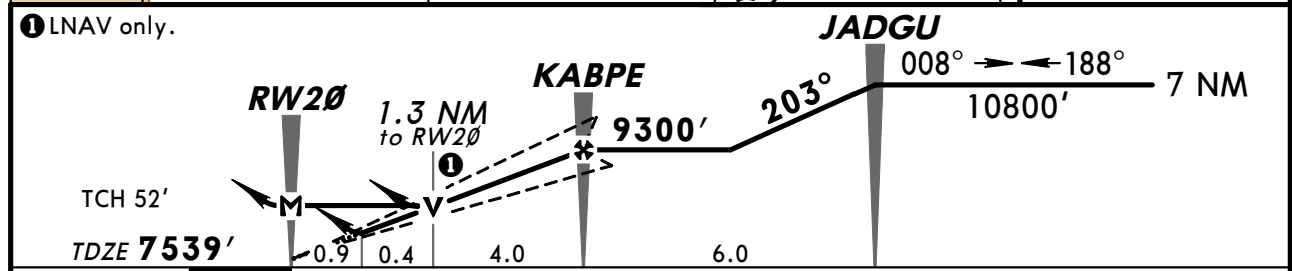
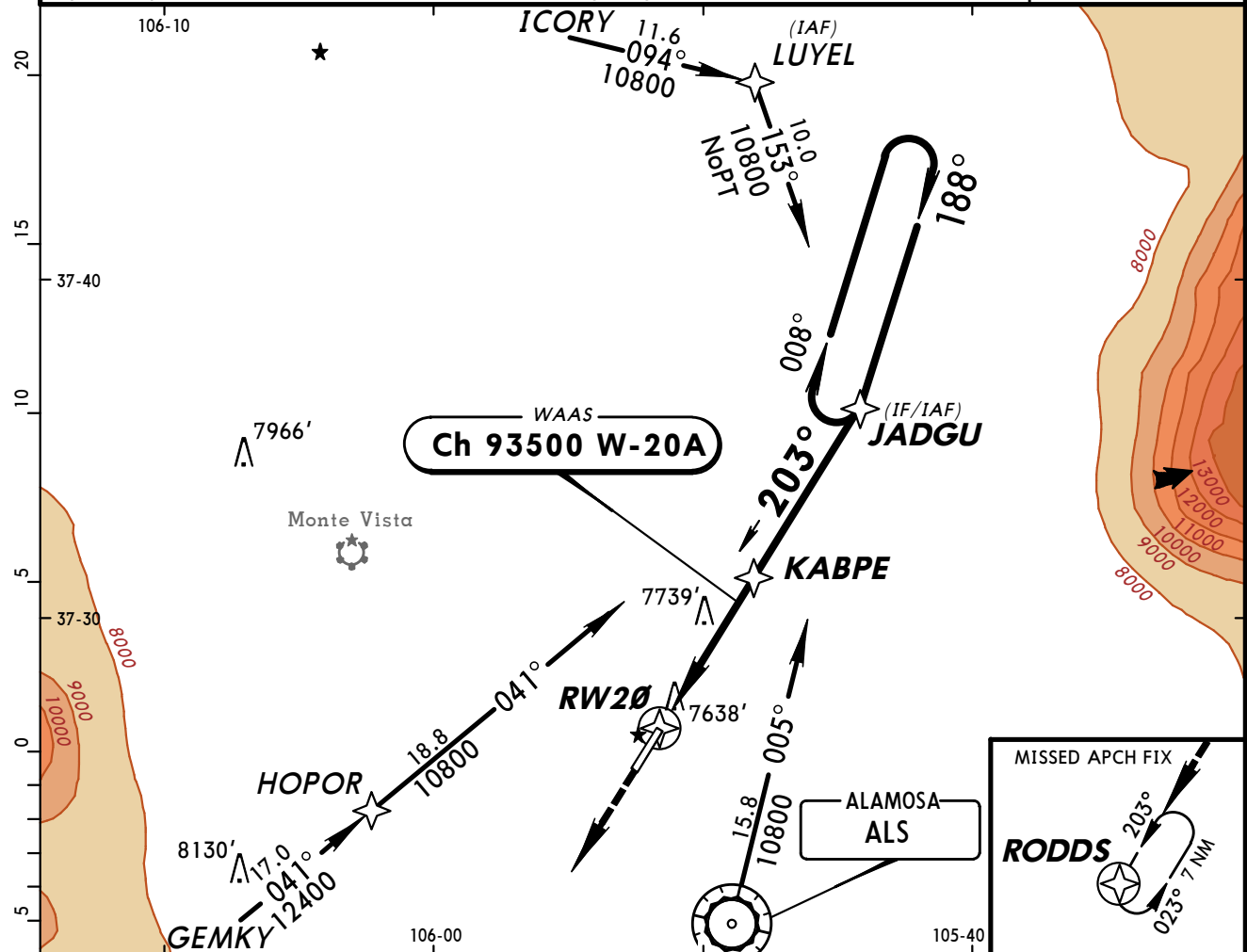
AMEND
4

ASOS 135.17	DENVER Center 128.37	DENVER Radio 122.15	SAN LUIS VALLEY REGL/ BERGMAN UNICOM CTAF 122.8
WAAS Ch 90410 W-02A	Final Apch Crs 023°	Minimum Alt BREZE 9300' (1761')	LPV DA(H) 7739' (200')
Apt Elev 7539' TDZE 7539'			
MISSED APCH: Climb to 10500' direct JADGU and hold.			
Alt Set: INCHES Trans level: FL180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -30°C (-22°F) or above 34°C (93°F). 3. DME/DME RNP-0.3 not authorized. 4. Pilot controlled lighting 122.8.			
15,600' MSA RW02			



STRAIGHT-IN LANDING RWY 2 LPV DA(H) 7739' (200') LNAV/VNAV DA(H) 7804' (265') LNAV MDA(H) 8020' (481')				CIRCLE-TO-LAND Max Kts _____ MDA(H) _____			
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	
A				1/2	3/4	1	8040'(501')-1
B		1/2		3/4	1 1/4		8040'(501')-1 1/2
C	1/2	3/4	1	1	1 1/2		8100'(561')-2
D		3/4					

ASOS	DENVER Center	DENVER Radio	SAN LUIS VALLEY REGL/BERGMAN UNICOM
135.17	128.37	122.15	CTAF 122.8
WAAS Ch 93500 W-20A	Final Apch Crs 203°	Minimum Alt KABPE 9300' (1761')	LPV DA(H) 7867' (328')
			Apt Elev 7539' TDZE 7539'
MISSED APCH: Climb to 11500' direct RODDS and hold, continue climb-in-hold to 11500'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -30°C (-22°F) or above 34°C (93°F). 3. DME/DME RNP-0.3 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.8.			
			15,600'
			MSA RW20

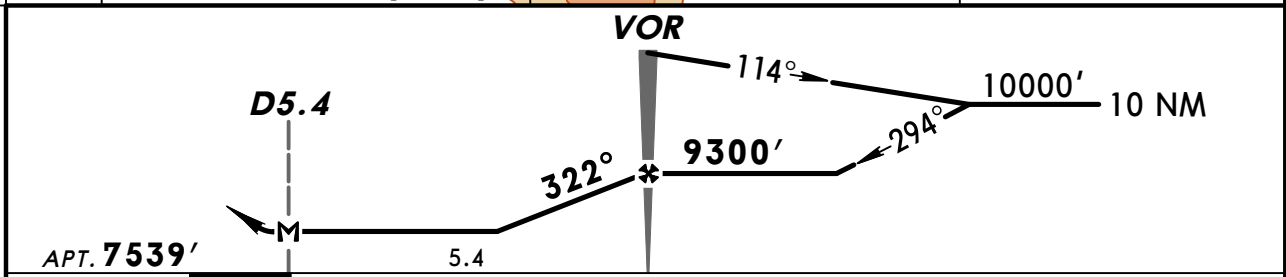
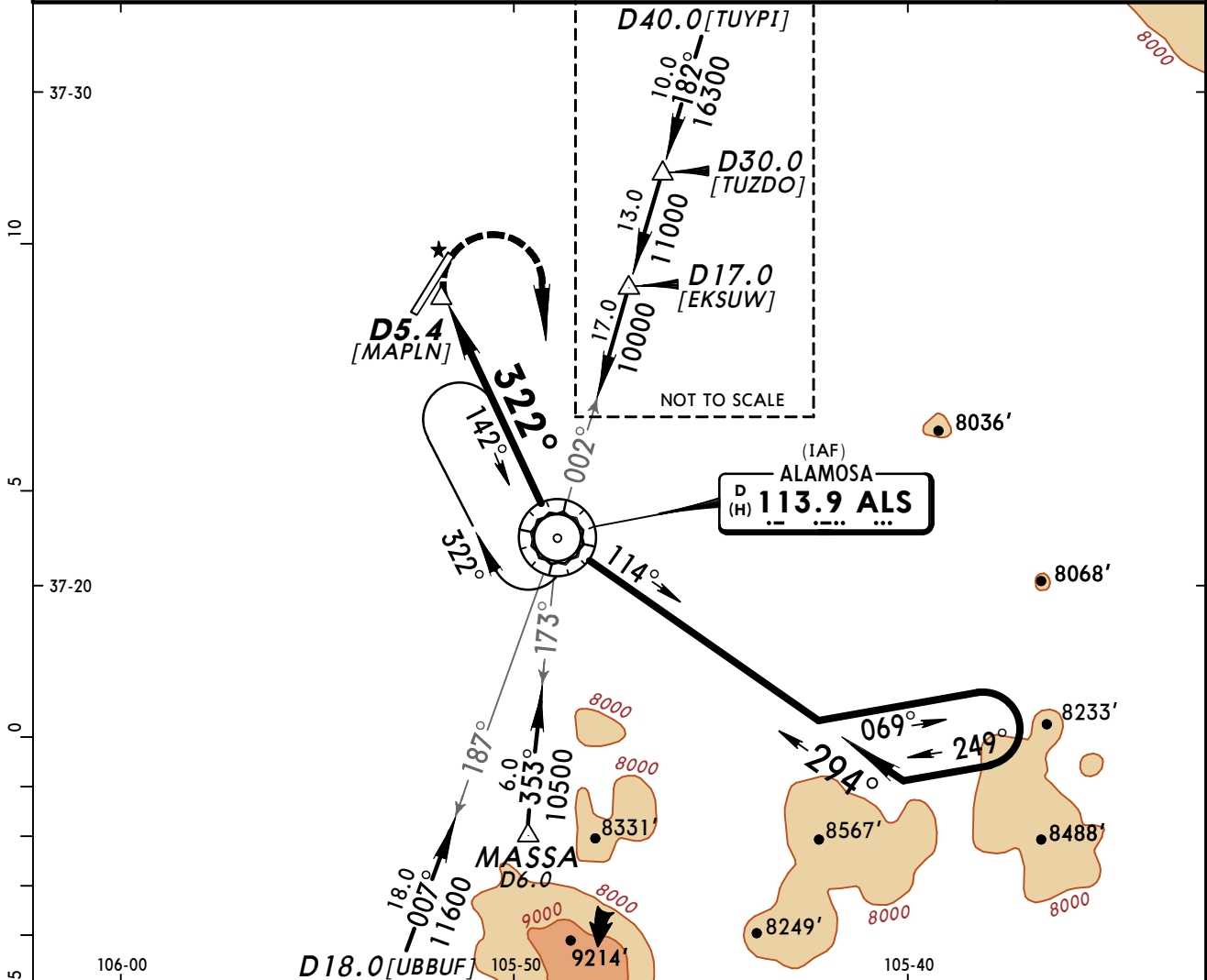
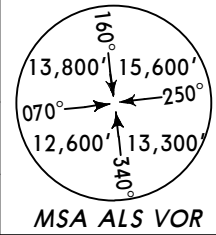


Gnd speed-Kts	70	90	100	120	140	160	REIL	11500'	RODDS
Glide Path Angle 3.00°	372	478	531	637	743	849	VASI-L		
MAP at RW20									

STRAIGHT-IN LANDING RWY 20			CIRCLE-TO-LAND	
LPV DA(H) 7867' (328')	LNAV/VNAV DA(H) 8002' (463')	LNAV MDA(H) 8000' (461')	Max Kts	MDA(H)
1	1½	1	90	8040' (501') - 1
		1¼	120	8040' (501') - 1½
		1½	140	8040' (501') - 1½
		1½	165	8100' (561') - 2

BRIEFING STRIP™

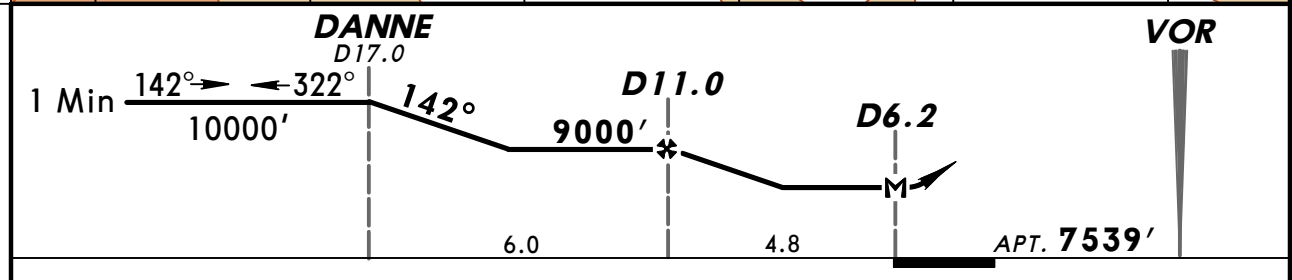
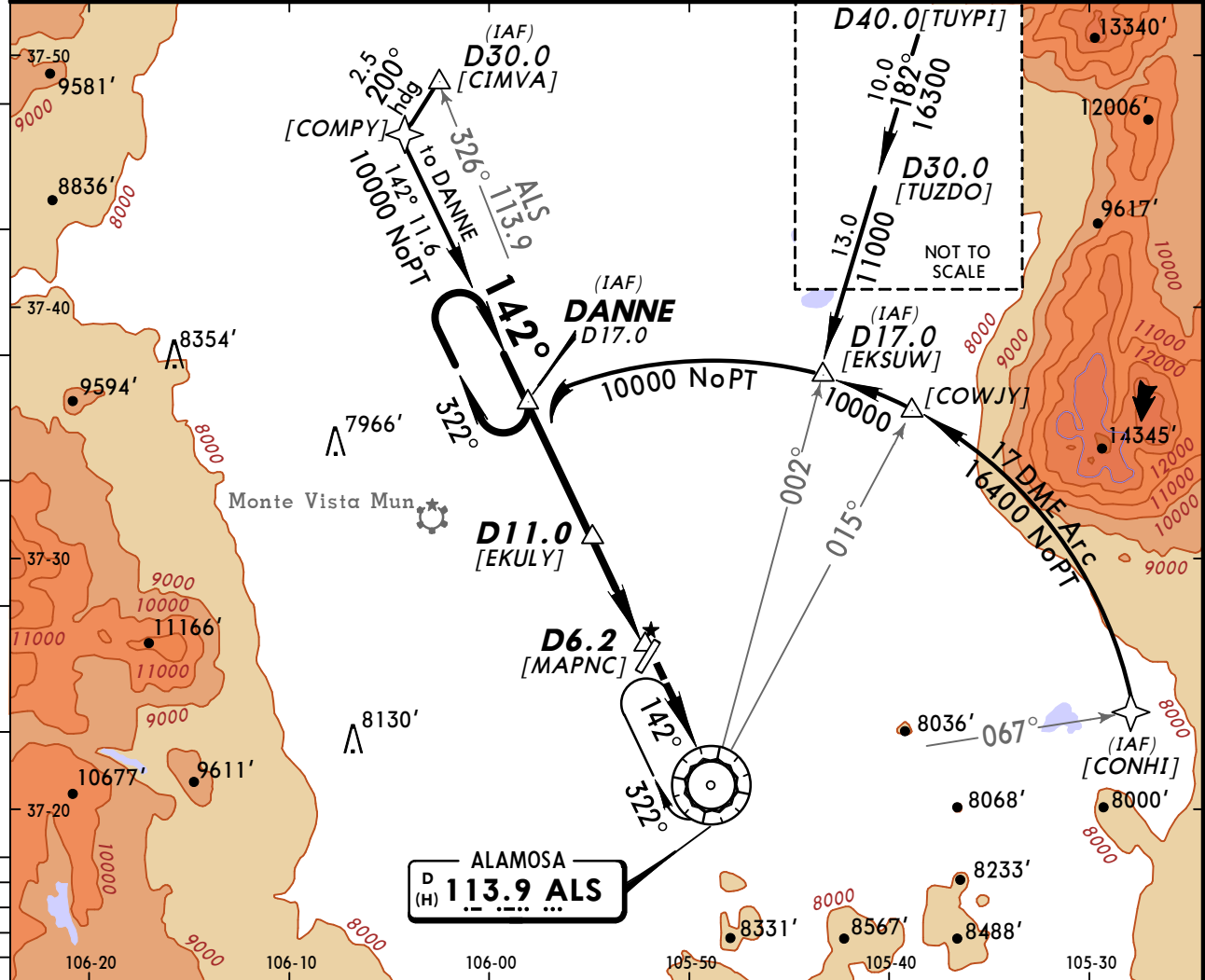
ASOS 135.17	DENVER Center 128.37	DENVER Radio 122.15	SAN LUIS VALLEY REGL/ BERGMAN UNICOM CTAF 122.8
VOR ALS 113.9	Final Apch Crs 322°	Minimum Alt VOR 9300' (1761')	MDA(H) Refer to minimums Apt Elev 7539'
MISSED APCH: Climbing RIGHT turn to 10700' direct ALS VOR and hold, continue climb-in-hold to 10700'.			
Alt Set: INCHES 1. Pilot controlled lighting 122.8.		Trans level: FL 180 Trans alt: 18000'	



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	10700'	D	ALS 113.9
MAP at D5.4 or VOR to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02				

		CIRCLE-TO-LAND	
	Max Kts	MDA(H)	
A	90	8040' (501') - 1	
B	120	8040' (501') - 1½	
C	140	8040' (501') - 1½	
D	165	8100' (561') - 2	

ASOS 135.17		DENVER Center 128.37		DENVER Radio 122.15		SAN LUIS VALLEY REGL/ BERGMAN UNICOM CTAF 122.8	
VOR ALS 113.9	Final Apch Crs 142°	Minimum Alt D11.0 9000' (1461')	MDA(H) Refer to minimums	Apt Elev 7539'		 MSA ALS VOR	
MISSED APCH: Climb to 10700' direct ALS VOR and hold, continue climb-in-hold to 10700'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Pilot controlled lighting 122.8.							



				Lighting - Refer to Airport Chart		10700'	ALS 113.9
MAP at D6.2						↑	→

				CIRCLE-TO-LAND	
				MDA(H)	
				8040' (501') - 1	
				8040' (501') - 1½	
				8100' (561') - 2	

General Information

Location: Salida CO USA
IATA Code: SLT
Lat/Long: N38° 32.3' W106° 02.9'
Elevation: 7523 ft

Airport Use: Public
Magnetic Variation: 9.2°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1340 Z
Sunset: 0055 Z,

Runway Information

Runway: 06
Length x Width: 7347 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7523 ft
Lighting: Edge, Pilot controlled

Runway: 24
Length x Width: 7347 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 7441 ft
Lighting: Edge, Pilot controlled

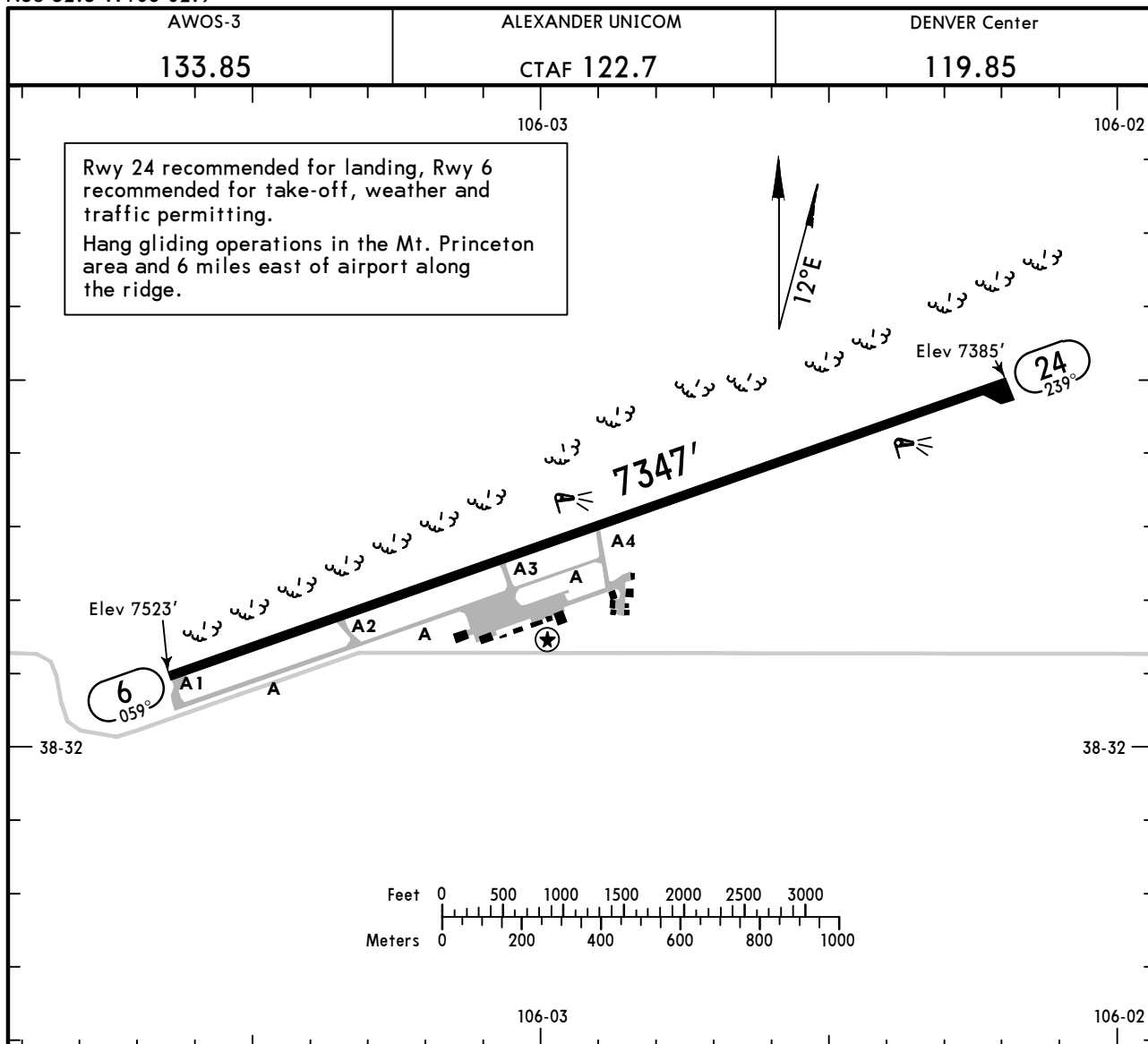
Communication Information

AWOS 133.85
Alexander Unicom 122.7 CTAF PCL
Denver Center 128.375 Arrival Service Remote Communications Air-Ground
Denver Center 119.85 Departure Service Remote Communications Air-Ground

KANK/SLT
Apt Elev **7523'**
N38 32.3 W106 02.9

JEPPESEN
8 AUG 08 **(12-1)**

SALIDA, COLO
ALEXANDER



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
6	① MIRL				75'
24	① MIRL ① VASI-L (angle 3.2°)				

① Pilot controlled lighting 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
	All Rwys		
	For Climb in Visual Conditions		
1 & 2 Eng	6800-3	A	NA
		B	
3 & 4 Eng		C	
		D	

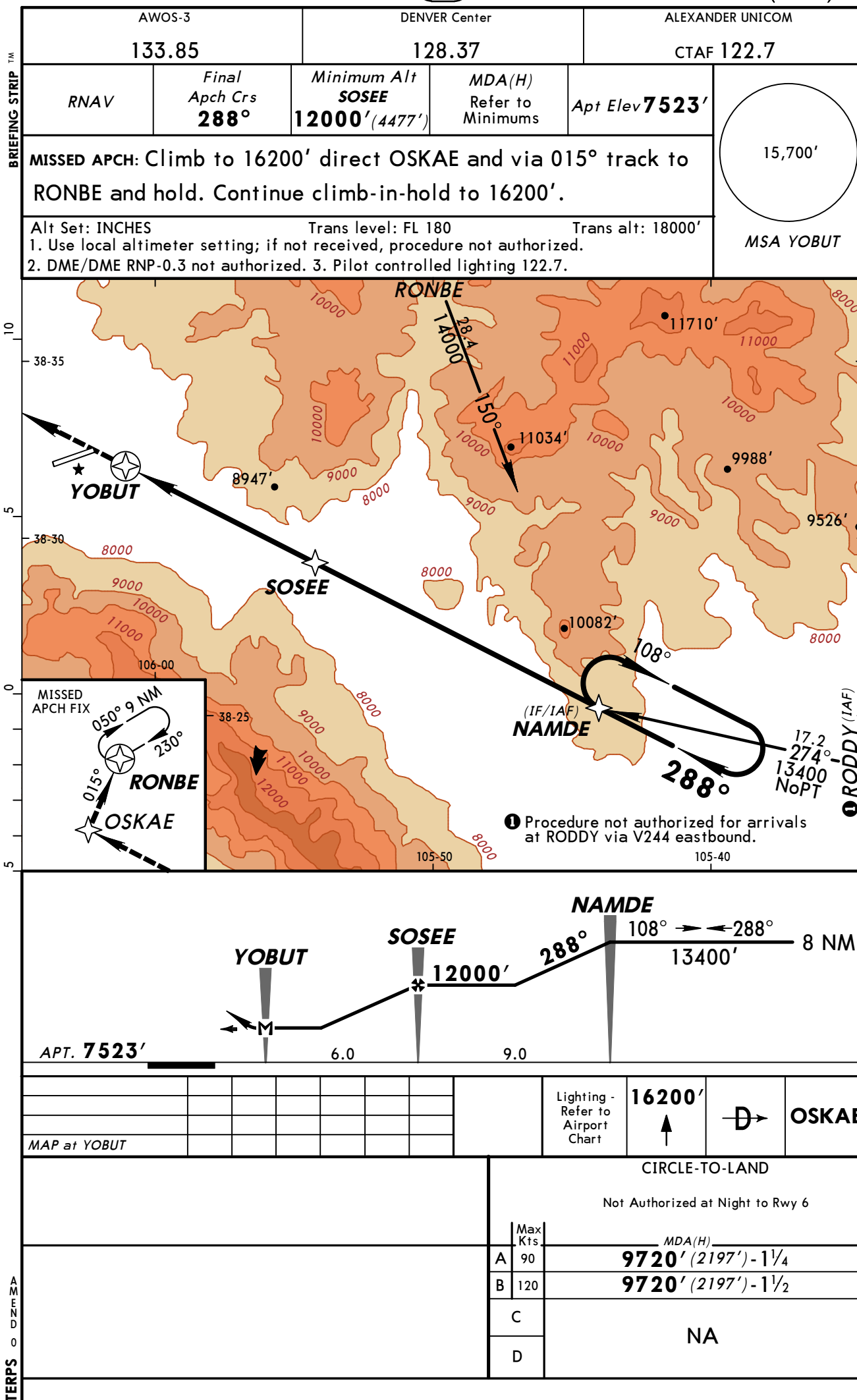
OBSTACLE DP: Rwy 6, 24, for climb in visual conditions: Cross Harriet Alexander Field at or above 14,200' MSL before proceeding on course.

KANK/SLT
ALEXANDER

8 AUG 08 (12-1)

CAT A & B

SALIDA, COLO
RNAV (GPS)-A



General Information

Location: Denver CO USA
IATA Code: APA
Lat/Long: N39° 34.2' W104° 51.0'
Elevation: 5885 ft

Airport Use: Public
Magnetic Variation: 8.7°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1336 Z
Sunset: 0049 Z,

Runway Information

Runway: 10
Length x Width: 4800 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5824 ft
Lighting: Edge

Runway: 17L
Length x Width: 10001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5823 ft
Lighting: Edge

Runway: 17R
Length x Width: 7000 ft x 77 ft
Surface Type: asphalt
TDZ-Elev: 5834 ft
Lighting: Edge, REIL

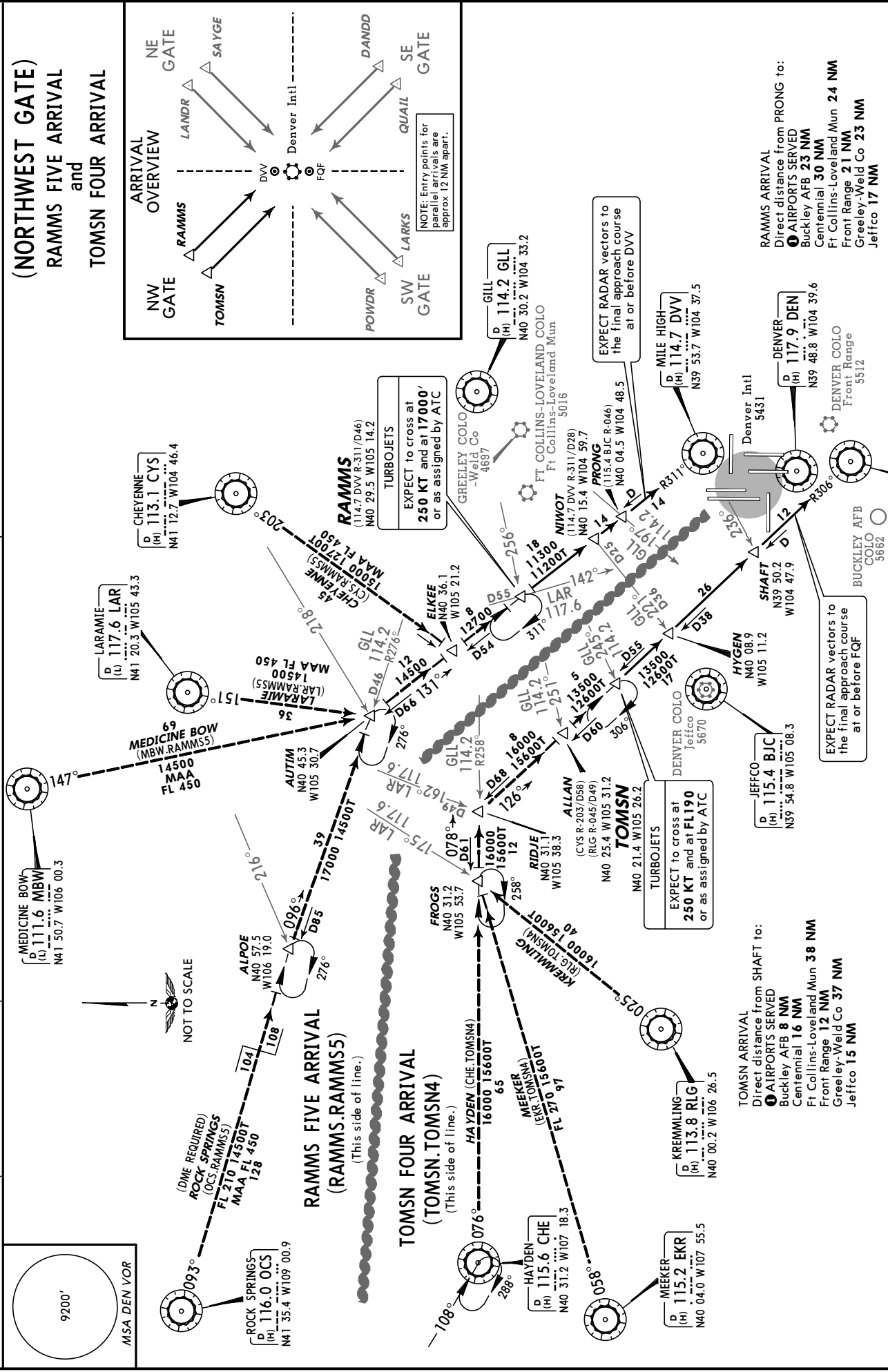
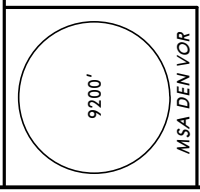
Runway: 28
Length x Width: 4800 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5813 ft
Lighting: Edge, REIL

Runway: 35L
Length x Width: 7000 ft x 77 ft
Surface Type: asphalt
TDZ-Elev: 5869 ft
Lighting: Edge, REIL

Runway: 35R
Length x Width: 10001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5885 ft
Lighting: Edge, ALS

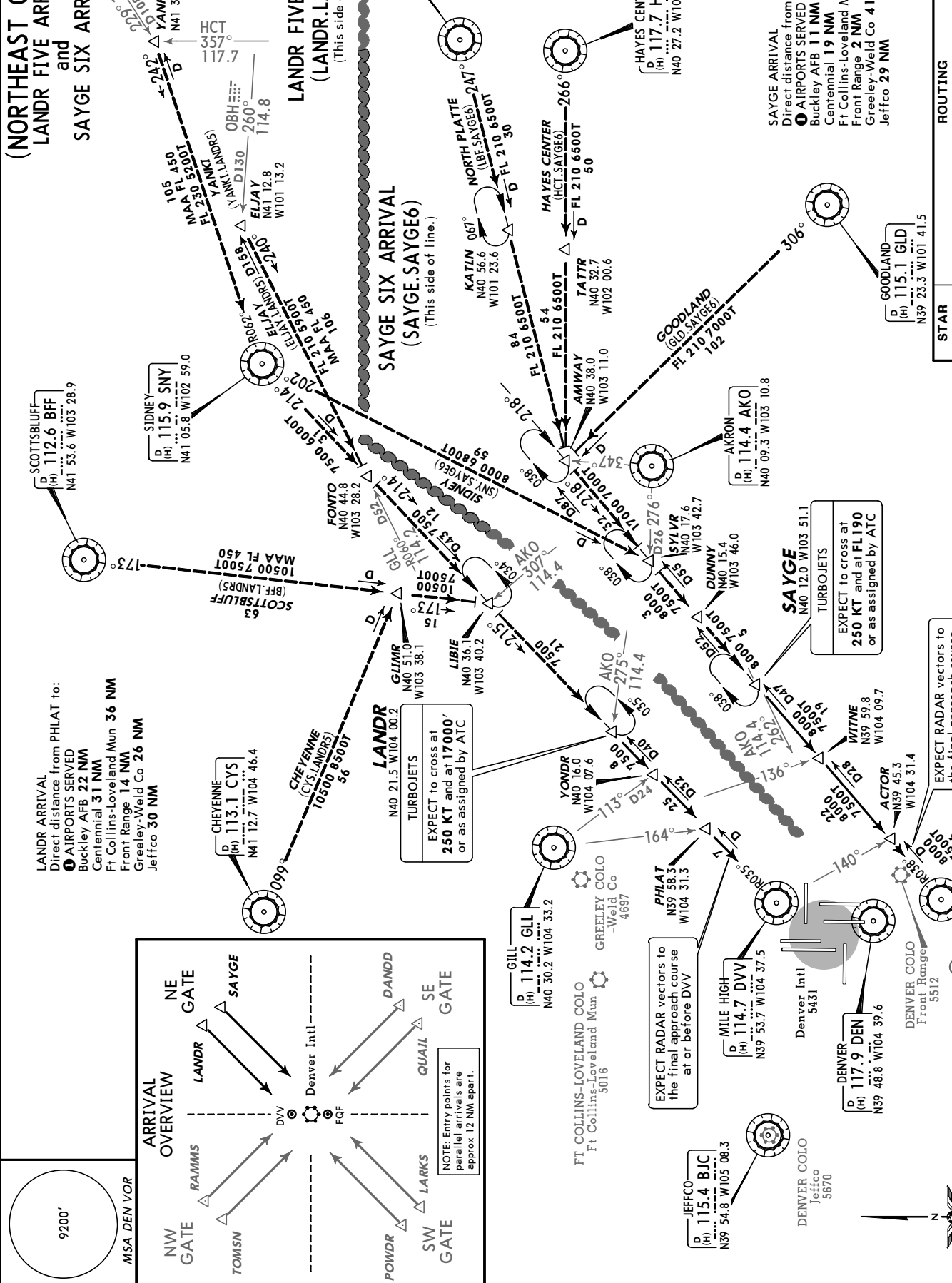
Communication Information

ATIS 120.3
Centennial Tower 118.9
Centennial Ground Control 121.8
Centennial Clearance Delivery 128.6
Denver Approach Control 132.75
Denver Departure Control 132.75
Centennial Unicom 122.95



STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

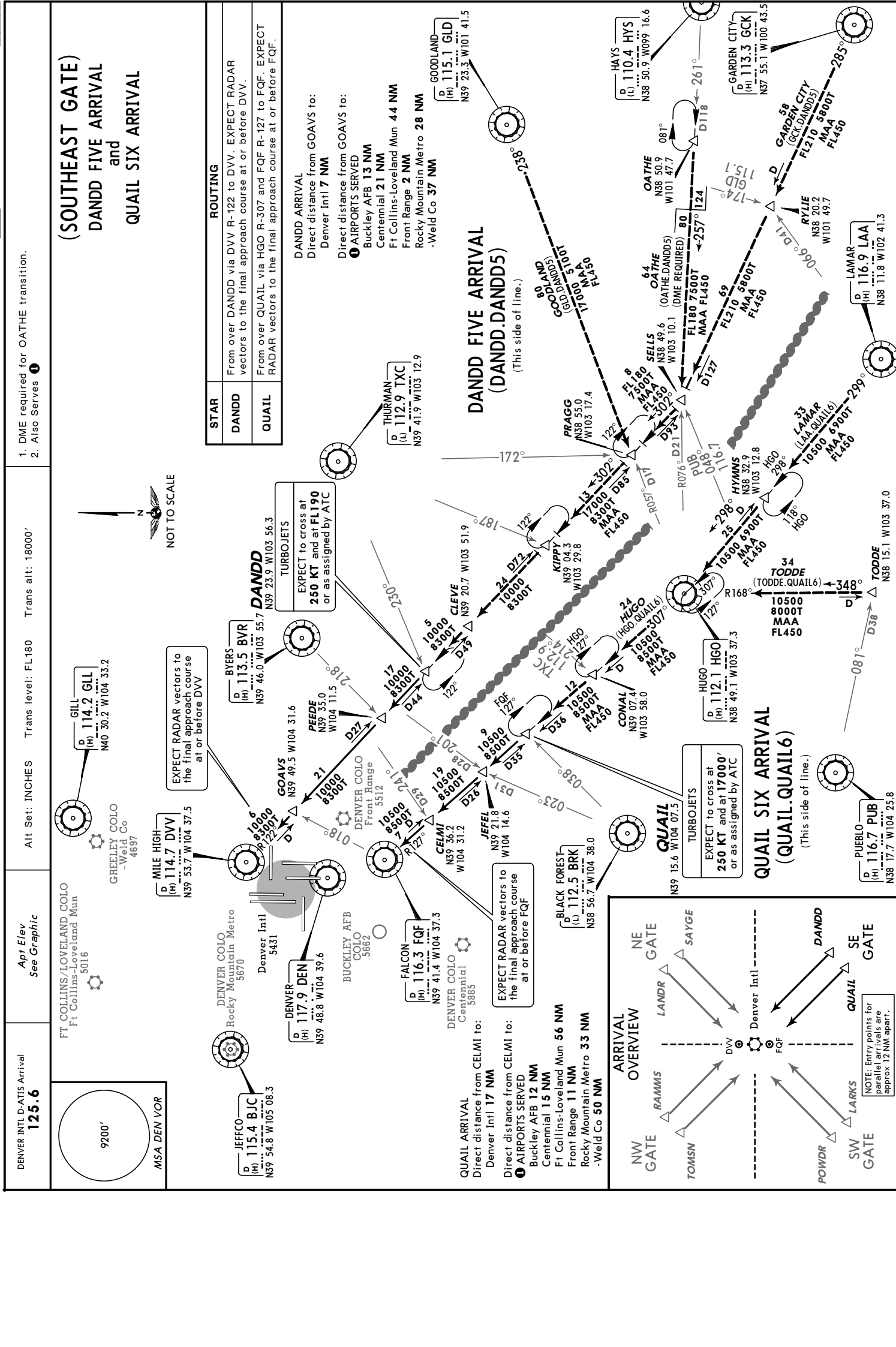
CHANGES: ROCK SPRINGS Transition depiction.



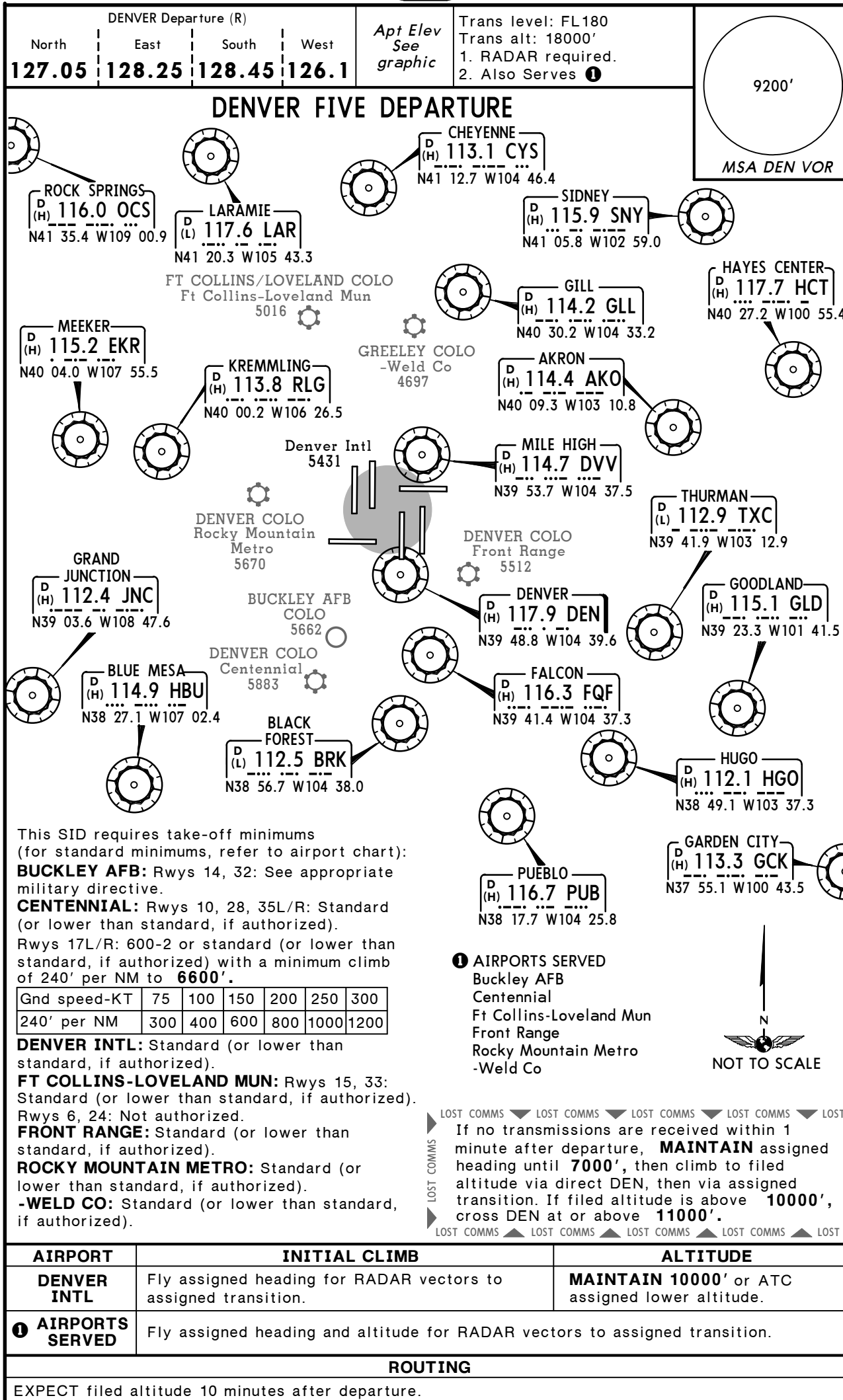
STAR	ROUTING
LANDR	From over LANDR via DVV R-035 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE	From over SAYGE via FQF R-038 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

CHANGES: SAYGE ARRIVAL: TATTR added, MAAs removed, procedure renumbered.

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CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00
CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00



DENVER Departure (R)
127.05

Apt Elev
See graphic

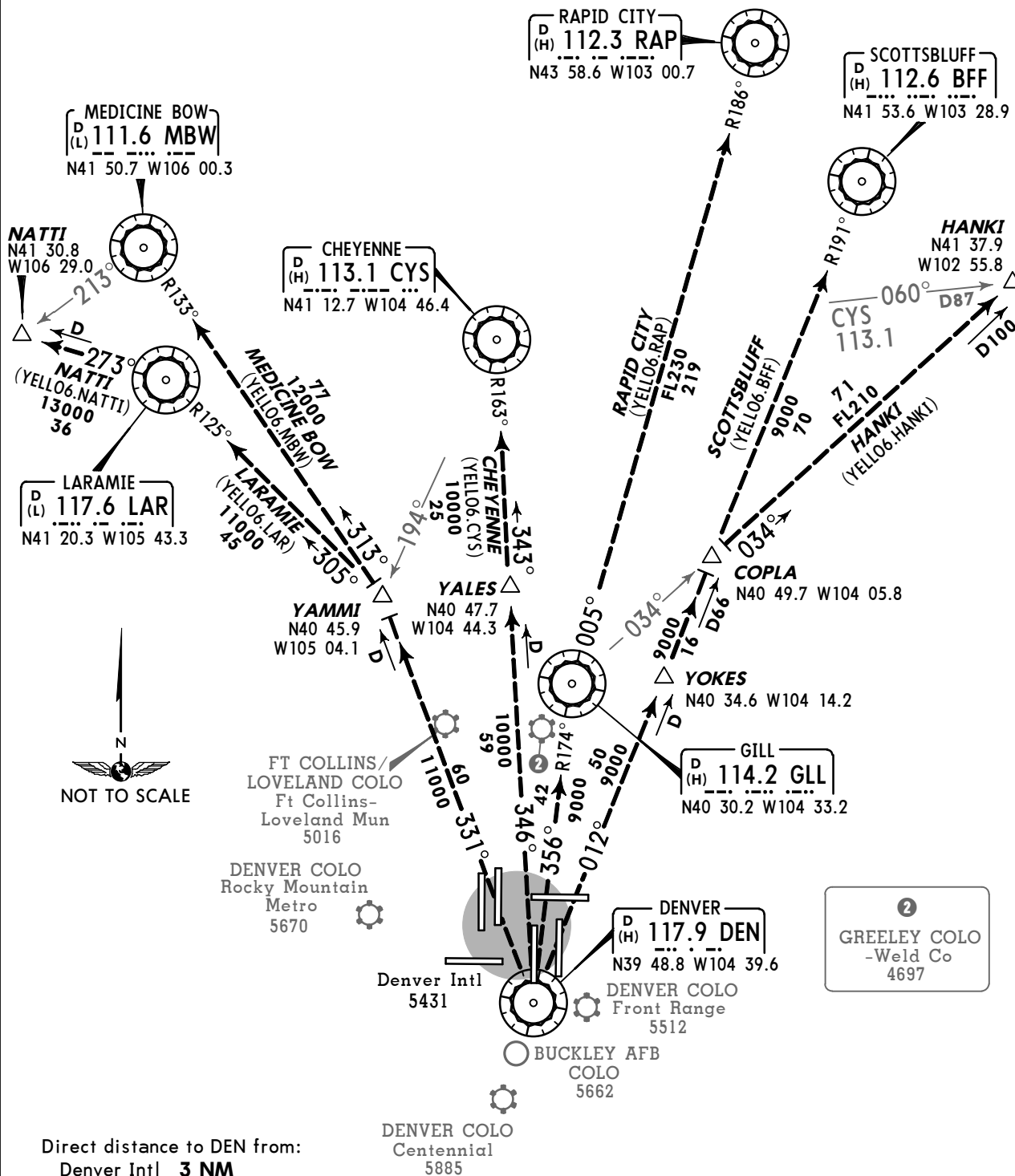
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

9200'
MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure,
MAINTAIN assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard
(or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard,
if authorized) with minimum climb of 253'
per NM to **6900'**.
Rwy 17R: Standard (or lower than standard,
if authorized) with minimum climb of 370'
per NM to **6900'**.
DENVER INTL: Standard (or lower than
standard, if authorized).
FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than
standard, if authorized).
FRONT RANGE: Standard (or lower than
standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R,
20, 29R: Standard (or lower than standard,
if authorized).
Rwy 29L: 200-1 or standard (or lower than
standard, if authorized) with minimum climb
of 402' per NM to **5900'**.
-WELD CO: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

9200'

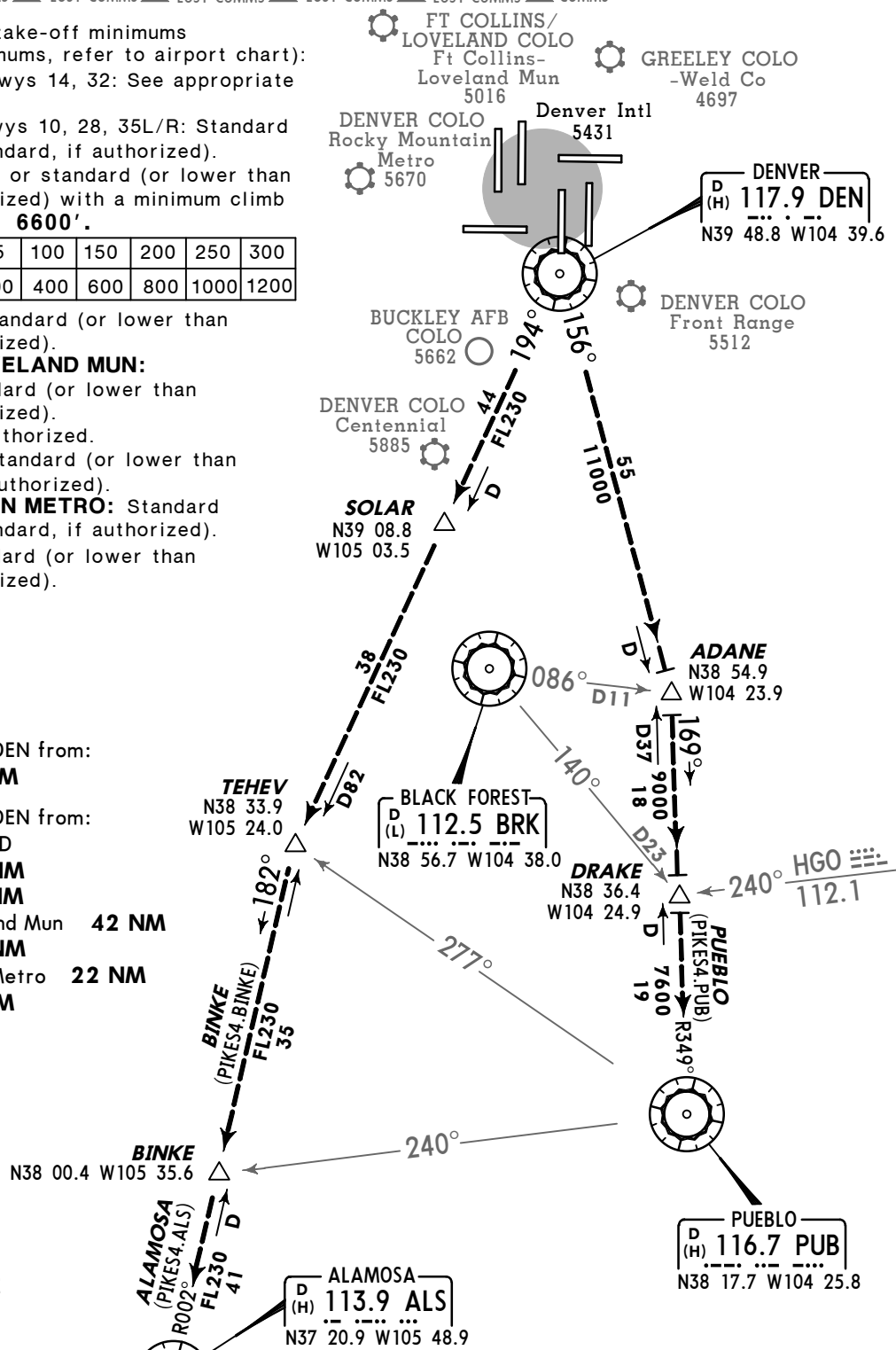
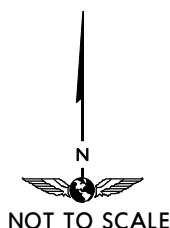
MSA DEN VOR

If no transmissions are received within 1 minute after departure, **MAINTAIN** assigned heading until **7000'**, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above **10000'**, cross DEN at or above **11000'**.

CENTENNIAL: Rwy 10, 28, 35L/R: Standard (or lower than standard, if authorized). Rwy 17L/R: 600-2 or standard (or lower than standard, if authorized) with a minimum climb of 240' per NM to **6600'**.

Gnd speed-KT	75	100	150	200	250	300
240' per NM	300	400	600	800	1000	1200

-WELD CO: Standard (or lower than standard, if authorized).

- Weld Co **37 NM**

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

MSA DEN VOR

If no transmissions are received within 1 minute after departure, **MAINTAIN** assigned heading until **7000'**, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above **10000'**, cross DEN at or above **11000'**.

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
1 AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

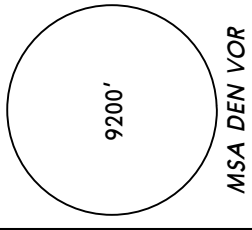
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DENVER
Departure (R)
126.1

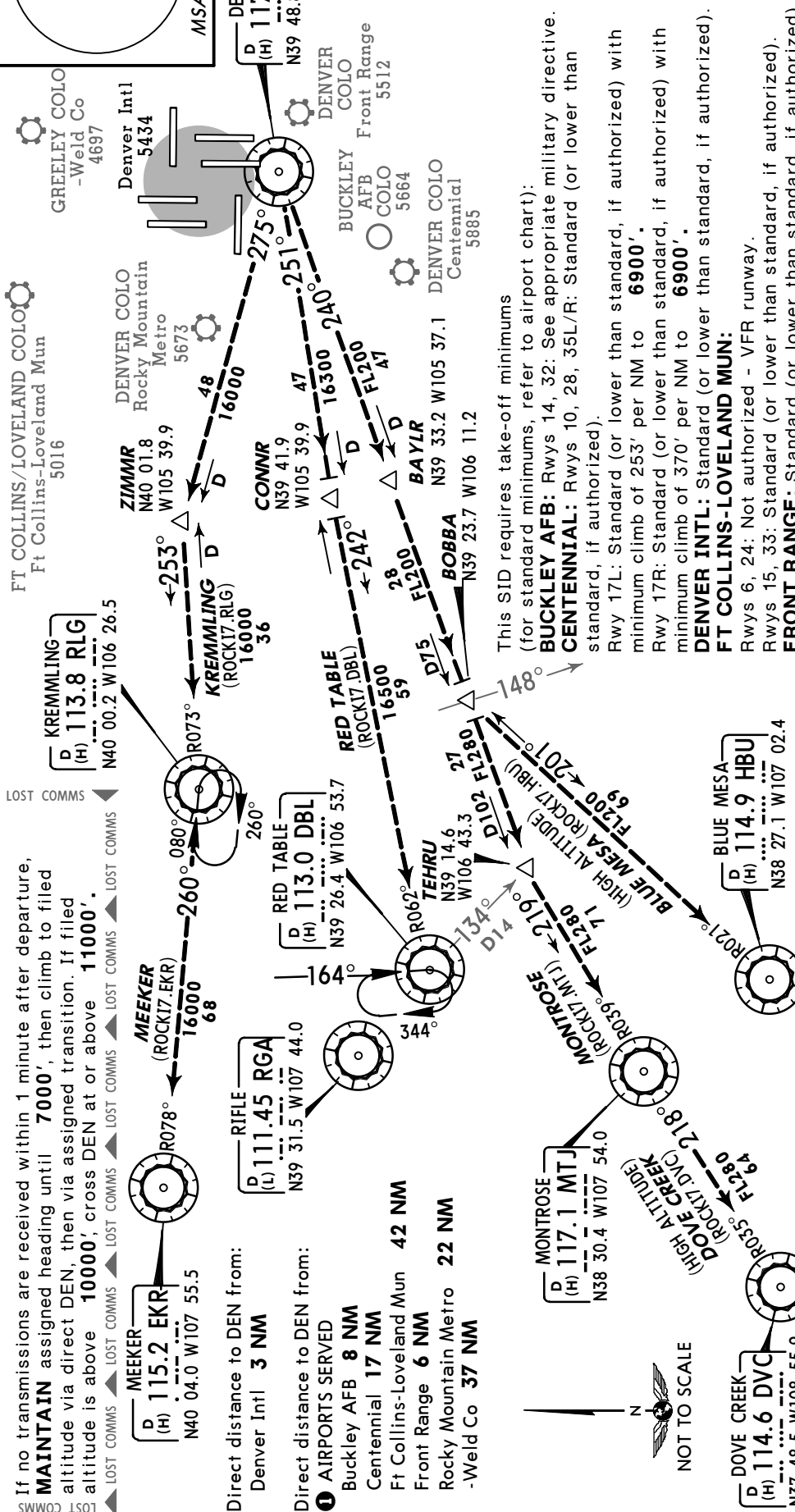
Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME required for KREMMLING, MEEKER and RED TABLE transitions. 3. Also Serves ①



(WEST) ROCKIES SEVEN DEPARTURE (ROCK17.DEN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwy 14, 32: See appropriate military directive.
CENTENNIAL: Rwy 10, 28, 35L/R: Standard (or lower than standard, if authorized).
BUCKLEY AFB: Rwy 17L: Standard (or lower than standard, if authorized) with minimum climb of 253' per NM to 6900'.
BUCKLEY AFB: Rwy 17R: Standard (or lower than standard, if authorized) with minimum climb of 370' per NM to 6900'.
DENVER INTL: Standard (or lower than standard, if authorized).
FT COLLINS-LOVELAND MUN: Rwy 6, 24: Not authorized - VFR runway.
BUCKLEY AFB: Rwy 15, 33: Standard (or lower than standard, if authorized).
FRONT RANGE: Standard (or lower than standard, if authorized).
ROCKY MOUNTAIN METRO: Rwy 2, 11L/R, 20, 29R: Standard (or lower than standard, if authorized).
WELD CO: Standard (or lower than standard, if authorized).
WELD CO: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

If no transmissions are received within 1 minute after departure, **MAINTAIN** assigned heading until 7000', then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above 10000', cross DEN at or above 11000'.

Direct distance to DEN from:
 Denver Int'l 3 NM

Direct distance to DEN from:
 ① AIRPORTS SERVED
 Buckley AFB 8 NM
 Centennial 17 NM
 Ft Collins-Loveland Mun 42 NM
 Front Range 6 NM
 Rocky Mountain Metro 22 NM
 Weld Co 37 NM

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-30B1.

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

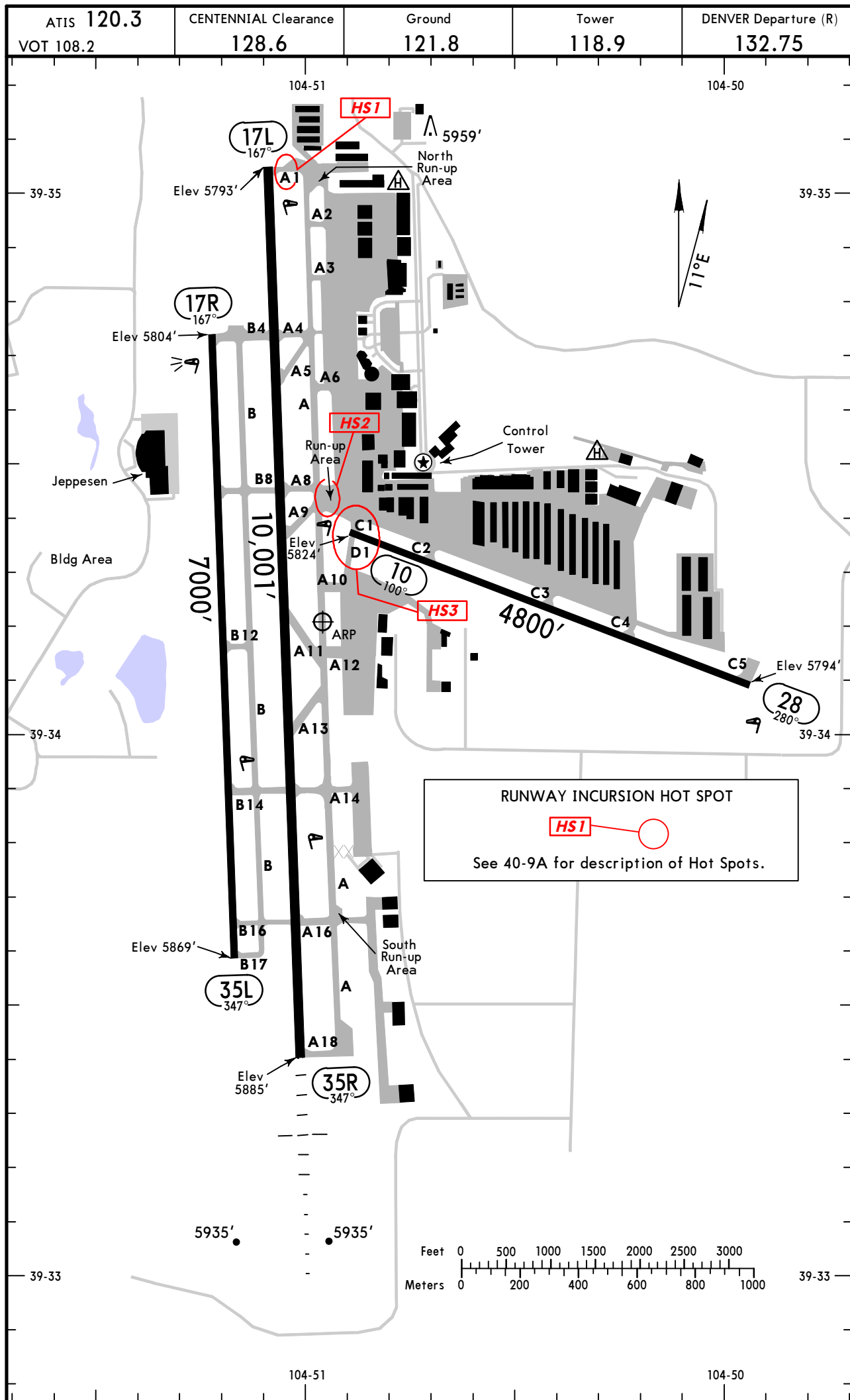
-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

KAPA/APA
Apt Elev **5885'**
N39 34.2 W104 51.0

JEPPESEN
23 DEC 11 **(40-9)**

DENVER, COLO
CENTENNIAL



GENERAL

For STARs and DP's see Denver, Colo (Denver Intl).

Helicopter ops please contact preferred FBO for landing zone locations. Helicopter ops on front ramp is not advised.

All aircraft below certificated 70,000 lbs max gross take-off weight and stage III aircraft up to 75,000 lbs max gross take-off weight may be operated. One time exceptions may be authorized by the executive director on a case-by-case basis.

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
10	MIRL				75'
28	MIRL REIL PAPI-L (angle 4.0°)				
17R	MIRL REIL PAPI-L (angle 3.0°) grooved				77'
35L	MIRL REIL PAPI-R (angle 3.0°) grooved				
17L	MIRL PAPI-L (angle 3.0°) grooved				100'
35R	MIRL MALSR PAPI-L (angle 3.0°) grooved		8926'		

RUNWAY INCURSION HOT SPOTS

For information only, not to be construed as ATC instructions.

HS1 Intersection A1. Hold line across run-up area.

HS2 Twys A, A8, A9, C1 congested intersections.

HS3 Twys C1 & D1 close proximity to Rwy 10.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 10, 28, 35L/R		Rwy 17L		Rwy 17R	
	Adequate Vis Ref	STD	With Min climb of 253'/NM to 6900'		With Min climb of 370'/NM to 6900'	
			Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1	1/4	1
3 & 4 Eng		1/2		1/2		1/2

OBSTACLE DP: Rwy 10 - When departing on course between 159° counterclockwise to 330° from departure end of runway climb heading 100° to 6300'. All other courses: climbing left turn heading 326° to intercept DEN VOR R-191 to DEN VOR, thence...

Rwy 28 - Climb on a heading between 330° clockwise to 100° from departure end of runway. All other courses: climbing right turn heading 072° to intercept DEN VOR R-207 to DEN VOR, thence...

Rwy 35L - Climb on a heading between 330° clockwise to 159° from departure end of runway. All other courses: climb heading 346° to intercept

DEN VOR R-208 to DEN VOR, thence...

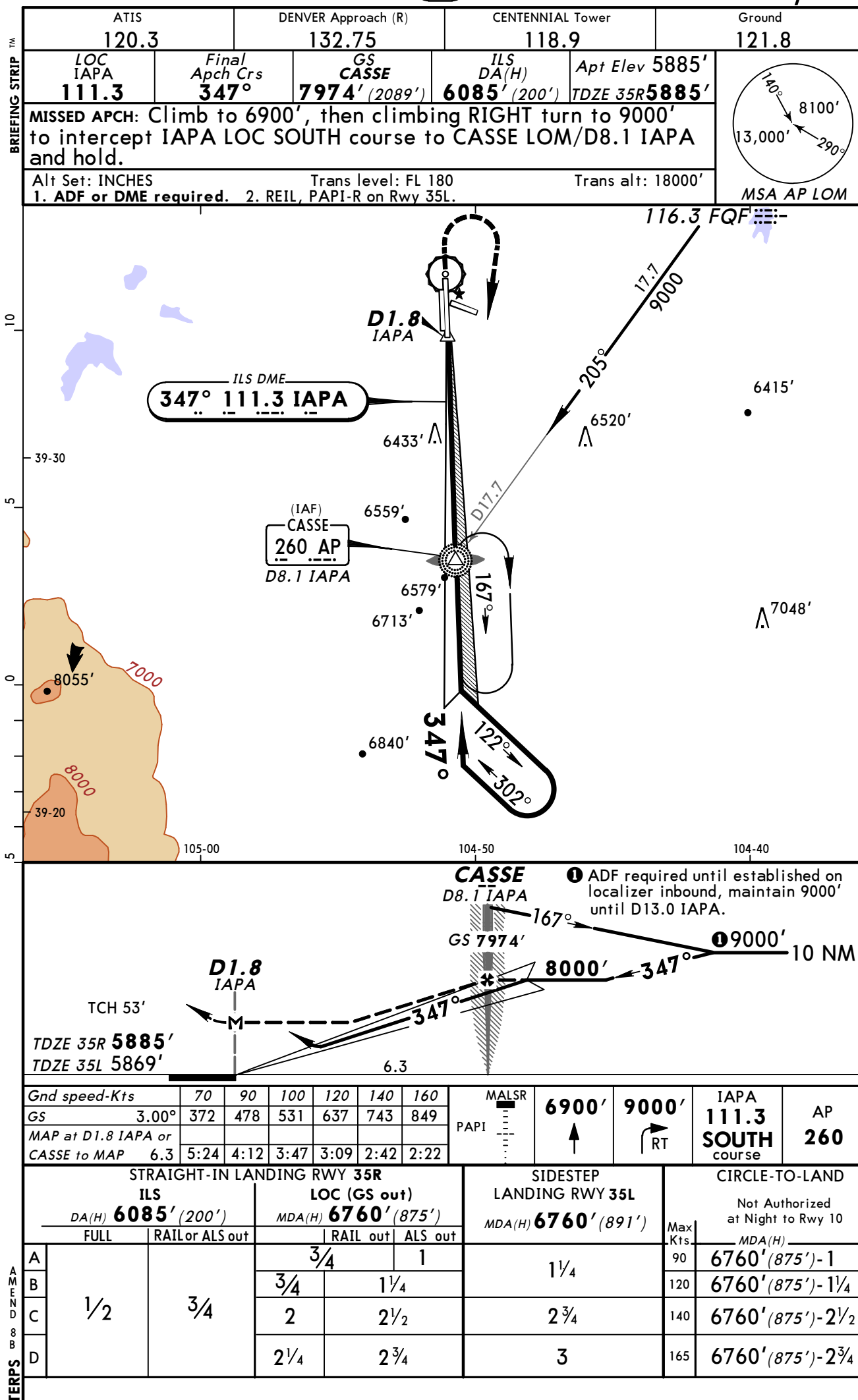
Rwy 35R - Climb on a heading between 330° clockwise to 159° from departure end of runway. All other courses: climb heading 347° to intercept DEN VOR R-208 to DEN VOR, thence...

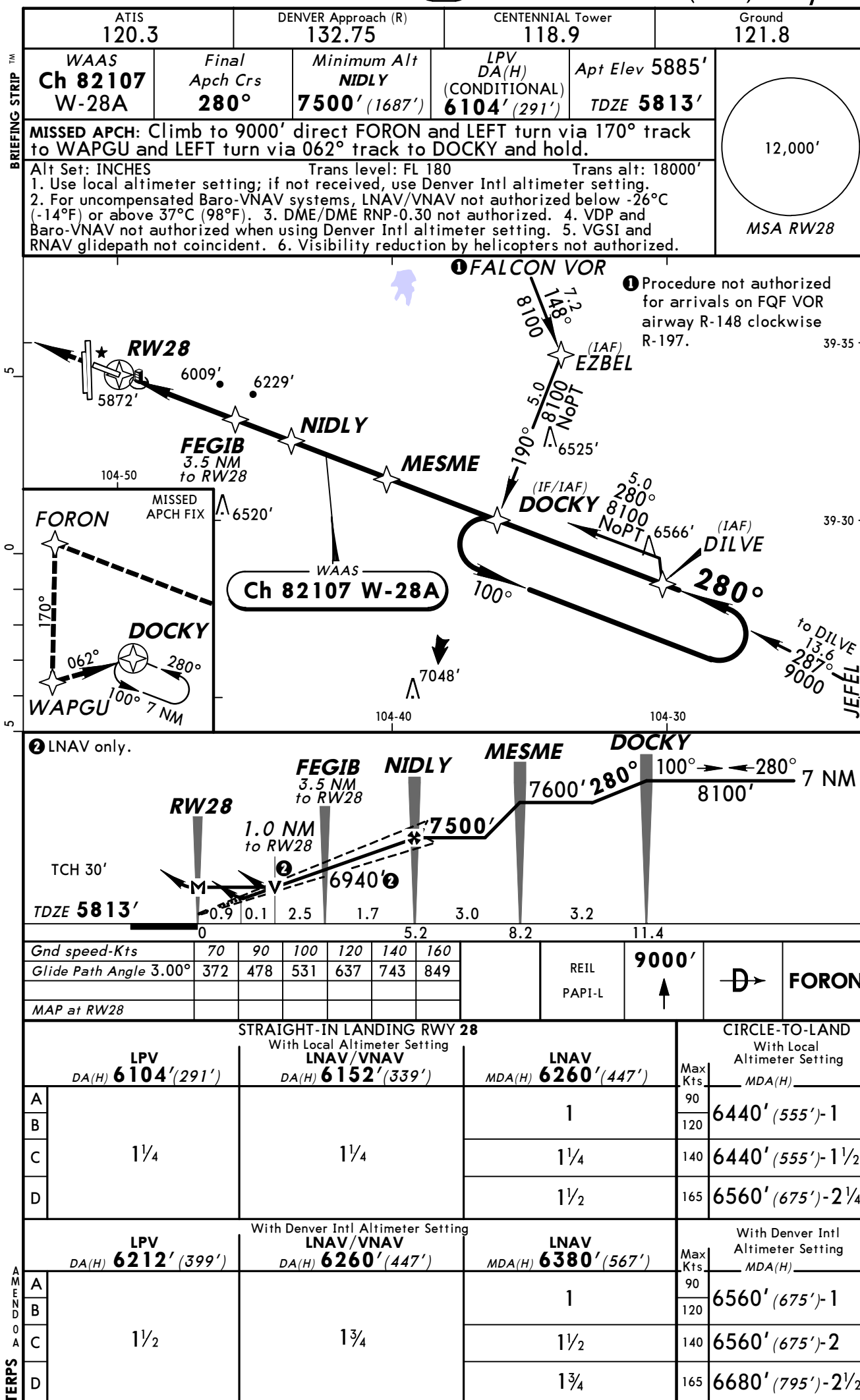
Rwy 17R/L - Climb on a heading between 346° clockwise to 159° from departure end of runway. All other courses: climbing left turn heading 331° to intercept DEN VOR R-196 to DEN VOR, thence...

...Climb in DEN VOR holding pattern (hold south, right turns, 340° inbound) to 16,500' before proceeding on course.

FOR FILING AS ALTERNATE

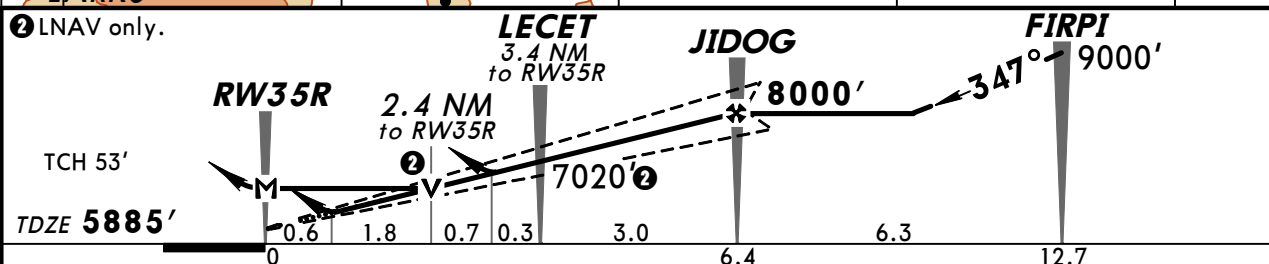
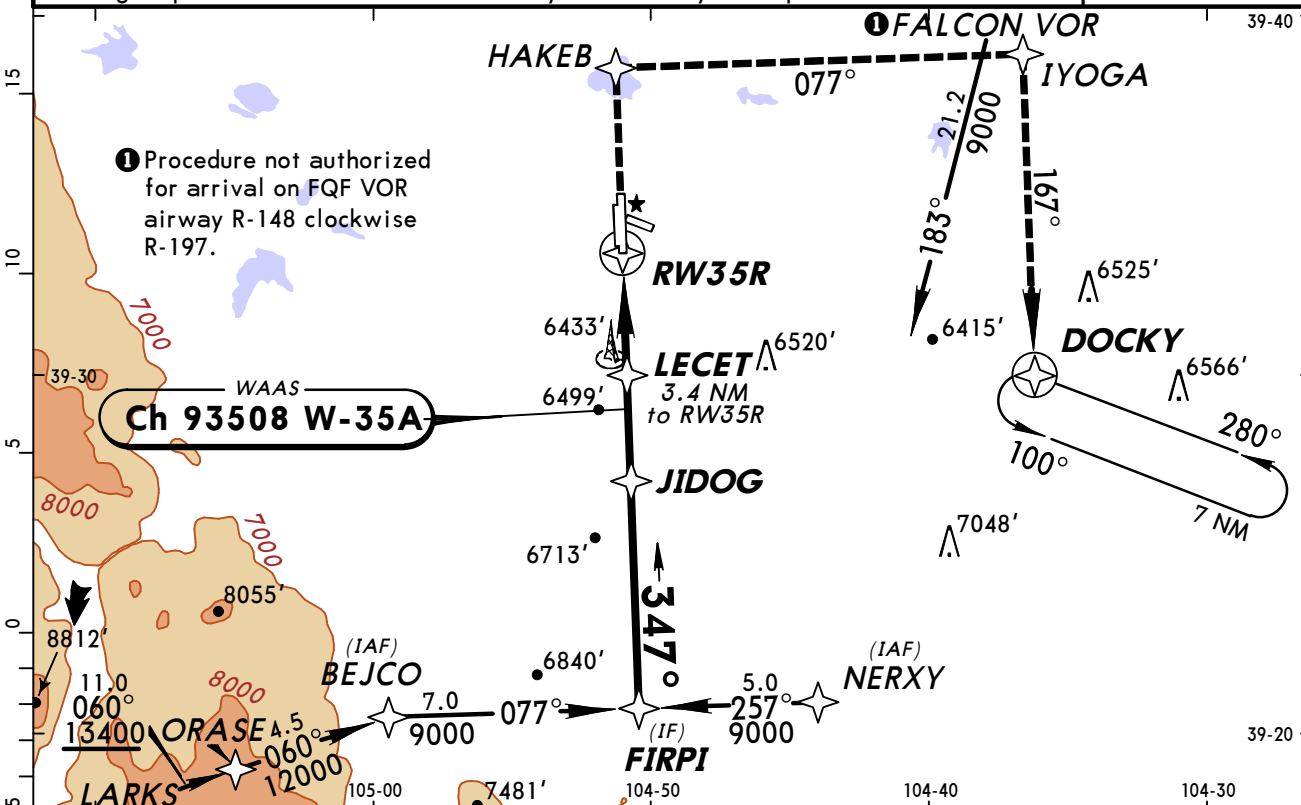
	ILS Rwy 35R LOC Rwy 35R	NDB Rwy 35R	Authorized Only When Local Weather Available	
			RNAV (GPS) Rwy 28	RNAV (GPS) Rwy 35R
A	900-2	1000-2	800-2	900-2
B				
C	900-2 1/2	1000-3	800-2 1/4	900-2 1/2
D	900-2 3/4			900-2 3/4





BRIEFING STRIP™

ATIS 120.3		DENVER Approach (R) 132.75		CENTENNIAL Tower 118.9		Ground 121.8			
WAAS Ch 93508 W-35A		Final Apch Crs 347°		Minimum Alt JIDOG 8000' (2115')		LPV DA(H) (CONDITIONAL) 6140' (255')		Apt Elev 5885' TDZE 5885'	
MISSED APCH: Climb to 8100' direct HAKEB and via 077° track to IYOGA and via 167° track to DOCKY and hold.								12,700' MSA RW35R	
Alt Set: INCHES									

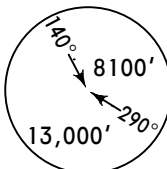


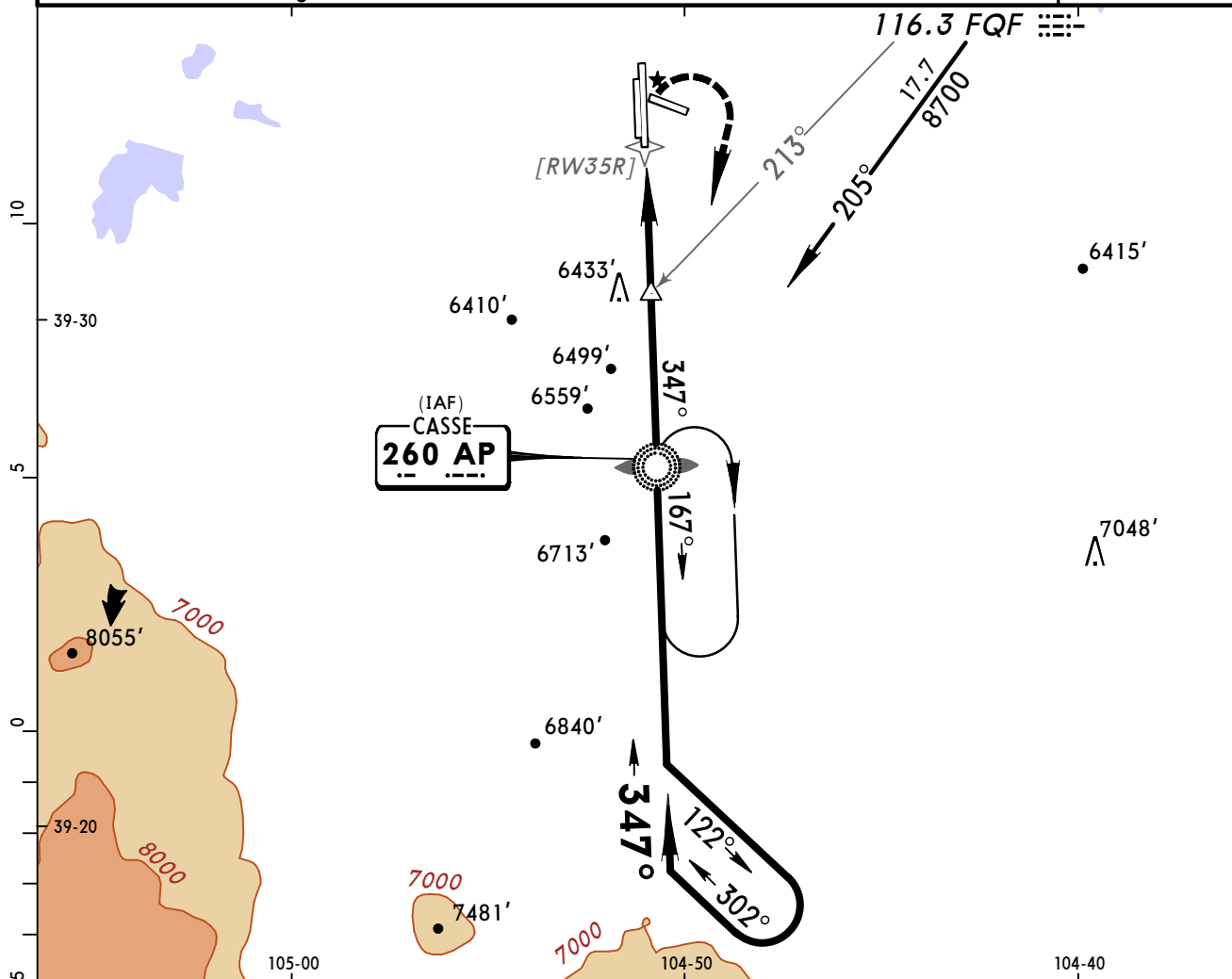
Gnd speed-Kts	70	90	100	120	140	160	MALSR	8100'	HAKEB
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW35R									

STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND	
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting	
LPV DA(H) 6140' (255')	RAIL or ALS out	LNAV/VNAV DA(H) 6925' (1040')	RAIL or ALS out	LNAV MDA(H) 6700' (815')	RAIL out ALS out	Max Kts	MDA(H)
A				3/4	1	90	6700' (815')-1
B	3/4	1 1/4	4	3/4	1 1/4	120	6700' (815')-1 1/4
C				2	2 1/2	140	6700' (815')-2 1/2
D				2 1/4	2 3/4	165	6700' (815')-2 3/4
With Denver Intl Altimeter Setting			With Denver Intl Altimeter Setting			With Denver Intl Altimeter Setting	
LPV DA(H) 6248' (363')	RAIL or ALS out	LNAV/VNAV DA(H) 7033' (1148')	RAIL or ALS out	LNAV MDA(H) 6820' (935')	RAIL out ALS out	Max Kts	MDA(H)
A				3/4	1 1/4	90	6820' (935')-1 1/4
B	3/4	1 1/4	4	3/4	1 1/4	120	6820' (935')-1 1/4
C				2 1/4	2 3/4	140	6820' (935')-2 3/4
D				2 1/2	3	165	6820' (935')-3

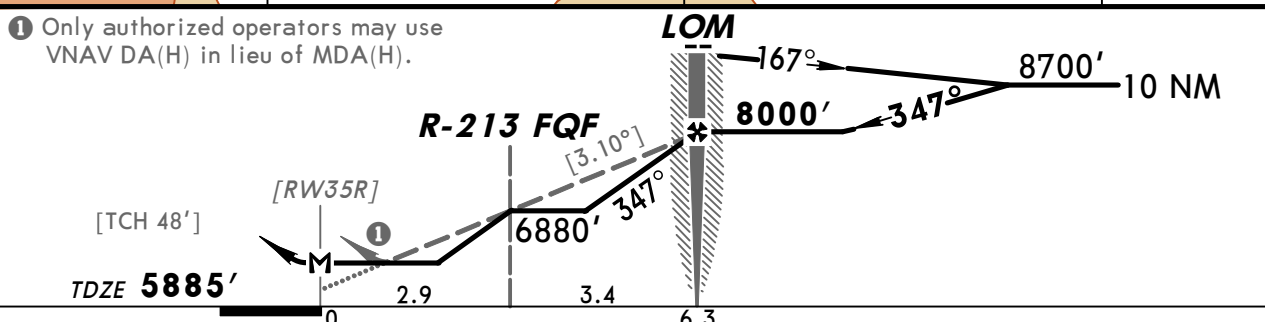
1 Not Authorized to Rwy 10 at Night.

BRIEFING STRIP™

ATIS 120.3		DENVER Approach (R) 132.75		CENTENNIAL Tower 118.9		Ground 121.8
LOM AP 260	Final Apch Crs 347°	Minimum Alt LOM 8000' (2115')	MDA(H) (CONDITIONAL) 6780' (895')	Apt Elev 5885' TDZE 5885'		 MSA AP LOM
MISSED APCH: Climb to 6900', then climbing RIGHT turn to 8700' direct AP LOM and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. VGSI and descent angles not coincident.						



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR	6900'	8700'	AP 260
Descent angle [3.10°]	384	494	548	658	768	878	PAPI	↑	RT	→
LOM to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22			

STRAIGHT-IN LANDING RWY 35R						CIRCLE-TO-LAND			
MDA(H) 6780' (895') With R-213 FQF			MDA(H) 6880' (995') Without R-213 FQF			Not Authorized at Night to Rwy 10 With R-213 FQF		Without R-213 FQF	
	RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)
A	3/4	1 1/4	3/4	1 1/4		90	6780' (895') - 1 1/4		6880' (995') - 1 1/4
B			1	1 1/2		120			6880' (995') - 1 1/2
C	2 1/4	2 3/4	2 1/2			140	6780' (895') - 2 3/4		
D	2 3/4	3	2 3/4	3		165	6780' (895') - 3		6880' (995') - 3

General Information

Location: Aspen CO USA
IATA Code: ASE
Lat/Long: N39° 13.4' W106° 52.1'
Elevation: 7820 ft

Airport Use: Public
Magnetic Variation: 9.7°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: HP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1343 Z
Sunset: 0057 Z,

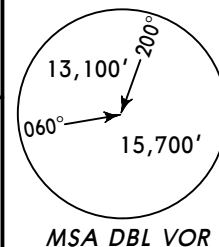
Runway Information

Runway: 15
Length x Width: 8006 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7737 ft
Lighting: Edge, ALS

Runway: 33
Length x Width: 8006 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 7820 ft
Lighting: Edge, REIL
Displaced Threshold: 1000 ft

Communication Information

ATIS 120.4
ASOS 120.4
Aspen Tower 118.85 CTAF PCL
Aspen Ground Control 121.9
Aspen Clearance Delivery 123.75
Aspen Approach Control 123.8 Arrival Service
Aspen Departure Control 123.8 Departure Service
Aspen-Pitkin Co/Sardy Unicom 122.95
Denver Center 125.35 Remote Communications Air-Ground

*ASPEN
Departure (R)
123.8Apt Elev
7820'Trans level: FL 180 Trans alt: 18000'
1. Transponder required.
2. Procedure not authorized at night.

ASPEN FOUR DEPARTURE (ASPE4.ASPE)

(RWY 33)

MEEKER
D (H) 115.2 EKR
N40 04.0 W107 55.5KREMMLING
D (H) 113.8 RLG
N40 00.2 W106 26.5MILE HIGH
D (H) 114.7 DVV
N39 53.7 W104 37.5RIFLE
D (L) 111.45 RGA
N39 31.5 W107 43.9SNOW
D (L) 109.2 SXW
N39 37.8 W106 59.5FALCON
D (H) 116.3 FQF
N39 41.4 W104 37.3RED TABLE
D (H) 113.0 DBL
N39 26.4 W106 53.7GRAND JUNCTION
D (H) 112.4 JNC
N39 03.6 W108 47.6BLUE MESA
D (H) 114.9 HBU
N38 27.1 W107 02.4BLACK FOREST
D (L) 112.5 BRK
N38 56.7 W104 38.0MONTROSE
D (H) 117.1 MTJ
N38 30.4 W107 54.0ALAMOSA
D (H) 113.9 ALS
N37 20.9 W105 48.9PUEBLO
D (H) 116.7 PUB
N38 17.7 W104 25.8

OBSTACLES

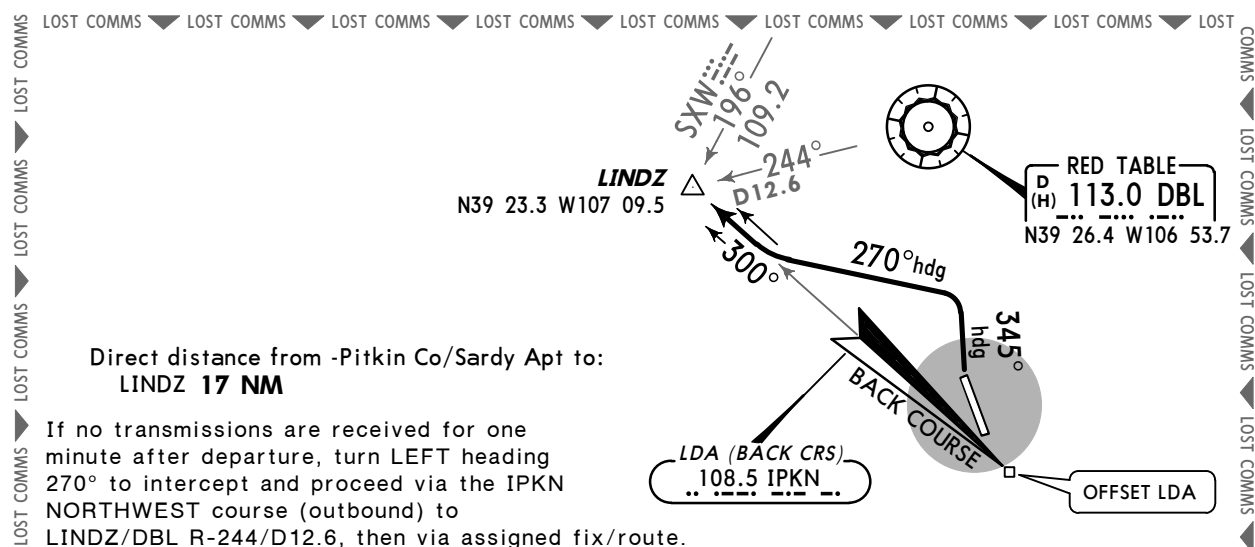
Rwy 33: Multiple trees beginning 35' from DER, 386' RIGHT of centerline, up to 100' AGL/7722' MSL. Multiple trees, bushes, and terrain beginning 4' from DER, 400' LEFT of centerline, up to 100' AGL/7821' MSL. Multiple trees, bushes, and terrain beginning 3484' from DER, 752' LEFT of centerline, up to 100' AGL/8179' MSL.

This SID requires take-off minimums:

Rwy 15: Not authorized-Terrain.

Rwy 33: 400-1 with minimum obstacle climb of 650' per NM to **13000'**, ATC climb of 840' per NM to **16000'**.

Gnd speed-KT	75	100	150	200	250	300
650' per NM	813	1083	1625	2167	2708	3250
840' per NM	1050	1400	2100	2800	3500	4200



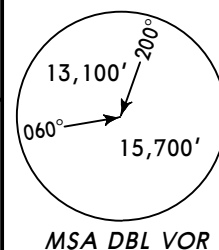
INITIAL CLIMB

Climbing RIGHT turn heading 345°, **MAINTAIN 16000'** or assigned altitude for RADAR vectors to assigned fix/route. EXPECT clearance to filed altitude 10 minutes after departure.

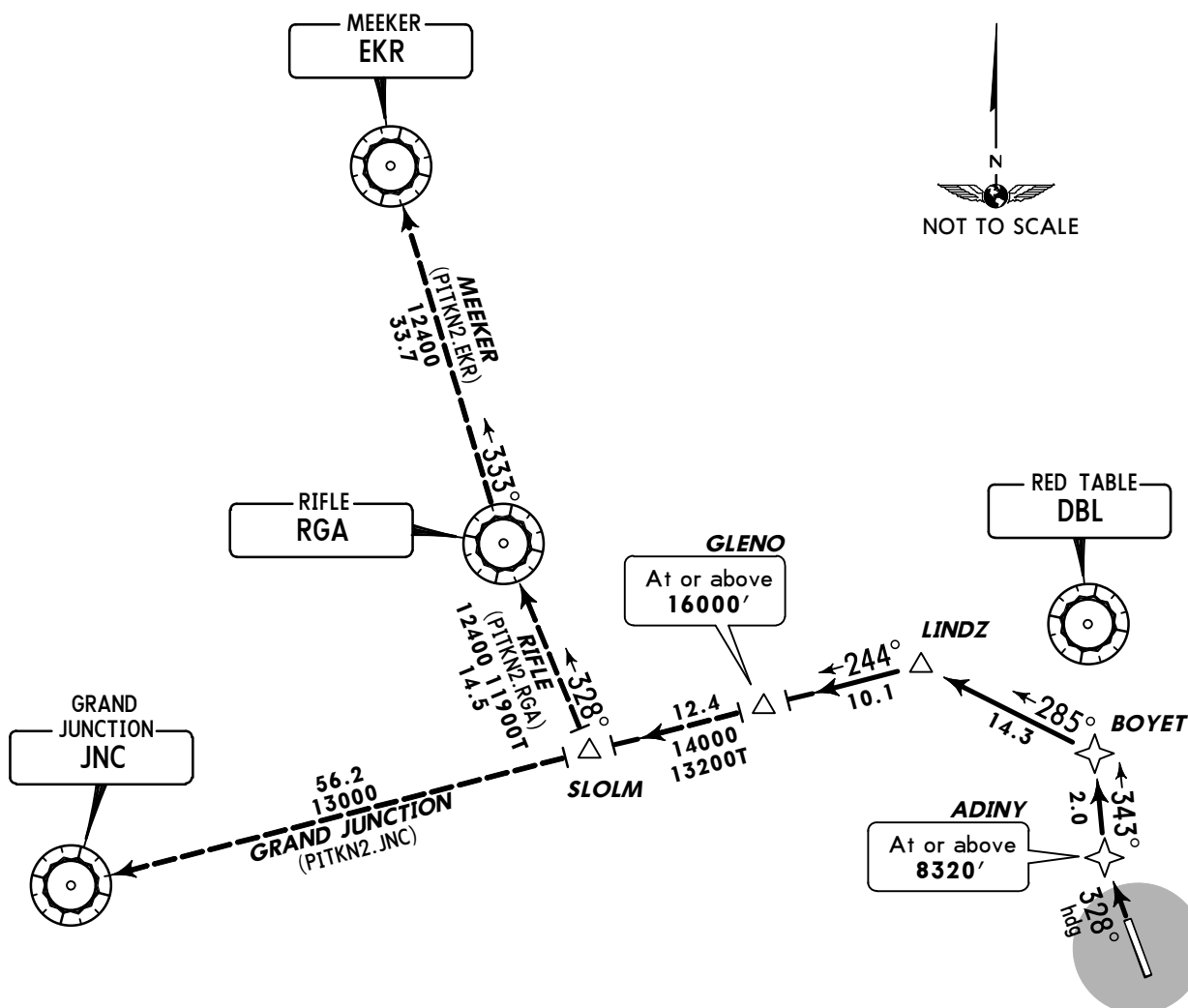
*ASPEN
Departure (R)
123.8

Apt Elev
7820'

Trans level: FL 180 Trans alt: 18000'
1. RNAV 1.
2. GPS required.



PITKN TWO RNAV DEPARTURE (PITKN2.GLENO)
(RWY 33)



Direct distance from -Pitkin Co/Sardy Apt to:
ADINY 2 NM

This SID requires take-off minimums:

Rwy 15: Not authorized-Terrain.

Rwy 33: 400-1 with minimum climb of 500' per NM to **8320'**, then 465' per NM to **11000'**.

ATC climb of 500' per NM to **16000'**.

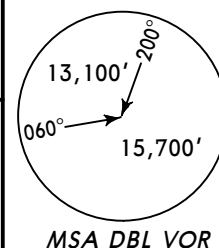
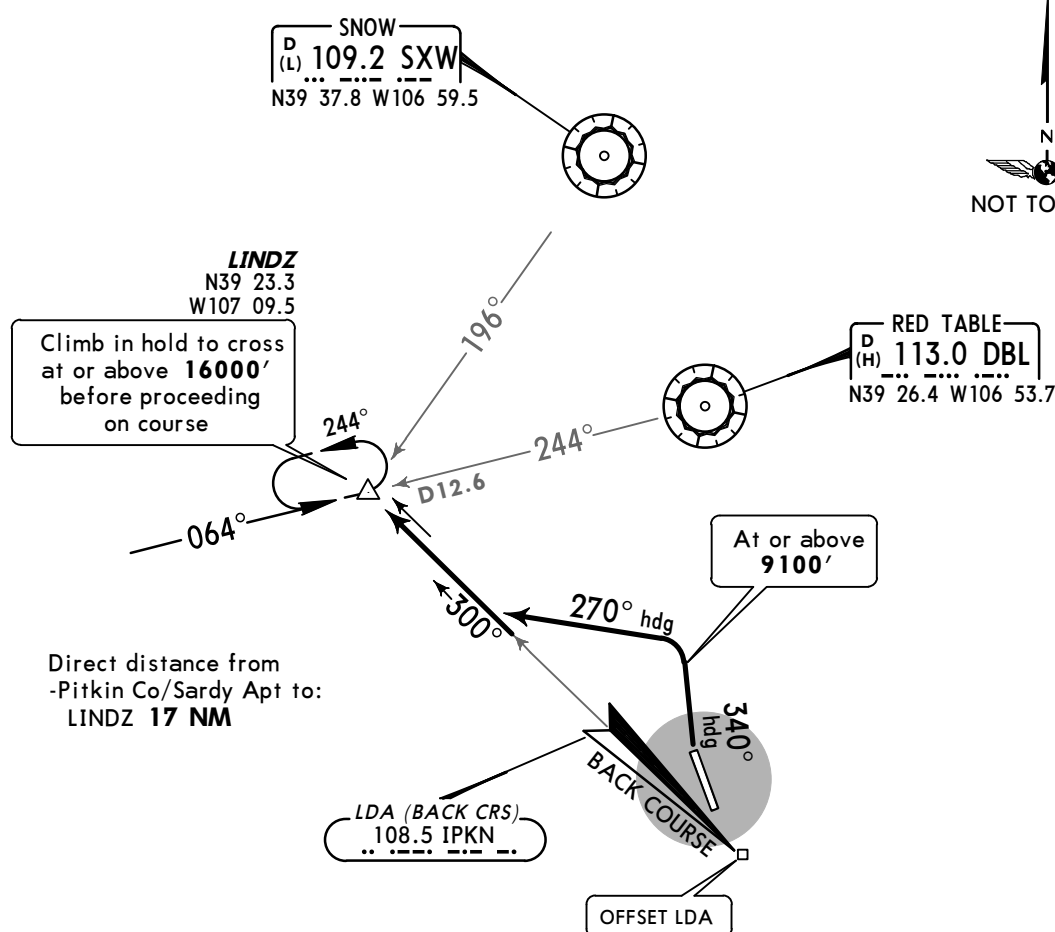
Gnd speed-KT	75	100	150	200	250	300
465' per NM	581	775	1163	1550	1938	2325
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

Rwy 33: Multiple trees beginning 35' from DER, 386' RIGHT of centerline, up to 100' AGL/7722' MSL. Multiple trees, bushes and terrain beginning 4' from DER, 400' LEFT of centerline, up to 100' AGL/7821' MSL. Multiple trees, bushes and terrain beginning 3484' from DER, 752' LEFT of centerline, up to 100' AGL/8179' MSL.

INITIAL CLIMB

Climb heading 328° to at or above **8320'** direct ADINY, and climbing RIGHT turn to **16000'** on 343° track to BOYET, and on 285° track to LINDZ, and on 244° track to GLENO, then via transition or assigned route. EXPECT clearance to filed altitude 10 minutes after departure.

*ASPEN
Departure (R)
123.8Apt Elev
7820'Trans level: FL 180 Trans alt: 18000'
IPKN back course outbound is normal sensing.**OBSTACLE**
SARDD TWO DEPARTURE (SARDD2.LINDZ)
(RWY 33)

This DP requires take-off minimums:
Rwy 15: Not authorized-Terrain.
Rwy 33: 400-1 with minimum climb of
460' per NM to **14000'**.

Gnd speed-KT	75	100	150	200	250	300
460' per NM	575	767	1150	1533	1917	2300

OBSTACLES

Rwy 33: Multiple trees beginning 35' from DER, 386' RIGHT of centerline, up to 100' AGL/7722' MSL. Multiple trees, bushes, and terrain beginning 4' from DER, 400' LEFT of centerline, up to 100' AGL/7821' MSL. Multiple trees, bushes, and terrain beginning 3484' from DER, 752' LEFT of centerline, up to 100' AGL/8179' MSL.

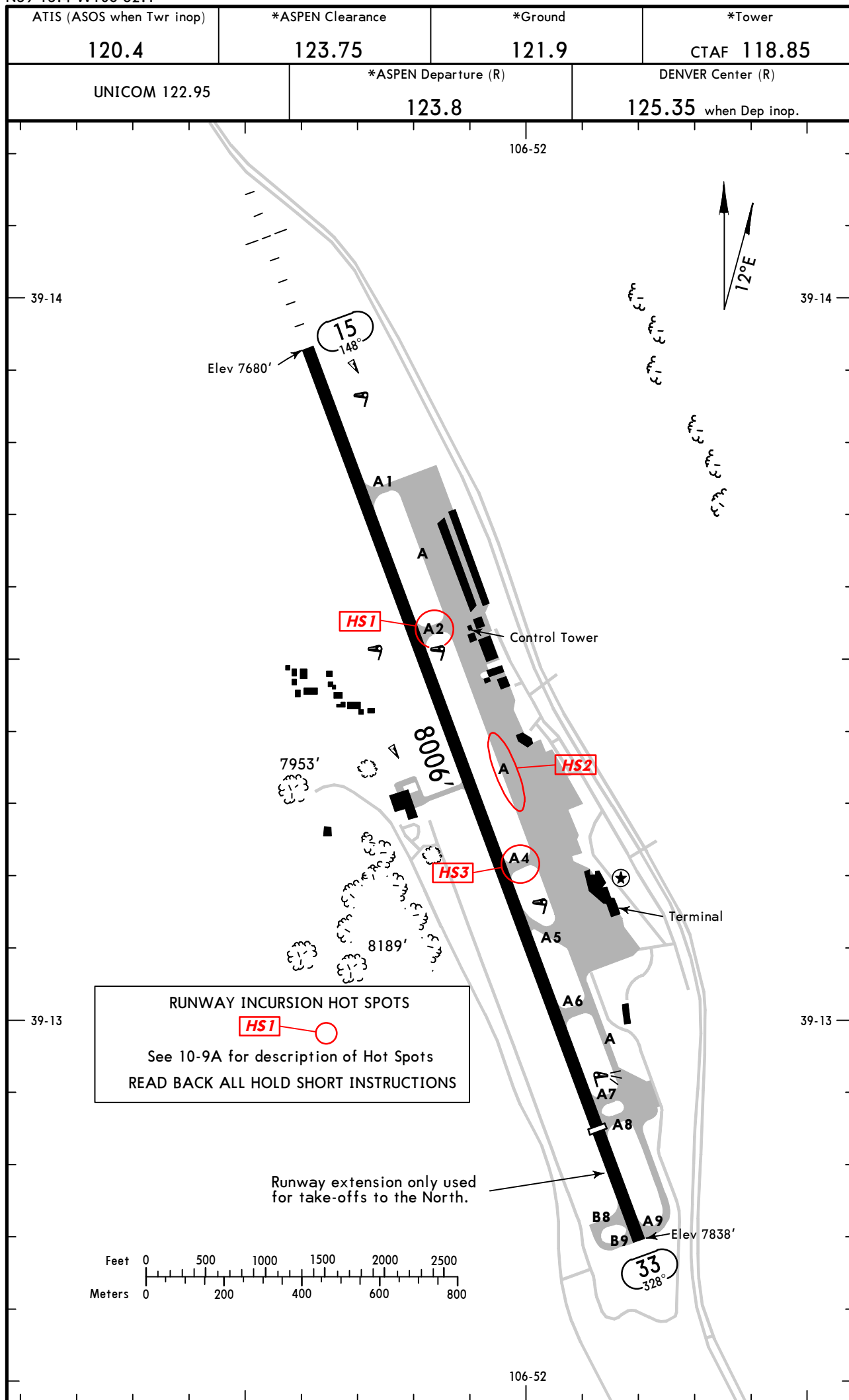
INITIAL CLIMB

Climb heading 340° to **9100'**, then climbing LEFT turn to **16000'** heading 270° to intercept IPKN NORTHWEST course outbound to LINDZ/D12.6 DBL. Climb in LINDZ holding pattern to cross LINDZ at or above **16000'** before proceeding on course.

KASE/ASE
Apt Elev **7820'**
N39 13.4 W106 52.1

JEPPesen
6 JAN 12 **(10-9)**

ASPEN, COLO
-PITKIN CO/SARDY



CHANGES: Rwy extended, Rwy 33 elevation, Twys A9, B8, and B9 added.

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GENERAL

Airport closed 2300 LT to 0700 LT daily.

All Stage I aircraft operations prohibited, violators will be prosecuted.

Stage II/III aircraft only from 0700 LT to 30 minutes after sunset by county ordinance.

Stage III aircraft only from 30 minutes after sunset to 2300 LT.

Only aircraft with wingspan of 95' or less are permitted to operate from KASE.

Due to poor visibility in valley, use landing lights in traffic pattern.

Hang gliders, para gliders, hot air balloons & glider operations in vicinity of airport up to 18000' MSL.

Airport located in high mountain valley with mountainous terrain from 12500'-14000' MSL in near proximity to airport, numerous unlighted obstructions.

Terrain will not allow for normal traffic patterns. High rates of descent may be required due to terrain & local procedures.

All adverse weather situations magnified in the mountains. Unless ceilings are at least 2000' above highest terrain & visibility is 15 miles or more; mountain flying is not recommended.

Operations during periods of reduced visibility discouraged for pilots unfamiliar with area.

For all general aviation operations between 30 minutes after sunset to 2300 LT the following applies: aircraft equipped as required under FAR 91.205(D) for instrument flight, pilot is instrument rated, VFR pilot-in-command has completed at least one take-off or landing in the preceding 12 months at KASE. IFR: execute approach/departure procedures with ATC clearance.

Unique VFR departure procedures exist, call airport manager or fixed base operator for more information.

Noise abatement procedures in effect. Contact airport manager.

Noise abatement required, fly ATC assigned heading or standard departure procedure. If no heading or departure procedure is assigned; turn right noise abatement heading of 360° for 2 miles before proceeding on course.

No departures after 2230 LT.

Take-off not authorized on Rwy 15 without written permission from airport manager.

Uncontrolled traffic on the ramp. Rwy 33 run-up area not visible from the tower.

Pilots are responsible for passengers on the airport ramp area. Passengers and vehicles may not enter taxiways without ATC clearance. Violations may result in fines and other penalties. Stay on the ramp side of the vehicle/pedestrian control line to avoid problems.

Rwy 33 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
15	① MIRL ② MALSF ② ③ PAPI-L (angle 3.50°)	④ 7006'		NA	100'
33	MIRL ② REIL	7006'			

① Grooved.

② Activate 118.85 when Twr inop.

③ PAPI unusable beyond 4 NM from runway threshold and beyond 7° right of runway centerline.

④ Last 1000' not available for landing distance computations.

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Twy A2. Short taxi distance from ramp to runway.

HS2 Twy A on west edge of ramp. Passengers and vehicles are required to stay east of Twy A unless cleared by ATC.

HS3 Twy A4. Short taxi distance from ramp to runway.

TAKE-OFF

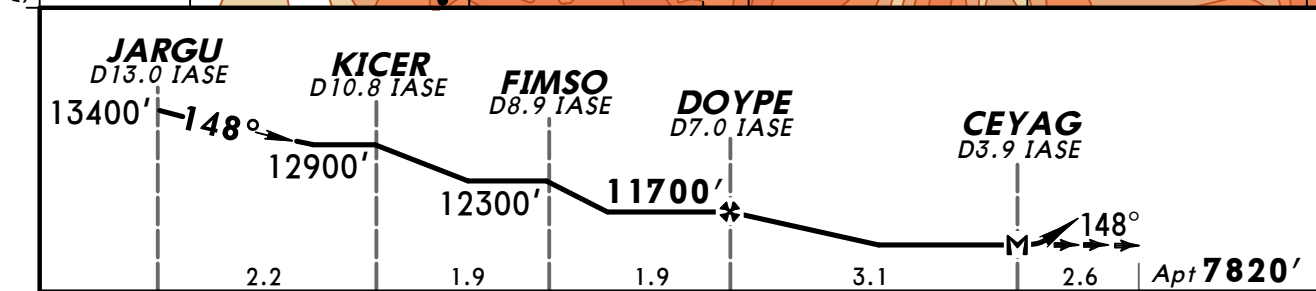
	Rwy 15	Rwy 33
1 & 2 Eng	NA	USE SARDD DEPARTURE
3 & 4 Eng		

FOR FILING AS ALTERNATE

A	NA
B	
C	
D	

ASPEN, COLO
& C LOC DME-E

A diagram of a circular sector. The radius is labeled as 13,100'. The central angle is labeled as 200°. The arc length is labeled as 15,700'.

TERPS AMEND 1A 7 APR 2011

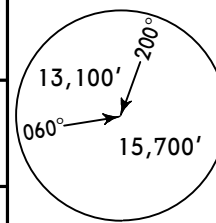
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KASE/ASE -PITKIN CO/SARDY

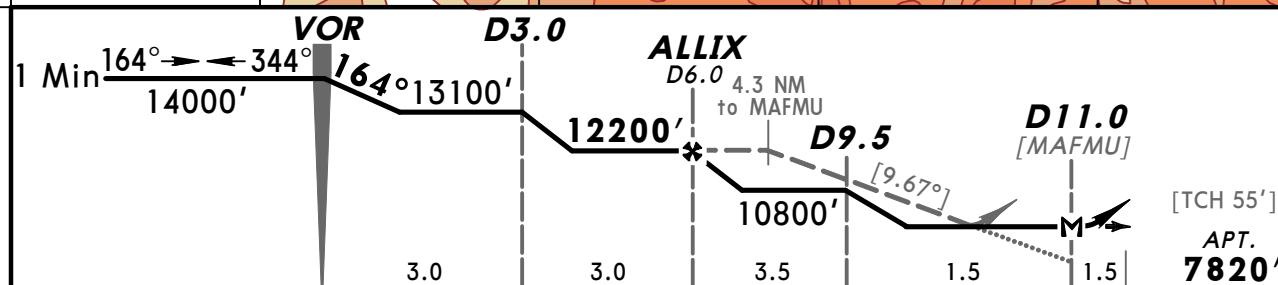
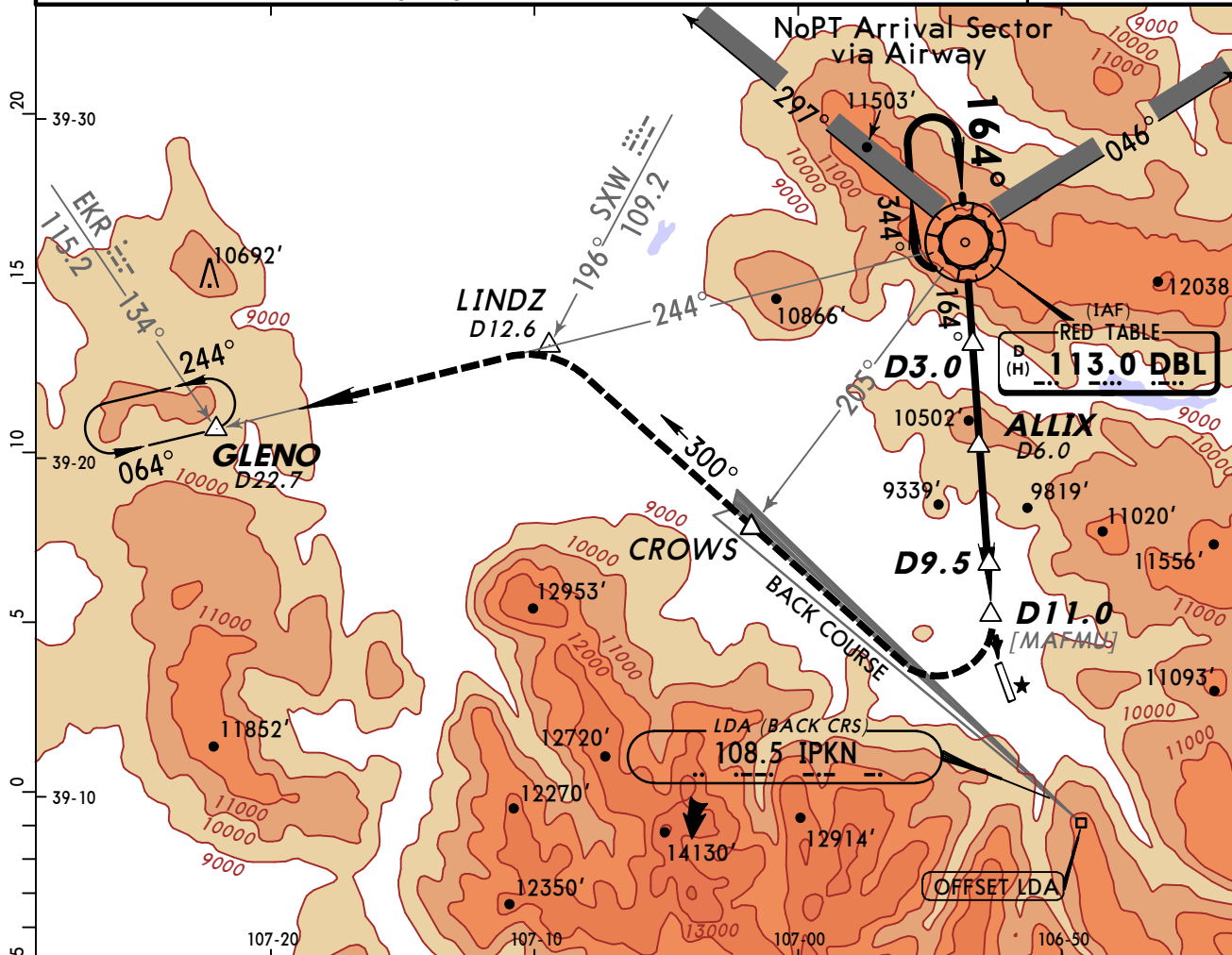
1 APR 11 **(13-1)** CAT A, B & C

ASPEN, COLO
VOR DME or GPS-C

ATIS (ASOS when Twr inop) 120.4	*ASPEN Approach (R) 123.8	DENVER Center (R) 125.35 when App inop.	*ASPEN Tower CTAF 118.85	*Ground 121.9
VOR DBL 113.0	Final Apch Crs 164°	Minimum Alt ALLIX 12200' (4380')	MDA(H) Refer to Minimums	Apt Elev 7820'
MISSED APCH: Climbing RIGHT turn to 14000' via 300° heading to intercept and proceed via IPKN LDA NORTHWEST course (300°) and outbound on DBL VOR R-244 to GLENO INT/D22.7 and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Dual VHF navigation receivers required. 2. Obtain local altimeter setting on CTAF; if not received, procedure not authorized. 3. Procedure not authorized at night. 4. IPKN back course outbound is normal sensing. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 118.85.				



MSA DBL VOR



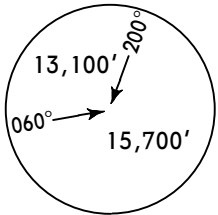
Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	14000' via RT 300° hdg and IPKN NORTHWEST 300°
Descent Angle [9.67°]	1208	1553	1726	2071	2416	2761		
MAP at D11.0								

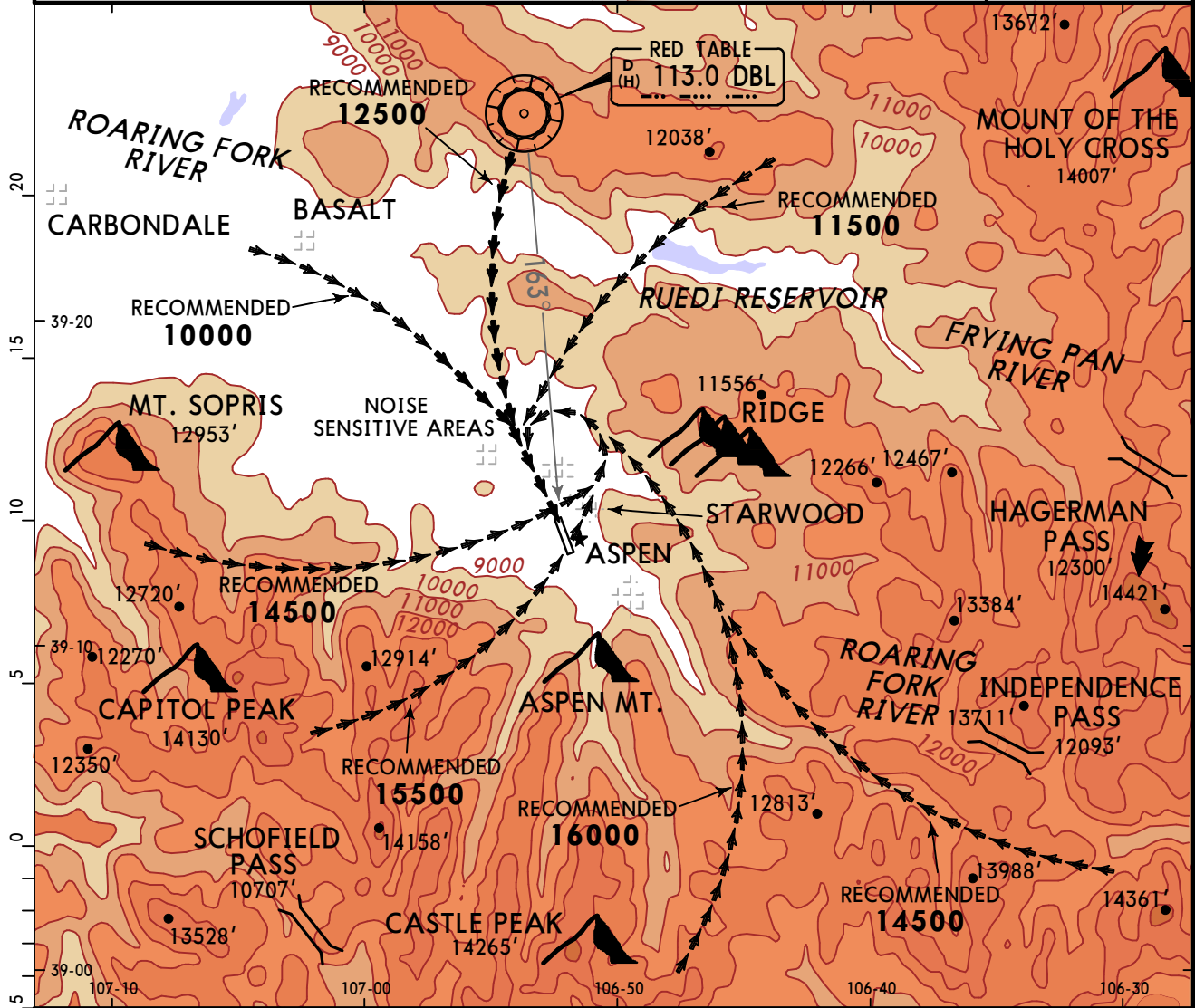
		CIRCLE-TO-LAND	
	Max Kts	DAY MDA(H)	NIGHT
A	90	10200' (2380')-2	NA
B	120		
C	140	10200' (2380')-3	
D		NA	

CHANGES: Descent angle added, notes.

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TERPS AMEND 4G 7 APR 2011

ATIS (ASOS when Twr inop)	*ASPEN Approach (R)	DENVER Center (R)	*ASPEN Tower	*Ground
120.4	123.8	125.35 when App inop.	CTAF 118.85	121.9
NAVAIDS- See Planview	Final Apch Crs See Planview	No FAF	CEIL-VIS (CONDITIONAL) 6000'-10	Apt Elev 7820'
No Missed Approach procedure.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Procedure not authorized at night. 3. Vertical guidance aid and angle: Rwy 15 PAPI-L 3.5°. 4. Pilot controlled lighting 118.85.				MSA DBL VOR



ROARING FORK VISUAL RWY 15	
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."	
MALSF PAPI	
WEATHER MINIMUMS	
DAY	NIGHT
Ceiling 6000' - VIS 10	NA

General Information

Location: Denver CO USA
IATA Code: BJC
Lat/Long: N39° 54.5' W105° 07.0'
Elevation: 5673 ft

Airport Use: Public
Magnetic Variation: 8.9°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1337 Z
Sunset: 0050 Z,

Runway Information

Runway: 02
Length x Width: 3600 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5621 ft
Lighting: Edge, Pilot controlled

Runway: 11L
Length x Width: 9000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5660 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 11R
Length x Width: 7002 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5673 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 3600 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5621 ft
Lighting: Edge, Pilot controlled

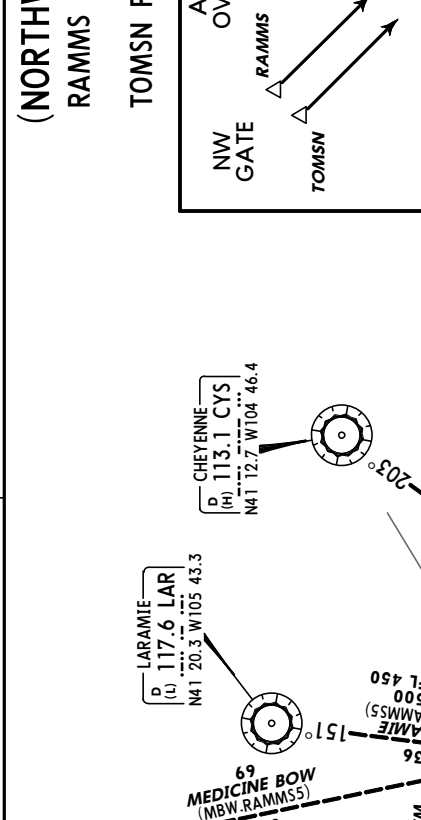
Runway: 29L
Length x Width: 7002 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 5628 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 29R
Length x Width: 9000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5599 ft
Lighting: Edge, ALS, Pilot controlled

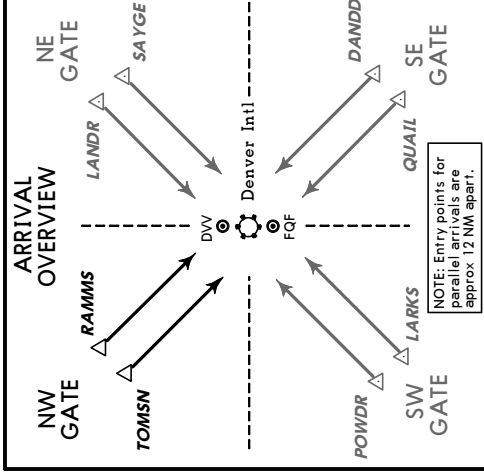
Communication Information

ATIS 126.25
AWOS 126.25
Metro Tower 118.6 CTAF PCL
Rocky Mountain Metropolit Ground Control 121.7
Rocky Mountain Metropolit Clearance Delivery 132.9
Denver Approach Control 126.1
Denver Departure Control 126.1

1. DME required for Rock Springs transition for change over point.



MSA DEN VOR



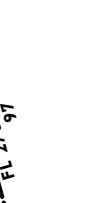
NOTE: Entry points for parallel arrivals are approx 12 NM apart.



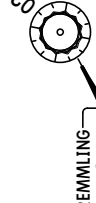
**TOMSN FOUR ARRIVAL
(TOMSN.TOMSN4)**



HAYDEN
D
(H) 115.6 CHE
----.



MEEKER
D
(H) 115.2 EKR
W40 04.0 W107 55.5



TOMSN ARRIVAL
Direct distance from SHAFT to:
① AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **16 NM**
Ft Collins-Loveland Mun **38 NM**
Front Range **12 NM**
Greeley-Weld Co **37 NM**
Jeffco **15 NM**



TOMSN ARRIVAL
Direct distance from SHAFT to:
① AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **16 NM**
Ft Collins-Loveland Mun **38 NM**
Front Range **12 NM**
Greeley-Weld Co **37 NM**
Jeffco **15 NM**

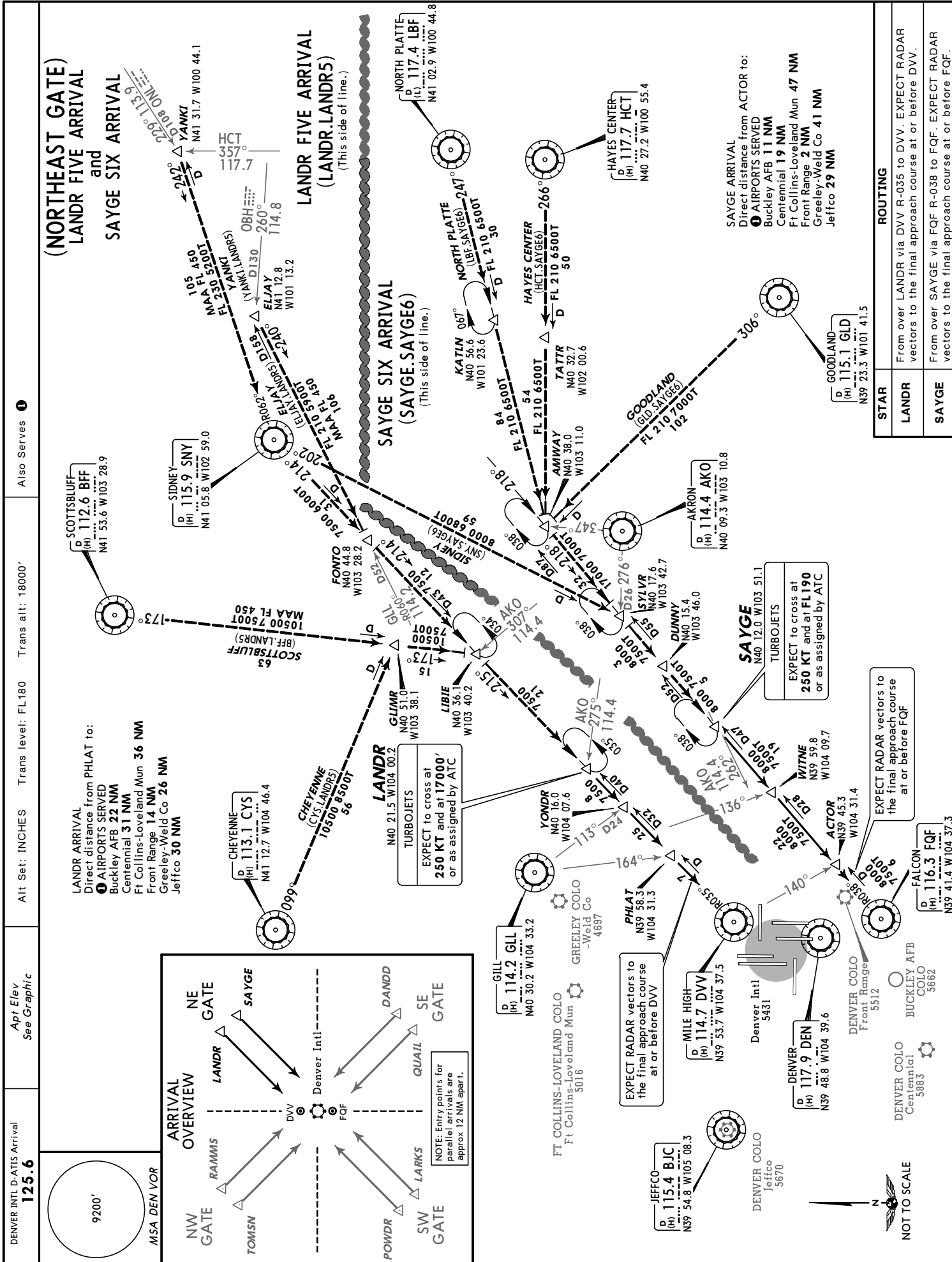


Centennial 16 NM
Ft Collins-Loveland Mun 38 NM
Front Range 12 NM
Greeley-Weld Co 37 NM
Jeffco 15 NM



course at or before DVV.

STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.



CHANGES: SAVCE ARRIVAL: TATIP added. MAA's removed. procedure ran unimpaired.

STAR	ROUTING
LANDR	From over LANDR via DVV R-035 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE	From over SAYGE via FqF R-038 to FqF. EXPECT RADAR vectors to the final approach course at or before FqF.

1. DME required for POWDR Arrival.
2. Also Serves **1**

EXPECT RADAR vectors to the final approach course at or before DW

FT COLLINS/LOVELAND COLO
Ft Collins-Loveland Mun
5016
Denver Intl

(SOUTHW
POWDER SE
a
LARKS SI

RADAR FQF.	then via DVV PECT RADAR DVV.

TURBOJETS
EXPECT to cross at
250 KT and at **FL190**
or as assigned by ATC

Figure 1: Schematic representation of the experimental setup. The diagram shows a laser beam incident on a sample. The scattered light is collected by a detector. The setup is labeled with 'HILLIE' and 'B31'.




N39 48.8 W104
 DENVER COLORADO
 Front Range
 5512
 WICKLEY
 IFB
 OLO
 662
 D 112
 FALL

6

00
4BLE
WDR7)

[illegible]

EXPEC
the fi
at

YDD
R-164
24.1 W105 04.7

CS
4 W105 18.3

HUGE
339 34.7 W104 47.9

LAR
Dire
Dr

ARRIVAL
distance from HUUGE to:
over Intl **18 NM**

250
or a

273°

D42

MURFE
139 08.3 W105 29.5

3.5 W105 52.4



ley AFB **8 NM**
ennial **2 NM**
bllins-Loveland Mun **53 NM**
t Range **17 NM**
y Mountain Metro **25 NM**
ld Co **52 NM**

PUEBLO
(PUB LARK S6)
FL200 T5400T
MAA

BLACK FOREST
D 112.5 BRK
(L) ---
N38 56.7 W104 38.0

FL 30

AMOSA
S. LARKS6)
00 15400T 339°
MAA
FL450
63

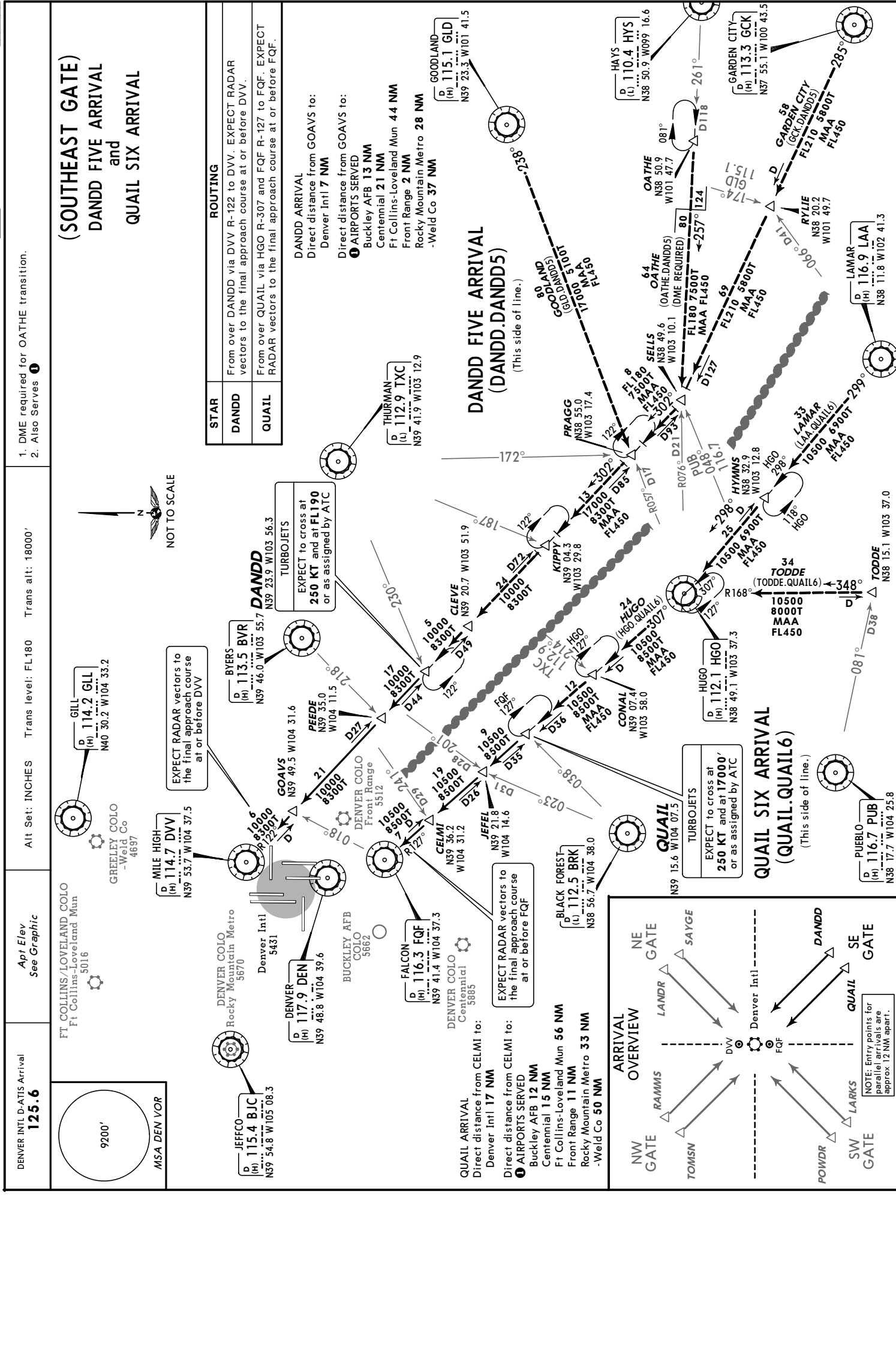


S 48.9


PUEBLO
D (H) 116.7 PUB
N38 17.7 W104 25.8

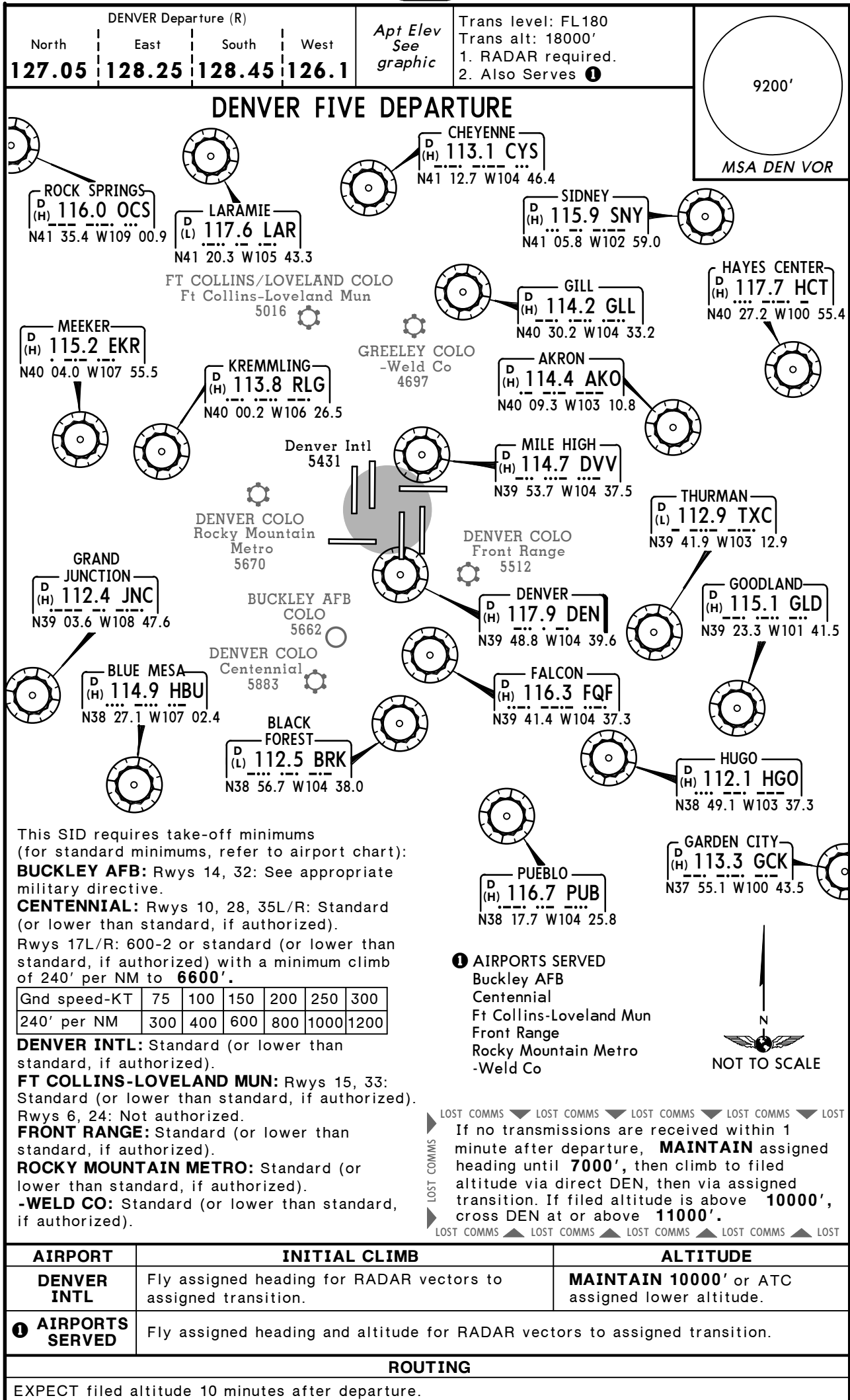
The map shows a dashed line representing the FQF. To the left of the line is the 'QUAIL' area, and to the right is the 'LARKS' area. Two arrows point towards the dashed line from the left, and two arrows point away from the dashed line towards the right. A note in a box on the right states: 'NOTE: Entry points for parallel arrivals are approx 12 NM apart.'

CHANGES: LARKS arrival renumbered, MOCA, TERRO holding added, Centennial airport elevation.



CHANGES: QUAIL arrival renumbered, procedure bearings, HGO holding added, Centennial airport elevation.

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DENVER Departure (R)

127.05

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

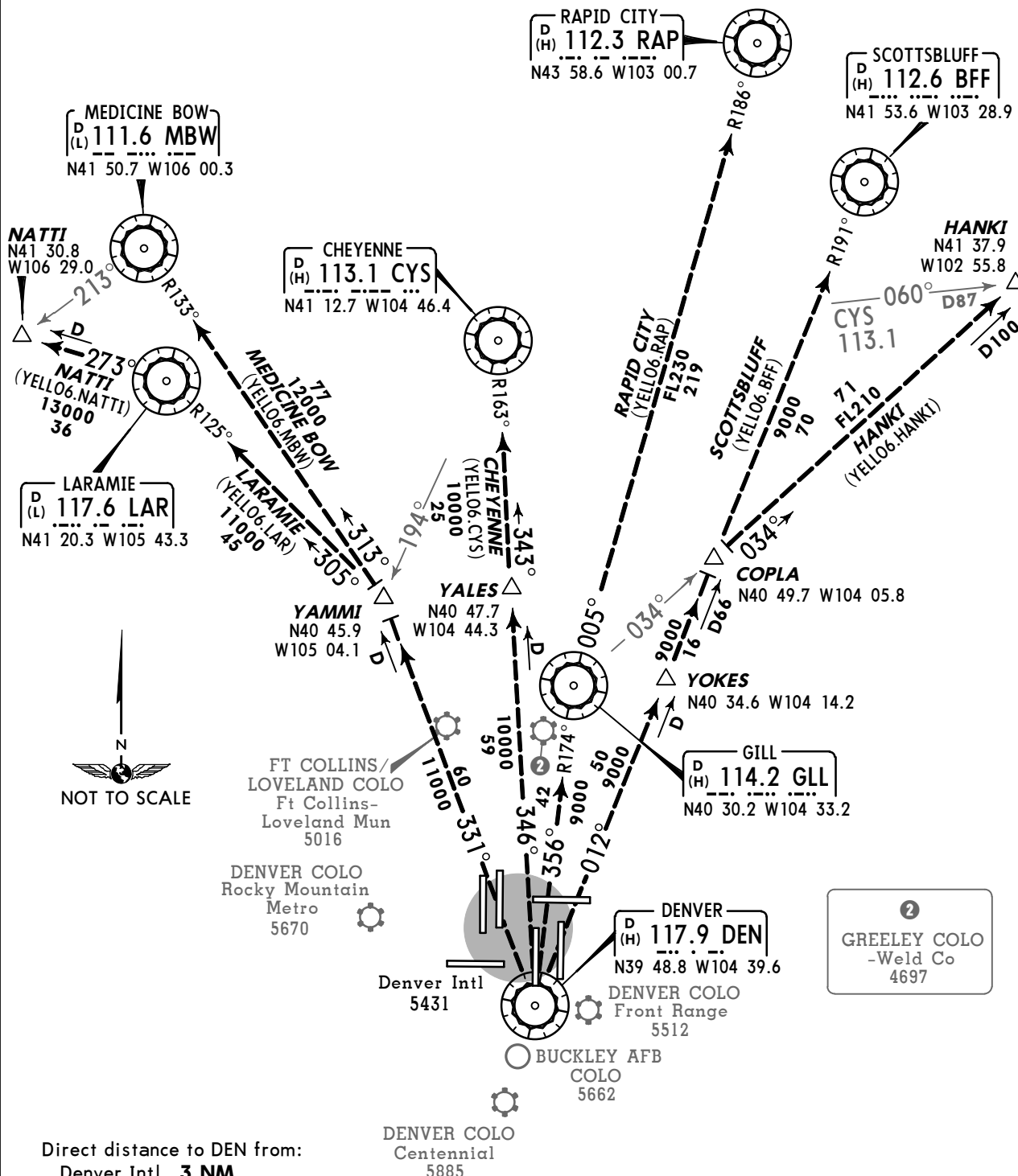
9200'

MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure,
MAINTAIN assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard
(or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard,
if authorized) with minimum climb of 253'
per NM to **6900'**.
Rwy 17R: Standard (or lower than standard,
if authorized) with minimum climb of 370'
per NM to **6900'**.
DENVER INTL: Standard (or lower than
standard, if authorized).
FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than
standard, if authorized).
FRONT RANGE: Standard (or lower than
standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R,
20, 29R: Standard (or lower than standard,
if authorized).
Rwy 29L: 200-1 or standard (or lower than
standard, if authorized) with minimum climb
of 402' per NM to **5900'**.
-WELD CO: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

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Trans alt: 18000'

PLAINS FOUR DEPARTURE (PLAIN4.DEN)

MSA DEN VOR

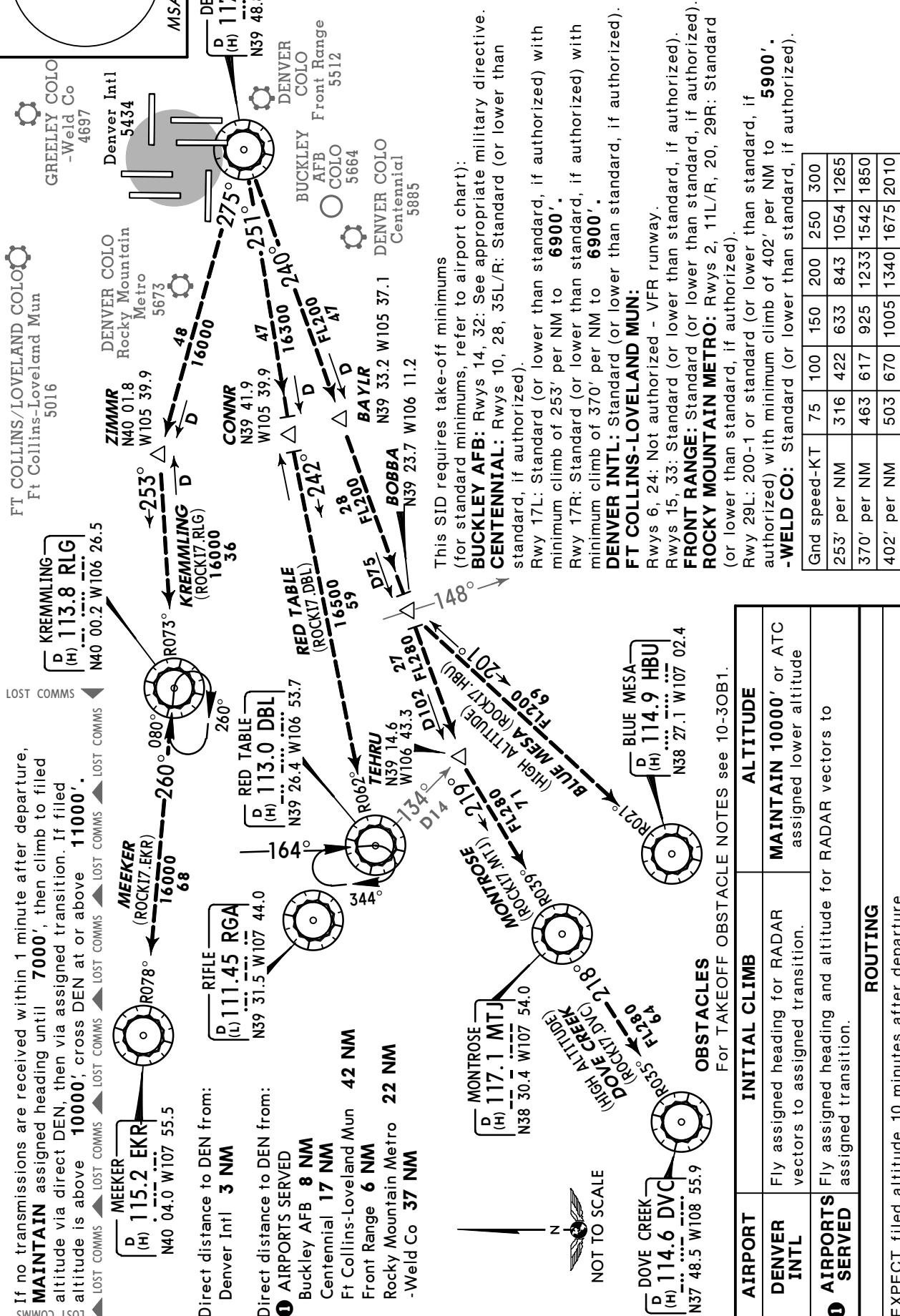


AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure		

EXPECT filed altitude 10 minutes after departure.

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1. RADAR required. 2. DME required for KREMMLING, MEEKER and RED TABLE transitions. 3. Also Serves ❶



Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

For TAKEOFF OBSTACLE NOTES see 10-30B1.

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
1 AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure		

EXPECT filed altitude 10 minutes after departure.

TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

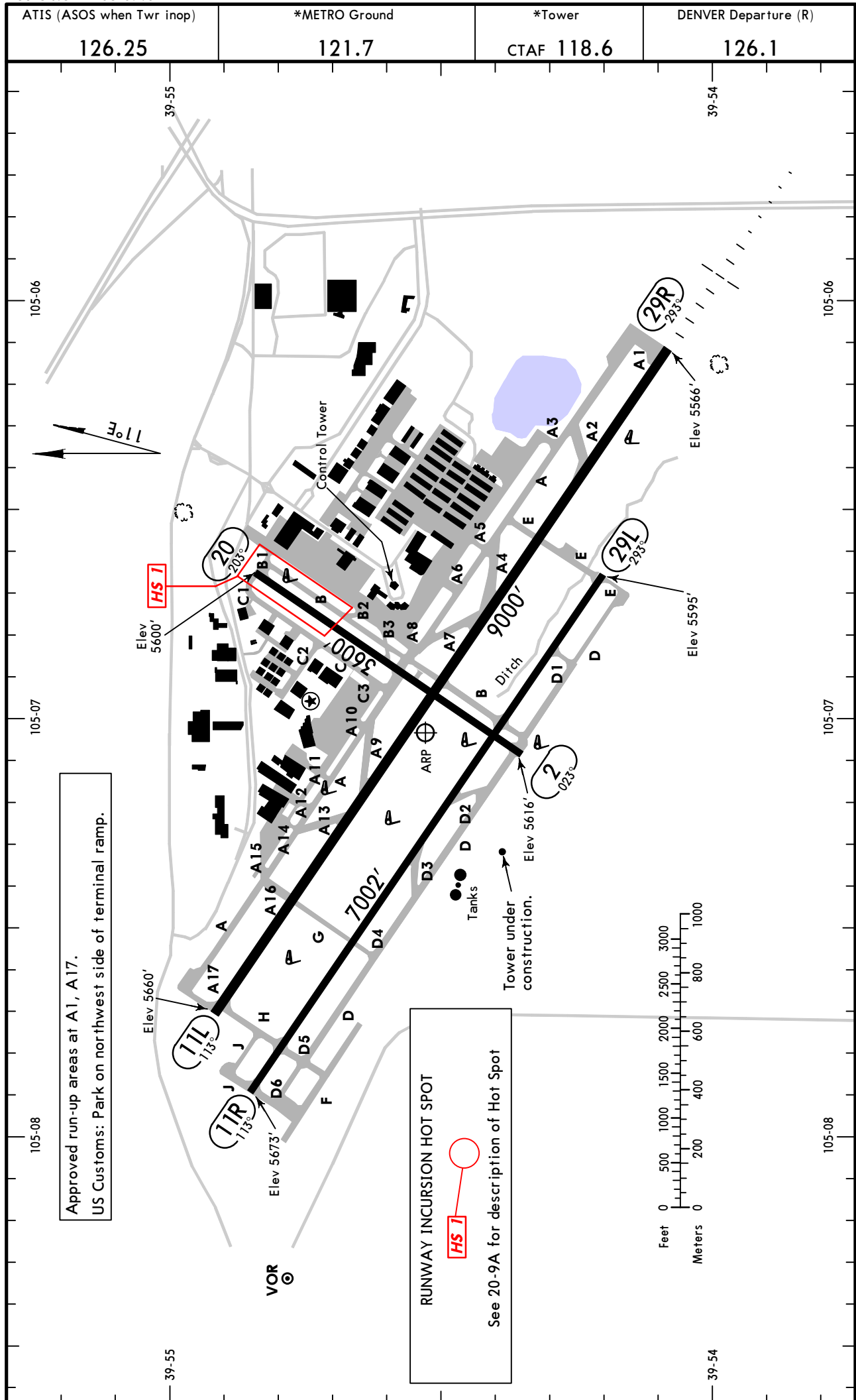
-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

KBJC/BJC
Apt Elev **5673'**
N39 54.5 W105 07.0

JEPPesen
17 FEB 12 **(20-9)**

DENVER, COLO
ROCKY MOUNTAIN METRO



CHANGES: Run-up areas note.

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GENERALFor **SIDs** and **STARs** see Denver, Colo (Denver Intl).

Birds in vicinity of airport.

Watch for wildlife on or near runways.

Helicopters arrival/departure from runways and taxiways.

Pilots are requested to avoid flight over Standley Lake below 8000' MSL; BJC VOR R-150 3.0 DME due to nesting eagles.

Rwys 11R, 20 & 29R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING Threshold	BEYOND Glide Slope		
2 20	① MIRL ① PAPI-L (angle 3.0°)				75'

① Activate on 118.6 when Twr inop.

11R 29L	② MIRL ② REIL ② PAPI-L (angle 3.0°)				75'

② Activate on 118.6 when Twr inop.

11L 29R	③ MIRL ③ REIL ③ PAPI-L (angle 3.0°) grooved				100'
	③ MIRL ③ MALSR ③ PAPI-L (angle 3.0°) grooved		8203'		

③ Activate on 118.6 when Twr inop.

RUNWAY INCURSION HOT SPOT

For information only, not to be construed as ATC instructions.

HS 1 Frequent helicopter operations on north ends of Taxiway B and Runway 2/20. Use caution in this area.**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

	Rwys 2, 11R, 11L, 20, 29R		Rwy 29L		
	Adequate Vis Ref	STD	With Min climb of 402'/NM to 5900'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	200-1
3 & 4 Eng		1/2		1/2	

OBSTACLE DP

Rwy 2, climb on a heading between 350° clockwise to 160° from departure end of runway. All other courses: climbing right turn heading 147° to intercept DEN VOR R-282 to DEN VOR, thence...

Rwys 11L, 11R, climb on a heading between 160° counter-clockwise to 350° from departure end of runway.

All other courses: Climb heading 113° to intercept DEN VOR R-272 to DEN VOR, thence...

Rwy 20, climb on a heading between 160° counter-clockwise to 024° from departure end of runway. All other courses: climbing left turn heading 044° to intercept DEN VOR R-269 to DEN VOR, thence...

Rwy 29R, climb on a heading between 350° clockwise to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR R-277 to DEN VOR, thence...

Rwy 29L, climb on a heading between 350° clockwise to 113° from departure end of runway. All other courses: climbing right turn heading 142° to intercept DEN VOR R-276 to DEN VOR, thence...

...climb in DEN VOR holding pattern (hold south, right turns, 340° inbound) to 16500' before proceeding on course.

FOR FILING AS ALTERNATE

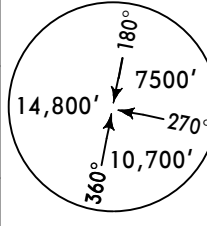
	Authorized Only When Twr Operating and Local Weather Available		Authorized Only When Twr Operating	Authorized Only When Local Weather Available
	ILS Z Rwy 29R	ILS Y Rwy 29R	LOC Y Rwy 29R LOC Z Rwy 29R	VOR DME Rwy 29L/R RNAV (GPS) Rwy 29L RNAV (GPS) Rwy 29R
A	600-2	700-2	800-2	800-2
B				
C				
D				

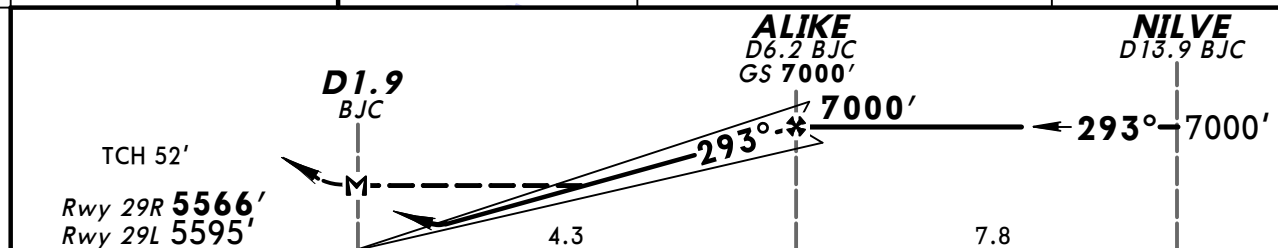
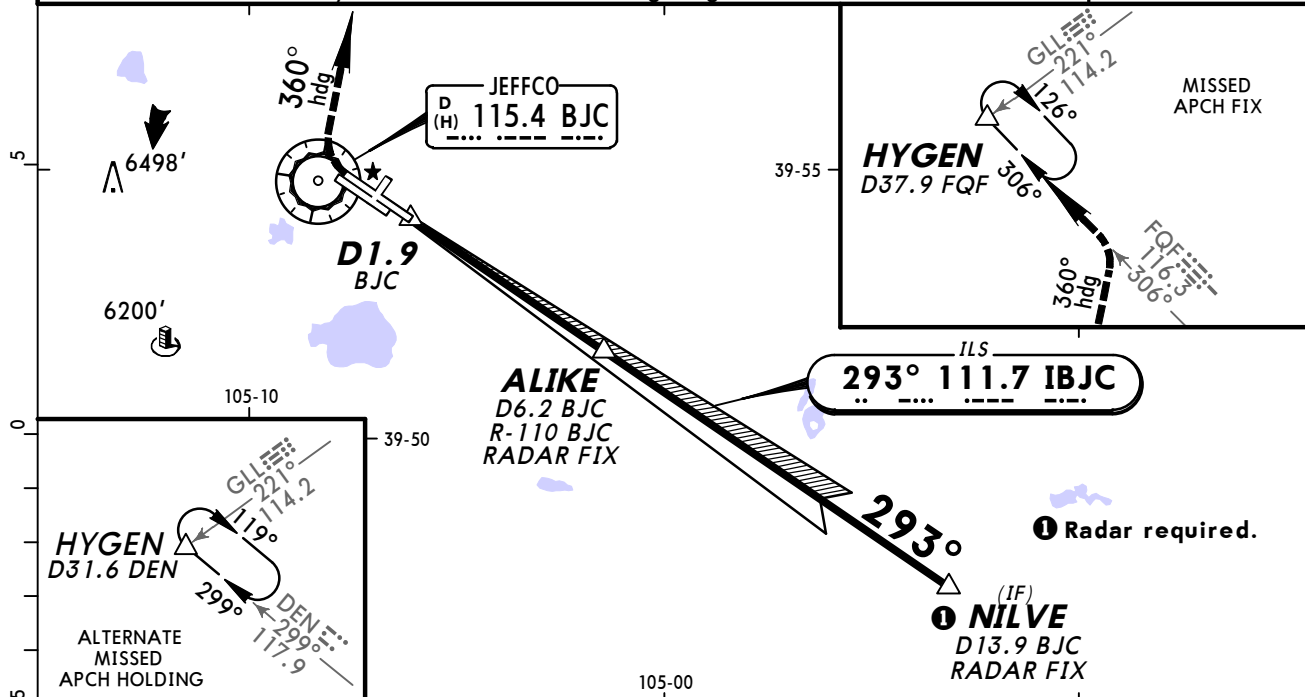
MSA BJC VOR

MALSR
PAPI

TERPS	STRAIGHT-IN LANDING RWY 29R	SIDESTEP	CIRCLE-TO-LAND

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ATIS (ASOS when Twr inop) 126.25		DENVER Approach (R) 126.1		*METRO Tower CTAF 118.6	*Ground 121.7
LOC IBJC 111.7	Final Apch Crs 293°	GS ALIKE 7000' (1434')	ILS DA(H) (CONDITIONAL) 5766' (200')	Apt Elev 5673' Rwy 29R 5566'	
MISSED APCH: Climb to 6300', then climbing RIGHT turn to 10200' on heading 360° and FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold, continue climb-in-hold to 10200', or as directed by ATC.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 3. When VGSI inop, circling Rwy 11R not authorized at night. 4. REIL and PAPI-L on Rwy 29L. 5. Pilot controlled lighting 118.6.					MSA BJC VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR		6300'	10200'	360°
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	hdg
MAP at D1.9 BJC or											
ALIKE to MAP	4.3	3:41	2:52	2:35	2:09	1:51					

TERPS 1 STRAIGHT-IN LANDING RWY 29R						1 SIDESTEP LANDING RWY 29L		CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting		With Local Altimeter Setting	
ILS DA(H) 5766' (200')			LOC (GS out) MDA(H) 6000' (434')			6000' (405')		MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out				Max Kts	
A						1		90	6180' (507')-1
B	1/2	3/4	1/2	3/4	1			120	
C			3/4	1	1 1/4	1 1/2		140	6240' (567')-1 1/2
D						2		165	6240' (567')-2
With Denver Intl Altimeter Setting						With Denver Intl Altimeter Setting		With Denver Intl Altimeter Setting	
ILS DA(H) 5848' (282')			LOC (GS out) MDA(H) 6100' (534')			6100' (505')		MDA(H)	
FULL	RAIL or ALS out		RAIL out	ALS out				Max Kts	
A						1		90	6280' (607')-1
B	1/2	7/8	1/2	3/4	1			120	
C			1	1 1/4	1 1/2	1 3/4		140	6340' (667')-1 3/4
D						2		165	6340' (667')-2

BRIEFING STRIP™

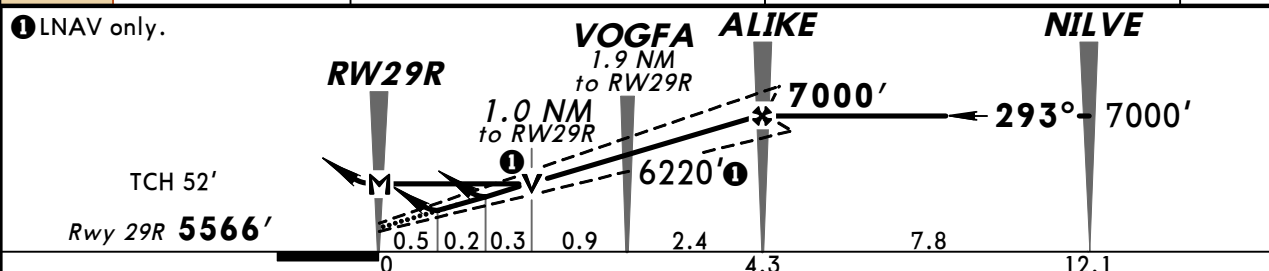
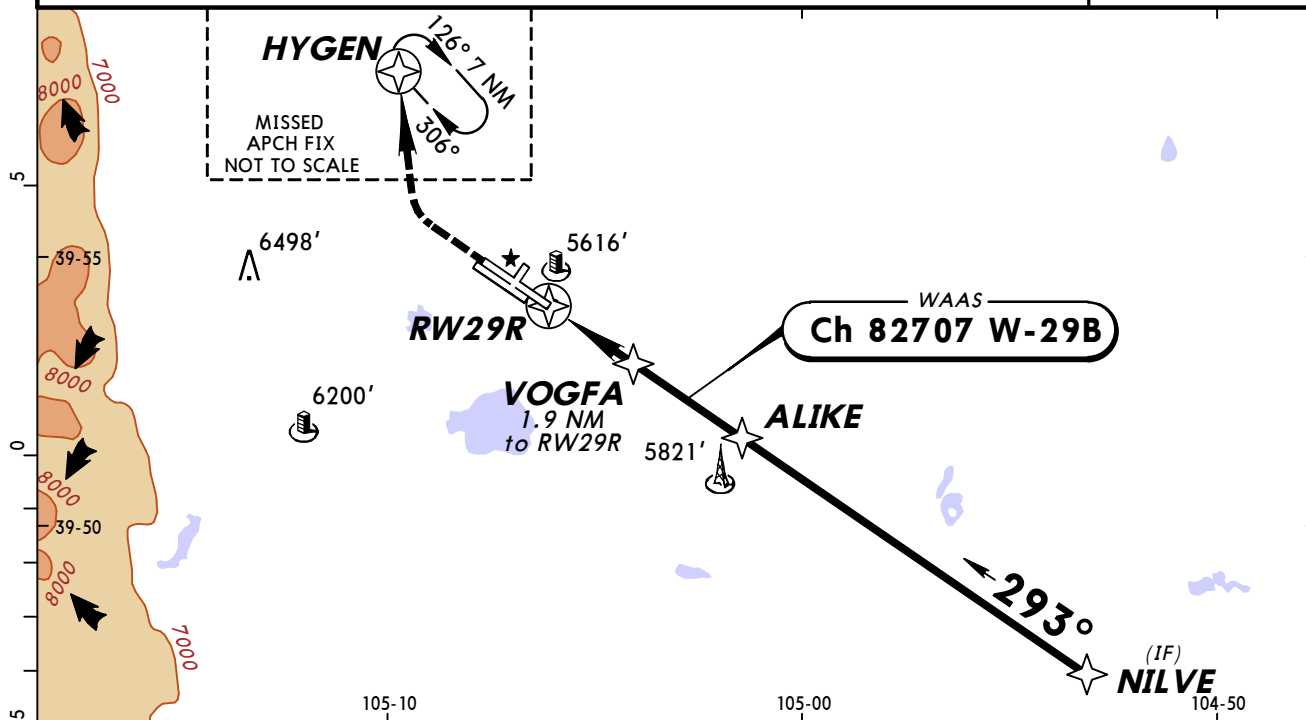
MAP at RW29LTERPS AMEND 1 15 DEC 2011

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		DENVER Approach (R)		*METRO Tower		*Ground		
126.25		126.1		CTAF 118.6		121.7		
WAAS Ch 82707 W-29B		<i>Final</i> <i>Apch Crs</i> 293°		<i>Minimum Alt</i> ALIKE 7000' (1434')		<i>LPV</i> <i>DA(H)</i> (CONDITIONAL) 5766' (200')		<i>Apt Elev</i> 5673' <i>Rwy 29R</i> 5566'
MISSED APCH: Climb to 6300' then climbing RIGHT turn to 10200' direct HYGEM and hold, continue climb-in-hold to 10200'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Radar required. 2. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 3. VDP not authorized with Denver Intl altimeter setting. 4. When VGSI inop, circling rwy 11R not authorized at night. 5. Baro-VNAV not authorized. 6. DME/DME RNP-0.30 not authorized. 7. Pilot controlled lighting 118.6.								

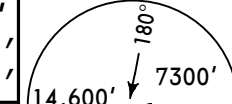
14,800'

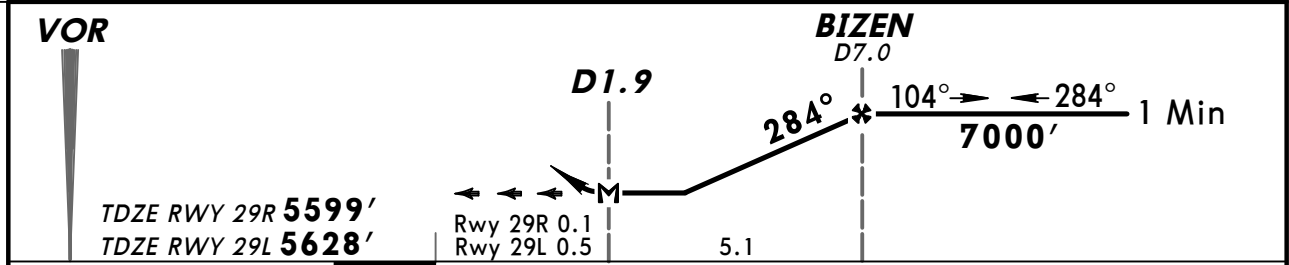
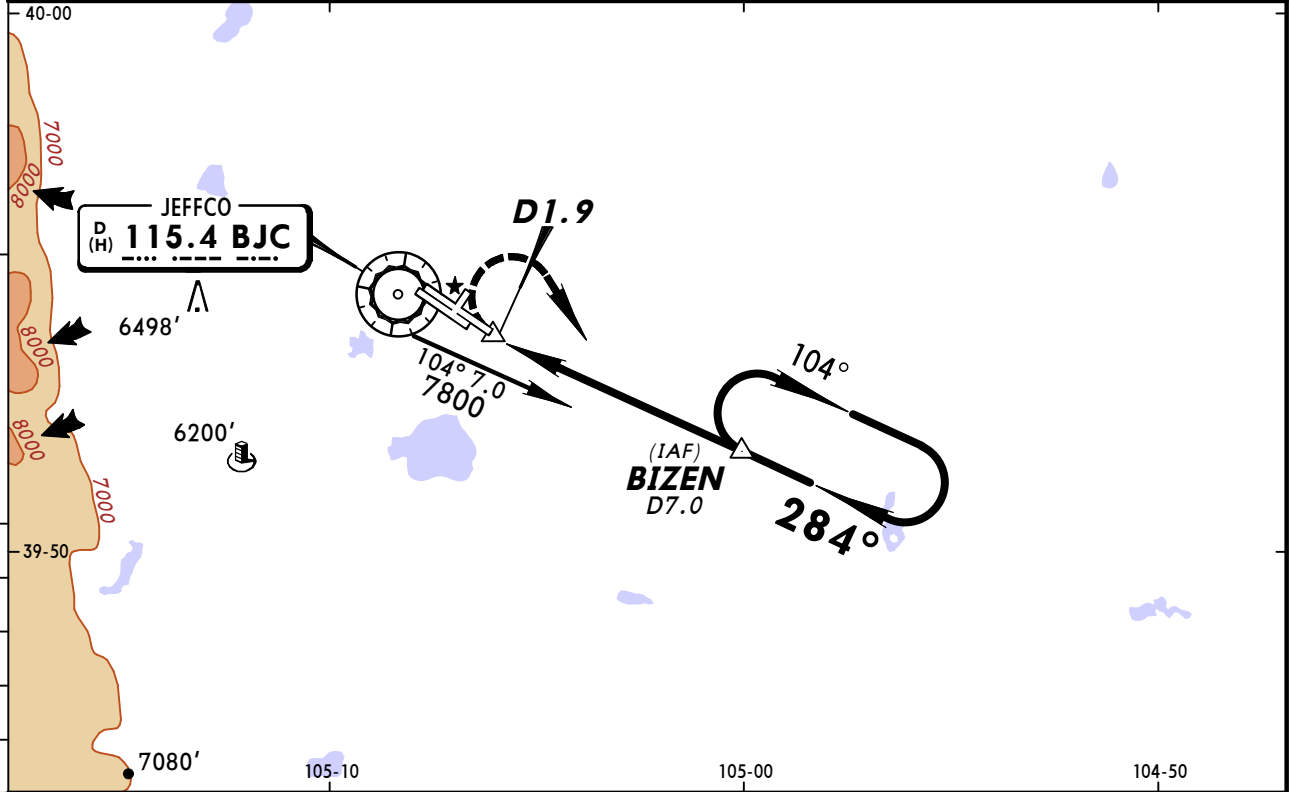
MSA RW29R



Gnd speed-Kts	70	90	100	120	140	160	MALSR		6300'	10200'	 HYGEM
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		↑	RT	
MAP at RW29R											

TERPS		STRAIGHT-IN LANDING RWY 29R							CIRCLE-TO-LAND	
		With Local Altimeter Setting						With Local Altimeter Setting		
LPV		LNAV/VNAV			LNAV					
DA(H) 5766' (200')		DA(H) 5842' (276')			MDA(H) 5920' (354')			Max Kts		
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out			MDA(H)		
A					1/2			90	6180' (507')-1	
B	1/2	3/4	1/2	3/4	7/8	3/4	1	120		
C								140	6240' (567')-1 1/2	
D					5/8			165	6240' (567')-2	
		With Denver Intl Altimeter Setting								
LPV		LNAV/VNAV			LNAV					
DA(H) 5848' (282')		DA(H) 5924' (358')			MDA(H) 6020' (454')			Max Kts		
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out			MDA(H)		
A					1/2	3/4	1	90	6280' (607')-1	
B	1/2	7/8	3/4	1 1/8				120		
C					7/8	1	1 3/8	140	6340' (667')-1 3/4	
D								165	6340' (667')-2	

ATIS (ASOS when Twr inop)		DENVER Approach (R)		*METRO Tower		*Ground	
126.25		126.1		CTAF 118.6		121.7	
VOR BJC 115.4	Final Apch Crs 284°	Minimum Alt BIZEN 7000' (1372')	MDA(H) Refer to Minimums	Apt Elev 5673' TDZE 29R 5599' TDZE 29L 5628'			
MISSED APCH: Climbing RIGHT turn to 7000' outbound via BJC VOR R-104 to BIZEN/D7.0 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When Twr inop, use Denver Intl altimeter setting. 2. Pilot controlled lighting 118.6.							
						MSA BJC VOR	



				Rwy 29L REIL PAPI-L	Rwy 29R MALSR PAPI	7000'	BJC 115.4 R-104	BIZEN
MAP at D1.9						RT		

STRAIGHT-IN LANDING RWY 29R					
MDA(H) 5900' (301') When Twr Operating			MDA(H) 5980' (381') With Denver Intl Altimeter Setting		
RAIL out		ALS out	RAIL out		ALS out
A	1/2	3/4	1	1/2	3/4
B					
C					
D	1		1	1 1/4	

STRAIGHT-IN LANDING RWY 29L			CIRCLE-TO-LAND		
MDA(H) 5920' (292') When Twr Operating		MDA(H) 6000' (372') With Denver Intl Altimeter Setting	Max Kts	When Twr Operating	With Denver Intl Altimeter Setting
			90	MDA(H)	MDA(H)
A	1	1			
B			120	6180' (507')-1	6260' (587')-1
C			140	6240' (567')-1 1/2	6320' (647')-1 3/4
D			165	6240' (567')-2	6320' (647')-2

General Information

Location: Aurora CO USA
IATA Code: BFK
Lat/Long: N39° 42.1' W104° 45.1'
Elevation: 5664 ft

Airport Use: Military
Magnetic Variation: 8.7°E
Sectional Chart: Denver

Fuel Types: Jet 4
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Minor Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1335 Z
Sunset: 0048 Z,

Runway Information

Runway: 14
Length x Width: 11006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5591 ft
Lighting: Edge, REIL
Stopway: 1000 ft

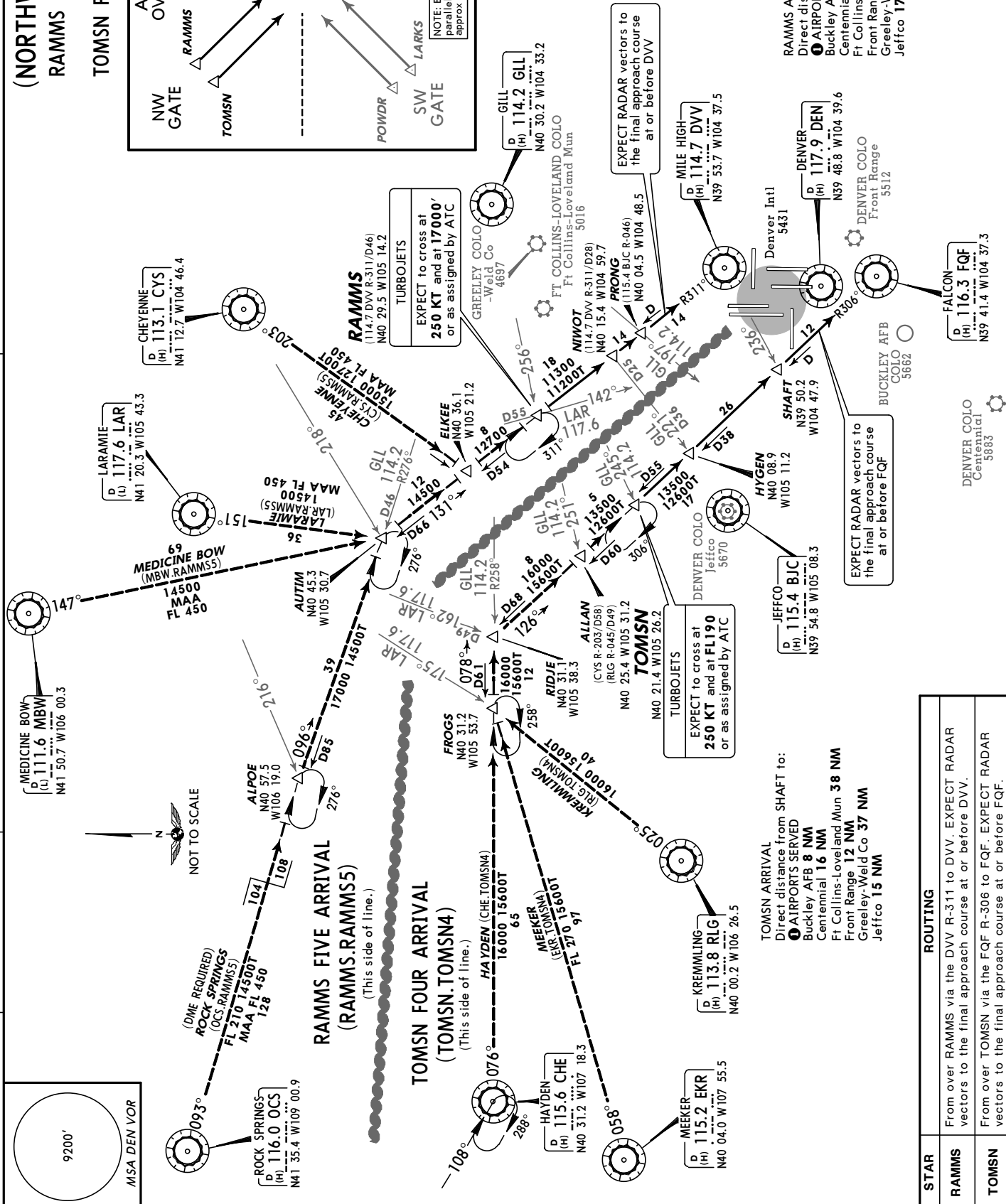
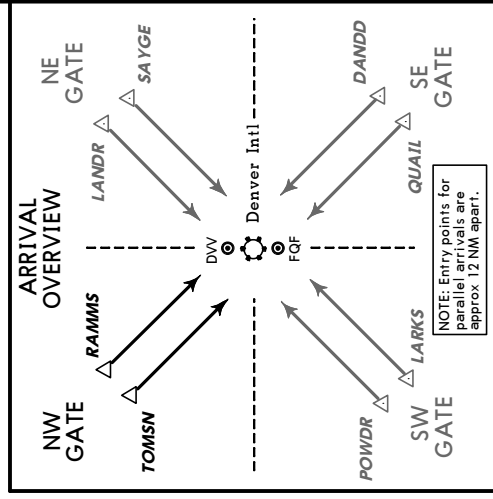
Runway: 32
Length x Width: 11006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5664 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

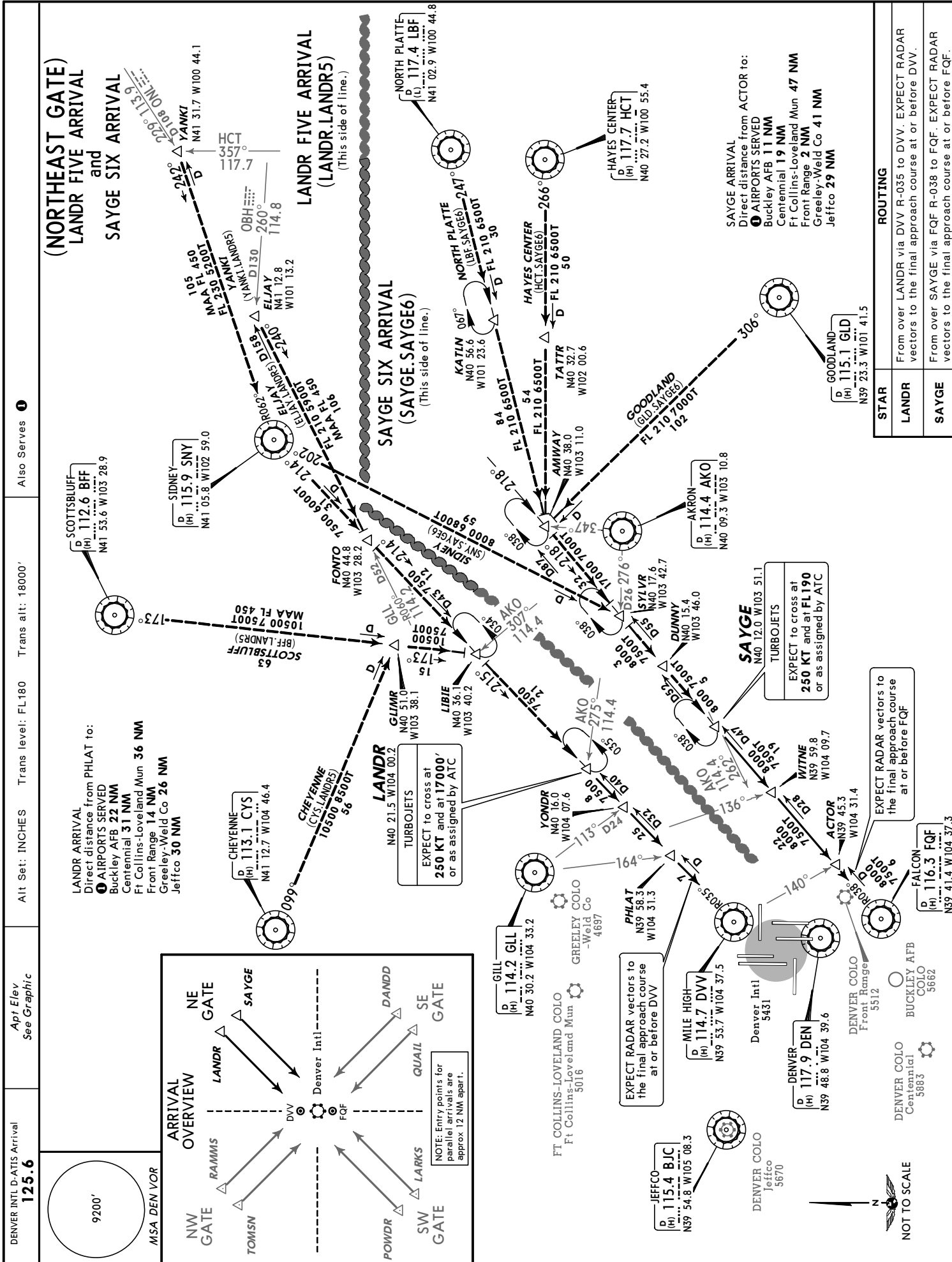
ATIS 119.675
Buckley Tower 121.0
Buckley Ground Control 121.6
Denver Approach Control 128.45
Denver Departure Control 128.45

9200'

(NORTHWEST GATE)
RAMMS FIVE ARRIVAL
and
TOMSON FOUR ARRIVAL

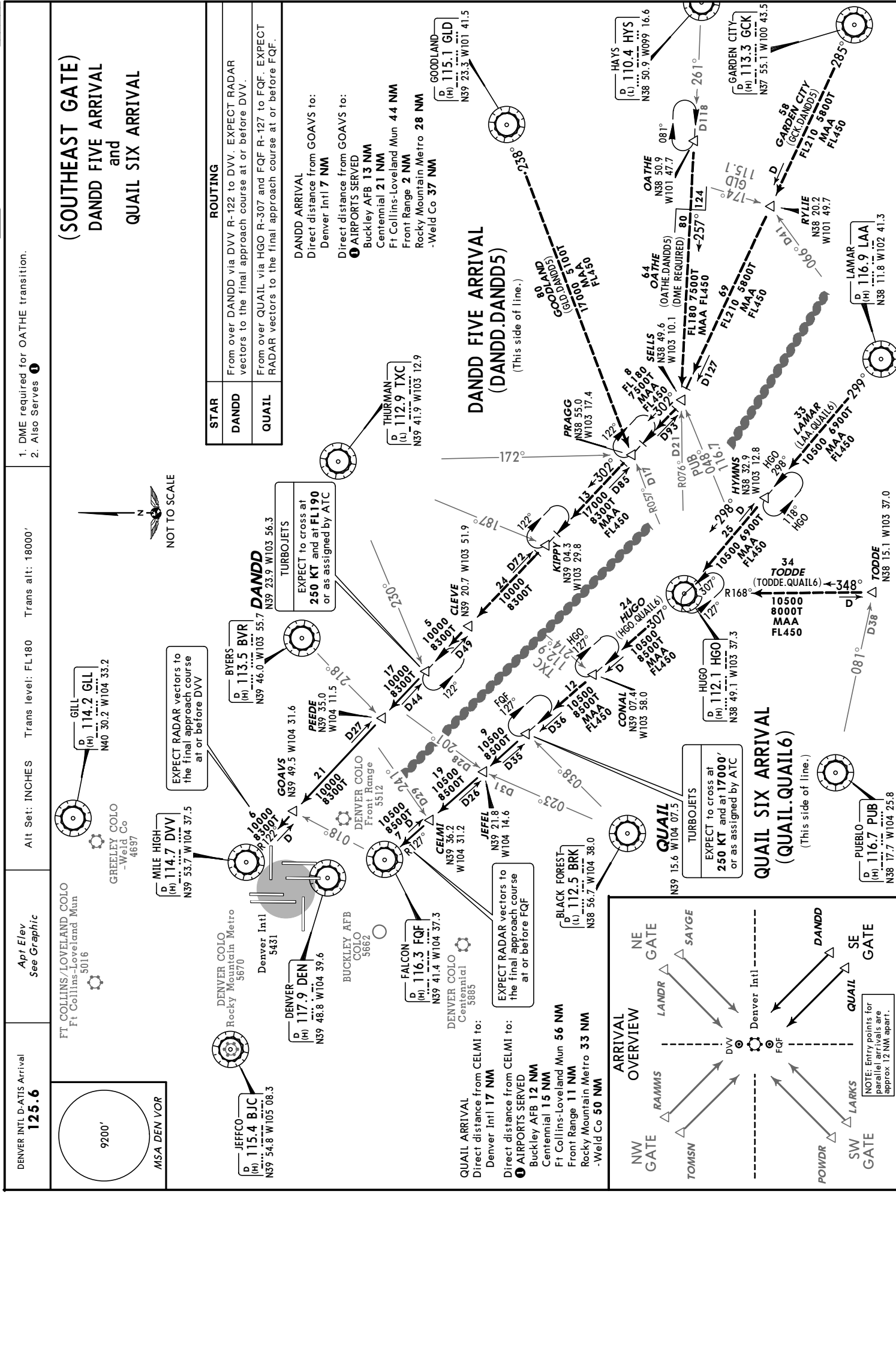


STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FqF R-306 to FqF. EXPECT RADAR vectors to the final approach course at or before FqF.



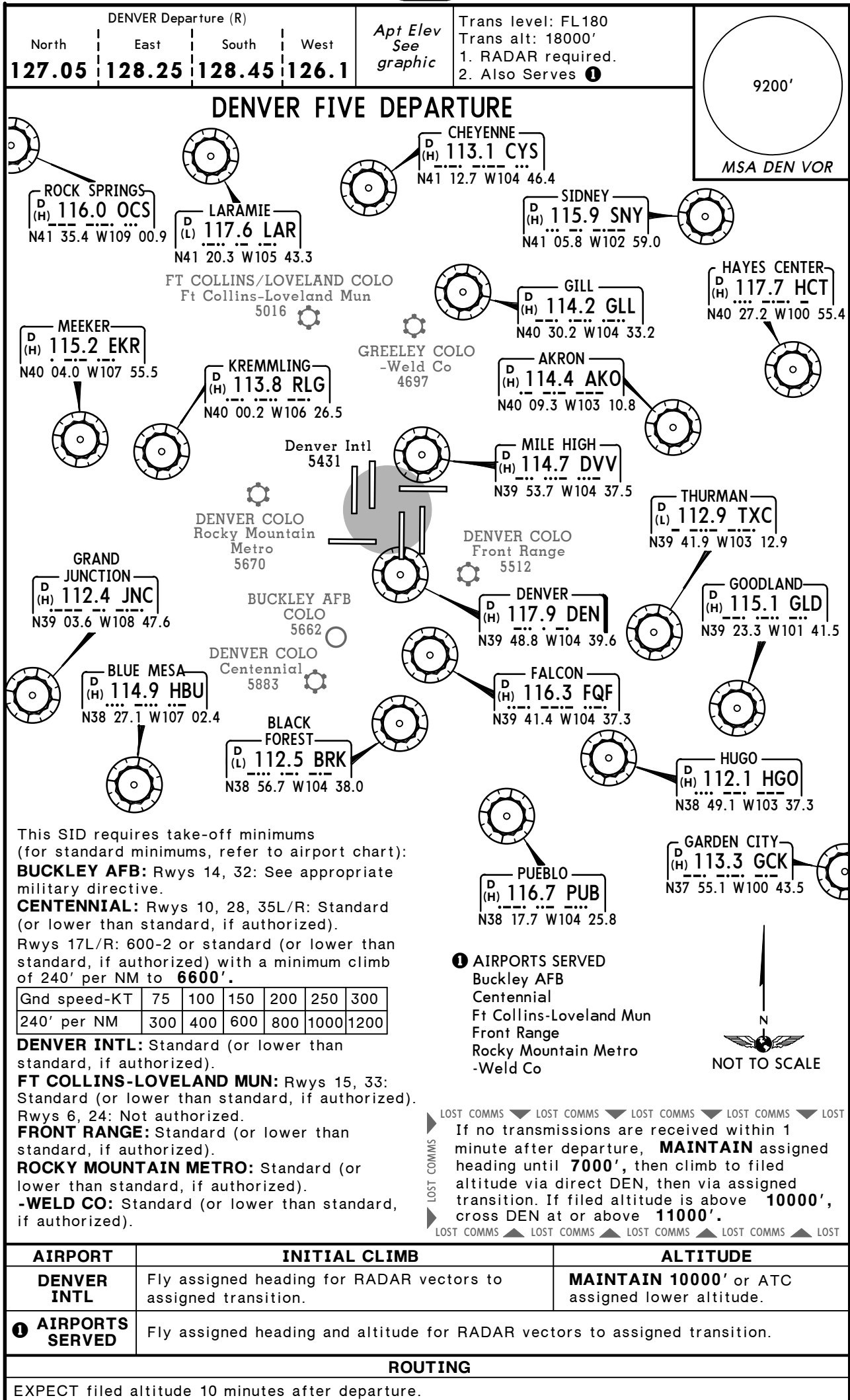
CHANGES: SAVCE ARRIVAL: TATIP added MAAs removed procedure ran unimpaired

STAR	ROUTING
LANDR	From over LANDR via DVV R-035 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
SAYGE	From over SAYGE via FqF R-038 to FqF. EXPECT RADAR vectors to the final approach course at or before FqF.



CHANGES: QUAIL arrival renumbered, procedure bearings, HGO holding added, Centennial airport elevation.

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DENVER Departure (R)
127.05

Apt Elev
See graphic

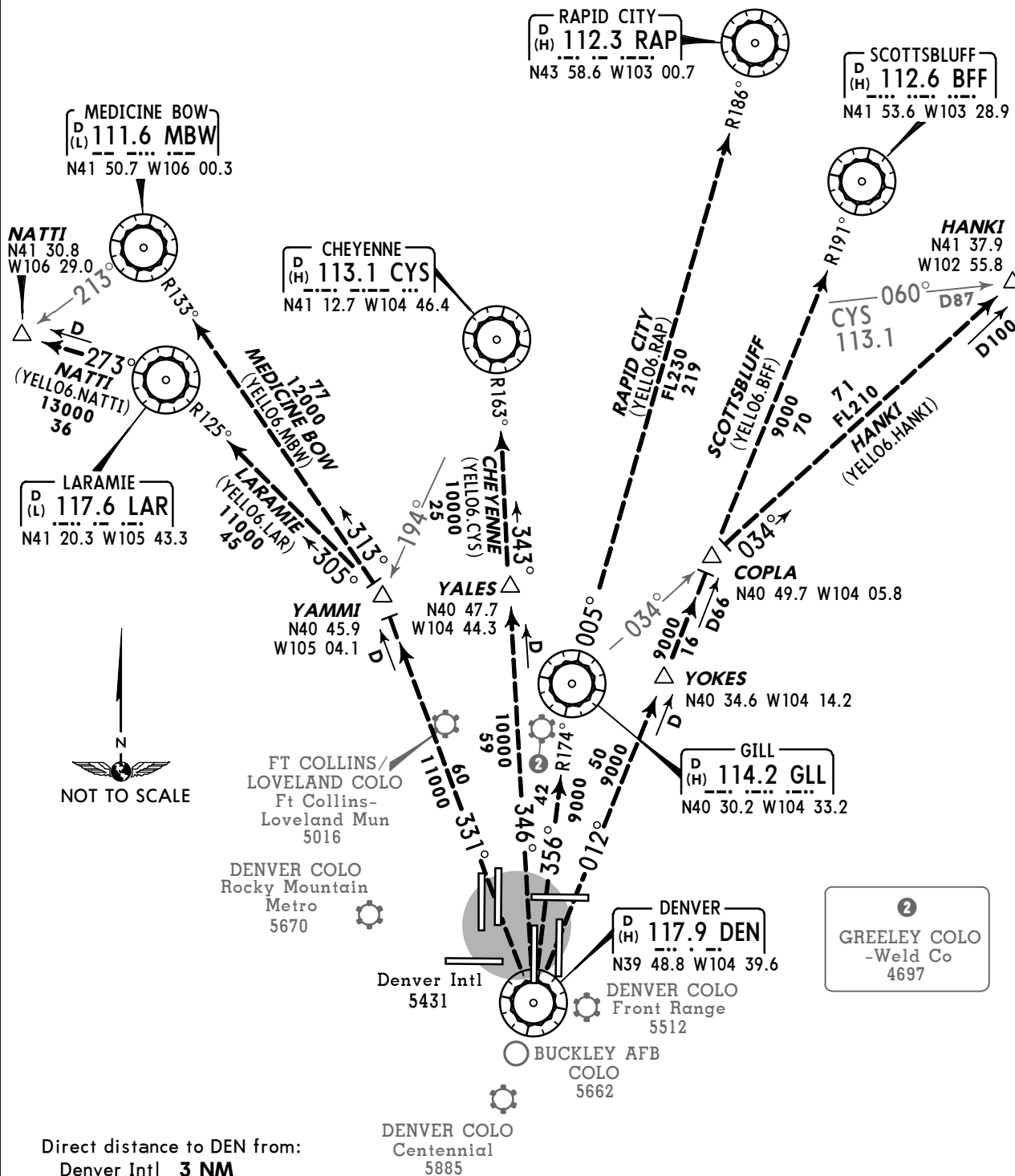
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

9200'
MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure,
MAINTAIN assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard
(or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard,
if authorized) with minimum climb of 253'
per NM to **6900'**.
Rwy 17R: Standard (or lower than standard,
if authorized) with minimum climb of 370'
per NM to **6900'**.
DENVER INTL: Standard (or lower than
standard, if authorized).
FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than
standard, if authorized).
FRONT RANGE: Standard (or lower than
standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R,
20, 29R: Standard (or lower than standard,
if authorized).
Rwy 29L: 200-1 or standard (or lower than
standard, if authorized) with minimum climb
of 402' per NM to **5900'**.
-WELD CO: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

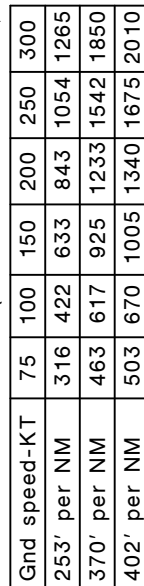
MSA DEN VOR

If no transmissions are received within 1 minute after departure, **MAINTAIN** assigned heading until **7000'**, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above **10000'**, cross DEN at or above **11000'**.

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
1 AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

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1. RADAR required. 2. DME required for KREMMLING, MEEKER and RED TABLE transitions. 3. Also Serves ❶



AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

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TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

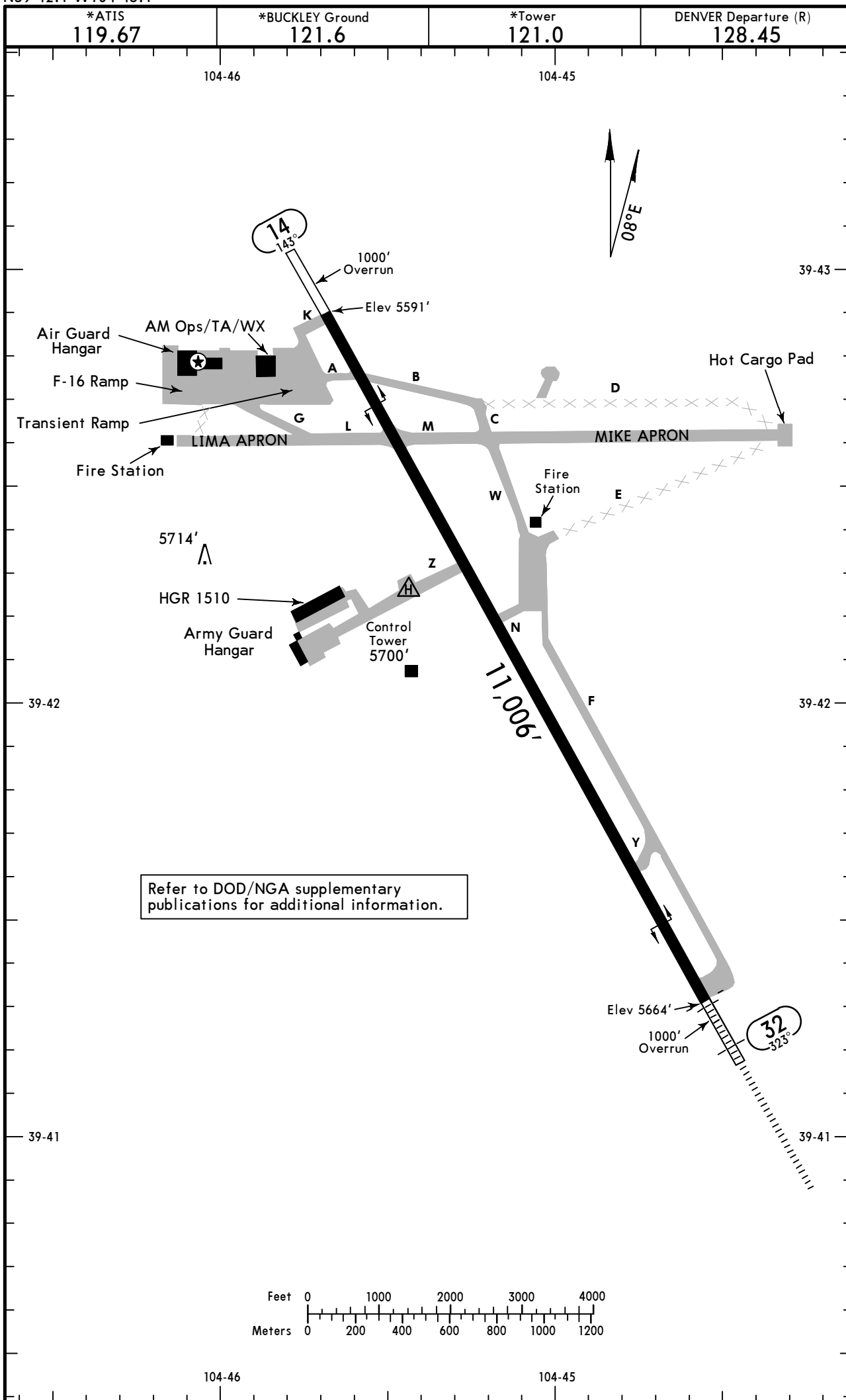
-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

KBKF/BFK
Apt Elev **5664'**
N39 42.1 W104 45.1

JEPPESEN
14 OCT 11 **(30-9)** Eff 20 Oct

BUCKLEY AFB
AURORA, COLO



CHANGES: Airport revised.

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GENERAL

For SIDs and STARs see Denver, Colo (Denver Intl).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
14 ① 32	HIRL REIL PAPI-L				150'
	HIRL ALSF-I PAPI-L RVR		9896'		

① First 1700' of Rwys 14 and 32 concrete; middle 7600' asphalt.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1
3 & 4 Eng		RVR 24 or 1/2

OBSTACLE DP

Diverse departure not authorized. Use published departure procedures for obstacle avoidance.

KBKF/BKF
AURORA, COLO

22 JUL 11
Eff 28 Jul

(31-1)

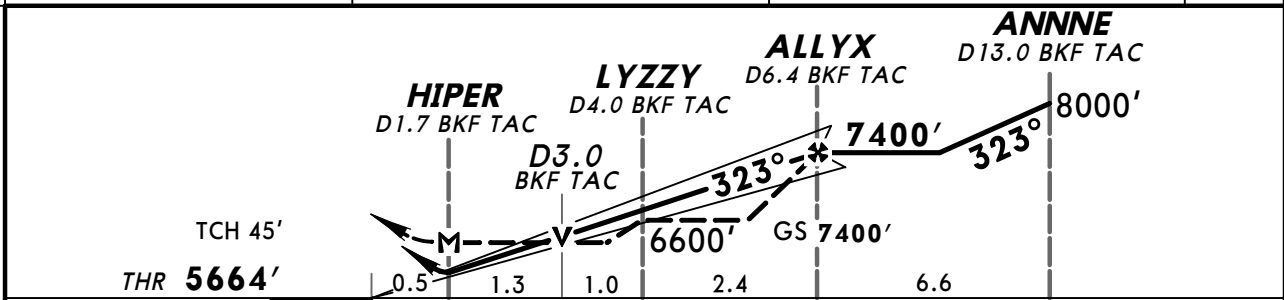
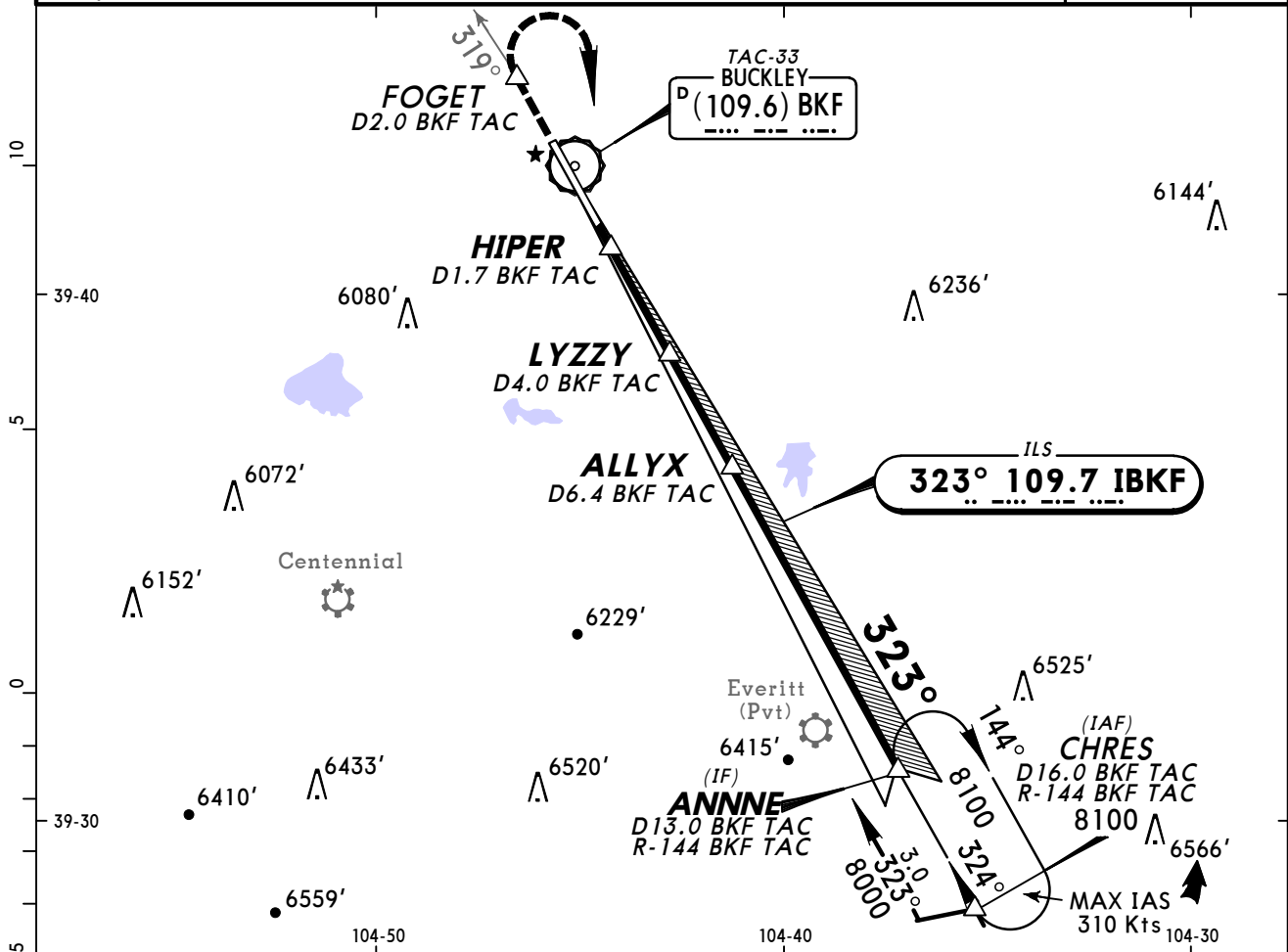
TACAN Azimuth
Required

BUCKLEY AFB
ILS or LOC DME Rwy 32

BRIEFING STRIP™

*ATIS 119.67		DENVER Approach (R) 128.45		*BUCKLEY Tower 121.0		*Ground 121.6			
LOC IBKF 109.7		Final Apch Crs 323°		GS ALLYX 7400' (1736')		ILS DA(H) 5864' (200')		Apt Elev 5664' THR 5664'	
MISSED APCH: Climb outbound via BKF TAC R-319 to FOGET (D2.0 BKF TAC), then climbing RIGHT turn to 8100' BKF TAC R-144/D13.0 BKF TAC (ANNNE) and hold or as directed by ATC.									
Alt Set: INCHES					Trans level: FL 180				
1. Missed approach requires ATC Radar Monitoring.					2. CAUTION: ILS Rwy 32 Height				
Group 4 WCH 19'. 3. EMERG SAFE ALT 100 NM 16,500'.									
MSA BKF TAC									

A circular diagram representing a missed approach procedure. It shows a 125° heading leading to a 7600' altitude, a 300° heading leading to a 9600' altitude, and a 030° heading leading to a 10,800' altitude. Arrows indicate the path between these altitudes.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	BKF TAC-33 (109.6)	FOGET
GS	3.00°	372	478	531	637	849	PAPI	via	R-319
MAP at HIPER									

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND			
ILS DA(H) 5864' (200')		LOC (GS out) MDA(H) 6280' (616')		MDA(H) 6440' (776')		With LYZZY		Without LYZZY	
FULL		ALS out		ALS out		MDA(H)		MDA(H)	
A			RVR 24	RVR 55	RVR 24 or 1/2	RVR 55	90	6280' (616') - 1	6440' (776') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	or 1/2	or 1	RVR 40 or 3/4	or 1	120	6280' (616') - 1 1/4	6440' (776') - 1 1/4
C			1 3/8	1 3/4	1 3/4	1 3/4	140	6280' (616') - 1 3/4	6440' (776') - 2 1/2
D							165	6300' (636') - 2	

CHANGES: Airport and runway elevations, minimums.

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General Information

Location: Cortez CO USA
IATA Code: CEZ
Lat/Long: N37° 18.2' W108° 37.7'
Elevation: 5918 ft

Airport Use: Public
Magnetic Variation: 10.2°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1349 Z
Sunset: 0106 Z,

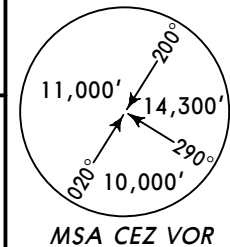
Runway Information

Runway: 03
Length x Width: 7205 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5918 ft
Lighting: Edge, REIL, Pilot controlled

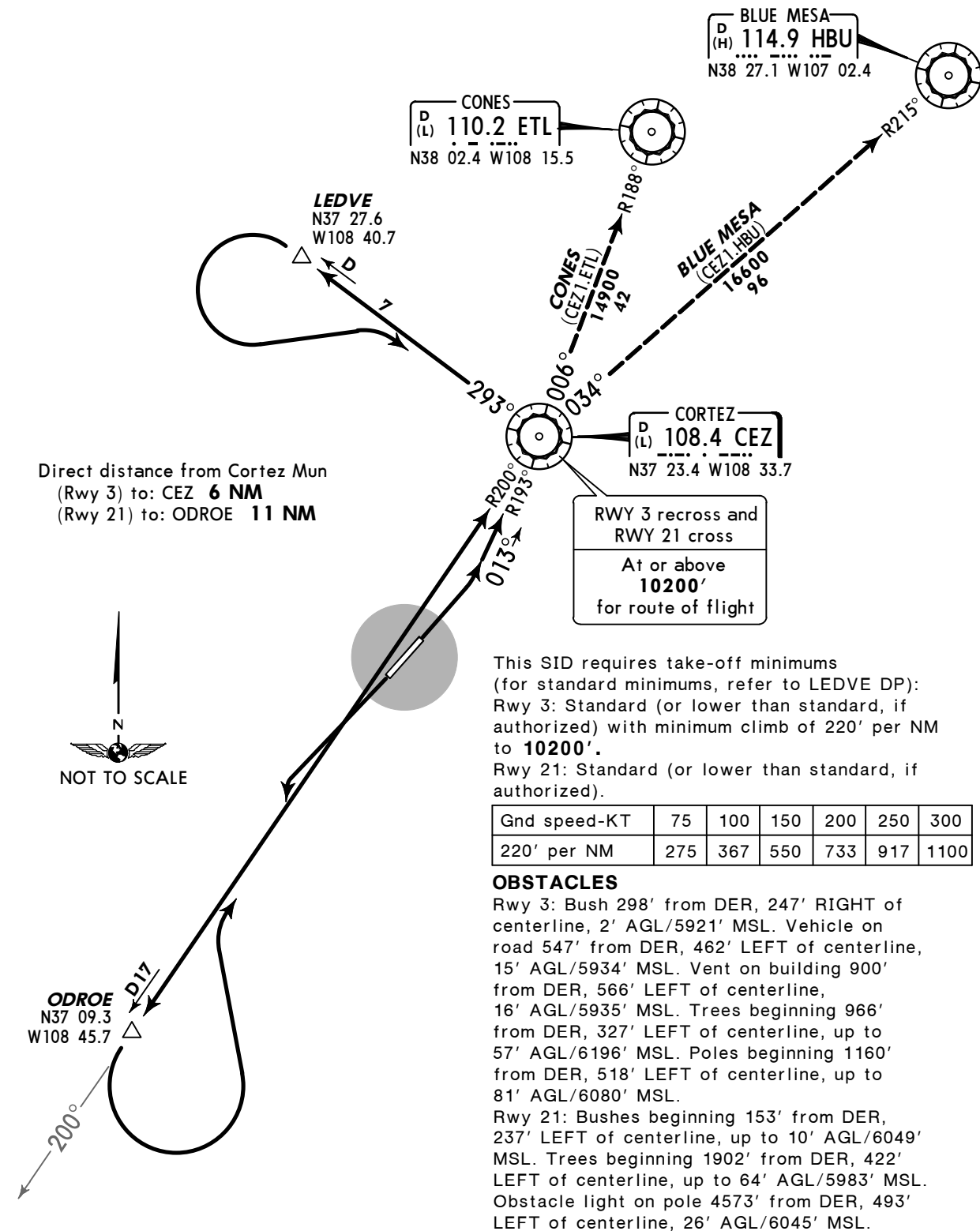
Runway: 21
Length x Width: 7205 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5913 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

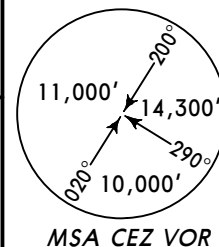
ASOS 135.625
Cortez Mun Unicom 122.8 CTAF PCL
Denver Flight Service Station 122.3 RCO
Denver Center 118.575 Remote Communications Air-Ground

Apt Elev
5918'Trans level: FL180 Trans alt: 18000'
DME required.

CORTEZ ONE DEPARTURE (CEZ1.CEZ)



RWY	INITIAL CLIMB
3	Climbing LEFT turn to 7100' on CEZ R-193 to CEZ. Continue climbing LEFT turn to 8600' on CEZ R-293 to LEDVE (D7 CEZ), then climbing LEFT turn to 10200' on CEZ R-293 to CEZ. Cross CEZ at or above 10200' for route of flight.
21	Climbing LEFT turn to 7900' on CEZ R-200 to ODROE (D17 CEZ), then climbing LEFT turn to 10200' on CEZ R-200 to CEZ. Cross CEZ at or above 10200' for route of flight.
ROUTING	
Via transition or assigned route.	

Apt Elev
5918'Trans level: FL180 Trans alt: 18000'
DME required.**OBSTACLE**
LEDVE ONE DEPARTURE (LEDVE1.CEZ)**OBSTACLES**

Rwy 3: Bush 298' from DER, 247' RIGHT of centerline, 2' AGL/5921' MSL. Vehicle on road 547' from DER, 462' LEFT of centerline, 15' AGL/5934' MSL. Vent on building 900' from DER, 566' LEFT of centerline, 16' AGL/5935' MSL. Trees beginning 966' from DER, 327' LEFT of centerline, up to 57' AGL/6196' MSL. Poles beginning 1160' from DER, 518' LEFT of centerline, up to 81' AGL/6080' MSL.

Rwy 21: Bushes beginning 153' from DER, 237' LEFT of centerline, up to 10' AGL/6049' MSL. Trees beginning 1902' from DER, 422' LEFT of centerline, up to 64' AGL/5983' MSL. Obstacle light on pole 4573' from DER, 493' LEFT of centerline, 26' AGL/6045' MSL.

LEDVEN37 27.6
W108 40.7Direct distance from Cortez Mun
(Rwy 3) to: CEZ **6 NM**
(Rwy 21) to: ODROE **11 NM**CORTEZ
D (L) 108.4 CEZ
N37 23.4 W108 33.7RWY 3 recross and
RWY 21 crossAt or above
9800'
for route of flight**VISUAL CONDITIONS**Cross Cortez Mun
at or above
10100'

This DP requires take-off minimums:

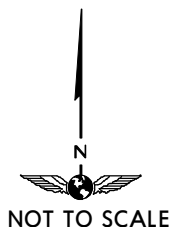
Rwy 3: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to **6300'**, or alternatively, with standard take-off minimums (or lower than standard, if authorized) and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway, or 4300-3 for climb in visual conditions.

Rwy 21: Standard (or lower than standard, if authorized), or, 4300-3 for climb in visual conditions.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100

**RWY****INITIAL CLIMB**

- 3** Climbing LEFT turn to **7000'** on CEZ R-193 to CEZ. Continue climbing LEFT turn to **8400'** on CEZ R-293 to LEDVE (D7 CEZ), then climbing LEFT turn to **9800'** on CEZ R-293 to CEZ. Cross CEZ at or above **9800'** for route of flight.
OR,
for climb in visual conditions, cross Cortez Mun at or above **10100'**.
- 21** Climbing LEFT turn to **7900'** on CEZ R-200 to ODROE (D17 CEZ), then climbing LEFT turn to **9800'** on CEZ R-200 to CEZ. Cross CEZ at or above **9800'** for route of flight.
OR,
for climb in visual conditions, cross Cortez Mun at or above **10100'**.

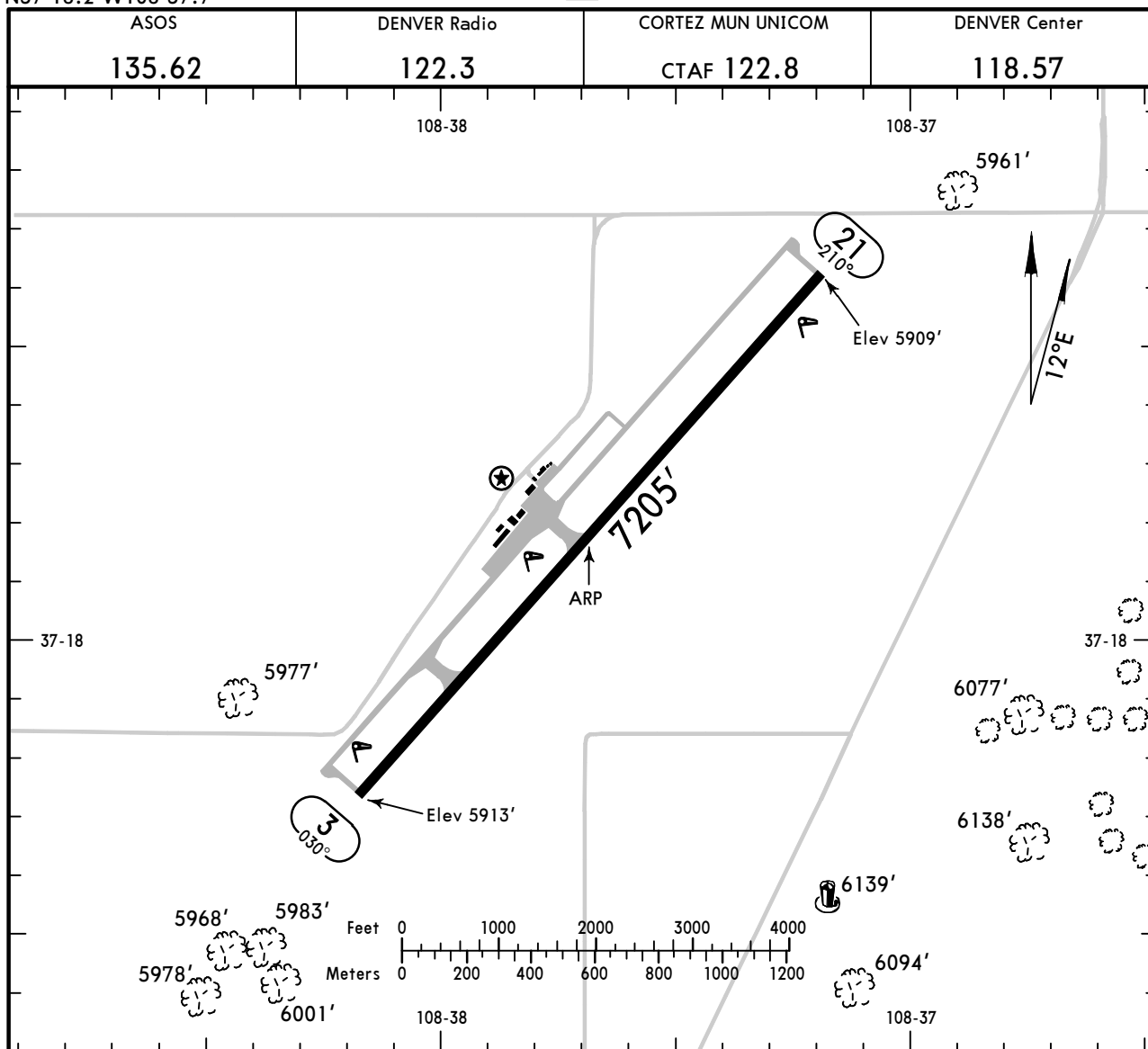
ROUTING

Via assigned route.

KCEZ/CEZ
Apt Elev **5918'**
N37 18.2 W108 37.7

JEPPesen
2 APR 10 **(10-9)** Eff 8 Apr

CORTEZ, COLO
CORTEZ MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
3	① MIRL REIL ② PAPI-L	porous friction course overlay			100'
21	① MIRL ① REIL VASI-L				

- ① Activate on 122.8.
- ② Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE		
All Rwys		RNAV (GPS) Y Rwy 21 VOR Rwy 21		Other
		RNAV (GPS) Z Rwy 21		
1 & 2 Eng	USE LEDVE DEPARTURE	A	800-2	1300-2
3 & 4 Eng		B		
		C	900-3	1300-3
		D		

AMEND 3

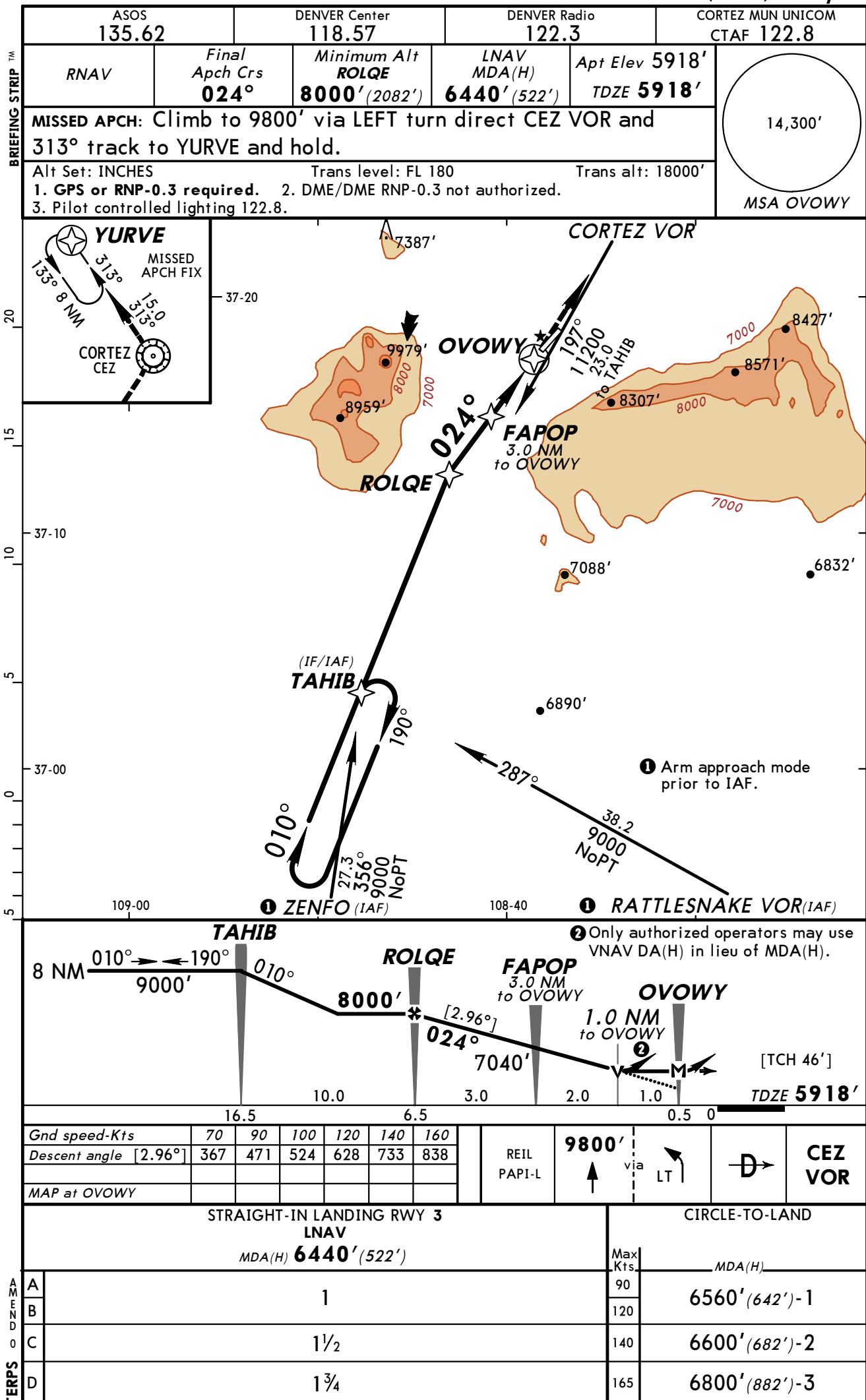
CHANGES: Take-off minimums.

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KCEZ/CEZ CORTEZ MUN

JEPPESEN
8 FEB 08 (12-1) Eff 14 Feb

CORTEZ, COLO
RNAV (GPS) Rwy 3

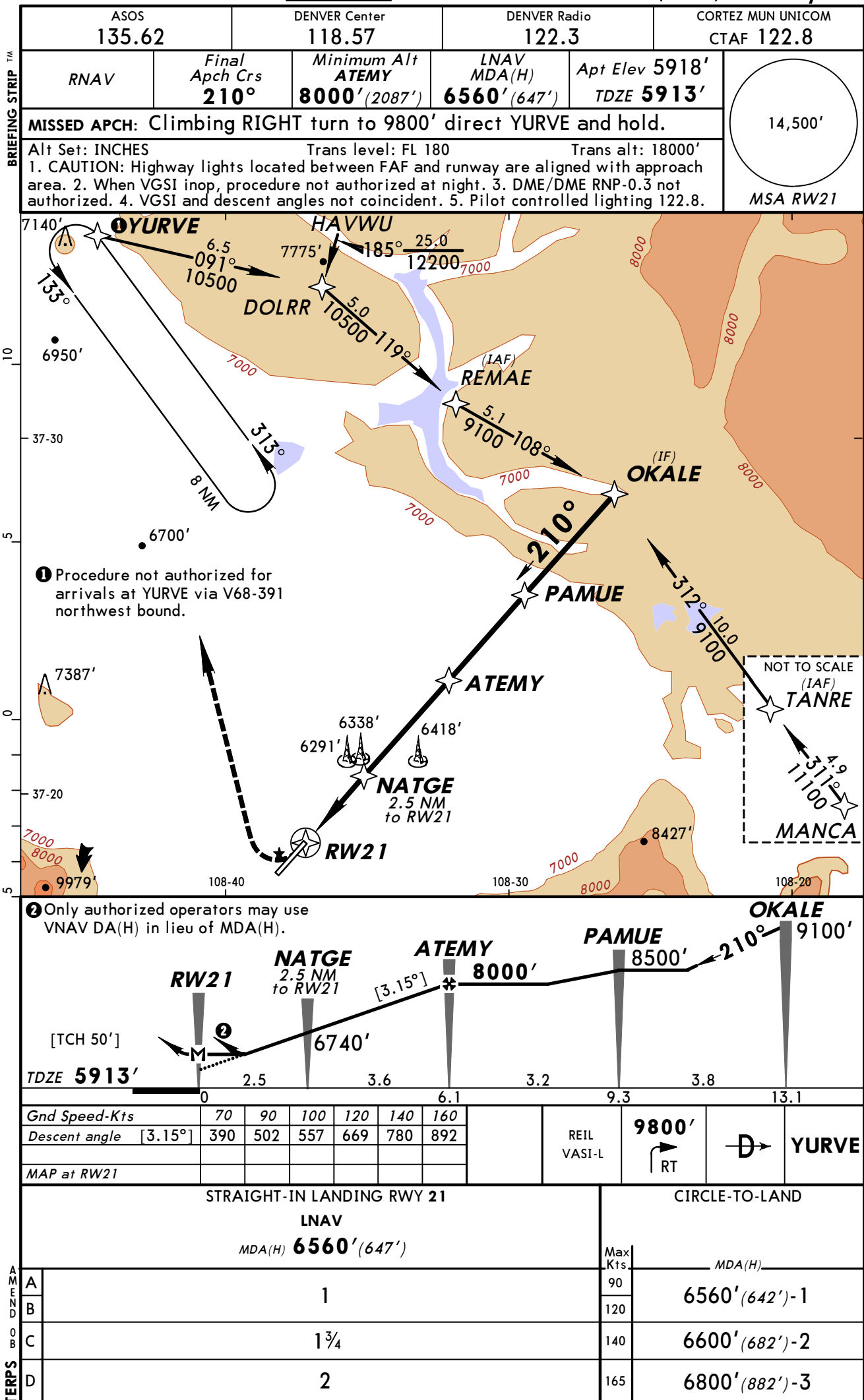


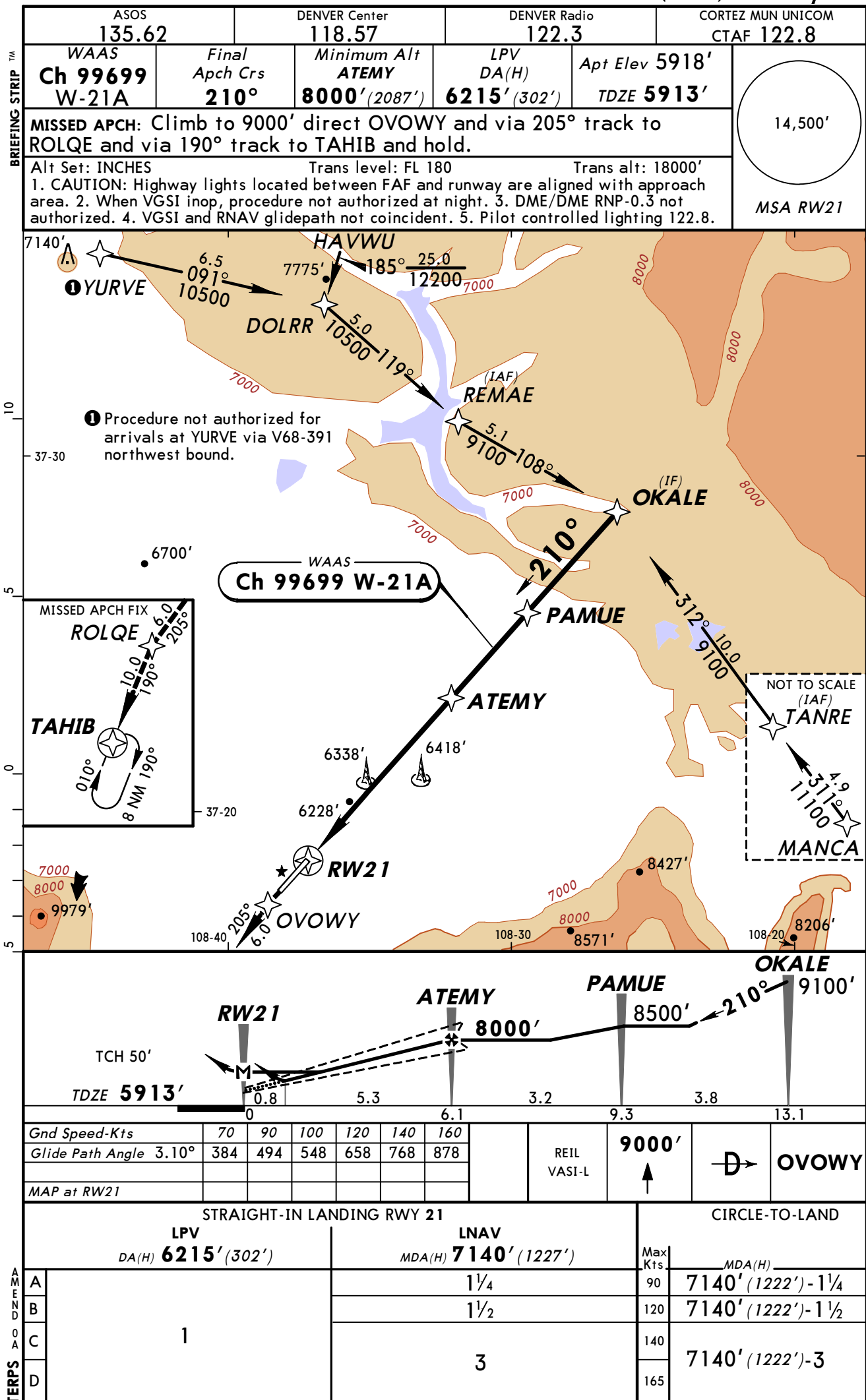
KCEZ/CEZ CORTEZ MUN

8 FEB 08
Eff 14 Feb

(12-2)

CORTEZ, COLO
RNAV (GPS) Y Rwy 21



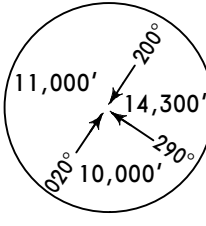


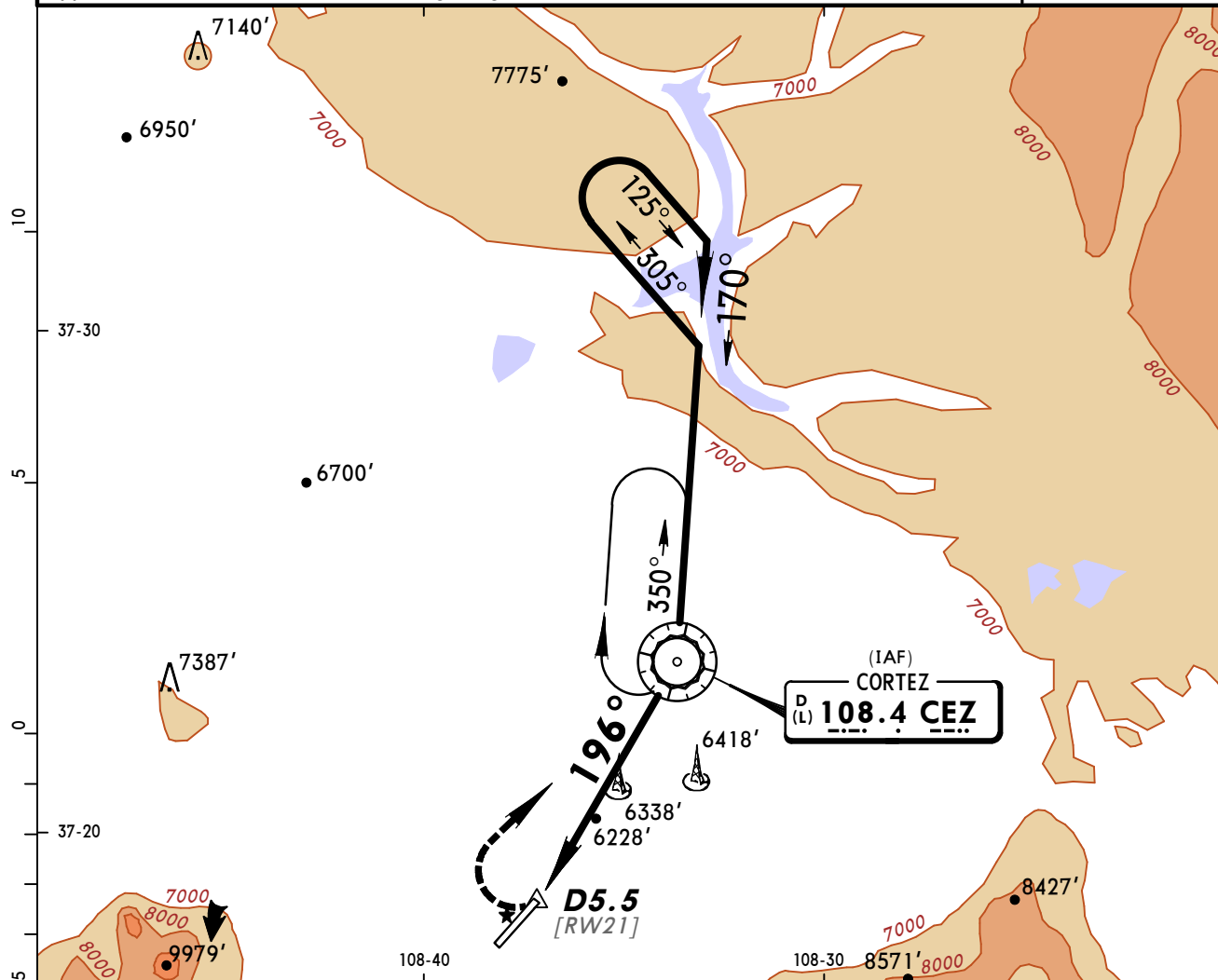
KCEZ/CEZ CORTEZ MUN

JEPPesen
20 OCT 06 (13-1)

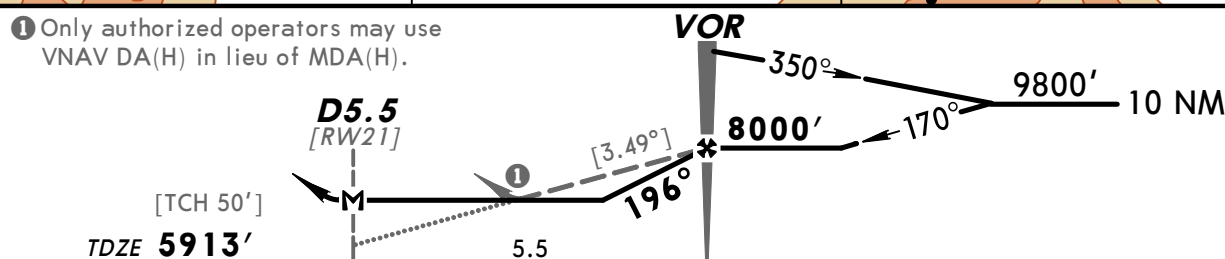
CORTEZ, COLO
VOR Rwy 21

BRIEFING STRIP™

ASOS 135.62		DENVER Center 118.57		DENVER Radio 122.3		CORTEZ MUN UNICOM CTAF 122.8	
VOR CEZ 108.4	Final Apch Crs 196°	Minimum Alt VOR 8000' (2087')	MDA(H) 6600' (687')	Apt Elev 5918' TDZE 5913'		 MSA CEZ VOR	
MISSED APCH: Climbing RIGHT turn to 9800' direct to CEZ VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. CAUTION: Highway lights located between facility and runway are aligned with approach area. 2. Pilot controlled lighting 122.8.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	9800' RT	D	CEZ 108.4
Descent angle [3.49°]	432	556	618	741	865	988				
MAP at D5.5 or VOR to MAP	5.5	4:43	3:40	3:18	2:45	2:21				

STRAIGHT-IN LANDING RWY21

CIRCLE-TO-LAND

MDA(H) **6600'** (687')

Max
Kts

MDA(H)

A	1	90	6600' (682') -1
B		120	
C	2	140	6600' (682') -2
D	2 1/4	165	6800' (882') -3

CHANGES: None.

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General Information

Location: Colorado Springs CO USA

IATA Code: COS

Lat/Long: N38° 48.3' W104° 42.0'

Elevation: 6187 ft

Airport Use: Public

Magnetic Variation: 8.6°E

Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: Upon Prior Request

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: Yes

Beacon: Yes

Sunrise: 1334 Z

Sunset: 0049 Z,

Runway Information

Runway: 13

Length x Width: 8269 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 6173 ft

Lighting: Edge, REIL

Runway: 17L

Length x Width: 13501 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 6187 ft

Lighting: Edge, ALS, Centerline, TDZ

Runway: 17R

Length x Width: 11022 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 6177 ft

Lighting: Edge, REIL

Runway: 31

Length x Width: 8269 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 6156 ft

Lighting: Edge, REIL

Displaced Threshold: 355 ft

Runway: 35L
Length x Width: 11022 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6075 ft
Lighting: Edge, ALS

Runway: 35R
Length x Width: 13501 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 6118 ft
Lighting: Edge, Centerline, REIL, TDZ

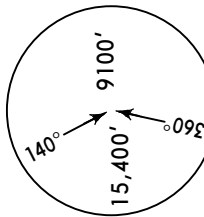
Communication Information

ATIS 125.0
Springs Tower 119.9
Springs Tower 133.15
Springs Ground Control 121.7
Springs Clearance Delivery 134.45
Springs Approach Control 124.0 Secondary
Springs Approach Control 118.5 Initial Contact
Colorado Springs App ARSA 118.5
Springs Departure Control 124.0
Springs Departure Control 118.5 Secondary
City of Colorado Springs Unicom 122.95
Springs Operations 122.85 Military
Denver Flight Service Station 122.25 RCO

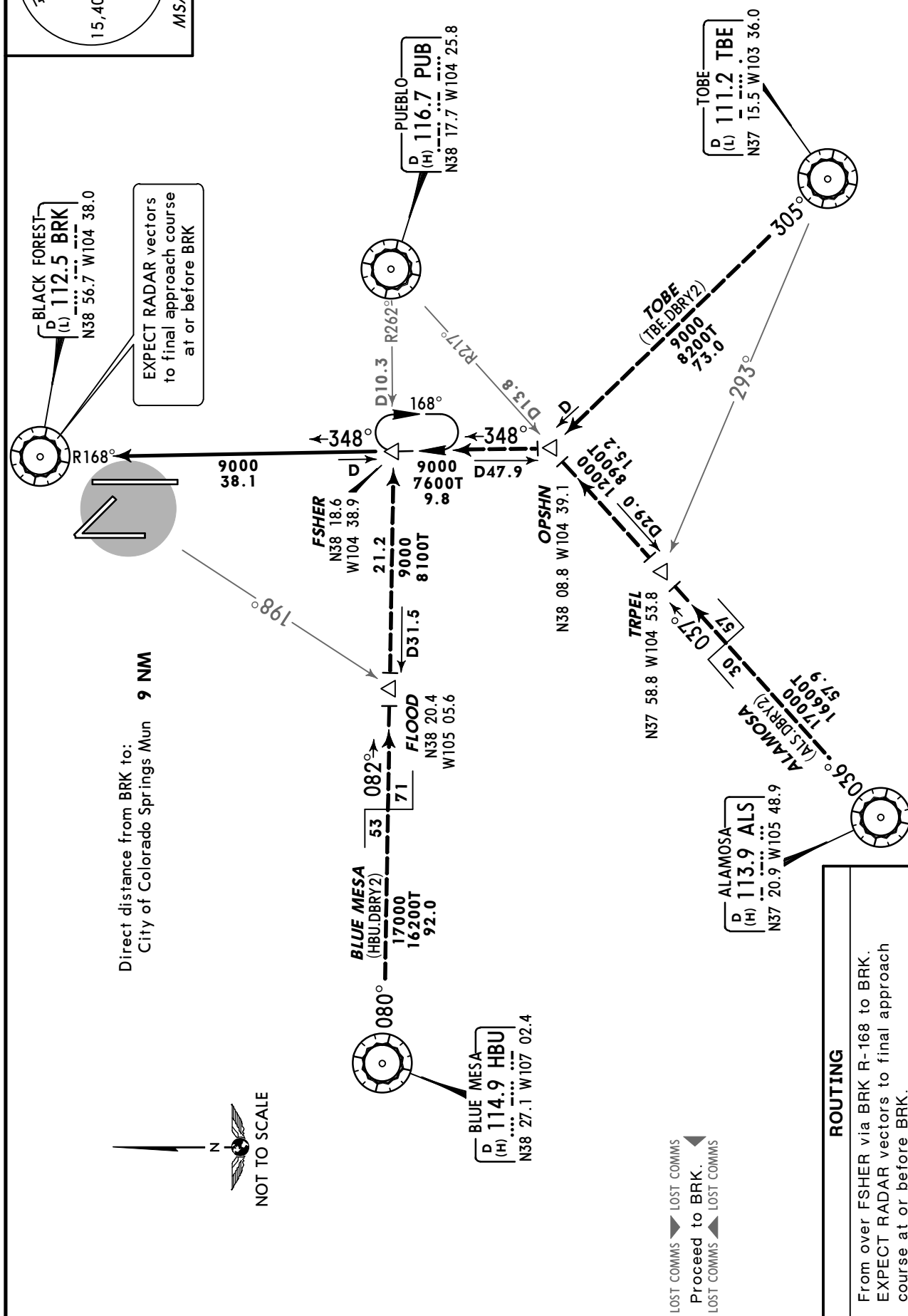
ATIS
125.0

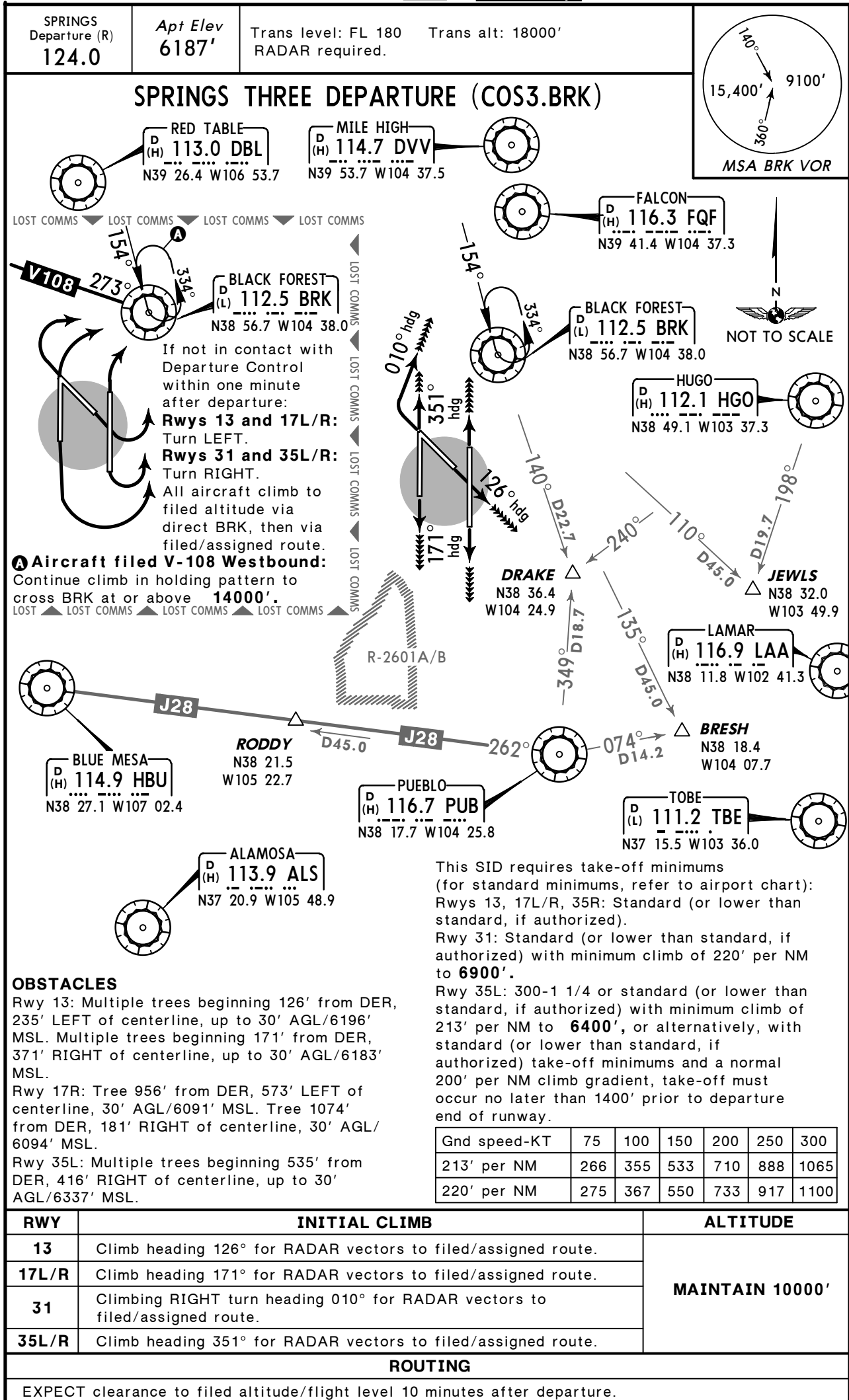
Apt Elev
6187'

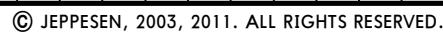
Alt set: INCHES
Trans level: FL 180 Trans alt: 18000'
RADAR required.



DEBERRY TWO ARRIVAL (FSHER.DBRY2)







GENERAL

Low-level wind shear alert system.

Be alert: Intense USAF student training in vicinity of Colorado Springs.

Turbojet training flights prohibited 2300-0600 LT.

B-52 operations prohibited.

Bird activity in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		LAHSO Distance	WIDTH
				—LANDING BEYOND— Threshold	Glide Slope		
13	MIRL ① REIL PAPI-R (angle 3.0°)	grooved					150'
31	MIRL ① REIL PAPI-L (angle 3.0°)	grooved	②			17R/35L 7450' 2271m	46m

① Contact Tower.

② 7913' 2412m

17R	HIRL ③ REIL ④ PAPI-L	grooved					150'
35L	HIRL MALSR ④ PAPI-L	grooved RVR		10,106' 3080m	13/31 10,250' 3124m		46m

③ Contact Tower.

④ Angle 3.0°.

17L	HIRL CL MALSR TDZ ⑤ PAPI-L	grooved RVR		12,301' 3749m			150'
35R	HIRL CL REIL TDZ ⑤ PAPI-R	grooved		12,545' 3824m			46m

⑤ Angle 3.0°.

RUNWAY INCURSION HOT SPOTS**HS1**

For information only, not to be construed as ATC instructions.

HS1 Runways 13 and 17R approach end proximity; additionally, Taxiway A1: and its access to Runway 13.**HS2** Intersection of Taxiway A4 and Taxiway G at Runway 17R/35L: High volume crossing point.**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

	Rwys 13, 17L, 17R, 35R		Rwy 31		Rwy 35L		Other CEIL-VIS
	Adequate Vis Ref	STD	With Min climb of 220'/NM to 6900'		① With Min climb of 213'/NM to 6400'		
1 & 2 Eng		RVR 50 or 1		1		RVR 50 or 1	
3 & 4 Eng	RVR 16 or 1/4	RVR 24 or 1/2	1/4	1/2	RVR 16 or 1/4	RVR 24 or 1/2	300- RVR 60 or 1/4

① Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

OBSTACLE DP

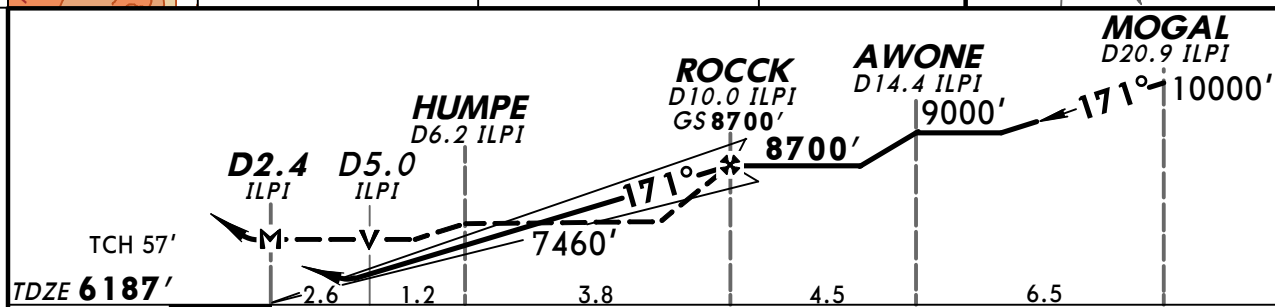
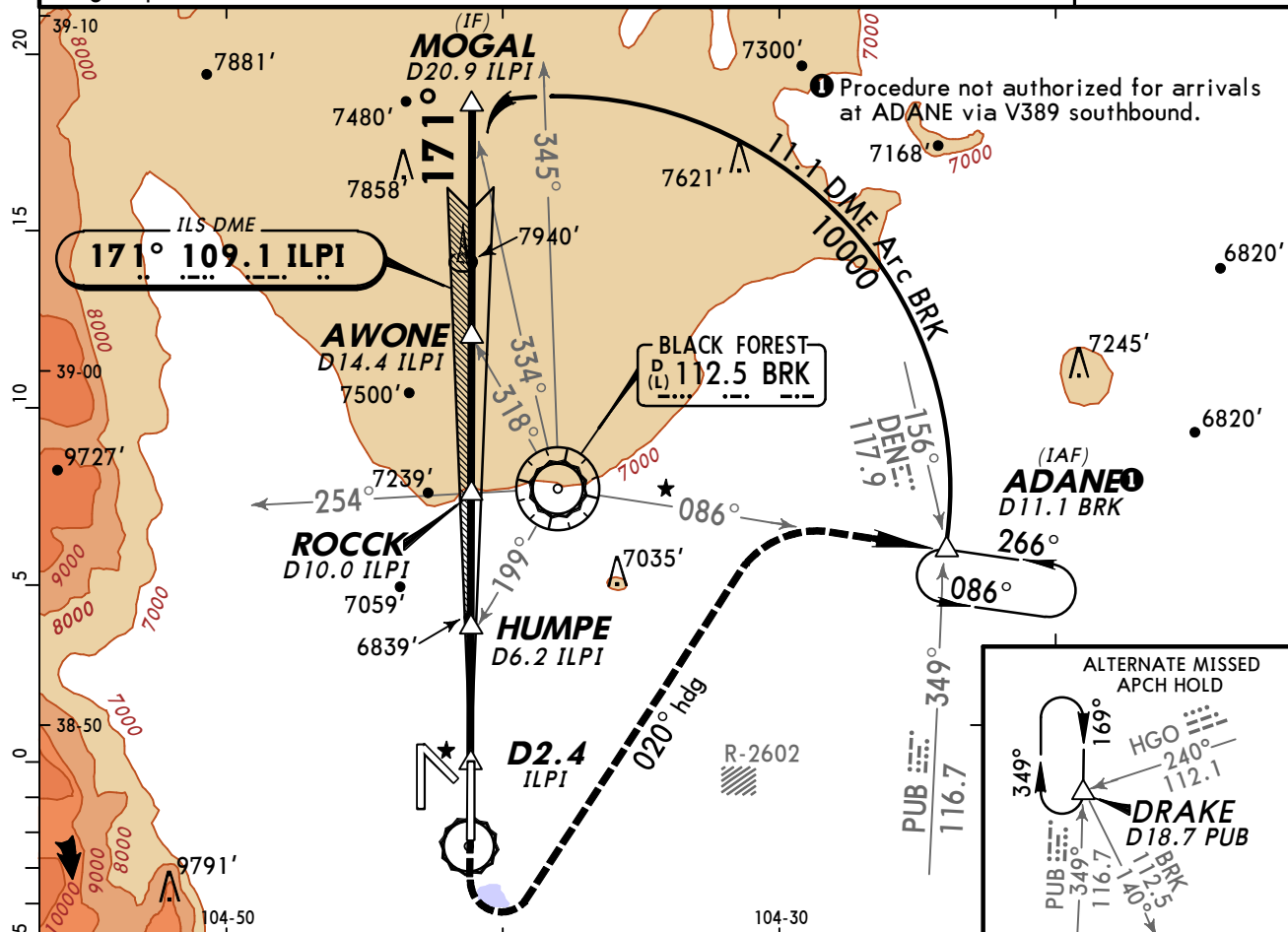
Rwys 13, 17L and 17R climbing left turn direct BRK VOR. Rwys 31, 35L, 35R climbing right turn direct BRK VOR. All aircraft climb direct BRK VOR. Aircraft departing on BRK VOR R-325 clockwise R-153 climb on course. Aircraft departing on BRK VOR R-154 clockwise R-324 climb in BRK VOR holding pattern (hold northwest, left turns, 154° inbound) to cross BRK VOR at or above MEA/MCA for route of flight.

FOR FILING AS ALTERNATE

NDB Rwy 35L RNAV (GPS) Y Rwy 35L/R RNAV (RNP) Z Rwy 17L RNAV (RNP) Z Rwy 35L/R					Authorized Only When Local Weather Available					
			RNAV (RNP) Z Rwy 17R	RNAV (GPS) Y Rwy 17L	ILS Rwy 35R	ILS Rwy 35L	LOC Rwy 35L LOC Rwy 35R	ILS or LOC Rwy 17L	RNAV (GPS) Y Rwy 17R	
A	800-2		800-2¼	900-2	600-2	600-2	800-2	900-2	1100-2	
B										
C				900-2½					900-2½	1100-3
D				900-2¾					700-2	

A
M
E
N
D
9

ATIS 125.0	SPRINGS Approach (R) 118.5	SPRINGS Tower West 119.9 East 133.15	Ground 121.7
LOC ILPI 109.1	Final Apch Crs 171°	GS ROCCK 8700' (2513')	ILS Refer to Minimums
Apt Elev 6187' TDZE 6187'			
MISSED APCH: Climb to 7200', then climbing LEFT turn to 9000' on 020° heading and outbound on BRK VOR R-086 to ADANE INT/D11.1 BRK and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. Use ILPI DME when on localizer course. 3. VGSI and ILS glidepath not coincident.			
			MSA BRK VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	7200'	9000'	020°	BRK	ADANE
GS	3.00°	377	484	538	646	753	PAPI	↑	←	on	112.5	
MAP at D2.4 ILPI or ROCCK to MAP 7.6	6:31	5:04	4:34	3:48	3:15	2:51				hdg	R-086	

STRAIGHT-IN LANDING RWY 17L				LOC (GS out)			CIRCLE-TO-LAND	
ILS		DA(H)		MDA(H)				
RA 169'		6387' (200')		7060' (873')				
DA(H) 6337' (150')		FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)
RVR 14		RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	90	7060' (873')-1
					RVR 60 or 1 1/4		120	7060' (873')-1 1/4
				2	2 1/2		140	7060' (873')-2 1/2
				2 1/4	2 3/4		165	7060' (873')-2 3/4

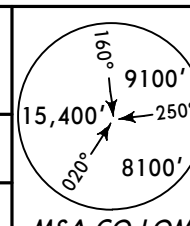
1 SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. **2** Authorization to conduct this approach requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.

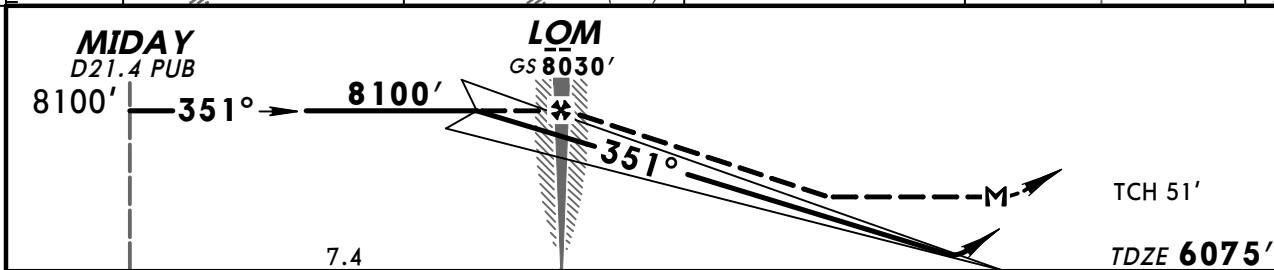
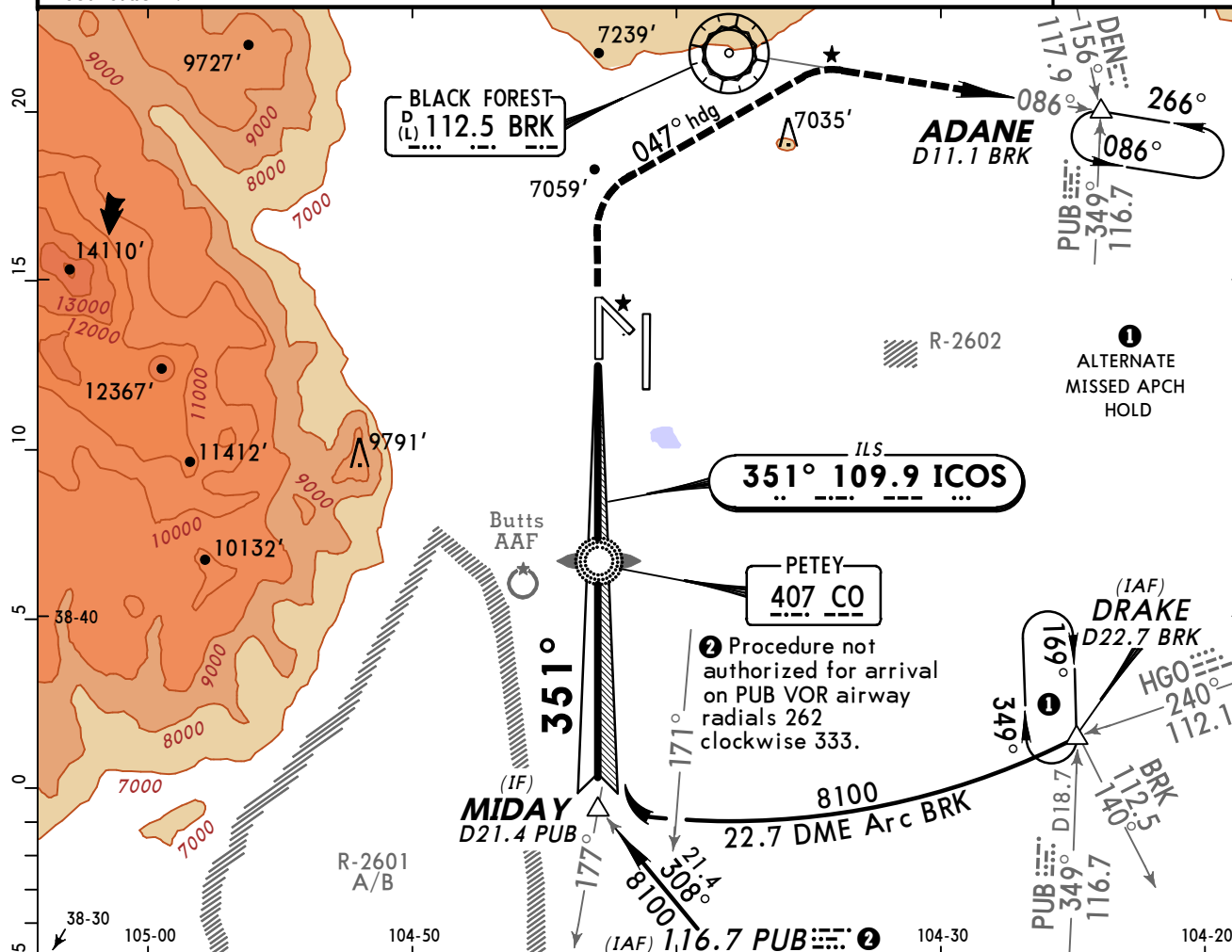
KCOS/COS COLORADO SPRINGS, COLO

CITY OF COLORADO SPRINGS MUN 11-2 17 SEP 10 Eff 23 Sep ILS or LOC Rwy 35L

BRIEFING STRIP

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ATIS 125.0		SPRINGS Approach (R) 118.5		SPRINGS Tower West 119.9 East 133.15		Ground 121.7
LOC ICOS 109.9	Final Apch Crs 351°	GS LOM 8030' (1955')	ILS DA(H) 6275' (200')	Apt Elev 6187' TDZE 6075'		
MISSED APCH: Climb to 6700' then climbing RIGHT turn to 9000' on heading 047° and outbound on BRK VOR R-086 to ADANE INT/D11.1 BRK and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR monitoring required when R-2601 in use. 2. VGSI and ILS glidepath not coincident.						
						MSA CO LOM



Gnd speed-Kts	70	90	100	120	140	160		MALSR	6700'	9000'	047°	BRK
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	on	112.5
LOM to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15					R-086

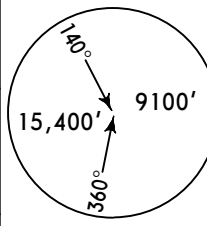
STRAIGHT-IN LANDING RWY35L					CIRCLE-TO-LAND	
ILS		LOC (GS out)			Max Kts	MDA(H)
DA(H)	6275' (200')	MDA(H)	6340' (265')			
FULL	RAIL or ALS out	RAIL out	ALS out			
A					90	6720' (533') - 1
B					120	6740' (553') - 1
C	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	140	6740' (553') - 1 1/2
D			RVR 40 or 3/4	RVR 50 or 1	165	6840' (653') - 2

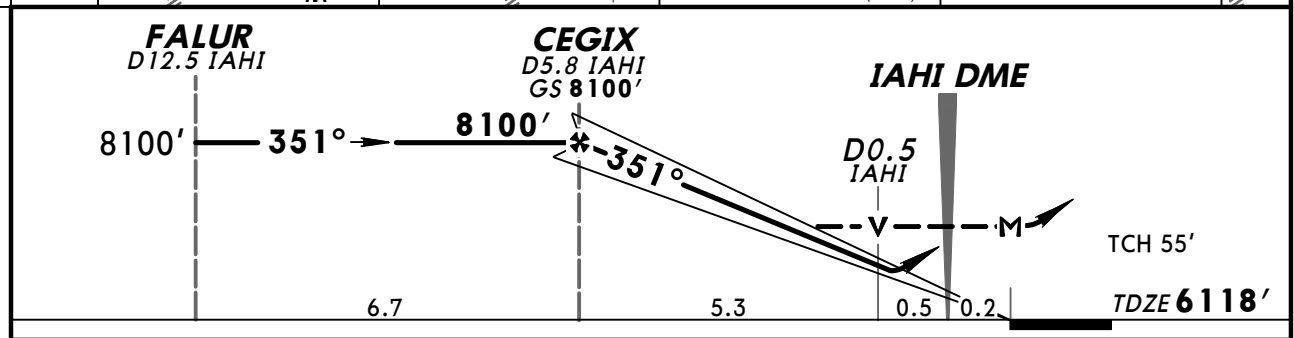
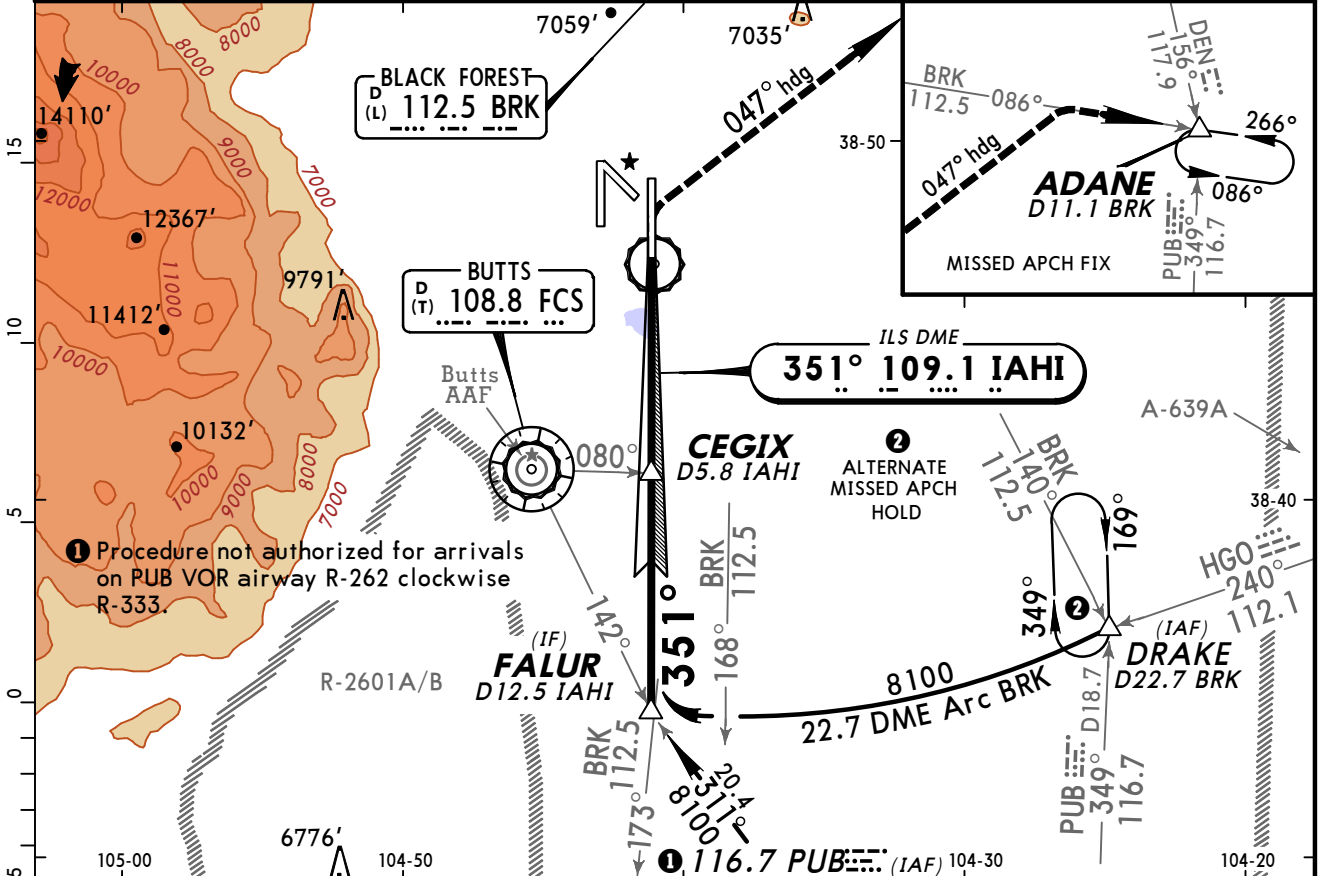
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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TERPS AMEND 37 23 SEP 2010

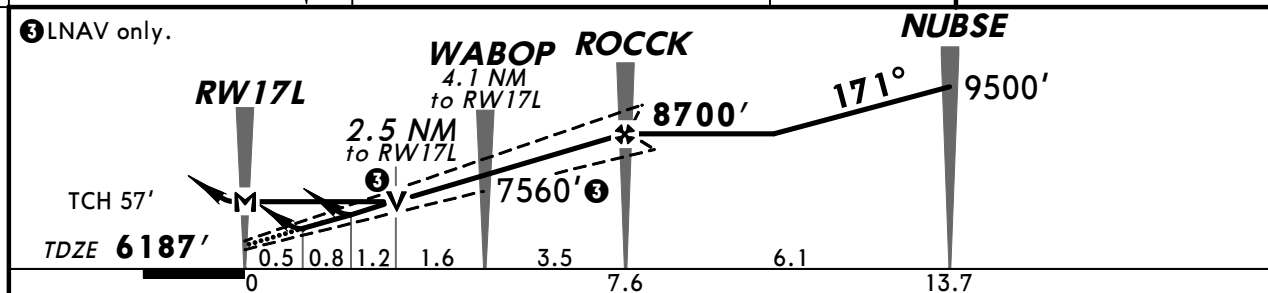
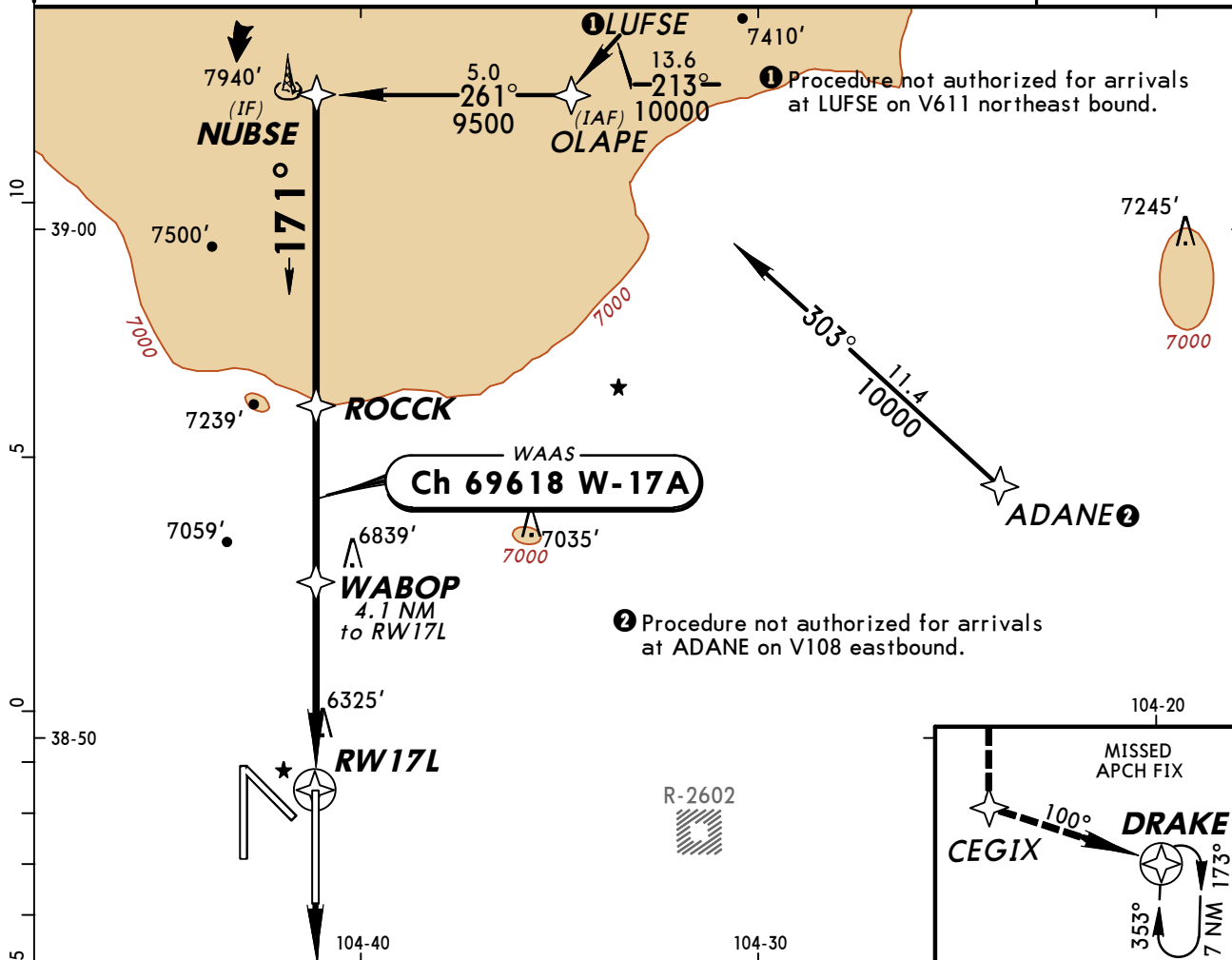
ATIS 125.0	SPRINGS Approach (R) 118.5		SPRINGS Tower West 119.9 East 133.15		Ground 121.7
LOC IAHI 109.1	Final Apch Crs 351°	GS CEGIX 8100' (1982')	ILS DA(H) 6318' (200')	Apt Elev 6187' TDZE 6118'	
MISSED APCH: Climb to 6700' then climbing RIGHT turn to 9000' via heading 047° and outbound via BRK VOR R-086 to ADANE INT/ D11.1 BRK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required when R-2601 in use. 2. Use IAHI DME when on localizer course. 3. VGSI and ILS glidepath not coincident.					MSA BRK VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL		6700'	9000'	047°	BRK
GS	3.00°	377	484	538	646	753	PAPI-R		↑	RT	via	R-086
CEGIX to MAP	6.0	5:09	4:00	3:36	3:00	2:34					and	

STRAIGHT-IN LANDING RWY 35R				CIRCLE-TO-LAND			
ILS DA(H) 6318' (200')		LOC (GS out) MDA(H) 6380' (262')		Max Kts	MDA(H)		
3/4		1		90	6720' (533')-1		
				120	6740' (553')-1		
				140	6740' (553')-1 1/4		
				165	6840' (653')-2		

ATIS 125.0	SPRINGS Approach (R) 118.5	SPRINGS Tower West 119.9 East 133.15	Ground 121.7
WAAS Ch 69618 W-17A	Final Apch Crs 171°	Minimum Alt ROCCK 8700' (2513')	LPV DA(H) 6387' (200')
Apt Elev 6187' TDZE 6187'			
MISSED APCH: Climb to 9000' direct CEGIX and on track 100° to DRAKE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 37°C (98°F).			
15,400' MSA RW17L			



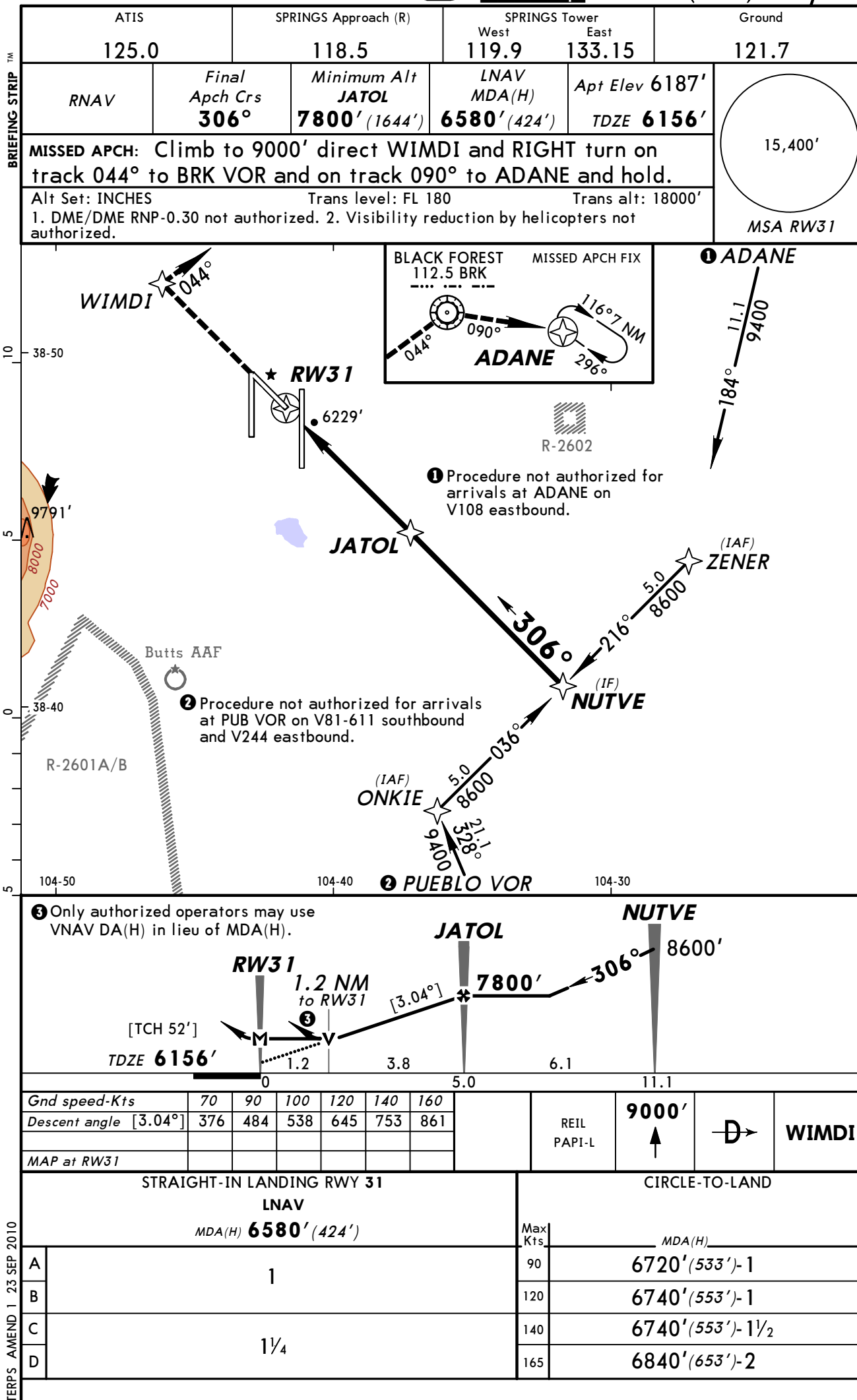
③ LNAV only.	WABOP ROCCK 4.1 NM to RW17L 2.5 NM to RW17L 8700' 171° 9500'					
TCH 57'	0.5	0.8	1.2	1.6	3.5	6.1
TDZE 6187'	0	7.6	13.7			
Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	849
MAP at RW17L						

STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND	
LPV DA(H) 6387' (200')		LNAV/VNAV DA(H) 6671' (484')		LNAV MDA(H) 7020' (833')		Max Kts	MDA(H)
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	7020' (833')-1
RVR 24 or 1/2		RVR 40 or 3/4		RVR 40 or 3/4 RVR 50 or 1		120	7020' (833')-1 1/4
RVR 40 or 3/4		RVR 60 or 1 1/4		RVR 60 or 1 1/4 RVR 2 1/2		140	7020' (833')-2 1/2
RVR 60 or 1 1/4		RVR 1 3/4		RVR 2 1/4 RVR 2 3/4		165	7020' (833')-2 3/4

BRIEFING STRIP™

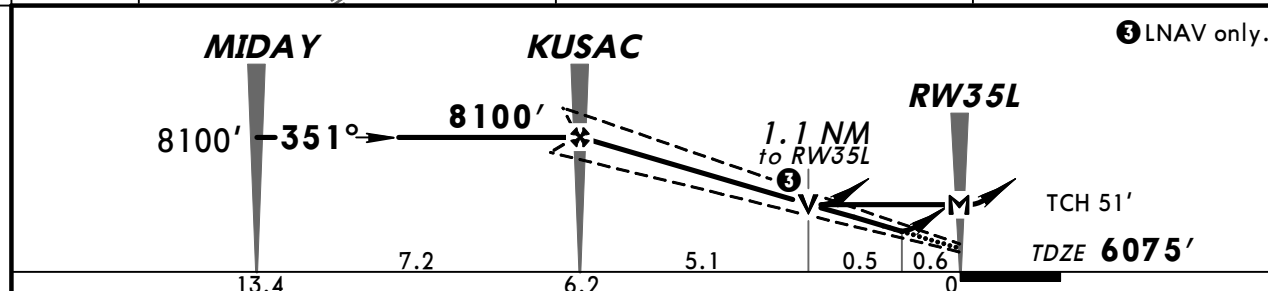
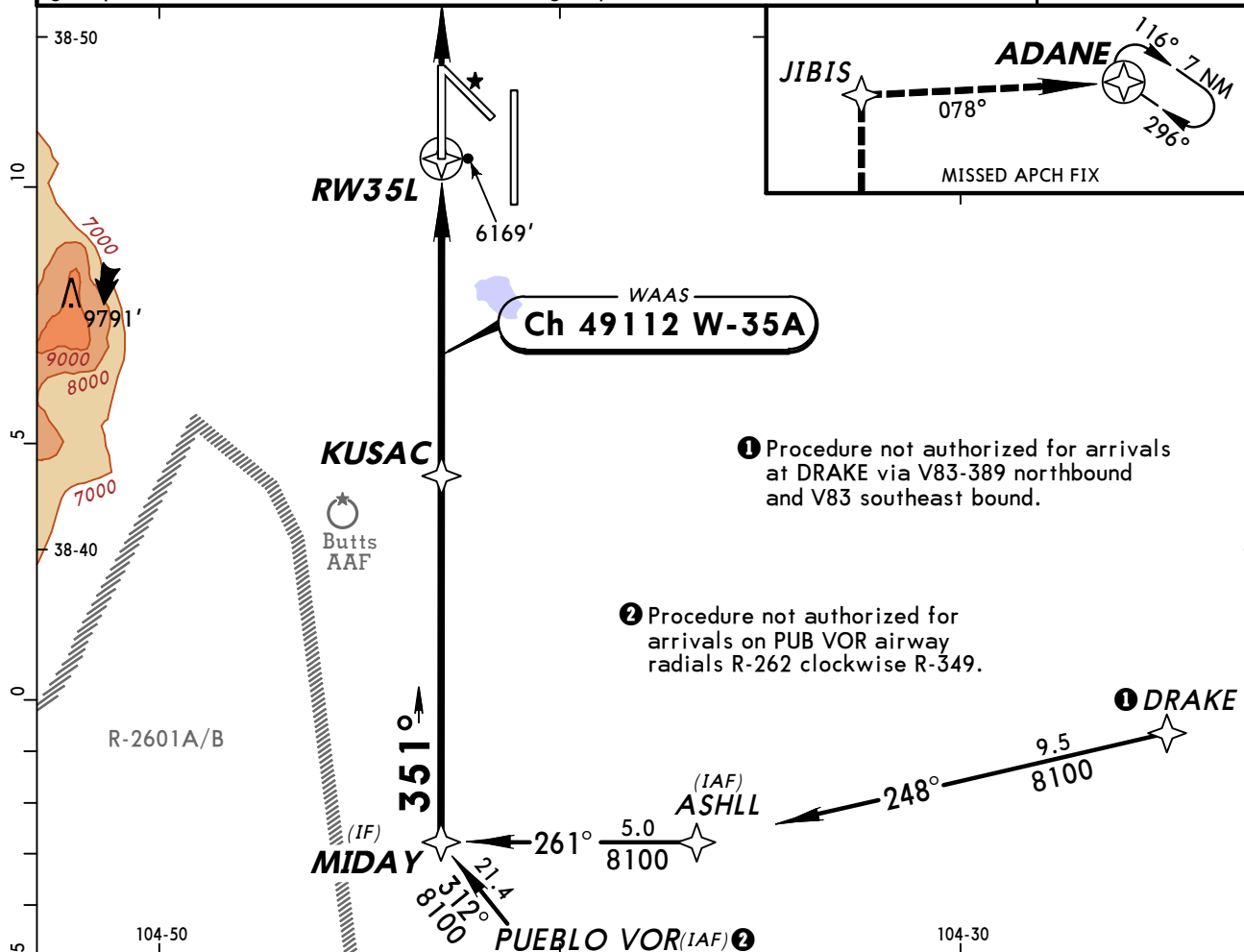


STRAIGHT-IN LANDING RWY 17R		CIRCLE-TO-LAND	
LPV DA(H) 6377' (200')		LNAV MDA(H) 7220' (1043')	
A	3/4	1 1/4	Max Kts 90 7220' (1033')-1 1/4
B		1 1/2	120 7220' (1033')-1 1/2
C		3	140 7220' (1033')-3
D			165 7220' (1033')-3



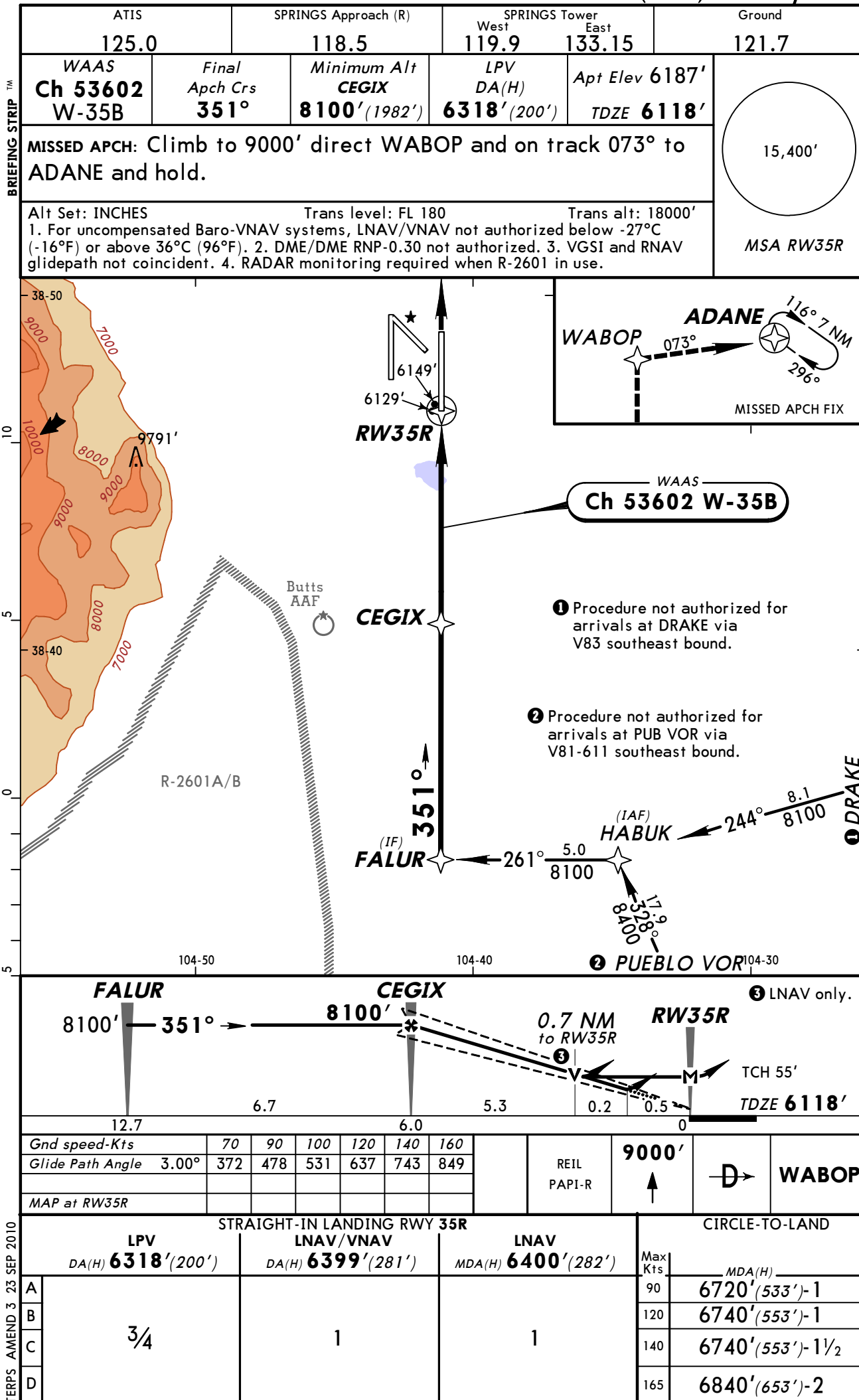
BRIEFING STRIP™

ATIS 125.0		SPRINGS Approach (R) 118.5		SPRINGS Tower West 119.9 Tower East 133.15		Ground 121.7
WAAS Ch 49112 W-35A	Final Apch Crs 351°	Minimum Alt KUSAC 8100' (2025')	LPV DA(H) 6275' (200')	Apt Elev 6187' TDZE 6075'		15,400' MSA RW35L
MISSED APCH: Climb to 9000' direct JIBIS and on track 078° to ADANE and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -27°C (-16°F) or above 36°C (96°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSi and RNAV glidepath not coincident. 4. RADAR monitoring required when R-2601 in use.						



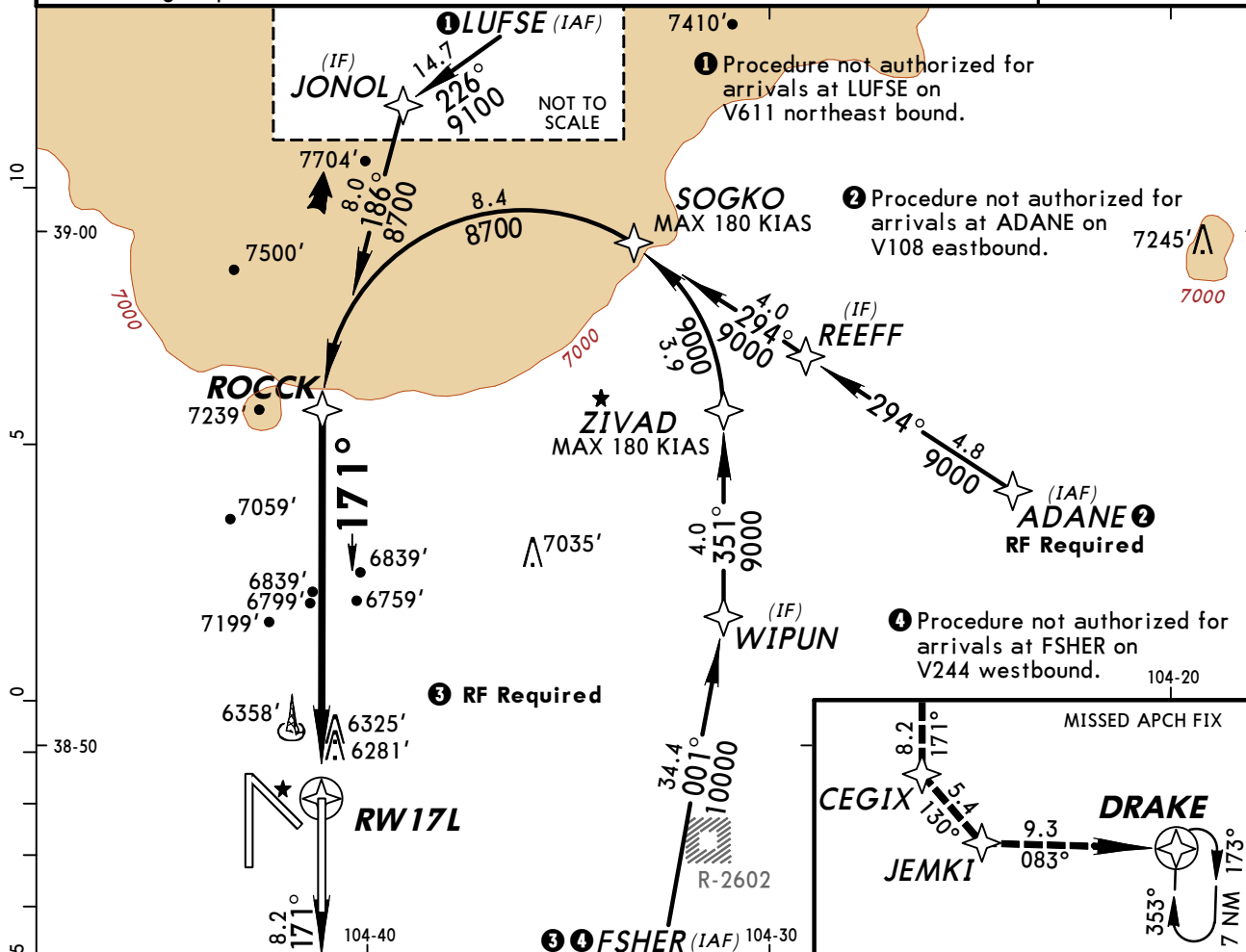
Gnd speed-Kts	70	90	100	120	140	160	MALSR	9000'	JIBIS
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW35L									

STRAIGHT-IN LANDING RWY 35L							CIRCLE-TO-LAND		
LPV DA(H) 6275' (200')		LNAV/VNAV DA(H) 6439' (364')		LNAV MDA(H) 6460' (385')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A							90	6720' (533')-1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	120	6740' (553')-1	
C							140	6740' (553')-1 1/2	
D					RVR 50 or 1	RVR 60 or 1 1/4	165	6840' (653')-2	

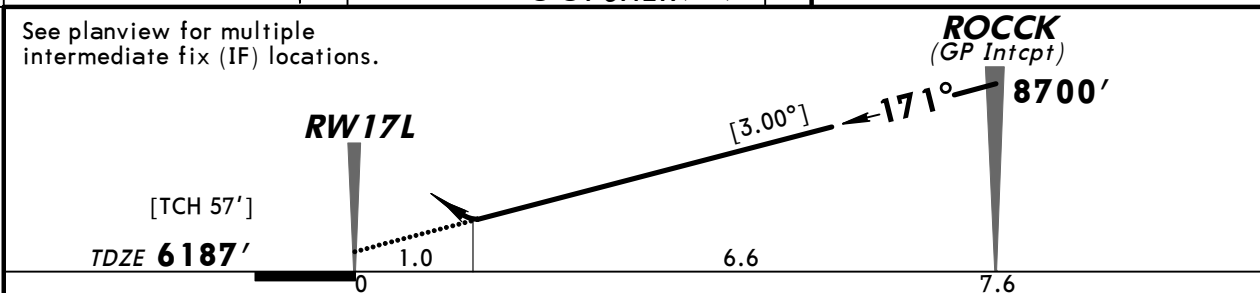


BRIEFING STRIP™

ATIS 125.0		SPRINGS Approach (R) 118.5		SPRINGS Tower West 119.9 East 133.15		Ground 121.7
RNAV	Final Aptch Crs 171°	Minimum Alt ROCCK 8700' (2513')	RNP 0.15 DA(H) 6561' (374')	Apt Elev 6187' TDZE 6187'		15,400' MSA RW17L
MISSED APCH: Climb to 9000' on track 171° to CEGIX and on track 130° to JEMKI and on track 083° to DRAKE and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 37°C (99°F). 4. VGSI and RNAV glidepath not coincident.						



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	9000' on 171°	CEGIX
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at DA									

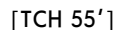
STRAIGHT-IN LANDING RWY 17L											
RNP 0.15				RNP 0.22				RNP 0.30			
DA(H) 6561' (374')				DA(H) 6642' (455')				DA(H) 6726' (539')			
RAIL out		ALS out		RAIL out		ALS out		RAIL out		ALS out	
A											
B	RVR 40			RVR 50							
C	or 3/4	RVR 60 or 1 1/4		or 1	1 1/2			1 1/2		1 3/4	
D											

RNAV (RNP) Z Rwy 17R

BRIEFING STRIP TM



CEMKA
(GP Intcpt



MAP at DA

RNP 0.15

RNP 0.22

RNP 0.30

 $DA(H) \mathbf{6789'} (612')$ A

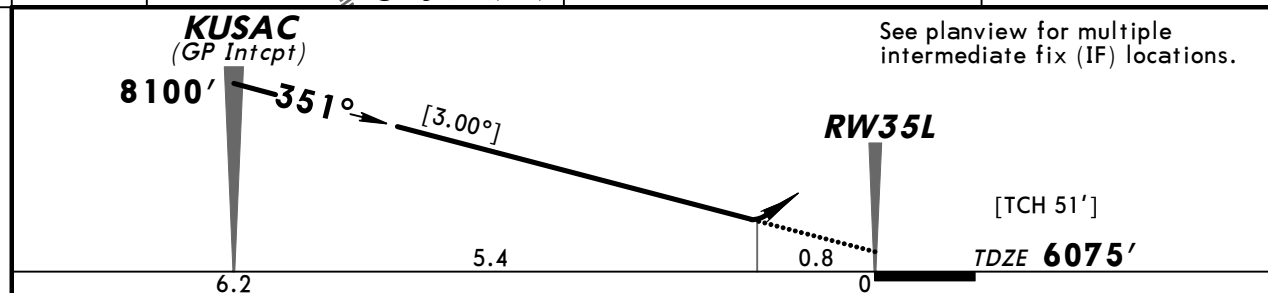
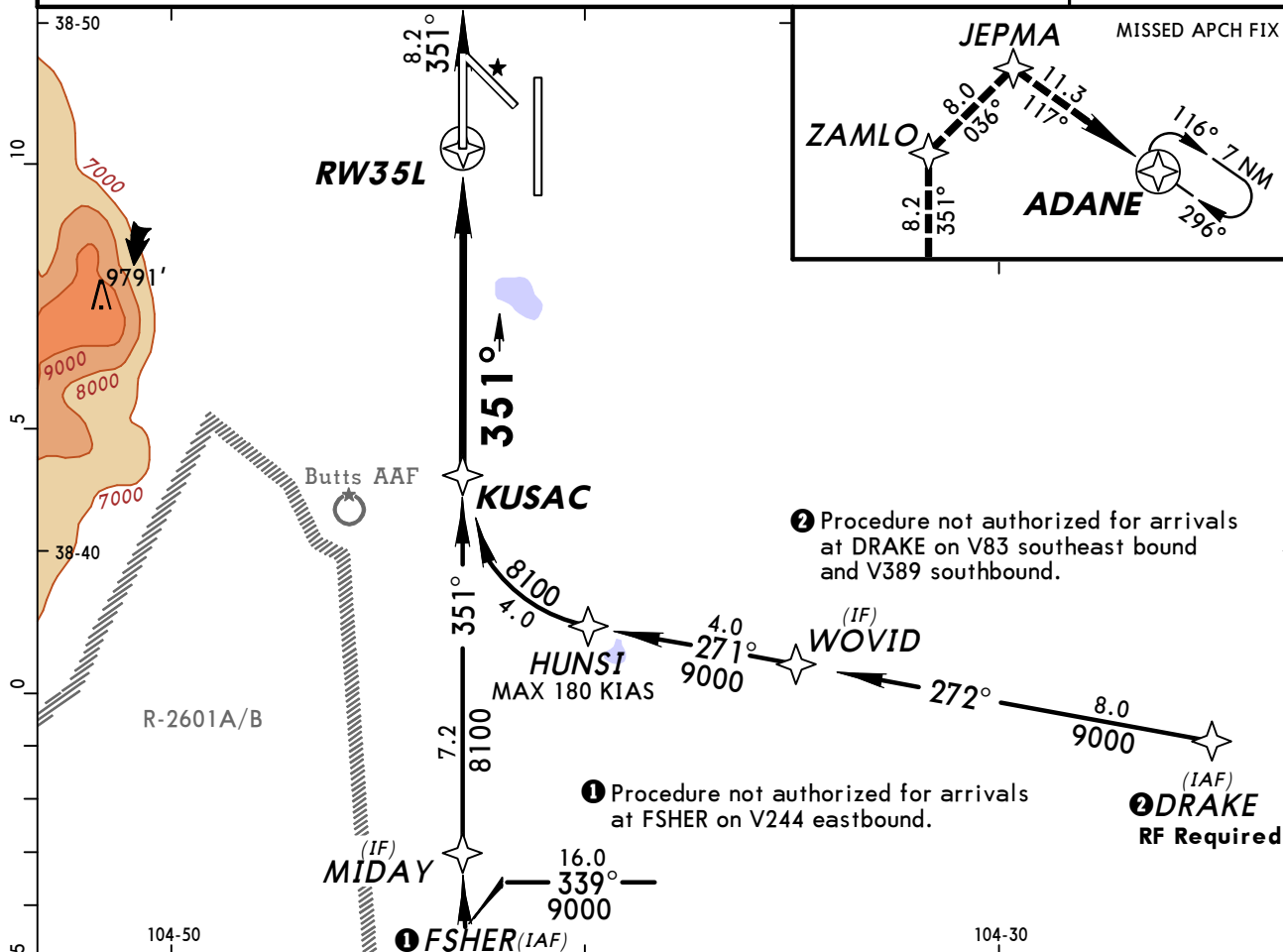
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BRIEFING STRIP™

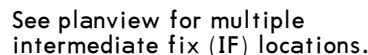
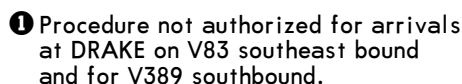
ATIS 125.0		SPRINGS Approach (R) 118.5		SPRINGS Tower West 119.9 East 133.15		Ground 121.7
RNAV	Final Apch Crs 351°	Minimum Alt KUSAC 8100' (2025')	RNP 0.15 DA(H) 6343' (268')	Apt Elev 6187' TDZE 6075'		15,400' MSA RW35L
MISSED APCH: Climb to 9000' on track 351° to ZAMLO and on track 036° to JEPMA and on track 117° to ADANE and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -24°C (-11°F) or above 37°C (99°F). 4. VGSI and RNAV glidepath not coincident. 5. RADAR monitoring required when R-2601 in use.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		9000'	351°	ZAMLO
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		↑	on	
MAP at DA											

STRAIGHT-IN LANDING RWY 35L							
RNP 0.15				RNP 0.30			
DA(H) 6343' (268')				DA(H) 6399' (324')			
RAIL out		ALS out		RAIL out		ALS out	
A							
B							
C	RVR 24 or 1/2		RVR 50 or 1		RVR 40 or 3/4		RVR 60 or 1 1/4
D							

RNAV (RNP) Z Rwy 35R

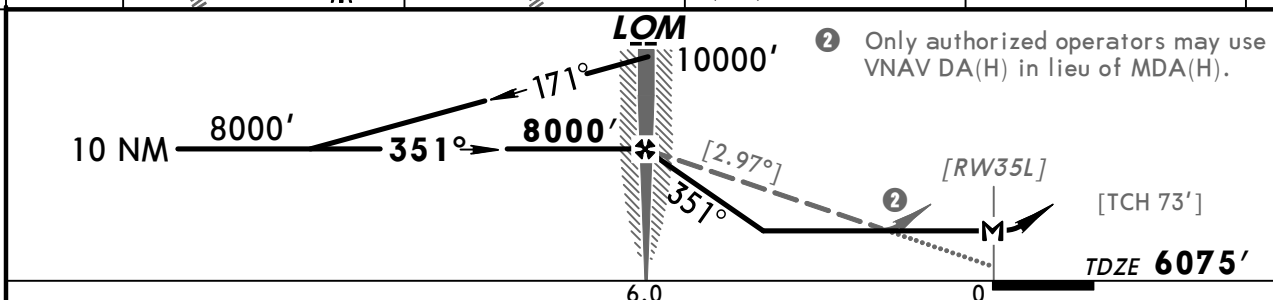
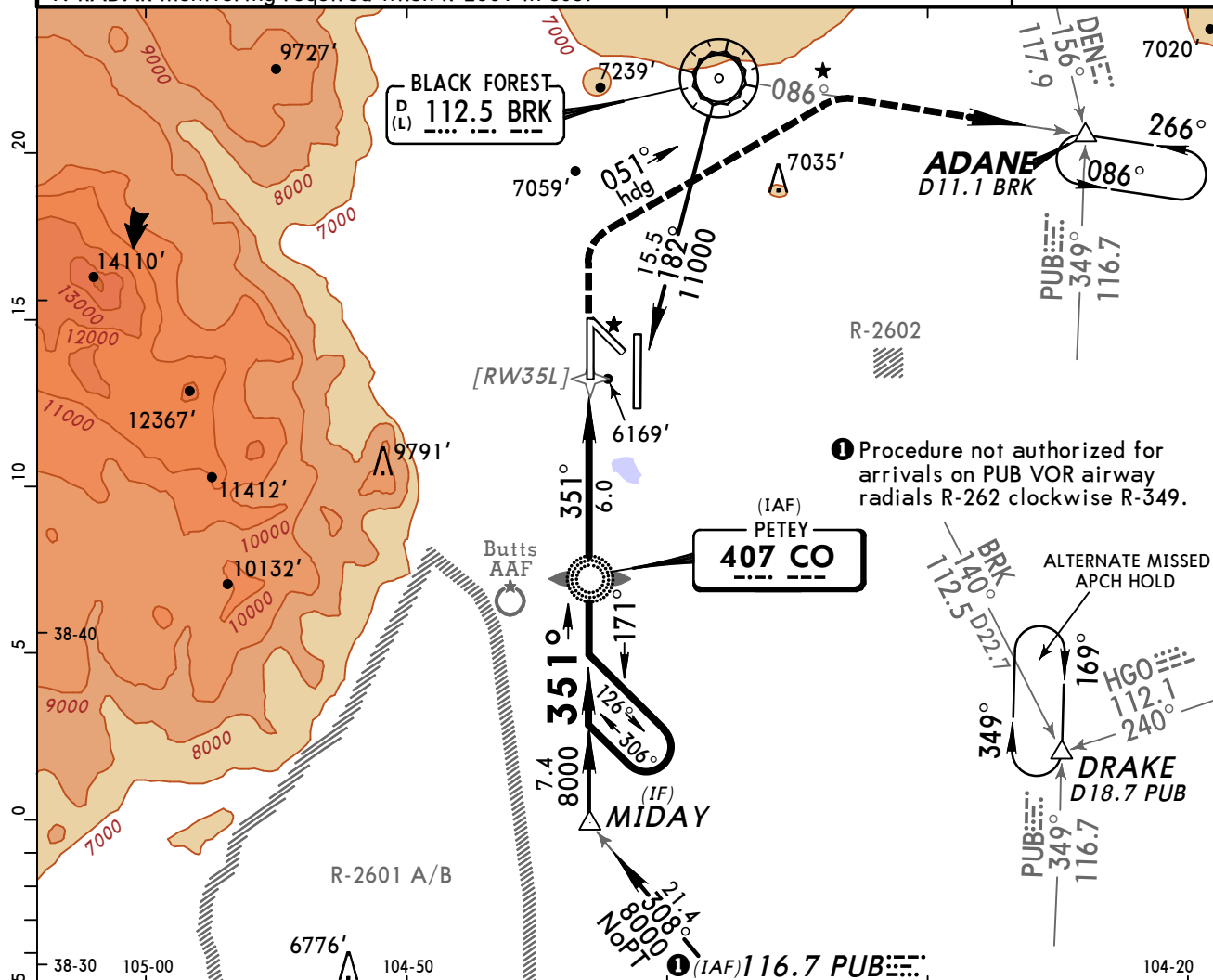
BRIEFING STRIP™

		STRAIGHT-IN LANDING RWY 35R	
		RNP 0.15 <i>DA(H)</i> 6377' (259')	RNP 0.30 <i>DA(H)</i> 6429' (311')
A			
B			
C		1	1
D			

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BRIEFING STRIP

ATIS 125.0		SPRINGS Approach (R) 118.5		SPRINGS Tower West 119.9 East 133.15		Ground 121.7
LOM CO 407	Final Apch Crs 351°	Minimum Alt LOM 8000' (1925')	MDA(H) 6520' (445')	Apt Elev 6187' TDZE 6075'		MSA CO LOM
MISSED APCH: Climb to 6700' then climbing RIGHT turn to 9000' on 051° heading and outbound via BRK VOR R-086 to ADANE/D11.1 BRK and hold.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. RADAR monitoring required when R-2601 in use.						



Gnd speed-Kts	70	90	100	120	140	160	MALSR		6700'	9000'	051°	BRK
Descent angle [2.97°]	368	473	525	630	736	841	PAPI		↑	↑	RT	on 112.5
LOM to MAP	6.0	5:09	4:00	3:36	3:00	2:34					hdg and	R-086

STRAIGHT-IN LANDING RWY 35L						CIRCLE-TO-LAND	
MDA(H) 6520' (445')							
RAIL out			ALS out			Max Kts	MDA(H)
A	RVR 40 or 3/4			RVR 50 or 1		90	6720' (533') - 1
B						120	6740' (553') - 1
C	RVR 40 or 3/4			RVR 60 or 1 1/4		140	6740' (553') - 1 1/2
D	RVR 60 or 1 1/4			1 1/2		165	6840' (653') - 2

General Information

Location: Denver CO USA
IATA Code: DEN
Lat/Long: N39° 51.7' W104° 40.4'
Elevation: 5434 ft

Airport Use: Public
Magnetic Variation: 8.7°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), 100-130 Octane, Mogas, Jet A
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1335 Z
Sunset: 0048 Z,

Runway Information

Runway: 07
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5352 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5354 ft
Lighting: Edge, ALS, Centerline

Runway: 16L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5357 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 16R
Length x Width: 16000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 5326 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5339 ft
Lighting: Edge, ALS, Centerline

Runway: 17R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5392 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5355 ft
Lighting: Edge, ALS, Centerline

Runway: 26
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5309 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 16000 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 5327 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5354 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35L
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5434 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 35R
Length x Width: 12000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 5370 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

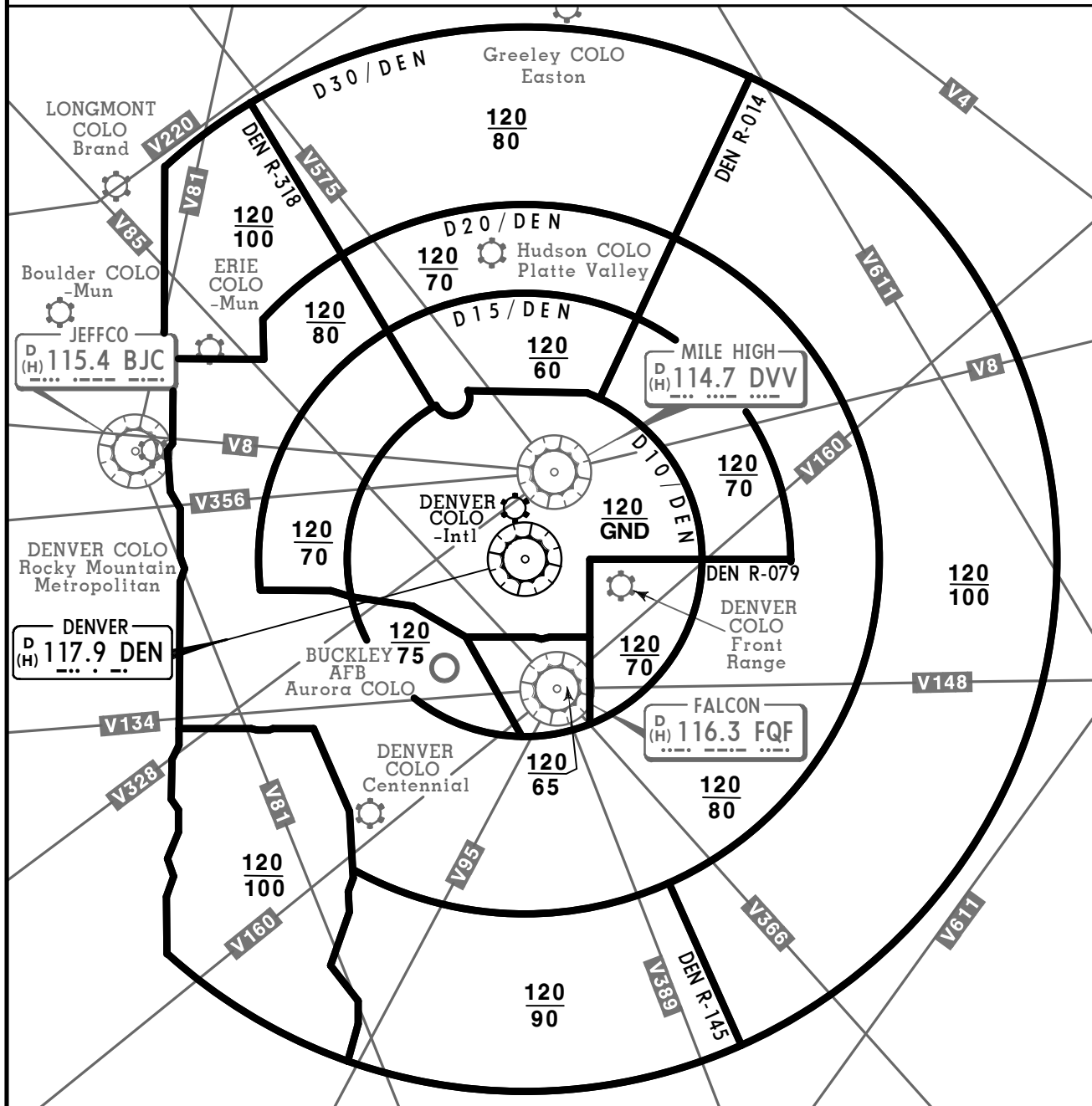
ATIS 134.025 Departure Service
ATIS 125.6 Arrival Service

Denver Tower 135.3
Denver Tower 132.35
Denver Tower 133.3
Denver Tower 124.3
Denver Ground Control 127.5
Denver Ground Control 121.85
Denver Ramp/Taxi Control 131.975
Denver Ramp/Taxi Control 130.95
Denver Ramp/Taxi Control 130.6
Denver Ramp/Taxi Control 119.475
Denver Ramp/Taxi Control 129.025 Secondary
Denver Clearance Delivery 118.75
Denver Approach Control 120.35
Denver Approach Control 119.3
Denver Approach Control 120.8
Denver Approach Control 126.55 Secondary
Denver Approach Control 124.95 Secondary
Denver App TCA 126.1 (226°-315°)
Denver App TCA 128.45 (136°-225°)
Denver App TCA 134.85 (316°-45°)
Denver App TCA 128.25 (46°-135°)
Denver Departure Control 126.1 (226°-315°)
Denver Departure Control 128.45 (136°-225°)
Denver Departure Control 127.05
Denver Departure Control 128.25 (46°-135°)
Denver Intl Unicom 122.95
Denver Flight Service Station 123.65 RCO

DENVER CLASS B AIRSPACE

CLASS B AIRSPACE VFR COMMUNICATIONS

N Denver App 134.85 E Denver App 128.25
S Denver App 128.45 W Denver App 126.1



FOR OPERATING RULES AND PILOT AND EQUIPMENT REQUIREMENTS
SEE FAR 91.131, 91.117 AND 91.215

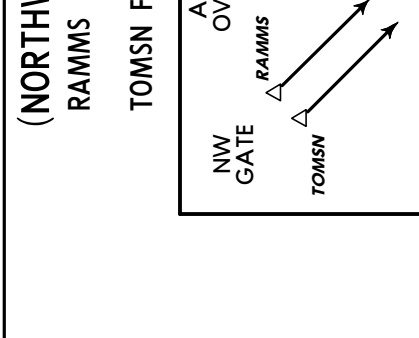
FLIGHT PROCEDURES

IFR Flights. Aircraft within Class B airspace are required to operate in accordance with current IFR procedures.

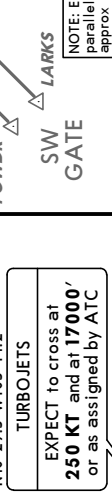
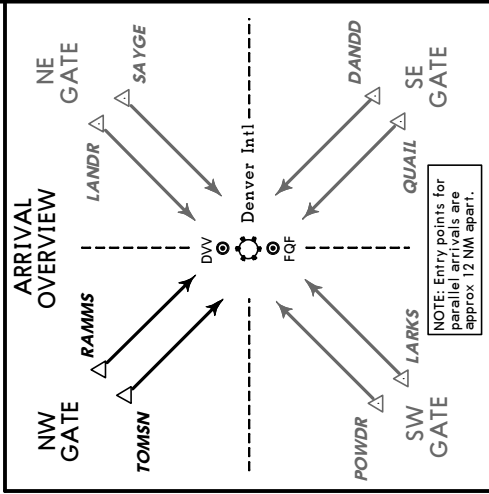
VFR Flights-

- Arriving aircraft should contact DENVER RADAR on the specified frequencies. Although arriving aircraft may be operating beneath the floor of Class B airspace on initial contact, communications should be established with DENVER RADAR for sequencing and spacing purposes.
- Aircraft departing the primary airport are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B airspace. Aircraft departing from other than Denver International Airport whose route of flight would penetrate Class B airspace should give this information to ATC on appropriate frequencies.
- Aircraft desiring to transit Class B airspace may obtain an ATC clearance and will be handled on an equitable "First-come, first-served" basis, provided the requirements of FAR 91 are met.

1. DME required for Rock Springs transition for change over point.



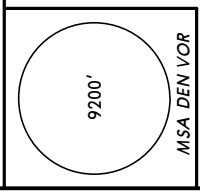
(NORTHWEST GATE)
RAMMS FIVE ARRIVAL
and
TOMSN FOUR ARRIVAL



RAMMS ARRIVAL
Direct distance from PRONG to:
1 AIRPORTS SERVED
Buckley AFB 23 NM
Centennial 30 NM
Ft Collins-Loveland Mun 24 NM
Front Range 21 NM
Greeley-Weld Co 23 NM
Jeffco 17 NM

STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.



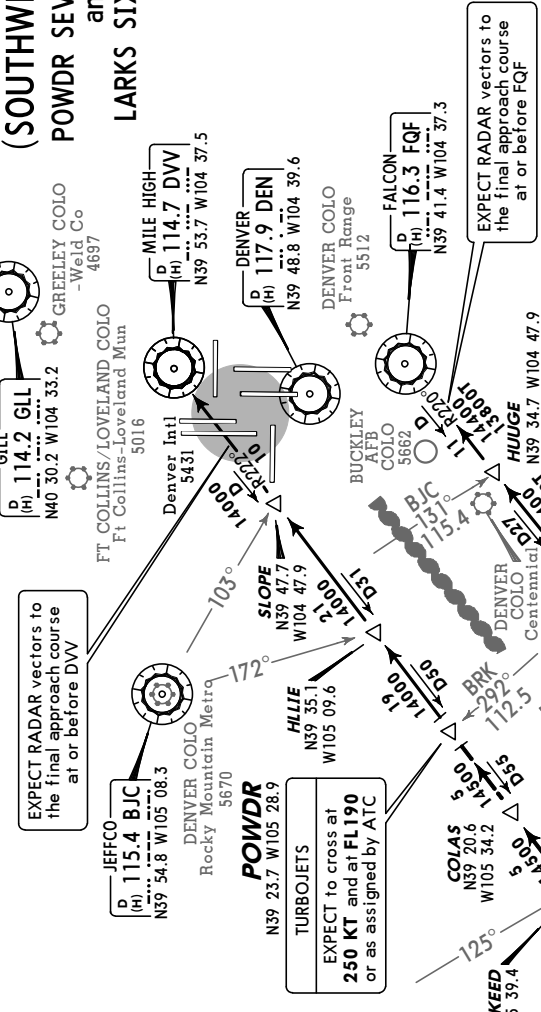


POWDR ARRIVAL
Direct distance from SLOPE to:
Denver Intl **7 NM**

Direct distance from SLOPE to:
1 AIRPORTS SERVED
Buckley AFB **6 NM**
Centennial **14 NM**
Ft Collins-Loveland Mun **41 NM**
Front Range **12 NM**
Rocky Mountain Metro **16 NM**
-Weld Co **39 NM**

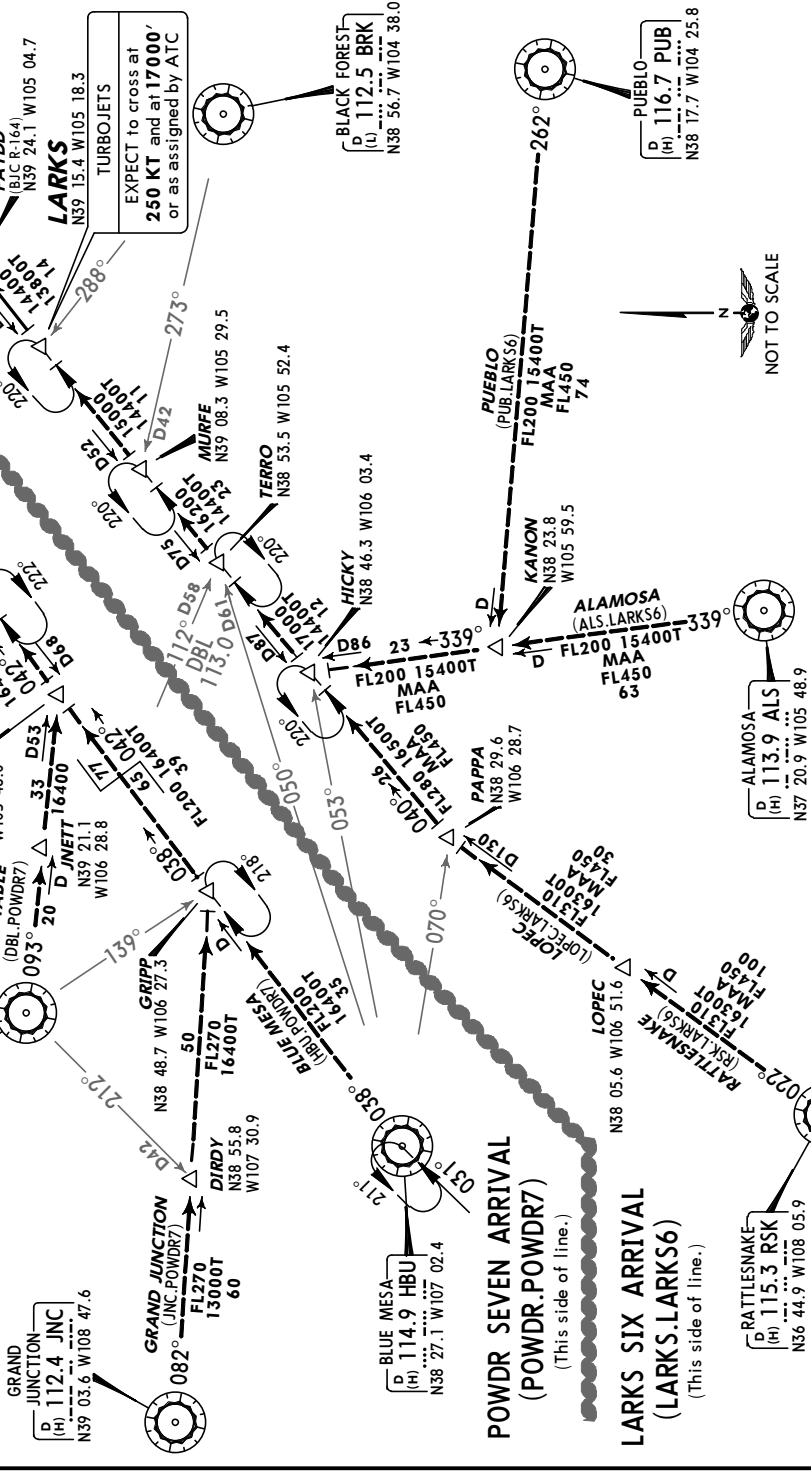
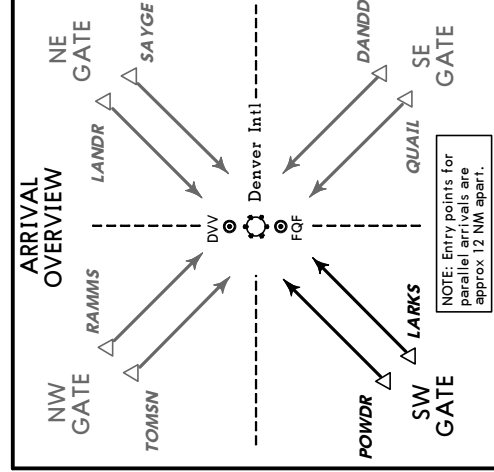
STAR	ROUTING
LARKS	From over LARKS via FQF R-220 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.
POWDR	From over POWDR via the DVV R-222 to HLLIE, then via DVV R-222 to SLOPE, then via DVV R-222 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.

(SOUTHWEST GATE)
POWDR SEVEN ARRIVAL
and
LARKS SIX ARRIVAL

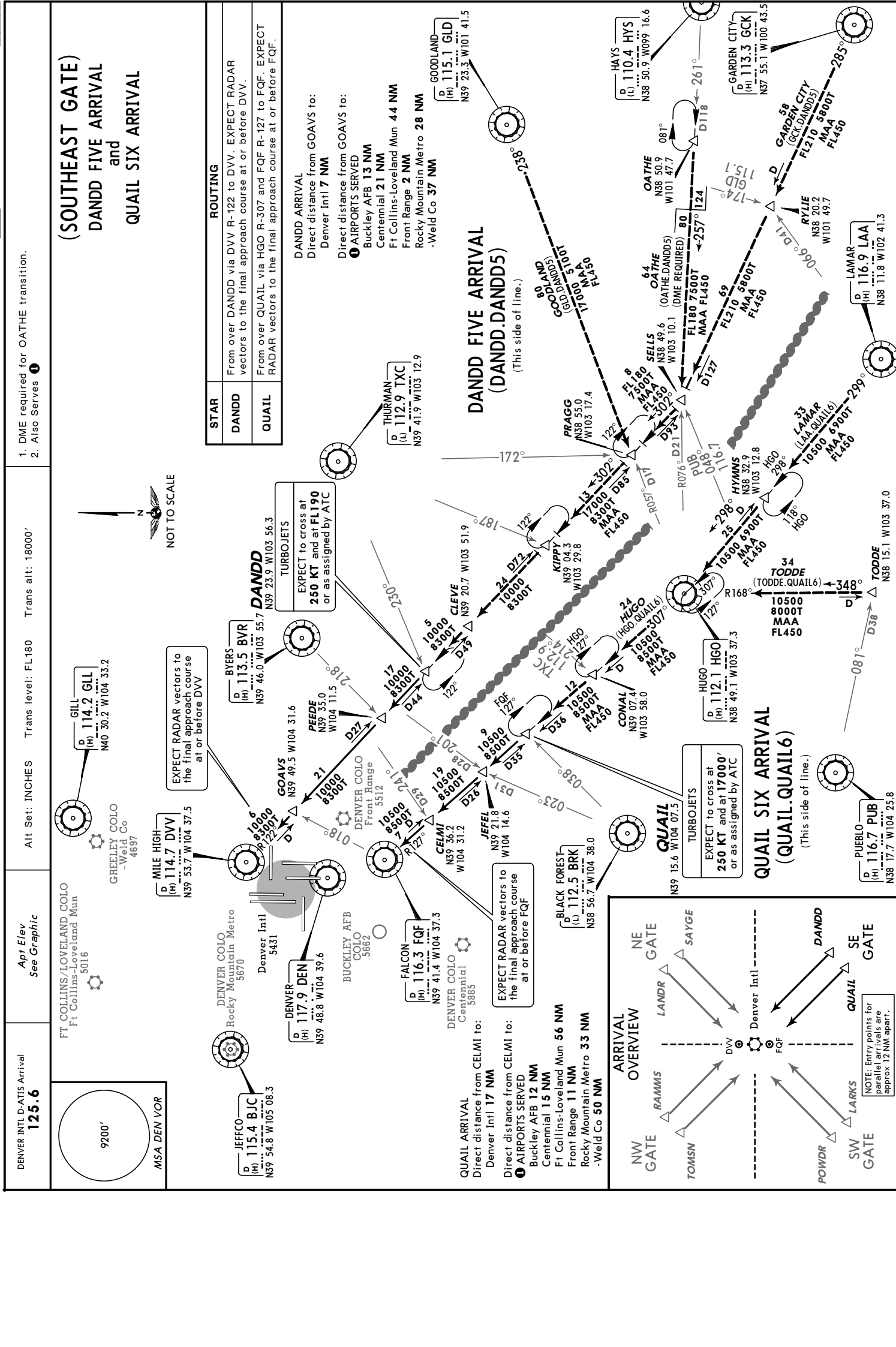


LARKS ARRIVAL
Direct distance from HUUGE to:
Denver Intl **18 NM**

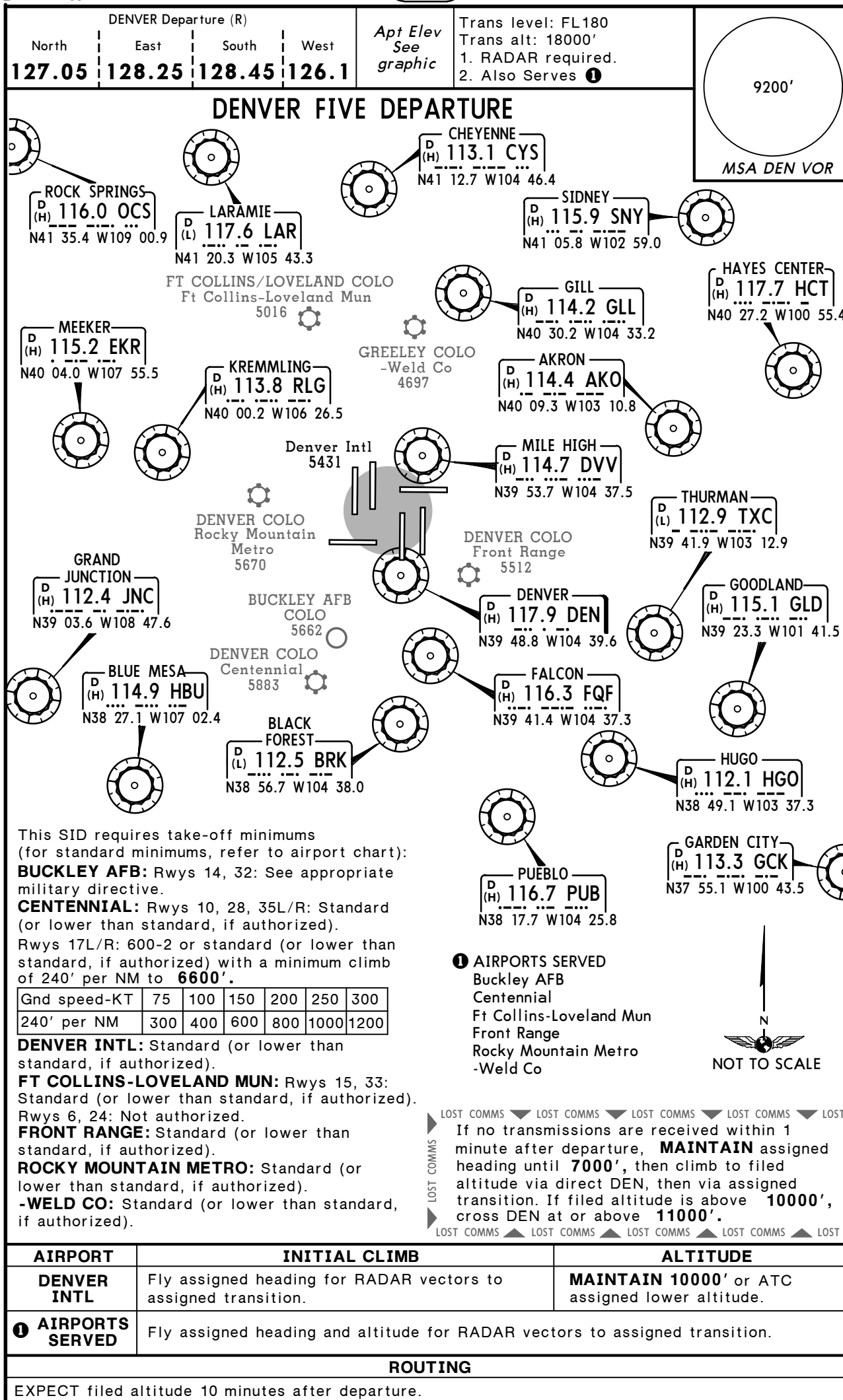
Direct distance from HUUGE to:
1 AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **2 NM**
Ft Collins-Loveland Mun **53 NM**
Front Range **17 NM**
Rocky Mountain Metro **25 NM**
-Weld Co **52 NM**



CHANGES: LARKS arrival renumbered, MOCA, TERRO holding added, Centennial airport elevation.



CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00
CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00



DENVER Departure (R)

127.05

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

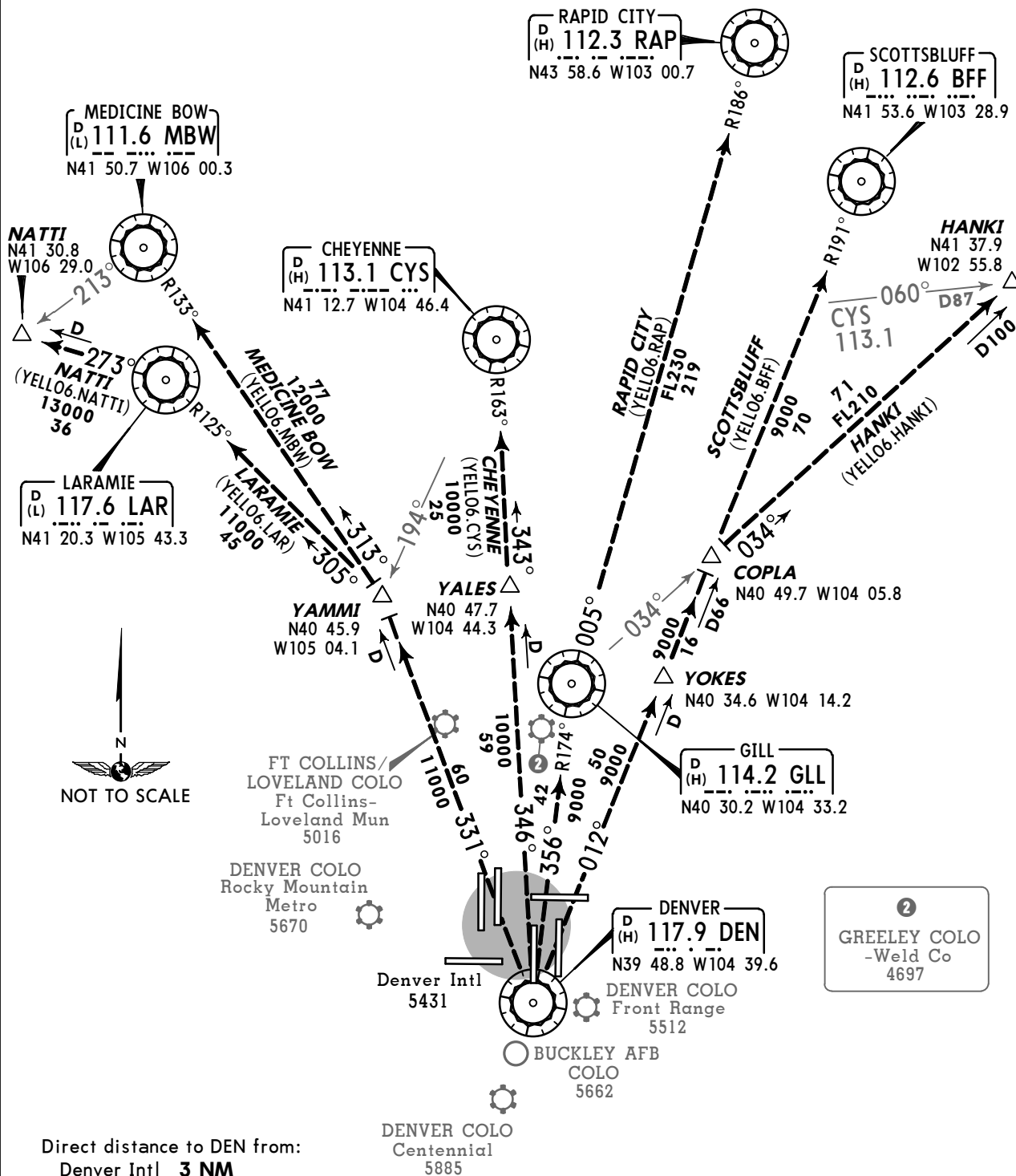
9200'

MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

For Procedure Graphic see 10-3A
PROCEDURE TEXT

If no transmissions are received within 1 minute after departure,
Maintain assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

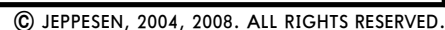
AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

Trans alt: 18000'

MSA DEN VOR

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

-WELD CO: Standard (or lower than standard, if authorized).

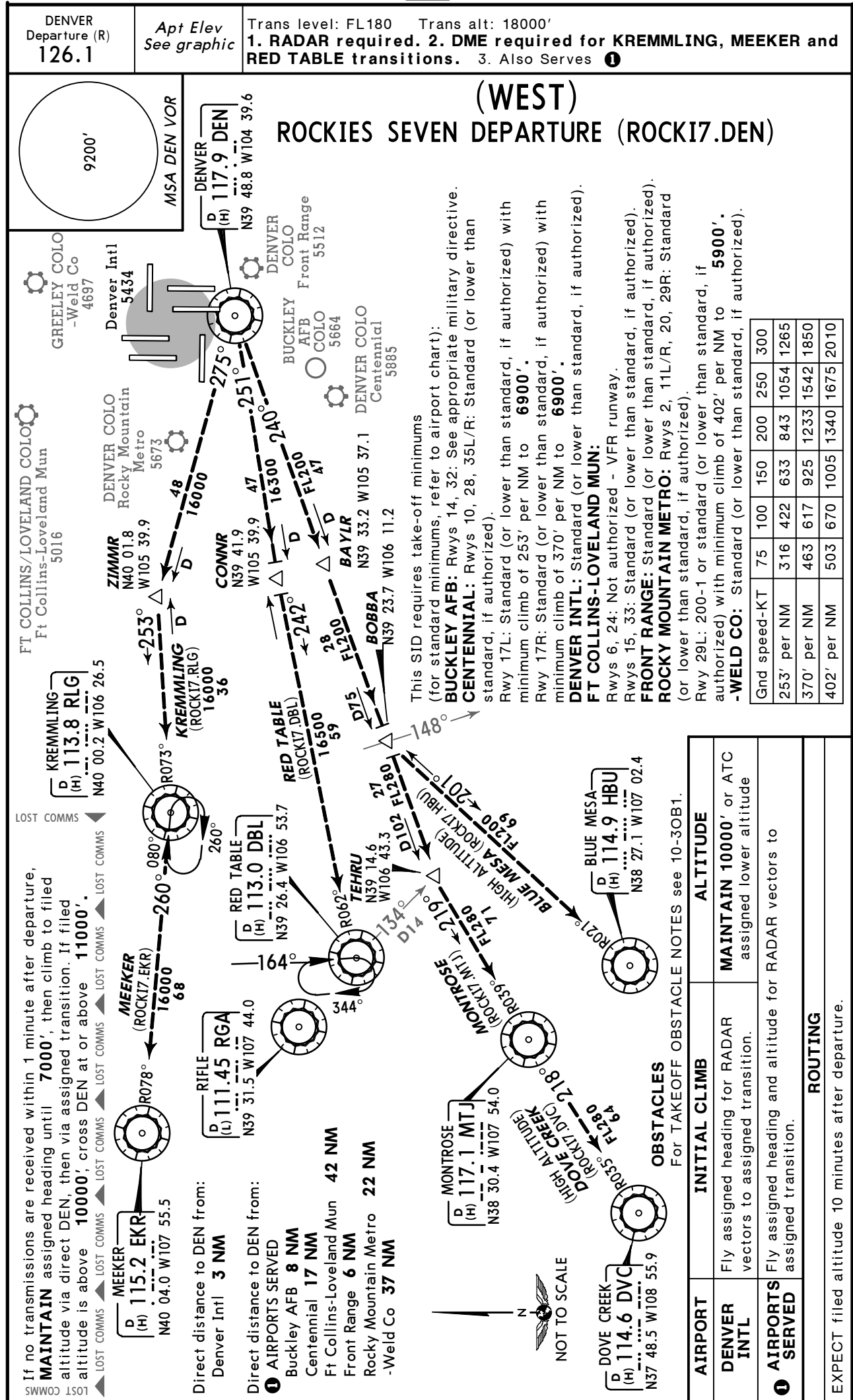
- Weld Co **37 NM**

MSA DEN VOR

PLAINS FOUR DEPARTURE (PLAIN4.DEN)

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

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TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

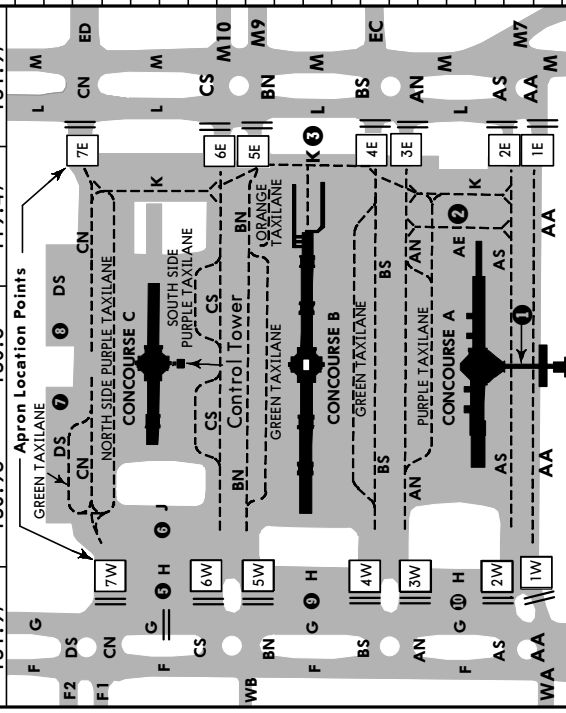
STANDARD RAMP DEPARTURE TAXI ROUTES

Standard Taxi East	
Origin	Routing
Concourse A - South Side	Taxi via Taxiway Alfa Sierra (AS) towards Apron Location Point 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 2E.
Concourse A - North Side	Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.
Concourse B - South Side	Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.
Concourse B - North Side	Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.
Concourse C - South Side	Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 7E.
South Cargo	Taxi East on Taxiway Alfa (A). Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at the taxiway clearance bar.

Standard Taxi West	
Origin	Routing
Concourse A - South Side	Taxi via Taxiway Alfa Alfa (AA) towards Apron Location Point 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 1W.
Concourse A - North Side	Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.
Concourse B - South Side	Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.
Concourse B - North Side	Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.
Concourse C - South Side	Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.
Concourse C - North Side	Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 7W.

D-XIS Department		ACARS: NO-TIS PDC TWIP		DENVER Clearance		DENVER Departure (R)	
VOT 110.0 (Limited)				118.75			
Rwys 8/26, 17L/35R		124.3		Rwy 7/25		132.35	
Rwy 17R/35L		133.3		Rwys 16L/34R, 16R/34L		135.3	
				North		127.05	
				East		128.45	
				West		126.1	
				West		127.5	
				East		121.85	

RAMP CONTROL	
•	Contact the Ramp Control frequency associated with the parking location regardless of the ramp entry points used.



1 Overhead passenger bridge on south side of Concourse A provides 42' (13m) tail and up to 118' (36m) wingspan clearance when on taxiway centerline.

2 Taxilane AE on east side of Concourse A restricted to wingspan less than 65' (20m) north of AE3 and less than 94' (29m) south of AE3.

③ Twy K, between Twys BS and BN, restricted to Aircraft Design Group III. Wingspan less than 118', (36m).

-
- Diagram of a building floor plan showing rooms 1 through 12. Room 7 is highlighted with a red circle and labeled '7' with 'Elev 5347' and 'B10' nearby. Room 8 is labeled 'RON Pad DS East'.

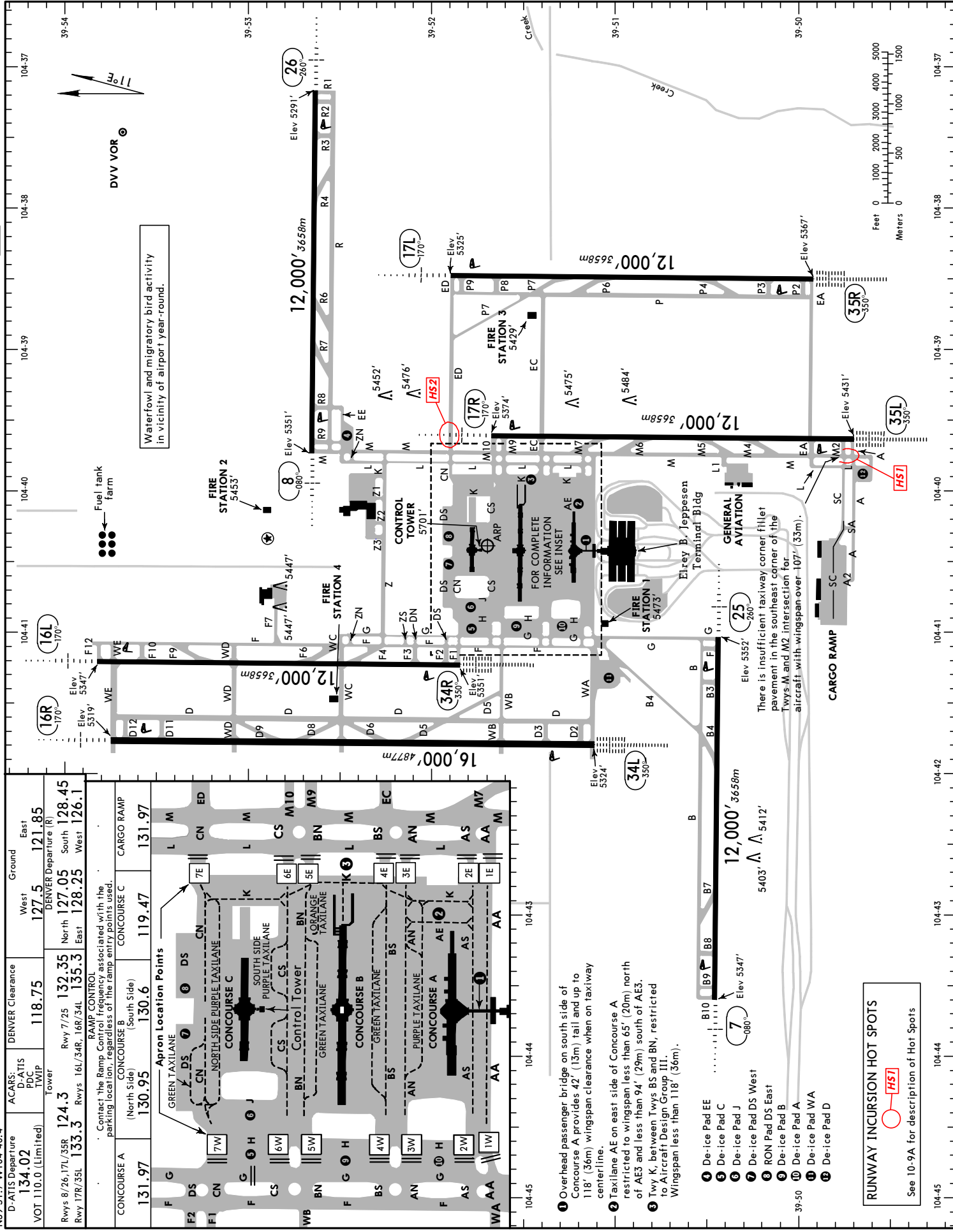
5403' A. A. 5412'

pavement in the southeast corner of the Twys M and M2 intersection for aircraft with wingspan over 107' (33m).

CARGO RAM

RUNWAY INCURSION HOT SPOTS

See 10-9A for description of Hot Spots



CHANGES: Chart inset: notes: hot spots revised.

GENERAL
ASDE-X surveillance system in use. Pilots should operate transponders, with Mode C, on all runways and taxiways.
Low Level Wind Shear Alert System.
Terminal Doppler Weather Radar.
All runways grooved.

ADDITIONAL RUNWAY INFORMATION									
RWY	LANDING BEYOND				USABLE LENGTHS				
	Threshold	Glide Slope	TAKE-OFF		WIDTH				
7	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR	10,958' 3340m			150'				
25	HIRL CL MALSR PAPI-L(angle 3.0°) RVR	10,941' 3333m			46m				

8	HIRL CL MALSR PAPI-L (angle 3.0°) RVR	10,899' 3322m			150'				
26	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR	11,042' 3366m			46m				

16L	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR	11,006' 3355m			150'				
34R	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR	10,929' 3331m			46m				

16R	HIRL CL MALSR TDZ PAPI-R(angle 3.0°) RVR	14,980' 4566m			200'				
34L	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) RVR	14,910' 4543m			61m				

17L	HIRL CL MALSR PAPI-L (angle 3.0°) RVR	11,015' 3357m			150'				
35R	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR	10,874' 3314m			46m				

17R	HIRL CL MALSR TDZ PAPI-L(angle 3.0°) RVR	11,035' 3363m			150'				
35L	HIRL CL ALSF-II TDZ PAPI-R(angle 3.0°) RVR	10,899' 3322m			46m				

RUNWAY INCURSION HOT SPOTS

HSI

For information only, not to be construed as ATC instructions.

HSI

Pilots taxiing from Cargo ramp on Twy SC or A sometimes miss the left turn onto Twy M and enter Rwy 35L without authorization.

HSI

Rwy 17R approach area. ATC will direct pilots to hold short at approach hold line when necessary for separation from traffic.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE												
Rwy 34L												
2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.				Adequate Vis Ref		STD						
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	1 & 2 Eng					
TDZ RVR 3	TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2	RVR 50 or 1					
Mid RVR 3	Mid RVR 5	Mid RVR 10	Mid RVR 10									
Rollout RVR 3	Rollout RVR 5	Rollout RVR 10	Rollout RVR 10									
Rwys 34R, 35L												
2 operating RVRs are required All operating RVRs are controlling				Adequate Vis Ref		STD						
HUD & CL & HIRL	CL & HIRL	CL, or RCLM & HIRL				3 & 4 Eng	1 & 2 Eng					
TDZ RVR 3	TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2	RVR 50 or 1					
Mid RVR 3	Mid RVR 5	Mid RVR 10	Mid RVR 10									
Rollout RVR 3	Rollout RVR 5	Rollout RVR 10	Rollout RVR 10									

CHANGES: Hot spot information added.

Rwy 16R												
2 RVRs below must be operational. All operating RVRs are controlling except Far End which is advisory only.				Adequate Vis Ref		STD						
CL & HIRL	CL, or RCLM & HIRL					3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2	RVR 50 or 1					
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10									
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10									
Rwys 16L, 17L, R, 35R												
2 operating RVRs are required All operating RVRs are controlling				Adequate Vis Ref		STD						
CL & HIRL	CL, or RCLM & HIRL					3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2	RVR 50 or 1					
Mid RVR 5	Mid RVR 10	Mid RVR 10	Mid RVR 10									
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10									
Rwys 7, 8, 25, 26												
Both RVRs are required & controlling				Adequate Vis Ref		STD						
CL & HIRL	CL, or RCLM & HIRL					3 & 4 Eng	1 & 2 Eng					
TDZ RVR 5	TDZ RVR 10	TDZ RVR 10	TDZ RVR 10	RVR 16 or 1/4		RVR 24 or 1/2	RVR 50 or 1					
Rollout RVR 5	Rollout RVR 10	Rollout RVR 10	Rollout RVR 10									

OBSTACLE DP
Runway 7, climb on a heading between 312° clockwise to 215° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runway 8, climb on a heading between 307° clockwise to 218° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 16L, 16R, climb on a heading between 210° counter-clockwise to 350° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 17L, 17R, climb on a heading between 219° counter-clockwise to 350° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runway 25, climb on a heading between 314° clockwise to 080° or 203° counter-clockwise to 080° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

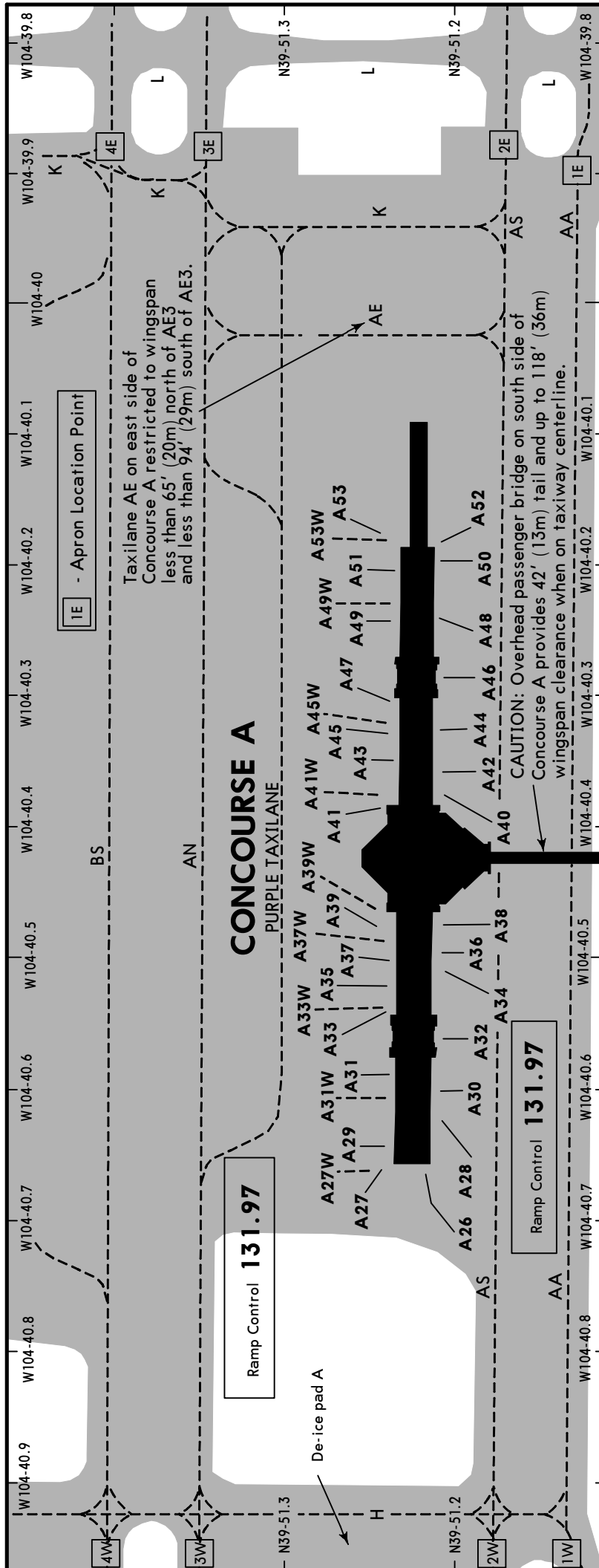
Runway 26, climb on a heading between 310° clockwise to 080° or 216° counter-clockwise to 080° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 34L, 34R, climb on a heading between 310° clockwise to 169° from departure end of runway. All other courses: climbing RIGHT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

Runways 35L, 35R, climb on a heading between 310° clockwise to 169° from departure end of runway. All other courses: climbing LEFT turn, thence direct DEN VOR, climb in DEN VOR holding pattern (hold south, RIGHT turns, 340° inbound) to 16,500' before proceeding on course.

FOR FILING AS ALTERNATE									
ILS Rws 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R				LOC Rws 7, 8, 16L/R, 17L/R, 25, 26, 34L/R, 35L/R		RNAV (GPS) Rwy 25, 34L/R, 35L/R			
A	600-2			800-2		NA			
B									
C									
D									

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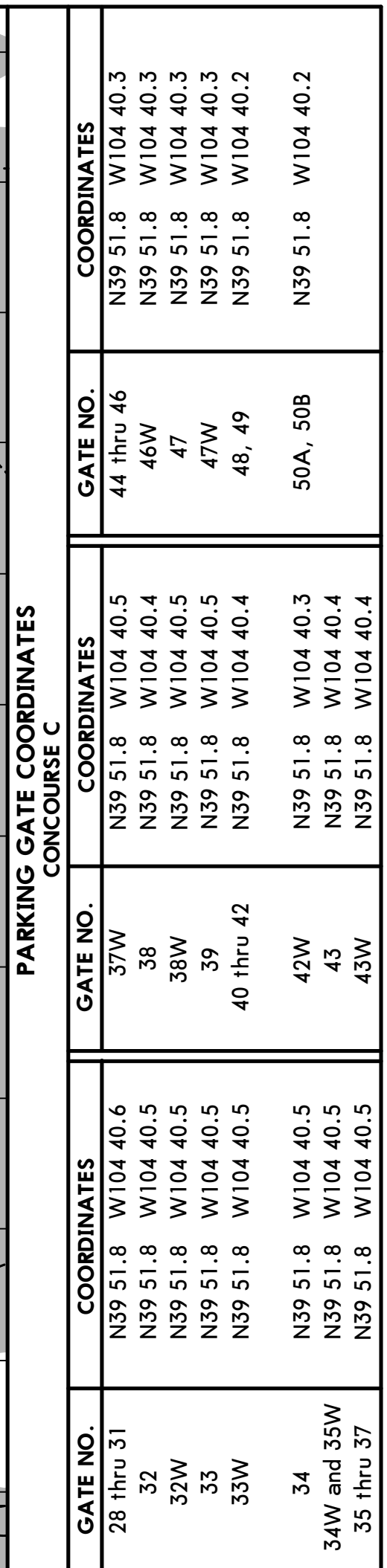


PARKING GATE COORDINATES
CONCOURSE A

GATE NO.	COORDINATES	GATE NO.	COORDINATES
A26	N39 51.2 W104 40.7	A36, A37	N39 51.2 W104 40.5
A27, A27W	N39 51.3 W104 40.7	A37W	N39 51.2 W104 40.5
A28 thru A31	N39 51.2 W104 40.6	A38	N39 51.2 W104 40.5
A31W	N39 51.2 W104 40.6	A39	N39 51.2 W104 40.5
A32	N39 51.2 W104 40.6	A39W	N39 51.2 W104 40.5
A33	N39 51.2 W104 40.5	A40	N39 51.2 W104 40.4
A33W	N39 51.2 W104 40.5	A41	N39 51.2 W104 40.4
A34	N39 51.2 W104 40.5	A41W	N39 51.2 W104 40.4
A35	N39 51.2 W104 40.5	A42	N39 51.2 W104 40.4
		A43 thru A45	N39 51.2 W104 40.3
		A45W	N39 51.2 W104 40.3
		A46, A47	N39 51.2 W104 40.3
		A48, A49	N39 51.2 W104 40.2
		A49W	N39 51.2 W104 40.2
		A50, A51	N39 51.2 W104 40.2
		A52, A53	N39 51.2 W104 40.2
		A53W	N39 51.2 W104 40.2



GATE NO.	COORDINATES	GATE NO.	COORDINATES	GATE NO.	COORDINATES
B15 thru B23	N39 51.5 W104 40.7	B38W	N39 51.5 W104 40.4	B61, B63	N39 51.6 W104 40.1
B24 thru B29	N39 51.5 W104 40.6	B39, B41	N39 51.5 W104 40.4	B65, B67, B69	N39 51.6 W104 40.0
B30 thru B32	N39 51.5 W104 40.5	B42 thru B47	N39 51.5 W104 40.3	B71, B73	N39 51.6 W104 40.0
B32W	N39 51.5 W104 40.5	B48 thru B55	N39 51.5 W104 40.2	B75, B77	N39 51.6 W104 39.9
B33 thru B36	N39 51.5 W104 40.5	B56	N39 51.5 W104 40.1	B79	N39 51.5 W104 39.9
		B57	N39 51.6 W104 40.1		
B36W	N39 51.5 W104 40.5	B58	N39 51.5 W104 40.1	B80 thru B82	N39 51.5 W104 40.1
B37	N39 51.5 W104 40.5	B59	N39 51.6 W104 40.1	B83 thru B90	N39 51.5 W104 40.0
B38	N39 51.5 W104 40.4	B60	N39 51.5 W104 40.1	B91 thru B95	N39 51.5 W104 39.9



DEICING PROCEDURES

GENERAL PROCEDURES:

Deicing with engines running is allowed.

SEQUENCING:

"First Come. First Served" based on ready to push and taxi.

Gate holds are available at aircrew/company discretion without loss of deice queue position.

"Leap Frogging" between queue positions is allowed only between company aircraft with no impact to other carriers.

STAGING:

Aircraft will be staged at the "DEICE HOLD" signs east of Taxiway H or Taxiway J.

Aircraft may be staged mid-ramp to allow taxi flexibility and exit points for non-deicers.

COMMUNICATIONS:

ASDE-X surveillance system in use. Operate transponder with Mode C at all times.

Contact Ramp Control to "push for deicing."

Ramp control will direct aircraft to appropriate "DEICE HOLD" location.

When directed by Ramp Control, contact the deice controller on the appropriate frequency (typically when you are #1 at the "DEICE HOLD" sign).

Upon completion of deicing, the deice pad controller will instruct you to contact Ground Control (Ramp Control for J-Pad) for taxi.

Contact Ground Control with your deice pad and spot number.

DEICE EFFICIENCY ENHANCEMENT PROGRAM:

Upon the completion of deice and receipt of the "post deice" report, expedite departure from the deice pad.

DEICE PAD FREQUENCIES

A-PAD	129.85
WA-PAD	130.52
B-PAD	129.17
C-PAD	130.87
J-PAD	131.67
DS/D/EE-PAD	118.12

RAMP FREQUENCIES

A-Concourse/Cargo	131.97
B-Concourse South	130.6
B-Concourse North	130.95
C-Concourse	119.47
Westside Ground	127.5

B757 with winglets must use a wide body deice spot.
ASDE-X surveillance system in use. Operate transponder with Mode C at all times.

DS-PAD
DS DEICE LOCATION
GREEN TAXILANE
TWY CN
1 NORTH SIDE PURPLE TAXILANE
2 SOUTH SIDE PURPLE TAXILANE
TWY CS
TWY BN
GREEN TAXILANE
CONCOURSE B
GREEN TAXILANE
TWY BS
TWY AN
PURPLE TAXILANE
CONCOURSE A
TWY AS
TWY AA

CONCOURSE C

CONCOURSE B

CONCOURSE A

WA-PAD
WA1
WA1W
WA2
WA3
WA3W
WA4
WA5
WA5W
WA6

A-PAD
A5
A4
A3
A2
A1W
A1

B-PAD
B6
B5W
B5
B4
B3W
B3
B2
B1W
B1

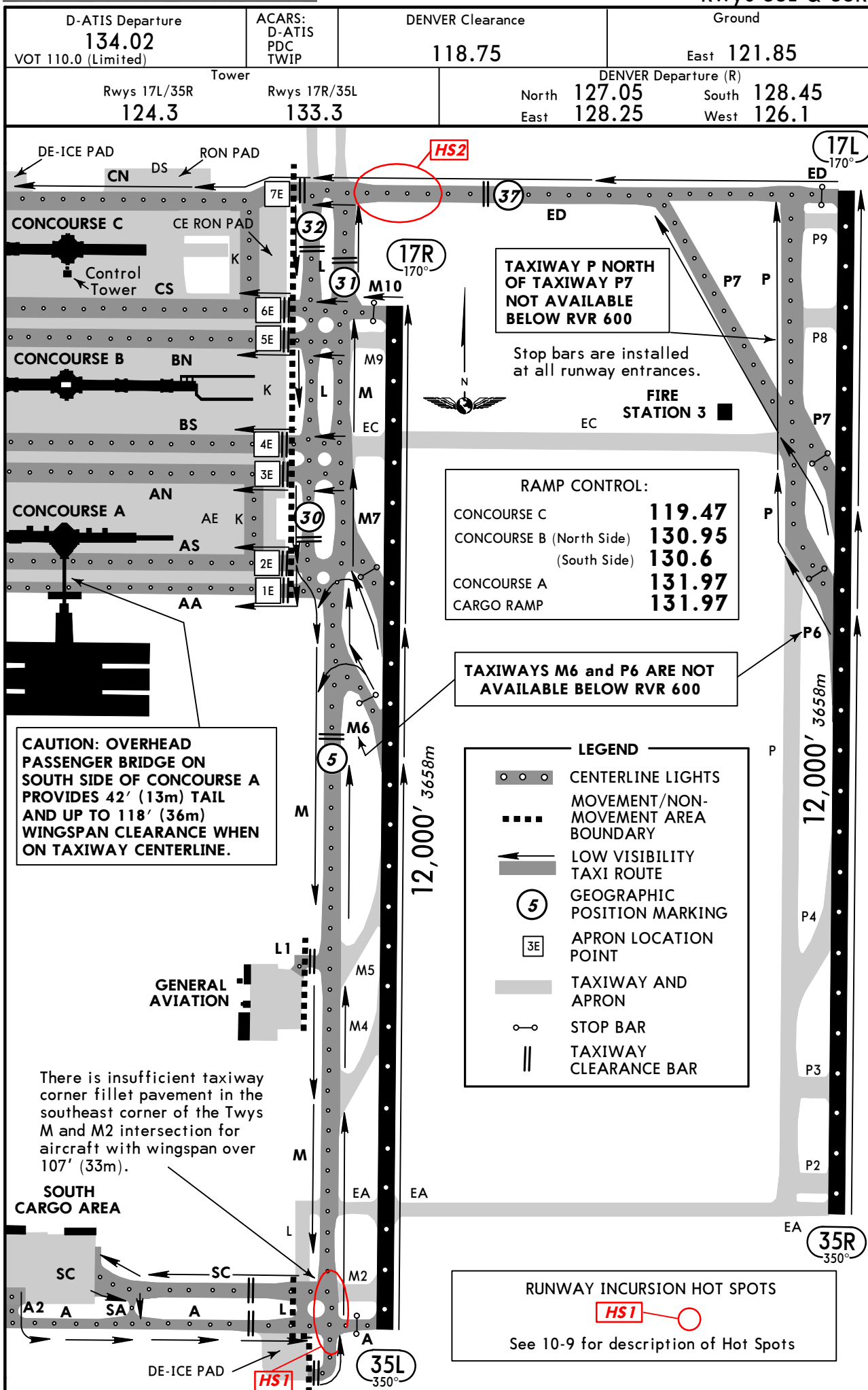
C-PAD
C5
C5W
C4
C3W
C3
C2
C1W
C1

J-PAD
J6
J5W
J5
J4
J3W
J3
J2
J1W
J1

DEICE HOLD

M **SNOW MELTERS SERVICE AREA**
Snow melters, snow banks, and snow removal equipment located inside the object free area. Taxiway centerlines may not provide normal clearances for wing tips, engine pods, or propellers. Taxi with caution.

LESS THAN RVR 1200



Rwys 34L & 34R

RAMP CONTROL:

CONCOURSE C	119.47
CONCOURSE B (North Side)	130.95
(South Side)	130.6
CONCOURSE A	131.97
CARGO RAMP	131.97

LEGEND

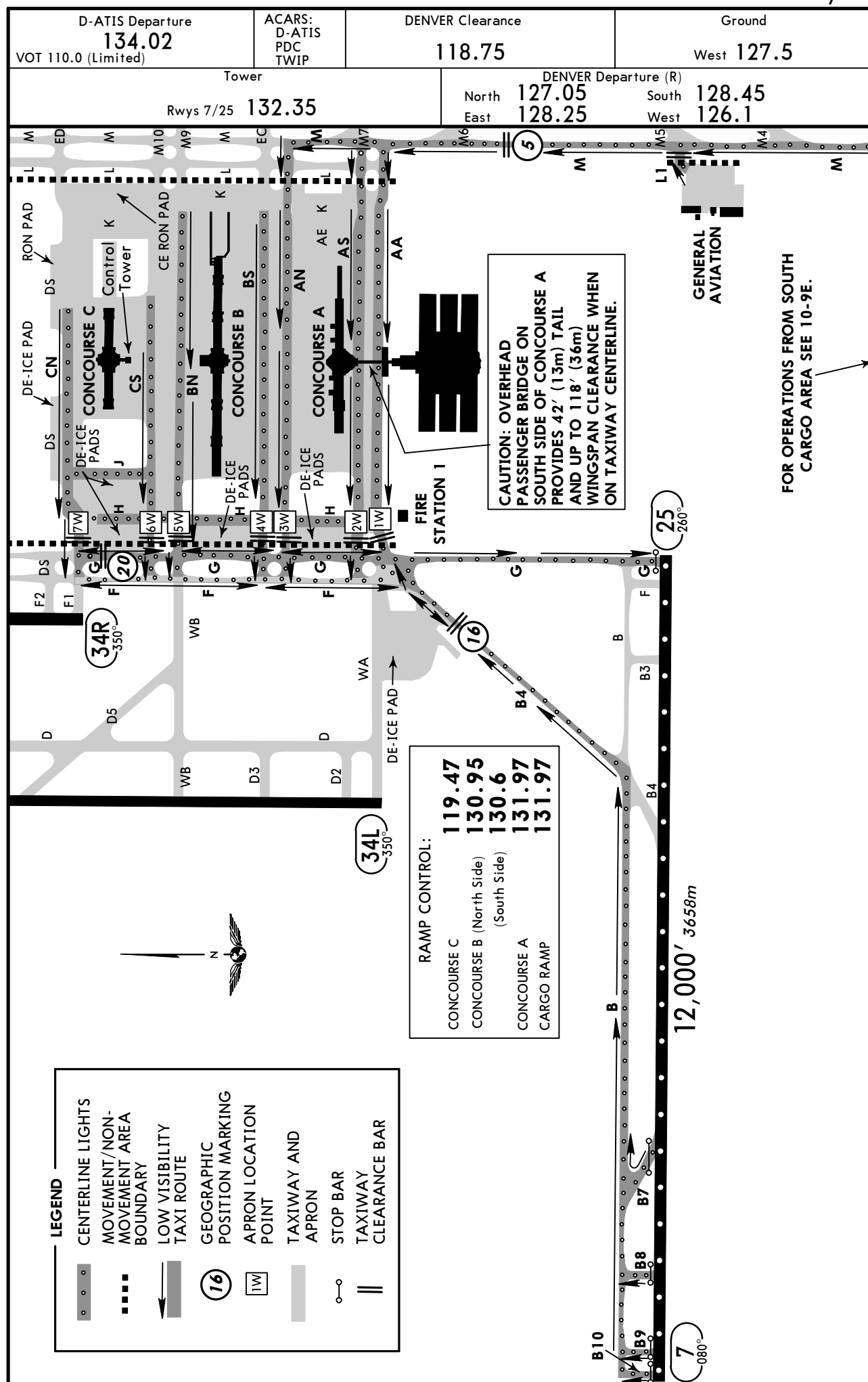
- CENTERLINE LIGHTS
- MOVEMENT/NON-MOVEMENT AREA BOUNDARY
- LOW VISIBILITY TAXI ROUTE
- GEOGRAPHIC POSITION MARKING
- APRON LOCATION POINT
- TAXIWAY AND APRON
- STOP BAR
- TAXIWAY CLEARANCE BAR

A CAUTION: OVERHEAD PASSENGER BRIDGE ON SOUTH SIDE OF CONCOURSE A PROVIDES 42' (13m) TAIL AND UP TO 118' (36m) WINGSPAN CLEARANCE WHEN ON TAXIWAY CENTERLINE.

B FOR OPERATIONS FROM GA OR SOUTH CARGO AREA SEE 10-9E.

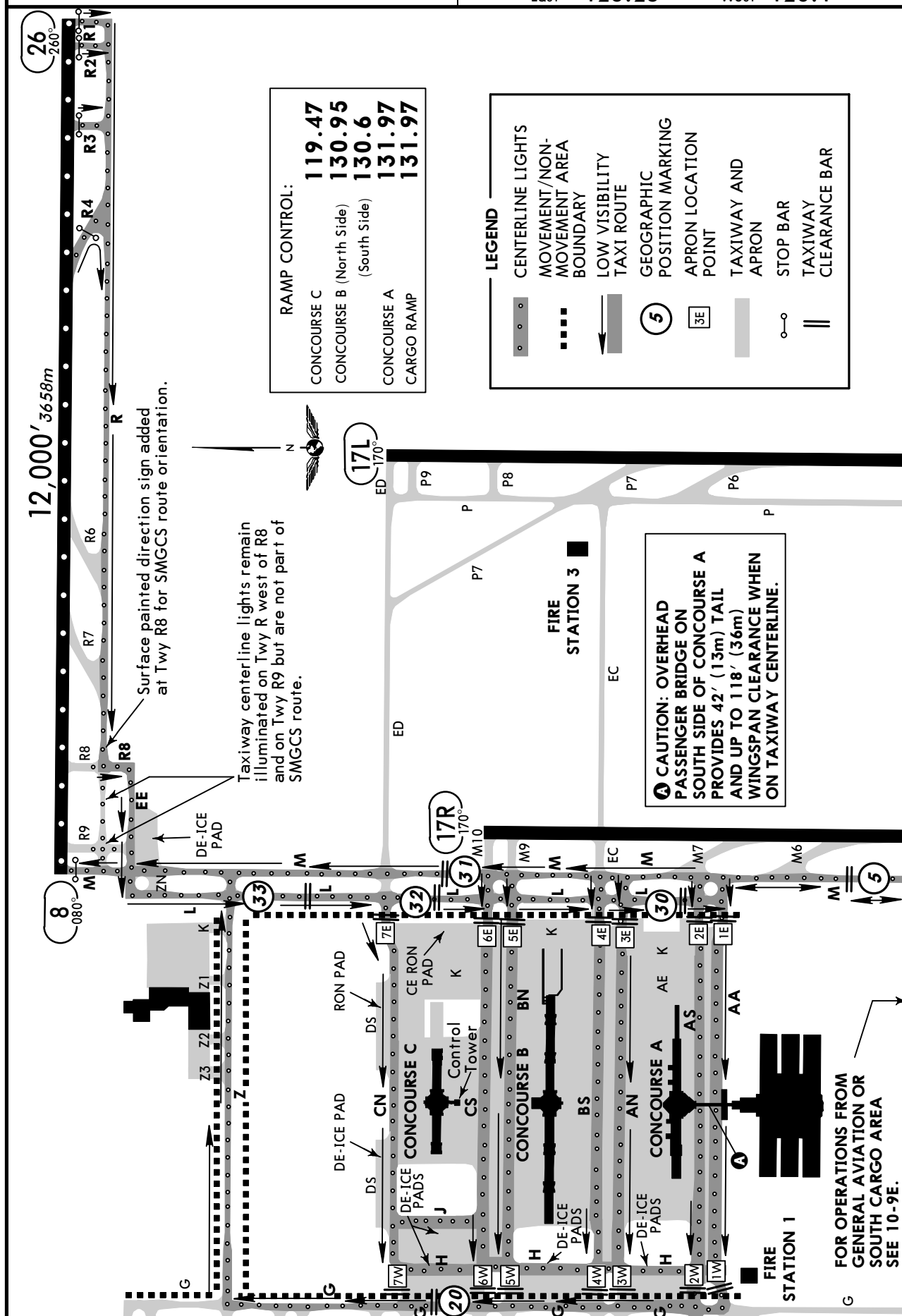
HOT SPOTS: HS1, HS2

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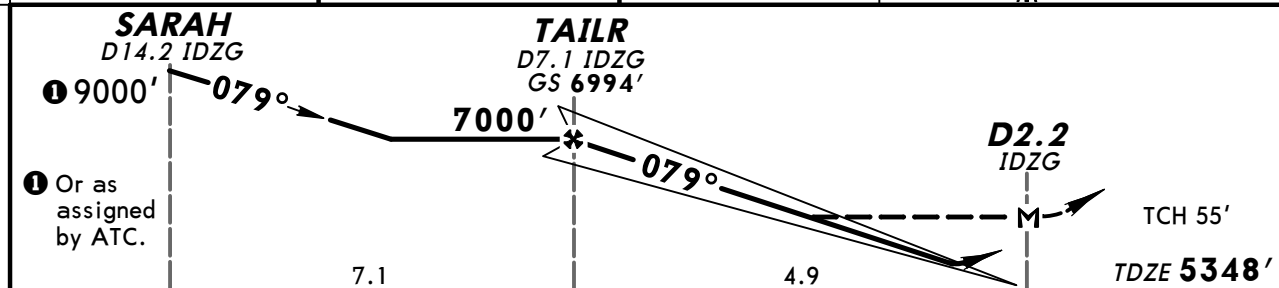
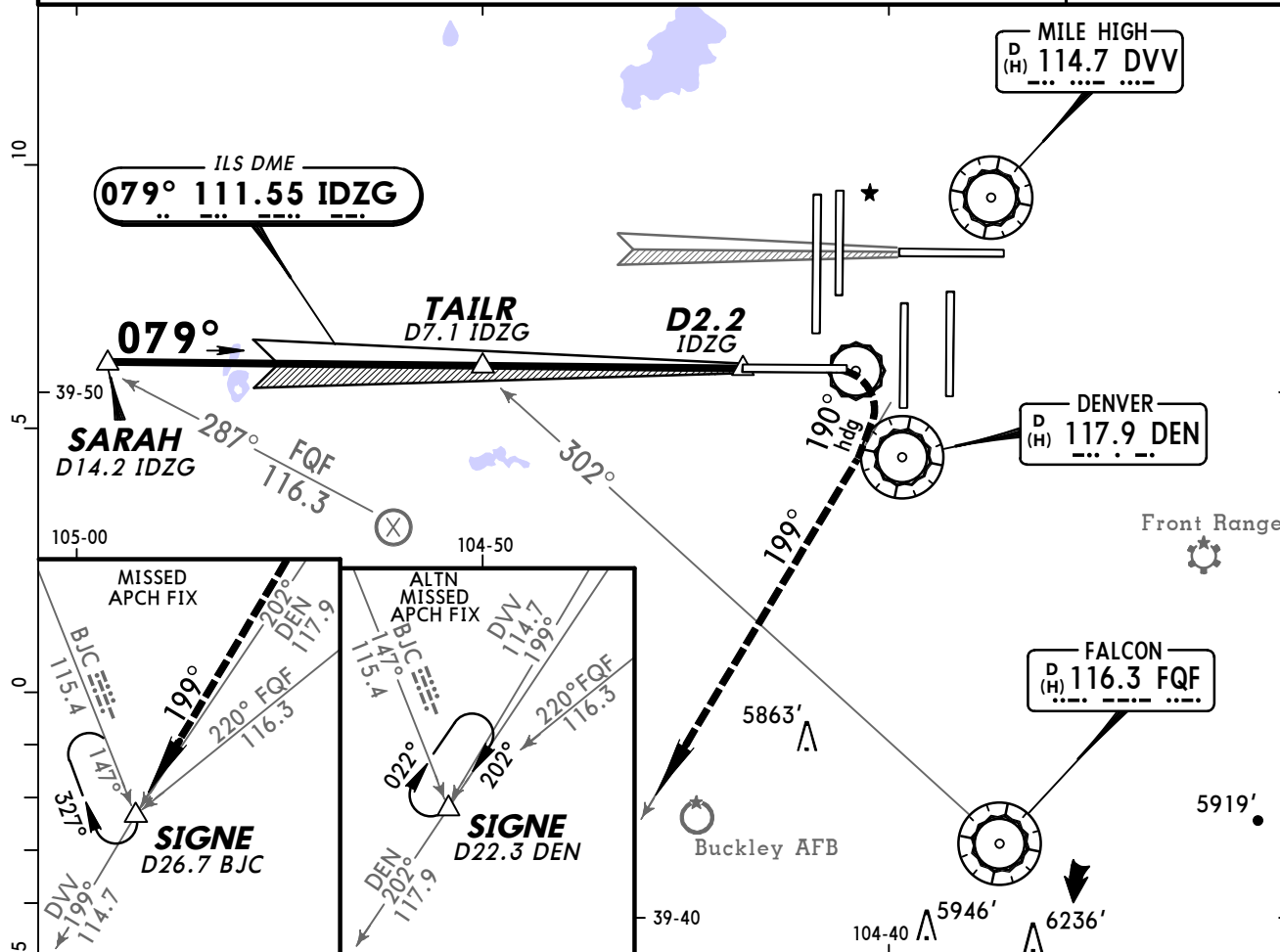
LESS THAN RVR 1200 TO 600

D-ATIS Departure 134.02 VOT 110.0 (Limited)	ACARS: D-ATIS PDC TWIP	DENVER Clearance 118.75	Ground West 127.5
Tower Rwys 8/26 124.3		DENVER Departure (R) North 127.05 South 128.45 East 128.25 West 126.1	



BRIEFING STRIP™

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35		Ground 127.5				
LOC IDZG 111.55		Final Apch Crs 079°		GS TAILR 6994' (1646')		ILS DA(H) 5548' (200')		Apt Elev 5431' TDZE 5348'		9200' MSA DEN VOR
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 11000' on heading 190° and DVV VOR R-199 to SIGNE INT/D26.7 BJC and hold. Continue climb-in-hold to 11000, or as directed by ATC.										
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'				
1. Radar required. 2. Simultaneous approach authorized with Rwy 8.										



Gnd speed-Kts	70	90	100	120	140	160	MALSR		5900'	11000'	190°	DV
GS	3.00°	372	478	531	637	743	PAPI		then	RT	hdg	and
MAP at D2.2 IDZG or TAILR to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50					R-199

STRAIGHT-IN LANDING RWY 7						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 5548' (200')			MDA(H) 5640' (292')				
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		
A						A	NA
B			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	B	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4			C	
D			RVR 40 or 3/4	RVR 50 or 1		D	

Not authorized during simultaneous operations.

CHANGES: Missed approach procedure, rate-of-descent table.

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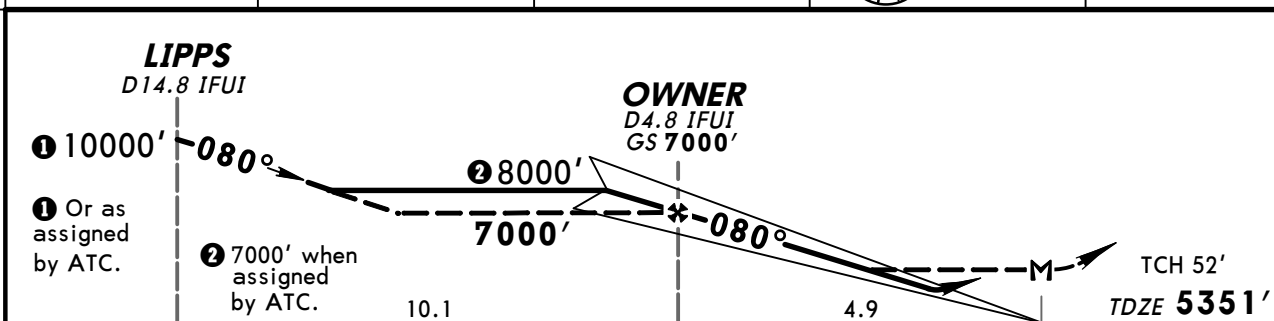
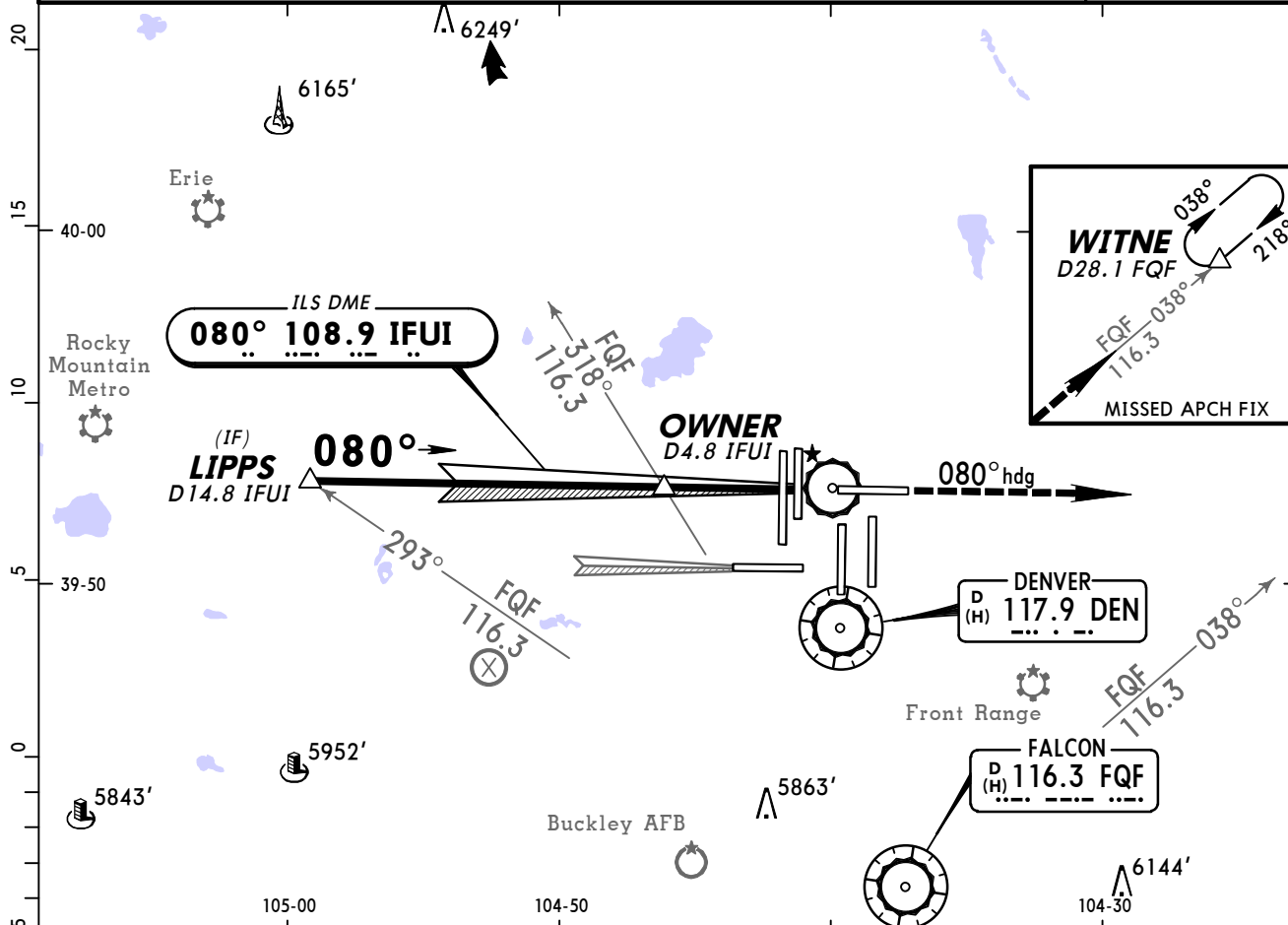
KDEN/DEN
DENVER INTL

JEPPESEN
16 SEP 11 **(11-2)**

DENVER, COLO
ILS or LOC Rwy 8

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) NorthSouth		DENVER Tower	Ground
125.6		119.3	120.35	124.3	121.85
LOC IFUI 108.9	Final Apch Crs 080°	GS OWNER 7000' (1649')	ILS DA(H) 5551' (200')	Apt Elev 5431' TDZE 5351'	9200' MSA DEN VOR
MISSED APCH: Climb to 10000' via 080° heading and outbound on FQF VOR R-038 to WITNE INT/D28.1 FQF and hold.					
Alt Set: INCHESTrans level: FL 180Trans alt: 18000' 1. Radar required.2. Simultaneous approaches authorized with Rwy 7.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000' via 080° and 116.3 R-038
GS	3.00°	372	478	531	637	743		
OWNER to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50		

STRAIGHT-IN LANDING RWY 8					CIRCLE-TO-LAND				
ILS		2 LOC (GS out)							
DA(H) 5551' (200')		MDA(H) 5700' (349')							
FULL		RAIL or ALS out		RAIL out	ALS out				
A	1 RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B								B	
C								C	
D								D	

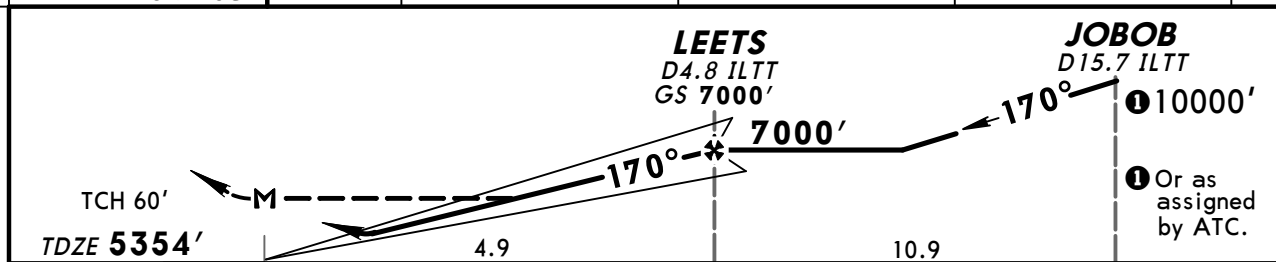
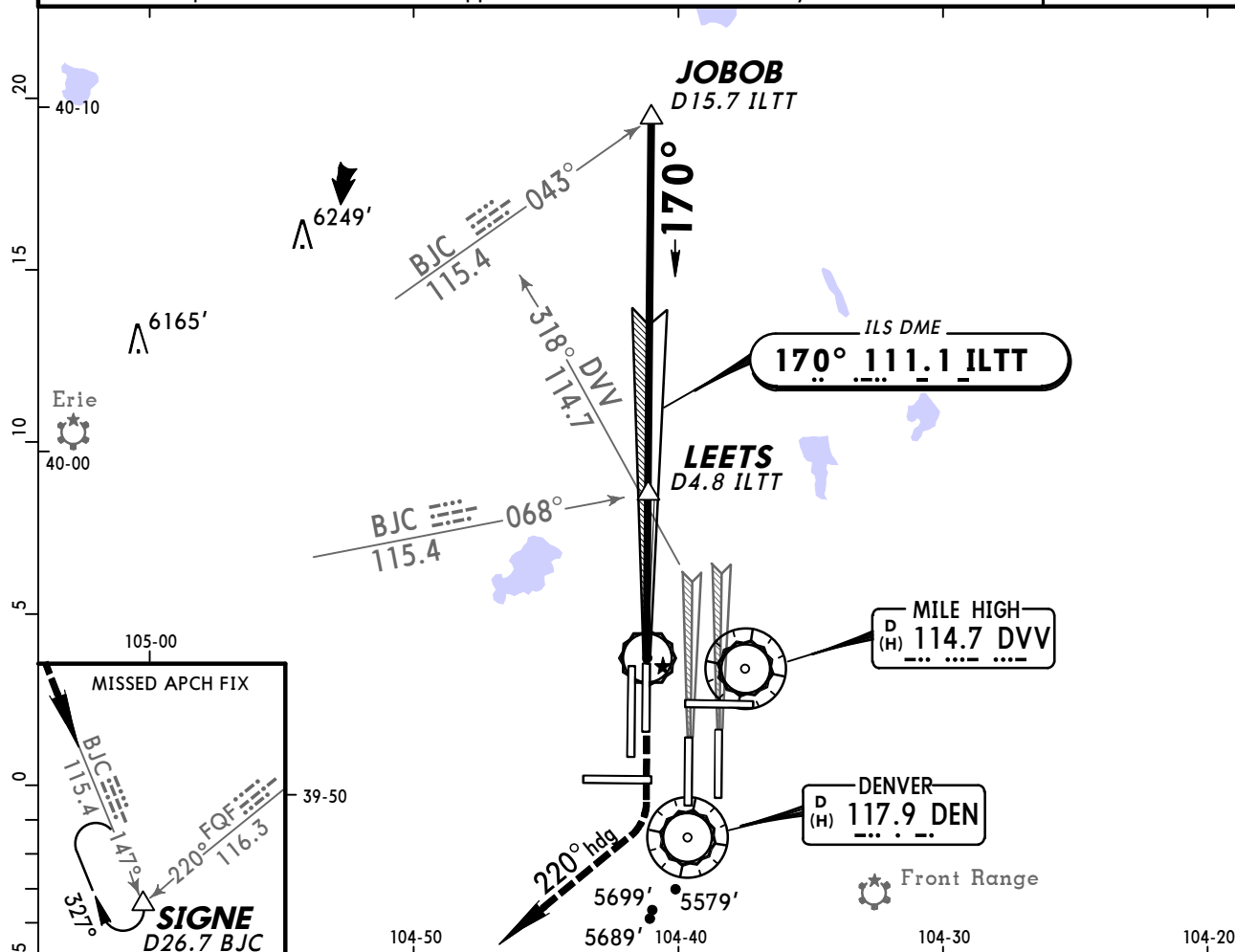
- 1** RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Not authorized during simultaneous operations.

CHANGES: Rate-of-descent table.

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BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) NorthSouth		DENVER Tower		Ground	
125.6		119.3120.35		135.3		127.5	
LOC ILTT 111.1	Final Apch Crs 170°	GS LEETS 7000'(1646')	ILS DA(H) 5554'(200')	Apt Elev 5431' TDZE 5354'		9200' MSA DEN VOR	
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 12000' via 220° heading and outbound on BJC VOR R-147 to SIGNE INT/D26.7 BJC and hold.							
Alt Set: INCHESTrans level: FL 180Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 17R and 17L.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	5900' then 12000' via 220° hdg and 115.4 BJC R-147
GS	3.00°	377	484	538	646	753		
LEETS to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50		

STRAIGHT-IN LANDING RWY 16L							CIRCLE-TO-LAND		
ILS DA(H) 5554' (200')				1 LOC (GS out) MDA(H) 5820' (466')					
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out			
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA	
B									B
C				RVR 40 or 3/4	RVR 60 or 1 1/4		C		
D				RVR 50 or 1	1 1/2		D		

Not authorized during simultaneous operations.

CHANGES: Charted obstructions.

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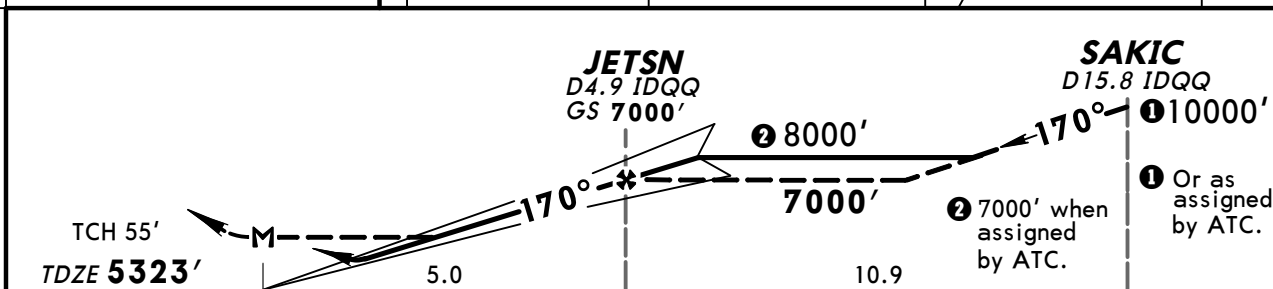
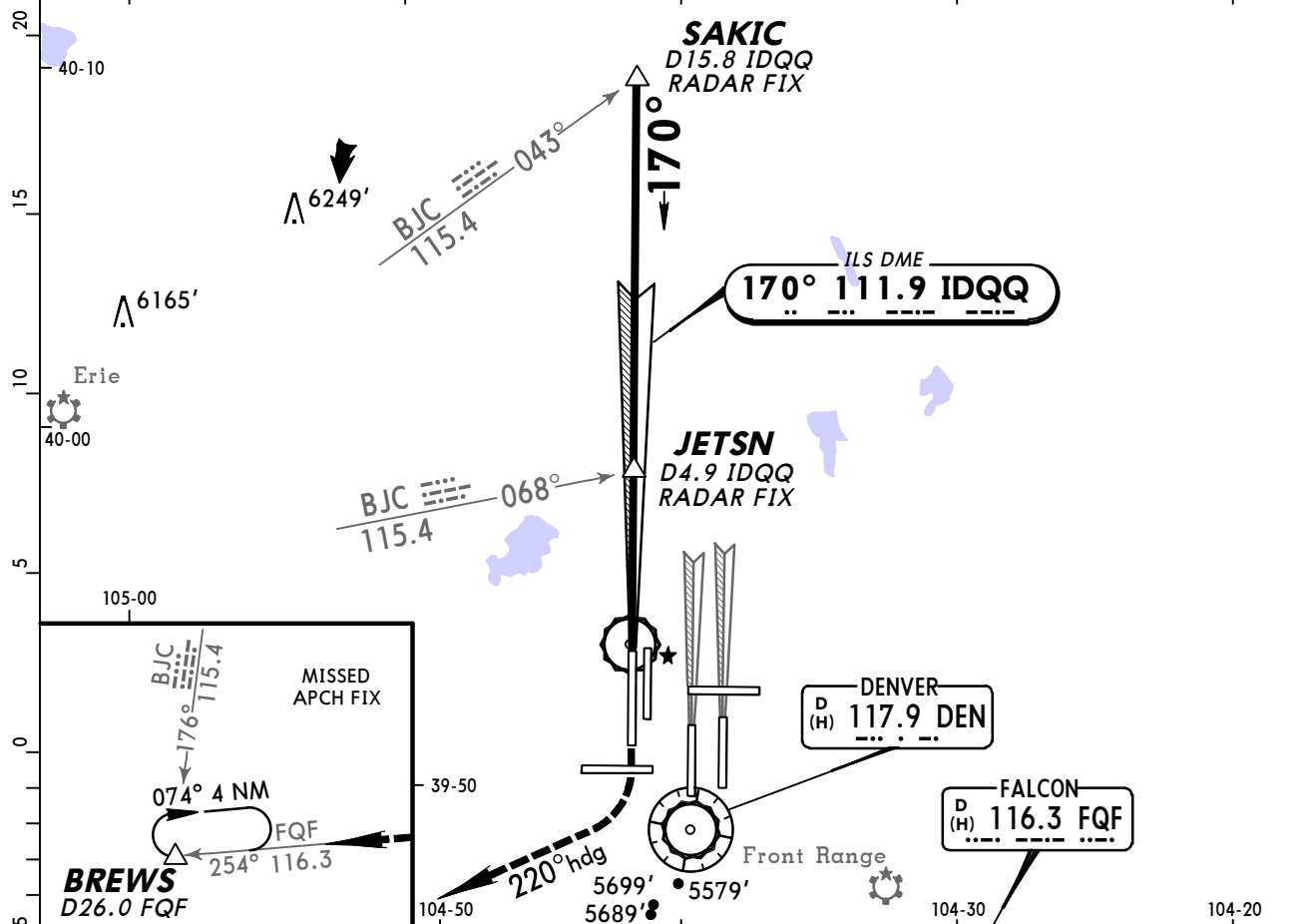
KDEN/DEN DENVER INTL

JEPPESEN
29 JUL 05 **11-4**

DENVER, COLO
ILS or LOC Rwy 16R

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower	Ground
125.6		119.3	120.35	135.3	127.5
LOC IDQQ 111.9	Final Apch Crs 170°	GS JETSIN 7000' (1677')	ILS DA(H) 5523' (200')	Apt Elev 5431' TDZE 5323'	9200' MSA DEN VOR
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 13000' via 220° heading and FQF VOR R-254 outbound to BREWS INT/ D26.0 FQF and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 17L and 17R.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5900' 13000' 220° FQF then RT via and 116.3 R-254
GS	3.00°	377	484	538	646	753	
JETSIN to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53	

STRAIGHT-IN LANDING RWY 16R							CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 5523' (200')				1 LOC (GS out) <i>MDA(H)</i> 5680' (357')			NA	
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out		
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2		RVR 40 or 3/4		
B				RVR 40 or 3/4		RVR 60 or 1 1/4		
C				RVR 40 or 3/4		RVR 60 or 1 1/4		
D				RVR 40 or 3/4		RVR 60 or 1 1/4		

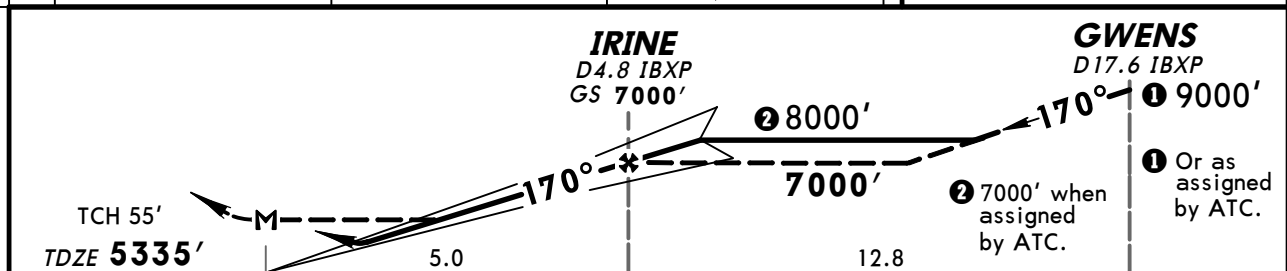
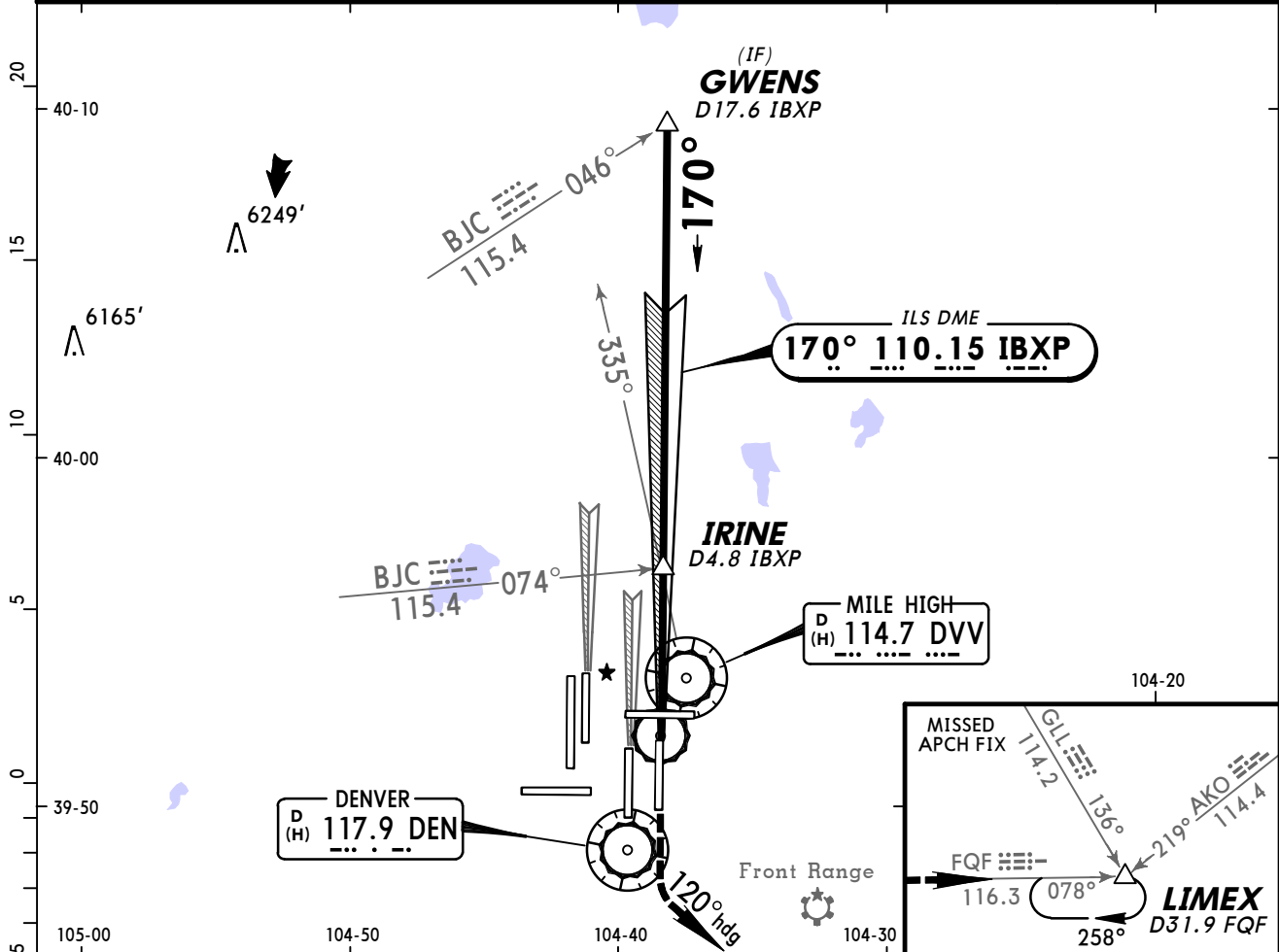
Not authorized during simultaneous operations.

CHANGES: Charted obstructions.

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BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower	Ground
125.6		119.3	120.35	124.3	121.85
LOC IBXP 110.15	Final Apch Crs 170°	GS IRINE 7000' (1665')	ILS DA(H) 5535' (200')	Apt Elev 5431' TDZE 5335'	9200' MSA DEN VOR
MISSED APCH: Climb to 5900', then climbing LEFT turn to 10000' via 120° heading and outbound on FQF VOR R-078 to LIMEX INT/D31.9 FQF and hold.					
Alt Set: INCHES 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 16L and 17R.					
		Trans level: FL 180		Trans alt: 18000'	

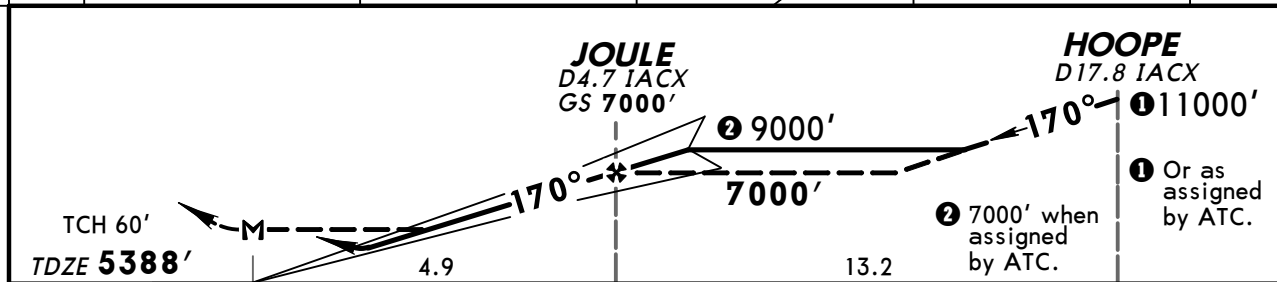
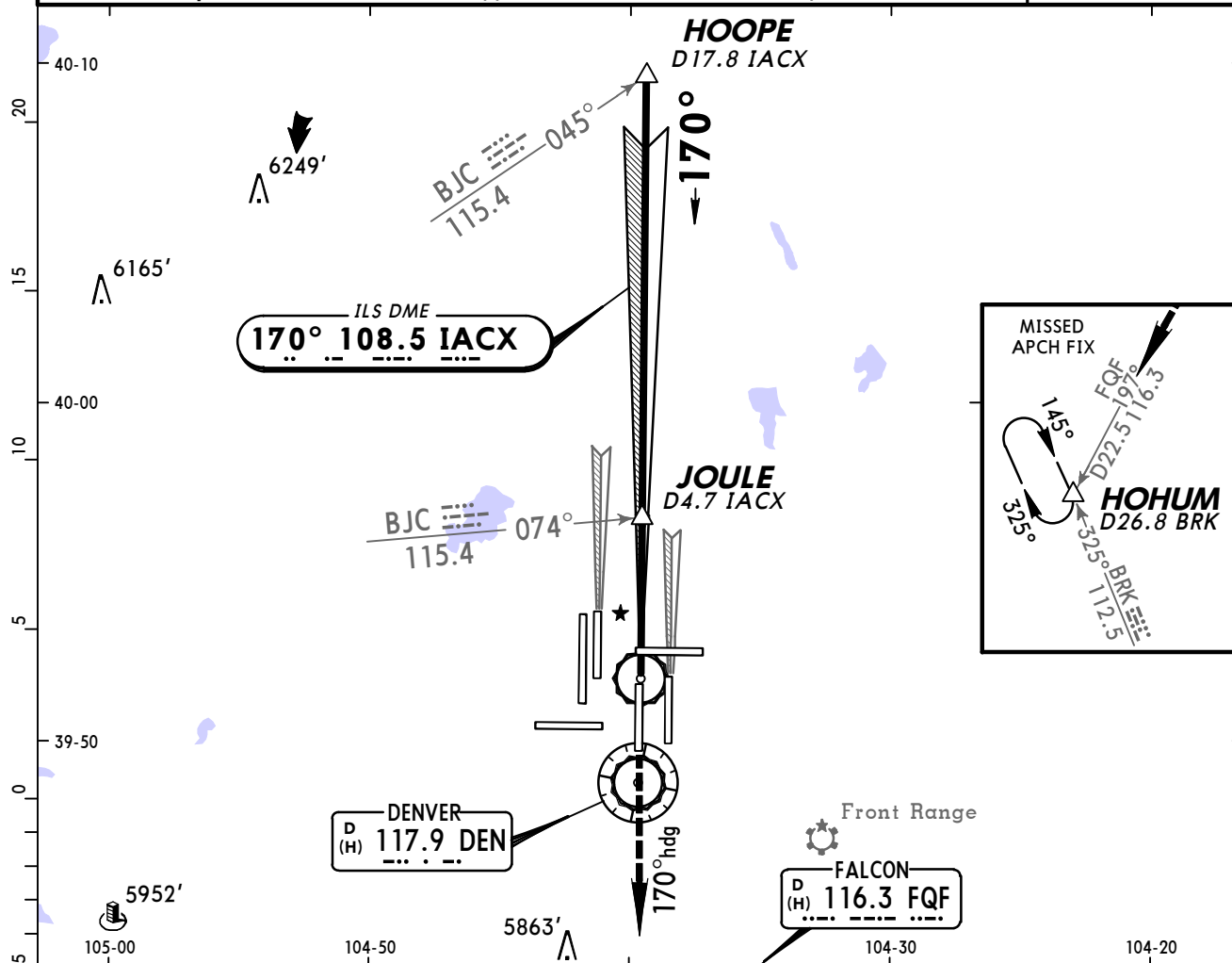


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 5900' 10000' 120° then LT via FQF and R-078
GS	3.00°	377	484	538	646	753	
IRINE to MAP	5.0	4:17	3:20	3:00	2:30	2:09	

STRAIGHT-IN LANDING RWY 17L					CIRCLE-TO-LAND				
ILS		2 LOC (GS out)							
1 DA(H) 5535' (200')		MDA(H) 5700' (365')							
FULL		RAIL or ALS out		RAIL out	ALS out				
A	RVR 24 or 1/2		RVR 40 or 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B								B	
C								C	
D								D	

1 RVR 18 with Flight Director or Autopilot or HUD to DA.
2 Not authorized during simultaneous operations.

BRIEFING STRIP TM	D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower		Ground	
	125.6		119.3 120.35		133.3		121.85	
	LOC IACX 108.5	Final Apch Crs 170°	GS JOULE 7000' (1612')	ILS DA(H) 5588' (200')		Apt Elev 5431' TDZE 5388'		9200' MSA DEN VOR
	MISSED APCH: Climb to 10000' via 170° heading and outbound on FQF VOR R-197 to HOHUM INT/D26.8 BRK and hold.							
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Simultaneous approaches authorized with Rwy 16L and 17L.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR	10000'	170°	FQF	HOHUM
GS	3.00°	377	484	538	646	753	PAPI	↑	hdg	116.3	
JOULE to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50			R-197	

STRAIGHT-IN LANDING RWY 17R							CIRCLE-TO-LAND	
ILS DA(H) 5588' (200')				1 LOC (GS out) MDA(H) 5680' (292')			NA	
FULL		TDZ or CL out	RAIL or ALS out	RAIL out		ALS out		
A	RVR 18 or 1/2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4		
B								
C								
D				RVR 40 or 3/4	RVR 50 or 1			

1 Not authorized during simultaneous operations.

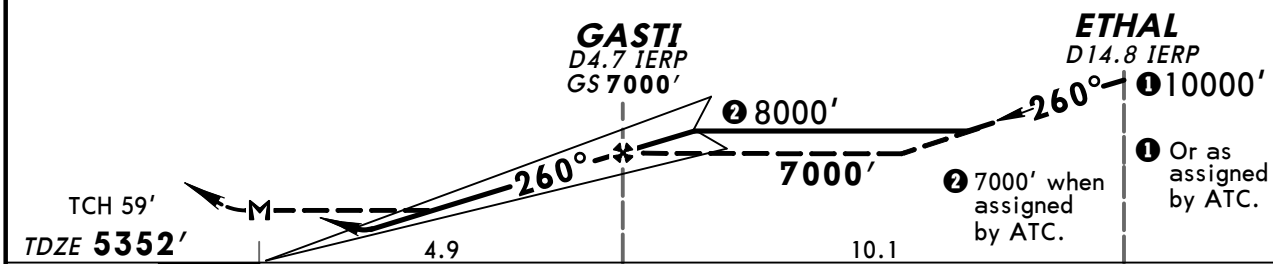
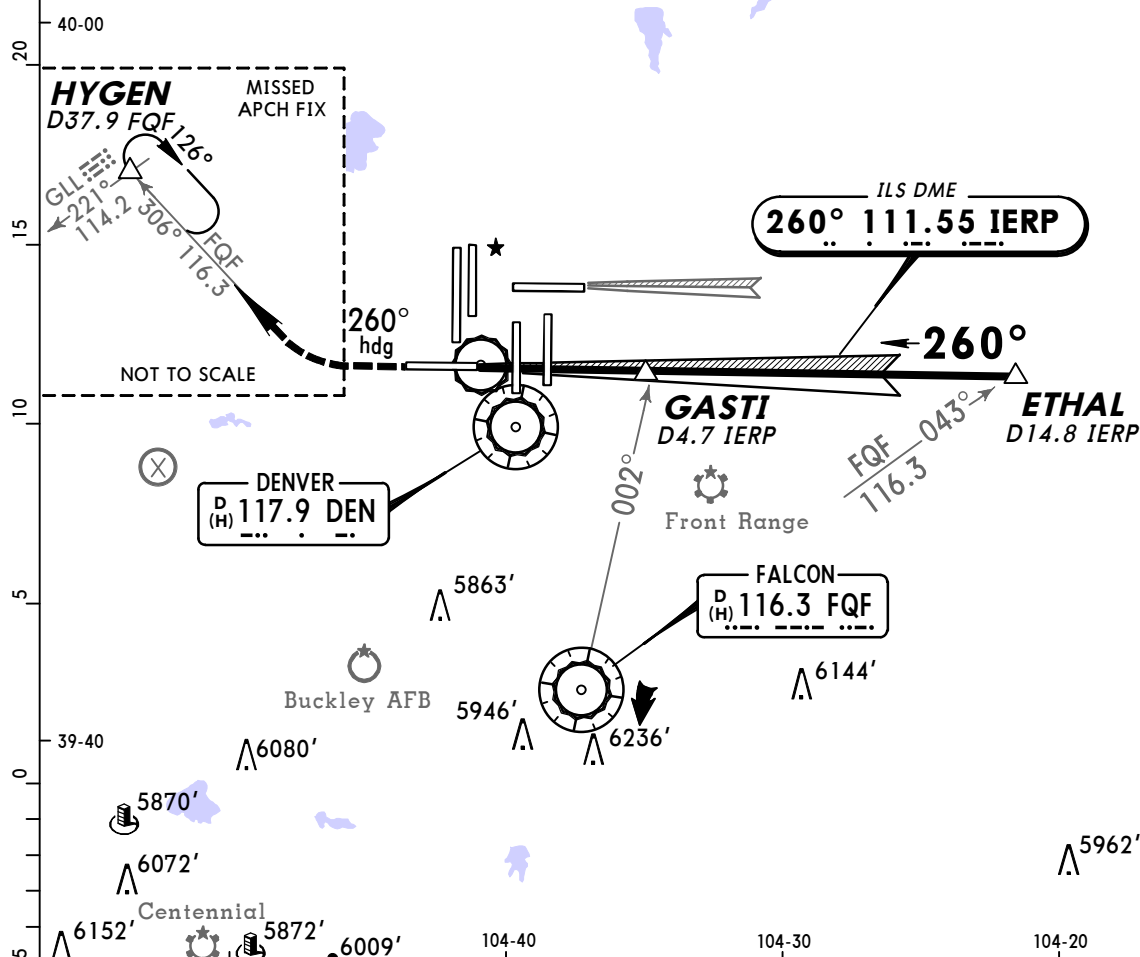
CHANGES: Charted obstructions.

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BRIEFING STRIP

TM

D-ATIS Arrival		DENVER Approach (R) NorthSouth		DENVER Tower	Ground
125.6		119.3	120.35	132.35	127.5
LOC IERP 111.55	Final Apch Crs 260°	GS GASTI 7000' (1648')	ILS DA(H) 5552' (200')	Apt Elev 5431' TDZE 5352'	9200' MSA DEN VOR
MISSED APCH: Climb to 12000' via 260° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.					
Alt Set: INCHESTrans level: FL 180Trans alt: 18000' 1. Radar required.2. Simultaneous approach authorized with Rwy 26.					



Gnd speed-Kts	70	90	100	120	140	160	MALS R PAPI 12000' via 260° hdg and 116.3 R-306
GS	3.00°	372	478	531	637	743	
GASTI to MAP	4.9	4:12	3:16	2:56	2:27	2:06	

STRAIGHT-IN LANDING RWY 25						CIRCLE-TO-LAND		
ILS 1 <i>DA(H)</i> 5552' (200')			2 LOC (GS out) <i>MDA(H)</i> 5720' (368')					
FULL		RAIL or ALS out	RAIL out		ALS out			
A	RVR 24 or 1/2		RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B								
C								
D				RVR 40 or 3/4	RVR 60 or 1 1/4		D	

1 RVR 18 with Flight Director or Autopilot or HUD to DA. **2** Not authorized during simultaneous operations.

KDEN/DEN
DENVER INTL

JEPPESEN
16 SEP 11 **(11-8)**

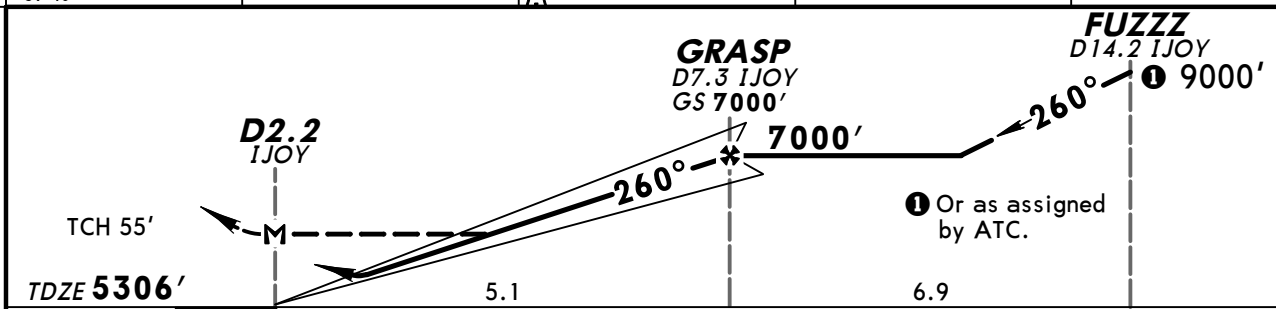
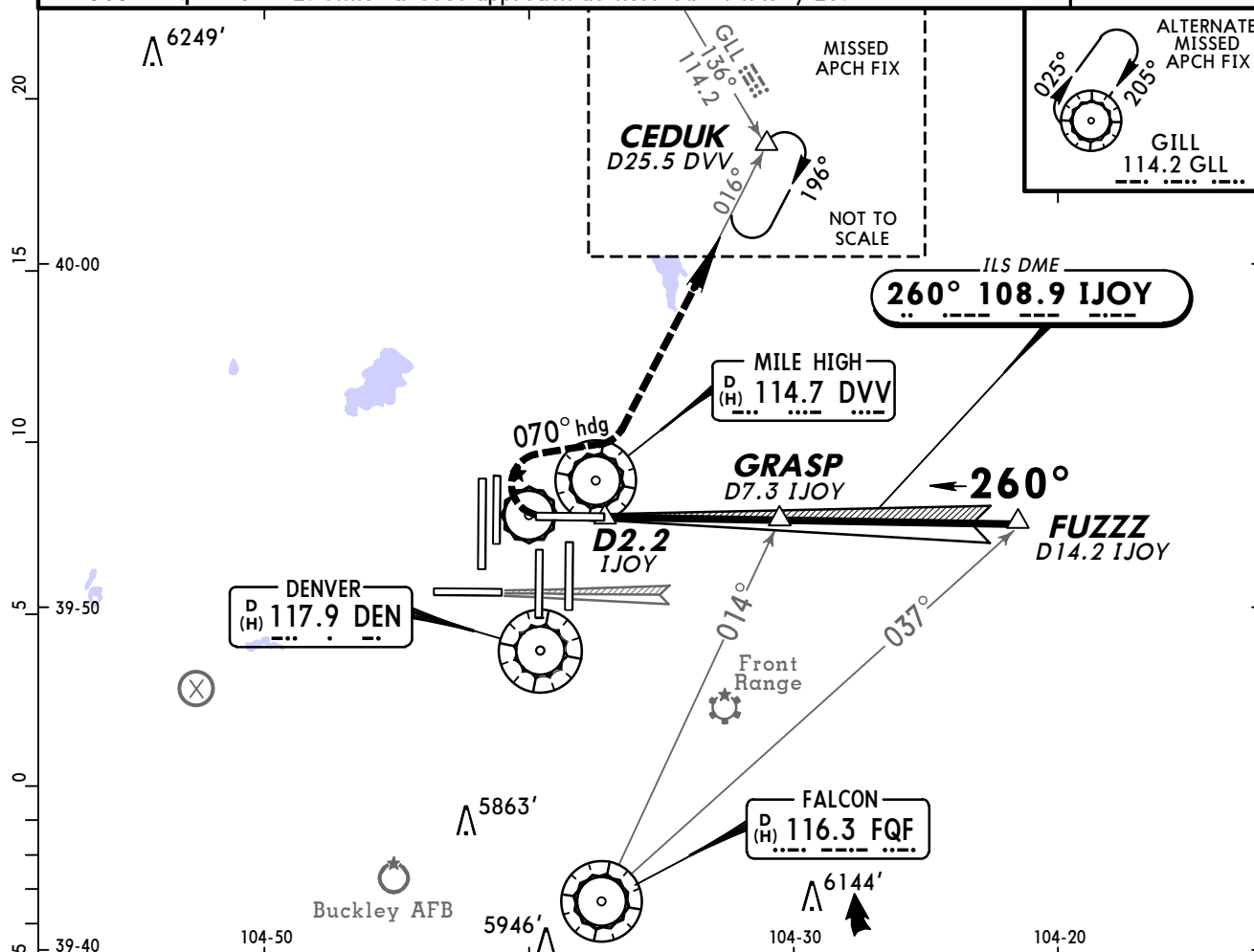
DENVER, COLO
ILS or LOC Rwy 26

BRIEFING STRIP™

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 124.3	Ground 121.85
LOC IJOY 108.9	Final Apch Crs 260°	GS GRASP 7000' (1694')	ILS DA(H) 5506' (200')	Apt Elev 5431' TDZE 5306'
MISSED APCH: Climb to 5900', then climbing RIGHT turn to 9000' on heading 070° and DVV VOR R-016 to CEDUK INT/D25.5 DVV and hold, or as directed by ATC.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Radar required. 2. Simultaneous approach authorized with Rwy 25.				

9200'

MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5900'	9000'	070°	DVV
GS	3.00°	372	478	531	637	743	849	↑	RT	on	114.7
MAP at D2.2 IJOY or											
GRASP to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55					R-016

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 5506' (200')			MDA(H) 5700' (394')				
FULL	TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		
A						A	NA
B						B	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	C	
D				RVR 40 or 3/4	RVR 60 or 1/4	D	

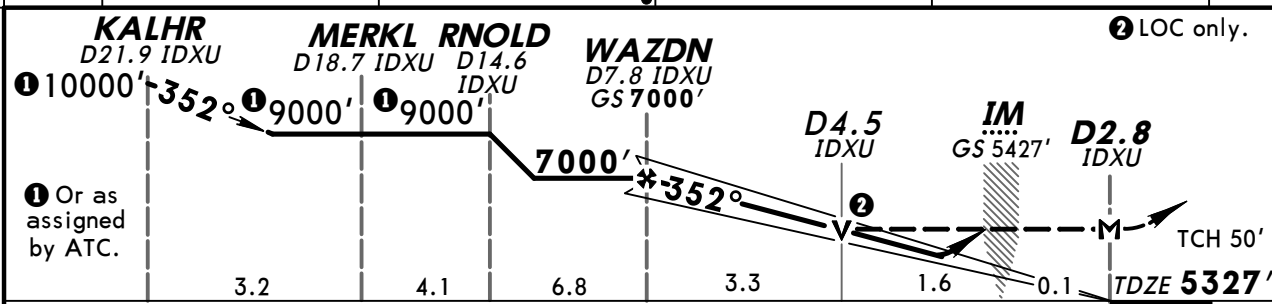
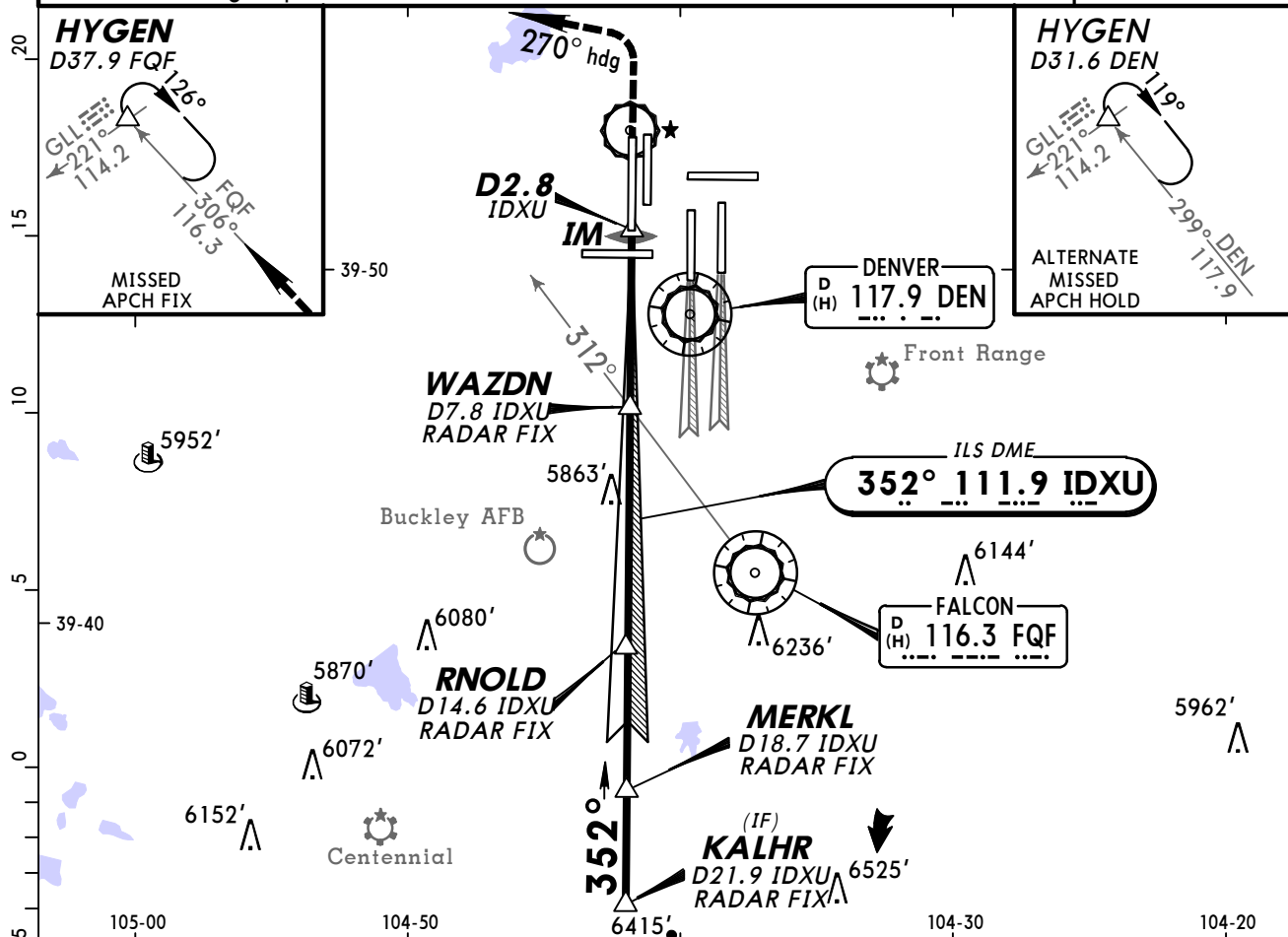
1 Not authorized during simultaneous operations.

CHANGES: Procedure title, missed approach procedure, rate-of-descent table.

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TERPS AMEND 2A 22 SEP 2011

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35	DENVER Tower 135.3	Ground 127.5
LOC IDXU 111.9	Final Apch Crs 352°	GS WAZDN 7000' (1673')	ILS DA(H) 5527' (200')
Apt Elev 5431' TDZE 5327'			
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. Simultaneous approaches authorized with Rwy 35L and 35R. 3. VGSI and ILS glidepath not coincident.			
			9200' MSA DEN VOR

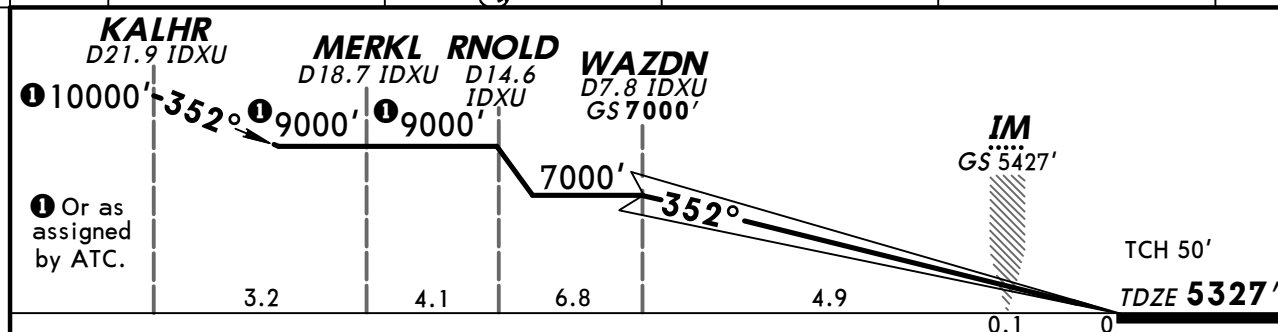
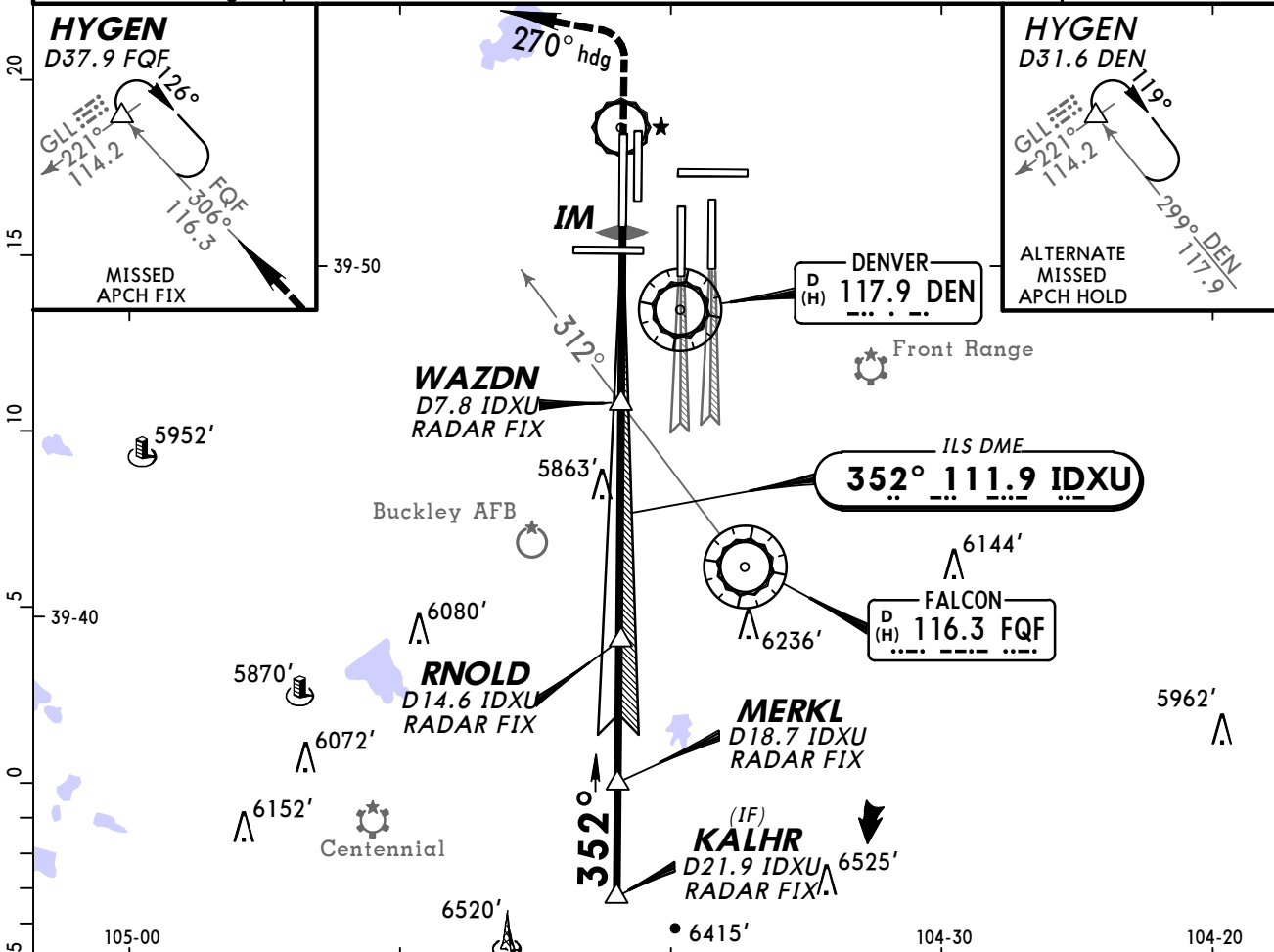


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5800'	12000'	270°	FQF
GS	3.00°	377	484	538	646	753	861	PAPI	↑	on	116.3
MAP at D2.8 IDXU or WAZDN to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53		LT	hdg	R-306

STRAIGHT-IN LANDING RWY 34L					
ILS			1 2 LOC (GS out)		
DA(H) 5527' (200')			MDA(H) 5940' (613')		
FULL		TDZ or CL out	ALS out	ALS out	
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					
C				RVR 60 or 1/4	1 3/4
D				1 1/2	2

1 Not authorized during simultaneous operations. **2** DME or Radar required.

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 135.3		Ground 127.5
LOC IDXU 111.9	Final Apch Crs 352°	GS WAZDN 7000' (1673')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT II ILS RA 107' DA(H) 5427' (100')	Apt Elev 5431' TDZE 5327'
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.						9200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Acft Certification Required. 2. RADAR required. 3. Simultaneous approaches authorized with Rwy 35L and 35R. 4. VGSI and ILS glidepath not coincident.						MSA DEN VOR

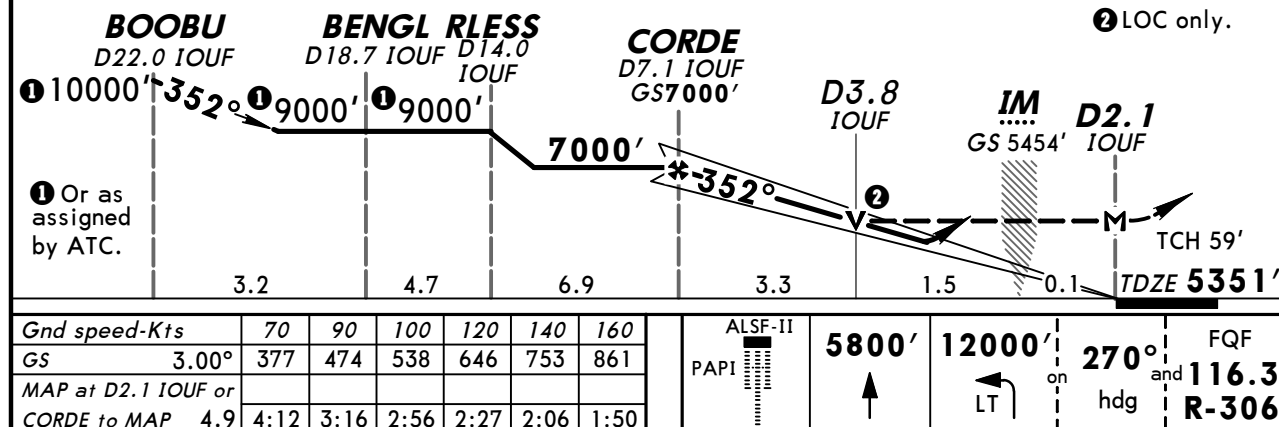


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5800'	12000'	270°	FQF
GS	3.00°	377	484	538	646	753	861	PAPI	↑	on	116.3
									LT	hdg	R-306

STRAIGHT-IN LANDING RWY 34L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107' DA(H) 5427' (100')
NA	RVR 3	RVR 7	RVR 12

DENVER, COLO
ILS or LOC Rwy 34R

BRIEFING STRIP TM

TERPS AMEND 2 23 SEP 2010

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KDEN/DEN
DENVER INTL

17 SEP 10
Eff 23 Sep

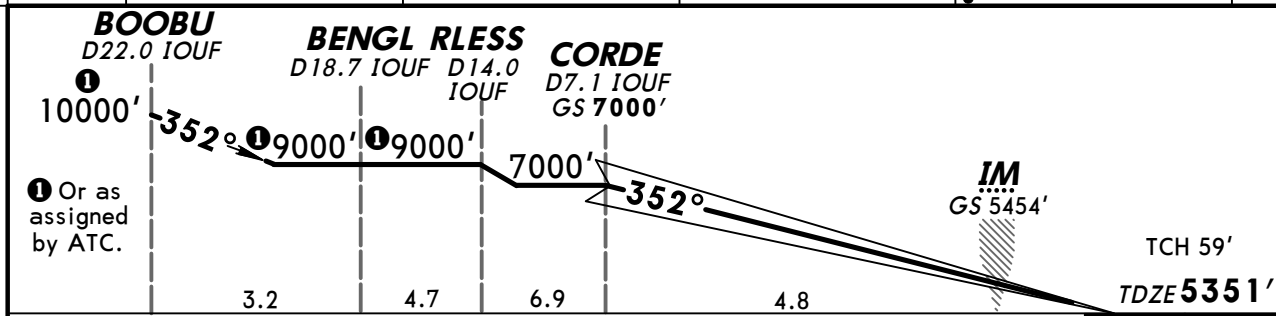
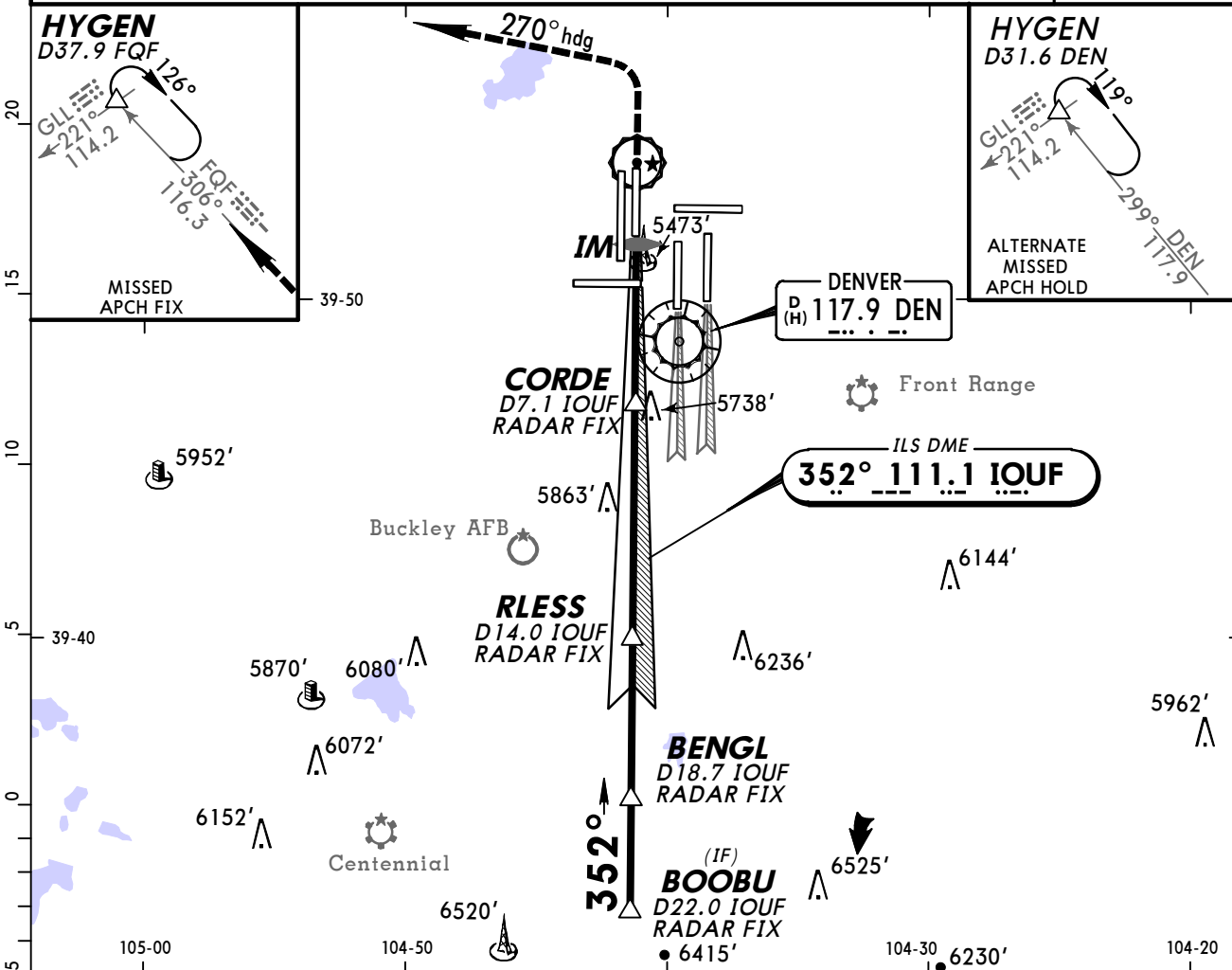
JEPPSEN
11-10A

DENVER, COLO
ILS Rwy 34R CAT II & III

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R)			DENVER Tower		Ground	
125.6		North 119.3		South 120.35	135.3		127.5	
LOC IOUF 111.1	Final Apch Crs 352°	GS CORDE 7000' (1649')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 108' DA(H) 5451' (100')	Apt Elev 5431' TDZE 5351'	9200'
MISSED APCH: Climb to 5800', then climbing LEFT turn to 12000' on 270° heading and outbound on FQF VOR R-306 to HYGEN INT/D37.9 FQF and hold.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. Special Aircrew & Acft Certification Required. 2. Radar required. 3. Simultaneous approaches authorized with Rwy 35L and 35R. 4. VGSI and ILS glidepath not coincident.								

MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		5800'	12000'	270°	FQF
GS	3.00°	377	484	538	646	753	PAPI		↑	LT	on	116.3
											hdg	R-306

STRAIGHT-IN LANDING RWY34R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 5451'(100')
NA	RVR 3	RVR 7	RVR 12

CHANGES: Procedure.

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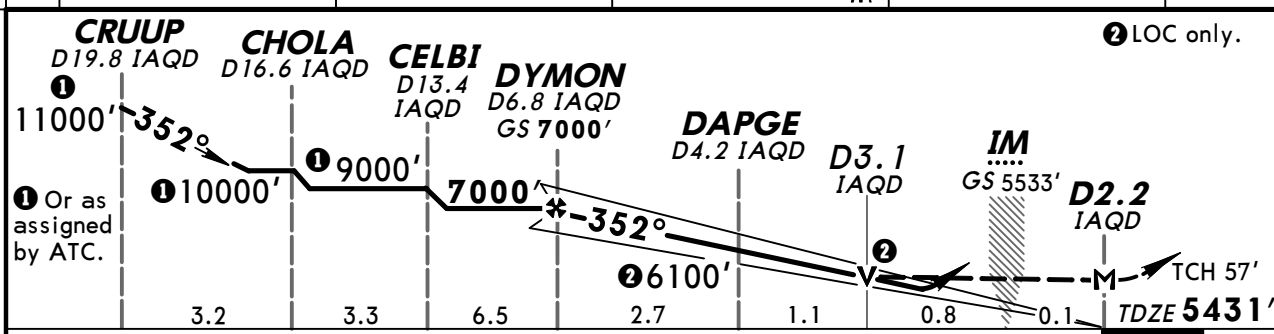
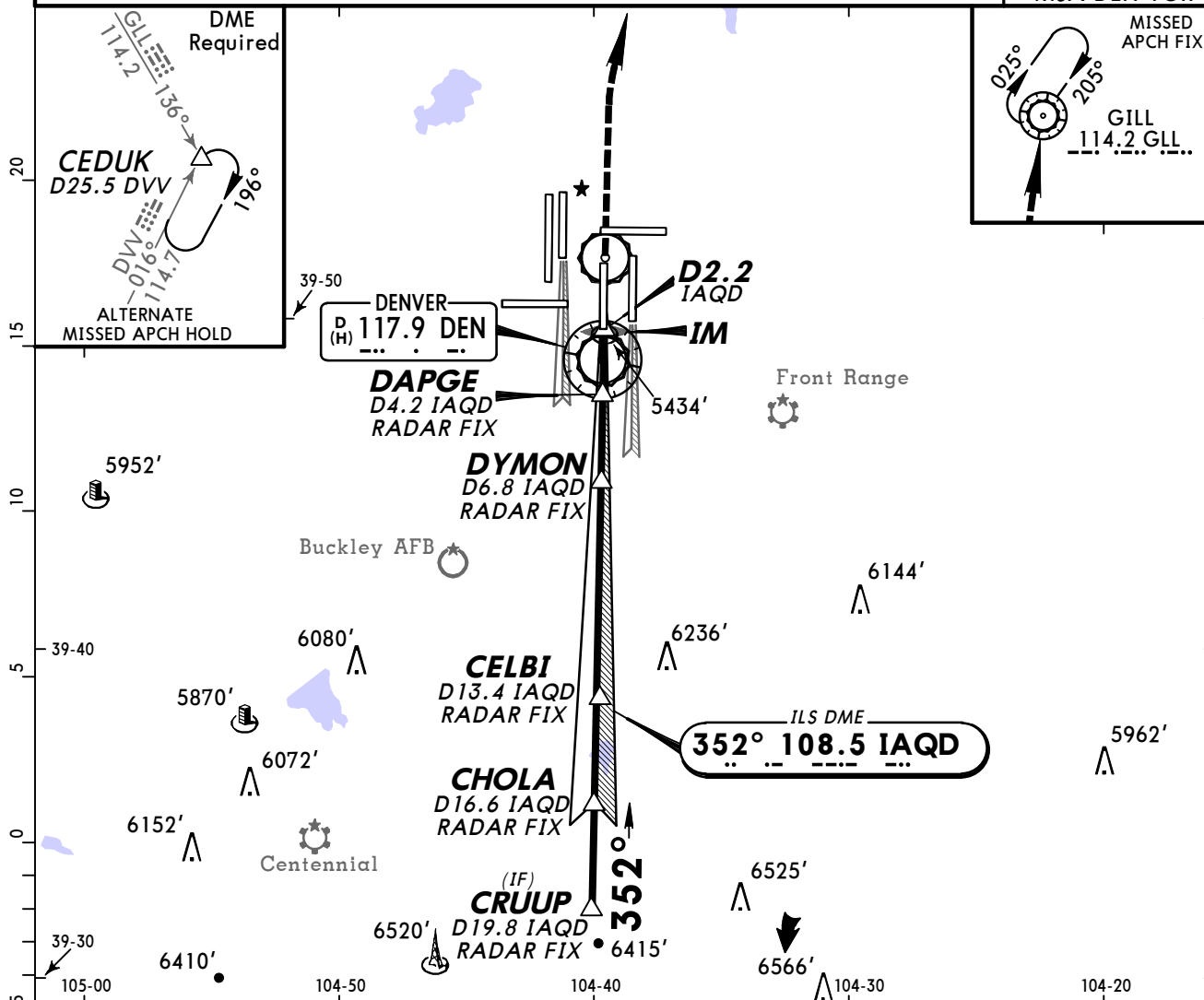
TERPS AMEND 2 23 SEP 2010

KDEN/DEN DENVER INTL

JEPPesen
17 SEP 10
Eff 23 Sep 11-11

DENVER, COLO
ILS or LOC Rwy 35L

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35	DENVER Tower 133.3	Ground 121.85
LOC IAQD 108.5	Final Apch Crs 352°	GS DYMON 7000' (1569')	ILS DA(H) 5631' (200')
Apt Elev 5431' TDZE 5431'			9200'
MISSED APCH: Climb to 10000', then RIGHT turn direct GLL VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Radar required. 2. Simultaneous approaches authorized with Rwy 34R and 35R.			MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	10000'	RT	GLL
GS	3.00°	377	484	538	646	753	PAPI	↑	→	114.2
MAP at D2.2 IAQD or DYMON to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46			

STRAIGHT-IN LANDING RWY 35L				
ILS DA(H) 5631' (200')			12 LOC (GS out) MDA(H) 5780' (349')	
FULL	TDZ or CL out	ALS out	ALS out	
A/B				
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
D			RVR 40 or 3/4	RVR 60 or 1 1/4

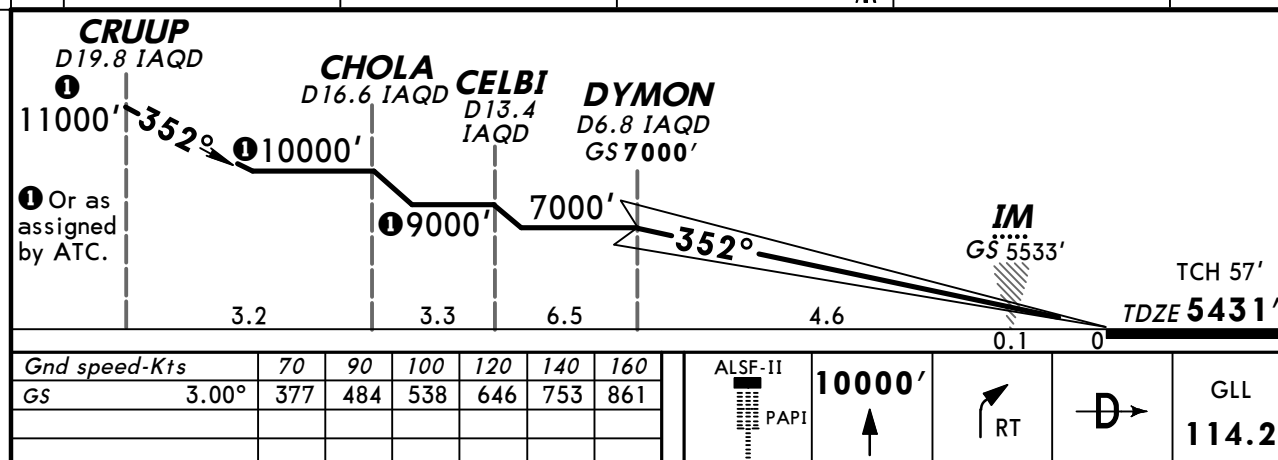
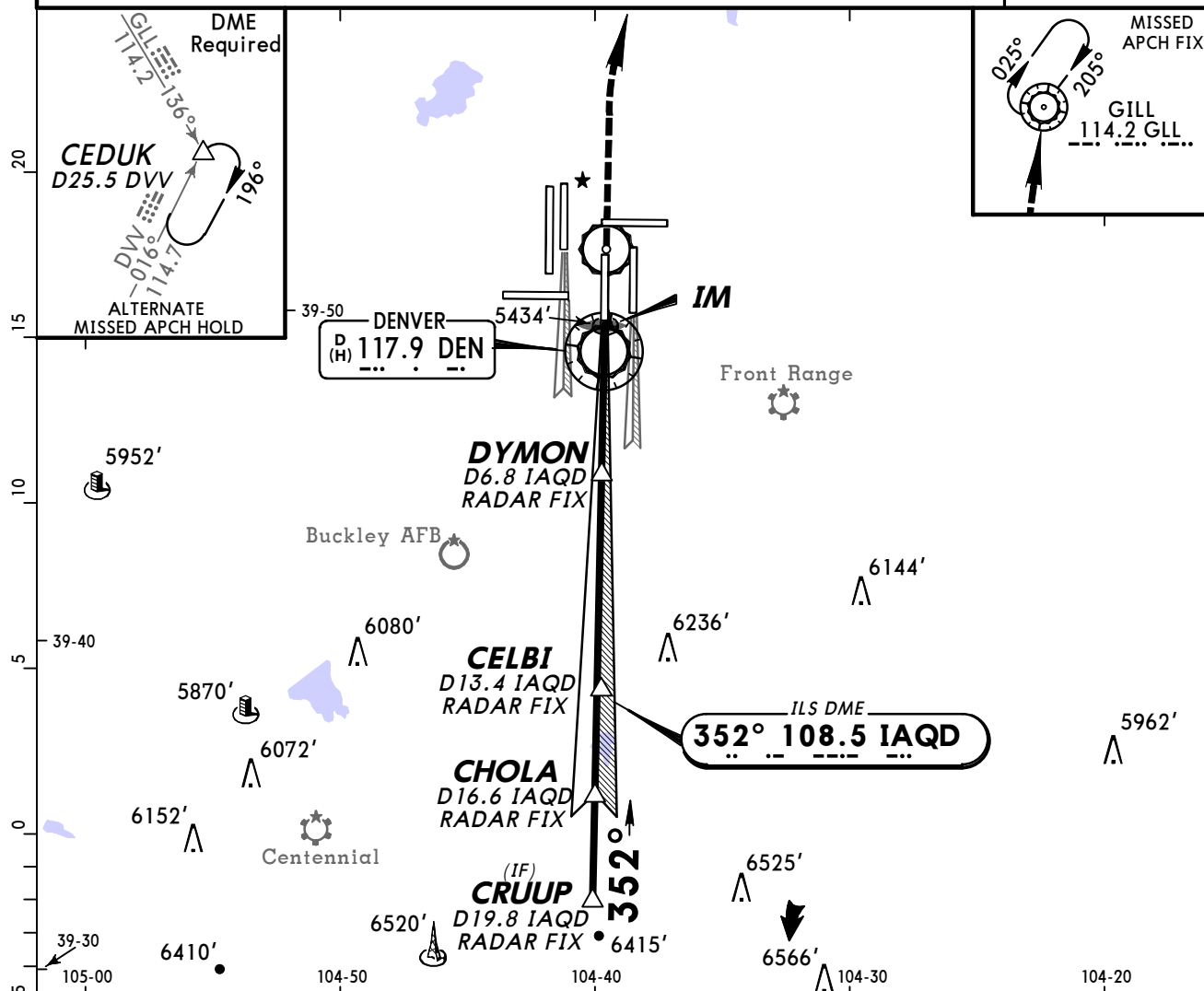
1 Not authorized during simultaneous operations. 2 DME or Radar required.

CHANGES: Procedure.

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TERPS AMEND 4 23 SEP 2010

D-ATIS Arrival 125.6		DENVER Approach (R) North 119.3 South 120.35			DENVER Tower 133.3		Ground 121.85	
LOC IAQD 108.5	Final Apch Crs 352°	GS DYMON 7000' (1569')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA	CAT II RA 106' DA(H) 5531' (100')	Apt Elev 5431' TDZE 5431'	 9200'
MISSD APCH: Climb to 10000', then RIGHT turn direct GLL VOR and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. Simultaneous approaches authorized with Rwys 34R and 35R.								

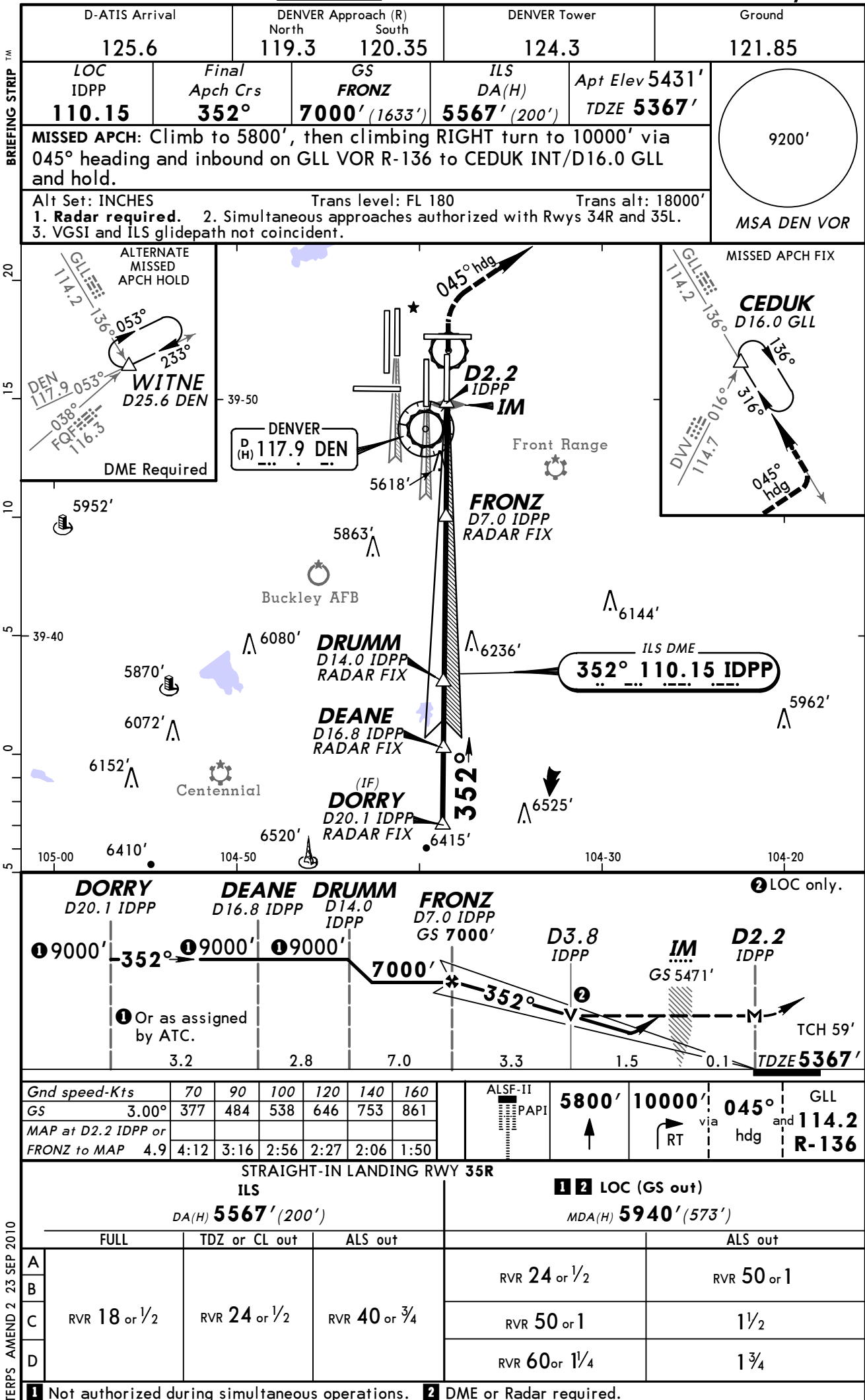


STRAIGHT-IN LANDING RWY35L			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 106' <i>DA(H)</i> 5531' (100')
NA	RVR 3	RVR 7	RVR 12

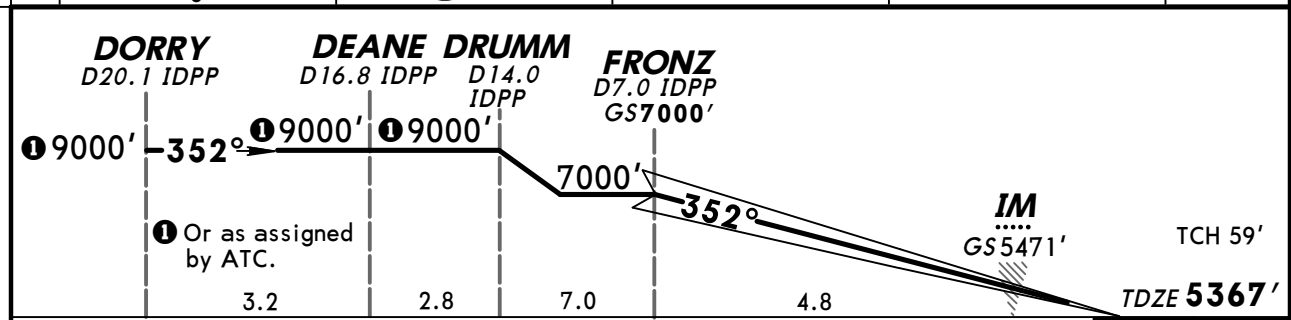
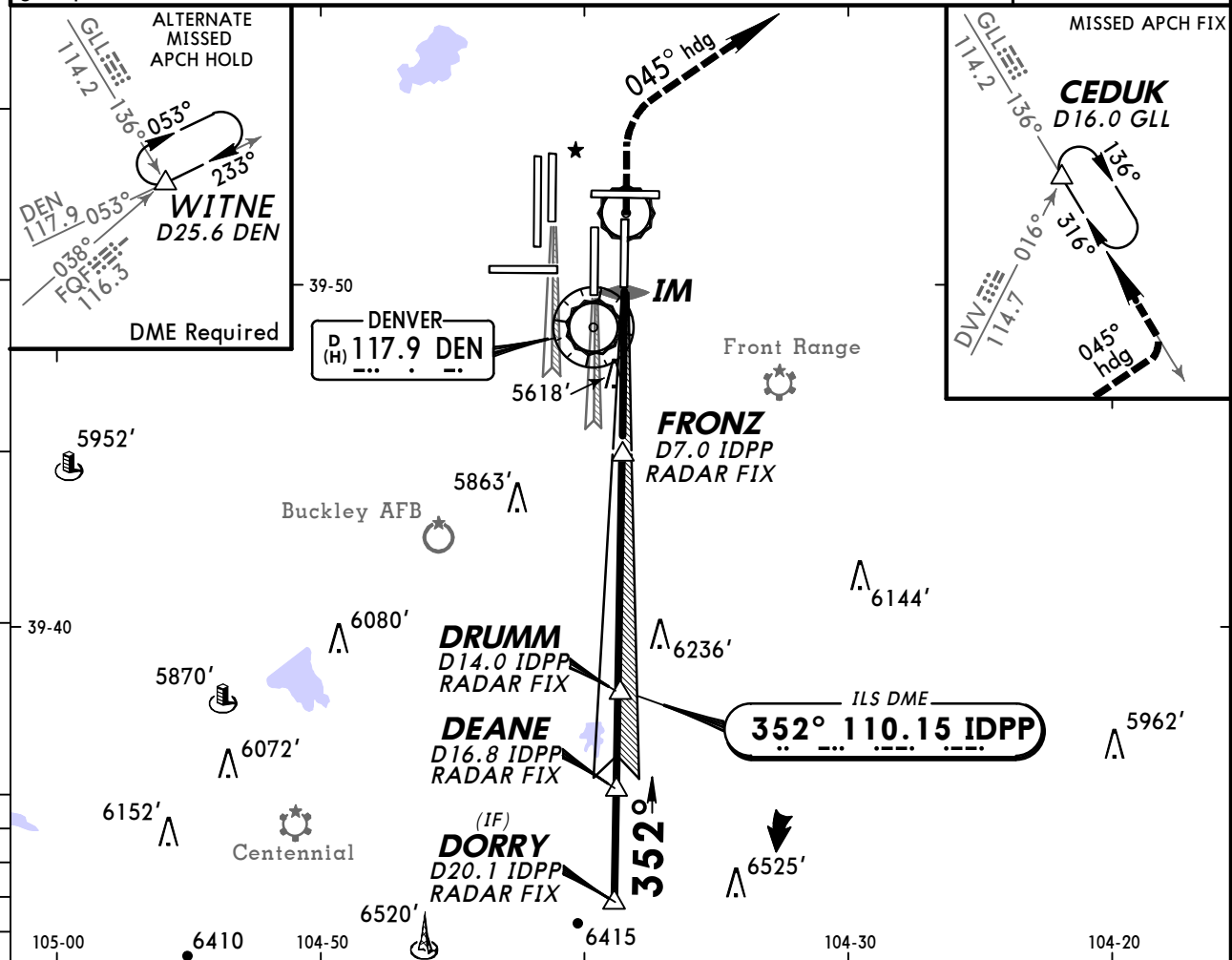
KDEN/DEN DENVER INTL

17 SEP 10
Eff 23 Sep 11-12

DENVER, COLO
ILS or LOC Rwy 35R



D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground
125.6		North 119.3	South 120.35	124.3		121.85
LOC IDPP 110.15	Final Apch Crs 352°	GS FRONZ 7000' (1633')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIA RA 105' DA(H) 5467' (100')	Apt Elev 5431' TDZE 5367'
MISSED APCH: Climb to 5800', then climbing RIGHT turn to 10000' via 045° heading and inbound on GLL VOR R-136 to CEDUK INT/D16.0 GLL and hold.						9200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Acft Certification Required. 2. Radar required. 3. Simultaneous approaches authorized with Rwy 34R and 35L. 4. VGSI and ILS glidepath not coincident.						MSA DEN VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5800'	10000'	045°	GLL
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	hdg	and 114.2
											R-136

STRAIGHT-IN LANDING RWY 35R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	1 CAT II ILS RA 105' DA(H) 5467' (100')
NA	RVR 3	RVR 7	RVR 12

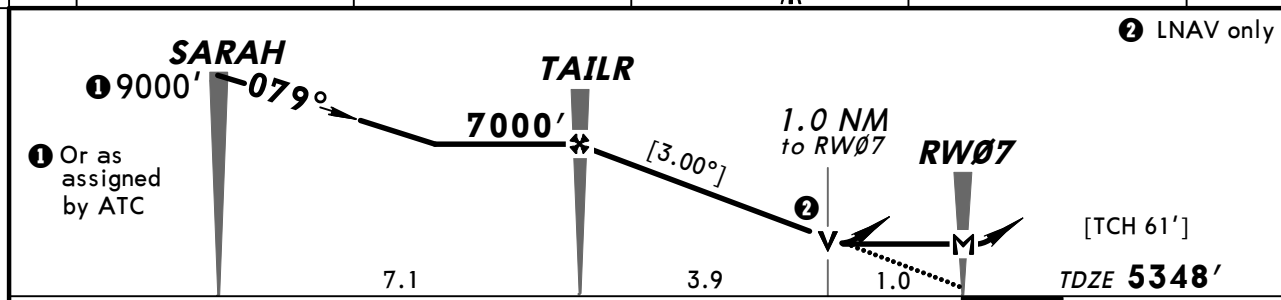
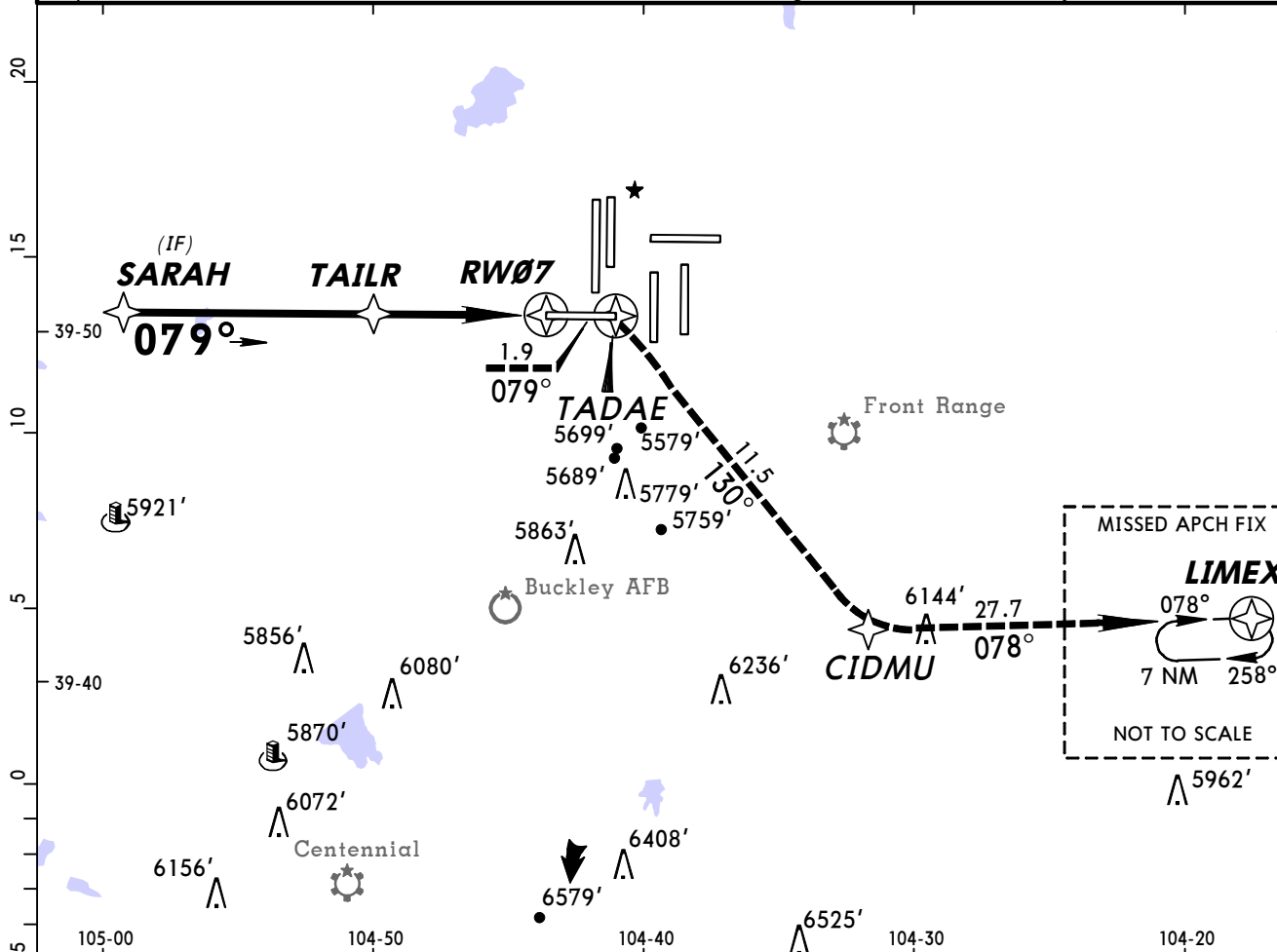
KDEN/DEN
DENVER INTL

JEPPESEN
29 JUL 05 (12-1)

DENVER, COLO
RNAV (GPS) Rwy 7

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower	Ground
125.6		119.3 120.35		132.35	127.5
RNAV	Final Apch Crs 079°	Minimum Alt TAILR 7000' (1652')	LNAV/VNAV DA(H) 5740' (392')	Apt Elev 5431' TDZE 5348'	10,900' MSA RW07
MISSED APCH: Climb to 10000' via 079° course to TADAE, then track 130° to CIDMU then track 078° to LIMEX and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Baro-VNAV not authorized below -25°C (-13°F). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized. 5. VGSI and descent angles not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 10000' via 079° TADAE	
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at RW07								

STRAIGHT-IN LANDING RWY 7						CIRCLE-TO-LAND		
LNAV/VNAV <i>DA(H)</i> 5740' (392')			LNAV <i>MDA(H)</i> 5740' (392')					
		RAIL or ALS out			RAIL out			ALS out
A	RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$	RVR 50 or 1			A
B						B		
C						C		
D						D		
			RVR 50 or 1	RVR 60 or $1\frac{1}{4}$			NA	

CHANGES: Charted obstructions.

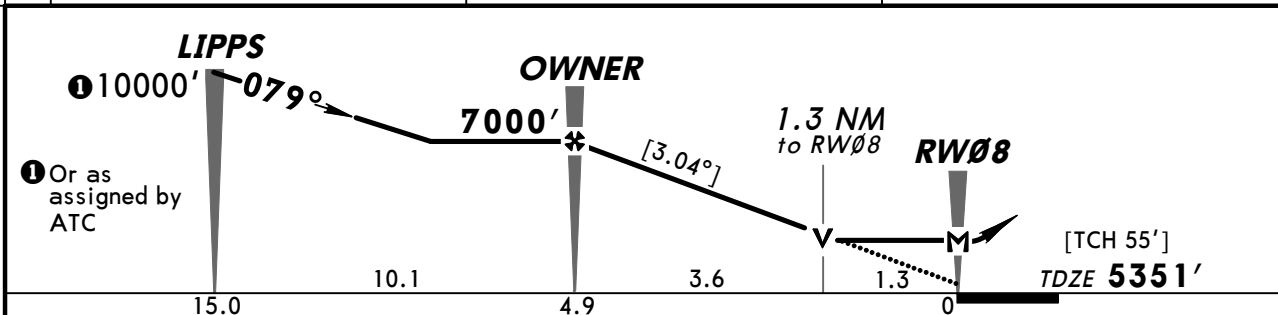
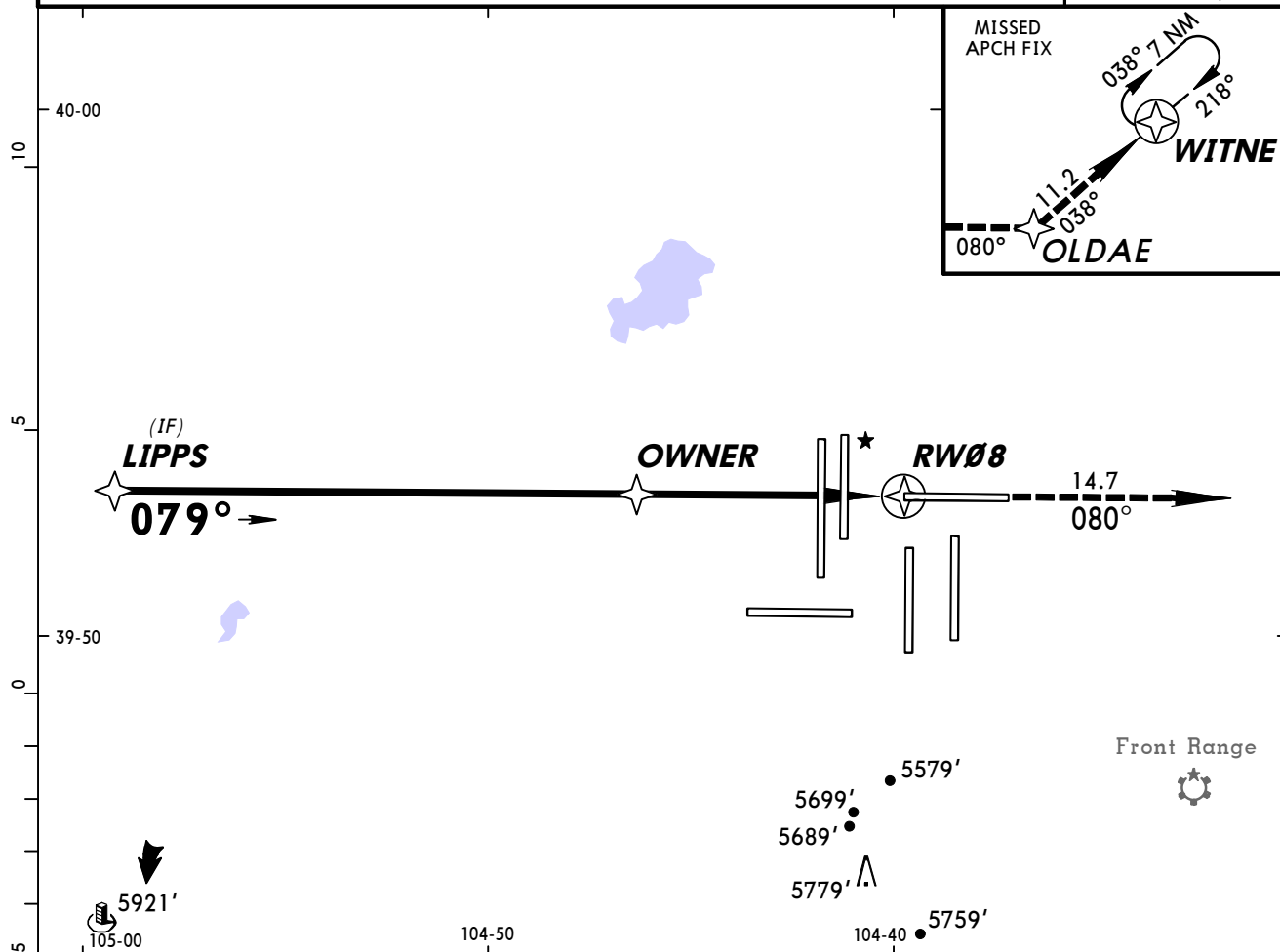
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KDEN/DEN DENVER INTL

JEPPESEN
29 JUL 05 (12-2)

DENVER, COLO
RNAV (GPS) Rwy 8

BRIEFING STRIP TM	D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground	
	125.6		North 119.3 South 120.35		124.3		121.85	
	RNAV	Final Apch Crs 079°	Minimum Alt OWNER 7000' (1649')	LNAV MDA(H) 5820' (469')	Apt Elev 5431' TDZE 5351'	9700' MSA RW08		
	MISSED APCH: Climb to 10000 via 080° course to OLDAE then track 038° to WITNE and hold.							
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000'	via 080°	OLDAE
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RW08										

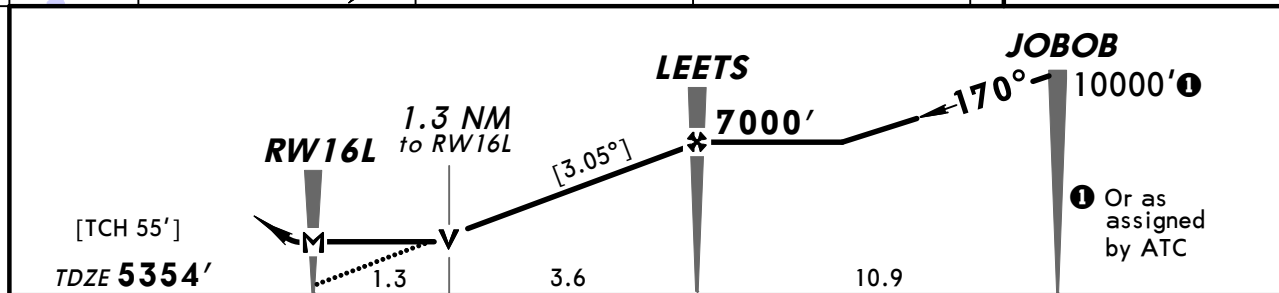
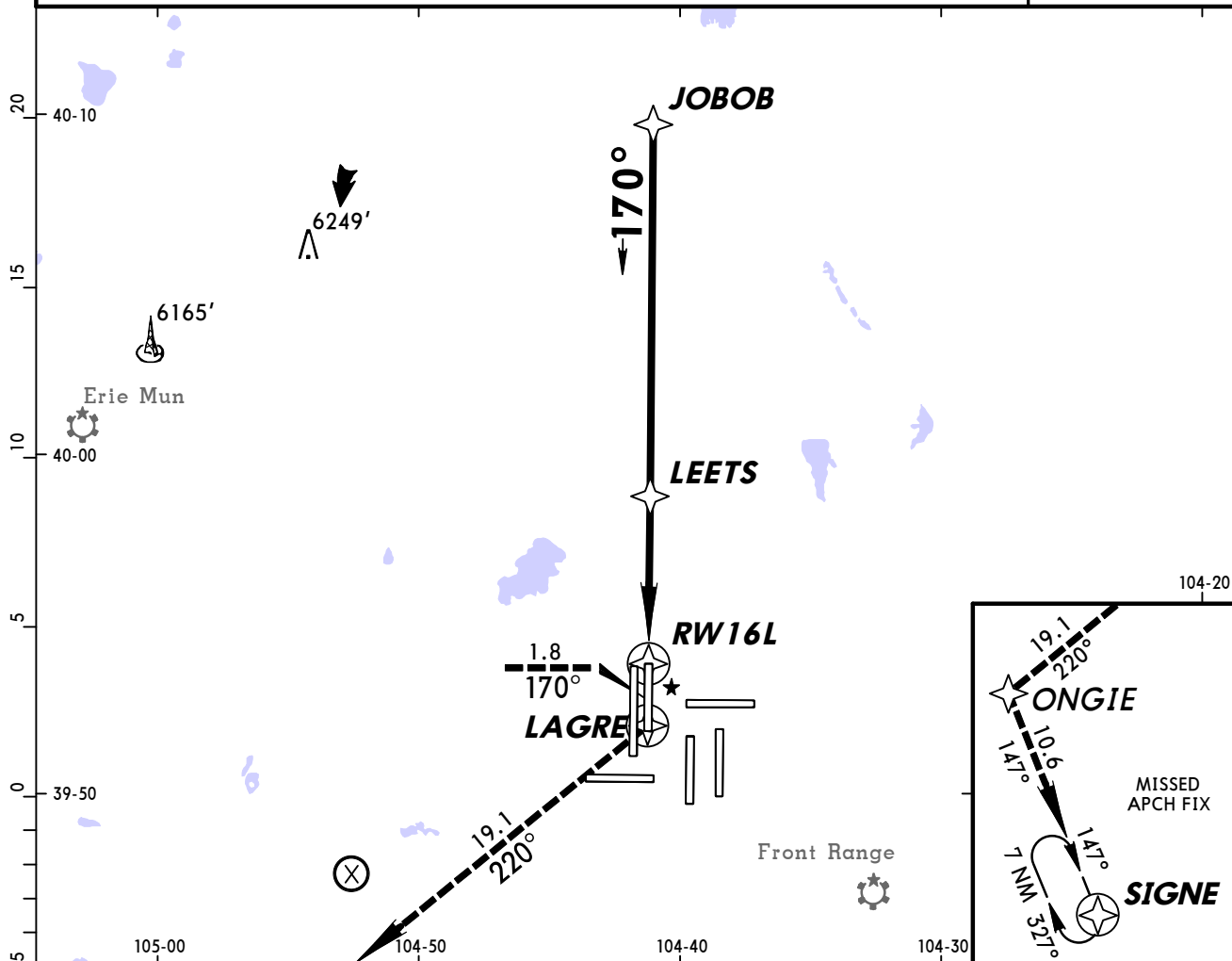
STRAIGHT-IN LANDING RWY 8					CIRCLE-TO-LAND				
LNAV									
MDA(H) 5820' (469')									
		RAIL out		ALS out					
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1		A	NA		
B						B			
C	RVR 40 or 3/4	RVR 60 or 1 1/4				C			
D	RVR 50 or 1	1 1/2				D			

CHANGES: Charted obstructions.

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BRIEFING STRIP™

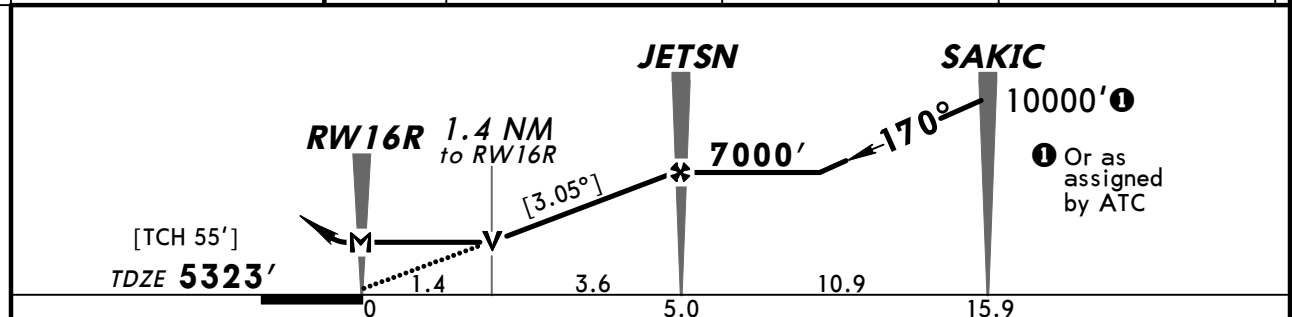
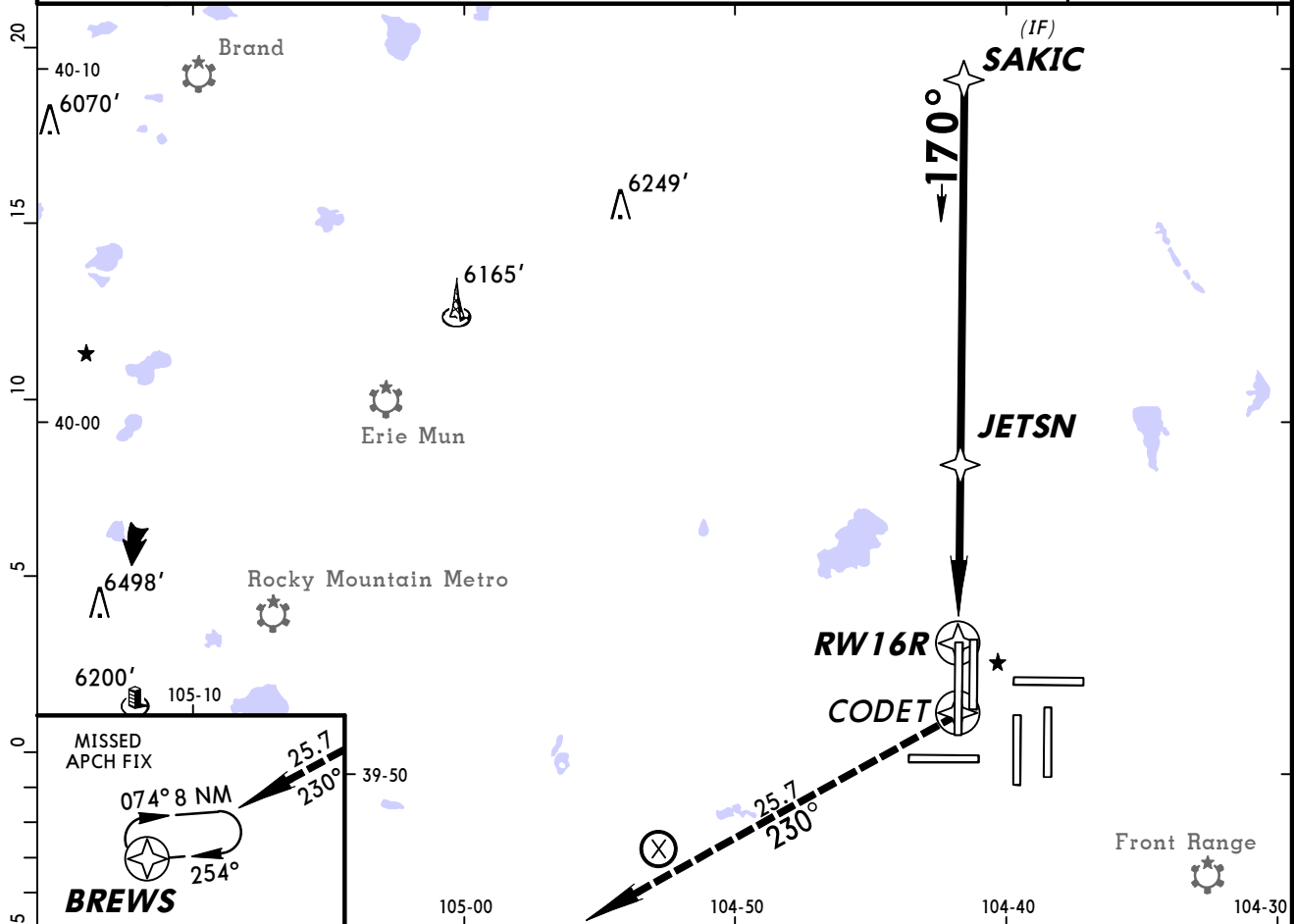
D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower	Ground
125.6		119.3 120.35		135.3	127.5
RNAV	Final Apch Crs 170°	Minimum Alt LEETS 7000' (1646')	LNAV MDA(H) 5820' (466')	Apt Elev 5431' TDZE 5354'	10,200' MSA RW16L
MISSED APCH: Climb to 12000' via 170° course to LAGRE, then 220° track to ONGIE, then 147° track to SIGNE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. RADAR required. 2. GPS or RNP-0.30 required. 3. DME/DME RNP-0.30 not authorized.					



0							4.9		15.8		
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	12000'	via 170°	LAGRE	
Descent angle [3.05°]	378	486	540	648	755	863					
MAP at RW16L											

STRAIGHT-IN LANDING RWY 16L				CIRCLE-TO-LAND	
LNAV					
MDA(H) 5820' (466')					
		RAIL out	ALS out		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B				B	
C	RVR 40 or 3/4	RVR 60 or 1 1/4		C	
D	RVR 50 or 1	1 1/2		D	

D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower	Ground
125.6		119.3	120.35	135.3	127.5
RNAV	Final Apch Crs 170°	Minimum Alt JETSIN 7000' (1677')	LNAV MDA(H) 5820' (497')	Apt Elev 5431' TDZE 5323'	10,200' MSA RW16R
MISSED APCH: Climb to 13000' direct CODET and via 230° track to BREWS and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. GPS or RNP-0.30 required. 3. DME/DME RNP-0.30 not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	13000'		CODET
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW16R										

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND		
LNAV								
MDA(H) 5820' (497')								
		RAIL out		ALS out				
A	RVR 24 or 1/2		RVR 40 or 3/4		RVR 50 or 1		A	NA
B							B	
C	RVR 40 or 3/4		RVR 60 or 1 1/4				C	
D	RVR 50 or 1		1 1/2				D	

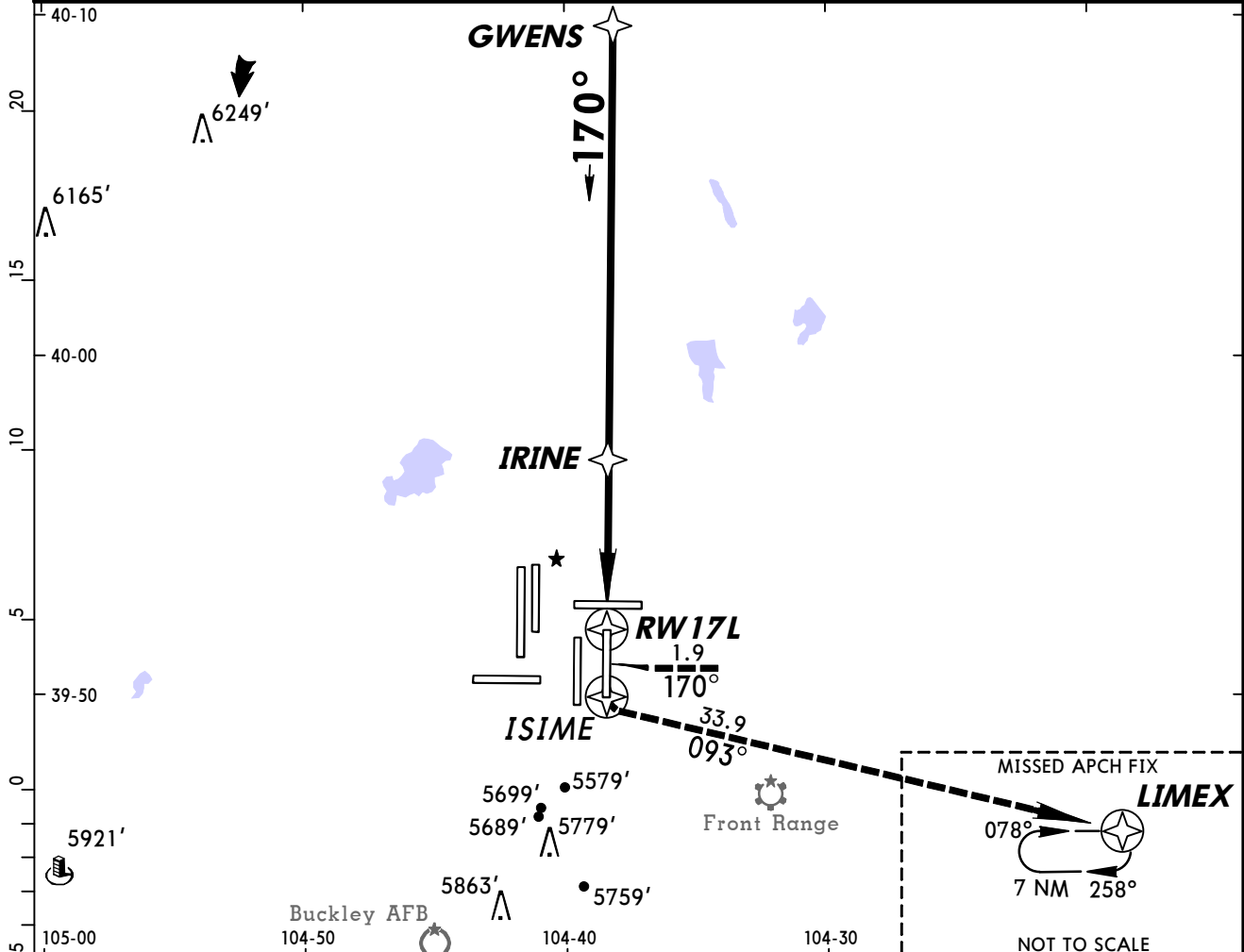
KDEN/DEN
DENVER INTL

29 JUL 05 (12-5)

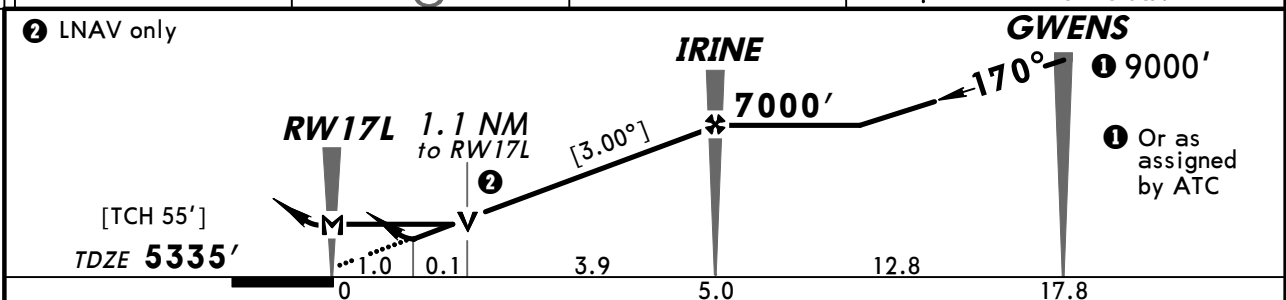
DENVER, COLO
RNAV (GPS) Rwy 17L

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground	
125.6		North 119.3 South 120.35		124.3		121.85	
RNAV	Final Apch Crs 170°	Minimum Alt IRINE 7000' (1665')	LNAV/VNAV DA(H) 5700' (365')	Apt Elev 5431' TDZE 5335'	9200' MSA RW17L		
MISSED APCH: Climb to 10000' via 170° course to ISIME, then track 093° to LIMEX and hold.							
Alt Set: INCHES 1. RADAR required. 2. BARO-VNAV not authorized below -25°C (-13°F). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized.							
Trans level: FL 180 Trans alt: 18000'							



② LNAV only



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000'	via 170°	ISIME
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW17L										

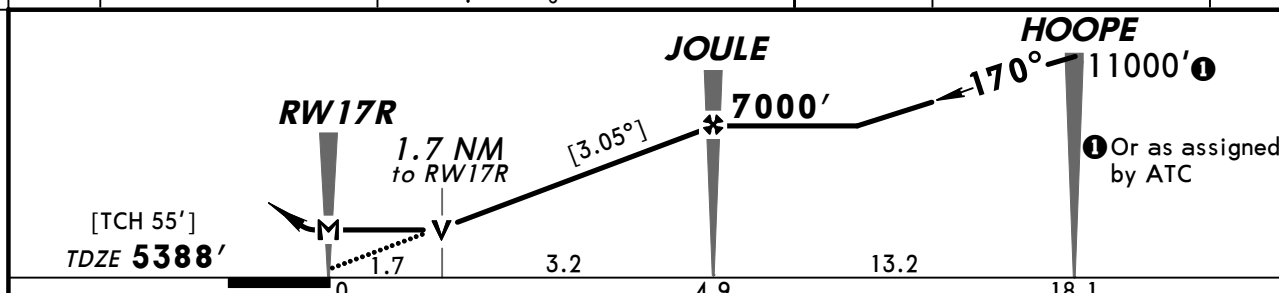
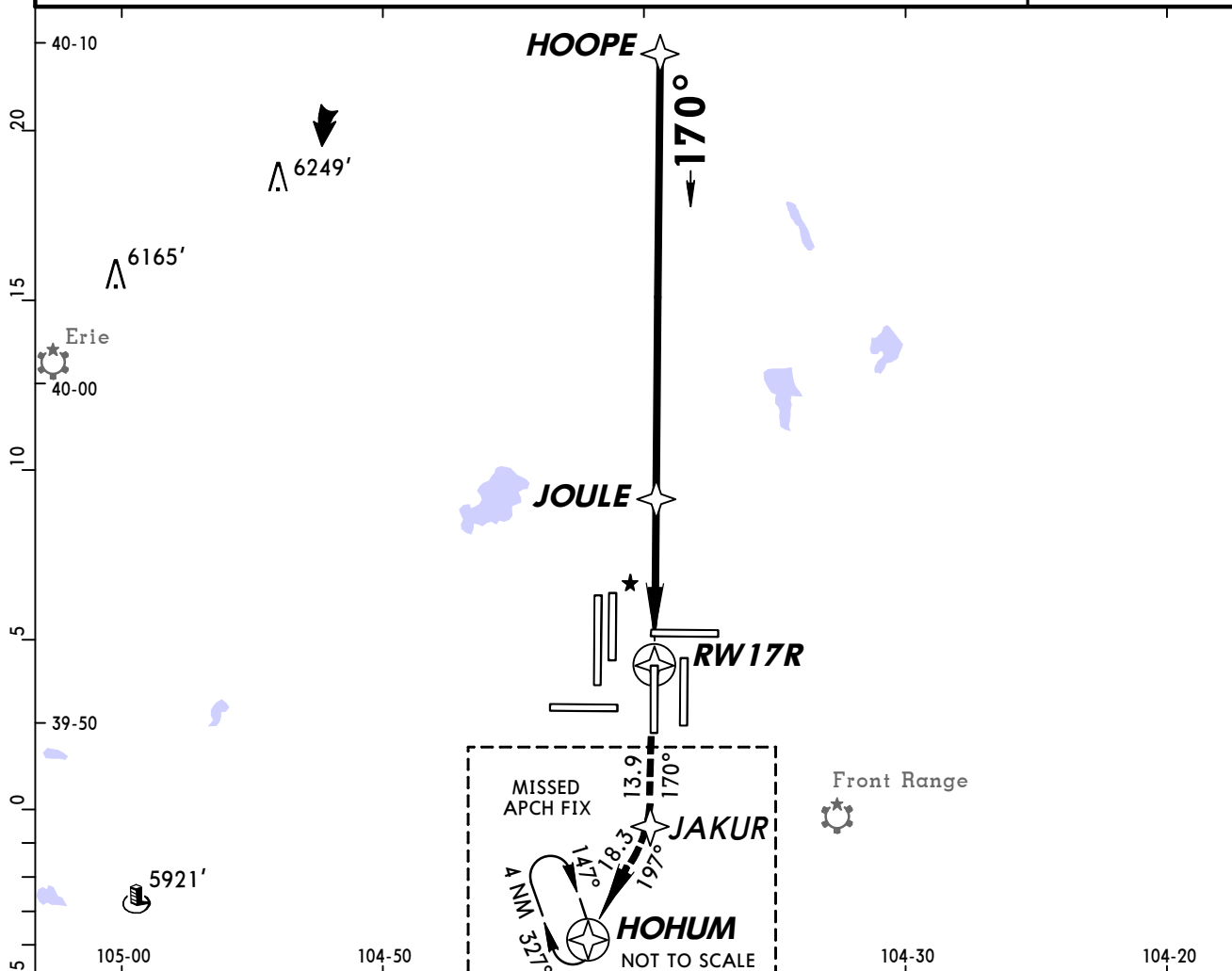
STRAIGHT-IN LANDING RWY 17L						CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 5700'(365')			LNAV MDA(H) 5720'(385')			NA	
RAIL or ALS out		RAIL out		ALS out			
A	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		
B						B	
C						C	
D						D	
			RVR 50 or 1	RVR 60 or 1 1/4			

CHANGES: Charted obstructions.

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BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower		Ground	
125.6		119.3 120.35		133.3		121.85	
RNAV	Final Apch Crs 170°	Minimum Alt JOULE 7000' (1612')	LNAV MDA(H) 5920' (532')	Apt Elev 5431' TDZE 5388'	9400' MSA RW17R		
MISSED APCH: Climb to 10000' via 170° course to JAKUR, then track 197° to HOHUM and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. RADAR required. 2. GPS or RNP-0.3 required. 3 DME/DME RNP-0.3 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	10000'	via 170°	JAKUR
Descent angle [3.05°]	378	486	540	648	755	863				
MAP at RW17R										

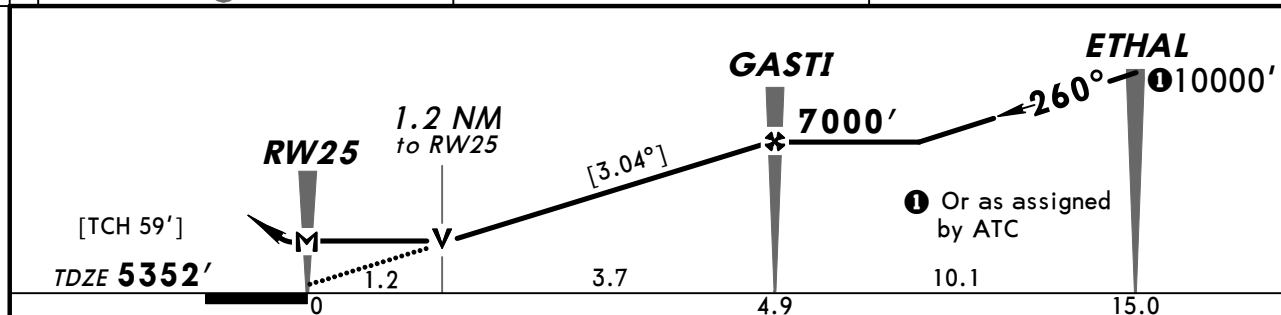
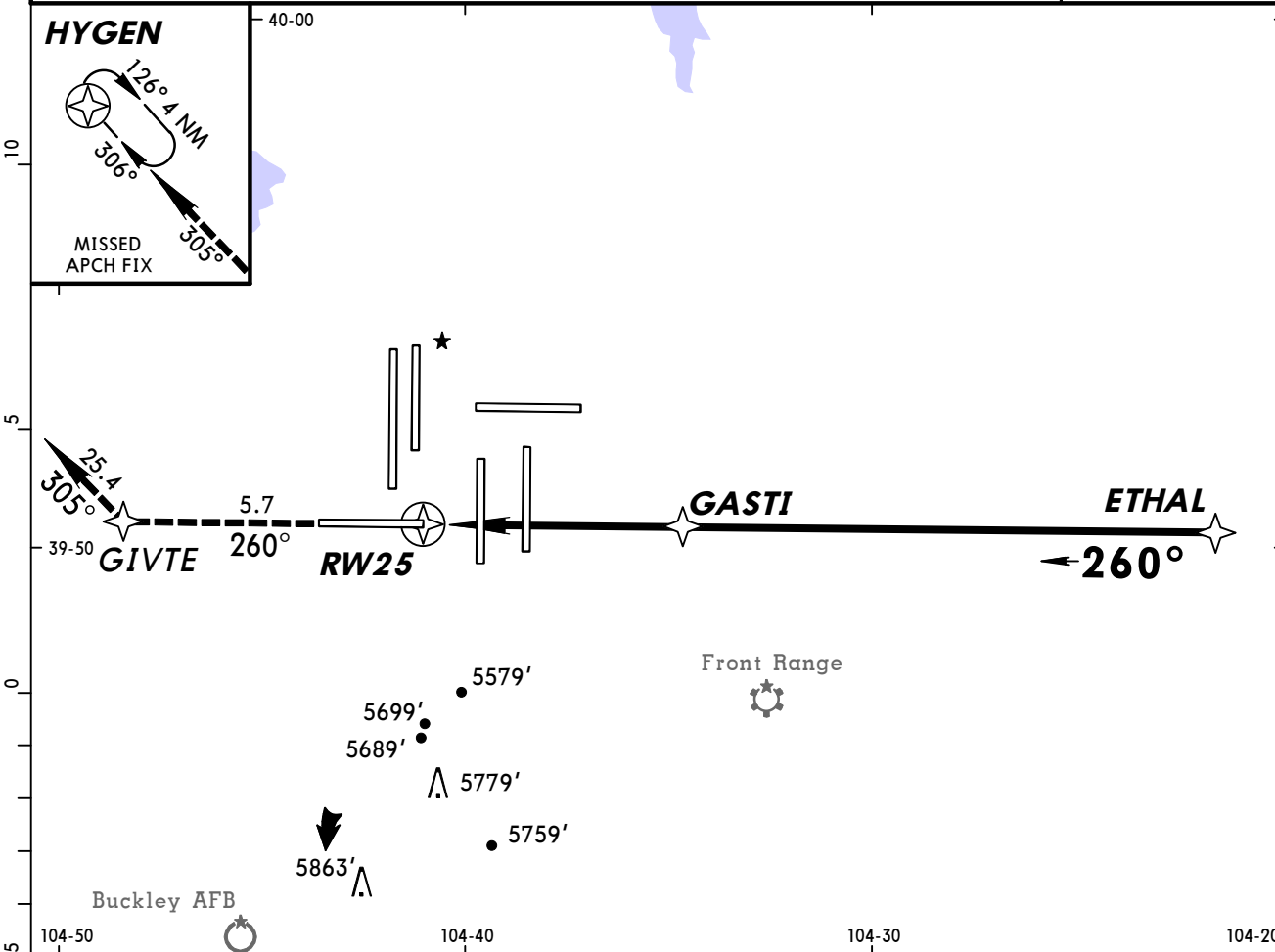
STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND			
LNAV MDA(H) 5920' (532')							
		RAIL out		ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4		RVR 50 or 1		A	NA
B						B	
C	RVR 50 or 1	1 1/2				C	
D	RVR 60 or 1 1/4	1 3/4				D	

KDEN/DEN DENVER INTL

14 JUL 06 **12-7**

DENVER, COLO
RNAV (GPS) Rwy 25

D-ATIS Arrival 125.6	DENVER Approach (R) North 119.3 South 120.35		DENVER Tower 132.35	Ground 127.5
RNAV	Final Apch Crs 260°	Minimum Alt GASTI 7000' (1648')	LNAV MDA(H) 5780' (428')	Apt Elev 5431' TDZE 5352'
MISSED APCH: Climb to 12000' via 260° course to GIVTE, then track 305° to HYGEN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. VGSI and descent angles not coincident. 3. DME/DME RNP-0.3 not authorized.				
9800' MSA RW25				



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW25						

STRAIGHT-IN LANDING RWY 25			CIRCLE-TO-LAND	
LNAV MDA(H) 5780' (428')				
RAIL out			ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A
B				B
C	RVR 40 or 3/4	RVR 60 or 1/4		C
D	RVR 50 or 1	1 1/2		D

CHANGES: Note deleted.

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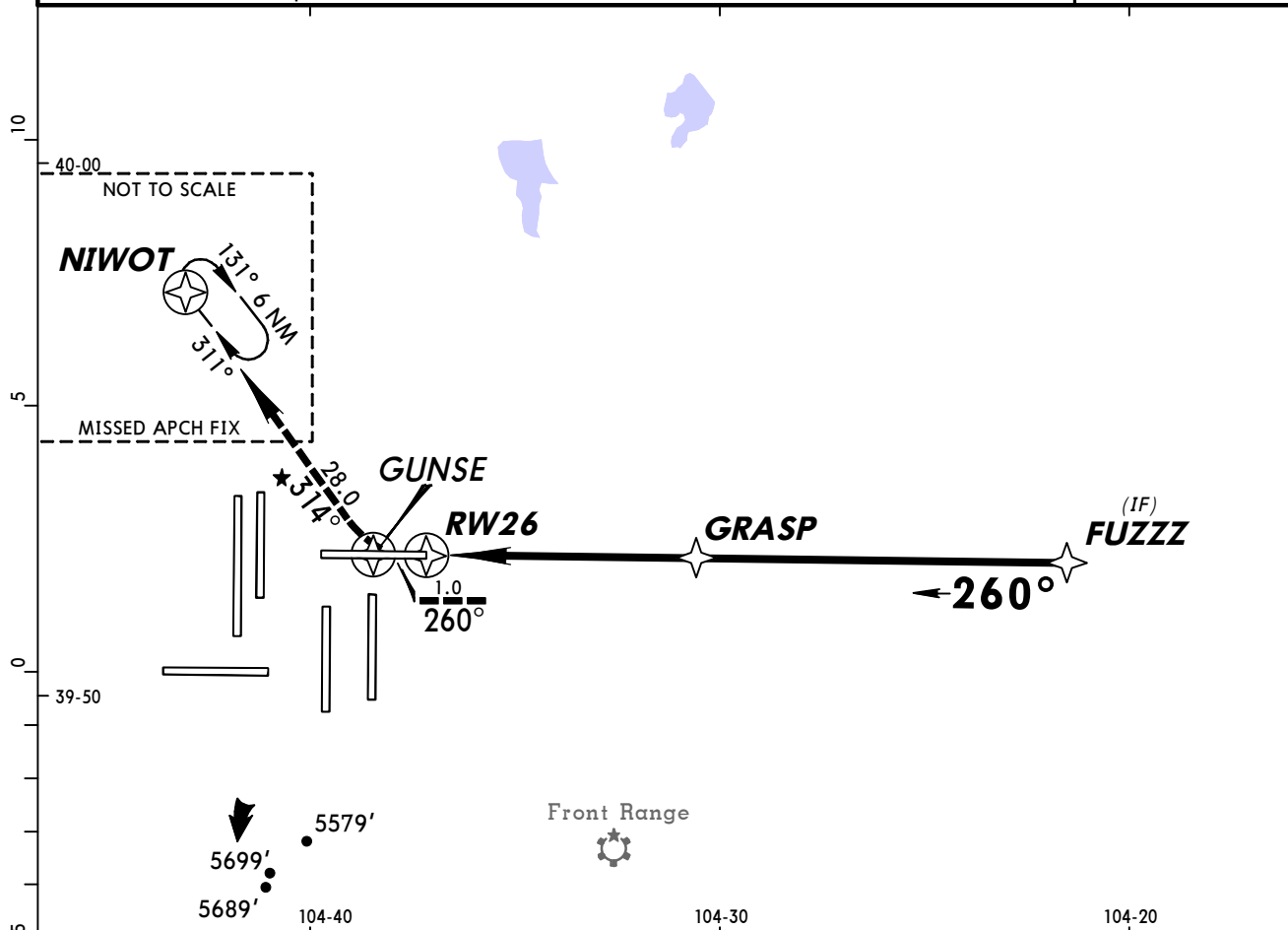
KDEN/DEN DENVER INTL

JEPPESEN
14 JUL 06 (12-8)

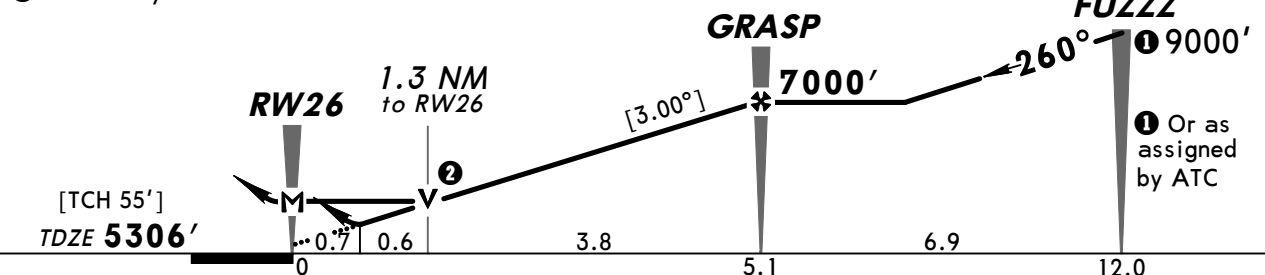
DENVER, COLO
RNAV (GPS) Rwy 26

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R) NorthSouth		DENVER Tower	Ground
125.6		119.3120.35		124.3	121.85
RNAV	Final Apch Crs 260°	Minimum Alt GRASP 7000' (1694')	LNAV/VNAV DA(H) 5580' (274')	Apt Elev 5431' TDZE 5306'	8100' MSA RW26
MISSED APCH: Climb to 11000' via 260° course to GUNSE, then track 314° to NIWOT and hold.					
Alt Set: INCHESTrans level: FL 180Trans alt: 18000'					
1. RADAR required. 2. Baro-VNAV not authorized below -25°C (-13°F). 3. GPS or RNP-0.3 required. 4. DME/DME RNP-0.3 not authorized.					



② LNAV only



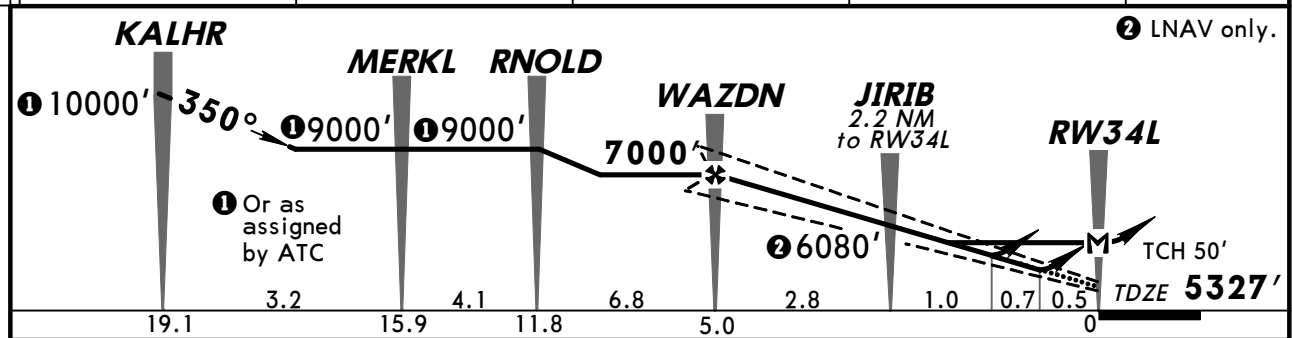
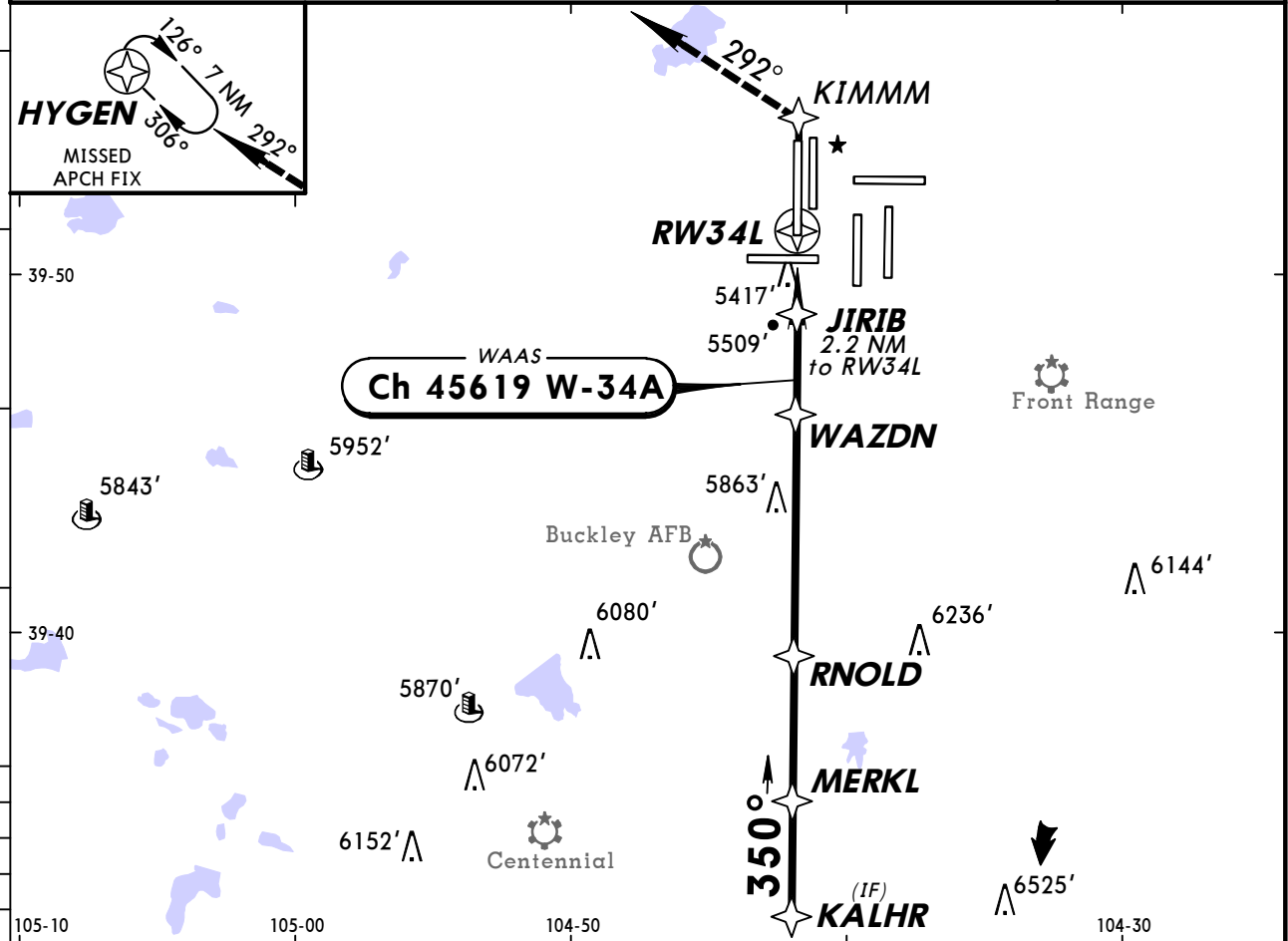
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	11000'	260°	GUNSE
Descent angle [3.00°]	372	478	531	637	743	849		↑		
MAP at RW26										

STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			NA	
DA(H) 5580' (274')			MDA(H) 5760' (454')				
RAIL or ALS out			RAIL out		ALS out		
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	A	NA
B						B	
C			RVR 40 or 3/4		RVR 60 or 1 1/4		
D	RVR 40 or 3/4	RVR 50 or 1	1 1/2		D		

CHANGES: None.

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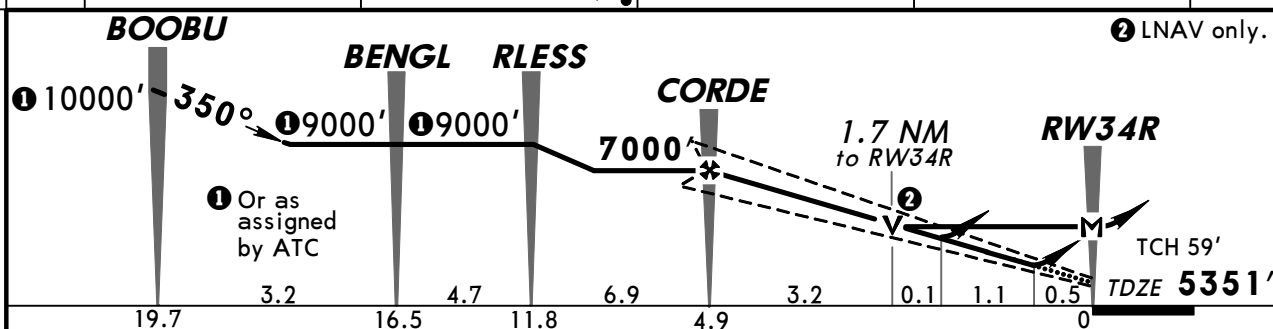
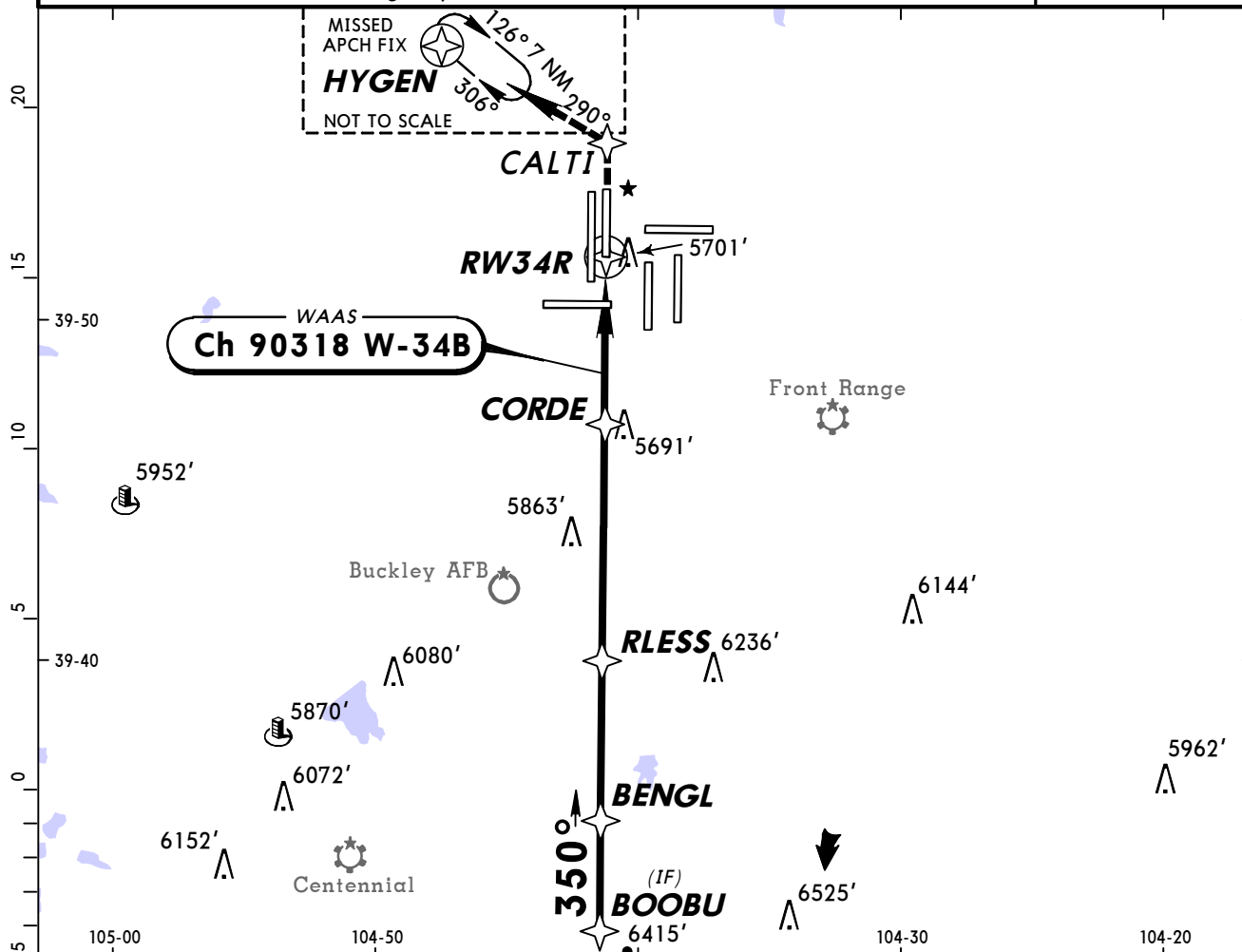


<i>Gnd speed-Kts</i>	70	90	100	120	140	160	ALSE-II PAPI 12000' ↑ D→ KIMMM	KIMMM
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849		
MAP at RW34L								

STRAIGHT-IN LANDING RWY 34L					
LPV DA(H) 5527' (200')		LNAV/VNAV DA(H) 5771' (444')		LNAV MDA(H) 5940' (613')	
ALS out		ALS out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2 RVR 50 or 1
D					RVR 60 or 1/4 1 1/2 2

BRIEFING STRIP™

D-ATIS Arrival		DENVER Approach (R)		DENVER Tower	Ground
125.6		North 119.3	South 120.35	135.3	127.5
WAAS Ch 90318 W-34B	Final Apch Crs 350°	Minimum Alt CORDE 7000' (1649')	LPV DA(H) 5551' (200')	Apt Elev 5431' TDZE 5351'	10,200' MSA RW34R
MISSED APCH: Climb to 12000' direct CALTI and on track 290° to HYGEN and hold, continue climb-in-hold to 12000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.					

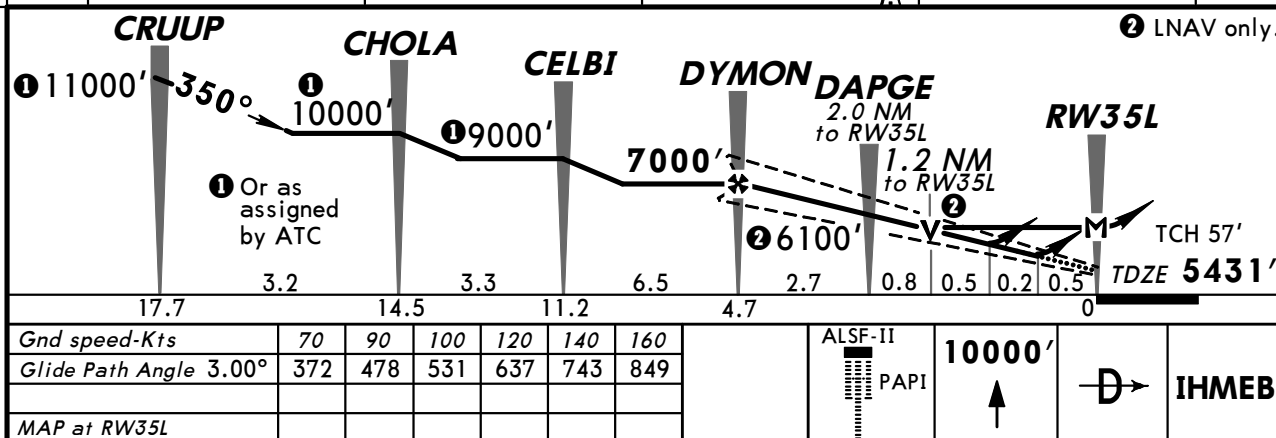
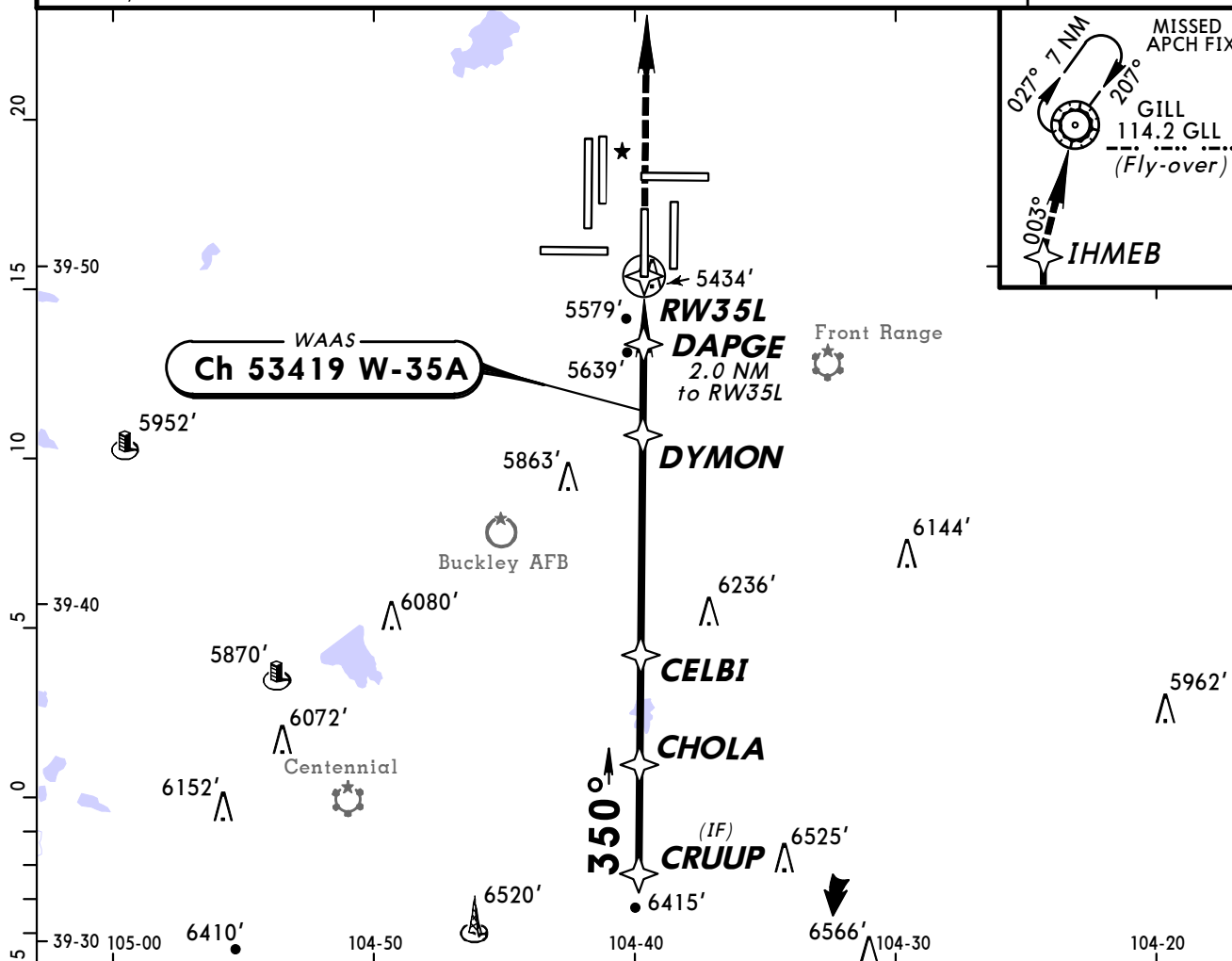


Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	12000'	PAPI	CALTI
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW34R										

STRAIGHT-IN LANDING RWY 34R						
LPV DA(H) 5551' (200')			LNAV/VNAV DA(H) 5911' (560')		LNAV MDA(H) 5960' (609')	
ALS out			ALS out		ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	2	RVR 24 or 1/2	RVR 50 or 1
B						
C					RVR 60 or 1 1/4	1 3/4
D					1 1/2	2

BRIEFING STRIP™

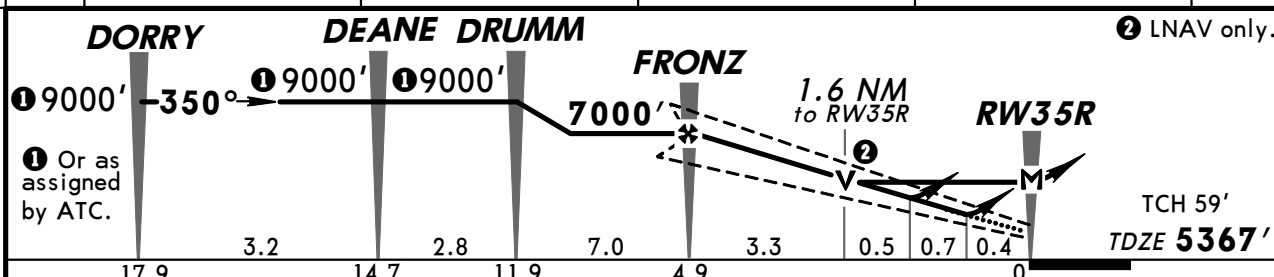
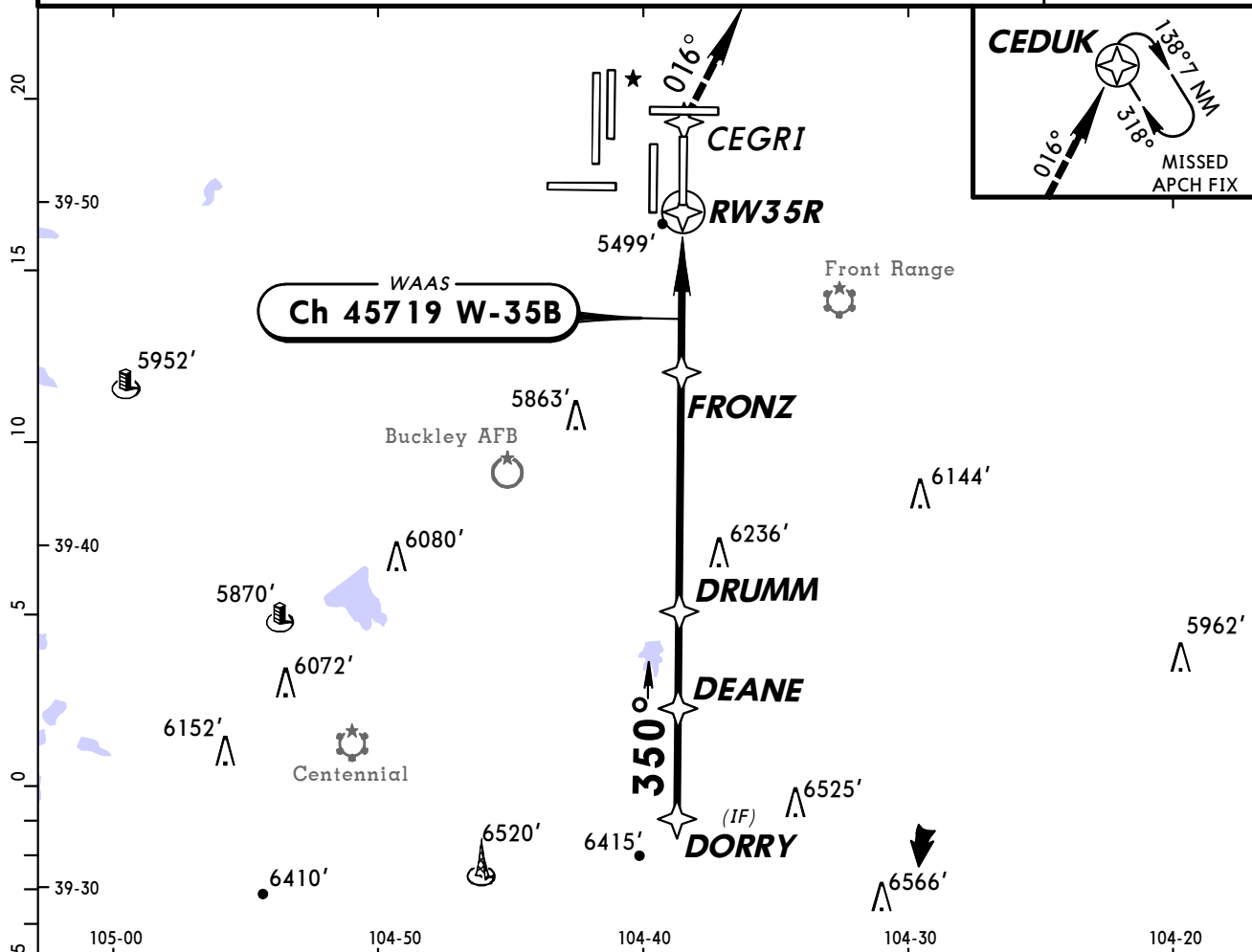
D-ATIS Arrival		DENVER Approach (R) North South		DENVER Tower		Ground			
125.6		119.3 120.35		133.3		121.85			
WAAS Ch 53419 W-35A		Final Apch Crs 350°		Minimum Alt DYMON 7000' (1569')		LPV DA(H) 5631' (200')		Apt Elev 5431' TDZE 5431'	
MISSED APCH: Climb to 10000' direct IHMEB and on track 003° to GLL VOR and hold.								9200' MSA RW35L	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized.									



STRAIGHT-IN LANDING RWY 35L					
LPV DA(H) 5631' (200')		LNAV/VNAV DA(H) 5715' (284')		LNAV MDA(H) 5860' (429')	
ALS out		ALS out		ALS out	
A					
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2
C					RVR 40 or 3/4
D		RVR 40 or 3/4			RVR 50 or 1

BRIEFING STRIP

D-ATIS Arrival		DENVER Approach (R)		DENVER Tower		Ground	
125.6		North 119.3 South 120.35		124.3		121.85	
WAAS Ch 45719 W-35B	Final Apch Crs 350°	Minimum Alt FRONZ 7000' (1633')	LPV DA(H) 5567' (200')	Apt Elev 5431' TDZE 5367'		9200' MSA RW35R	
MISSED APCH: Climb to 10000' direct CEGRI and on track 016° to CEGUD and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar required. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 38°C (100°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident.							



Gnd speed-Kts	70	90	100	120	140	160		10000' ↑		CEGRI
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW35R										

STRAIGHT-IN LANDING RWY 35R					
LPV DA(H) 5567' (200')		LNAV/VNAV DA(H) 5788' (421')		LNAV MDA(H) 5940' (573')	
ALS out		ALS out		ALS out	
A					
B					
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2 RVR 50 or 1 RVR 60 or 1/4
D					RVR 50 or 1 RVR 60 or 1/4

General Information

Location: Durango CO USA
IATA Code: DRO
Lat/Long: N37° 09.1' W107° 45.2'
Elevation: 6685 ft

Airport Use: Public
Magnetic Variation: 9.9°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1345 Z
Sunset: 0103 Z,

Runway Information

Runway: 03
Length x Width: 9201 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6638 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 9201 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6685 ft
Lighting: Edge, REIL, Pilot controlled

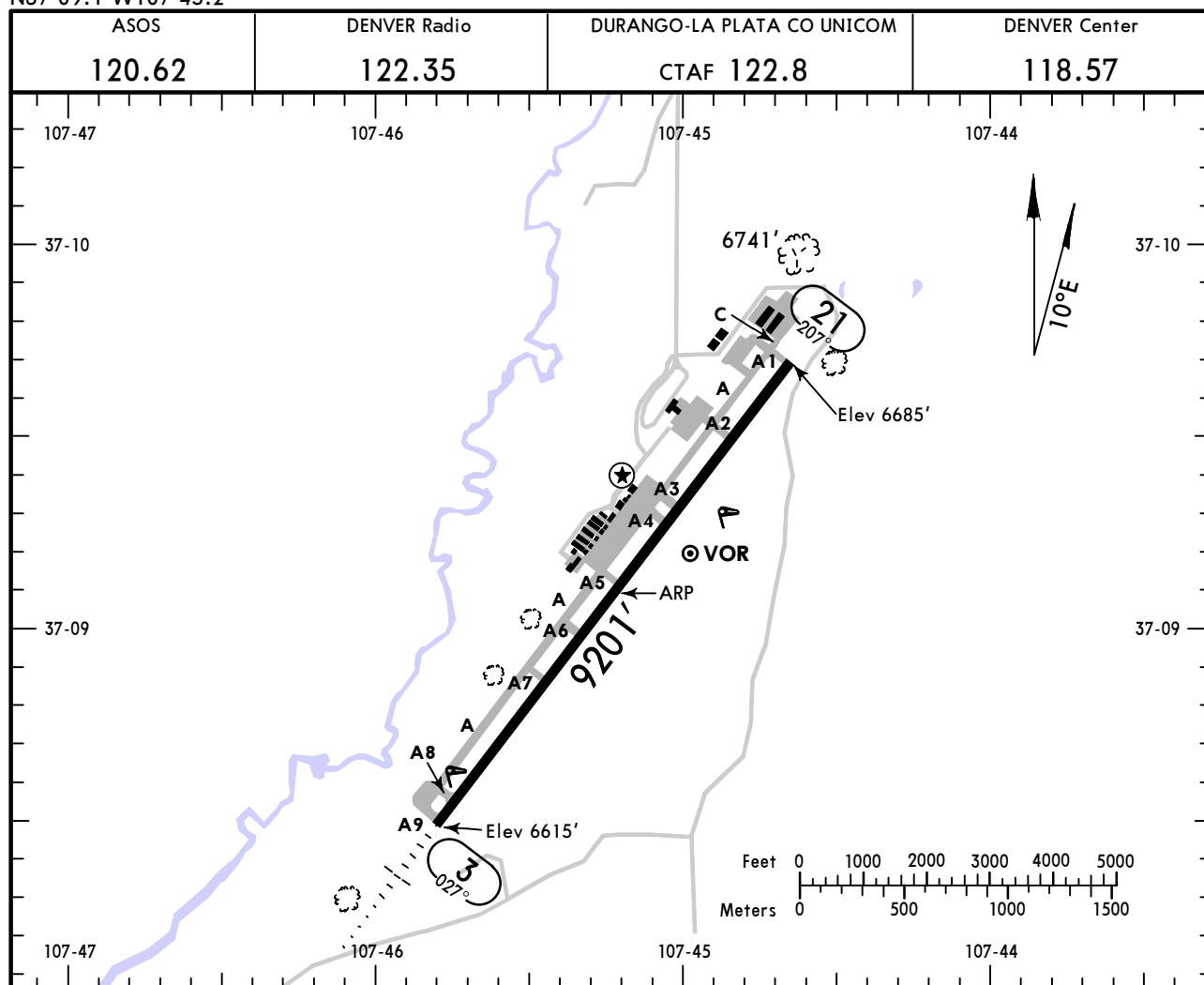
Communication Information

ASOS 120.625
Durango-LA Plata Co Unicom 122.8 CTAF PCL
Denver Flight Service Station 122.35 RCO
Denver Center 118.575 Remote Communications Air-Ground

KDRO/DRO
Apt Elev **6685'**
N37 09.1 W107 45.2

JEPPESSEN
25 DEC 09 **(11-1)**

DURANGO, COLO
-LA PLATA CO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING Threshold	BEYOND Glide Slope	TAKE-OFF	
3	① HIRL ① MALSR ① PAPI-L (angle 3.00°) grooved		8243'		150'
21	① HIRL ① REIL ① VASI-L grooved				

① Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 21		Rwy 3		For Climb In Visual Conditions
	Adequate Vis Ref	STD	With Min climb of 215'/NM to 7600' Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	1700-3
3 & 4 Eng		1/2		1/2	

OBSTACLE DP: Rwy 3, climbing right turn to 9000' heading 160° and DRO VOR R-125 to RESER Int, or for climb in visual conditions: cross Durango- La Plata County airport Southeast bound at or above 8200' MSL, then proceed on DRO VOR R-125 to RESER Int.

Rwy 21, climbing right turn to 9500' heading 280° and DRO VOR R-235 to MARKE Int.

FOR FILING AS ALTERNATE

Authorized Only When Class E Airspace Effective or With Approved Weather Service

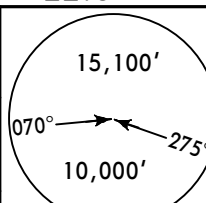
	ILS Rwy 3	RNAV (GPS) Rwy 3 LOC DME Rwy 3	VOR DME Rwy 3
A	600-2	800-2	800-2
B			
C			
D			

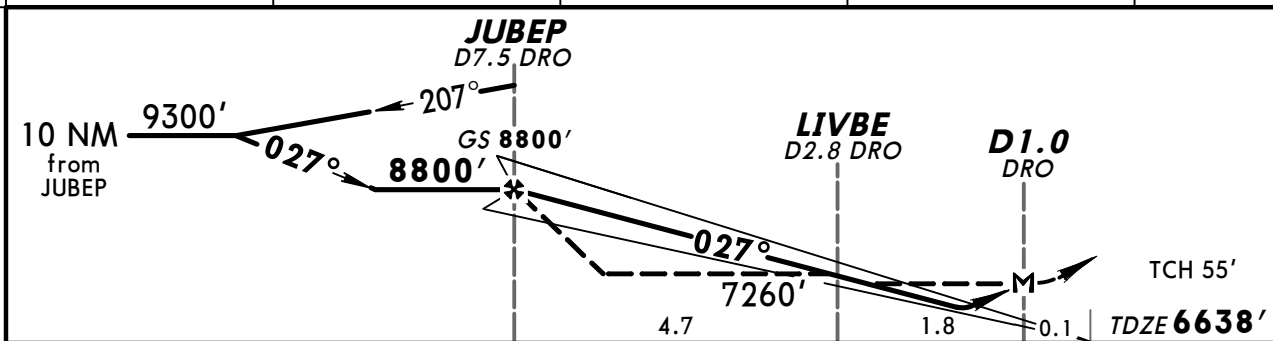
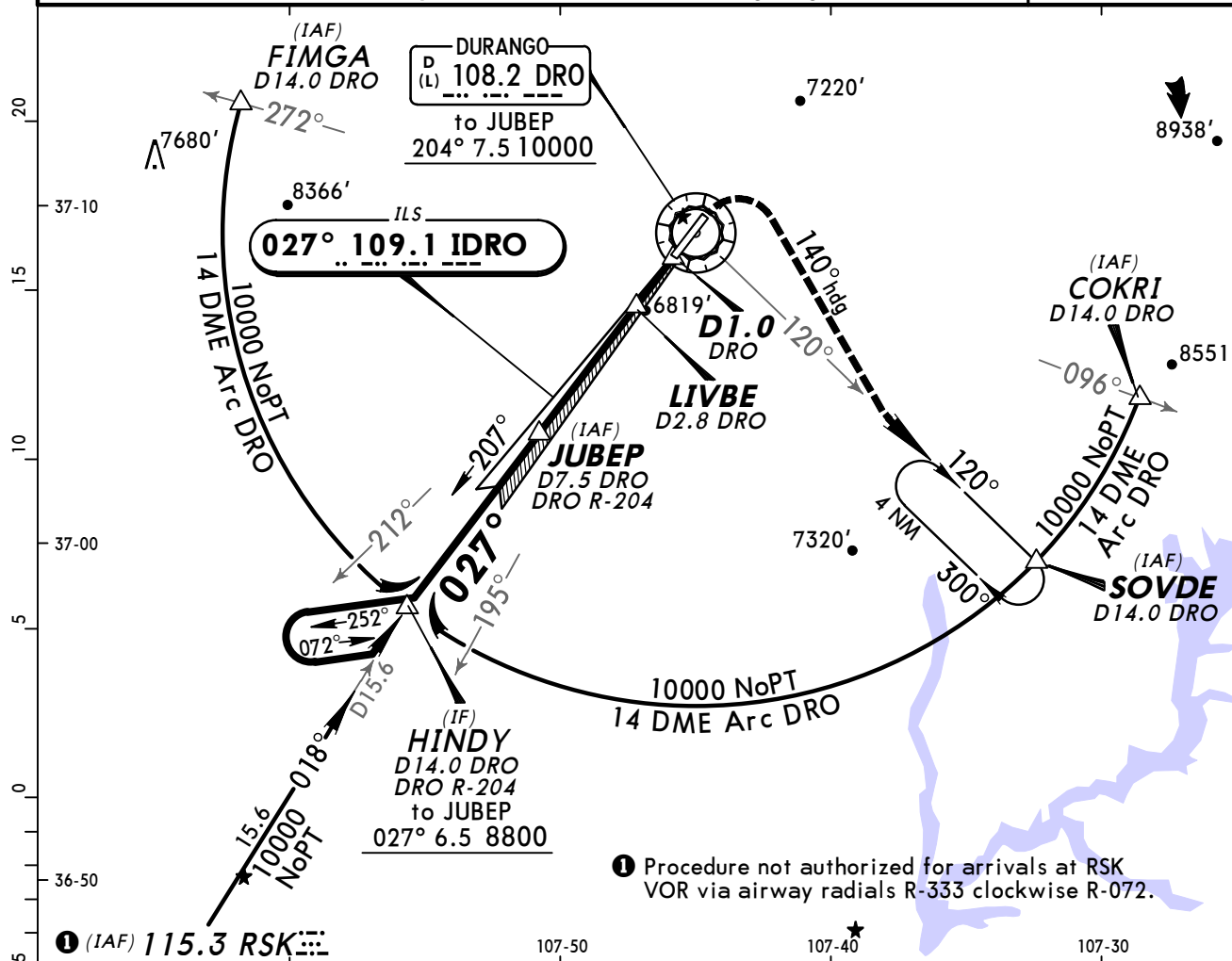
A
M
E
N
D
6
A

CHANGES: Airport diagram, runway 3 lighting.

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BRIEFING STRIP™

ASOS 120.62		DENVER Center 118.57		DENVER Radio 122.35	DURANGO-LA PLATA CO UNICOM CTAF 122.8
LOC IDRO 109.1	Final Apch Crs 027°	GS JUBEP 8800' (2162')	ILS DA(H) 6838' (200')	Apt Elev 6685' TDZE 6638'	 MSA DRO VOR
MISSED APCH: Climb to 7500' then climbing RIGHT turn to 10000' via 140° heading and outbound DRO VOR R-120 to SOVDE/D14.0 DRO and hold. Continue climb-in-hold to 10000'					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. DME from DRO VOR/DME. 3. Simultaneous reception of IDRO LOC and DRO VOR/DME required. 4. Pilot controlled lighting 122.8.					



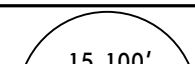
Gnd speed-Kts	70	90	100	120	140	160	MALSR	7500'	10000'	140°	DRO
GS	3.00°	377	484	538	646	753	861	PAPI	↑	via RT	and 108.2 R-120
MAP at D1.0 DRO											

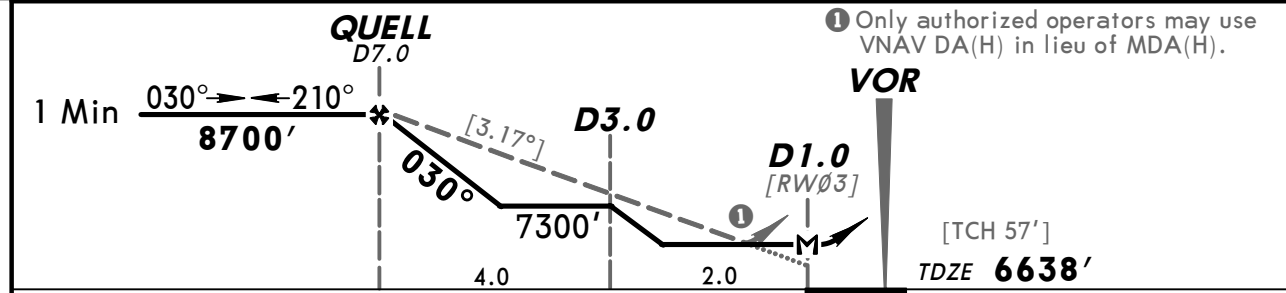
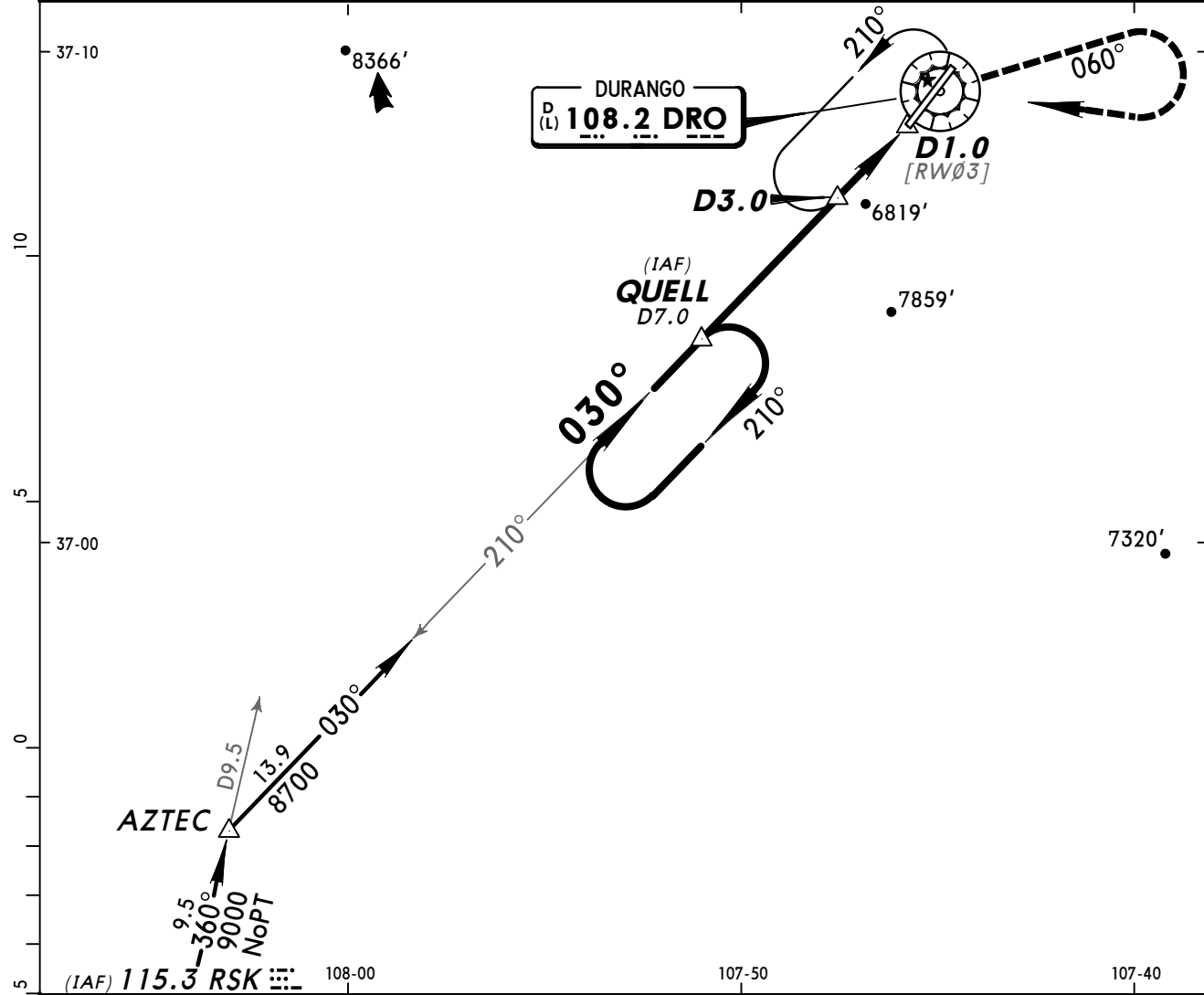
STRAIGHT-IN LANDING RWY 3						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
DA(H) 6838' (200')			MDA(H) 7080' (442')				
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts	MDA(H)
A			1/2	3/4	1	90	7180' (495')-1
B						120	7200' (515')-1
C	1/2	3/4	3/4	1 1/4		140	7220' (535')-1 1/2
D			1	1 1/2		165	7260' (575')-2

BRIEFING STRIPTM

<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849
<i>MAP at RW03</i>						

TERPS
AMEND
0

BRIEFING STRIP™	ASOS 120.62		DENVER Center 118.57		DENVER Radio 122.35		DURANGO-LA PLATA CO UNICOM CTAF 122.8	
	VOR DRO 108.2	Final Apch Crs 030°	Minimum Alt QUELL 8700' (2062')	MDA(H) 7020' (382')	Apt Elev 6685' TDZE 6638'			
	MISSED APCH: Climb outbound on DRO VOR R-060 to 7500', then climbing RIGHT turn to 10000' direct DRO VOR and hold.							
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
	1. Pilot controlled lighting 122.8.							
MSA DRO VOR								



Gnd speed-Kts	70	90	100	120	140	160		DRO 108.2 R-060
Descent angle [3.17°]	393	505	561	673	785	897		
MAP at D1.0								

STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND	
MDA(H) 7020' (382')				MDA(H)	
RAIL out		ALS out		Max Kts	
A				90	7180' (495') - 1
B	1/2	3/4	1	120	7200' (515') - 1
C				140	7220' (535') - 1 1/2
D	1	1 1/4		165	7260' (575') - 2

General Information

Location: Eagle CO USA
IATA Code: EGE
Lat/Long: N39° 38.6' W106° 55.0'
Elevation: 6548 ft

Airport Use: Public
Magnetic Variation: 9.8°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1344 Z
Sunset: 0057 Z,

Runway Information

Runway: 07
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6480 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 25
Length x Width: 9000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6540 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 1000 ft

Communication Information

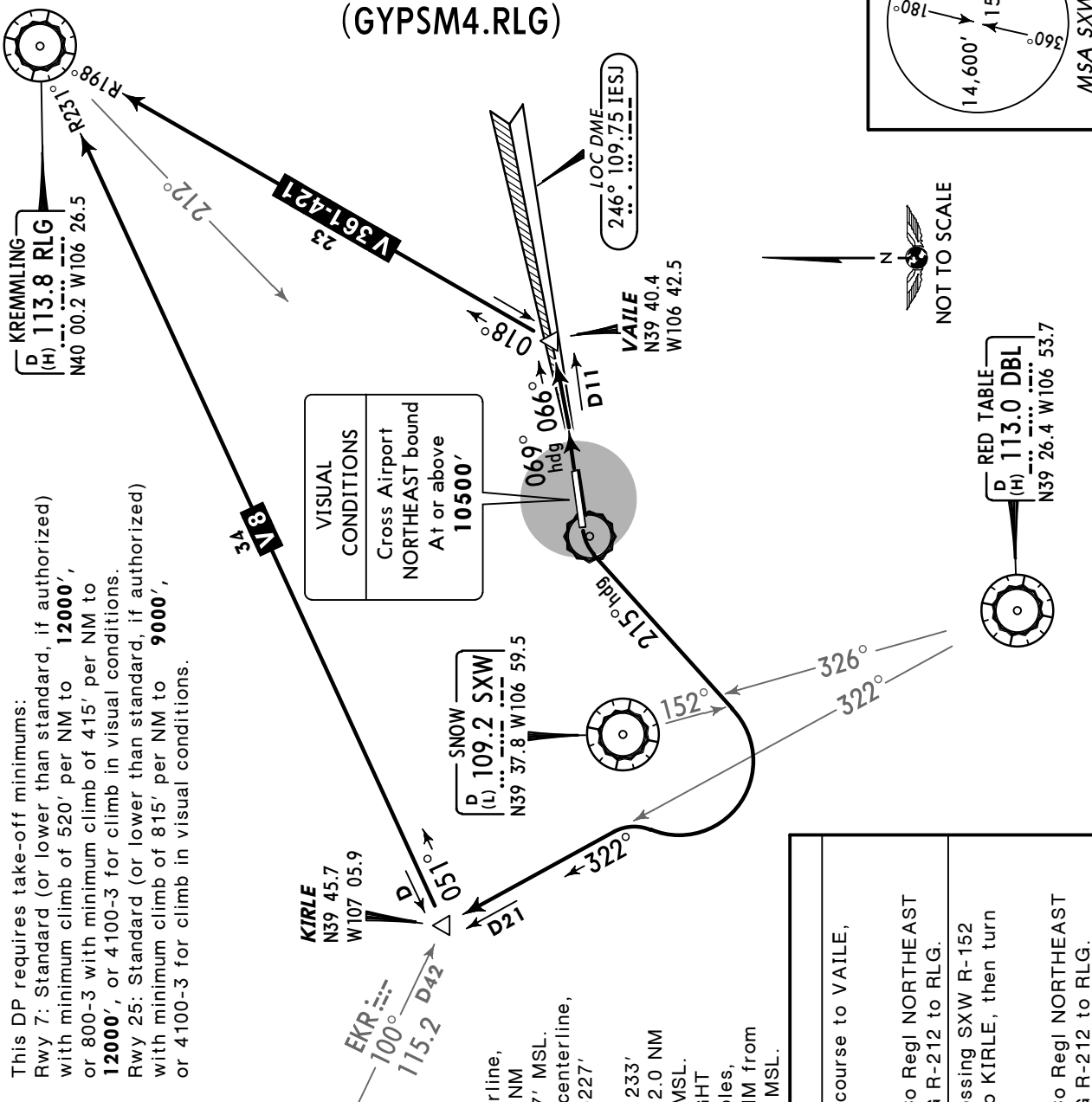
ATIS 135.575
AWOS 135.575
Eagle Tower 119.8 CTAF PCL
Eagle Ground Control 121.8
Eagle Clearance Delivery 124.75
Denver Flight Service Station 122.2 RCO
Denver Center 128.65 Remote Communications Air-Ground

DENVER
Center
128.65

Apt Elev
6548'

Trans level: FL 180 Trans alt: 18000'

OBSTACLE GYPSUM FOUR DEPARTURE (GYPSM4.RLG)



This DP requires take-off minimums:

Rwy 7: Standard (or lower than standard, if authorized) with minimum climb of 520' per NM to 12000', or 800-3 with minimum climb of 415' per NM to 12000', or 4100-3 for climb in visual conditions.
Rwy 25: Standard (or lower than standard, if authorized) with minimum climb of 815' per NM to 9000', or 4100-3 for climb in visual conditions.

Direct distance from Eagle Co Regl
(Rwy 25) to: KIRLE 11 NM

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
415' per NM	519	692	1038	1383	1729	2075
520' per NM	650	867	1300	1733	2167	2600
815' per NM	1019	1358	2038	2717	3396	4075

OBSTACLES

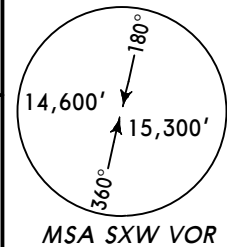
Rwy 7: Windsock 99' from DER, 352' LEFT of centerline, 12' AGL/6552' MSL. Obstacle lighting on tower 2.2 NM from DER, 1688' RIGHT of centerline, 57' AGL/7057' MSL. Trees beginning 1.1 NM from DER, 1945' RIGHT of centerline, up to 18' AGL/7017' MSL. Tree 2.2 NM from DER, 3227' RIGHT of centerline, 27' AGL/7252' MSL.
Rwy 25: Multiple trees beginning 1.6 NM from DER, 233' LEFT of centerline, up to 15' AGL/7694' MSL. Pole 2.0 NM from DER, 111' LEFT of centerline, 14' AGL/7333' MSL. Multiple trees beginning 1.4 NM from DER, 795' RIGHT of centerline, up to 16' AGL/7615' MSL. Multiple poles, tank, and obstacle lighting on tower beginning 1.4 NM from DER, 77' RIGHT of centerline, up to 37' AGL/7716' MSL.

RWY	INITIAL CLIMB
7	Climb heading 069° and IESJ NORTHEAST course to VAILE, then turn LEFT via RLG R-198 to RLG, OR; Climb in visual conditions to cross Eagle Co Regl NORTHEAST bound, at or above 10500', then via RLG R-212 to RLG.
25	Climbing LEFT turn heading 215°. Upon crossing SXW R-152 or DBL R-326 turn RIGHT via DBL R-322 to KIRLE, then turn RIGHT via RLG R-231 to RLG, OR; Climb in visual conditions to cross Eagle Co Regl NORTHEAST bound, at or above 10500', then via RLG R-212 to RLG.

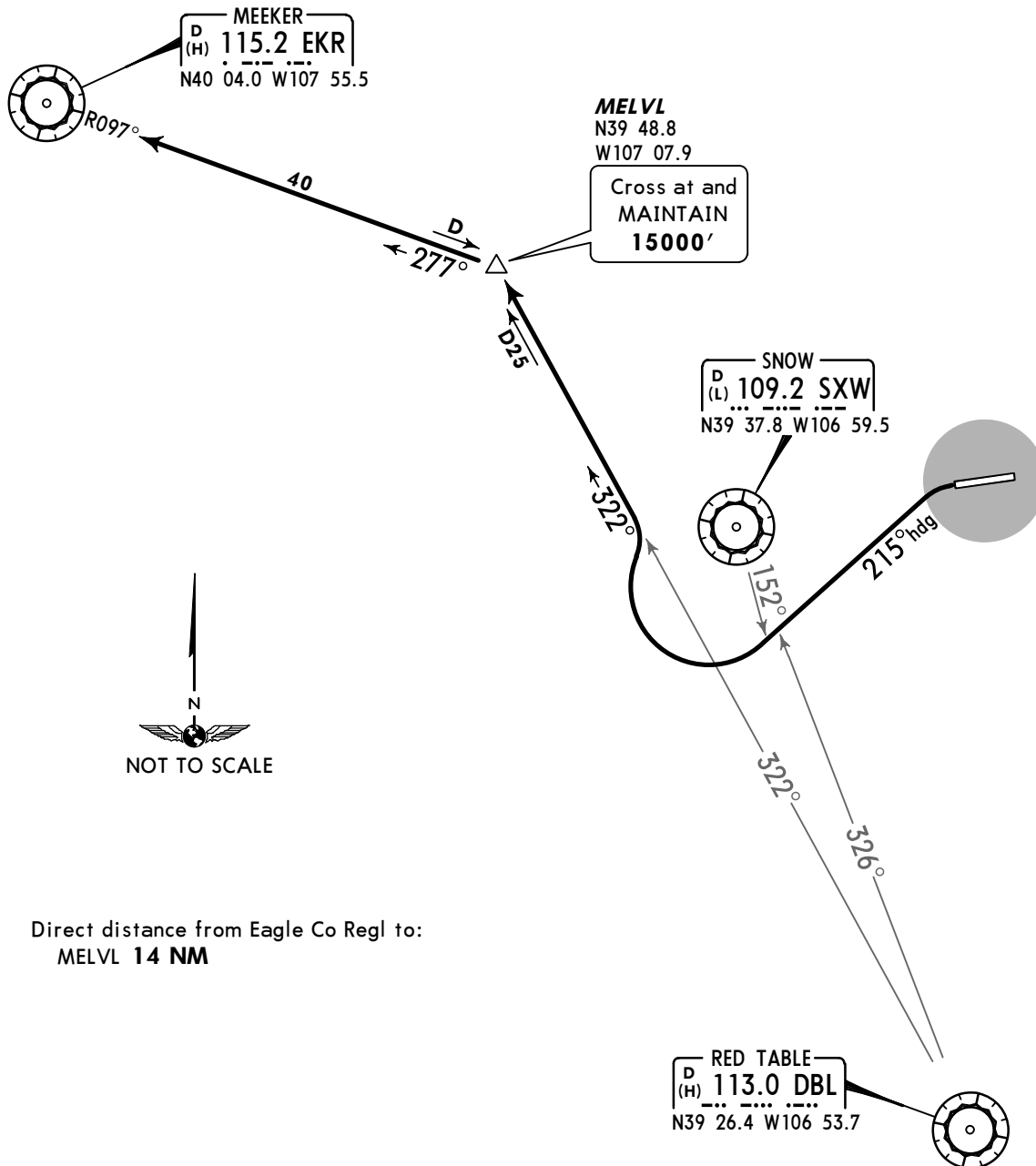
DENVER
Center
128.65

Apt Elev
6548'

Trans level: FL 180 Trans alt: 18000'



MEEKER ONE DEPARTURE (EKR1.EKR) (RWY 25)



Direct distance from Eagle Co Regl to:
MELVL 14 NM

This SID requires take-off minimums
(for standard minimums, refer to GYPSUM DP):
Rwy 7: Not authorized - ATC.
Rwy 25: Standard (or lower than standard, if
authorized) with minimum climb of 815' per NM
to **15000'**.

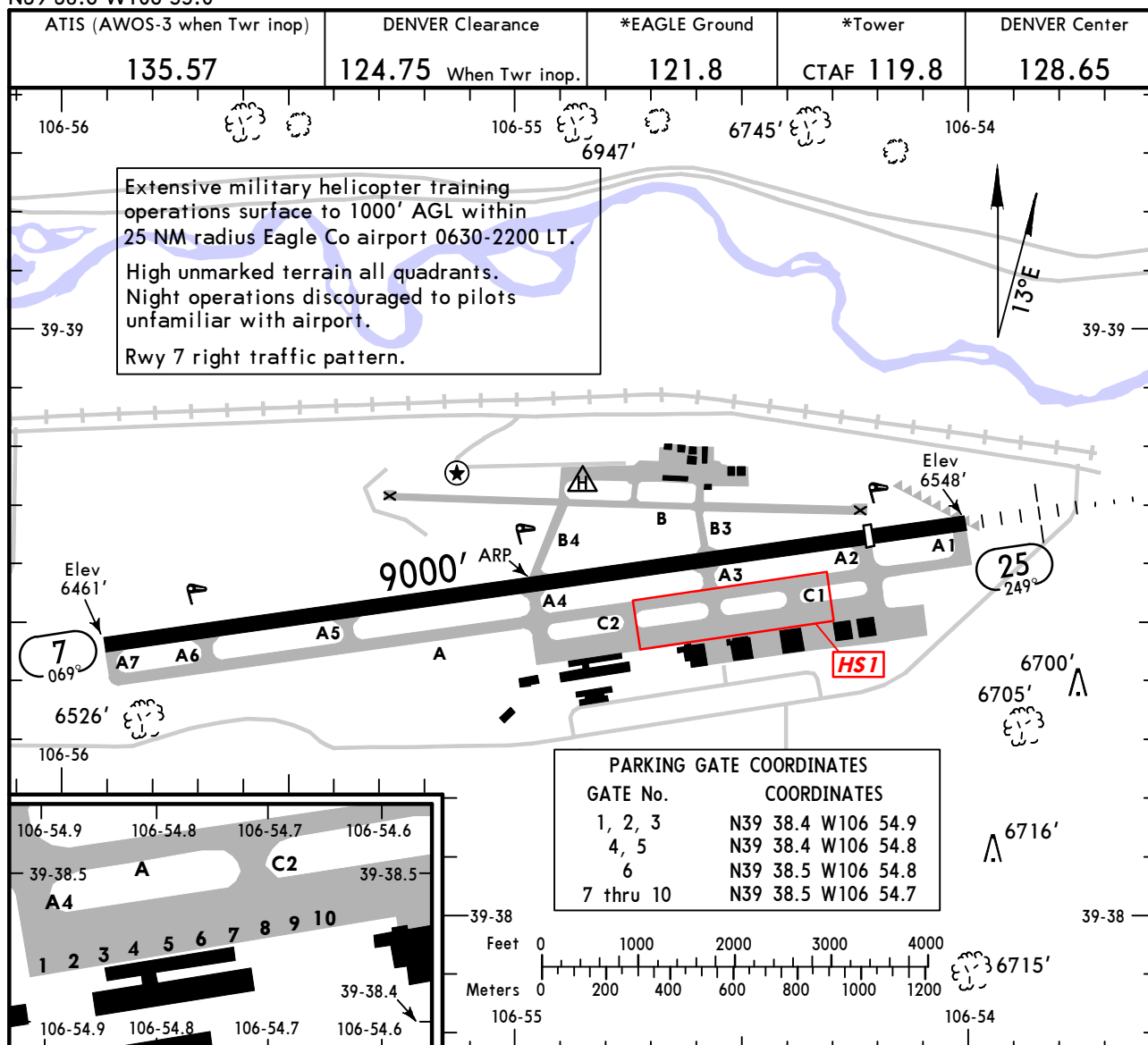
Gnd speed-KT	75	100	150	200	250	300
815' per NM	1019	1358	2038	2717	3396	4075

OBSTACLES

Multiple trees beginning 1.6 NM from DER,
233' LEFT of centerline, up to 15' AGL/7694'
MSL. Pole 2.0 NM from DER, 111' LEFT of
centerline, 14' AGL/7333' MSL. Multiple trees
beginning 1.4 NM from DER, 795' RIGHT of
centerline, up to 16' AGL/7615' MSL. Multiple
poles, tank, and obstacle lighting on tower
beginning 1.4 NM from DER, 77' RIGHT of
centerline, up to 37' AGL/7716' MSL.

INITIAL CLIMB

Climbing LEFT turn to 215° heading. Upon crossing SXW R-152 or DBL R-326 turn RIGHT via
DBL R-322 to MELVL then turn LEFT via EKR R-097 to EKR. Cross MELVL at and
MAINTAIN 15000'. EXPECT filed altitude 10 minutes after departure.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
7	① HIRL ① REIL	grooved					150'
25	① HIRL ① MALSR ② ③ PAPI-R	grooved	8000'	7050'			

- ① Activate on 119.8 after 1900 LT.
- ② Visible only to 6° left of centerline due to terrain.
- ③ Angle 3.0°

RUNWAY INCURSION HOT SPOTS

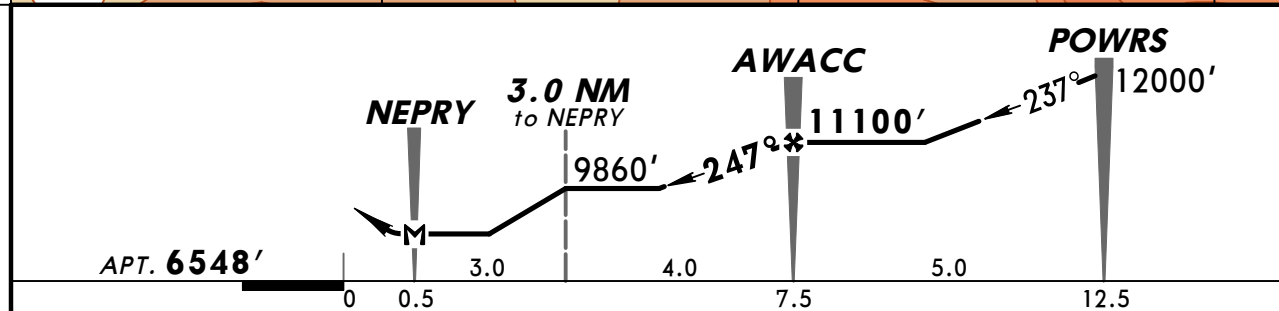
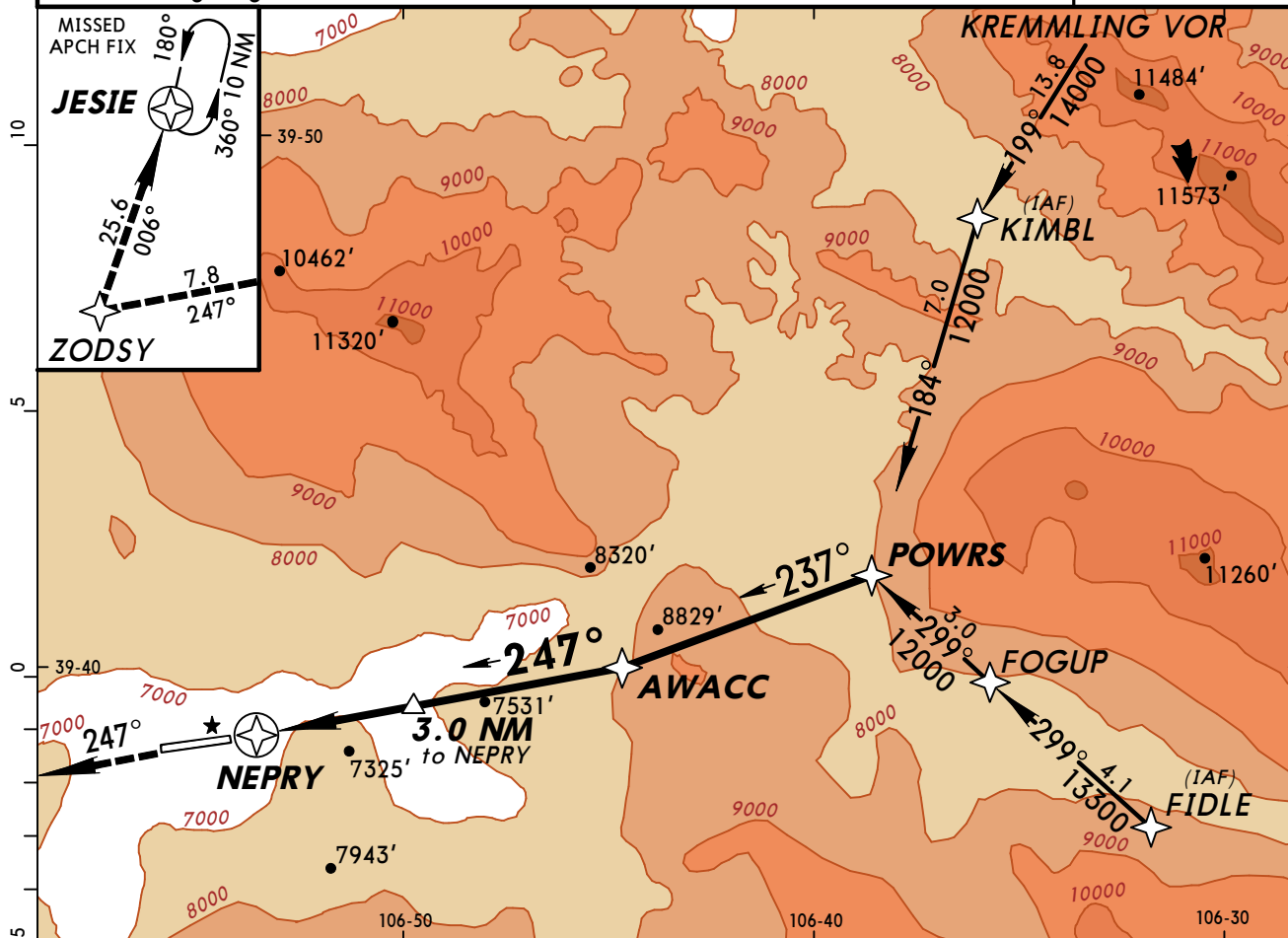
For information only, not to be construed as ATC instructions.

HSI High density parking area. Be advised. Air carrier aircraft should not leave or enter Twy A east of Twy C2 due to ramp congestion.

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		LDA DME Rwy 25	RNAV (GPS)-D
1 & 2 Eng	USE GYPSUM DEPARTURE	A ① 2100-2	NA
3 & 4 Eng		B ① 2100-3	
		C ① 2100-3	
		D NA	

① LDA without GS: Not authorized when control tower closed or when local weather not available.

*ATIS (AWOS-3 O/T) 135.57	DENVER Center 128.65	*EAGLE Tower CTAF 119.8	*Ground 121.8
RNAV	Final Apch Crs 247°	Minimum Alt AWACC 11100' (4552')	MDA(H) Refer to Minimums
Apt Elev 6548'			
MISSED APCH: Climb to 14500' via 247° course to ZODSY, then via 006° course to JESIE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Final approach course crosses Rwy centerline extended 3000' from threshold. 4. Pilot controlled lighting 119.8.			
15,100' MSA NEPRY			



MAP at NEPRY	Lighting - Refer to Airport Chart	14500' via 247° ZODSY

CIRCLE-TO-LAND	
Max Kts.	MDA(H)
A 90	8900' (2352') - 1¼
B 120	8900' (2352') - 1½
C 140	8900' (2352') - 3
D 165	

1 Circling not authorized South of Rwy 7-25 at night.

General Information

Location: FT Collins-Loveland CO USA

IATA Code: FNL

Lat/Long: N40° 27.1' W105° 00.7'

Elevation: 5016 ft

Airport Use: Public

Magnetic Variation: 8.9°E

Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1337 Z

Sunset: 0049 Z,

Runway Information

Runway: 06

Length x Width: 2273 ft x 40 ft

Surface Type: asphalt

TDZ-Elev: 4990 ft

Runway: 15

Length x Width: 8500 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 4985 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 24

Length x Width: 2273 ft x 40 ft

Surface Type: asphalt

TDZ-Elev: 4987 ft

Runway: 33

Length x Width: 8500 ft x 100 ft

Surface Type: asphalt

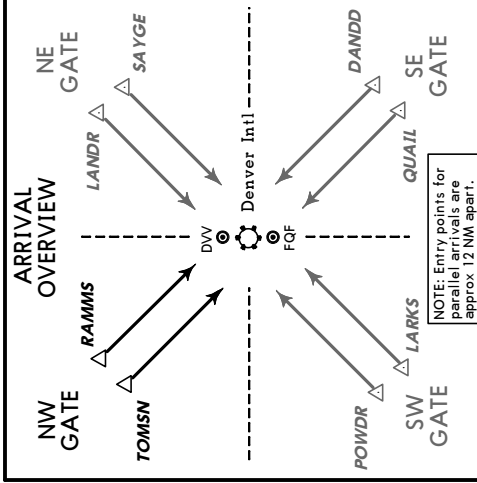
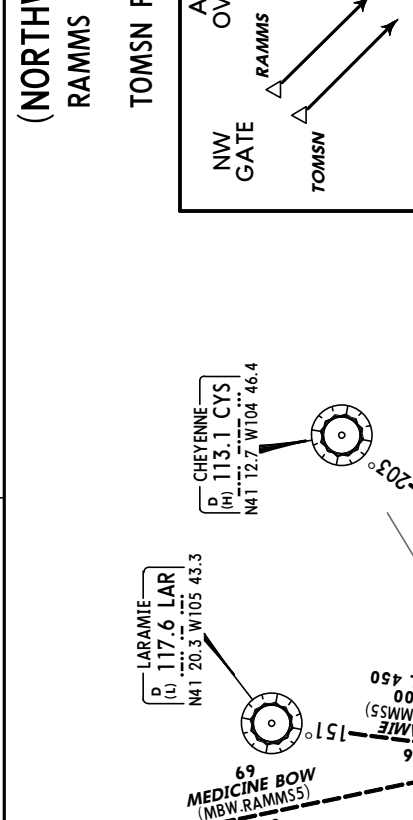
TDZ-Elev: 5016 ft

Lighting: Edge, ALS, Pilot controlled

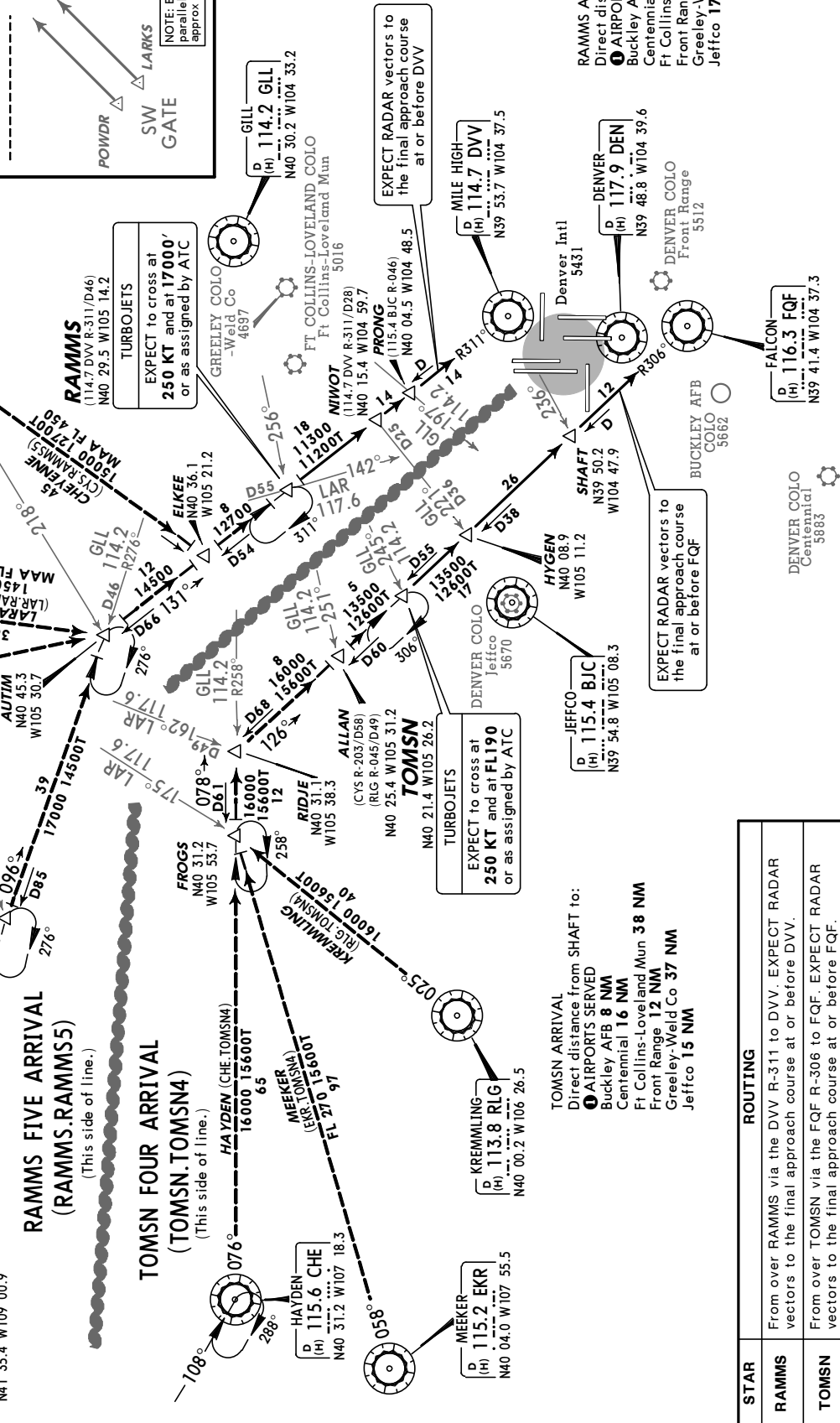
Communication Information

AWOS 135.075
FT Collins-Loveland Mun Unicom 122.7 CTAF PCL
Denver Clearance Delivery 120.25
Denver Approach Control 134.85
Denver Departure Control 134.85
Denver Flight Service Station 122.65 RCO
Denver Flight Service Station 122.4 RCO

1. DME required for Rock Springs transition for change over point.



NOTE: Entry points for parallel arrivals are approx 12 NM apart.

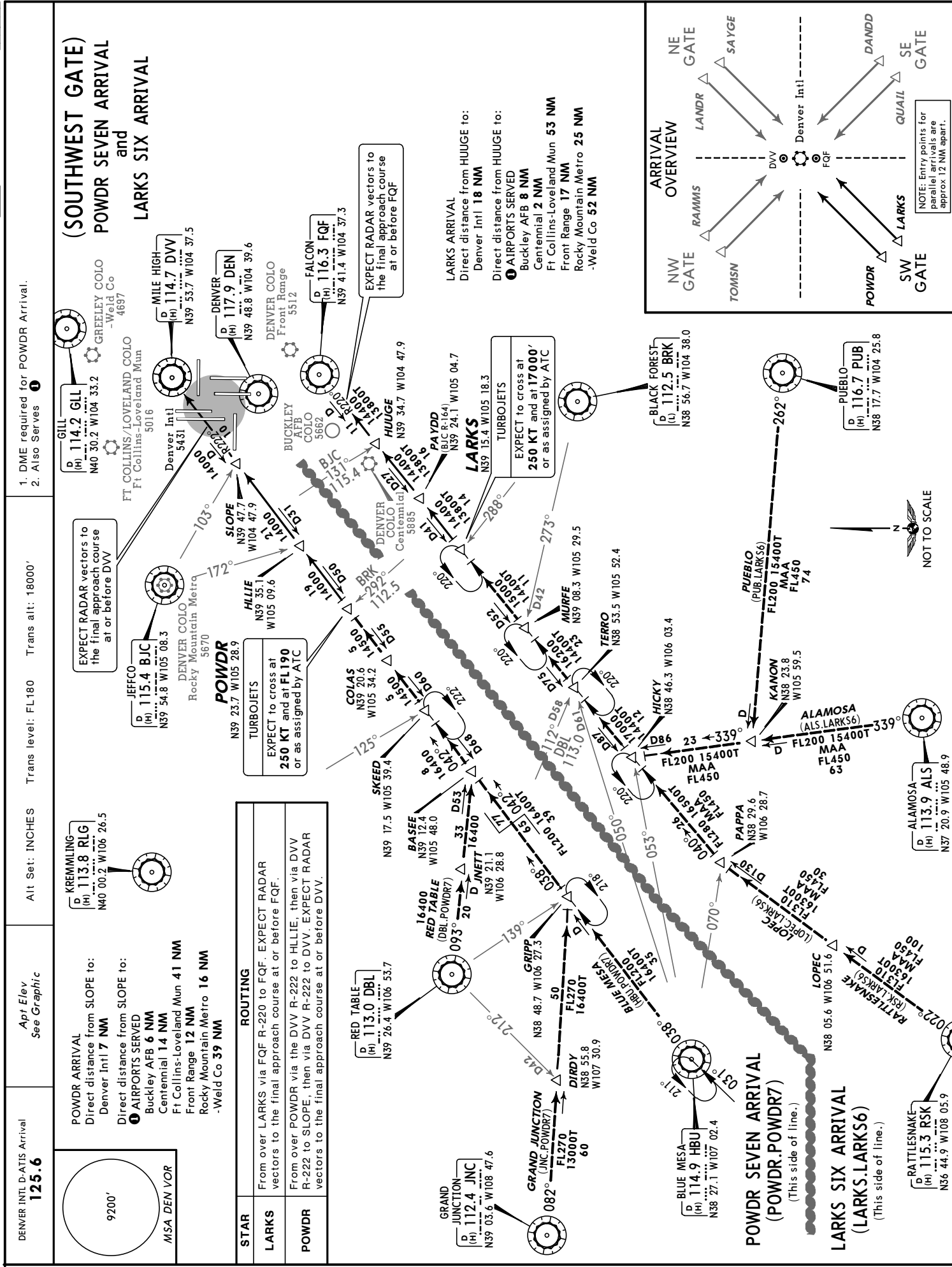


TOMSN ARRIVAL
Direct distance from SHAFT to:
① AIRPORTS SERVED
Buckley AFB **8 NM**
Centennial **16 NM**
Ft Collins-Loveland Mun **38 NM**
Front Range **12 NM**
Greeley-Weld Co **37 NM**
Jeffco **15 NM**

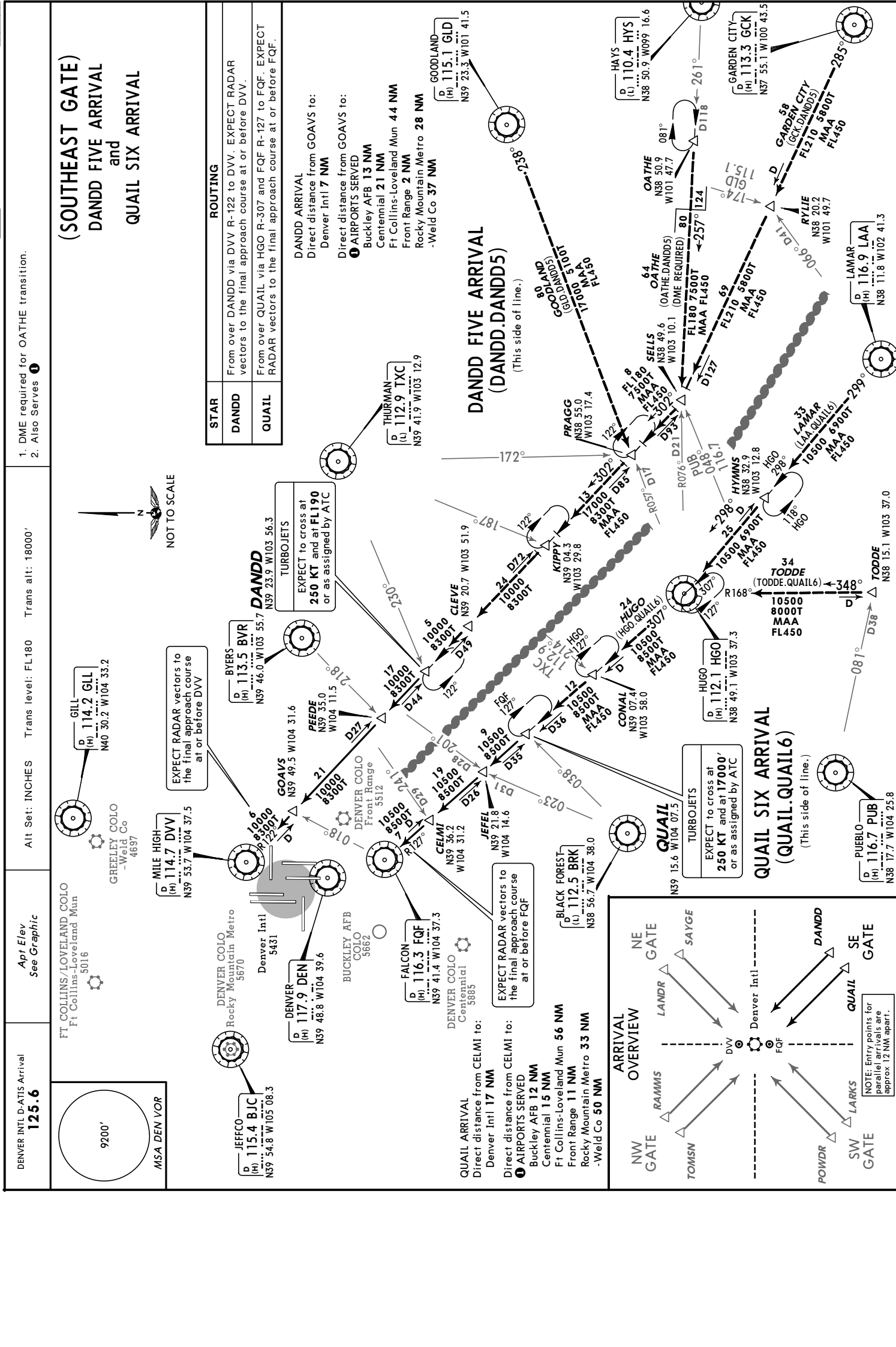
RAMMS ARRIVAL
Direct distance from PRONG to:
1 AIRPORTS SERVED
Buckley AFB **23 NM**
Centennial **30 NM**
Ft Collins-Loveland Mun **24 NM**
Front Range **21 NM**
Greeley-Weld Co **23 NM**
Jeffco **17 NM**

STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FQF R-306 to FQF. EXPECT RADAR vectors to the final approach course at or before FQF.

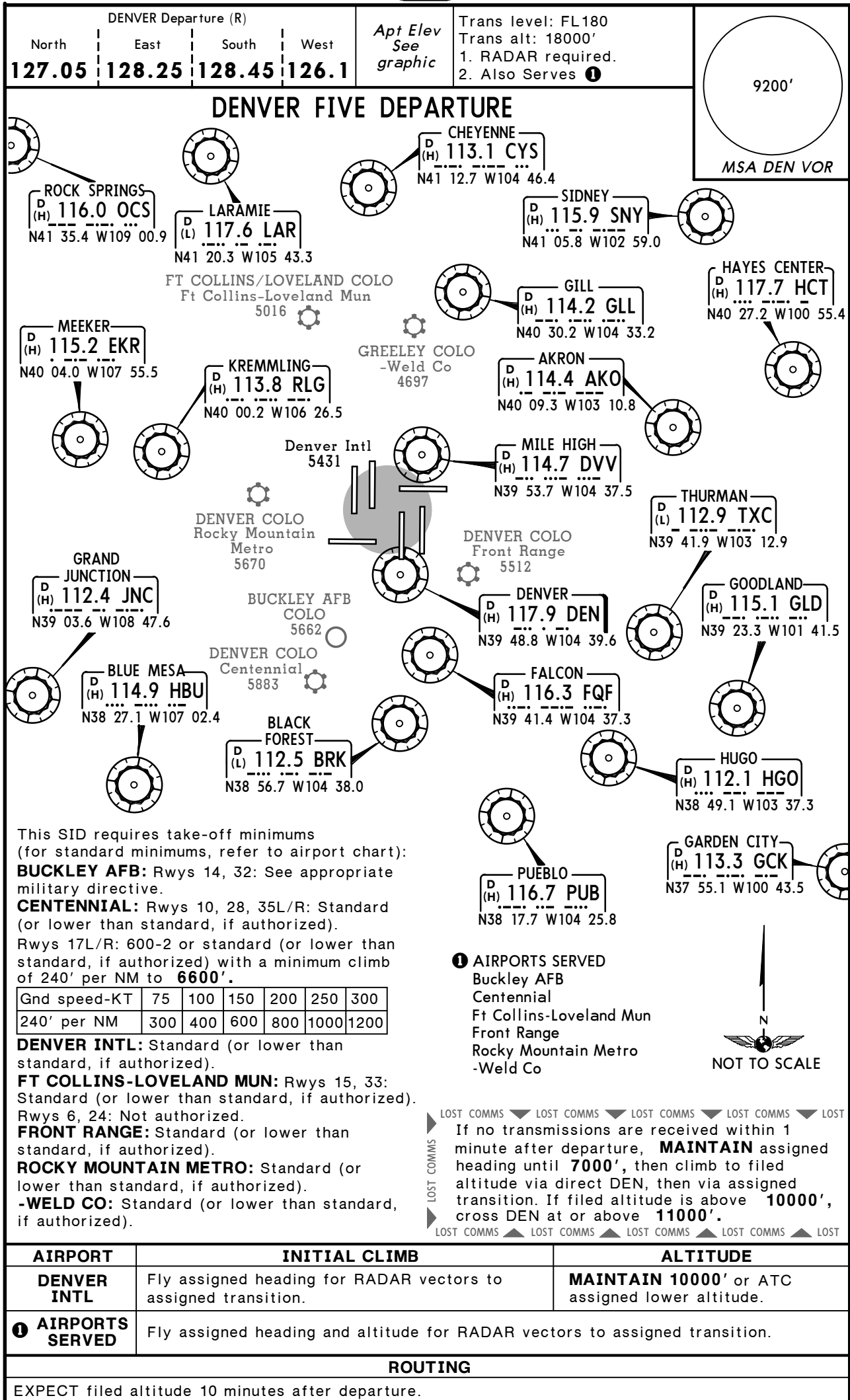




CHANGES: LARKS arrival renumbered, MOCA, TERRO holding added, Centennial airport elevation.



CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00
CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00



DENVER Departure (R)

127.05

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

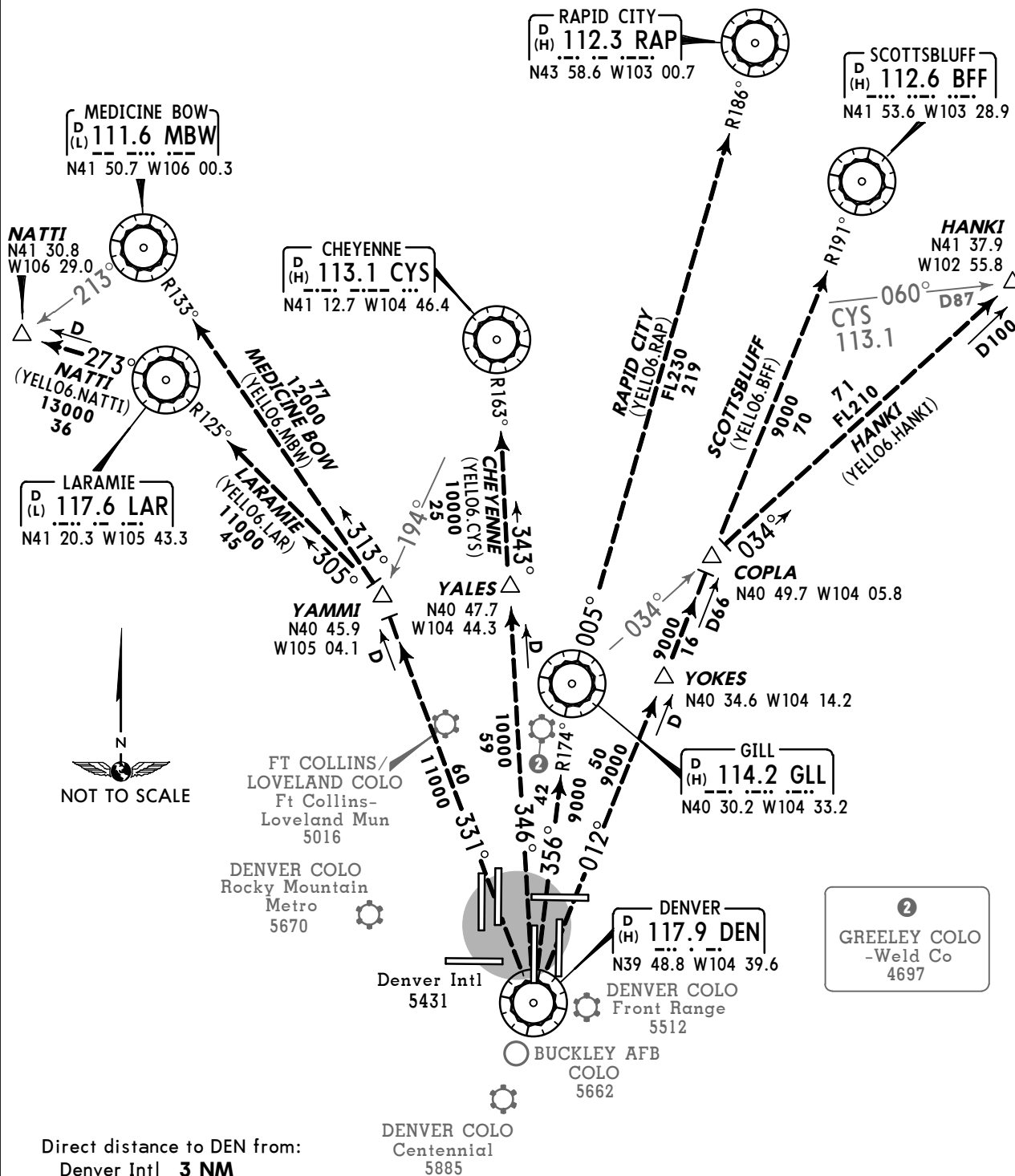
9200'

MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

(NORTH)
YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)
For Procedure Graphic see 10-3A
PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure,
MAINTAIN assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard
(or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard,
if authorized) with minimum climb of 253'
per NM to **6900'**.
Rwy 17R: Standard (or lower than standard,
if authorized) with minimum climb of 370'
per NM to **6900'**.
DENVER INTL: Standard (or lower than
standard, if authorized).
FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than
standard, if authorized).
FRONT RANGE: Standard (or lower than
standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R,
20, 29R: Standard (or lower than standard,
if authorized).
Rwy 29L: 200-1 or standard (or lower than
standard, if authorized) with minimum climb
of 402' per NM to **5900'**.
-WELD CO: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

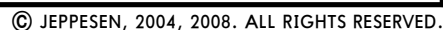
AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

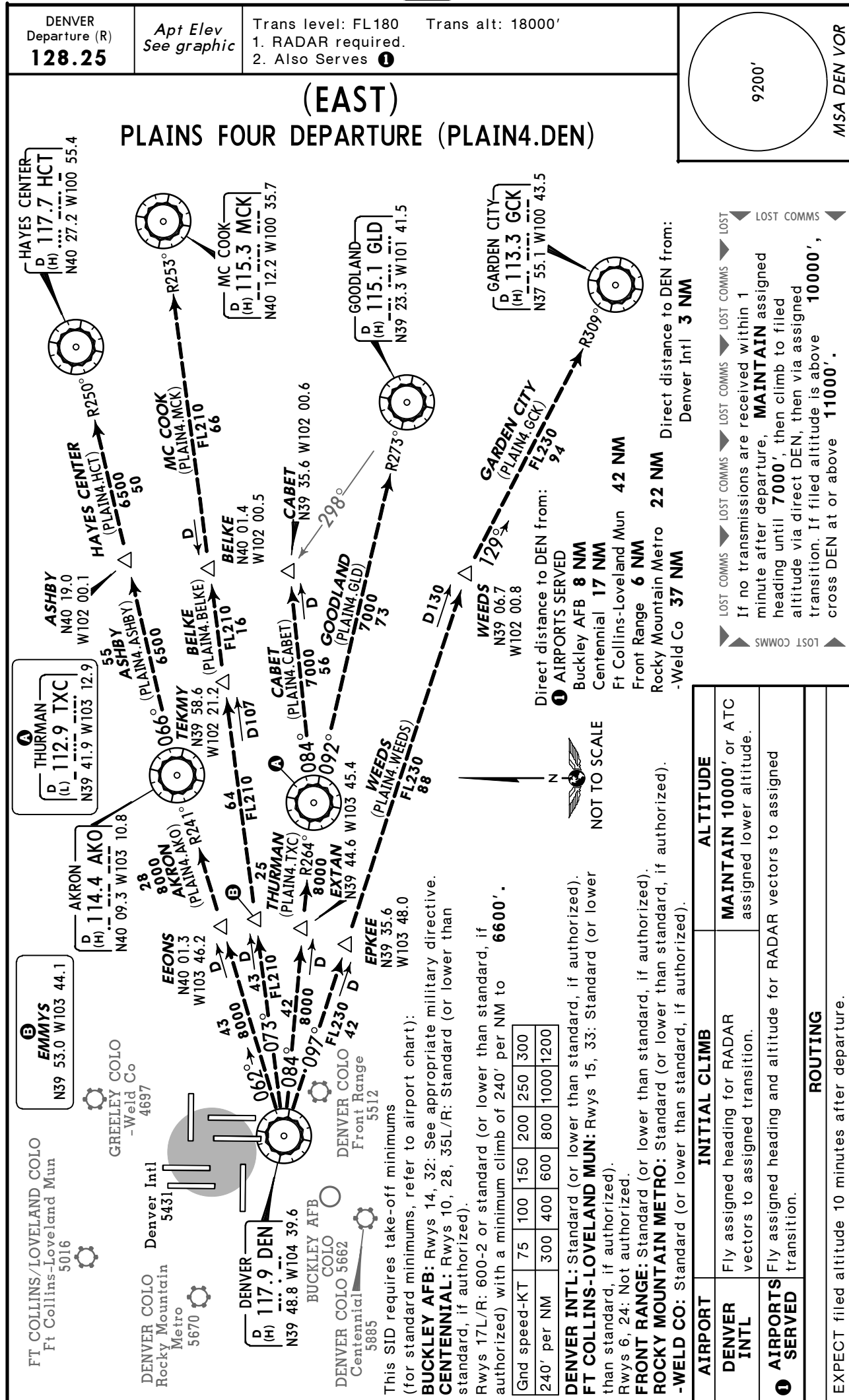
Trans alt: 18000'

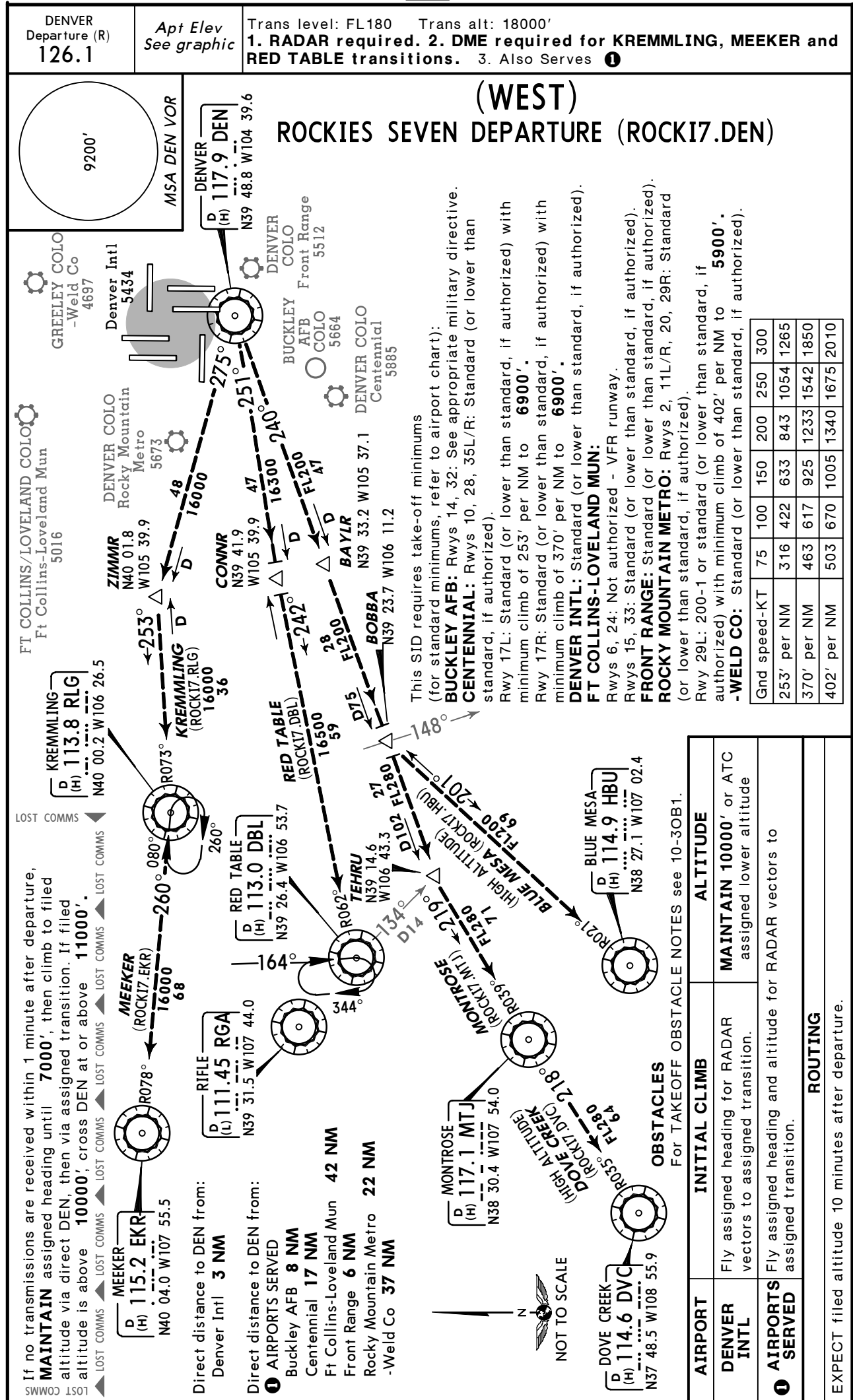
MSA DEN VOR

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

-WELD CO: Standard (or lower than standard, if authorized).

- Weld Co **37 NM**





TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

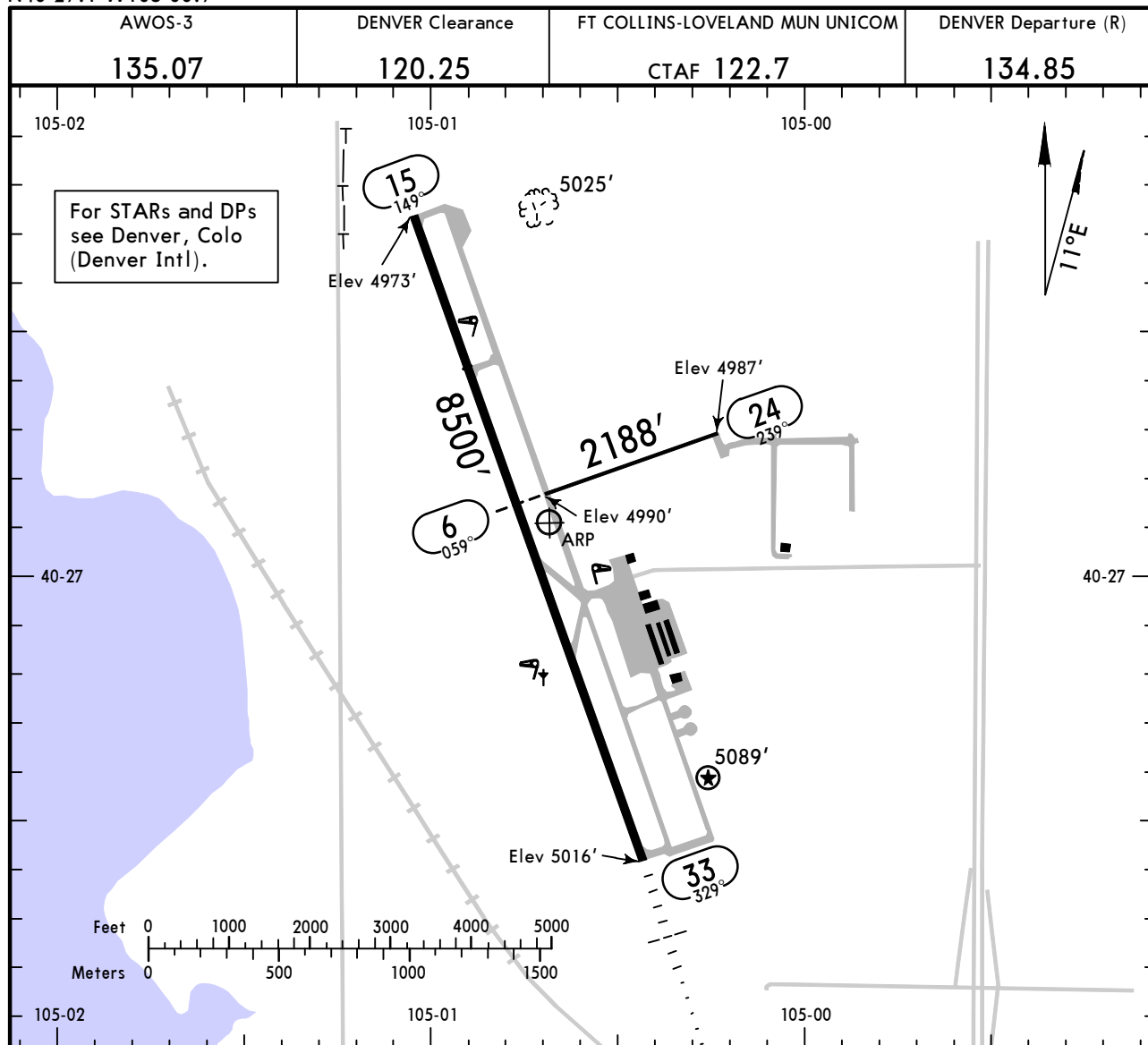
KFNL/FNL
Apt Elev 5016'
N40 27.1 W105 00.7

3 FEB 12

11-1

Eff 9 Feb

FT COLLINS/LOVELAND, COLO
FT COLLINS-LOVELAND MUN



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS		WIDTH	
RWY			LANDING BEYOND Threshold	Glide Slope		TAKE-OFF
6 24						40'
15 33	① HIRL ② REIL PAPI-L (angle 3.0°) grooved					100'
	① HIRL ② MALSR ② PAPI-L (angle 3.0°) grooved			7476'		

① Preset low intensity; increase intensity on 122.7.

② Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 15, 33		Rwys 6, 24	FOR FILING AS ALTERNATE	
	Adequate Vis Ref	STD		Authorized Only When Local Weather Available	
1 & 2 Eng	1/4	1	NA	RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 VOR DME-A	Other
3 & 4 Eng		1/2		800-2	NA

OBSTACLE DP: Rwy 15, climb on a heading between 177° counter-clockwise to 329° from departure end of runway. All other courses: climbing left turn heading 017° to intercept GLL VOR R-242 to GLL VOR, then climb in GLL VOR holding pattern (hold northeast, right turns, 205° inbound) to 16500' before proceeding on course.

Rwy 33, climb on a heading between 323° clockwise to 148° from departure end of runway. All other courses: climbing right turn heading 122° to intercept GLL VOR R-257 to GLL VOR, then climb in GLL VOR holding pattern (hold northeast, right turns, 205° inbound) to 16500' before proceeding on course.

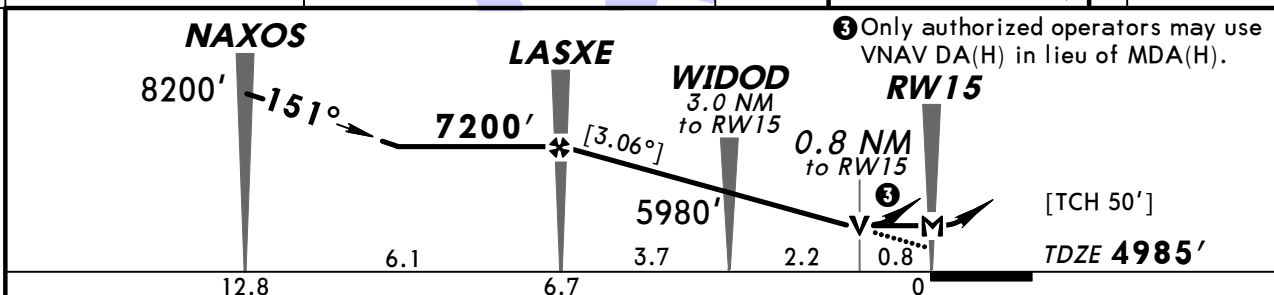
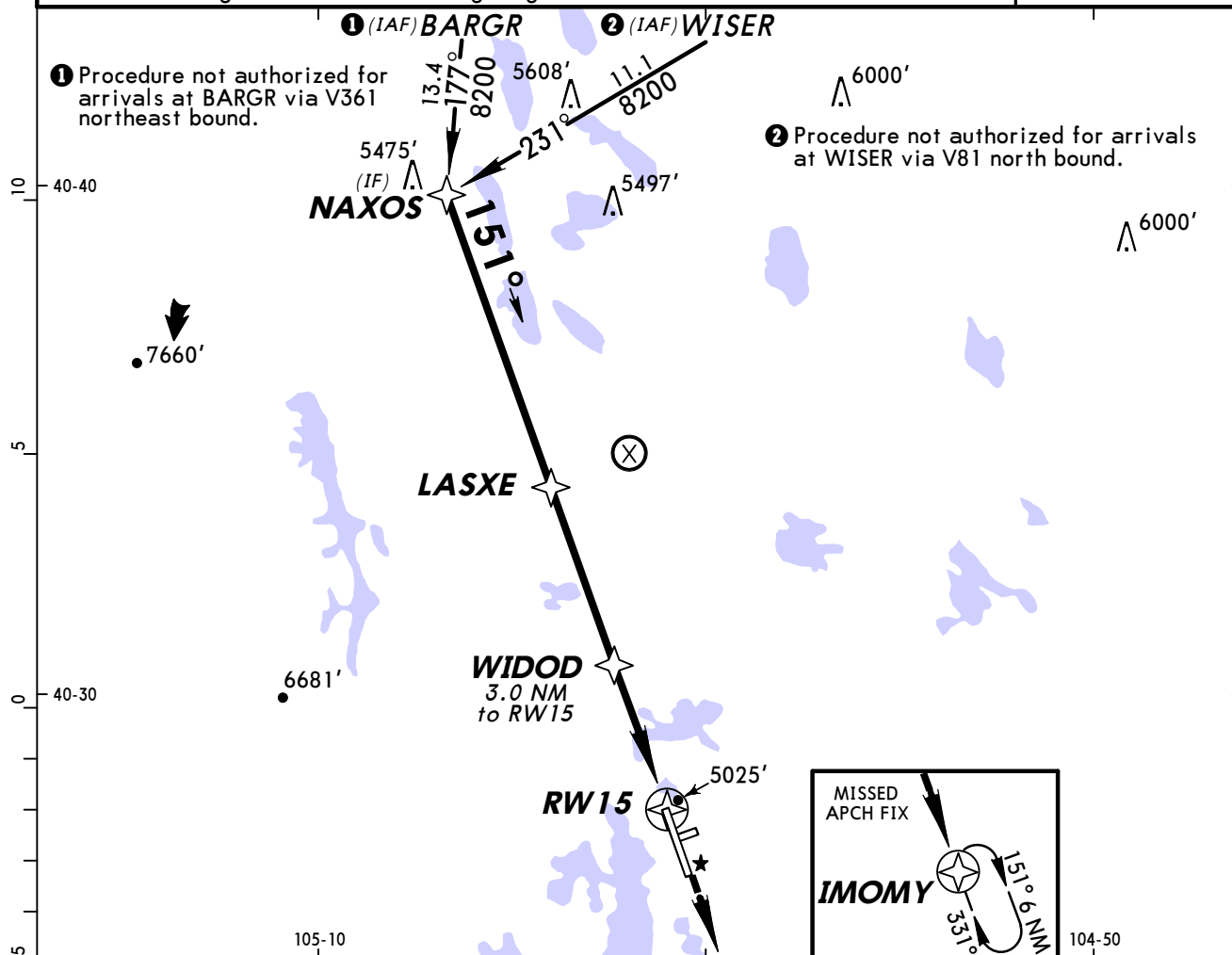
CHANGES: Runway 6/24 usable length.

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AMEND
5

BRIEFING STRIP™

AWOS-3 135.07		DENVER Approach (R) 134.85		FORT COLLINS-LOVELAND MUN UNICOM CTAF 122.7	
RNAV	Final Apch Crs 151°	Minimum Alt LASXE 7200' (2215')	LNAV MDA(H) (CONDITIONAL) 5280' (295')	Apt Elev 5016' TDZE 4985'	14,800' MSA RW15
MISSED APCH: Climb to 7600' direct IMOMY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP not authorized when using Denver Intl altimeter setting. 4. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160	REIL		7600'	IMOMY
Descent angle [3.06°]	379	487	541	650	758	866	PAPI-L		↑	
MAP at RW15										

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
LNAV		Not Authorized to Rwy 6/24 at night.		With Local Altimeter Setting		With Denver Intl Altimeter Setting	
With Local Altimeter Setting		With Denver Intl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	MDA(H)
MDA(H) 5280' (295')		MDA(H) 5440' (455')		90	5500' (484')-1	5660' (644')-1	
1		1		120	5520' (504')-1 1/2	5680' (664')-1 3/4	
		1 1/4		140	5580' (564')-2	5740' (724')-2 1/4	
		1 1/2		165			

AWOS-3

135.07

DENVER Approach (R)

134.85

FORT COLLINS-LOVELAND MUN UNICOM

CTAF 122.7

WAAS

Ch 97511

W-33A

Final

Aptch Crs

331°

Minimum Alt

CONRY

6700' (1684')

LPV

DA(H)

(CONDITIONAL)

5216' (200')

Apt Elev 5016'

TDZE 5016'

MISSED APCH: Climb to 7000' direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000'.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Denver Intl altimeter setting.

2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 39°C (102°F).

3. VDP and Baro-VNAV not authorized when using Denver Intl altimeter setting.

4. Pilot controlled lighting 122.7.

14,700'

MSA RW33

AWOS-3

135.07

DENVER Approach (R)

134.85

FORT COLLINS-LOVELAND MUN UNICOM

CTAF 122.7

WAAS

Ch 97511

W-33A

Final

Aptch Crs

331°

Minimum Alt

CONRY

6700' (1684')

LPV

DA(H)

(CONDITIONAL)

5216' (200')

Apt Elev 5016'

TDZE 5016'

MISSED APCH: Climb to 7000' direct WIDOD and via 033° track to LPORT and hold. When authorized by ATC, climb-in-hold to 8000'.

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Denver Intl altimeter setting.

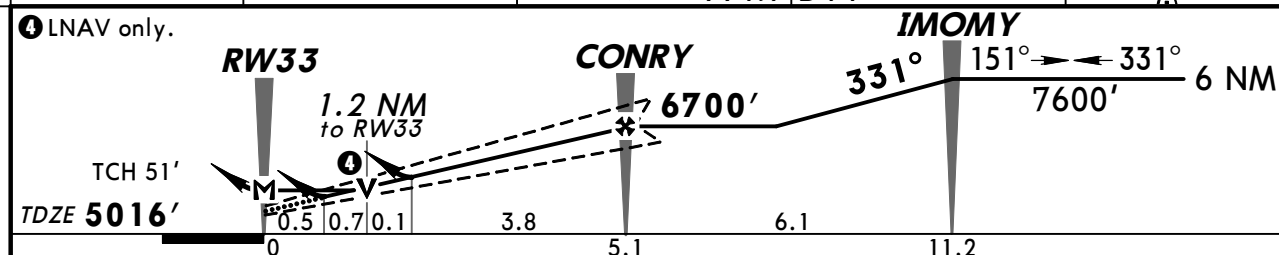
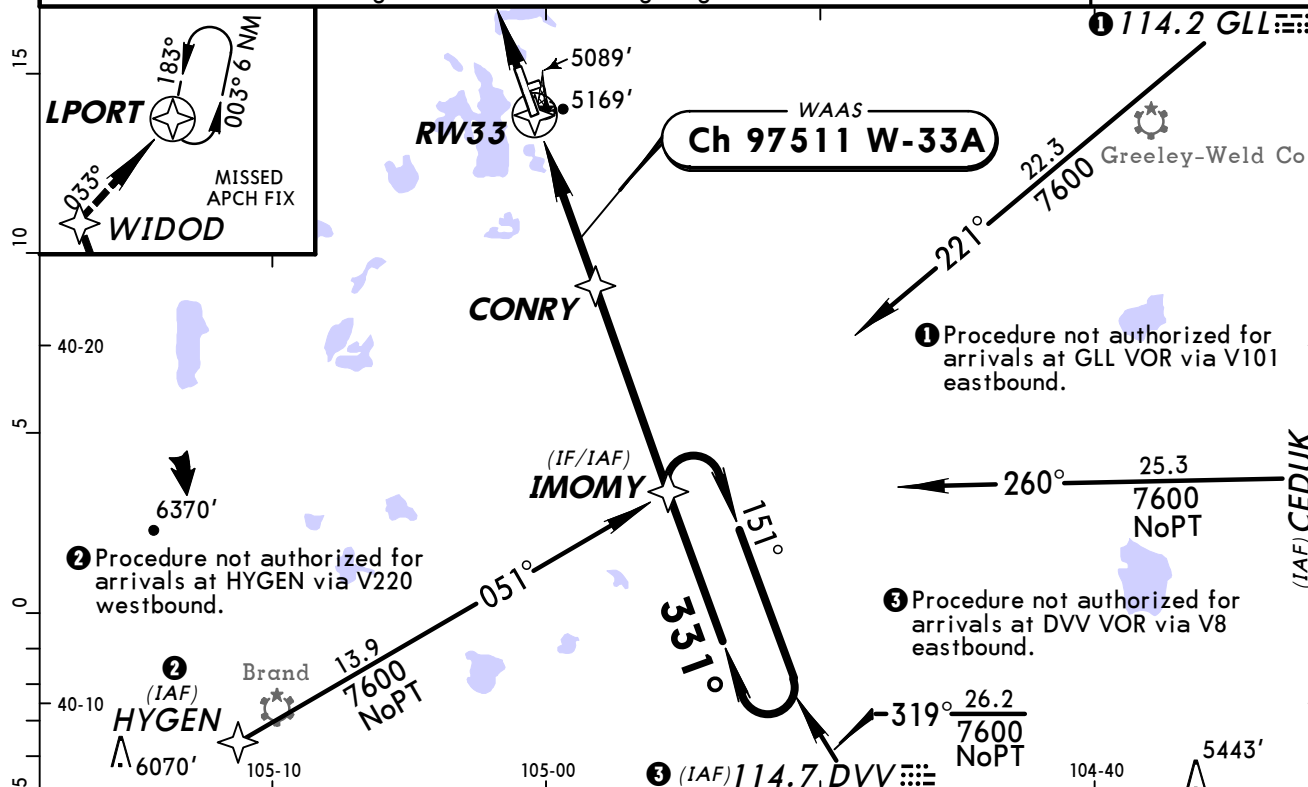
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -25°C (-13°F) or above 39°C (102°F).

3. VDP and Baro-VNAV not authorized when using Denver Intl altimeter setting.

4. Pilot controlled lighting 122.7.

14,700'

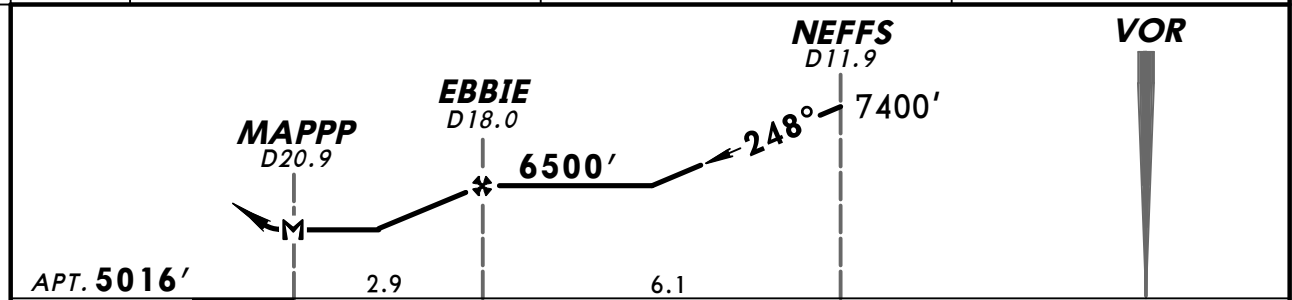
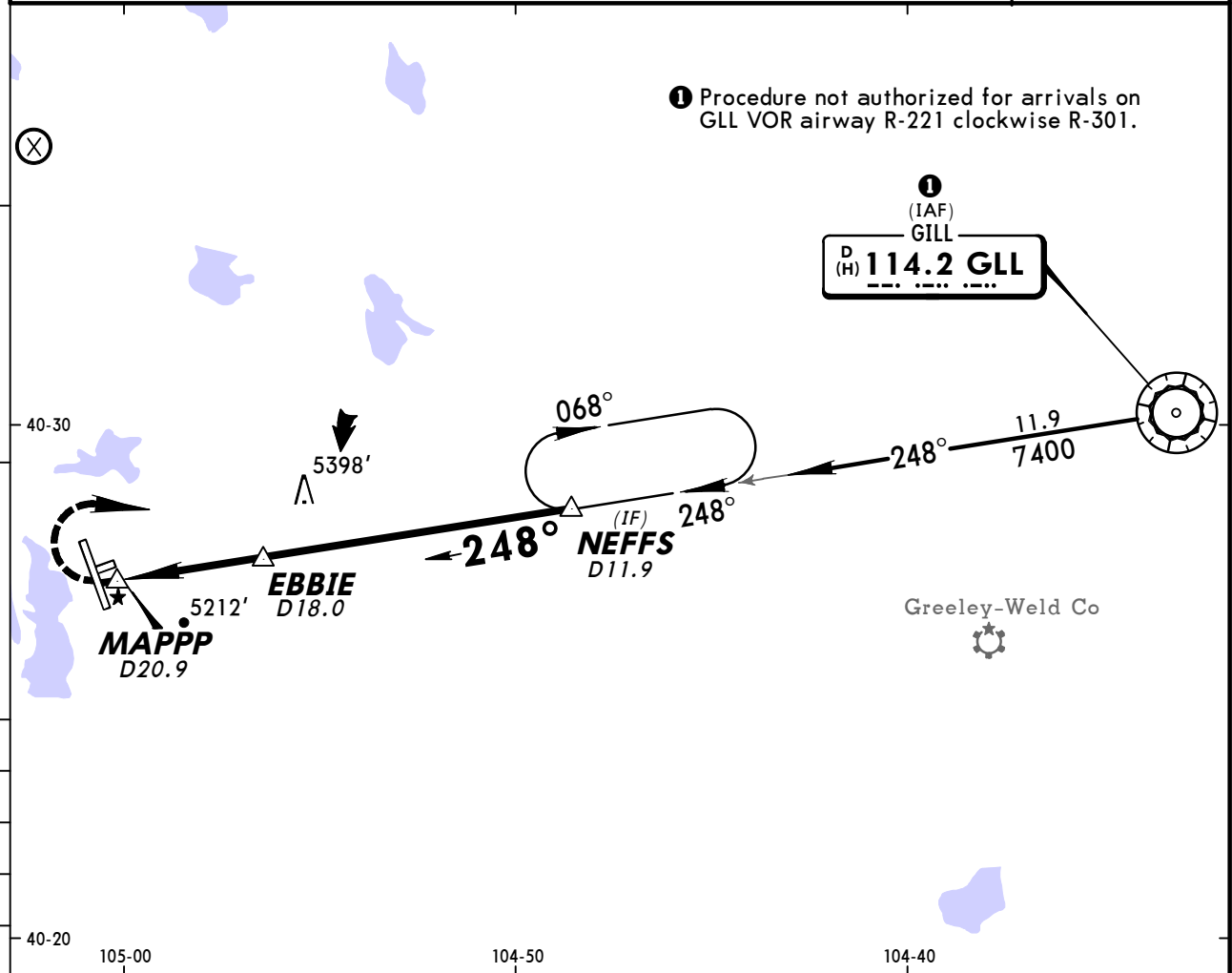
MSA RW33



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 7000' ↑	 WIDOD
Glide Path Angle 3.00°	372	478	531	637	743	849		
MAP at RW33								

STRAIGHT-IN LANDING RWY 33 With Local Altimeter Setting							CIRCLE-TO-LAND Not Authorized to Rwy 6/24 at night With Local Altimeter Setting		
LPV DA(H) 5216' (200')		LNAV/VNAV DA(H) 5489' (473')		LNAV MDA(H) 5440' (424')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A	1/2	1	1 1/4	1 3/4	1/2	3/4	1	90	5500' (484') - 1
B					3/4	1 1/4	120		
C							140		
D							1	165	
With Denver Intl Altimeter Setting							With Denver Intl Altimeter Setting		
LPV DA(H) 5363' (347')		LNAV/VNAV DA(H) 5636' (620')		LNAV MDA(H) 5600' (584')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A	3/4	1 1/4	1 3/4	2 1/4	3/4		1 1/4	90	5660' (644') - 1
B					1	1 1/2	120		
C							140		
D							1 1/4	165	

AWOS-3		DENVER Approach (R)		FT COLLINS-LOVELAND MUN UNICOM	
135.07		134.85		CTAF 122.7	
VOR GLL 114.2	Final Apch Crs 248°	Minimum Alt EBBIE 6500' (1484')	MDA(H) Refer to Minimums	Apt Elev 5016'	 MSA GLL VOR
MISSED APCH: Climbing RIGHT turn to 7400' inbound via GLL VOR R-248 to NEFFS D11.9 and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. Pilot controlled lighting 122.7.					



				Lighting - Refer to Airport Chart		7400' via GLL	NEFFS
						RT	R-248
MAP at MAPPP							

				CIRCLE-TO-LAND	
				Not Authorized to Rwy 6/24 at night.	
				With Local Altimeter Setting	With Denver Intl Altimeter Setting
				MDA(H)	MDA(H)
TERPS	A	90	Max Kts	5500' (484') - 1	5660' (644') - 1
	B	120		5500' (484') - 1¼	5660' (644') - 1¼
	C	140		5520' (504') - 1½	5680' (664') - 1¾
	D	165		5580' (564') - 2	5740' (724') - 2¼

General Information

Location: Denver CO USA

IATA Code:

Lat/Long: N39° 47.1' W104° 32.6'

Elevation: 5512 ft

Airport Use: Public

Magnetic Variation: 8.6°E

Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, Low Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 988 ft AGL

Sunrise: 1335 Z

Sunset: 0047 Z,

Runway Information

Runway: 08

Length x Width: 8000 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 5450 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 17

Length x Width: 8000 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 5488 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 26

Length x Width: 8000 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 5485 ft

Lighting: Edge, ALS, Pilot controlled

Runway: 35

Length x Width: 8000 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 5512 ft

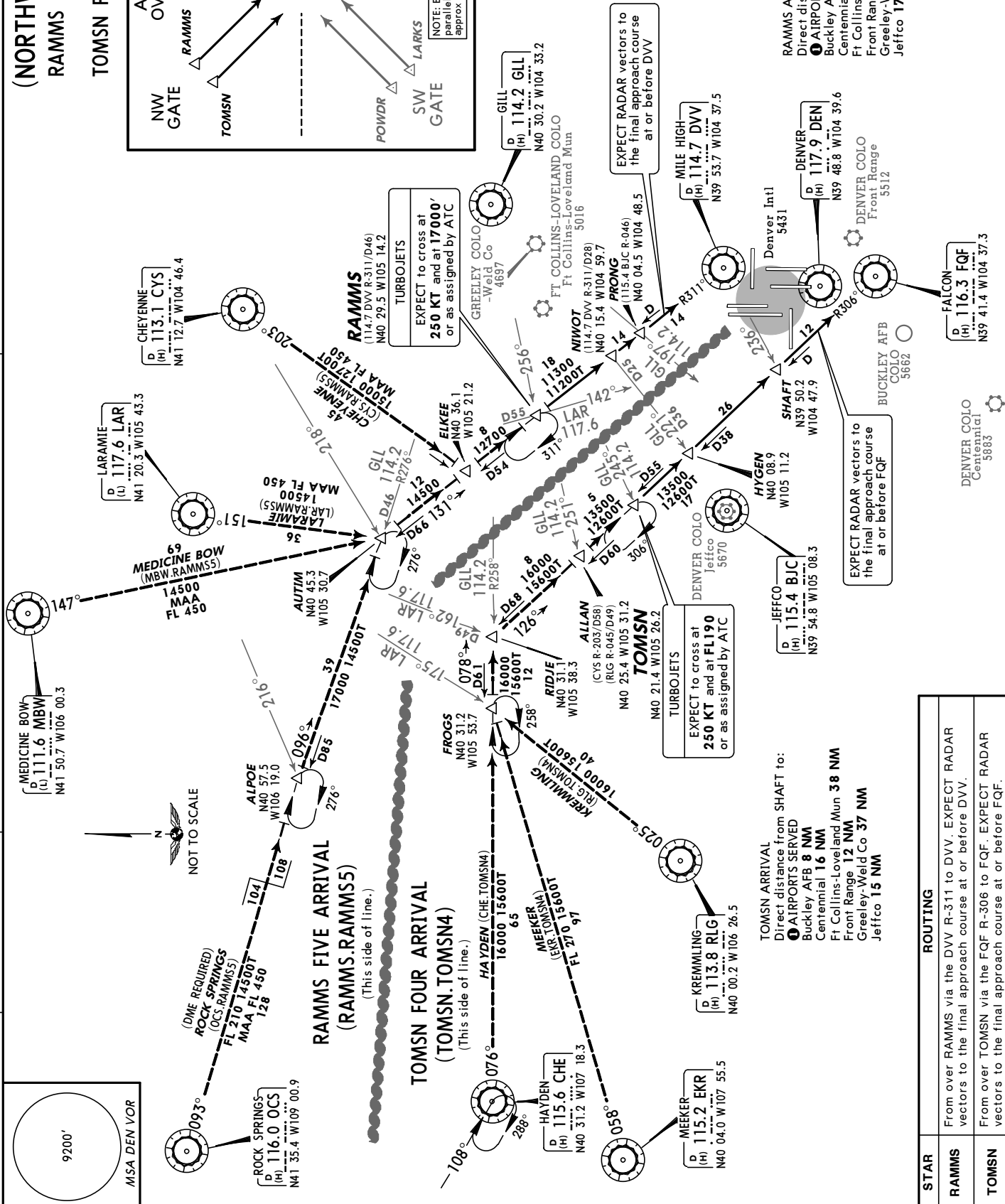
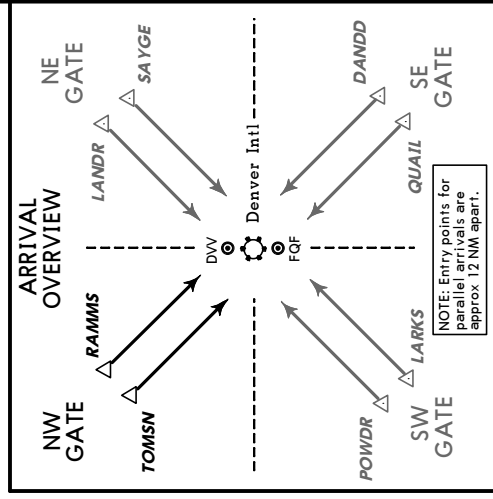
Lighting: Edge, ALS, Pilot controlled

Communication Information

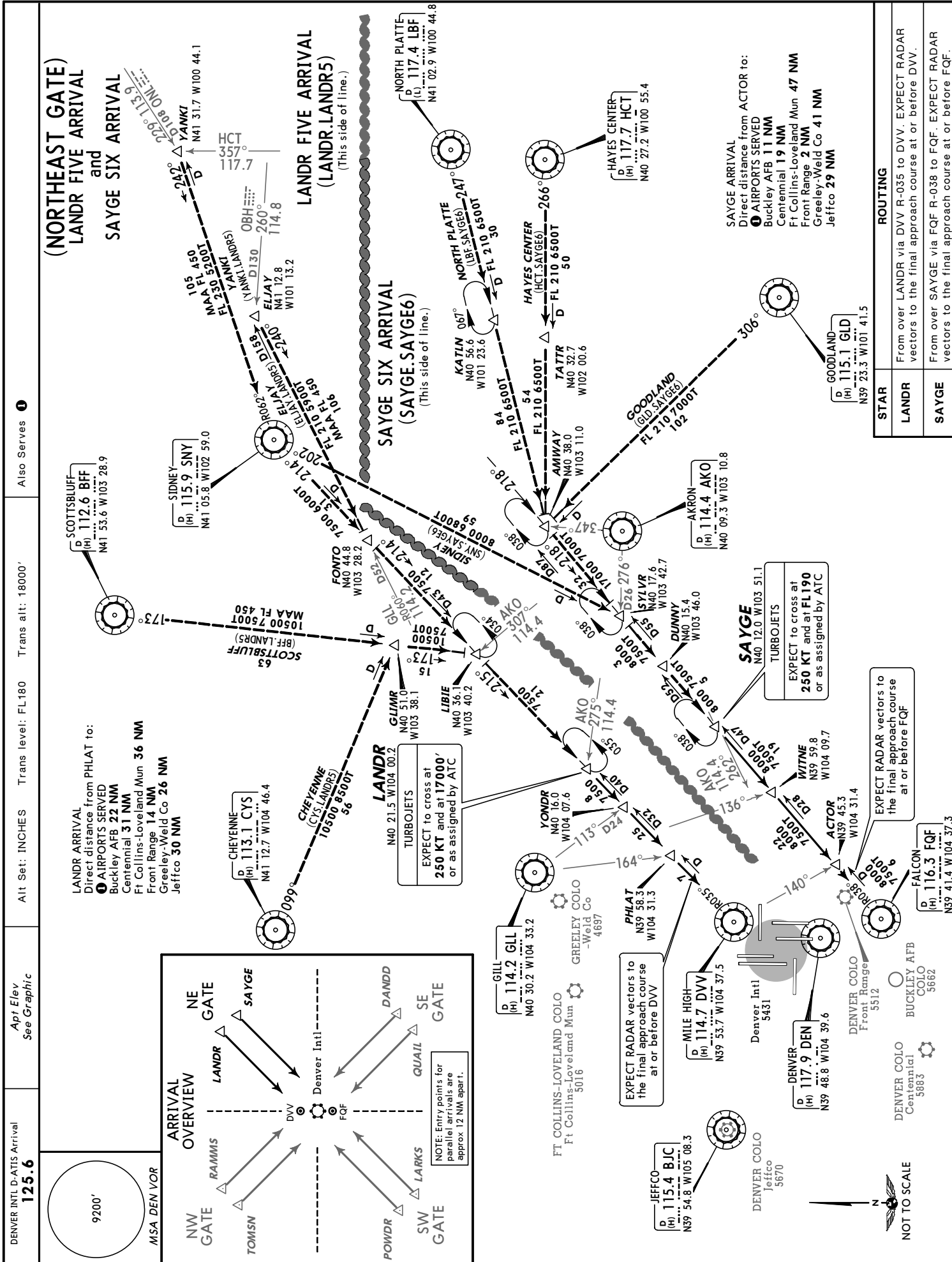
ATIS 119.025
AWOS 119.025
Front Range Tower 120.2 CTAF PCL
Front Range Ground Control 124.7
Front Range Clearance Delivery 124.7
Denver Clearance Delivery 121.75
Denver Approach Control 128.25
Denver Departure Control 128.25
Front Range Unicom 122.95 PCL

9200'

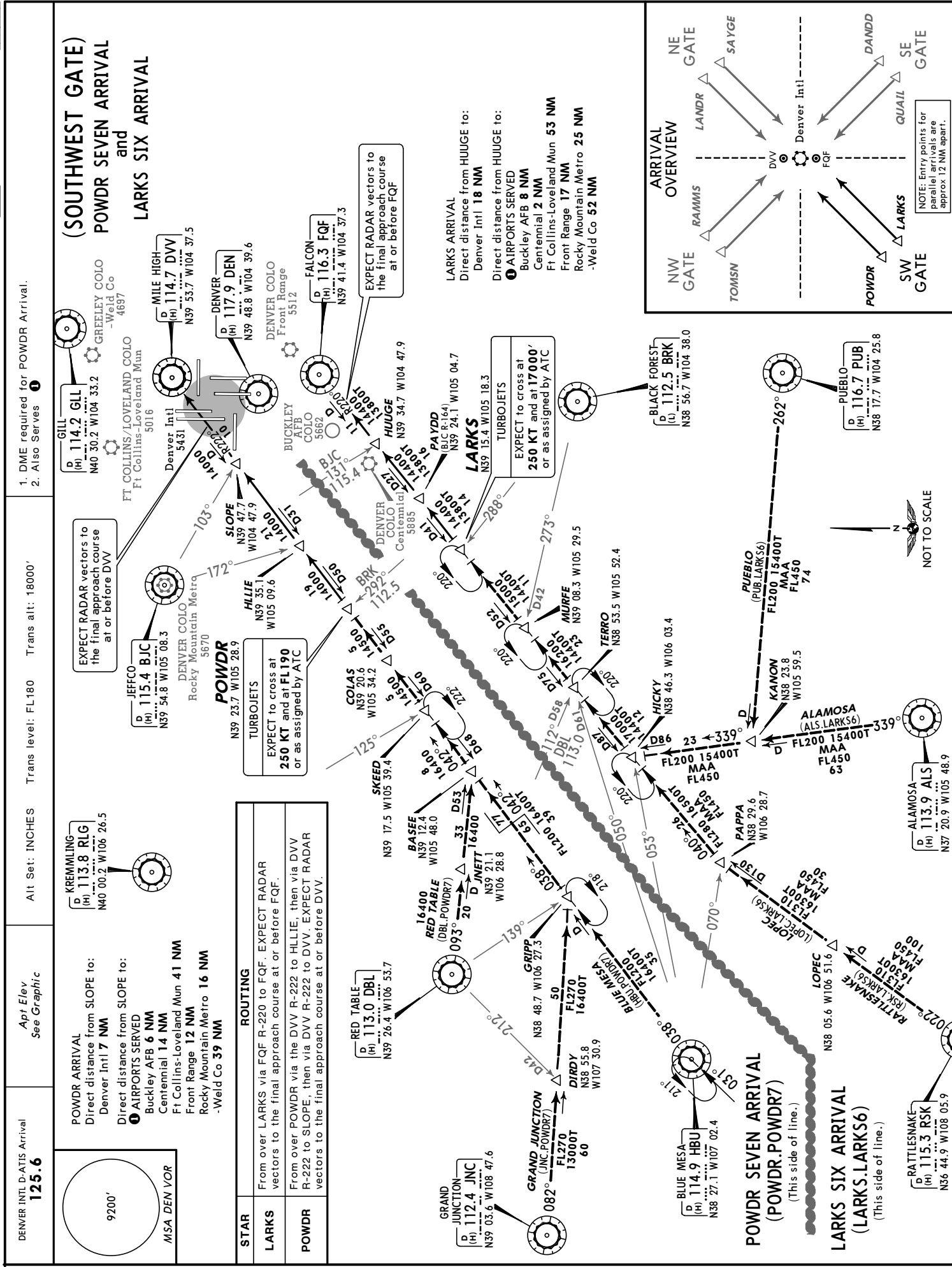
(NORTHWEST GATE)
RAMMS FIVE ARRIVAL
and
TOMSON FOUR ARRIVAL



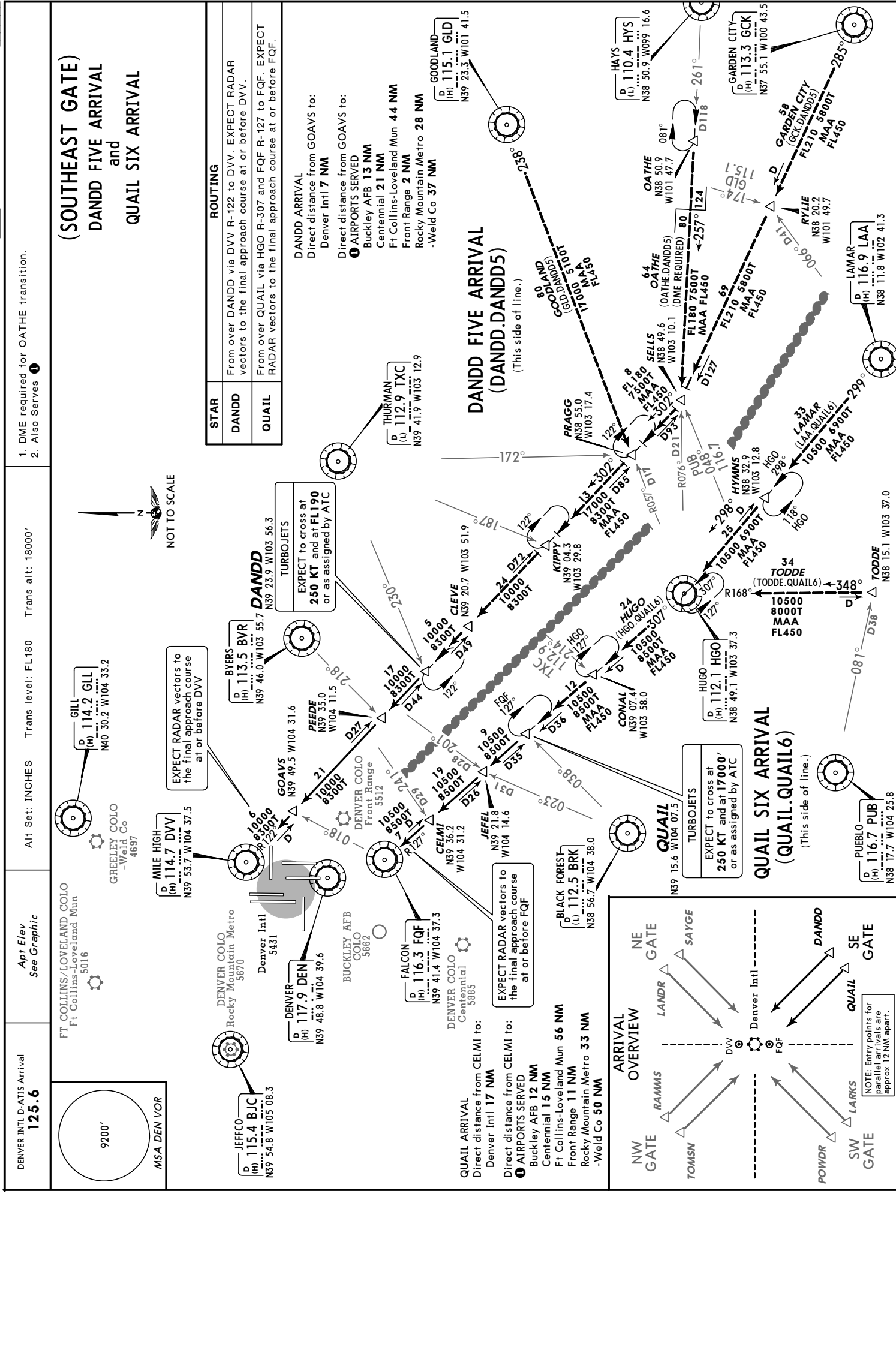
STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FqF R-306 to FqF. EXPECT RADAR vectors to the final approach course at or before FqF.



CHANGES: SAYGE ARRIVAL: TATTR added. MAAs removed. procedure renumbered.



CHANGES: LARKS arrival renumbered, MOCA, TERRO holding added, Centennial airport elevation.



CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00
CHANGES:	01/01/11	01/01/12	01/01/13	01/01/14	01/01/15	01/01/16	01/01/17	01/01/18	01/01/19	01/01/20	01/01/21	01/01/22	01/01/23	01/01/24	01/01/25	01/01/26	01/01/27	01/01/28	01/01/29	01/01/30	01/01/31	01/01/32	01/01/33	01/01/34	01/01/35	01/01/36	01/01/37	01/01/38	01/01/39	01/01/40	01/01/41	01/01/42	01/01/43	01/01/44	01/01/45	01/01/46	01/01/47	01/01/48	01/01/49	01/01/50	01/01/51	01/01/52	01/01/53	01/01/54	01/01/55	01/01/56	01/01/57	01/01/58	01/01/59	01/01/60	01/01/61	01/01/62	01/01/63	01/01/64	01/01/65	01/01/66	01/01/67	01/01/68	01/01/69	01/01/70	01/01/71	01/01/72	01/01/73	01/01/74	01/01/75	01/01/76	01/01/77	01/01/78	01/01/79	01/01/80	01/01/81	01/01/82	01/01/83	01/01/84	01/01/85	01/01/86	01/01/87	01/01/88	01/01/89	01/01/90	01/01/91	01/01/92	01/01/93	01/01/94	01/01/95	01/01/96	01/01/97	01/01/98	01/01/99	01/01/00

9200'

MSA DEN VOR

▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 ▲ LOST COMMS ▼ If no transmissions are received within 1 minute after departure, **MAINTAIN** assigned heading until **7000'**, then climb to filed altitude via direct DEN, then via assigned transition. If filed altitude is above **10000'**, cross DEN at or above **11000'**.
 ▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

DENVER Departure (R)

127.05

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

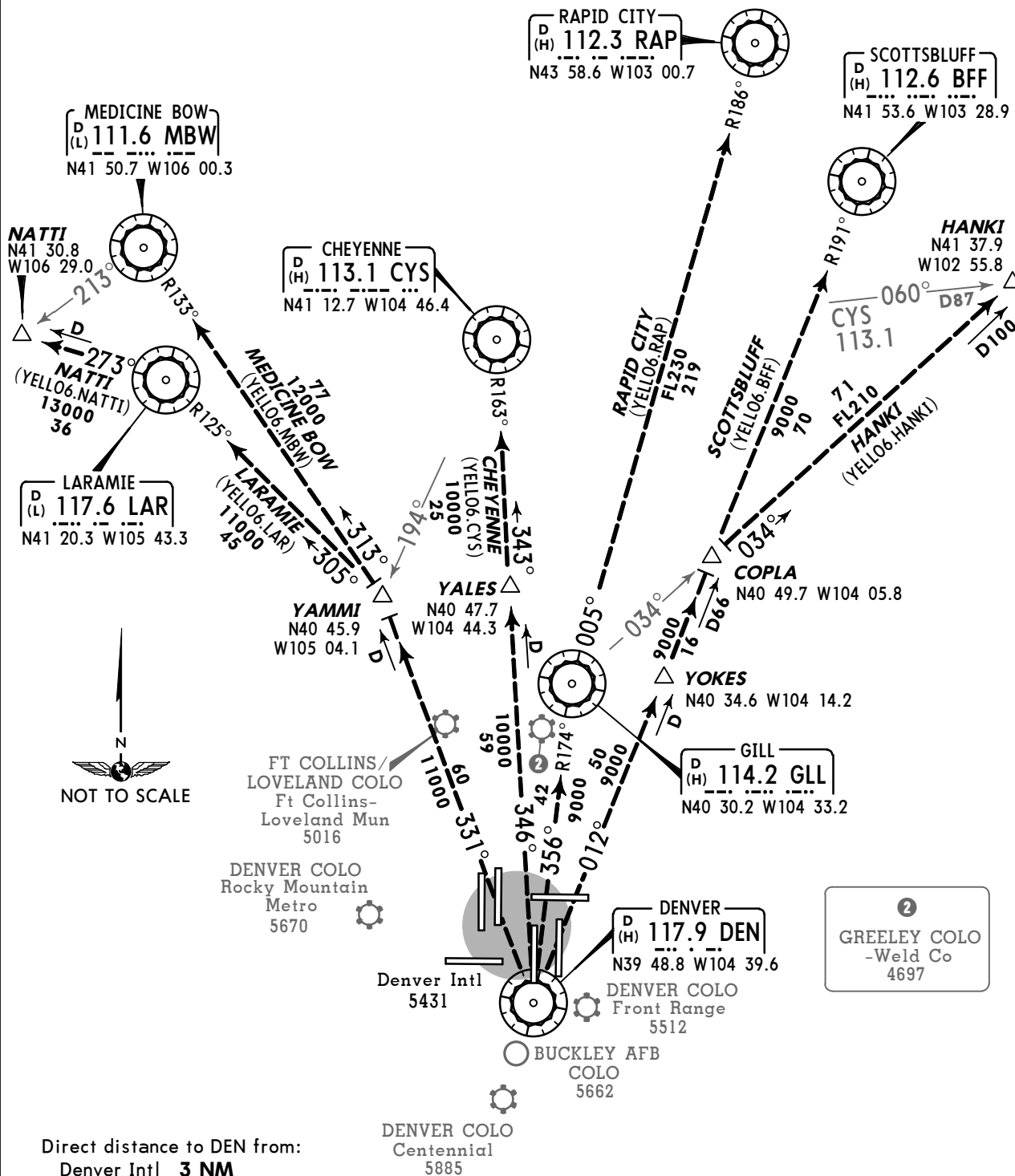
9200'

MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Graphic see 10-3A

PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure,
MAINTAIN assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

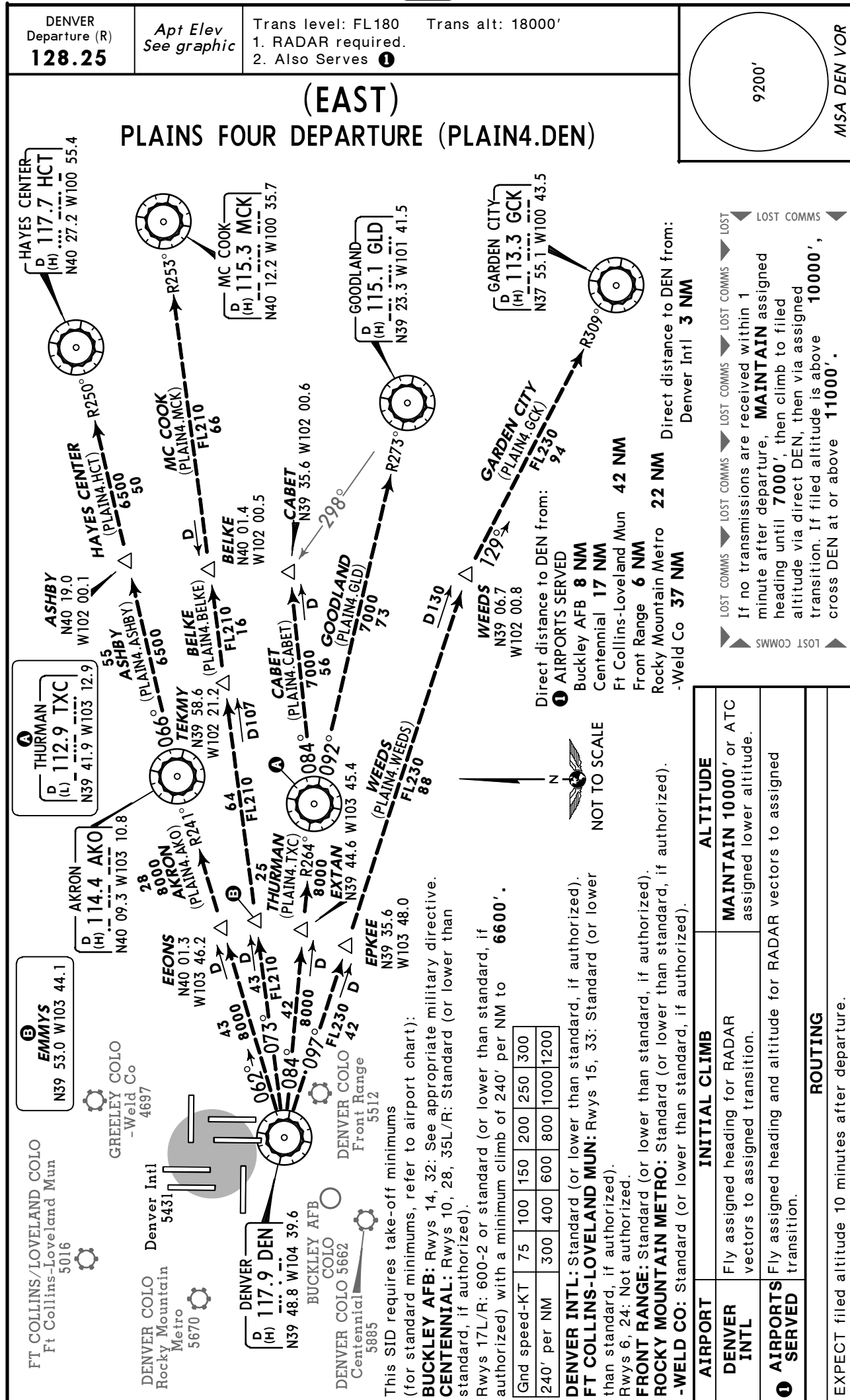
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard
(or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard,
if authorized) with minimum climb of 253'
per NM to **6900'**.
Rwy 17R: Standard (or lower than standard,
if authorized) with minimum climb of 370'
per NM to **6900'**.
DENVER INTL: Standard (or lower than
standard, if authorized).
FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than
standard, if authorized).
FRONT RANGE: Standard (or lower than
standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R,
20, 29R: Standard (or lower than standard,
if authorized).
Rwy 29L: 200-1 or standard (or lower than
standard, if authorized) with minimum climb
of 402' per NM to **5900'**.
-WELD CO: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude.
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

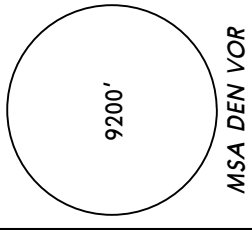


DENVER
Departure (R)
126.1

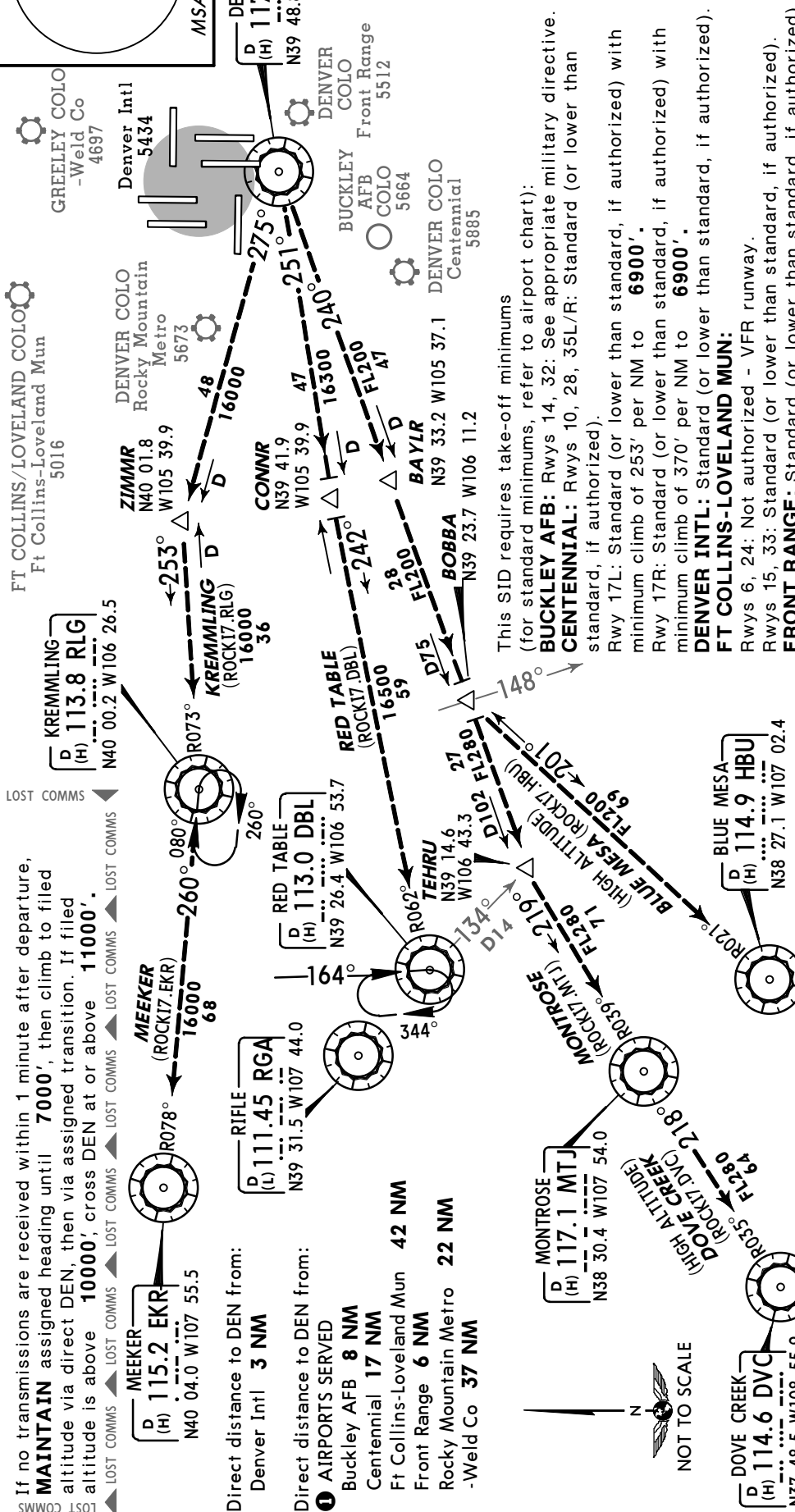
Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'

1. RADAR required. 2. DME required for KREMMLING, MEEKER and RED TABLE transitions. 3. Also Serves ①



(WEST) ROCKIES SEVEN DEPARTURE (ROCK17.DEN)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwy 14, 32: See appropriate military directive.
CENTENNIAL: Rwy 10, 28, 35L/R: Standard (or lower than standard, if authorized).
BUCKLEY: Standard (or lower than standard, if authorized).
RY 17L: Standard (or lower than standard, if authorized) with minimum climb of 253' per NM to 6900'.
RY 17R: Standard (or lower than standard, if authorized) with minimum climb of 370' per NM to 6900'.
DENVER INTL: Standard (or lower than standard, if authorized).
FT COLLINS-LOVELAND MUN: Rwy 6, 24: Not authorized - VFR runway.
RY 15, 33: Standard (or lower than standard, if authorized).
FRONT RANGE: Standard (or lower than standard, if authorized).
ROCKY MOUNTAIN METRO: Rwy 2, 11L/R, 20, 29R: Standard (or lower than standard, if authorized).
RY 29L: 200-1 or standard (or lower than standard, if authorized) with minimum climb of 402' per NM to 5900'.
-WELD CO: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

KFTG

Apt Elev 5512'
N39 47.1 W104 32.6

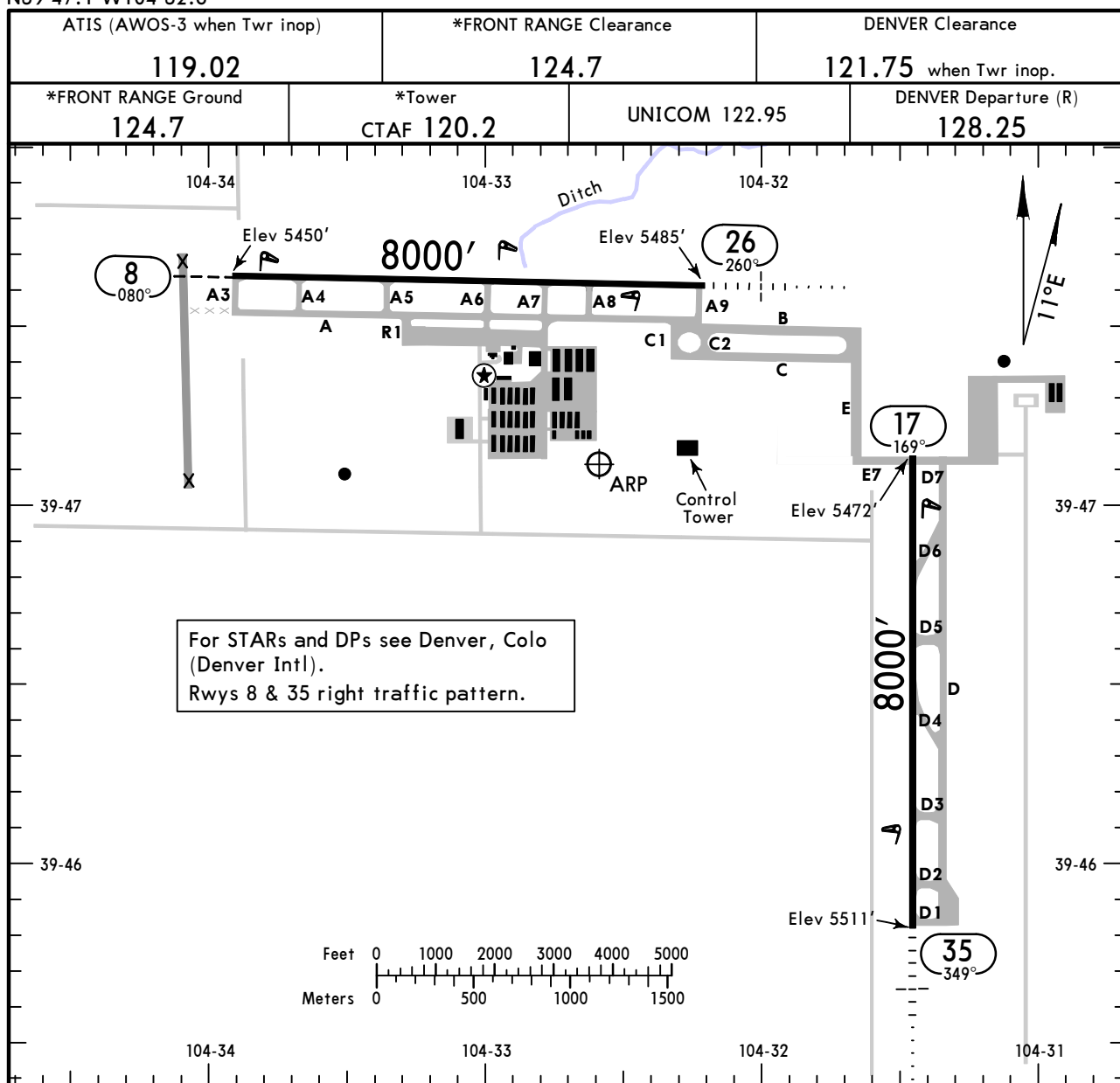
23 JAN 09

(51-1)

JEPPesen

DENVER, COLO

FRONT RANGE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8	① HIRL ① REIL ① PAPI-L (angle 3.0°)				100'
26	① HIRL ① MALSR ① PAPI-L (angle 3.0°)		7000'		
17	① MIRL ① REIL ① PAPI-L (angle 3.0°)		7040'		100'
35	① MIRL ① MALSR ① PAPI-L (angle 3.0°)		6860'		

① Activate on 120.2.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE				FOR FILING AS ALTERNATE	
All Rwys					
Adequate Vis Ref		STD			
1 & 2 Eng	1/4	1		A	NA
3 & 4 Eng		1/2		B	
				C	
				D	

OBSTACLE DP: Rwy 8, climb on a heading between 310° clockwise to 225° from departure end of rwy. All other courses: climbing left turn, then direct DEN VOR, climb in DEN VOR holding pattern (hold south, right turns, 340° inbound) to 16500' before proceeding on course.

Rwy 17, climb on a heading between 350° clockwise to 226° from departure end of rwy. All other courses: climbing right turn, then direct DEN VOR, climb in DEN VOR holding pattern (hold south, right turns, 340° inbound) to 16500' before proceeding on course.

Rwy 26, climb on a heading between 311° clockwise to 080° or between 224° counterclockwise to 080° from departure end of rwy. All other courses: climbing right turn, then direct DEN VOR, climb in DEN VOR holding pattern (hold south, right turns, 340° inbound) to 16500' before proceeding on course.

Rwy 35, climb on a heading between 310° clockwise to 169° from departure end of rwy. All other courses: climbing left turn, then direct DEN VOR, climb in DEN VOR holding pattern (hold south, right turns, 340° inbound) to 16500' before proceeding on course.

CHANGES: Ramp revised, taxiways B, C2, D1 and R1 added.

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AMEND
2

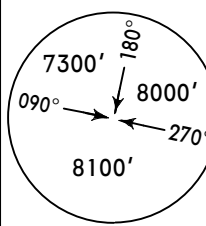
KFTG FRONT RANGE

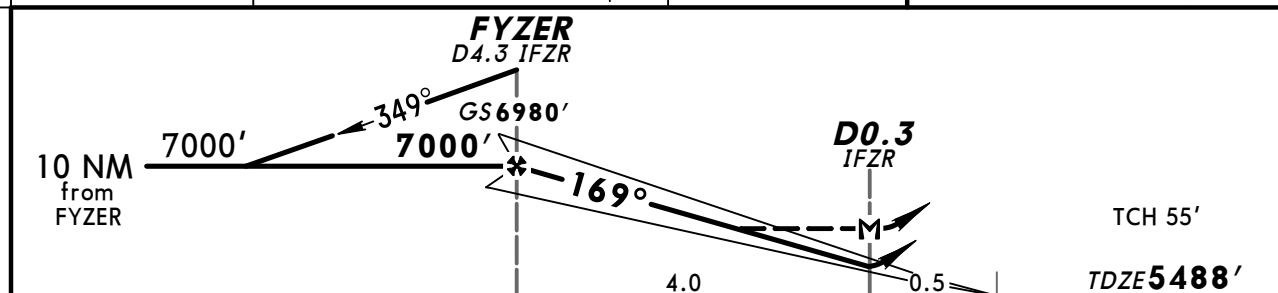
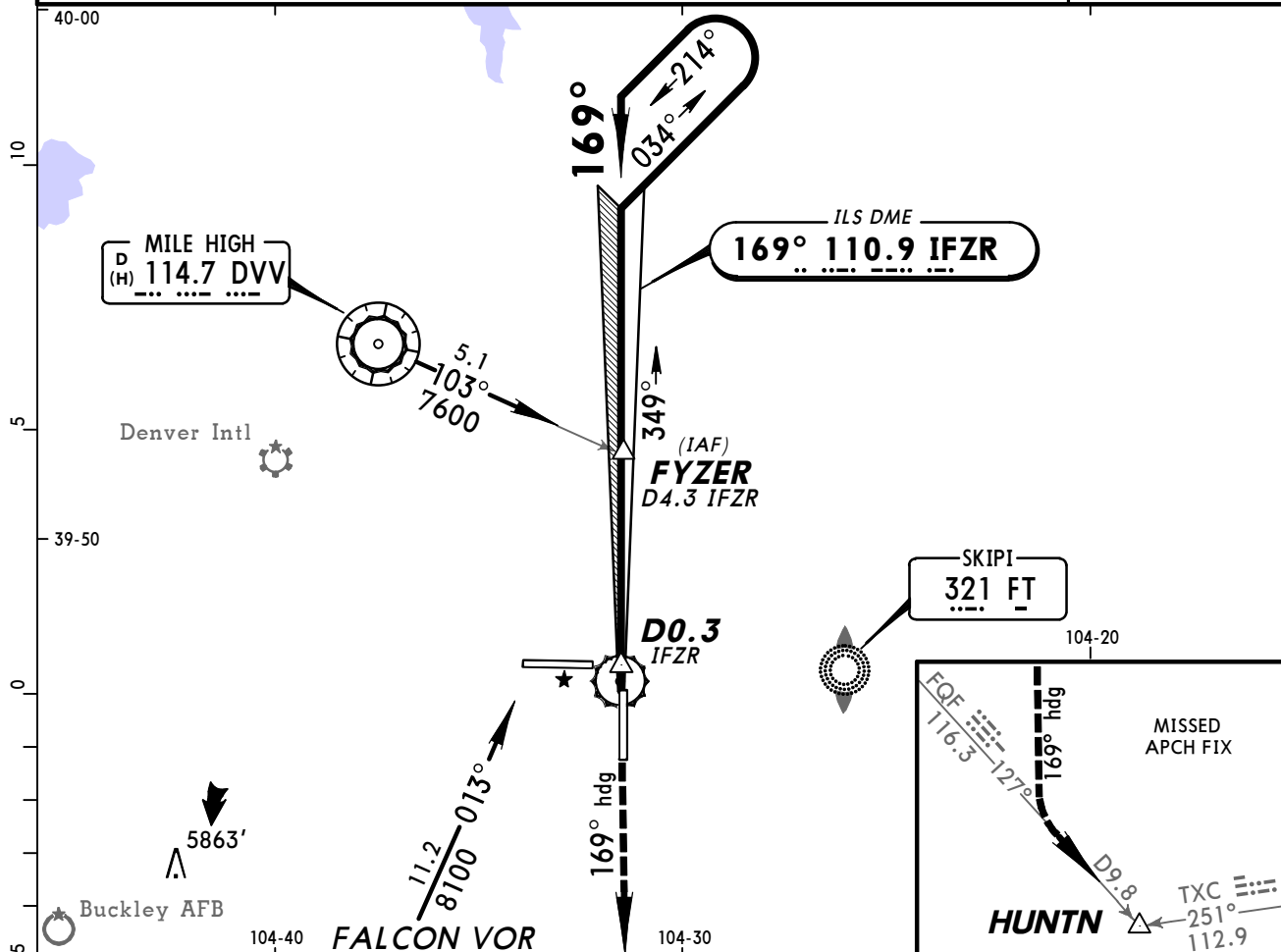
23 JAN 09

(51-1)

JEPPesen

DENVER, COLO
ILS Rwy 17

ATIS (AWOS-3 when Twr inop) 119.02		*DENVER Approach (R) 128.25		*FRONT RANGE Tower CTAF 120.2		*Ground 124.7	
LOC IFZR 110.9	Final Apch Crs 169°	GS FYZER 6980' (1492')	ILS DA(H) (CONDITIONAL) 5688' (200')	Apt Elev 5512' TDZE 5488'			
MISSED APCH: Climb to 6000', continue climbing to 8500' via 169° heading and outbound on FQF VOR R-127 to HUNTN INT.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. Pilot controlled lighting 120.2.							
MSA FT LOM							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	6000'	8500'	169°	FQF	HUNTN
GS	3.00°	377	484	538	646	753		↑	↑	via hdg and	116.3	
MAP at D0.3 IFZR or FYZER to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30				R-127	

STRAIGHT-IN LANDING RWY17 With Local Altimeter Setting				CIRCLE-TO-LAND			
ILS		LOC (GS out)		With Local Altimeter Setting		With Denver Intl Altimeter Setting	
DA(H) 5688' (200')		MDA(H) 5820' (332')					
With Denver Intl Altimeter Setting							
DA(H) 5728' (240')		MDA(H) 5860' (372')					
TERPS	A	B	C	D	Max Kts	MDA(H)	MDA(H)
					90	5960' (448')-1	6000' (488')-1
					120	5980' (468')-1	6020' (508')-1
					140	5980' (468')-1½	6020' (508')-1½
					165	6080' (568')-2	6120' (608')-2

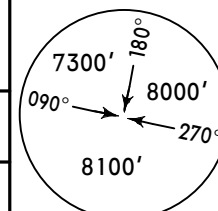
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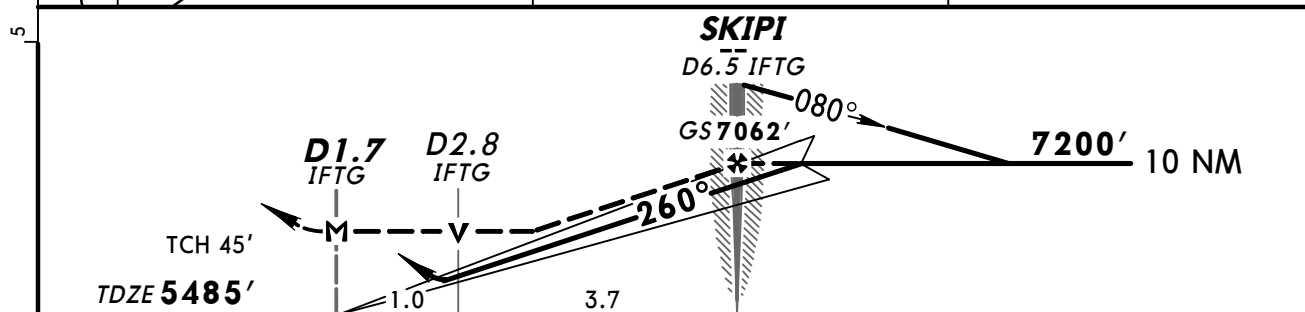
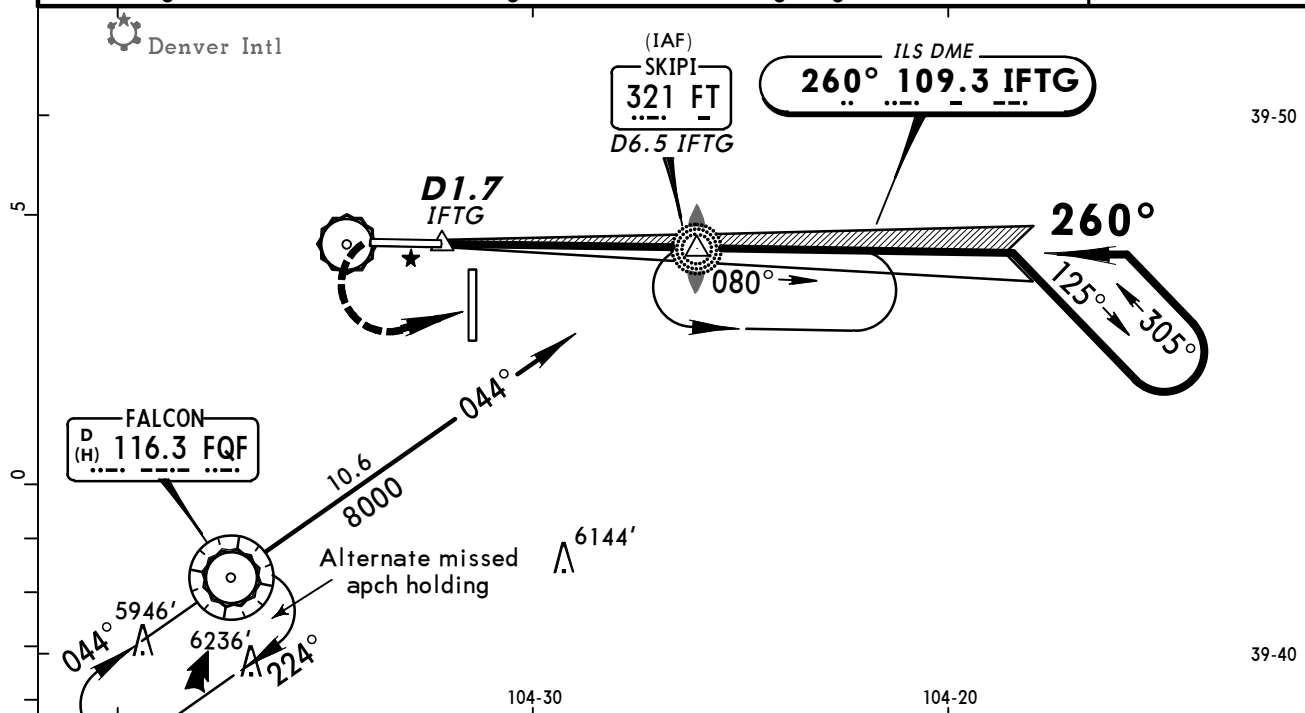
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KFTG FRONT RANGE

23 JAN 09 (51-2)

DENVER, COLO
ILS or LOC Rwy 26

ATIS (AWOS-3 when Twr inop) 119.02		*DENVER Approach (R) 128.25		*FRONT RANGE Tower CTAF 120.2		*Ground 124.7	
LOC IFTG 109.3	Final Apch Crs 260°	GS SKIPI 7062' (1577')	ILS DA(H) (CONDITIONAL) 5685' (200')	Apt Elev 5512' TDZE 5485'			
MISSED APCH: Climb to 6000', then climbing LEFT turn to 7200' direct to FT LOM/D6.5 IFTG and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. VDP not authorized when using Denver Intl altimeter setting. 5. Pilot controlled lighting 120.2.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		6000'	7200'	→D←	FT 321
GS	3.00°	377	484	538	646	753	861	PAPI	↑	←LT		
MAP at D1.7 IFTG or SKIPI to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46					

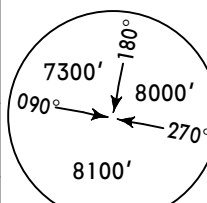
STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS DA(H) 5685' (200')			1 LOC (GS out) MDA(H) 5860' (375')			Max Kts	MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	90	5960' (448')-1
A	1/2	3/4	1/2	3/4	1	120	5980' (468')-1
B						140	5980' (468')-1 1/2
C			3/4	1 1/4	165	6080' (568')-2	
D							
With Denver Intl Altimeter Setting						With Denver Intl Altimeter Setting	
ILS DA(H) 5714' (229')			1 LOC (GS out) MDA(H) 5900' (415')			Max Kts	MDA(H)
FULL		RAIL or ALS out	RAIL out		ALS out	90	6000' (488')-1
A	1/2	3/4	1/2	3/4	1	120	6020' (508')-1
B						140	6020' (508')-1 1/2
C			3/4	1 1/4	165	6120' (608')-2	
D							

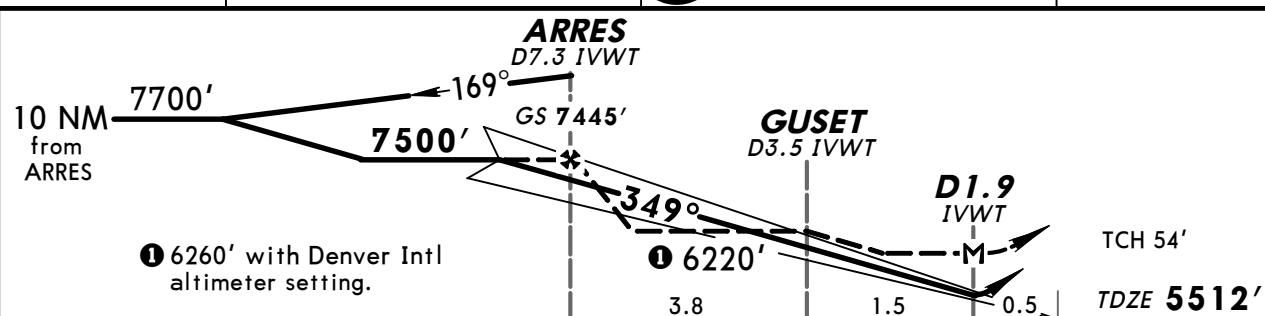
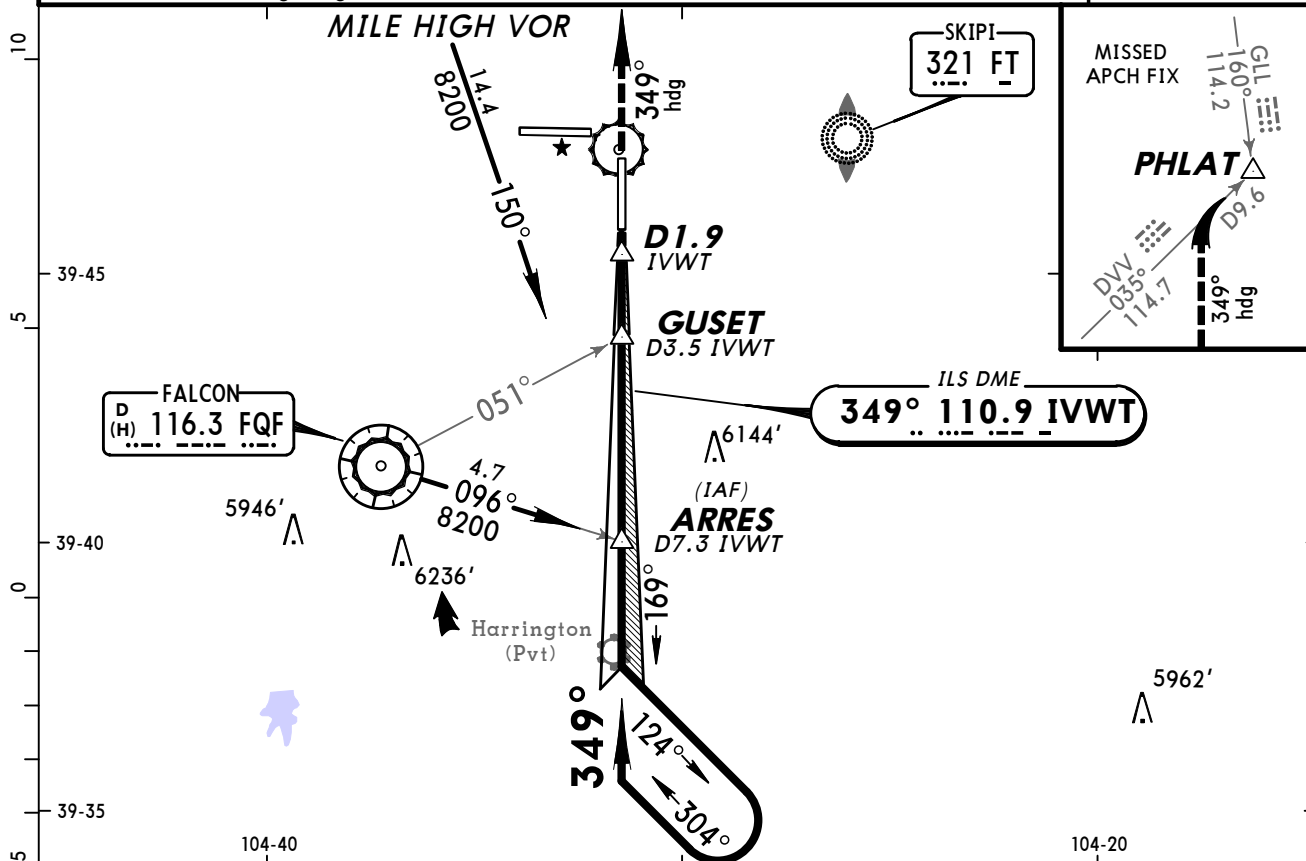
1 ADF or DME required.

CHANGES: ADF note revised.

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BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop) 119.02		*DENVER Approach (R) 128.25		*FRONT RANGE Tower CTAF 120.2		*Ground 124.7	
LOC IVWT 110.9	Final Apch Crs 349°	GS ARRES 7445' (1933')	ILS DA(H) (CONDITIONAL) 5712' (200')	Apt Elev 5512' TDZE 5512'		 MSA FT LOM	
MISSED APCH: Climb to 6000', continue climb to 7500' via 349° heading and outbound on DVV VOR R-035 to PHLAT INT.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. Pilot controlled lighting 120.2.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		6000'	7500'	349°	DVV
GS	3.00°	377	484	538	646	753	PAPI		↑	↑	hdg	and 114.7
MAP at D1.9 IVWT or												
ARRES to MAP	5.3	4:33	3:32	3:11	2:39	2:16						R-035

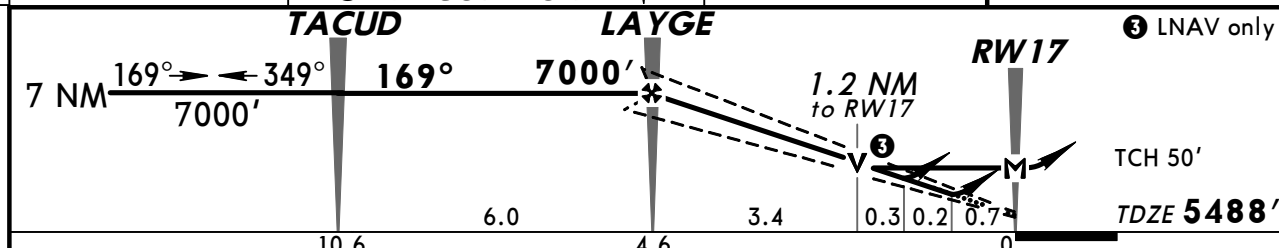
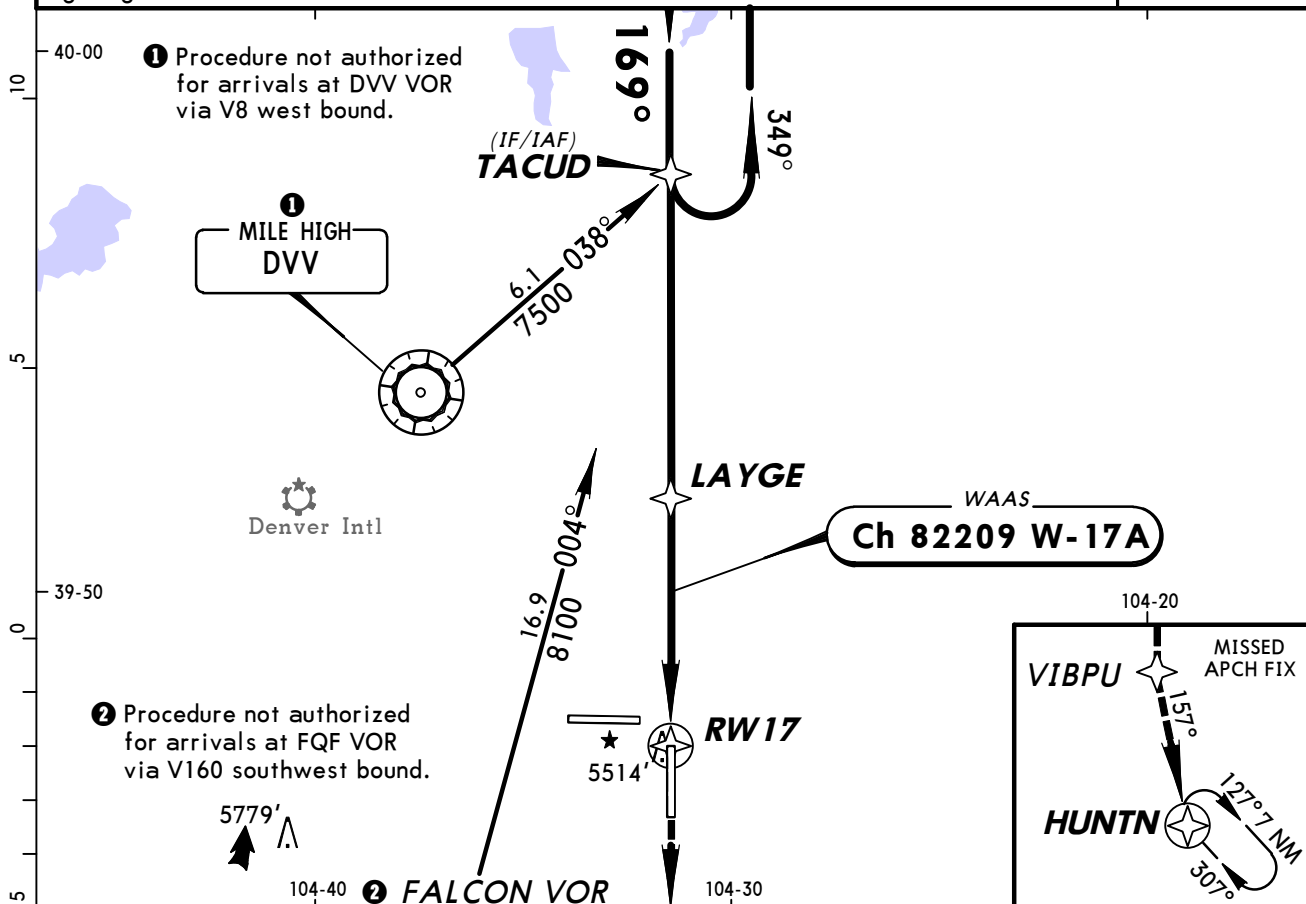
STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND			
ILS		LOC (GS out)				With Guset		Without Guset	
		With Guset		Without Guset		With Local Altimeter Setting		MDA(H)	
DA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)	
5712' (200')		6000' (488')		6220' (708')		6000' (488') - 1		6220' (708') - 1	
With Denver Intl Altimeter Setting									
DA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)	
5752' (240')		6040' (528')		6260' (748')		6000' (488') - 1½		6220' (708') - 2	
FULL		RAIL or ALS out		RAIL out		RAIL out		RAIL out	
A		1		1		6040' (528') - 1		6260' (748') - 1	
B									
C		1¼		2		6040' (528') - 1½		6260' (748') - 2	
D		1½		2¼		6120' (608') - 2		6260' (748') - 2¼	

KFTG FRONT RANGE

JEPPesen
19 SEP 08
Eff 25 Sep (52-1)

DENVER, COLO
RNAV (GPS) Rwy 17

ATIS (AWOS-3 when Twr inop) 119.02	*DENVER Approach (R) 128.25	*FRONT RANGE Tower CTAF 120.2	*Ground 124.7
WAAS Ch 82209 W-17A	Final Apch Crs 169°	Minimum Alt LAYGE 7000' (1512')	LPV DA(H) (CONDITIONAL) 5738' (250')
Apt Elev 5512' TDZE 5488'			
MISSED APCH: Climb to 8500' direct VIBPU and via 157° track to HUNTN and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Denver Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C (-14°F) or above 37°C (98°F). 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 120.2.			
8100'			
MSA RW17			



Gnd speed-Kts	70	90	100	120	140	160	REIL	8500'	D	VIBPU
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L	↑		
MAP at RW17										

STRAIGHT-IN LANDING RWY 17					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		
DA(H) 5738' (250')		DA(H) 5839' (351')		MDA(H) 5900' (412')		
A	1	1 1/4	1	90	5960' (448')- 1	
B				120	5980' (468')- 1	
C			1 1/4	140	5980' (468')- 1 1/2	
D				165	6080' (568')- 2	
With Denver Intl Setting					With Denver Intl Altimeter Setting	
DA(H) 5767' (279')		DA(H) 5868' (380')		MDA(H) 5940' (452')		
A	1	1 1/4	1	90	6000' (488')- 1	
B				120	6020' (508')- 1	
C			1 1/4	140	6020' (508')- 1 1/2	
D				1 1/2	165	6120' (608')- 2

CHANGES: New procedure.

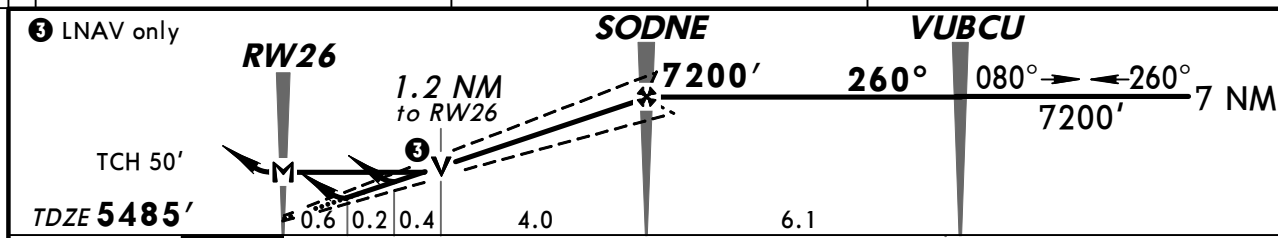
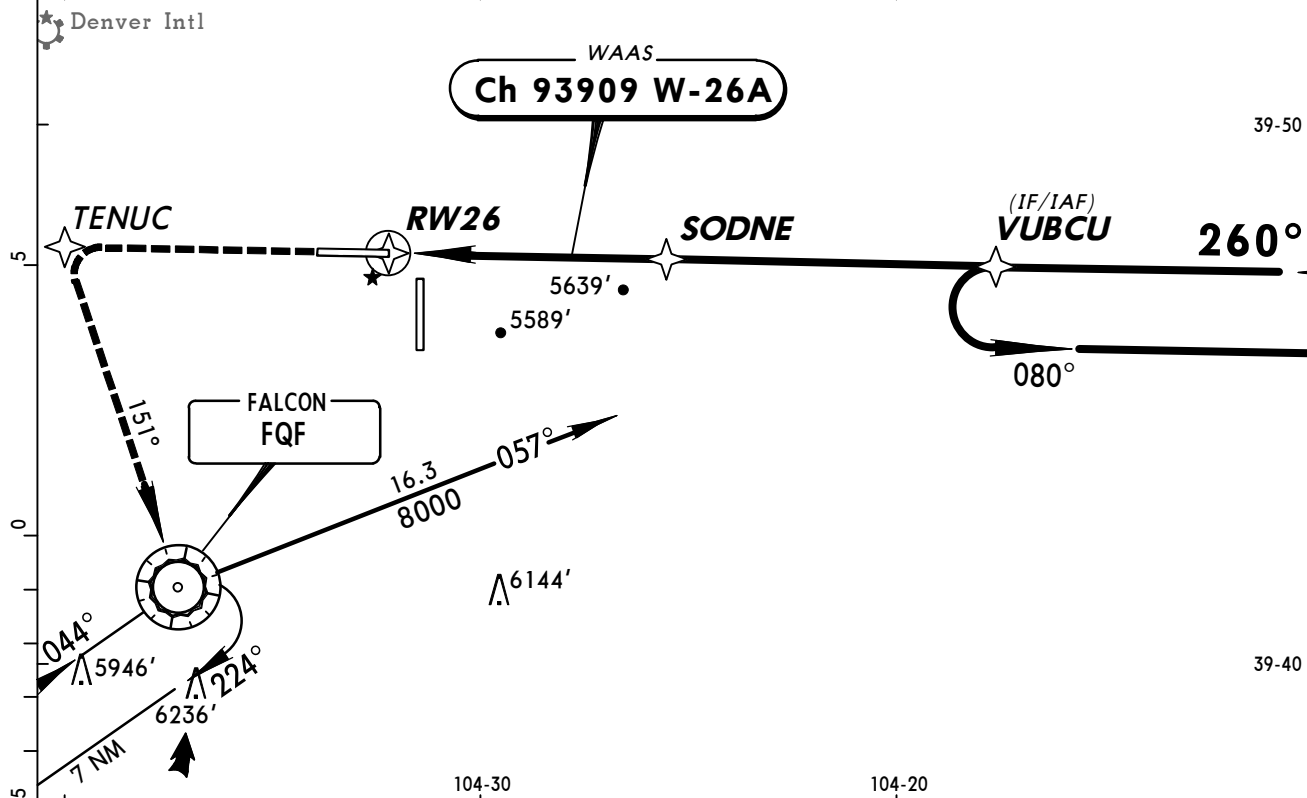
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KFTG FRONT RANGE

JEPPESSEN
19 SEP 08
Eff 25 Sep 52-2

DENVER, COLO
RNAV (GPS) Rwy 26

ATIS (AWOS-3 when Twr inop) 119.02		*DENVER Approach (R) 128.25		*FRONT RANGE Tower CTAF 120.2		*Ground 124.7				
WAAS Ch 93909 W-26A		Final Apch Crs 260°		Minimum Alt SODNE 7200' (1715')		LPV DA(H) (CONDITIONAL) 5735' (250')		Apt Elev 5512' TDZE 5485'		8100' MSA RW26
MISSED APCH: Climb to 8000' direct TENUK and LEFT turn via 151° track to FQF VOR and hold. Continue climb-in-hold to 8000'.										
Alt Set: INCHES										



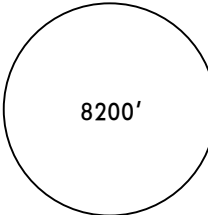
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 8000' ↑	D→	TENUC
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW26									

STRAIGHT-IN LANDING RWY 26										CIRCLE-TO-LAND	
With Local Altimeter Setting										With Local Altimeter Setting	
LPV			LNAV/VNAV			LNAV			Max Kts	MDA(H)	
DA(H) 5735' (250')			DA(H) 5786' (301')			MDA(H) 5900' (415')					
RAIL or ALS out			RAIL or ALS out			RAIL out ALS out					
A	1/2	1	1/2	3/4	1	1/2	3/4	1	90	5960' (448')-1	
B									120	5980' (468')-1	
C						140	5980' (468')-1 1/2				
D						165	6080' (568')-2				
With Denver Intl Setting										With Denver Intl Altimeter Setting	
DA(H) 5764' (279')			DA(H) 5815' (330')			MDA(H) 5940' (455')			Max Kts	MDA(H)	
RAIL or ALS out			RAIL or ALS out			RAIL out ALS out					
A	1	1	3/4	1 1/4		1/2	3/4	1	90	6000' (488')-1	
B									120	6020' (508')-1	
C						140	6020' (508')-1 1/2				
D						165	6120' (608')-2				

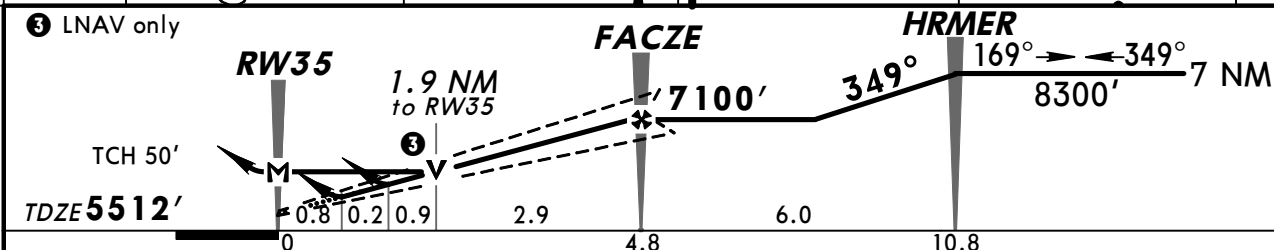
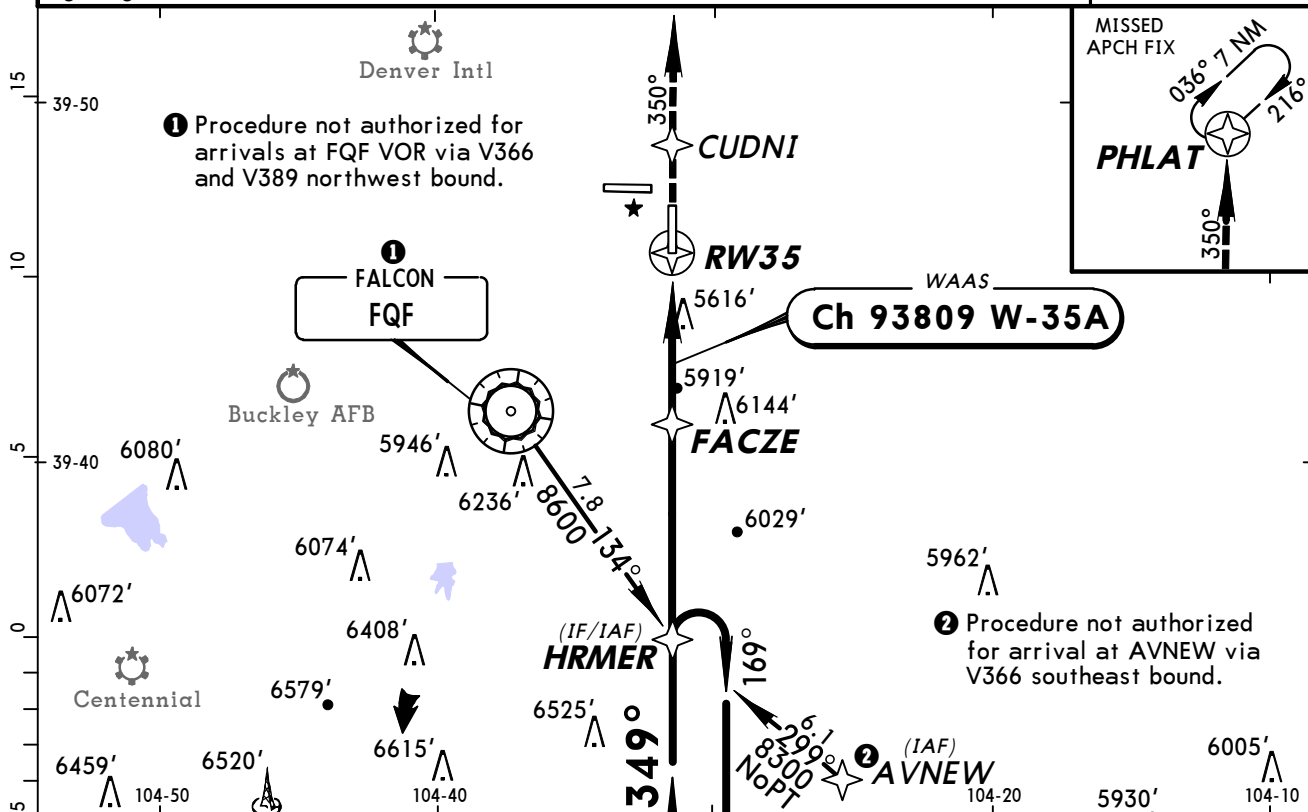
CHANGES: New procedure.

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BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop) 119.02		*DENVER Approach (R) 128.25		*FRONT RANGE Tower CTAF 120.2		*Ground 124.7				
WAAS Ch 93809 W-35A		Final Apch Crs 349°		Minimum Alt FACZE 7100' (1588')		LPV DA(H) (CONDITIONAL) 5828' (316')		Apt Elev 5512' TDZE 5512'		
MISSED APCH: Climb to 8000' direct CUDNI then via 350° track to PHLAT and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. Baro-VNAV and VDP not authorized when using Denver Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C (-14°F) or above 37°C (98°F). 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 120.2.										

MSA RW35



Gnd speed-Kts	70	90	100	120	140	160	MALSR	8000'	D	CUDNI
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI	↑		
MAP at RW35										

STRAIGHT-IN LANDING RWY 35								CIRCLE-TO-LAND	
With Local Altimeter Setting								With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV			Max Kts	MDA(H) _____	
DA(H)	5828'(316')	DA(H)	5891'(379')	MDA(H)	6180'(668')				
	RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out			
A	1/2	1	3/4	1 1/4	1/2	3/4	1	90	6180'(668')-1
B					1 1/4	1 3/4	140	6180'(668')-1 3/4	
C									
D									1 1/2
With Denver Intl Setting								With Denver Intl Altimeter Setting	
DA(H) 5857'(345')		DA(H) 5920'(408')		MDA(H) 6220'(708')			Max Kts	MDA(H) _____	
	RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out			
A	3/4	1 1/4	1	1 1/2	1/2	3/4	1	90	6220'(708')-1
B					1 1/2	2	140	6220'(708')-1 3/4	
C									
D									1 3/4

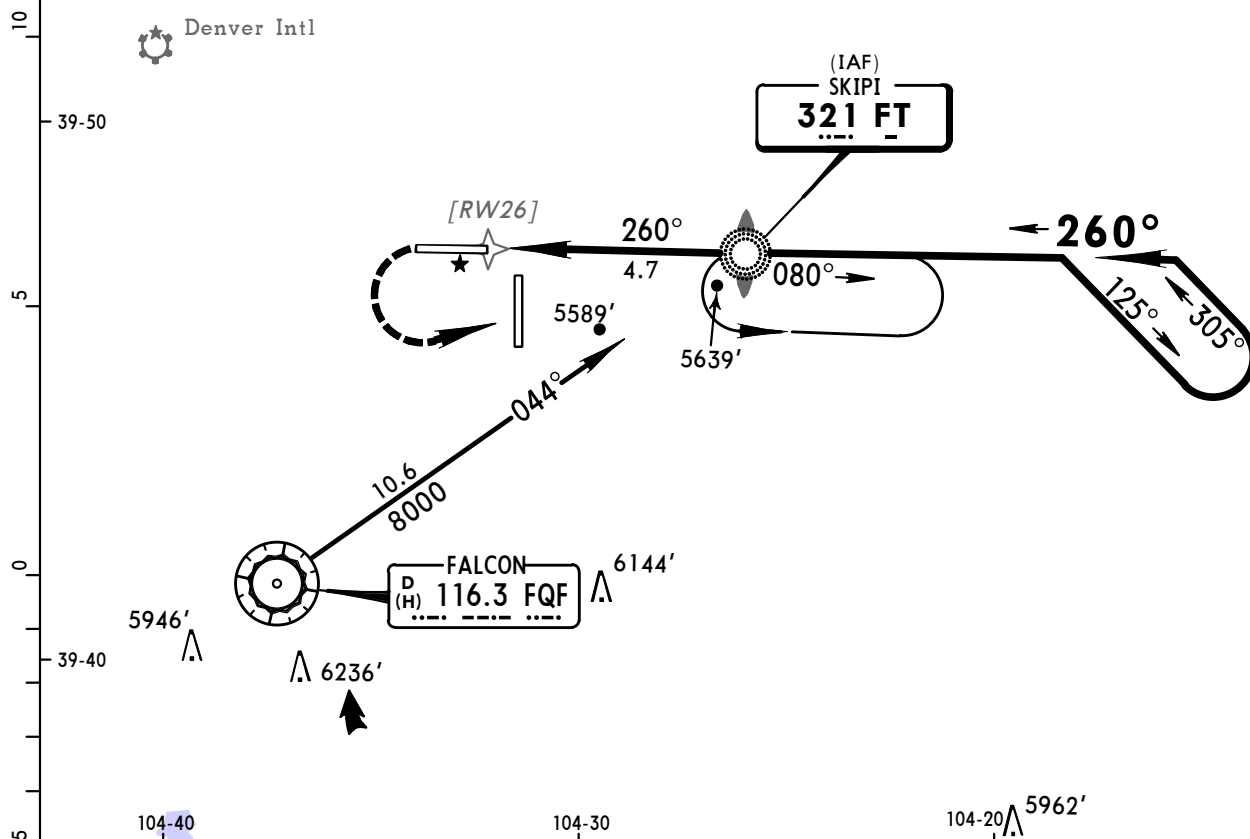
KFTG FRONT RANGE

JEPPESSEN
19 SEP 08
Eff 25 Sep (56-1)

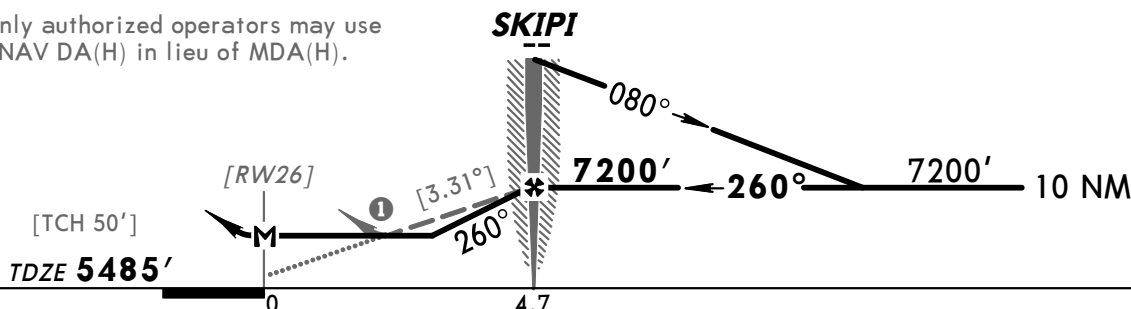
DENVER, COLO
NDB Rwy 26

BRIEFING STRIP™

ATIS (AWOS-3 when Twr inop)		*DENVER Approach (R)		*FRONT RANGE Tower		*Ground	
119.02		128.25		CTAF 120.2		124.7	
LOM FT 321	Final Apch Crs 260°	Minimum Alt SKIPI 7200' (1715')	MDA(H) (CONDITIONAL) 5900' (415')	Apt Elev 5512' TDZE 5485'		7300' 180° 8000' 090° 270° 8100' MSA FT LOM	
MISSED APCH: Climbing LEFT turn to 7200' direct FT LOM and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Denver Intl altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 120.2.							



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR		7200'		FT	
Descent angle [3.31°]	410	527	586	703	820	937	PAPI		LT		321	
LOM to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46					

STRAIGHT-IN LANDING RWY 26

MDA(H) **5900' (415')**

With Local
Altimeter Setting

MDA(H) **5940' (455')**

With Denver Intl
Altimeter Setting

CIRCLE-TO-LAND

With Local
Altimeter Setting

With Denver Intl
Altimeter Setting

	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A	3/4	1	3/4	1	90	5960' (448') - 1	6000' (488') - 1
B	3/4	1	3/4	1	120	5980' (468') - 1	6020' (508') - 1
C	3/4	1 1/4	3/4	1 1/4	140	5980' (468') - 1 1/2	6020' (508') - 1 1/2
D	1	1 1/4	1 1/4	1 1/2	165	6080' (568') - 2	6120' (608') - 2

CHANGES: Procedure.

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General Information

Location: Grand Junction CO USA

IATA Code: GJT

Lat/Long: N39° 07.3' W108° 31.6'

Elevation: 4858 ft

Airport Use: Public

Magnetic Variation: 10.4 °E

Sectional Chart: Denver

Fuel Types: 100 Octane (LL)

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Pattern Altitude: 2142 ft AGL

Sunrise: 1350 Z

Sunset: 0104 Z,

Runway Information

Runway: 04

Length x Width: 5502 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 4784 ft

Lighting: Edge, REIL

Runway: 11

Length x Width: 10501 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 4833 ft

Lighting: Edge, ALS, Pilot controlled

Runway: 22

Length x Width: 5502 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 4857 ft

Lighting: Edge, REIL

Runway: 29

Length x Width: 10501 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 4858 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 118.55

ASOS 118.55

Grand Junction Tower 118.1 CTAF PCL

Grand Junction Ground Control 121.7

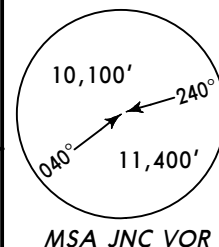
Denver Approach Control 119.7 Arrival Service

Denver Departure Control 119.7 Departure Service

Grand Junction Regl Unicom 122.95

Denver Center 134.5 Remote Communications Air-Ground

Trans level: FL 180 Trans alt: 18000'
BRICK and DIRDY transitions: **DME required.**



Direct distance from Grand Junction Regl to:
JNC **13 NM**

MEEKER
D
(H) 115.2 EKR
N40 04.0 W107 55.5

SQUAT
N39 18.7
W108 13.3

At or above
10500'

RED TABLE
D
(H) 113.0 DBL
... ..
N39 26.4 W106 53.7

PACES
N39 10.0
W108 16.7

At or above
6000'

GRAND
JUNCTION
D
(H) 112.4 JNC
N39 03.6 W108 47.6

HONKR
N39 01.5
W108 25.9
At or above
11000'

DIRDY
(JNC5.DIRDY)
15000
13

→ **DIRDY**
N38 55.8
W107 30.9

BRICK
N38 45.0 W108 17.4

MONTROSE
 D
 (H) 117.1 MTJ
 N38 30.4 W107 54.0

This SID requires take-off minimums (for standard minimums, refer to MONUMENT DP):
Rwy 4: Not authorized - Obstacles.

Rwy 11: Standard (or lower than standard, if authorized) with a minimum climb of 300' per NM to **9300'**.

Rwy 22: Not authorized - Obstacles, JNC facility reception.

Rwy 29: Standard (or lower than standard, if authorized) with a minimum climb of 300' per NM to **8300'**.

Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500

Rwy 11: Cross DER at or above 35' AGL/
4893' MSL.

Rwy 29: Cross DER at or above 35' AGL/
4855' MSL.

OBSTACLE

Rwy 11: Tree 1692' from DER, 438' LEFT of centerline, 100' AGL/4949' MSL.

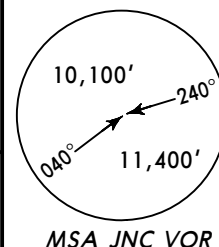
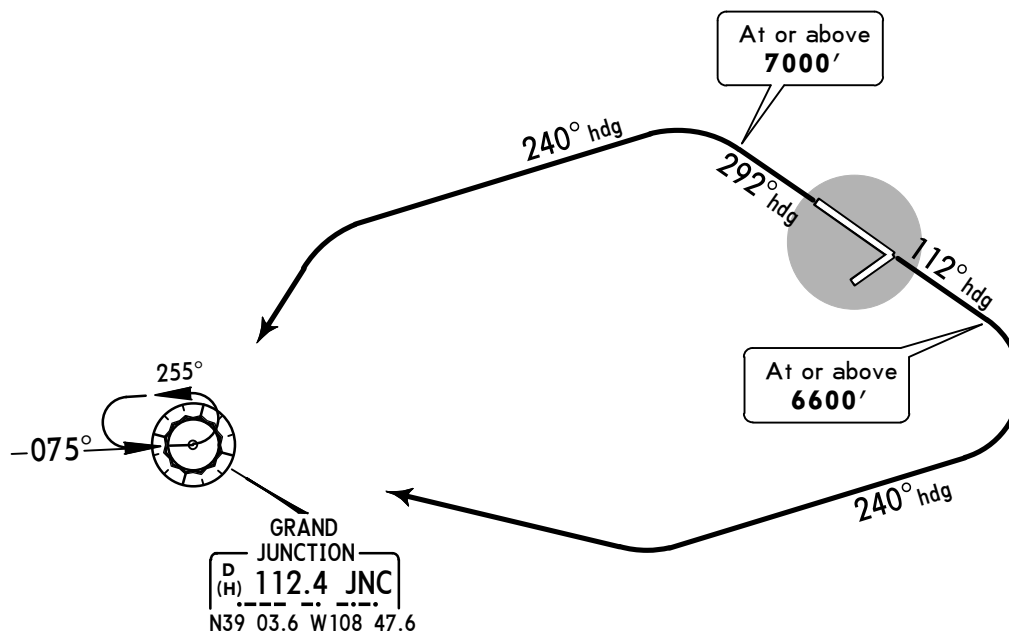
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*DENVER
Departure (R)
119.7

DENVER
Center (R)
134.5
when Dep inop.

Apt Elev
4858'

Trans level: FL 180 Trans alt: 18000'

**OBSTACLE****MONUMENT TWO DEPARTURE (MONMT2.JNC)****OBSTACLES**

Rwy 11: Pole and light beginning 252' from DER, 266' LEFT of centerline, up to 20' AGL/4880' MSL. Tree 3240' from DER, 1352' LEFT of centerline, 100' AGL/5019' MSL.

Direct distance from Grand Junction Regl to:
JNC **13 NM**

This DP requires takeoff minimums:

Rwy 4: Not authorized - Obstacles.

Rwy 11: Standard (or lower than standard, if authorized) with minimum climb of 390' per NM to **5100'**.

Rwy 22: Not authorized - Obstacles, JNC facility reception.

Rwy 29: Standard (or lower than standard, if authorized) with minimum climb of 220' per NM to **7000'**.

Standard Take-off Minimums

	Rwy 11		Rwy 29		Rwys 4, 22
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16	RVR 50 or 1	$\frac{1}{4}$	1	NA
3 & 4 Eng	or $\frac{1}{4}$	RVR 24 or $\frac{1}{2}$		$\frac{1}{2}$	

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
390' per NM	488	650	975	1300	1625	1950

**RWY****INITIAL CLIMB**

11	Climb heading 112° to 6600' , then climbing RIGHT turn via heading 240° until receiving JNC, then proceed direct to JNC.
29	Climb heading 292° to 7000' , then climbing LEFT turn via heading 240° until receiving JNC, then proceed direct to JNC.

ROUTING

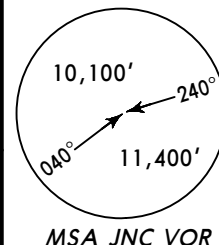
Cross JNC at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

*DENVER
Departure (R)
119.7

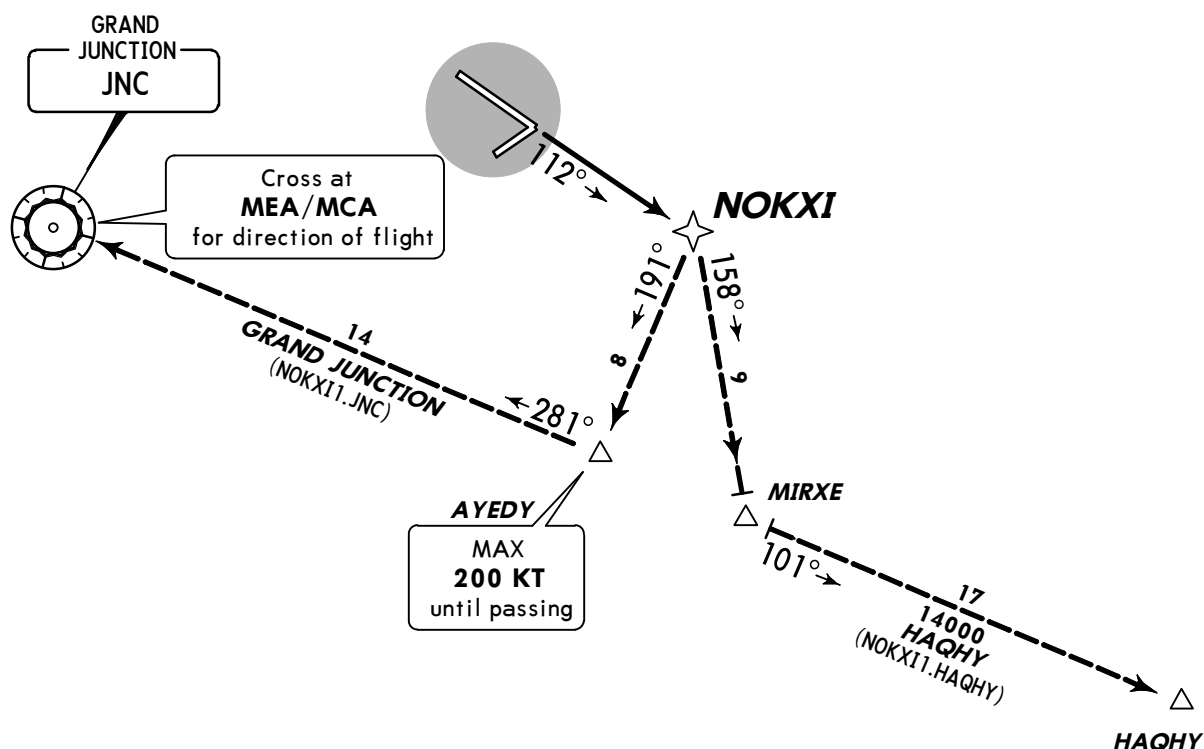
DENVER
Center (R)
134.5
when Dep inop.

Apt Elev
4858'

Trans level: FL 180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.



NOKXI ONE RNAV DEPARTURE (NOKXI1.NOKXI)
(RWY 11)



Direct distance from Grand Junction Regl to:
NOKXI **5 NM**

These transitions require minimum climb gradients of:
GRAND JUNCTION transition: 250' per NM to
8000' for obstacle clearance, then 200' per
NM to JNC which ensures **10500'** or above at JNC.
HAQHY transition:
280' per NM to **11000'**.

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
280' per NM	350	467	700	933	1167	1400



INITIAL CLIMB

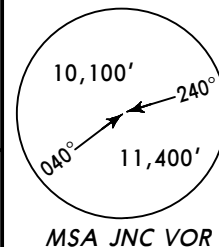
Climb via 112° to NOKXI, then via assigned transition.

*DENVER
Departure (R)
119.7

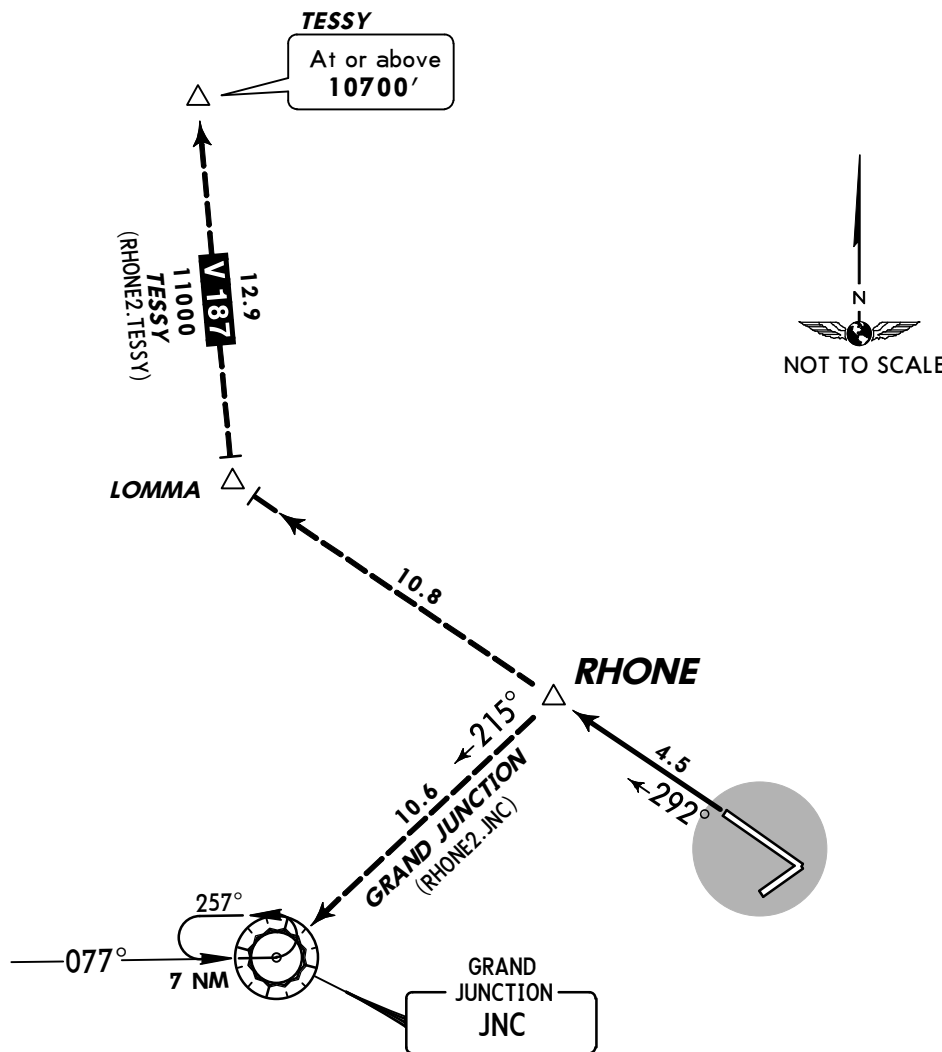
DENVER
Center (R)
134.5
when Dep inop.

Apt Elev
4858'

Trans level: FL 180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.



RHONE TWO RNAV DEPARTURE (RHONE2.RHONE)
(RWY 29)



These transitions require minimum climb gradients of:

GRAND JUNCTION transition:

280' per NM to **8000'**.

TESSY transition:

210' per NM to **10700'** or

220' per NM from LOMMA to TESSY.

Gnd speed-KT	75	100	150	200	250	300
210' per NM	263	350	525	700	875	1050
220' per NM	275	367	550	733	917	1100
280' per NM	350	467	700	933	1167	1400

INITIAL CLIMB

Climb via 292° to RHONE, then via assigned transition.

GRAND JUNCTION, COLO
GRAND JUNCTION REGL

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GENERAL

Birds in vicinity of the airport.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	USABLE LENGTHS BEYOND		TAKE- OFF	WIDTH
			Glide Slope			
4	MIRL REIL ① PAPI-L (angle 3.0°) — grooved —					75'
22	MIRL REIL					

① On only during Twr hours; off all other times.

11	③ HIRL ③ MALSR ③ PAPI-L (angle 3.0°) RVR		9605'		150'
29	③ HIRL REIL ③ VASI-L				

② Grooved.

③ Activate on 118.1 when Twr inop.

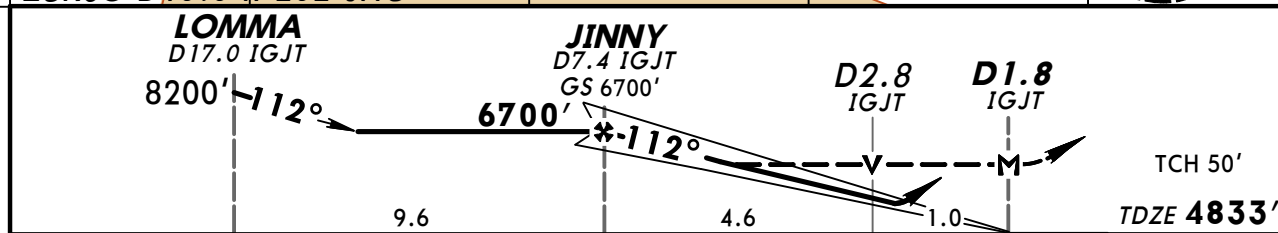
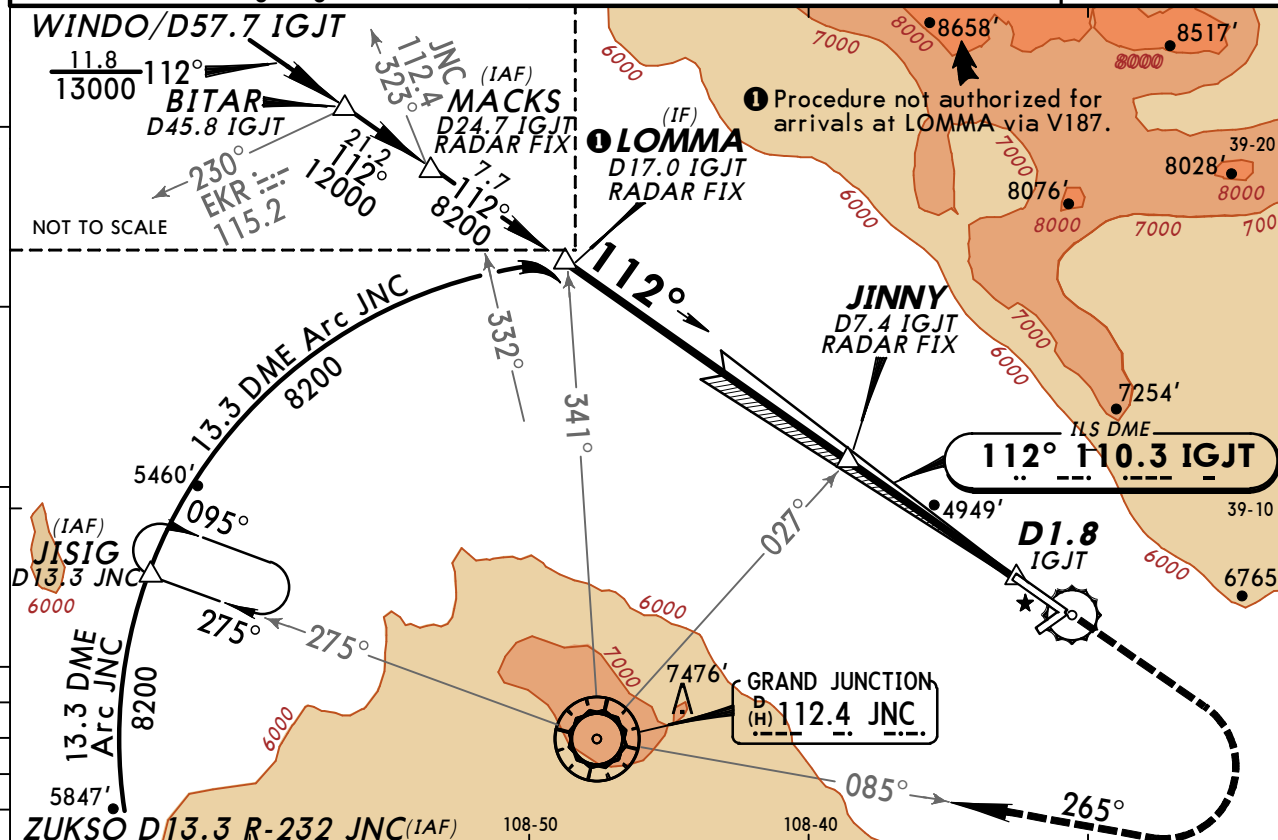
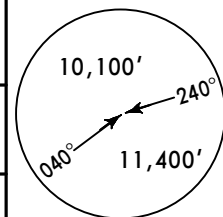
TAKE-OFF

	Rwys 11, 29	Rwys 4, 22
1 & 2 Eng	USE MONUMENT DEPARTURE	NA
3 & 4 Eng		

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available		LDA DME Rwy 29 RNAV (GPS) Y Rwy 11	RNAV (GPS) Rwy 29 RNAV (RNP) Z Rwy 11
	ILS Rwy 11	LOC Rwy 11		
A	600-2	800-2	800-2	NA
B				
C				
D	700-2¼		800-2¼	

ATIS (ASOS when Twr inop) 118.55	*DENVER Approach (R) 119.7	DENVER Center (R) 134.5 when App inop.	*GRAND JUNCTION Tower CTAF 118.1	*Ground 121.7
LOC IGJT 110.3	Final Apch Crs 112°	GS JINNY 6700' (1867')	ILS DA(H) (CONDITIONAL) 5033' (200')	Apt Elev 4858' TDZE 4833'
MISSED APCH: Climb to 6700' then climbing RIGHT turn to 9000' inbound via JNC VOR R-085 to JNC VOR then outbound via JNC VOR R-275 to JISIG D13.3 JNC and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Rifle altimeter setting. 3. VDP not authorized when using Rifle altimeter setting. 4. Pilot controlled lighting 118.1.				



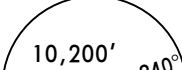
Gnd speed-Kts	70	90	100	120	140	160	MALSR	6700'	9000'	JNC	JNC
GS	3.00°	377	484	538	646	754	861	↑	RT	via 112.4 R-085	112.4
MAP at D1.8 IGJT or JINNY to MAP	5.7	3:51	3:00	2:42	2:15	1:56	1:41				

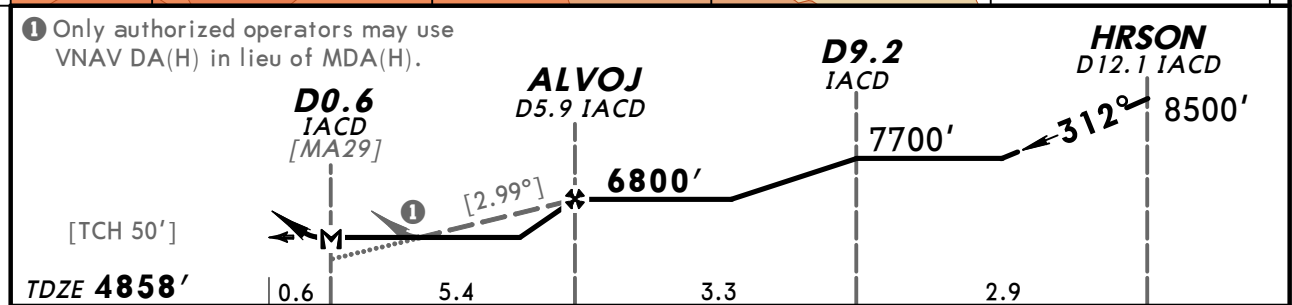
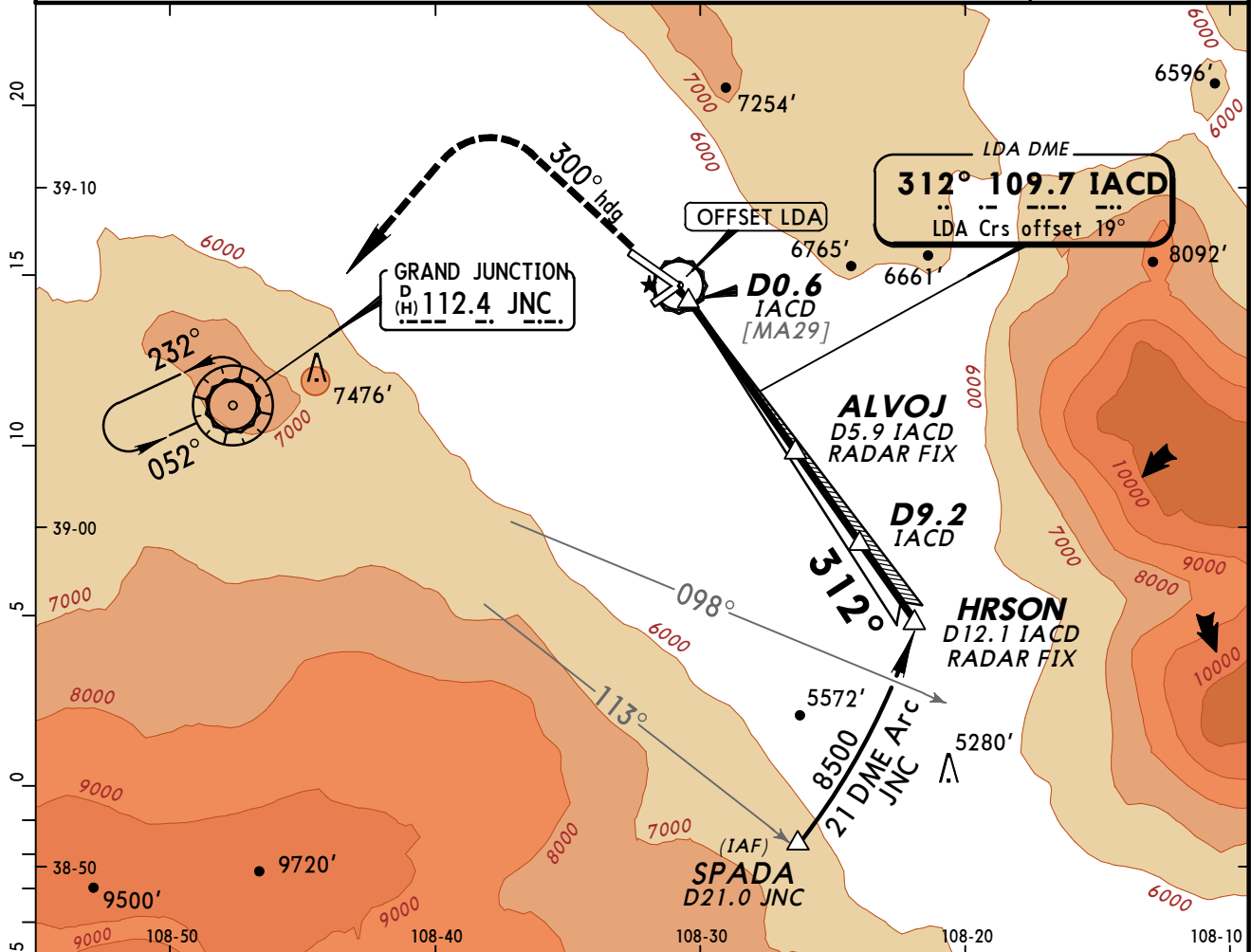
STRAIGHT-IN LANDING RWY 11						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS			LOC (GS out)			Max Kts.	MDA(H)
DA(H) 5033' (200')			MDA(H) 5200' (367')				
FULL			RAIL or ALS out				
A					RAIL out	ALS out	90
B	RVR 24		RVR 40		RVR 40	RVR 50	120
C	or 1/2		or 3/4		or 1/2	or 1	140
D			RVR 40 or 3/4		RVR 60 or 1 1/4		165
With Rifle Altimeter Setting						With Rifle Altimeter Setting	
ILS			LOC (GS out)			Max Kts.	MDA(H)
DA(H) 5233 (400')			MDA(H) 5400' (567')				
FULL			RAIL or ALS out				
A					RAIL out	ALS out	90
B	RVR 50 or 1		RVR 24 or 1/2		RVR 40 or 3/4	RVR 50 or 1	120
C			RVR 50 or 1		1 1/2		140
D			RVR 60 or 1 1/4		1 3/4		165

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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ATIS (ASOS when Twr inop) 118.55		*DENVER Approach (R) 119.7		DENVER Center (R) 134.5 when App inop.		*GRAND JUNCTION Tower CTAF 118.1		*Ground 121.7	
LOC IACD 109.7	Final Apch Crs 312°	Minimum Alt ALVOJ 6800' (1942')		MDA(H) 5400' (542')		Apt Elev 4858' TDZE 4858'		 MSA JNC VOR	
MISSED APCH: Climb to 7000' via 300° heading, then climbing LEFT turn to 10000' direct JNC VOR and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Use IACD DME when on LOC course. 2. Auto-Coupled approach not authorized inside 2.0 DME. 3. Pilot controlled lighting 118.1.									



Gnd speed-Kts	70	90	100	120	140	160	REIL	7000'	300°	10000'	JNC
Descent angle [2.99°]	370	476	529	635	741	846	VASI-L	↑	via	LT	112.4
MAP at D0.6 IACD											

STRAIGHT-IN LANDING RWY29						CIRCLE-TO-LAND					
MDA(H) 5400' (542')						Max Kts. MDA(H)					
A	1					90	5400' (542') - 1				
B	1½					120	5440' (582') - 1½				
C	1¾					140	5540' (682') - 1¾				
D	2					165	5640' (782') - 2				

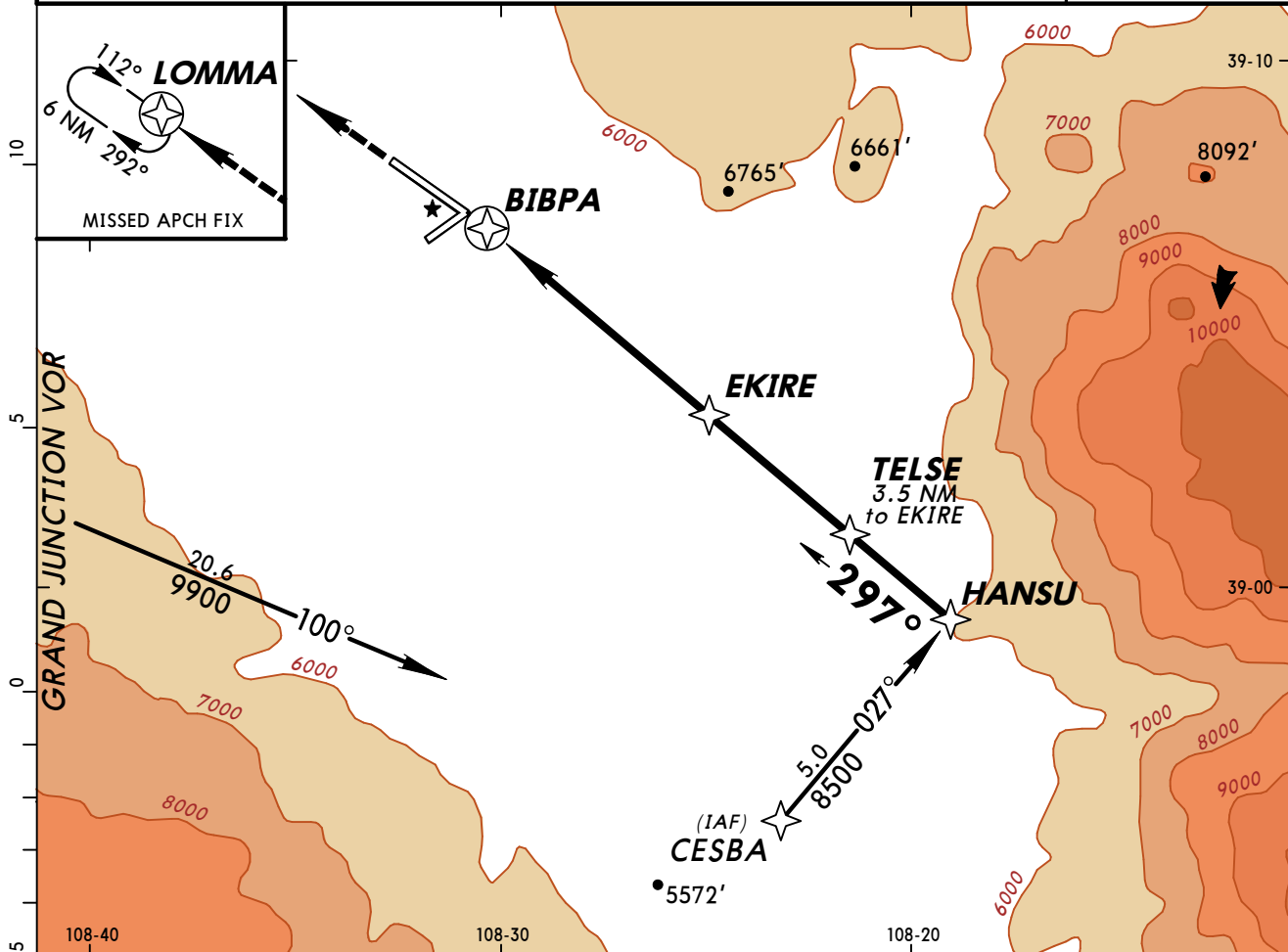
BRIEFING STRIP™



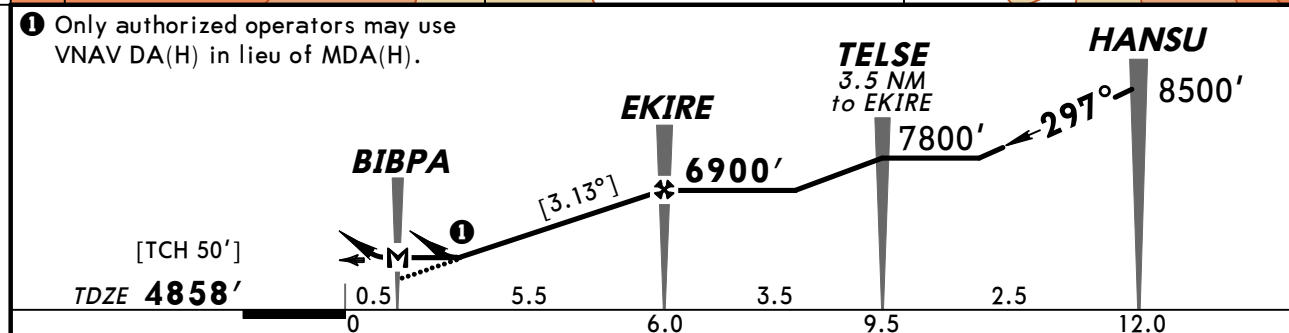
STRAIGHT-IN LANDING RWY 11	CIRCLE-TO-LAND

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ATIS (ASOS when Twr inop)	*DENVER Approach (R)	DENVER Center (R)	*GRAND JUNCTION Tower	*Ground
118.55	119.7	134.5 when App inop.	CTAF 118.1	121.7
RNAV	Final Apch Crs 297°	Minimum Alt EKIRE 6900' (2042')	LNAV MDA(H) 5340' (482')	Apt Elev 4858' TDZE 4858'
MISSED APCH: Climb to 10000' direct LOMMA and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.1.				
				12,400' MSA BIBPA



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



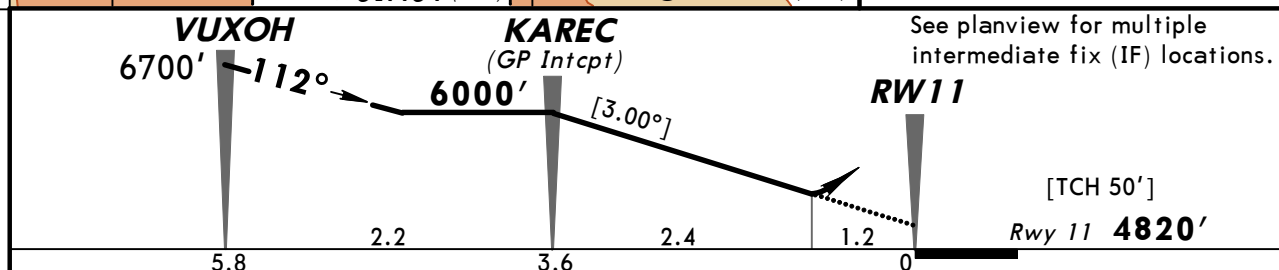
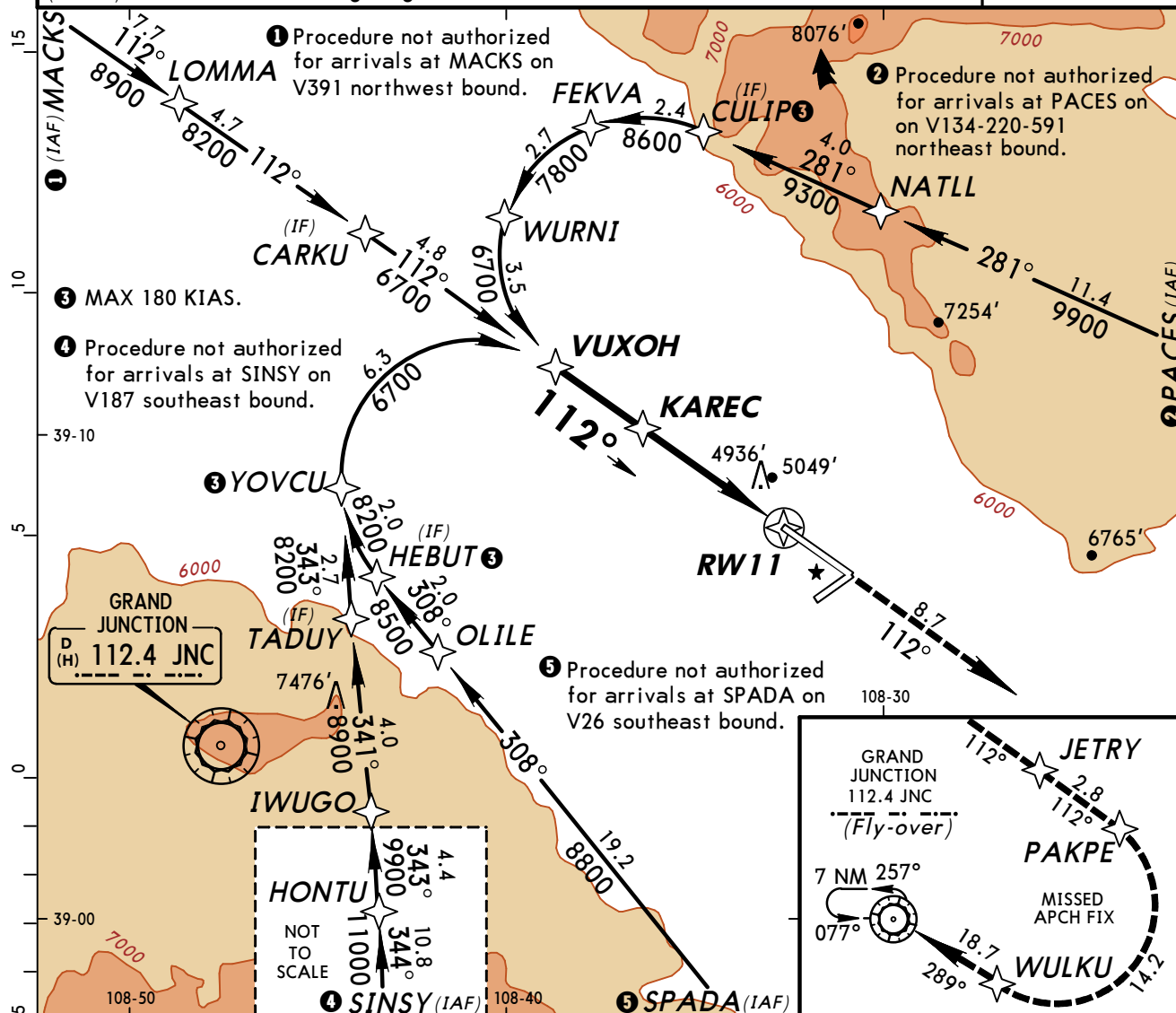
Gnd Speed-Kts	70	90	100	120	140	160			
Descent angle [3.13°]	388	498	554	665	775	886			
MAP at BIBPA									

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
LNAV				MDA(H)			
MDA(H) 5340' (482')				Max Kts			
A				90			
B	1			120	5400' (542') - 1		
C	1 1/4			140	5540' (682') - 2		
D	1 1/2			165	5640' (782') - 2 1/2		

CHANGES: LOMMA hold length.

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ATIS (ASOS when Twr inop) 118.55	*DENVER Approach (R) 119.7	DENVER Center (R) 134.5 when App inop.	*GRAND JUNCTION Tower CTAF 118.1	*Ground 121.7
RNAV	Final Aptch Crs 112°	Minimum Alt KAREC 6000' (1180')	RNP 0.10 DA(H) 5241' (421')	Apt Elev 4858' Rwy 11 4820'
MISSED APCH: Climb to 9000' on track 112° to JETRY, cross JETRY at or above 6700' and on track 112° to PAKPE, RIGHT turn to WULKU, and on track 289° to JNC VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -21°C (-6°F) or above 38°C (101°F). 4. Pilot controlled lighting 118.1.				
				MSA RW11



Gnd speed-Kts		70	90	100	120	140	160	</

General Information

Location: Gunnison CO USA
IATA Code: GUC
Lat/Long: N38° 32.0' W106° 56.0'
Elevation: 7680 ft

Airport Use: Public
Magnetic Variation: 9.7°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1343 Z
Sunset: 0058 Z,

Runway Information

Runway: 06
Length x Width: 9400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7667 ft
Lighting: Edge, ALS, Pilot controlled

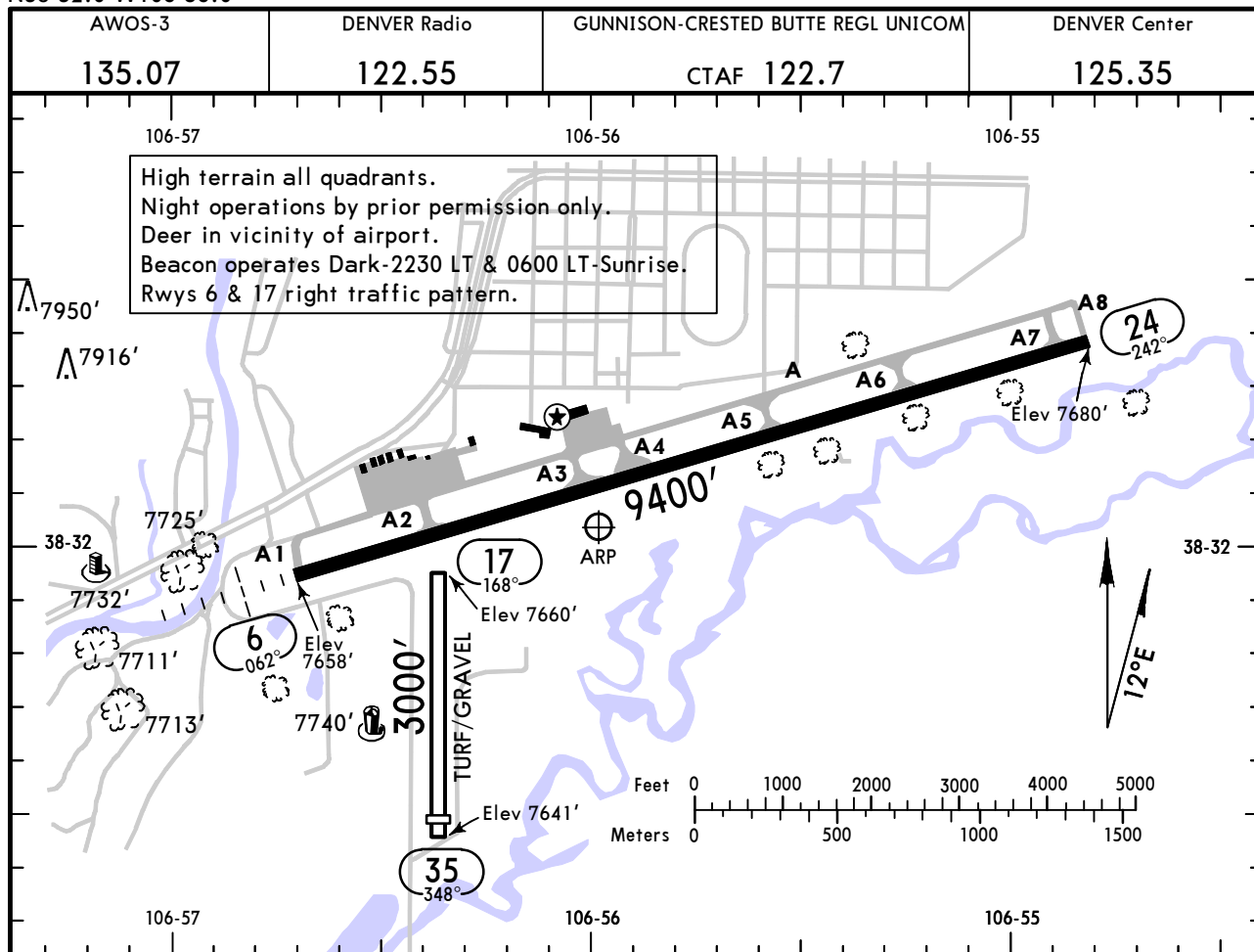
Runway: 17
Length x Width: 3000 ft x 150 ft
Surface Type: turf
TDZ-Elev: 7680 ft

Runway: 24
Length x Width: 9400 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 7680 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 3000 ft x 150 ft
Surface Type: turf
TDZ-Elev: 7680 ft
Displaced Threshold: 200 ft

Communication Information

AWOS 135.075
Gunnison-Crested Butte RE Unicom 122.7 CTAF PCL
Denver Flight Service Station 122.55 RCO
Denver Center 125.35 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	Threshold	Landing Beyond	Take-off	
6 24	② HIRL ③ MALSF ③ PAPI-L (angle 3.2°)	8566'		150'
17 35	② HIRL ② REIL PAPI-L (angle 3.1°)			150'
	Closed December 1 to May 1 annually.			
	2800'			

- ① Grooved. ③ Activate on 122.7.
② Operates 0600-2230 local time.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

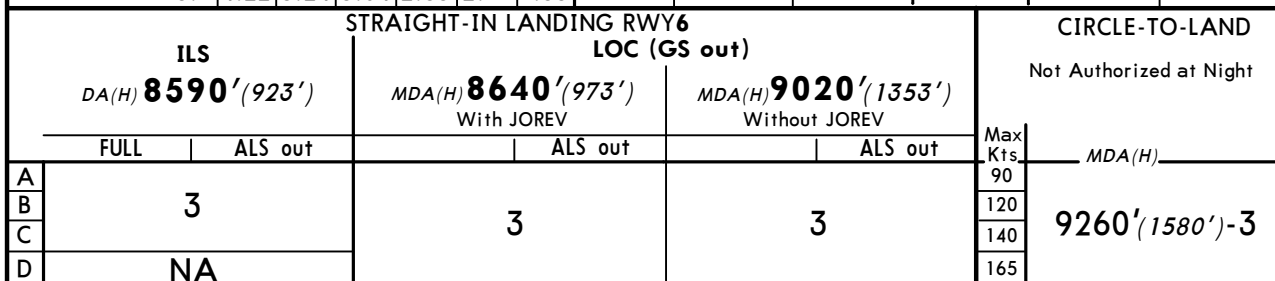
	Rwy 24			Rwy 6			Rwys 17, 35
	With Min climb of 420'/NM to 9300'		For Climb In Visual Conditions	With Min climb of 500'/NM to 9500'		For Climb In Visual Conditions	
	Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	2000-3	1/4	1	2000-3	NA
3 & 4 Eng		1/2			1/2		

OBSTACLE DP: Rwy 6, climb heading 077° to 9500 then climbing right turn direct HBU VOR, thence... Or, for climb in visual conditions, cross Gunnison-Crested Butte REGL airport at or above 9500', then on HBU R-031 to HBU VOR, thence...
Rwy 24, Climb heading 242° to 9300' then climbing left turn direct HBU VOR, thence... Or, for climb in visual conditions, cross Gunnison-Crested Butte REGL airport at or above 9500', then on HBU R-031 to HBU VOR, thence...
...Climb in HBU VOR holding pattern (hold southwest, left turns, 031° inbound) to depart HBU VOR at or above MEA for route of flight.

FOR FILING AS ALTERNATE

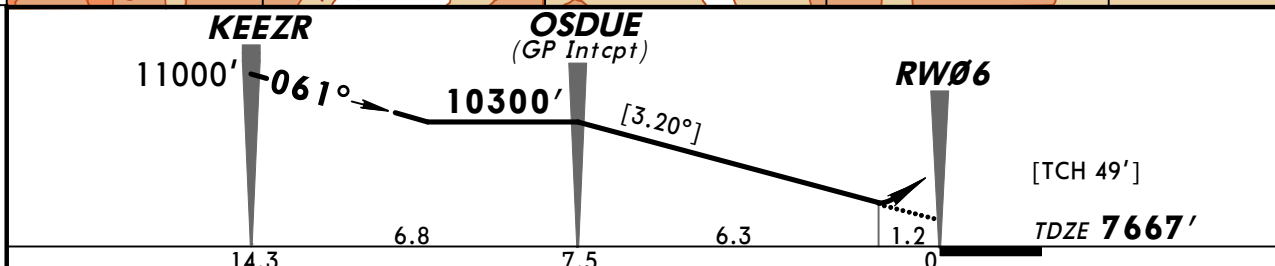
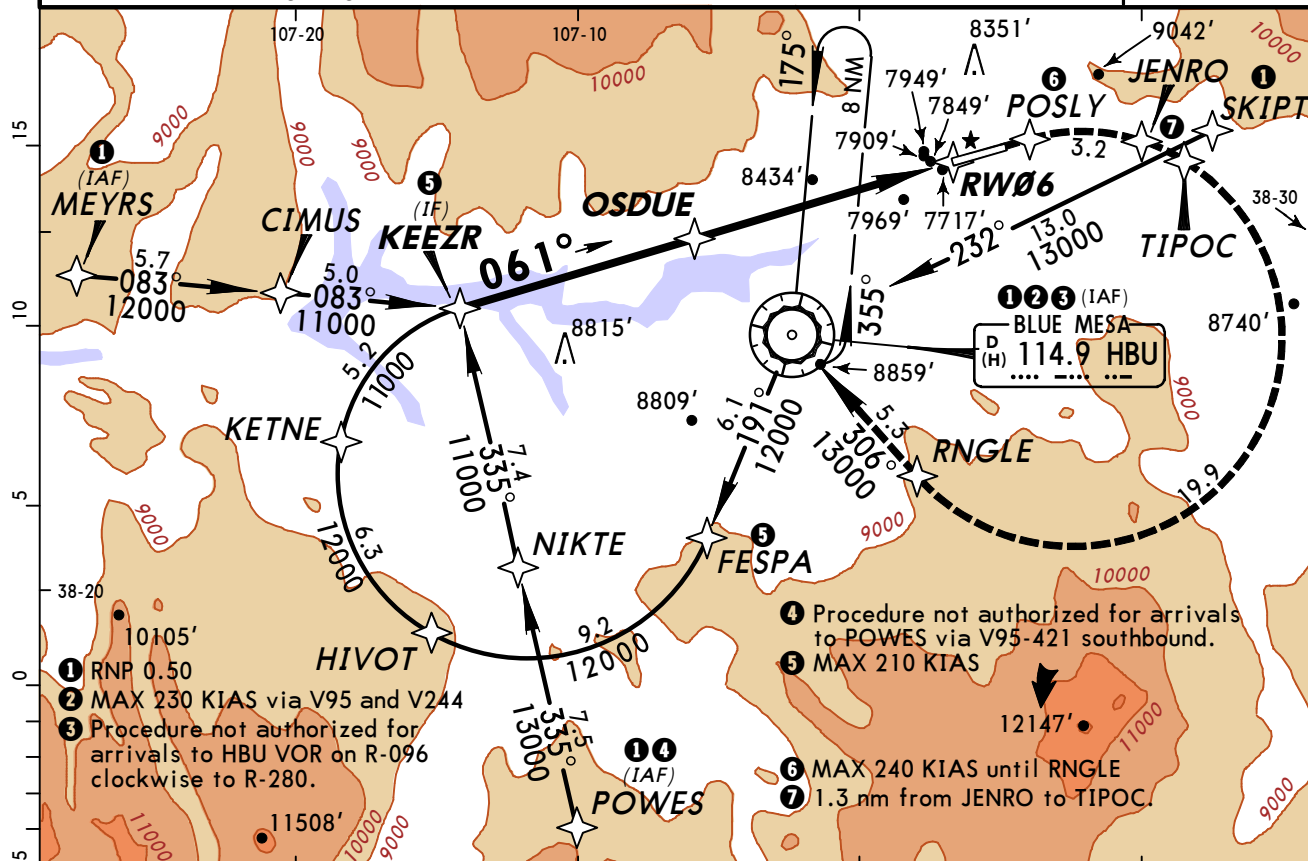
	DAY 0600-2230 Local Time				NIGHT 2230-0600 Local Time
	RNAV (RNP) Rwy 24	RNAV (RNP) Rwy 6	ILS Rwy 6	LOC Rwy 6	
A		NA			NA
B	800-2		1600-3	1600-3	
C		800-2 1/4		1700-3	
D	NA	NA	NA	2300-3	

MSA HBU VOR



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AWOS-3 135.07	DENVER Center 125.35	DENVER Radio 122.55	GUNNISON-CRESTED BUTTE REGL UNICOM CTAF 122.7	
RNAV	Final Apch Crs 061°	Minimum Alt OSDUE 10300' (2633')	RNP 0.11 DA(H) 8125' (458')	Apt Elev 7680' TDZE 7667'
MISSED APCH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000' via track 062° to POSLY, and via RIGHT turn to JENRO, and via RIGHT turn to TIPOC, and via RIGHT turn to RNGLE, and via track 306° to HBU VOR/DME and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. Missed approach requires RNP less than 1.00. 4. When local altimeter setting not received, procedure not authorized. 5. For uncompensated Baro-VNAV systems, procedure not authorized below -29°C (-20°F) or above 54°C (130°F). 6. When VGSI inoperative, procedure not authorized at night. 7. Visibility reduction by helicopters not authorized. 8. Pilot controlled lighting on 122.7.				
				15,500'
				MSA RW06

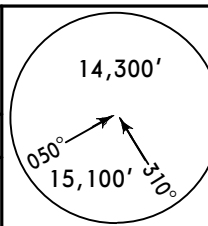


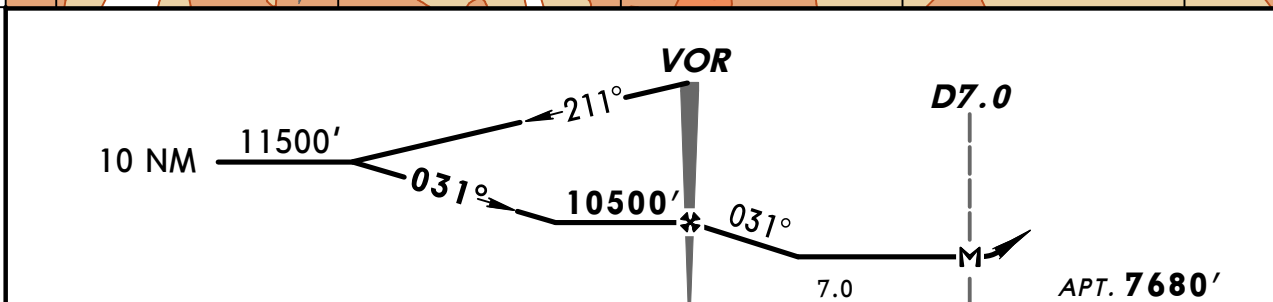
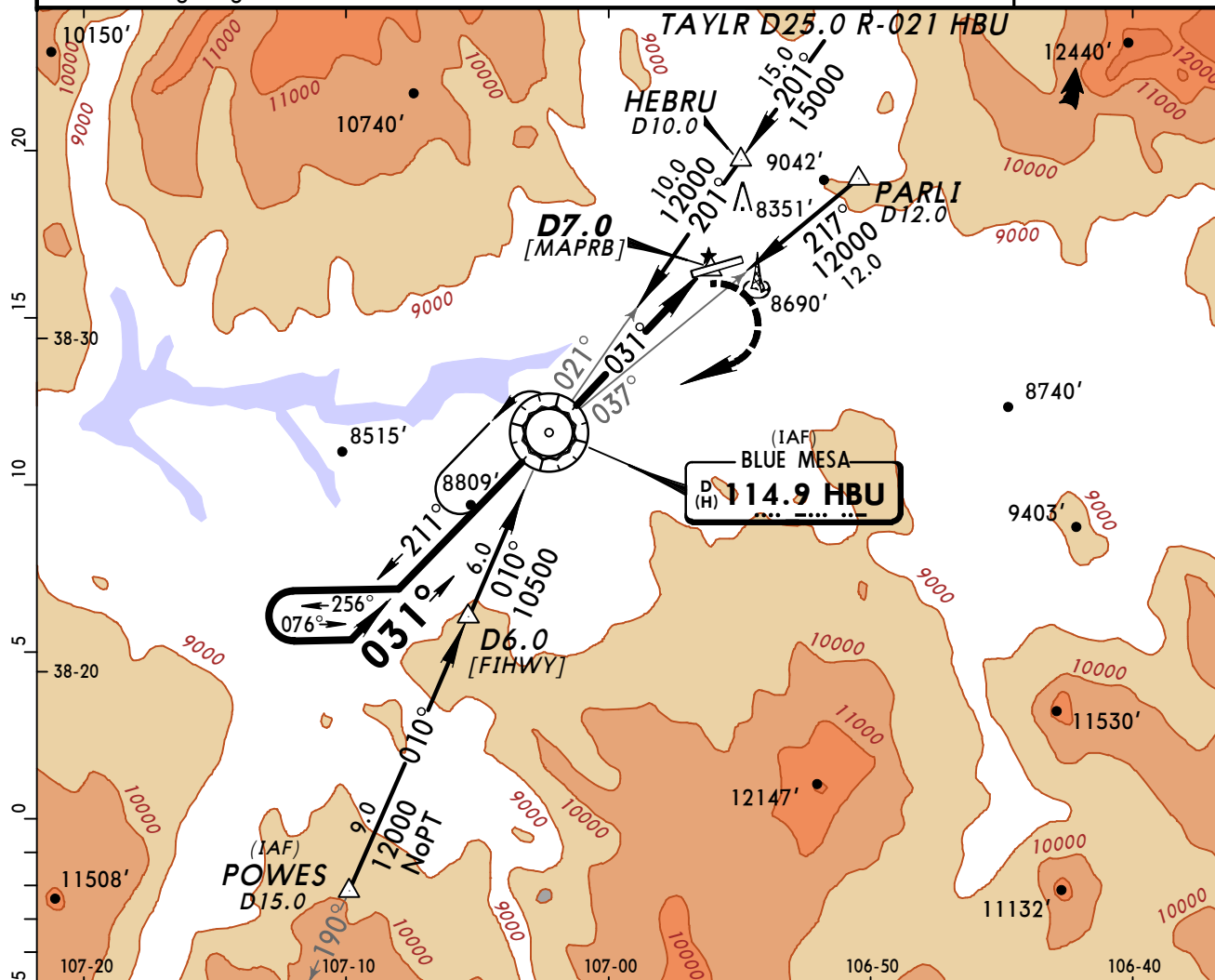
Gnd speed-Kts	70	90	100	120	140	160	MALSF		13000'	via 062° POSLY
Descent Angle [3.20°]	396	510	566	679	793	906	PAPI		↑	
MAP at DA										

STRAIGHT-IN LANDING RWY 6							
1 RNP 0.11 DA(H) 8125' (458')		2 RNP 0.20 DA(H) 8219' (552')		3 RNP 0.26 DA(H) 8294' (627')		RNP 0.30 DA(H) 8354' (687')	
ALS out		ALS out		ALS out		ALS out	
A	NA	NA	NA	NA	NA	NA	NA
B	1 1/4	1 1/2	1 1/2	1 3/4	1 3/4	2	2 1/4
C							
D	NA	NA	NA	NA	NA	NA	NA

- 1 RNP 0.11 Missed approach requires minimum climb of 310'/NM to 9000'.
 2 RNP 0.20 Missed approach requires minimum climb of 260'/NM to 9000'.
 3 RNP 0.26 Missed approach requires minimum climb of 230'/NM to 9000'.

BRIEFING STRIP™

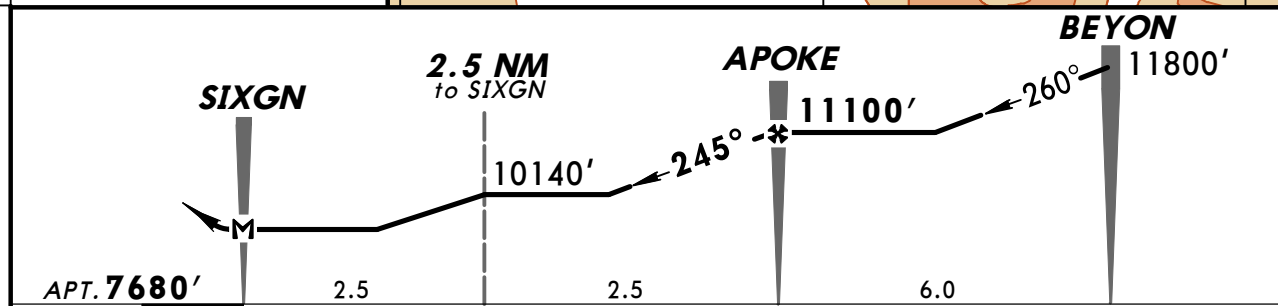
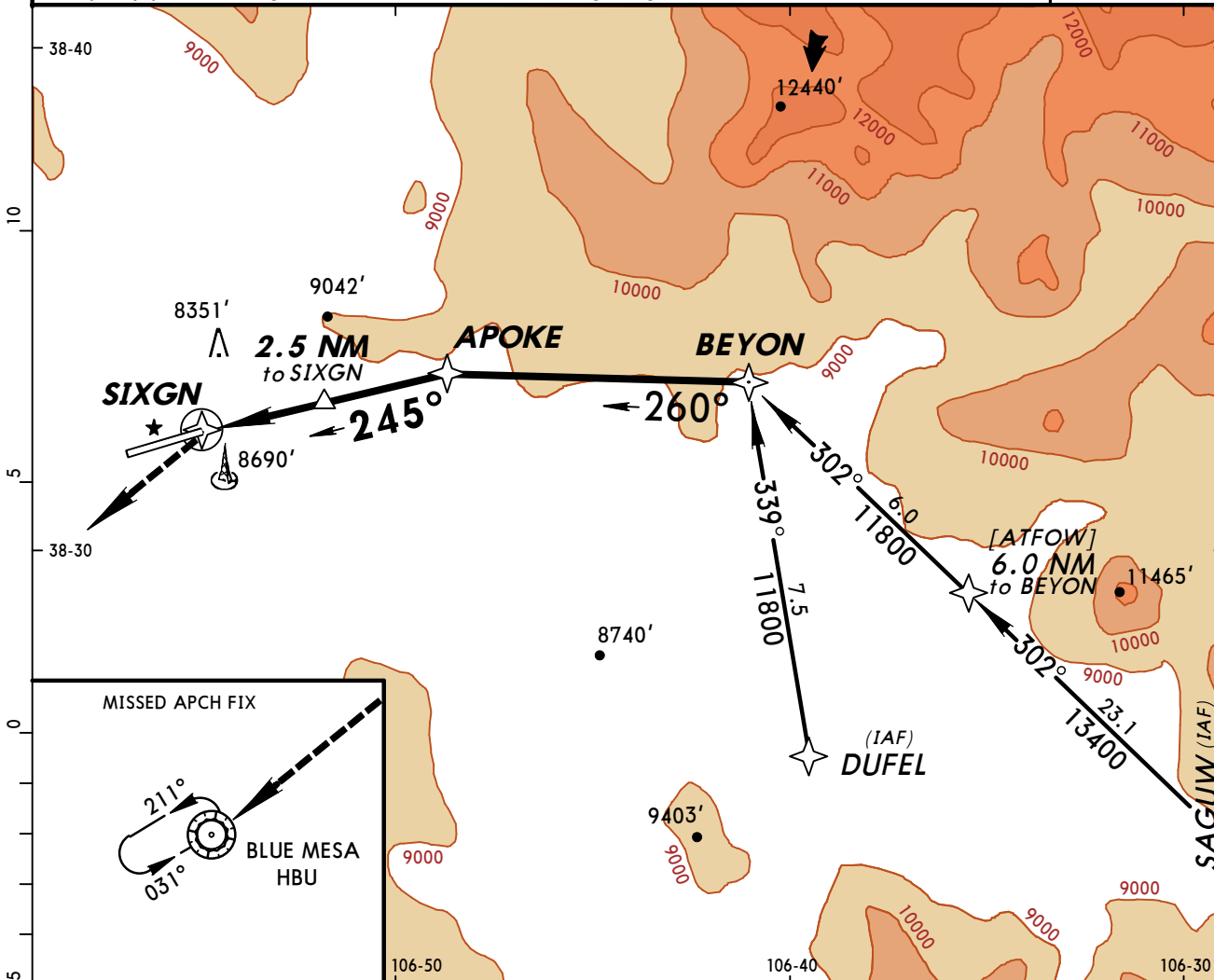
AWOS-3 135.07		DENVER Center 125.35		DENVER Radio 122.55		GUNNISON CO UNICOM CTAF 122.7	
VOR HBU 114.9	Final Apch Crs 031°	Minimum Alt VOR 10500' (2820')		MDA(H) Refer to Minimums	Apt Elev 7680'		
MISSED APCH: Climbing RIGHT turn to 12000' direct to HBU VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Obtain local altimeter setting on CTAF; if not received, procedure not authorized. 2. Procedure not authorized when airport closed, except by prior arrangement. 3. Pilot controlled lighting 122.7.							
							MSA HBU VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	12000'	D	HBU 114.9
MAP at D7.0 or VOR to MAP 7.0	6:00	4:40	4:12	3:30	3:00	2:38				

TERPS			CIRCLE-TO-LAND	
		Max Kts	MDA(H)	
	A	90	9260' (1580')-2	
	B	120	9340' (1660')-2	
	C	140	9340' (1660')-3	
	D	165	9900' (2220')-3	

BRIEFING STRIP™	AWOS-3 135.07		DENVER Center 125.35		DENVER Radio 122.55		GUNNISON CO UNICOM CTAF 122.7	
	GPS	Final Apch Crs 245°	Minimum Alt APOKE 11100' (3420')	MDA(H) Refer to Minimums	Apt Elev 7680'			15,300'
	MISSED APCH: Climbing LEFT turn to 12000' direct HBU VOR and hold.							
	Alt Set: INCHES							



MAP at SIXGN						Lighting - Refer to Airport Chart	12000' LT	HBU VOR

CIRCLE-TO-LAND		
	Max Kts	MDA(H)
A	90	9180' (1500')-1 1/4
B	120	9180' (1500')-1 1/2
C	140	9180' (1500')-3
D	165	

General Information

Location: Greeley CO USA
IATA Code: GXY
Lat/Long: N40° 26.2' W104° 38.0'
Elevation: 4697 ft

Airport Use: Public
Magnetic Variation: 8.7°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1336 Z
Sunset: 0047 Z,

Runway Information

Runway: 09
Length x Width: 5801 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4661 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 400 ft

Runway: 16
Length x Width: 10000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4697 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 27
Length x Width: 5801 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4650 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 10000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4665 ft
Lighting: Edge, REIL, Pilot controlled

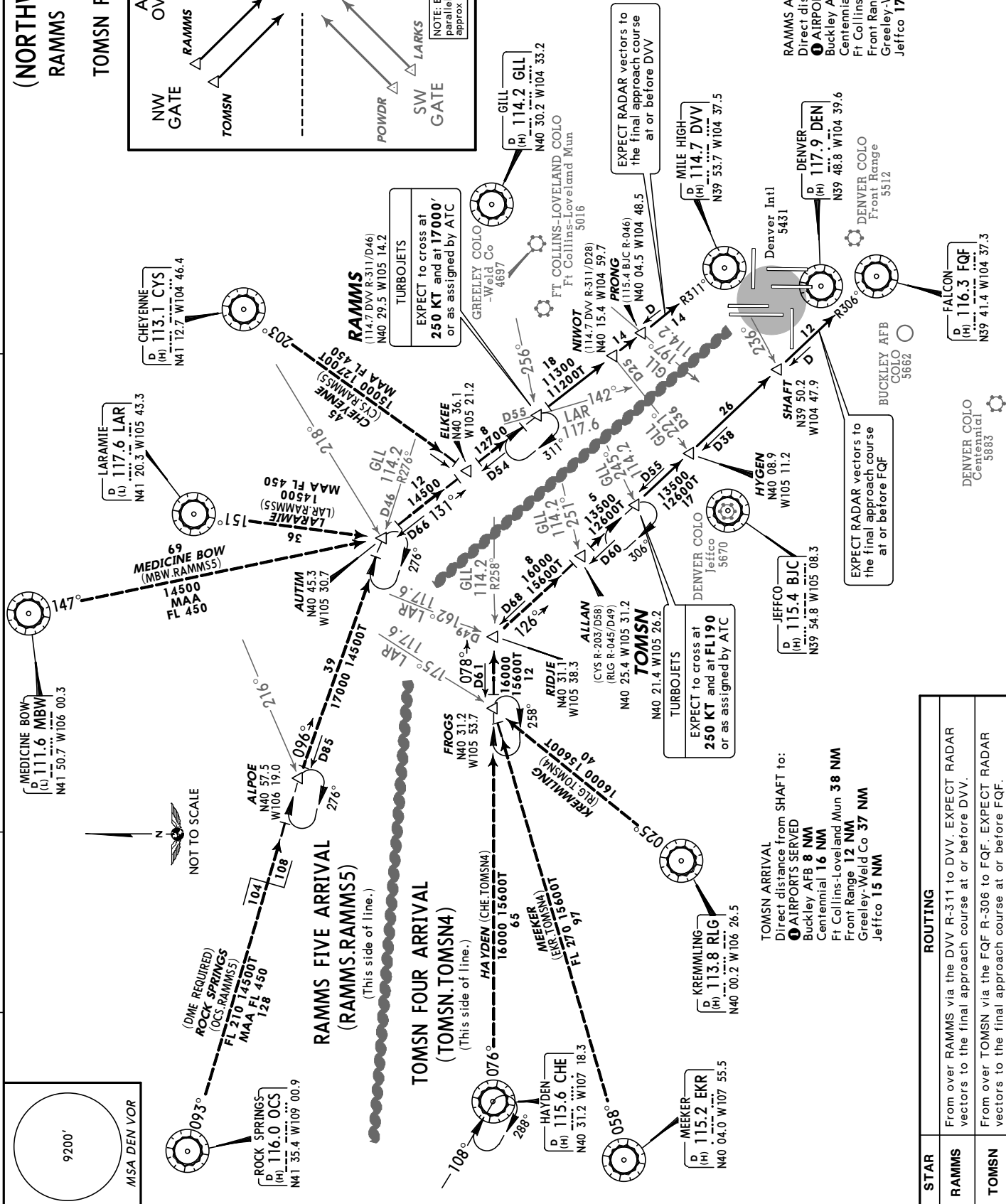
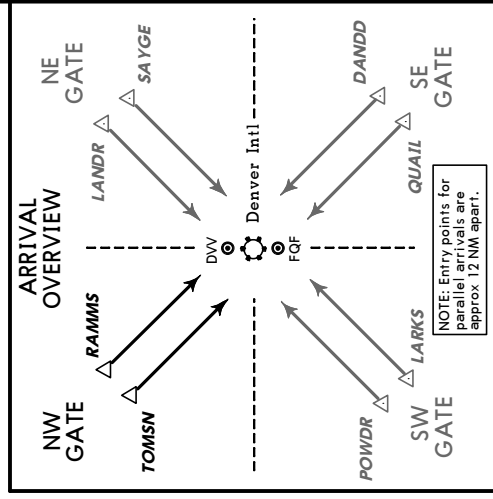
Displaced Threshold: 1100 ft

Communication Information

AWOS 135.175
Greeley-Weld Co Unicom 122.8 CTAF PCL
Denver Clearance Delivery 126.65
Denver Approach Control 134.85
Denver Departure Control 134.85
Denver Flight Service Station 122.65 RCO

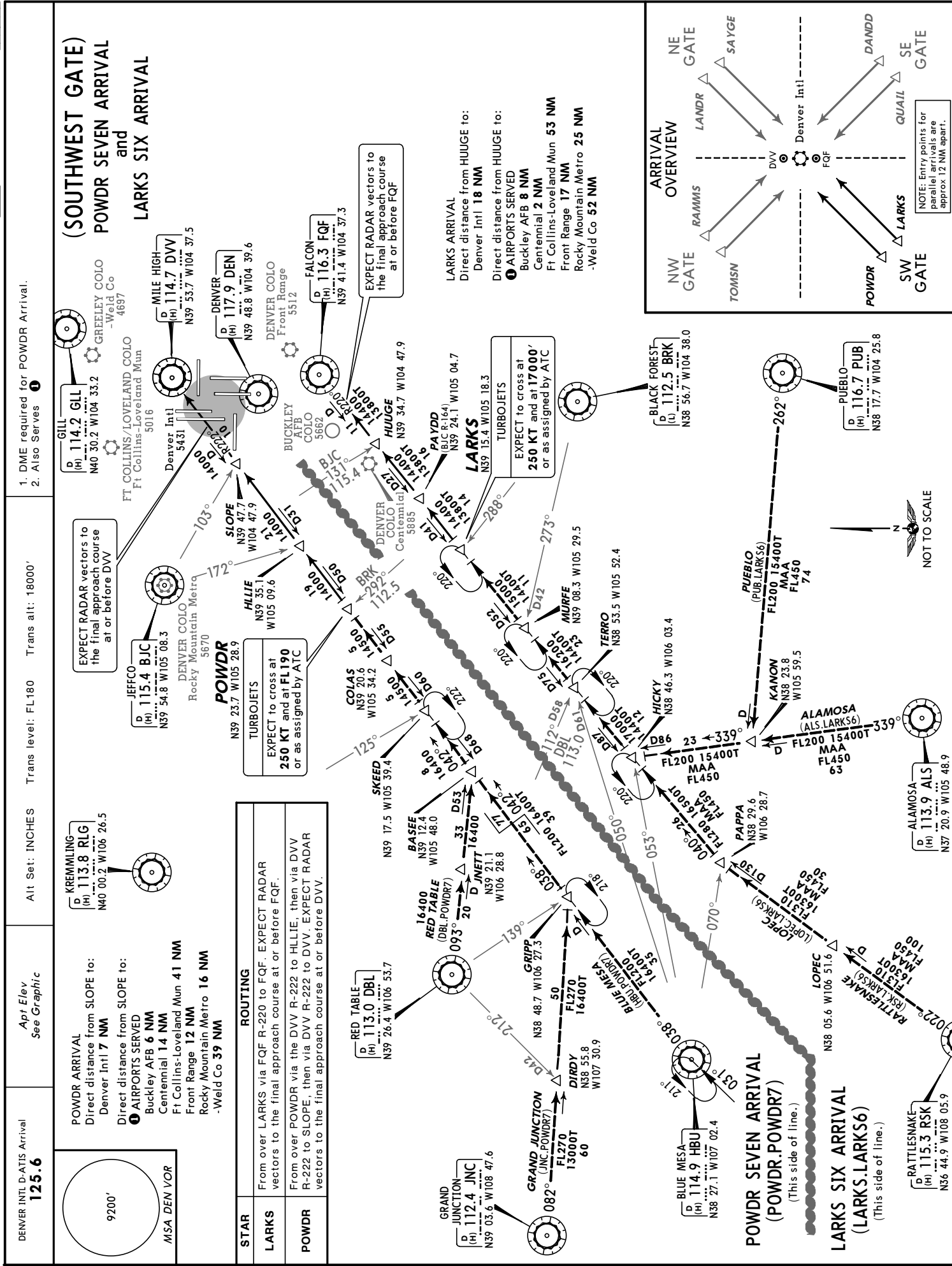
9200'

(NORTHWEST GATE)
RAMMS FIVE ARRIVAL
and
TOMSON FOUR ARRIVAL

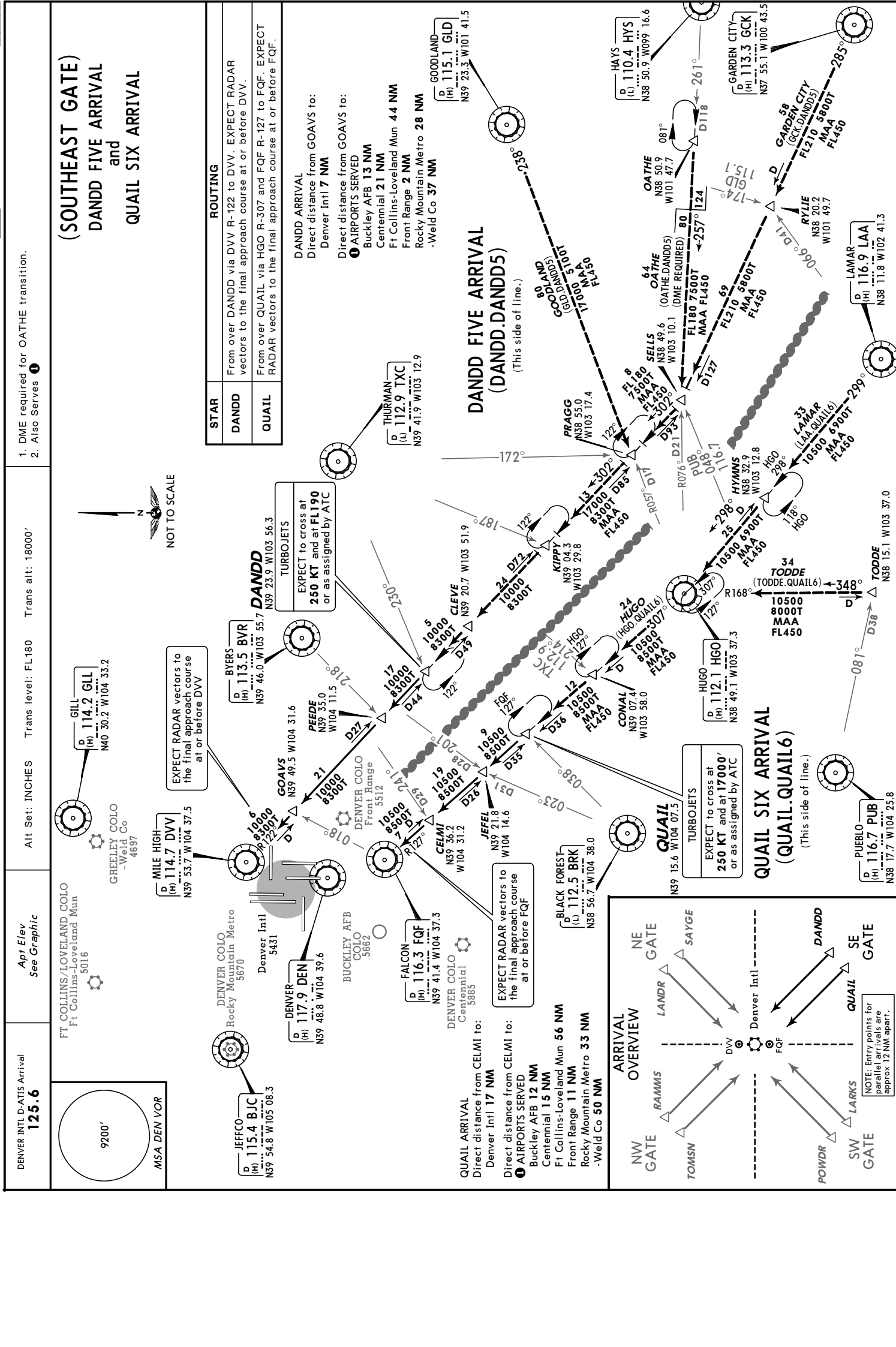


STAR	ROUTING
RAMMS	From over RAMMS via the DVV R-311 to DVV. EXPECT RADAR vectors to the final approach course at or before DVV.
TOMSN	From over TOMSN via the FqF R-306 to FqF. EXPECT RADAR vectors to the final approach course at or before FqF.



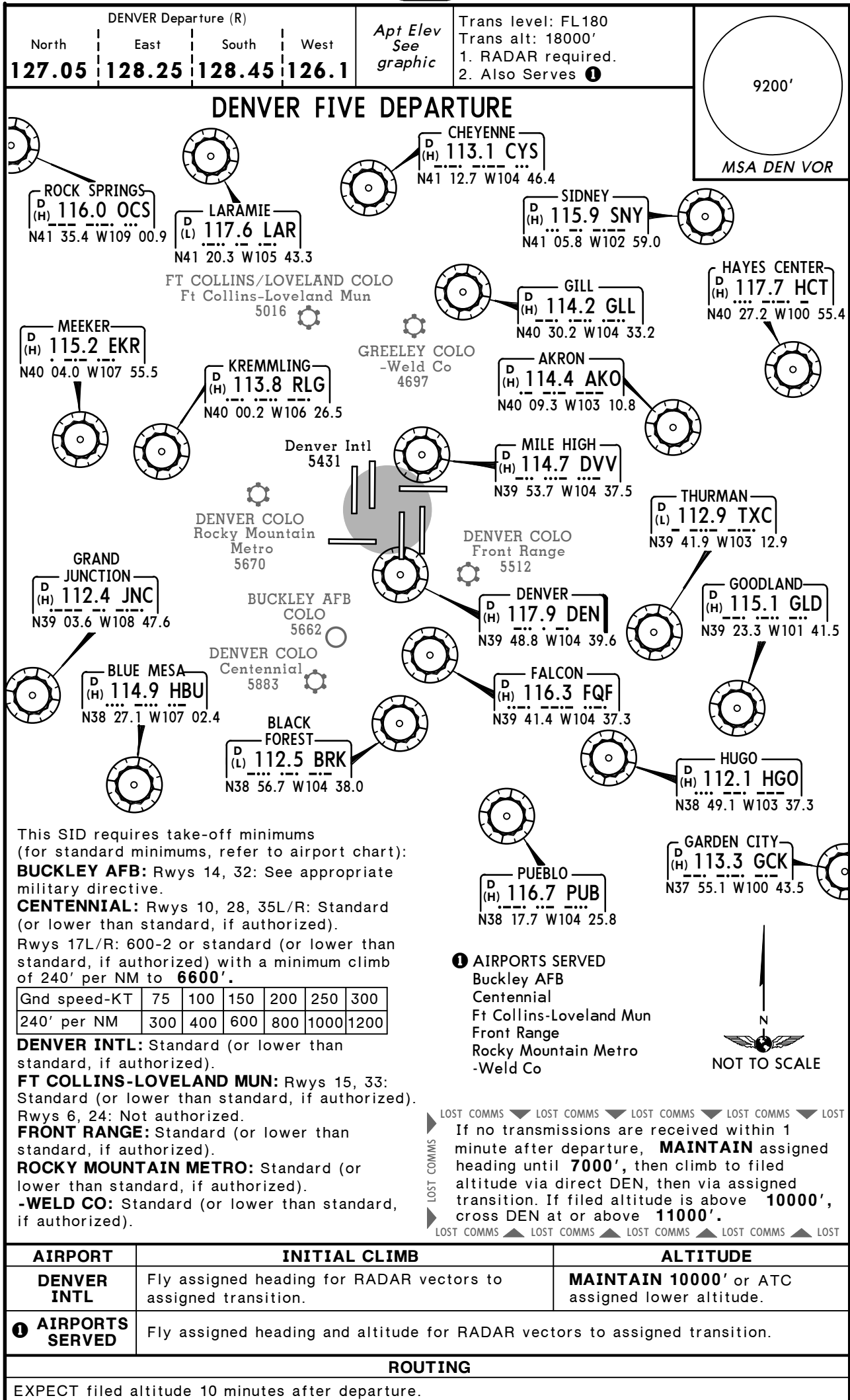


CHANGES: LARKS arrival renumbered, MOCA, TERRO holding added, Centennial airport elevation.



CHANGES: QUAL arrival renumbered, procedure bearings, HGO holding added, Centennial airport elevation.

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DENVER Departure (R)

127.05

Apt Elev
See graphic

Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required for CHEYENNE and HANKI transitions.
3. Also Serves **1**

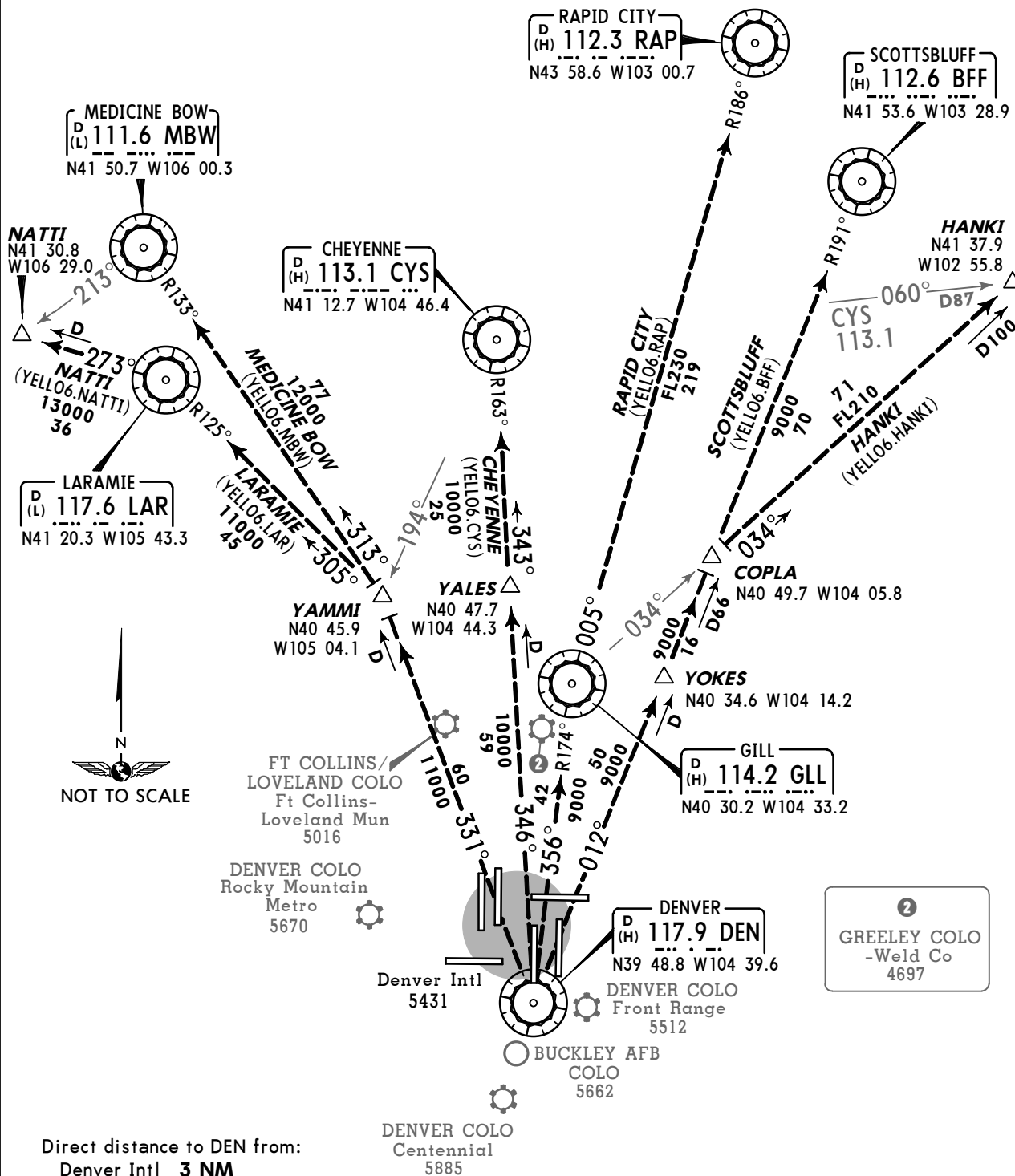
9200'

MSA DEN VOR

(NORTH)

YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)

For Procedure Text, Takeoff Minimums and Lost Comms see 10-3A-1



Direct distance to DEN from:
Denver Intl **3 NM**

Direct distance to DEN from:

1 AIRPORTS SERVED

Buckley AFB **8 NM**
Centennial **17 NM**
Ft Collins-Loveland Mun **42 NM**
Front Range **6 NM**
Rocky Mountain Metro **22 NM**
-Weld Co **37 NM**

OBSTACLES

For TAKEOFF OBSTACLE NOTES see 10-3OB1.

(NORTH)
YELLOWSTONE SIX DEPARTURE (YELLO6.DEN)
For Procedure Graphic see 10-3A
PROCEDURE TEXT

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure,
MAINTAIN assigned heading until **7000'**, then climb to filed altitude
via direct DEN, then via assigned transition. If filed altitude is
above **10000'**, cross DEN at or above **11000'**.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
BUCKLEY AFB: Rwys 14, 32: See appropriate
military directive.
CENTENNIAL: Rwys 10, 28, 35L/R: Standard
(or lower than standard, if authorized).
Rwy 17L: Standard (or lower than standard,
if authorized) with minimum climb of 253'
per NM to **6900'**.
Rwy 17R: Standard (or lower than standard,
if authorized) with minimum climb of 370'
per NM to **6900'**.
DENVER INTL: Standard (or lower than
standard, if authorized).
FT COLLINS-LOVELAND MUN:
Rwys 6, 24: Not authorized - VFR runway.
Rwys 15, 33: Standard (or lower than
standard, if authorized).
FRONT RANGE: Standard (or lower than
standard, if authorized).
ROCKY MOUNTAIN METRO: Rwys 2, 11L/R,
20, 29R: Standard (or lower than standard,
if authorized).
Rwy 29L: 200-1 or standard (or lower than
standard, if authorized) with minimum climb
of 402' per NM to **5900'**.
-WELD CO: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
253' per NM	316	422	633	843	1054	1265
370' per NM	463	617	925	1233	1542	1850
402' per NM	503	670	1005	1340	1675	2010

AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

Trans alt: 18000'

9200'

MSA DEN VOR

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

-WELD CO: Standard (or lower than standard, if authorized).

- Weld Co **37 NM**

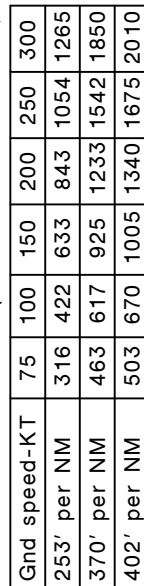
lev.

PUEBLO
 (H) 116.7 PUB
 N38 17.7 W104 25.8

EXPECT filed altitude 10 minutes after departure.

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1. RADAR required. 2. DME required for KREMMLING, MEEKER and RED TABLE transitions. 3. Also Serves 



AIRPORT	INITIAL CLIMB	ALTITUDE
DENVER INTL	Fly assigned heading for RADAR vectors to assigned transition.	MAINTAIN 10000' or ATC assigned lower altitude
① AIRPORTS SERVED	Fly assigned heading and altitude for RADAR vectors to assigned transition.	
ROUTING		
EXPECT filed altitude 10 minutes after departure.		

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TAKEOFF OBSTACLE NOTES**CENTENNIAL**

- RWY 10:
TERRAIN BEGINNING 238' FROM DER, 30' RIGHT OF CENTERLINE, UP TO 5859' MSL. FENCES BEGINNING 1211' FROM DER, 233' RIGHT OF CENTERLINE, UP TO 8' AGL/5841' MSL. MULTIPLE BUSHES BEGINNING 1378' FROM DER, 284' RIGHT OF CENTERLINE, UP TO 6' AGL/5840' MSL. MULTIPLE ROADS WITH VEHICLES BEGINNING 198' FROM DER, 404' LEFT OF CENTERLINE, UP TO 15' AGL/5835' MSL. TERRAIN 1357' FROM DER, 253' LEFT OF CENTERLINE, 5829' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 2968' FROM DER, 761' RIGHT OF CENTERLINE, 100' AGL/5976' MSL.
- RWY 17R:
TERRAIN 181' FROM DER, 496' RIGHT OF CENTERLINE, 5887' MSL. FENCE 538' FROM DER, 196' RIGHT OF CENTERLINE, 8' AGL/5889' MSL. MULTIPLE TREES BEGINNING 562' FROM DER, 61' RIGHT OF CENTERLINE, UP TO 16' AGL/5976' MSL. MULTIPLE LIGHT POLES BEGINNING 2362' FROM DER, 256' RIGHT OF CENTERLINE, UP TO 30' AGL/5942' MSL. VEHICLES ON ROADS BEGINNING 2812' FROM DER, ON CENTERLINE, UP TO 17' AGL/5946' MSL. OBSTRUCTION LIGHT ON BUILDING 3282' FROM DER, 842' RIGHT OF CENTERLINE. 90' AGL/6021' MSL.
- RWY 28:
TERRAIN BEGINNING 89' FROM DER, FROM 513' LEFT TO 137' RIGHT OF CENTERLINE, UP TO 5849' MSL. WINDSOCK 100' FROM DER, 183' LEFT OF CENTERLINE, 15' AGL/5832' MSL. MULTIPLE TREES BEGINNING 1640' FROM DER, 731' LEFT OF CENTERLINE, UP TO 100' AGL/5959' MSL.
- RWY 35L:
TERRAIN BEGINNING 54' FROM DER, 110' RIGHT OF CENTERLINE, UP TO 5829' MSL.

DENVER INTL

- RWY 8:
MULTIPLE TREES BEGINNING 115' FROM DER, 444' RIGHT OF CENTERLINE, UP TO 100' AGL/5389' MSL.
- RWY 16L:
TOWER 4722' FROM DER, 1359' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
ANTENNA ON OBSTRUCTION LIGHT TOWER 4746' FROM DER, 1358' LEFT OF CENTERLINE, 153' AGL/5473' MSL.
- RWY 17L:
MULTIPLE TREES BEGINNING 247' FROM DER, 543' RIGHT OF CENTERLINE, UP TO 100' AGL/5489' MSL.
- RWY 17R:
MULTIPLE TREES BEGINNING 1457' FROM DER, 759' RIGHT OF CENTERLINE, UP TO 100' AGL/5529' MSL.
- RWY 25:
MULTIPLE TREES BEGINNING 303' FROM DER, 557' RIGHT OF CENTERLINE, UP TO 100' AGL/5439' MSL.
- RWY 34L:
MULTIPLE TREES BEGINNING 273' FROM DER, 537' RIGHT OF CENTERLINE, UP TO 100' AGL/5399' MSL.
- RWY 34R:
MULTIPLE TREES BEGINNING 471' FROM DER, 580' RIGHT OF CENTERLINE, UP TO 100' AGL/5449' MSL.
- RWY 35L:
TERRAIN BEGINNING 149' FROM DER, 34' RIGHT OF CENTERLINE, UP TO 5414' MSL.

TAKEOFF OBSTACLE NOTES (CONTD)**FT COLLINS-LOVELAND MUN**

- RWY 33:
MULTIPLE TREES BEGINNING 833' FROM DER, 516' RIGHT OF CENTERLINE, UP TO 66' AGL/5025' MSL. MULTIPLE POLES BEGINNING 567' FROM DER, 540' LEFT OF CENTERLINE, UP TO 26' AGL/4995' MSL.

FRONT RANGE

- RWY 17:
MULTIPLE TREES BEGINNING 247' FROM DER, 534' LEFT OF CENTERLINE, UP TO 50' AGL/5629' MSL. MULTIPLE TREES BEGINNING 293' FROM DER, 555' RIGHT OF CENTERLINE, UP TO 50' AGL/5599' MSL. POLE 3618' FROM DER, 516' LEFT OF CENTERLINE, 92' AGL/5603' MSL.
- RWY 26:
MULTIPLE TREES BEGINNING 255' FROM DER, 317' LEFT OF CENTERLINE, UP TO 50' AGL/5499' MSL. MULTIPLE TREES BEGINNING 272' FROM DER, 498' RIGHT OF CENTERLINE, UP TO 50' AGL/5479' MSL.

ROCKY MOUNTAIN METRO

- RWY 2:
POLE 432' FROM DER, 370' RIGHT OF CENTERLINE, 49' AGL/5619' MSL.
- RWY 29L:
TERRAIN BEGINNING 45' FROM DER, 292' LEFT OF CENTERLINE, UP TO 5839' MSL. FENCE 1015' FROM DER, 392' LEFT OF CENTERLINE, 15' AGL/5725' MSL. FENCE 982' FROM DER, 303' LEFT OF CENTERLINE, 14' AGL/5714' MSL. MULTIPLE TREES BEGINNING 687' FROM DER, 615' RIGHT OF CENTERLINE, UP TO 70' AGL/5839' MSL. TREE 3196' FROM DER, 1337' LEFT OF CENTERLINE, 70' AGL/5839' MSL.

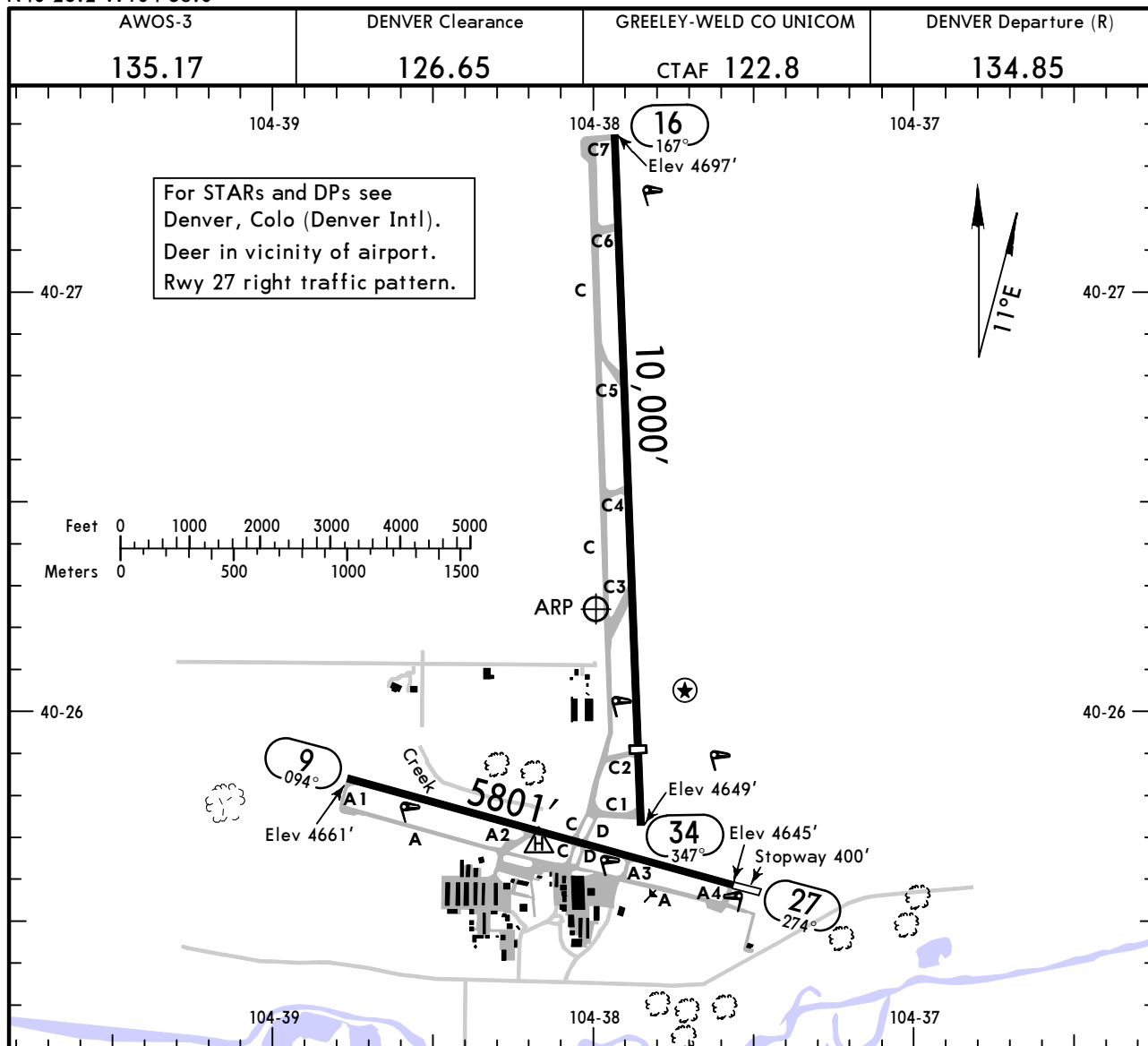
-WELD CO

- RWY 27:
TREE 1634' FROM DER, 836' LEFT OF CENTERLINE, 56' AGL/4717' MSL. FENCE 237' FROM DER, 422' RIGHT OF CENTERLINE, 9' AGL/4670' MSL. FENCE 99' FROM DER, 423' LEFT OF CENTERLINE, 4' AGL/4665' MSL.
- RWY 34:
MULTIPLE TREES BEGINNING 1860' FROM DER, 595' RIGHT OF CENTERLINE, UP TO 67' AGL/4785' MSL. TREE 2854' FROM DER, 524' LEFT OF CENTERLINE, 73' AGL/4770' MSL.

KGXY/GXY
Apt Elev 4697'
N40 26.2 W104 38.0

JEPPesen
25 JUL 08 11-1 Eff 31 Jul

GREELEY, COLO
-WELD CO



ADDITIONAL RUNWAY INFORMATION

				USABLE LENGTHS			
RWY				LANDING BEYOND		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
9	① MIRL	① REIL	PAPI-L (angle 3.0°)				100'
27	① MIRL	① REIL	VASI-L				
16	34	① MIRL	① REIL	PAPI-L (angle 3.0°)			100'
					8900'	8000'	

1 Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

All Rwys			FOR FILING AS ALTERNATE		
			Authorized Only When Local Weather Available		
			RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 27 RNAV (GPS) Rwy 34 LOC Rwy 34 VOR-A		
			ILS Rwy 34		RNAV (GPS) Rwy 9
1 & 2 Eng	Adequate Vis Ref	STD	A	600-2	800-2
3 & 4 Eng	1/4	1	B	800-2	800-2
		1/2	C		
			D		

OBSTACLE DP: Rwy 9, climb on a heading between 289° clockwise to 211° from departure end of runway. All other courses: climbing left turn, then direct GLL VOR, climb in GLL VOR holding pattern (hold NE, right turns, 205° inbound) to 16,500' before proceeding on course.

Rwy 16, climb on a heading between 209° counter-clockwise to 347° from departure end of runway. All other courses: climbing left turn, then direct GLL VOR, climb in GLL VOR holding pattern (hold NE, right turns, 205° inbound) to 16,500' before proceeding on course.

Rwy 27, climb on a heading between 291° clockwise to 094° or 206° counterclockwise to 094° from departure end of runway. All other courses: climbing right turn, then direct GLL VOR, climb in GLL VOR holding pattern (hold NE, right turns, 205° inbound) to 16,500' before proceeding on course.

Rwy 34, climb on a heading between 290° clockwise to 166° from departure end of runway. All other courses: climbing right turn, then direct GLL VOR, climb in GLL VOR holding pattern (hold NE, right turns, 205° inbound) to 16,500' before proceeding on course.

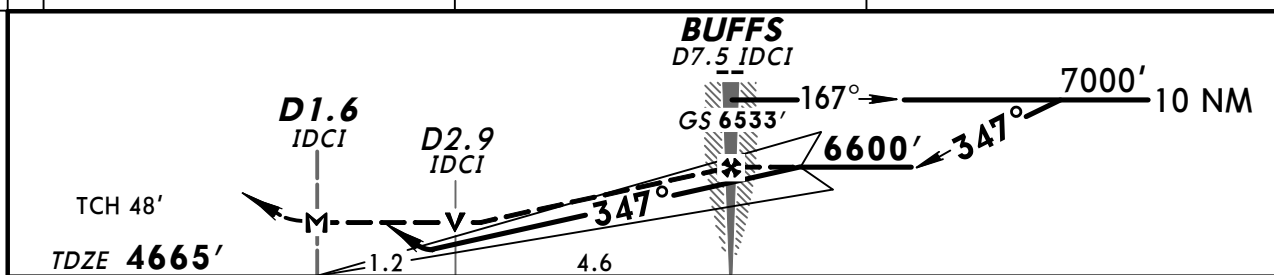
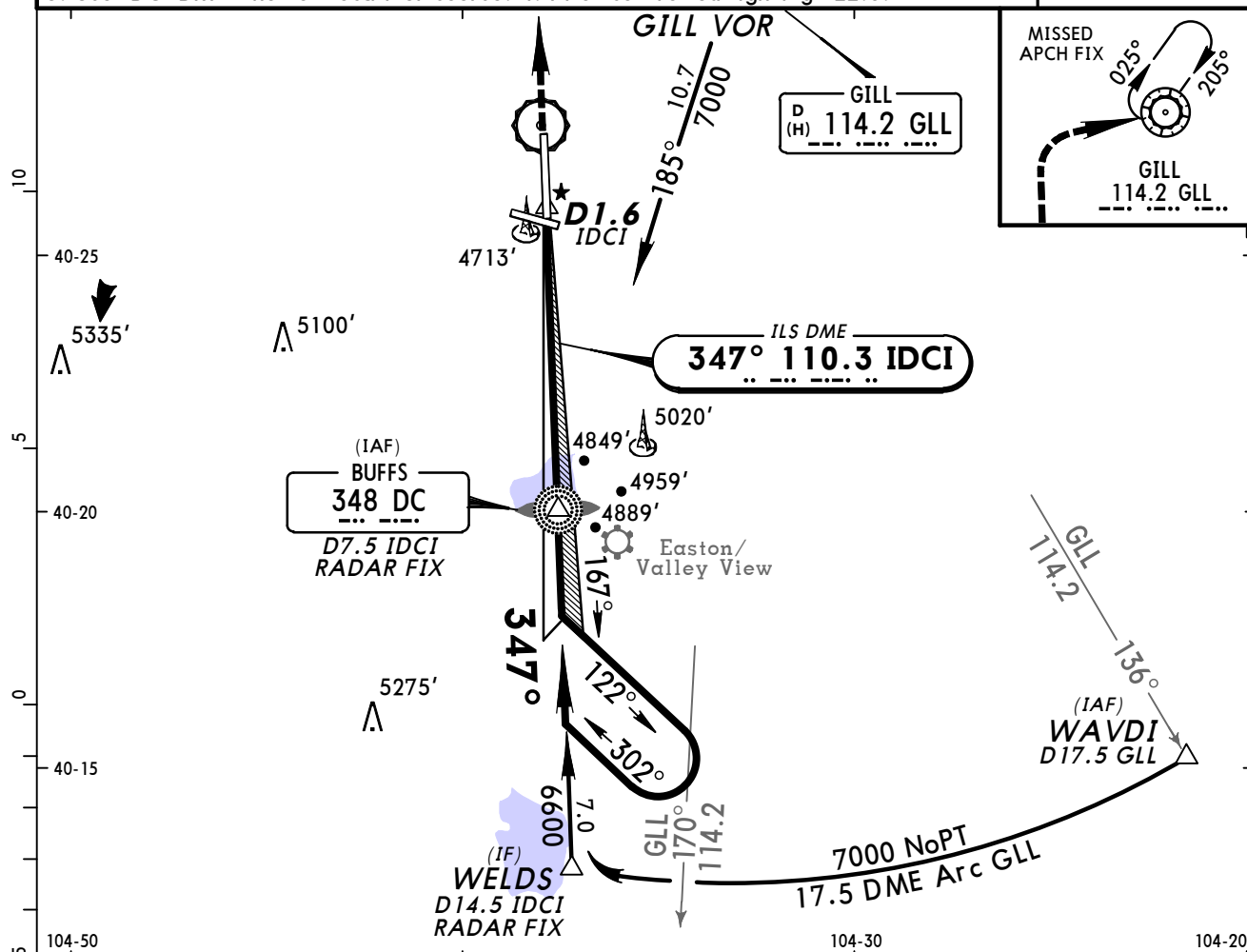
CHANGES: Beacon relocated, alternate minimums, obstacle DP.

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A
M
E
N
D
3

MSA GIL VOR

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000
1. Use local altimeter setting; if not received, use Ft Collins-Loveland Mun altimeter setting. 2. VDP not authorized when using Ft Collins-Loveland Mun altimeter setting. 3. Use IDCI DME when on localizer course. 4. Pilot controlled lighting 122.8.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L	5200' ↑	7000' RT	D→	GLL 114.2
<i>GS</i> 3.00°	377	484	538	646	753	861					
<i>MAP at D1.6 IDCI or BUFFS to MAP</i> 5.8	4:58	3:52	3:29	2:54	2:29	2:10					

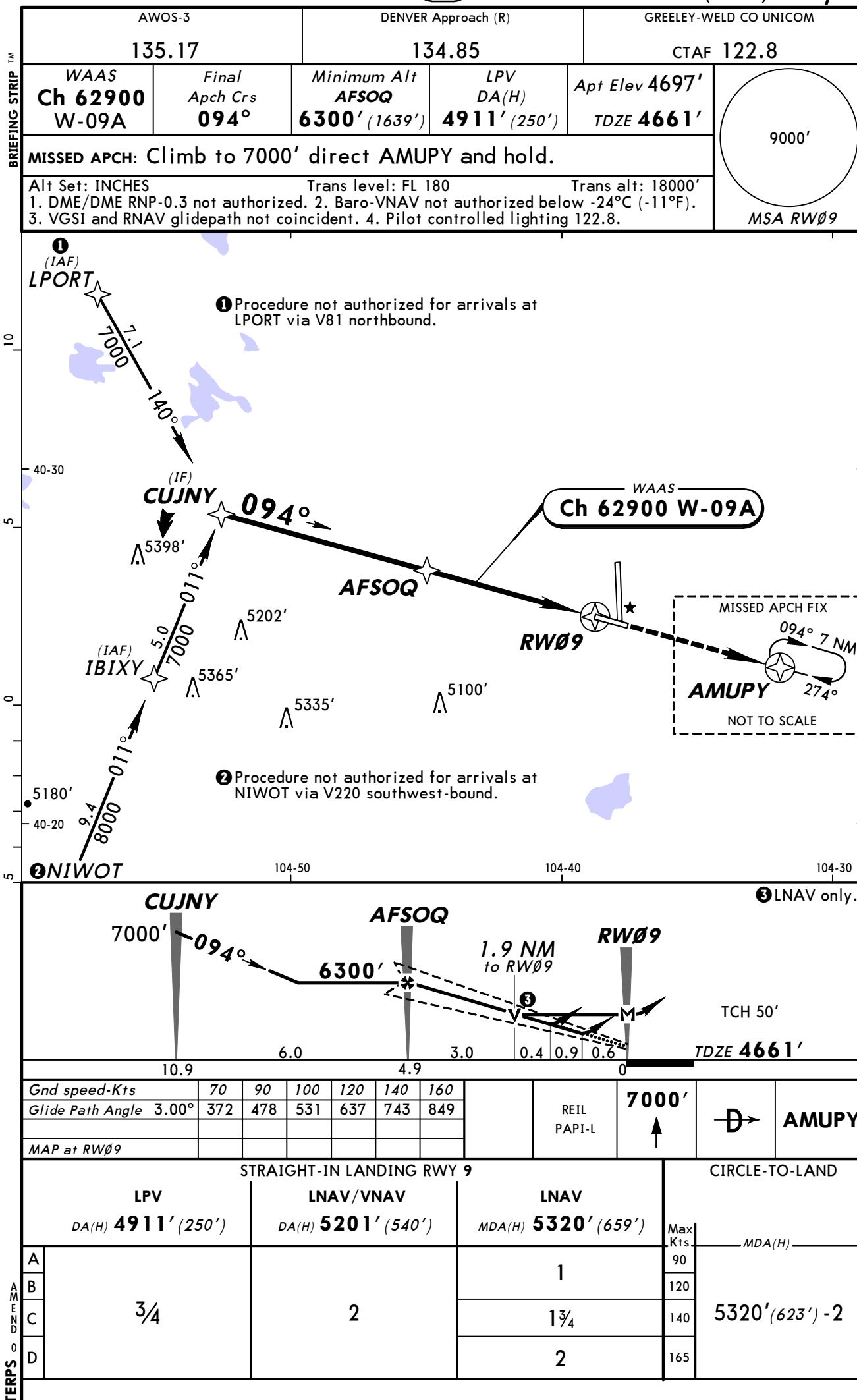
STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
1 ILS		LOC (GS out)					
DA(H) 4865' (200')		MDA(H) 5100' (435')	MDA(H) 5200' (535')	With Local Altimeter Setting		With Ft Collins- Loveland Mun Altimeter Setting	
		With Local Altimeter Setting	With Ft Collins-Loveland Mun Altimeter Setting	Max Kts	MDA(H)	MDA(H)	
A	3/4	1	1	90	5120' (423') - 1	5220' (523') - 1	
B				120	5160' (463') - 1	5260' (563') - 1	
C		1 1/4	1 1/2	140	5200' (503') - 1 1/2	5300' (603') - 1 3/4	
D		1 1/2	1 3/4	165	5260' (563') - 2	5360' (663') - 2 1/2	

1 DA(H) 4950' (285'), Vis 1 when using Ft Collins-Loveland Mun altimeter setting.

KGXY/GXY
-WELD CO

JEPPESEN
25 JUL 08 **(12-1)** **Eff 31 Jul**

GREELEY, COLO
RNAV (GPS) Rwy 9



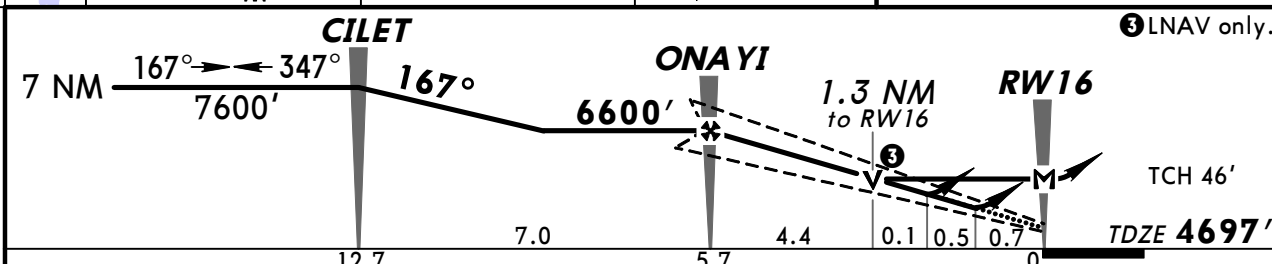
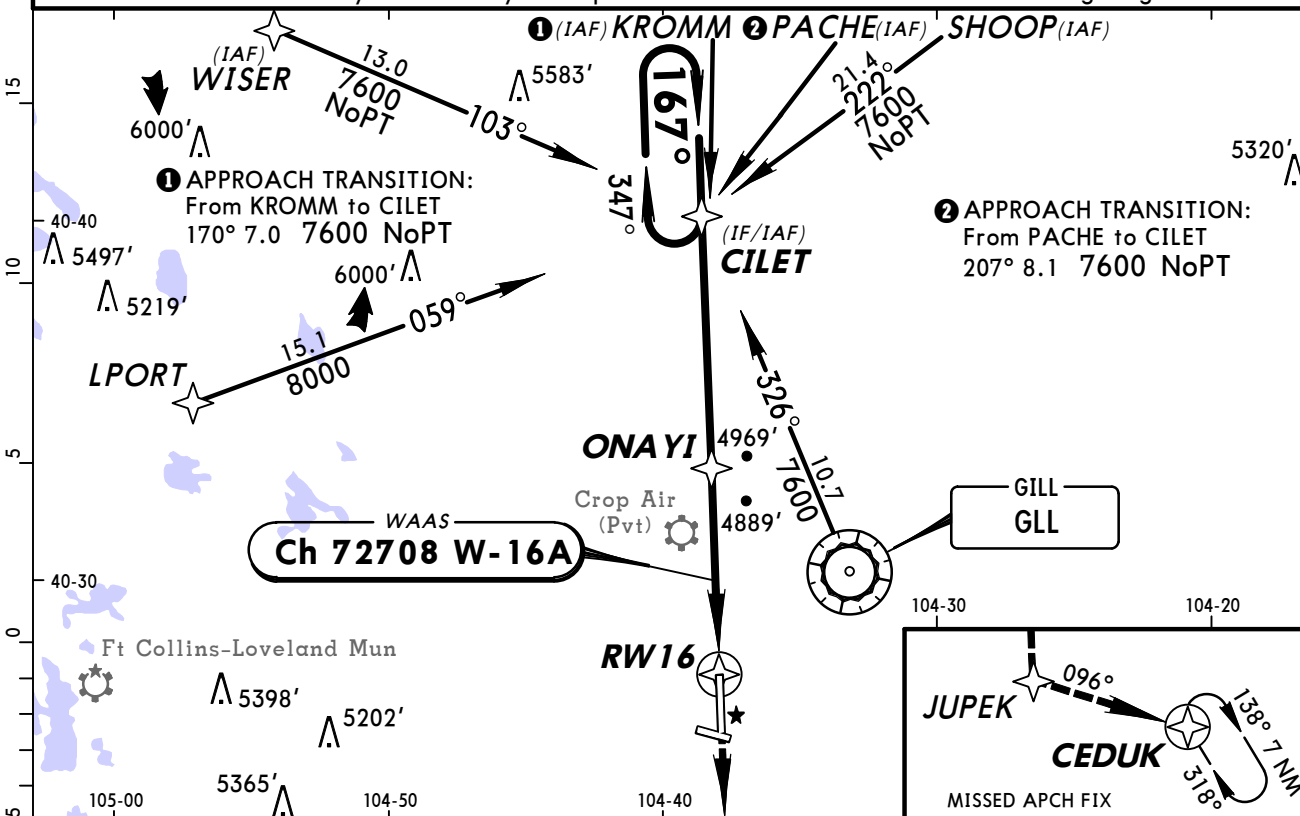
KGXY/GXY
-WELD CO

JEPPESEN
25 JUL 08 (12-2) Eff 31 Jul

GREELEY, COLO
RNAV (GPS) Rwy 16

AWOS-3 135.17		DENVER Approach (R) 134.85		GREELEY-WELD CO UNICOM CTAF 122.8	
WAAS Ch 72708 W-16A	Final Apch Crs 167°	Minimum Alt ONAYI 6600' (1903')	LPV DA(H) (CONDITIONAL) 4978' (281')	Apt Elev 4697' TDZE 4697'	8800'
MISSED APCH: Climb to 7600' direct JUPEK and via 096° track to CEDUK and hold.					MSA RW16

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Ft Collins-Loveland Mun altimeter setting. 2. VDP and Baro-VNAV not authorized when using Ft Collins-Loveland Mun altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 39°C (102°F). 4. DME/DME RNP-0.3 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.8.



Gnd speed-Kts	70	90	100	120	140	160		REIL	7600'		JUPEK
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI-L	↑		
MAP at RW16											

STRAIGHT-IN LANDING RWY 16						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	4978' (281')	DA(H)	5122' (425')	MDA(H)	5140' (443')		
A	1	1½	1	90	5140' (443') - 1		
B							
C							
D							
With Ft Collins-Loveland Mun Altimeter Setting						With Ft Collins-Loveland Mun Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	5063' (366')	DA(H)	5207' (510')	MDA(H)	5240' (543')		
A	1¼	1¾	1	90	5240' (543') - 1		
B							
C							
D							

CHANGES: New procedure.

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KGXY/GXY
-WELD CO

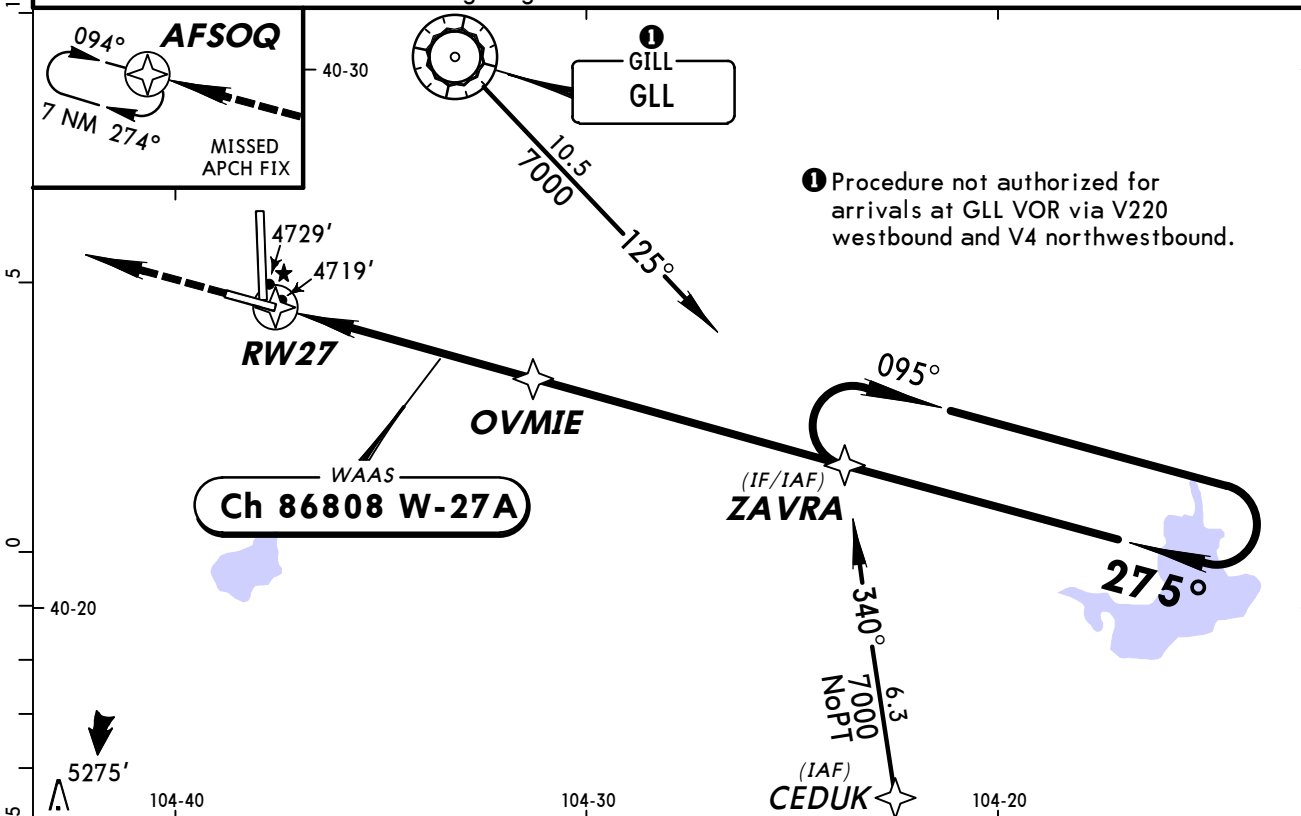
JEPPESEN
25 JUL 08 12-3

Eff 31 Jul RNAV (GPS) Rwy 27

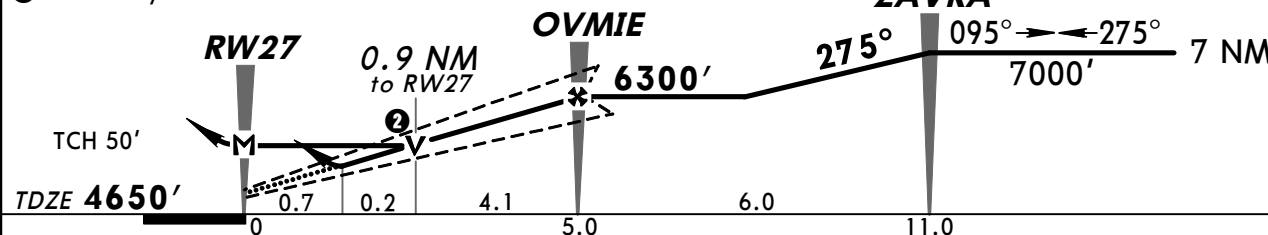
GREELEY, COLO
Greeley-Weld Co UNICOM
CTAF 122.8

AWOS-3 135.17		DENVER Approach (R) 134.85		Greeley-Weld Co UNICOM CTAF 122.8	
WAAS Ch 86808 W-27A	Final Apch Crs 275°	Minimum Alt OVMI 6300' (1650')	LPV DA(H) (CONDITIONAL) 4900' (250')	Apt Elev 4697' TDZE 4650'	8500'
MISSED APCH: Climb to 8500' direct AFSOQ and hold, continue climb-in-hold to 8500'.					MSA RW27

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Ft Collins-Loveland Mun altimeter setting. 2. VDP and Baro-VNAV not authorized when using Ft Collins-Loveland Mun altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 39°C (102°F). 4. DME/DME RNP-0.3 not authorized. 5. Pilot controlled lighting 122.8.



② LNAV only.



REIL	8500'	AFSOQ
VASI-L	↑	

STRAIGHT-IN LANDING RWY 27 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 4900' (250')	LNAV/VNAV DA(H) 4989' (339')	LNAV MDA(H) 4980' (330')		Max Kts	MDA(H)
A				90	5120' (423') - 1
B				120	5160' (463') - 1
C				140	5200' (503') - 1½
D				165	5260' (563') - 2
With Ft Collins-Loveland Mun Altimeter Setting				With Ft Collins-Loveland Mun Altimeter Setting	
LPV DA(H) 4985' (335')	LNAV/VNAV DA(H) 5074' (424')	LNAV MDA(H) 5080' (430')		Max Kts	MDA(H)
A				90	5220' (523') - 1
B				120	5260' (563') - 1
C				140	5300' (603') - 1¾
D				165	5360' (663') - 2

CHANGES: New procedure.

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BRIEFING STRIP TM

MSA RW34

Trans alt: 18000'

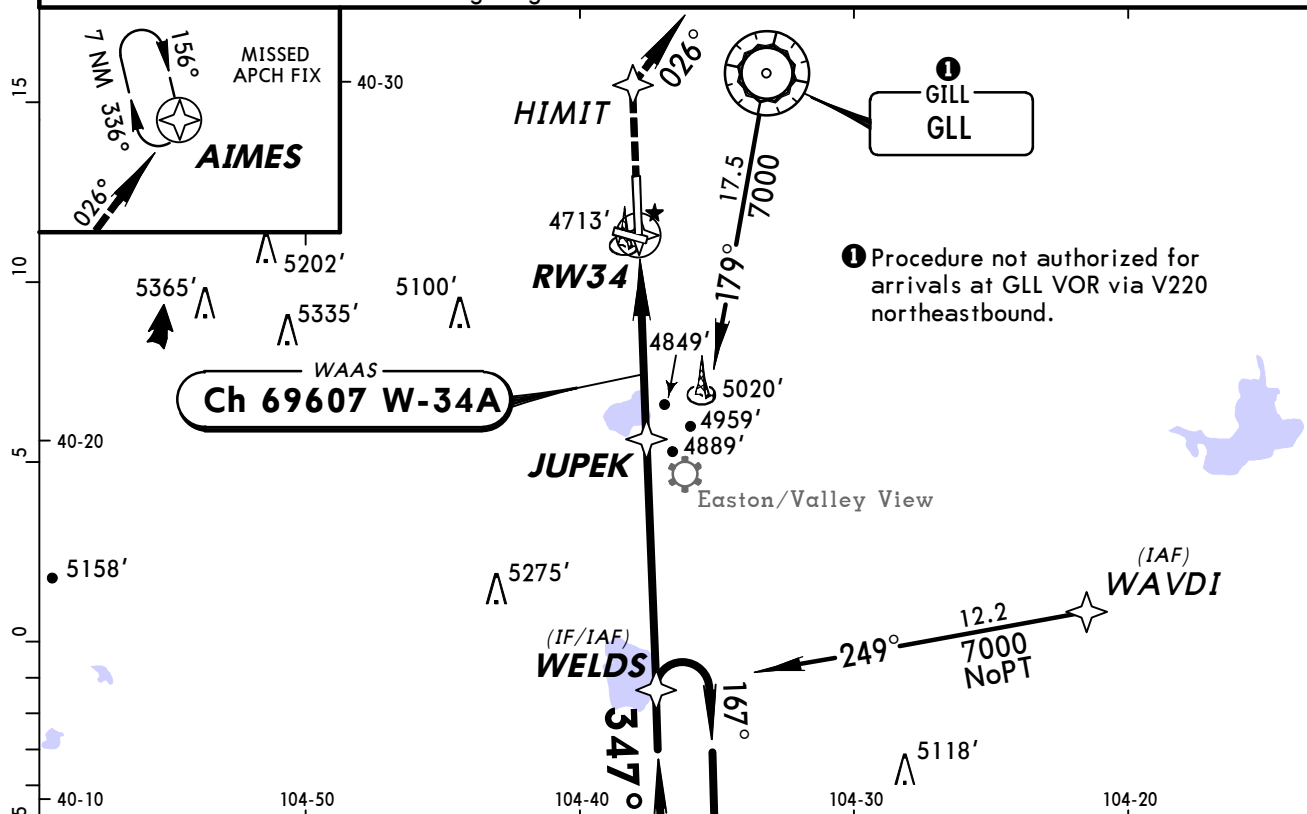
7 NM

156°

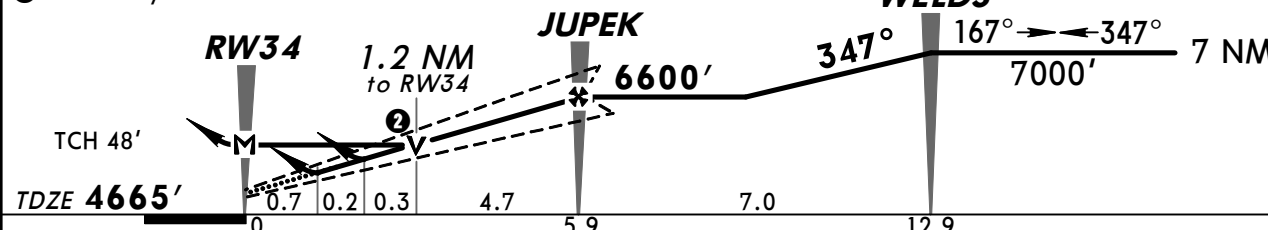
336°

MISSED
APCH FIX

AIMES



WELDS



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L 8000' ↑  HMIT
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW34</i>							

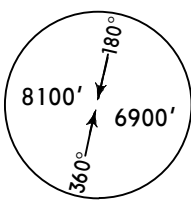
STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
With Local Altimeter Setting				With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV	
DA(H) 4915' (250')		DA(H) 4988' (323')		MDA(H) 5100' (435')	
A	1	1 1/4	1	Max Kts	MDA(H)
B				90	5120' (423') - 1
C				120	5160' (463') - 1
D				140	5200' (503') - 1 1/2
				165	5260' (563') - 2

With Ft Collins-Loveland Mun Altimeter Setting				With Ft Collins-Loveland Mun Altimeter Setting	
LPV <i>DA(H)</i> 5000' (335')		LNAV/VNAV <i>DA(H)</i> 5073' (408')		LNAV <i>MDA(H)</i> 5200' (535')	
A	1¼	1½	1	Max Kts 90	5220' (523') - 1
B				120	5260' (563') - 1
C				140	5300' (603') - 1¾
D				165	5360' (663') - 2

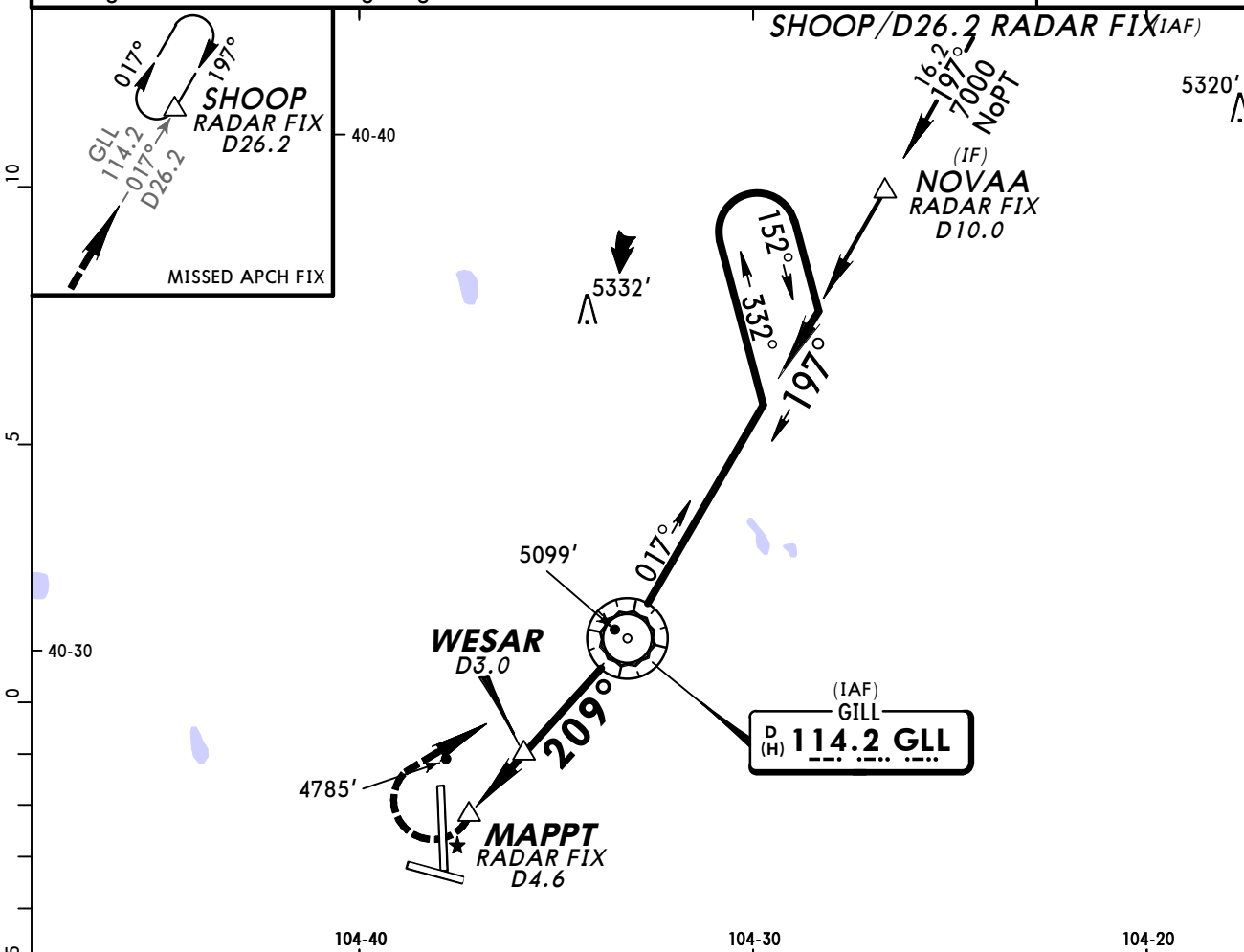
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AMENDMENTS

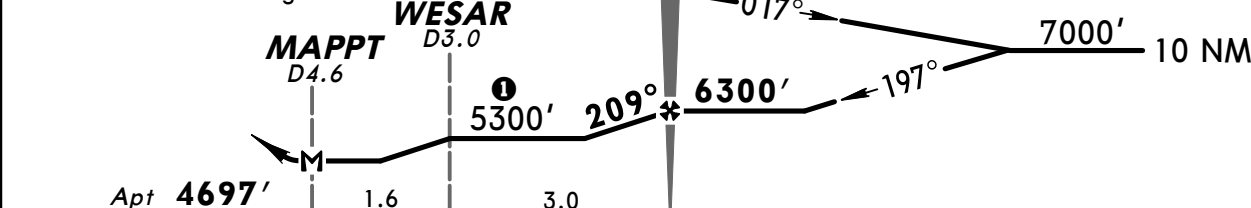
BRIEFING STRIP™

AWOS-3 135.17		DENVER Approach (R) 134.85		GREELEY-WELD CO UNICOM CTAF 122.8	
VOR GLL 114.2	Final Apch Crs 209°	Minimum Alt VOR 6300' (1603')	MDA(H) Refer to Minimums	Apt Elev 4697'	
MISSED APCH: Climbing RIGHT turn to 7100' direct GLL VOR and outbound on GLL VOR R-017 to SHOOP/D26.2 GLL and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ft Collins-Loveland Mun altimeter setting. 2. Pilot controlled lighting 122.8.					

MSA GLL VOR



① 5400' when using Fort Collins-Loveland Mun altimeter setting.



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	7100' RT	D	GLL 114.2
MAP at MAPPT or VOR to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43				

CIRCLE-TO-LAND

With Local Altimeter Setting				With Ft Collins-Loveland Mun Altimeter Setting			
		① With WESAR	Without WESAR			① With WESAR	Without WESAR
A	Max Kts	MDA(H)	MDA(H)	A	Max Kts	MDA(H)	MDA(H)
	90	5120' (423') - 1	5300' (603') - 1		90	5220' (523') - 1	5400' (703') - 1
	120	5160' (463') - 1			120	5260' (563') - 1	
	140	5200' (503') - 1½	5300' (603') - 1¾		140	5300' (603') - 1¾	5400' (703') - 2
	165	5260' (563') - 2	5300' (603') - 2		165	5360' (663') - 2	5400' (703') - 2¼

① DME or RADAR required.

General Information

Location: Hayden CO USA
IATA Code: HDN
Lat/Long: N40° 28.9' W107° 13.1'
Elevation: 6606 ft

Airport Use: Public
Magnetic Variation: 10.0°E
Sectional Chart: Cheyenne

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle, LP Bottle
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1346 Z
Sunset: 0057 Z,

Runway Information

Runway: 10
Length x Width: 9998 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6591 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 509 ft

Runway: 28
Length x Width: 9998 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 6606 ft
Lighting: Edge, REIL, Pilot controlled

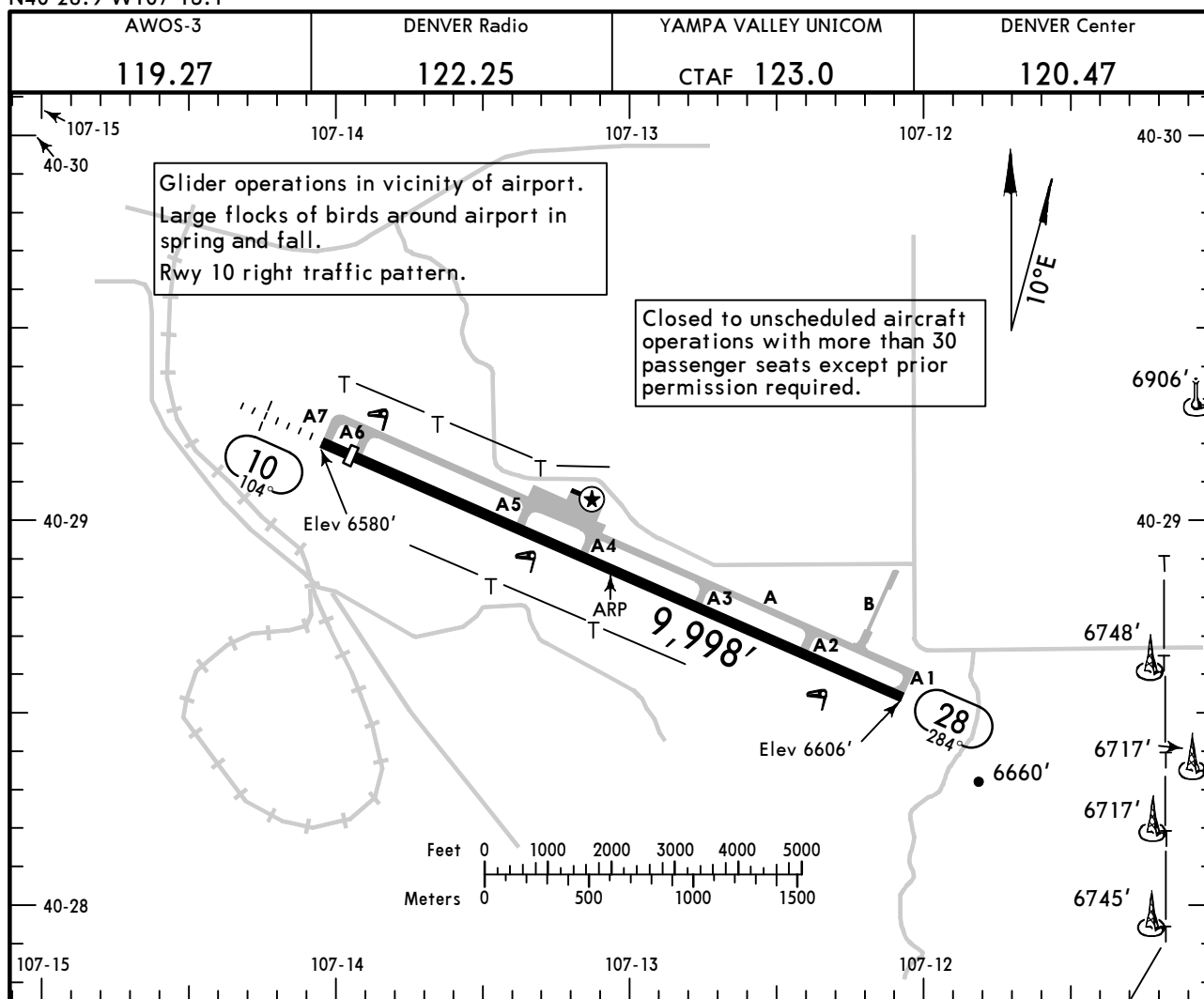
Communication Information

AWOS 119.275
Yampa Valley Unicom 123.0 CTAF PCL
Denver Flight Service Station 122.25 RCO
Denver Center 120.475 Remote Communications Air-Ground

KHDN/HDN
Apt Elev **6606'**
N40 28.9 W107 13.1

JEPPESEN
19 AUG 11 **(11-1)** **Eff 25 Aug**

HAYDEN, COLO
YAMPA VALLEY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING BEYOND			
		Threshold	Glide Slope		
10	① HIRL ① MALSF ① PAPI-L (angle 3.0°) grooved	9489'	8513'		150'
28	① HIRL ① REIL PAPI-L (angle 3.5°) grooved				

① Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 28			Rwy 10		
	With Min climb of 245'/NM to 9500'		For Climb In Visual Conditions	With Min climb of 400'/NM to 12200'		For Climb In Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	3200-3	1/4	1	3200-3
3 & 4 Eng		1/2			1/2	

OBSTACLE DP

Rwy 10, climb on heading 147° to 12200' before proceeding on course.
Rwy 28, climb on heading 238° to 9500' before proceeding on course.
Rwys 10 & 28, for climb in visual conditions: Cross Yampa Valley Airport at or above 9700' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

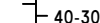
	RNAV (GPS) Rwy 28	RNAV (RNP) Z Rwy 10	ILS Y Rwy 10 LOC DME Y Rwy 10 RNAV (GPS) Y Rwy 10	VOR DME-B
A	800-2	800-2 1/4	1200-2	1300-2
B			1200-3	1300-3
C		NA		
D				

CHANGES: Notes, alternate minimums.

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HAYDEN, COLO

BRIEFING STRIP TM

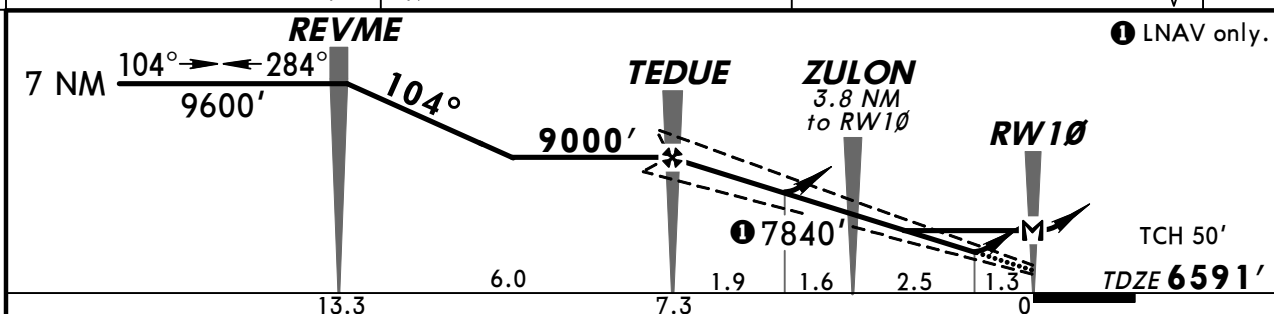
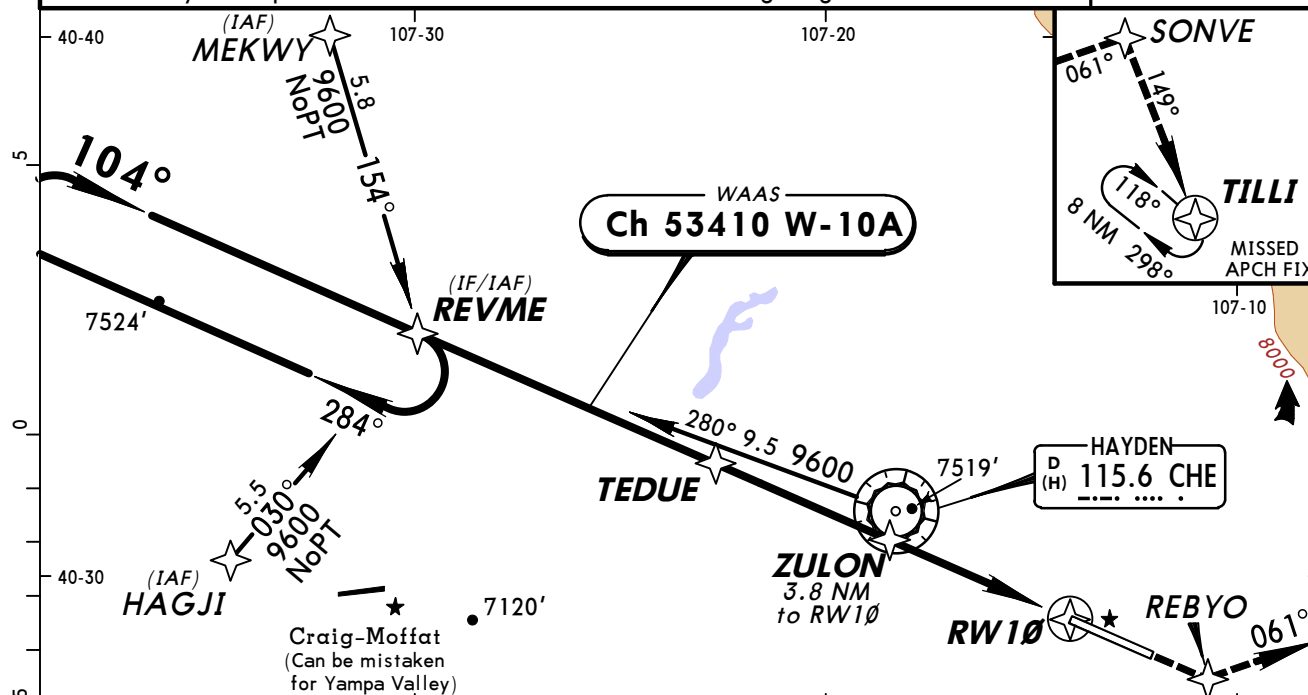


Gnd speed-Kts

TERPS AMEND 3 8 APR 2010

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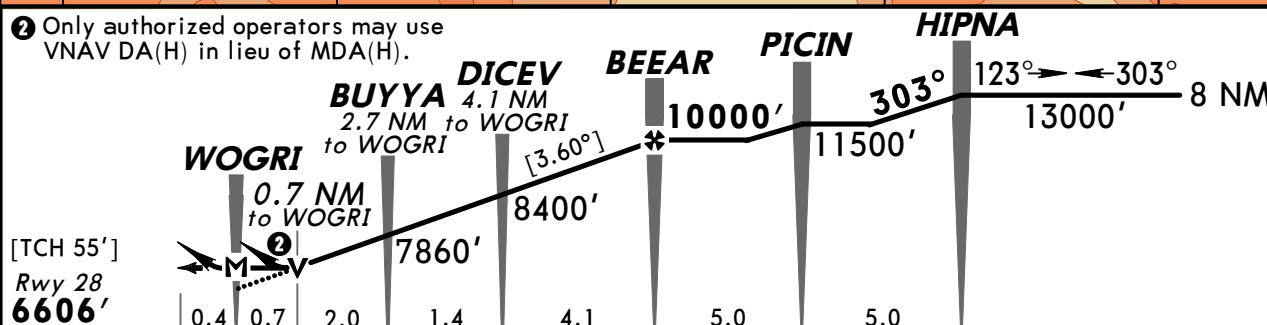
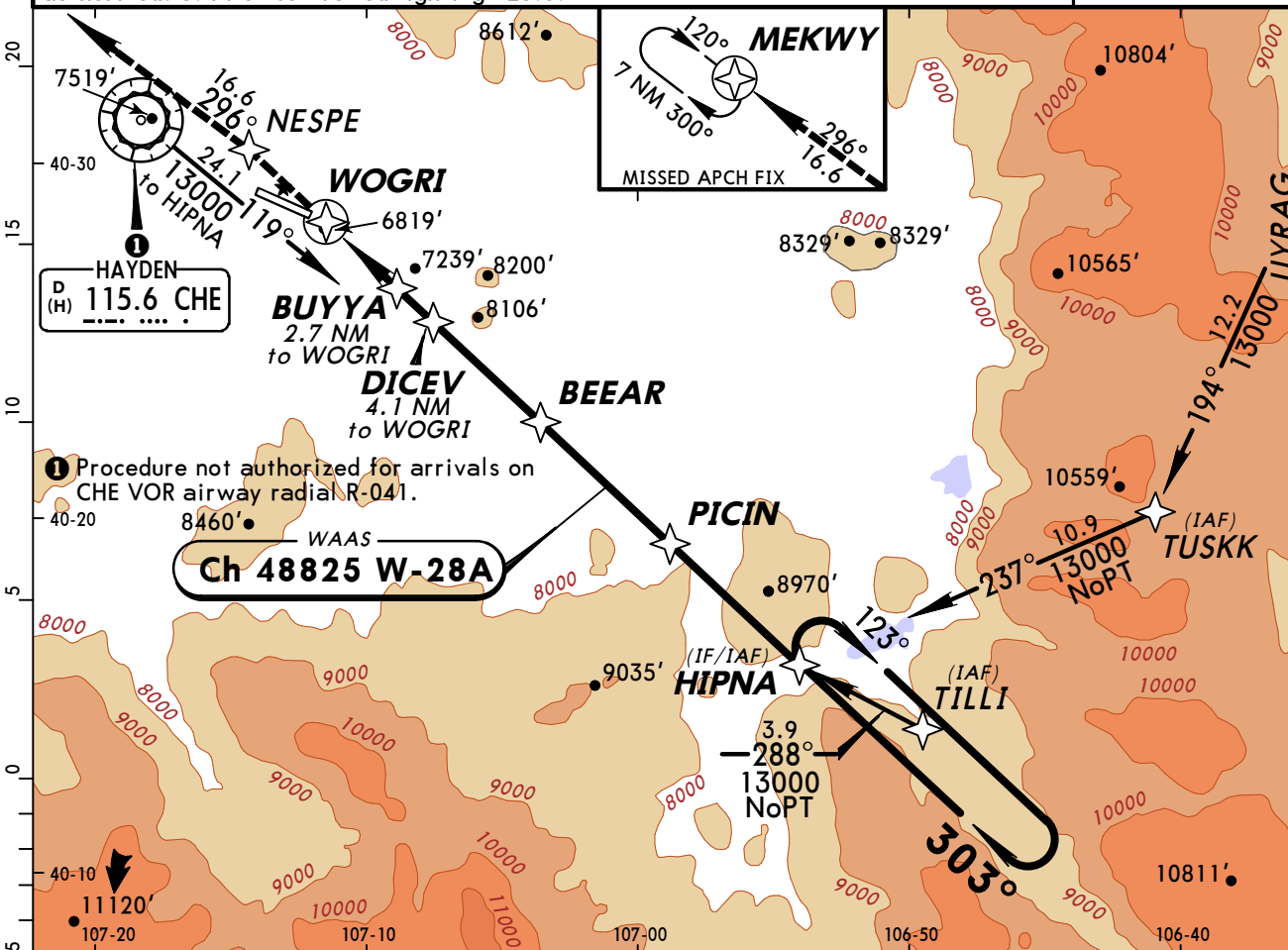
AWOS-3 119.27	DENVER Center 120.47	DENVER Radio 122.25	YAMPA VALLEY UNICOM CTAF 123.0
WAAS Ch 53410 W-10A	Final Apch Crs 104°	Minimum Alt TEDUE 9000' (2409')	LPV DA(H) (CONDITIONAL) 7037' (446')
Apt Elev 6606' TDZE 6591'			
MISSED APCH: Climb to 13,400' direct REBYO and on 061° track to SONVE and on 149° track to TILLI and hold, continue climb-in-hold to 13,400'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Craig-Moffat altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -28°C (-18°F) or above 36°C (96°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Craig-Moffat altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.			
13,500' MSA RW10			



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	13400'		REBYO
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW10										

STRAIGHT-IN LANDING RWY 10						CIRCLE-TO-LAND			
With Local Altimeter Setting						With Local Altimeter Setting			
LPV		LNAV/VNAV		LNAV		Max Kts		MDA(H)	
DA(H) 7037' (446')		DA(H) 8347' (1756')		MDA(H) 7780' (1189')					
ALS out		ALS out		ALS out					
A						90	1 1/4	7780' (1174')	1 1/4
B						120	1 1/2	7780' (1174')	1 1/2
C	1 1/2	7				140	3	7780' (1174')	3
D						165		7780' (1174')	3
With Craig-Moffat Altimeter Setting						With Craig-Moffat Altimeter Setting			
LPV		LNAV/VNAV		LNAV		Max Kts		MDA(H)	
DA(H) 7137' (546')		DA(H) 8447' (1856')		MDA(H) 7880' (1289')					
ALS out		ALS out		ALS out					
A						90	1 1/4	7880' (1274')	1 1/4
B						120	1 1/2	7880' (1274')	1 1/2
C	2	7				140	3	7880' (1274')	3
D						165		7880' (1274')	3

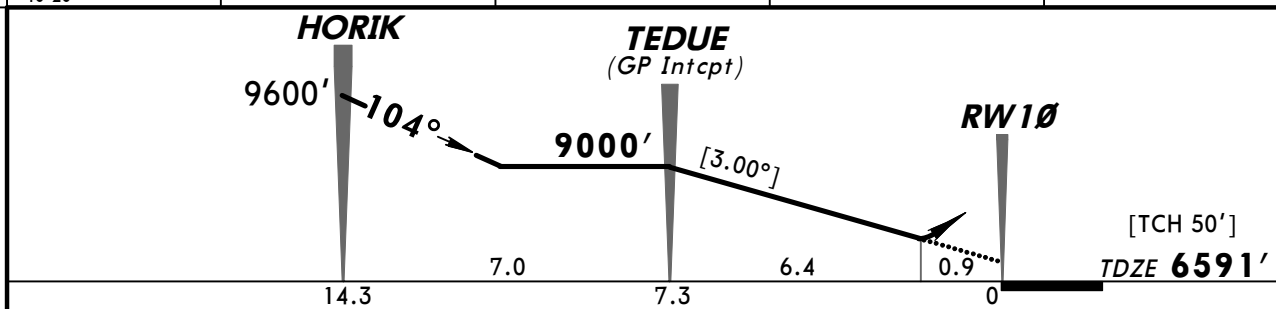
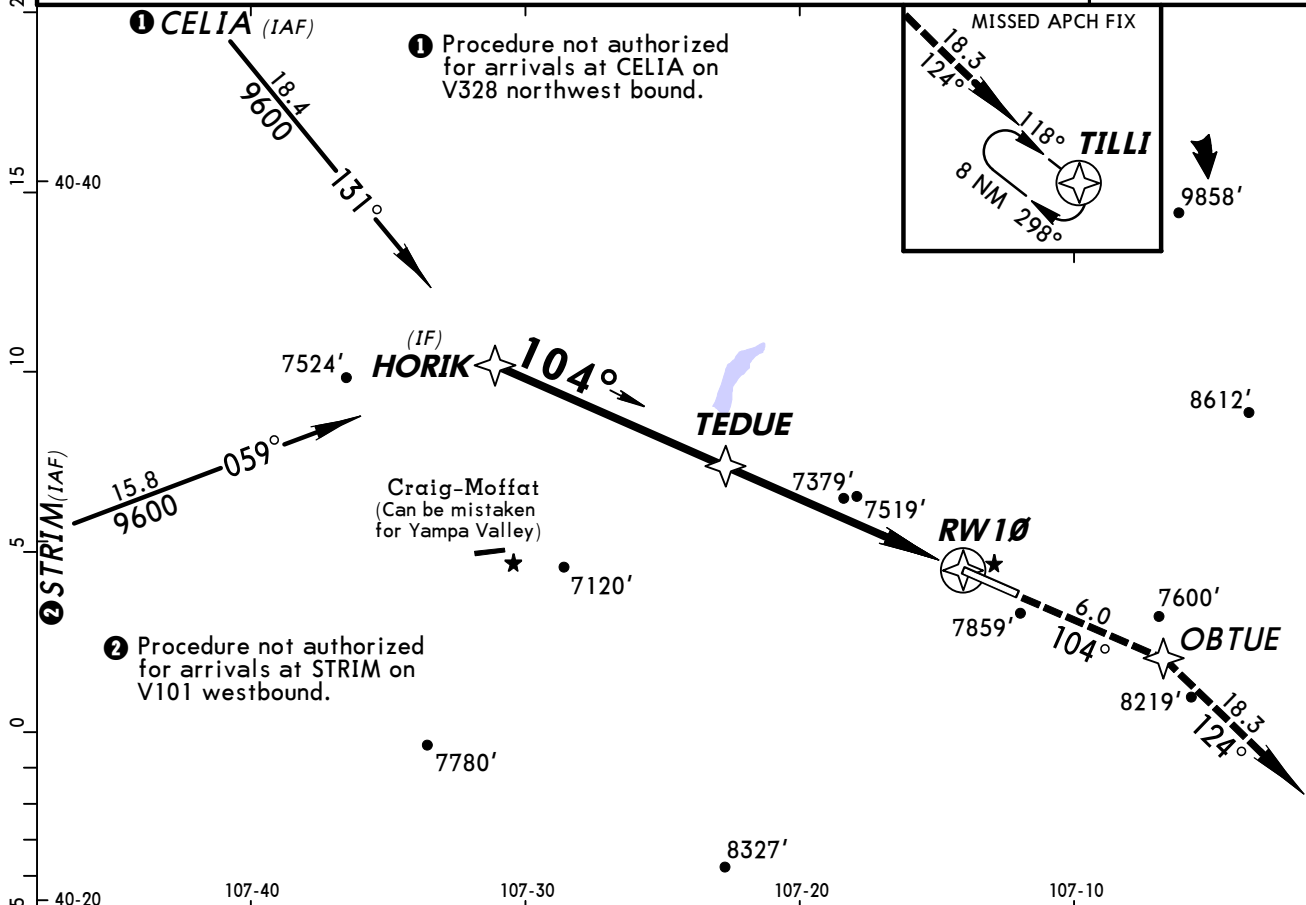
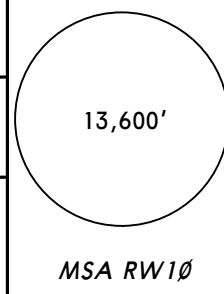
AWOS-3 119.27	DENVER Center 120.47	DENVER Radio 122.25	YAMPA VALLEY UNICOM CTAF 123.0
WAAS Ch 48825 W-28A	Final Apch Crs 303°	Minimum Alt BEEAR 10000' (3394')	LP MDA(H) 7080' (474') Apt Elev 6606' Rwy 28 6606'
MISSED APCH: Climb to 10,000' direct NESPE and on 296° track to MEKWY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.			



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.60°]	446	573	637	765	892	1019				
MAP at WOGRI										

STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND			
LP		LNAV		MDA(H)			
MDA(H) 7080' (474')		MDA(H) 7120' (514')					
A	1	1		Max Kts			
B				90	7220' (614') - 1		
C	1 3/8	1 3/8		120	7220' (614') - 1 3/4		
D	NA	NA		140	7220' (614') - 1 3/4		
				165	7320' (714') - 2 1/4		

AWOS-3 119.27	DENVER Center 120.47	DENVER Radio 122.25	YAMPA VALLEY UNICOM CTAF 123.0
RNAV	Final Apch Crs 104°	Minimum Alt TEDUE 9000' (2409')	RNP 0.30 (CONDITIONAL) DA(H) 6913' (322')
Apt Elev 6606' TDZE 6591'			
MISSED APCH: Climb to 13400' on 104° track to OBTUE and on 124° track to TILLI and hold, continue climb-in-hold to 13400'.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -25°C (-14°F) or above 36°C (97°F). 4. Pilot controlled lighting 123.0.			

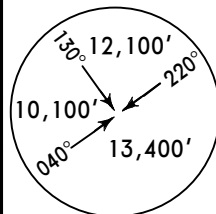


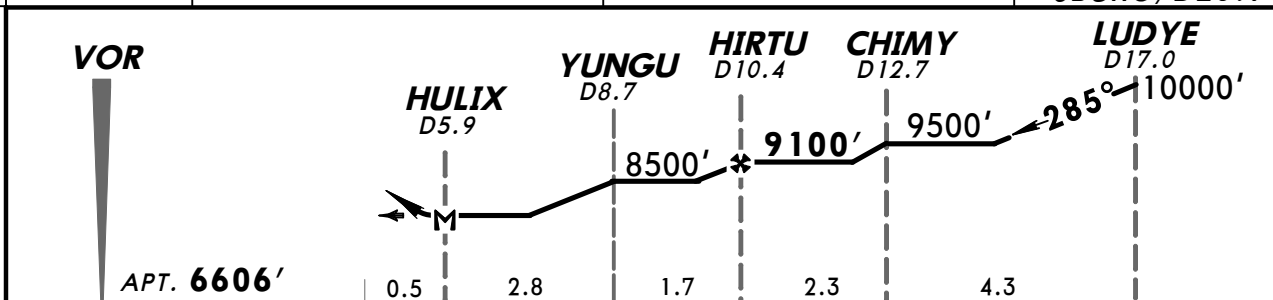
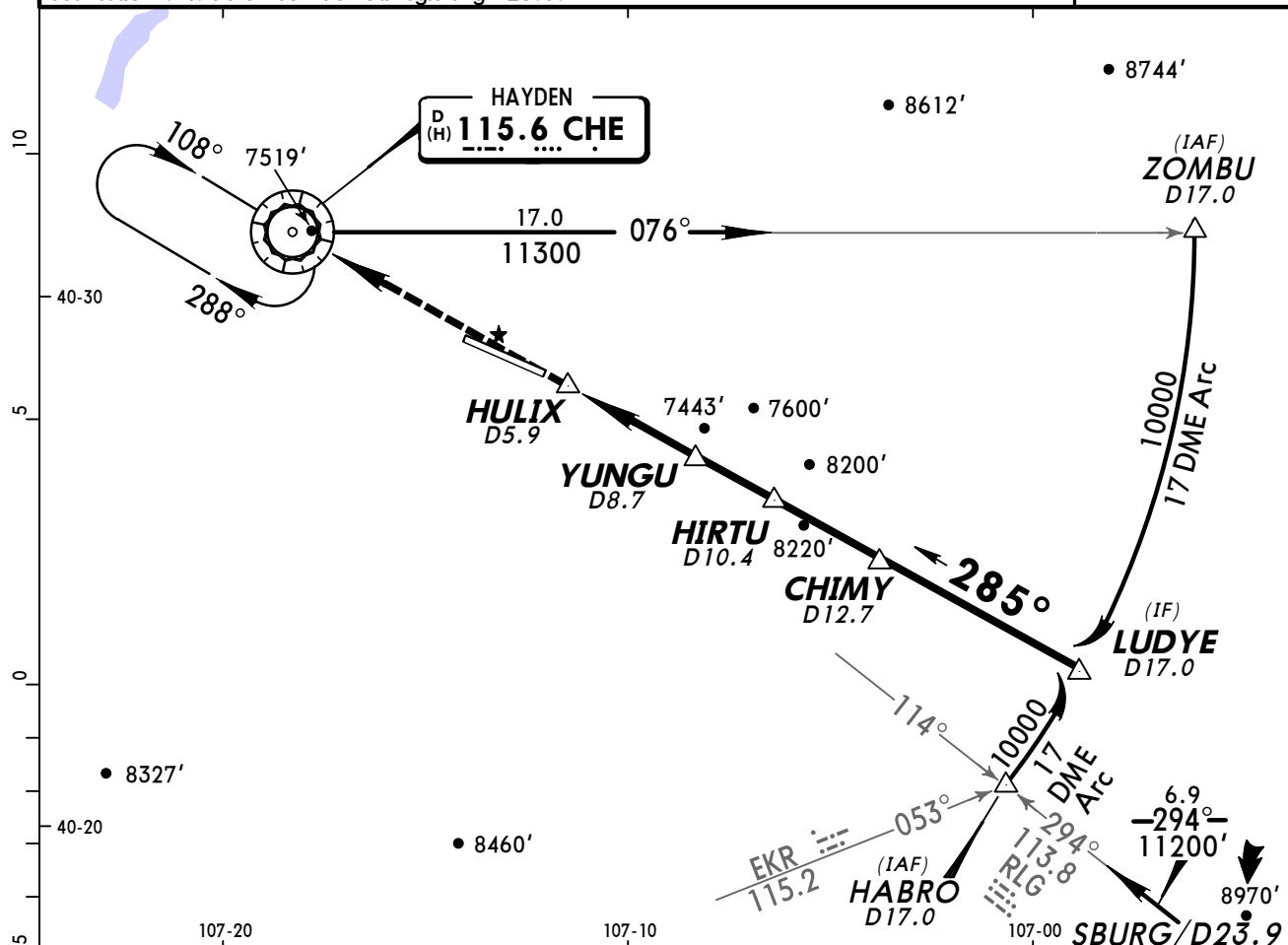
Gnd speed-Kts	70	90	100	120	140	160	MALS F	13400'	on 104°	OBTUE
Descent angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										

STRAIGHT-IN LANDING RWY 10										
RNP 0.30										
1 DA(H) 6913' (322')						DA(H) 7287' (696')				
ALS out						ALS out				
A										
B	1¼					2¼				
C										
D	NA					NA				

1 Missed Approach requires minimum climb of 320'/NM to 9500'.

BRIEFING STRIP™

AWOS-3		DENVER Center		DENVER Radio		YAMPA VALLEY UNICOM	
119.27		120.47		122.25		CTAF 123.0	
VOR CHE 115.6	Final Apch Crs 285°	Minimum Alt HIRTU 9100' (2494')	MDA(H) Refer to Minimums	Apt Elev 6606'			
MISSED APCH: Climb to 9200' direct CHE VOR and hold.							
Alt Set: INCHES							



MAP at HULIX				Lighting - Refer to Airport Chart		9200'	→	CHE 115.6

				CIRCLE-TO-LAND	
				With Local Altimeter Setting	With Craig-Moffat Altimeter Setting
				MDA(H)	MDA(H)
TERPS	A	Max Kts	90	7900' (1294') - 1¼	8000' (1394') - 1¼
				7900' (1294') - 1½	8000' (1394') - 1½
				7900' (1294') - 3	8000' (1394') - 3
				7900' (1294') - 3	8000' (1394') - 3

General Information

Location: LA Junta CO USA
IATA Code:
Lat/Long: N38° 03.0' W103° 30.6'
Elevation: 4229 ft

Airport Use: Public
Magnetic Variation: 7.9°E
Sectional Chart: Wichita

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1329 Z
Sunset: 0045 Z,

Runway Information

Runway: 08
Length x Width: 6849 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4229 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 5803 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 4186 ft

Runway: 26
Length x Width: 6849 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4188 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 5803 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 4179 ft

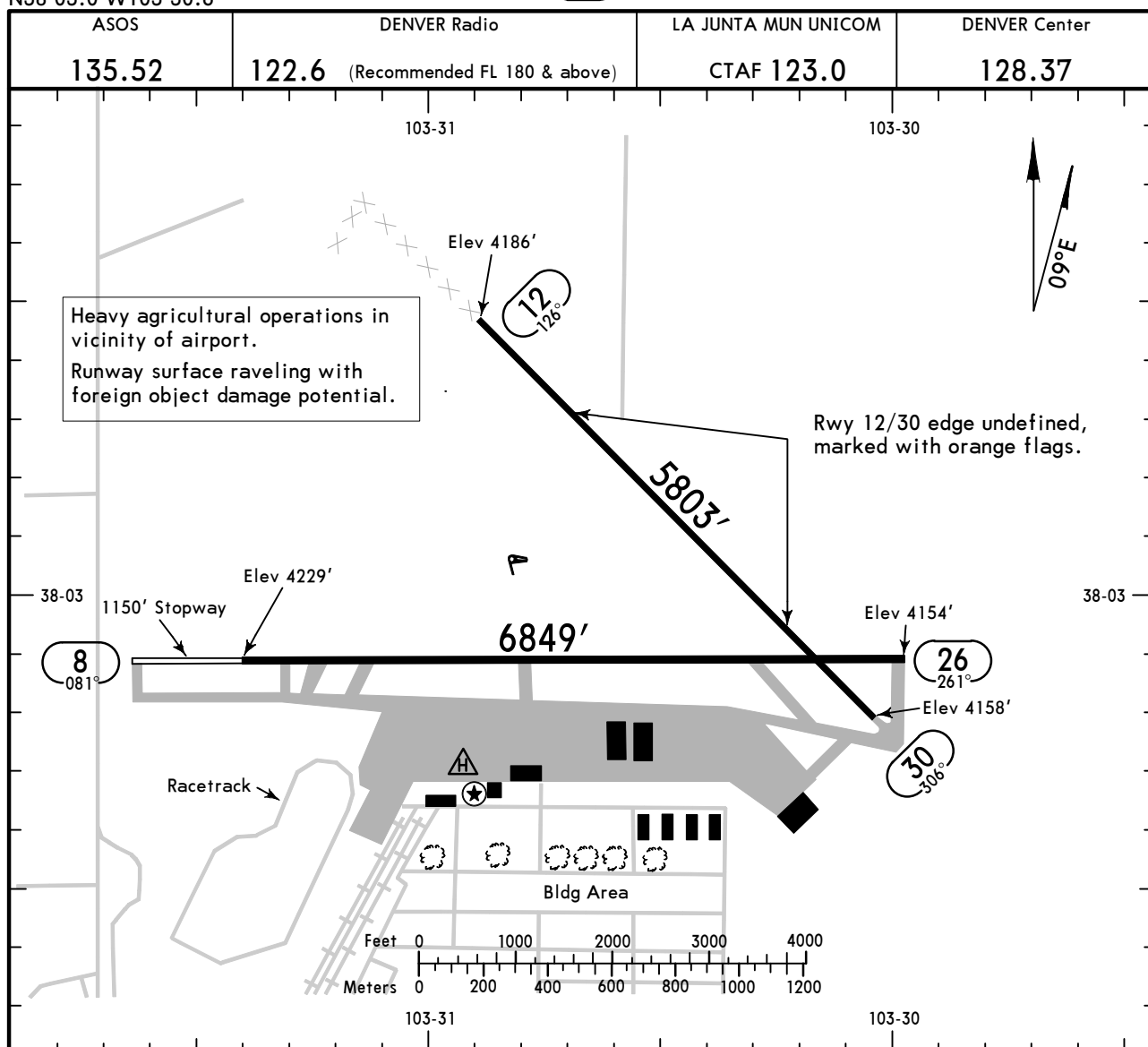
Communication Information

ASOS 135.525
LA Junta Mun Unicom 123.0 CTAF PCL
Denver Flight Service Station 122.6 RCO
Denver Center 128.375 Remote Communications Air-Ground

KLHX
Apt Elev 4229'
N38 03.0 W103 30.6

JEPPesen
21 AUG 09 (10-9)

LA JUNTA, COLO
LA JUNTA MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8	① MIRL ① REIL ① VASI-L				75'
26	① MIRL ① REIL ① PAPI-L (angle 3.0°)				
12					60'
30					

① Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE
Authorized Only When
Local Weather Available
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

A	800-2
B	
C	
D	

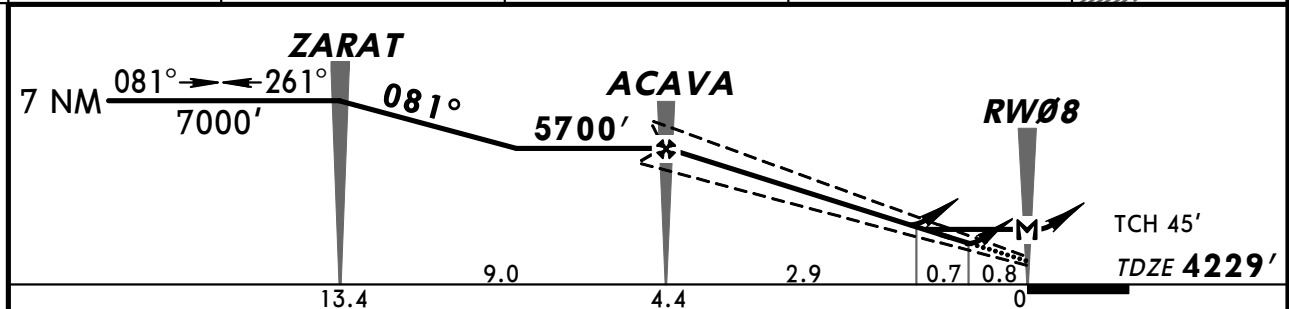
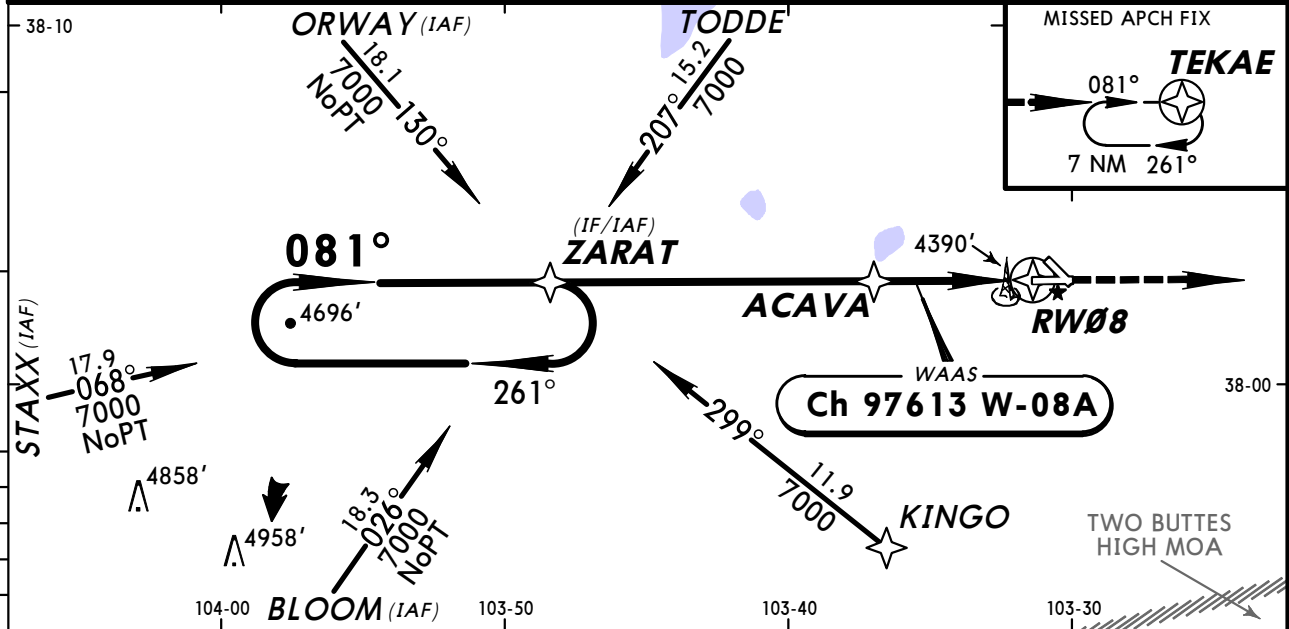
OBSTACLE DP: Rwy 8: Climb via heading 080°;
Rwy 12: Climb via heading 120°; Rwy 26: Turn left
heading 160°; Rwy 30: Turn left heading 140°;
All aircraft: Intercept LAA R-238 (V210) to LAA
VOR. When at or above 8000' proceed on course.

CHANGES: Airport revised, alternate minimums added.

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AMEND
3

ASOS 135.52	DENVER Center 128.37	DENVER Radio 122.6 (Recommended FL 180 & above)	LA JUNTA MUN UNICOM CTAF 123.0
WAAS Ch 97613 W-08A	Final Apch Crs 081°	Minimum Alt ACAVA 5700' (1471')	LPV DA(H) (CONDITIONAL) 4528' (299')
Apt Elev 4229' TDZE 4229'			
MISSED APCH: Climb to 7000' direct TEKAE and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Lamar altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV not authorized when using Lamar altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.0.			
6500' MSA RW08			

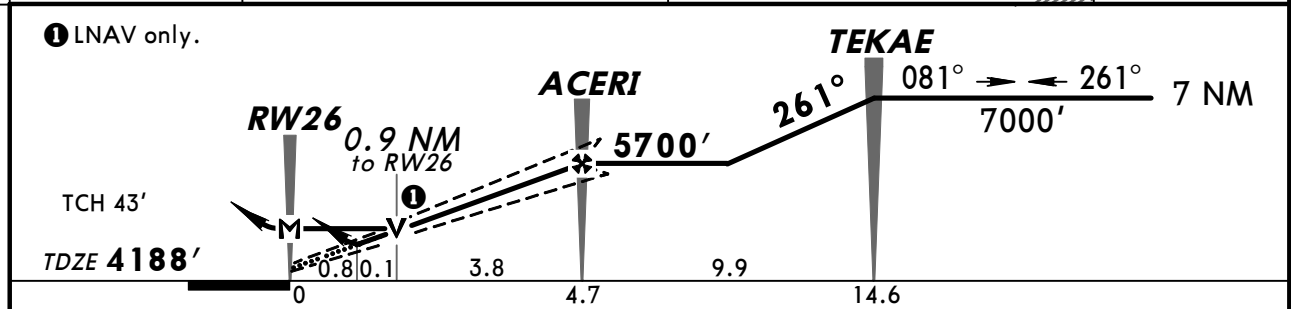
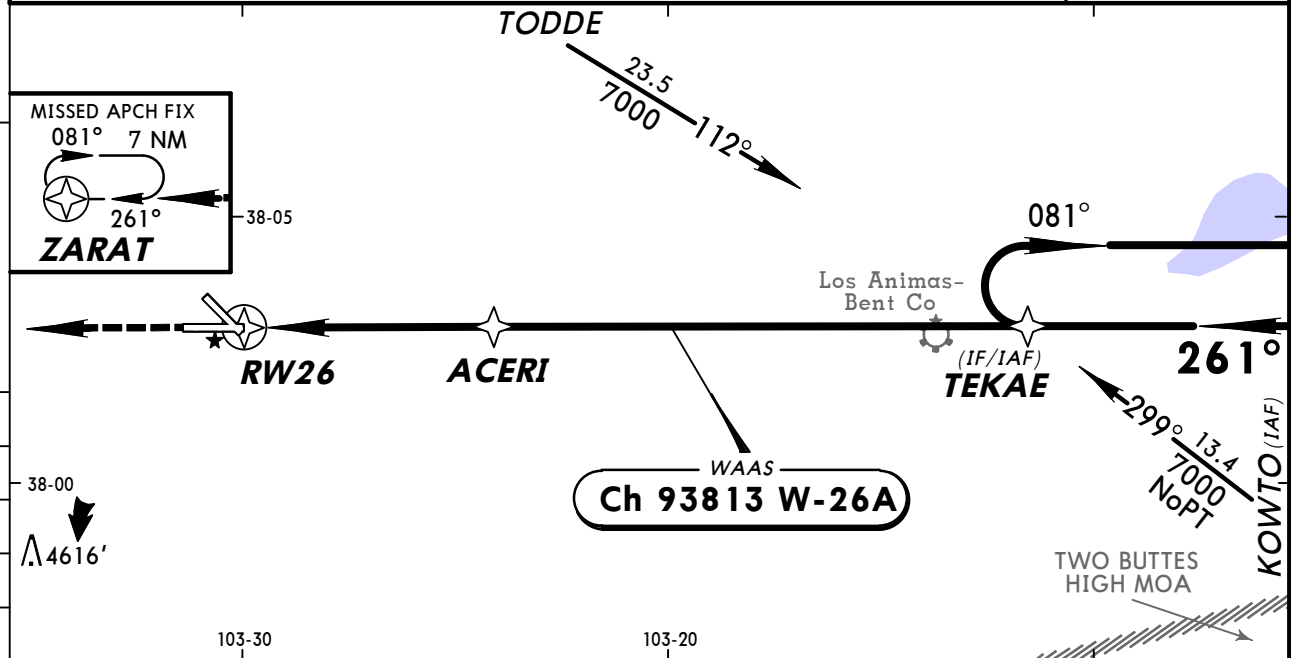


Gnd speed-Kts	70	90	100	120	140	160		REIL	7000'	TEKAE
Glide Path Angle	3.00°	372	478	531	637	743	849	VASI-L		
MAP at RW08										

STRAIGHT-IN LANDING RWY 8 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 4528' (299')	LNAV/VNAV DA(H) 4738' (509')	LNAV MDA(H) 4700' (471')		Max Kts	MDA(H)
A		1		90	4740' (511')-1
B				120	
C	1	1 3/4	1 1/4	140	4740' (511')-1 1/2
D			1 1/2	165	4780' (551')-2

STRAIGHT-IN LANDING RWY 8 With Lamar Altimeter Setting				CIRCLE-TO-LAND With Lamar Altimeter Setting	
LPV DA(H) 4708' (479')	LNAV/VNAV DA(H) 4918' (689')	LNAV MDA(H) 4880' (651')		Max Kts	MDA(H)
A		1 3/4		90	4920' (691')-1 3/4
B				120	
C	1 3/4	2 1/2	2	140	4920' (691')-2 1/4
D			2 1/4	165	4960' (731')-2 3/4

ASOS 135.52		DENVER Center 128.37		DENVER Radio 122.6 (Recommended FL 180 & above)		LA JUNTA MUN UNICOM CTAF 123.0				
WAAS Ch 93813 W-26A		Final Apch Crs 261°		Minimum Alt ACERI 5700' (1512')		LPV DA(H) (CONDITIONAL) 4438' (250')		Apt Elev 4229' TDZE 4188'		6500' MSA RW26
MISSED APCH: Climb to 7000' direct to ZARAT and hold.										
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'										
1. Use local altimeter setting; if not received, use Lamar altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Lamar altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 40°C (104°F). 5. Pilot controlled lighting 123.0.										



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	7000' ↑	D→	ZARAT
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW26											

STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND	
With Local Altimeter Setting			With Local Altimeter Setting	
LPV DA(H) 4438' (250')	LNAV/VNAV DA(H) 4438' (250')	LNAV MDA(H) 4480' (292')	Max Kts	MDA(H)
1	1	1	90	4740' (511') - 1
			120	4740' (511') - 1½
			140	4740' (511') - 1½
			165	4780' (551') - 2

STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND	
With Lamar Altimeter Setting			With Lamar Altimeter Setting	
LPV DA(H) 4618' (430')	LNAV/VNAV DA(H) 4618' (430')	LNAV MDA(H) 4660' (472')	Max Kts	MDA(H)
1¾	1¾	1¾	90	4920' (691') - 1¾
			120	4920' (691') - 1¾
			140	4920' (691') - 2¼
			165	4960' (731') - 2¾

General Information

Location: Montrose CO USA
IATA Code: MTJ
Lat/Long: N38° 30.6' W107° 53.7'
Elevation: 5759 ft

Airport Use: Public
Magnetic Variation: 10.1 °E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A+
Oxygen Types: High Pressure, HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1347 Z
Sunset: 0102 Z,

Runway Information

Runway: 13
Length x Width: 7510 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5723 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5708 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 31
Length x Width: 7510 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5759 ft
Lighting: Edge, REIL, Pilot controlled

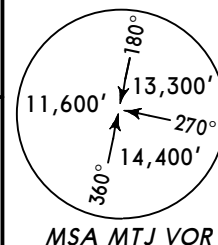
Runway: 35
Length x Width: 10000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 5734 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

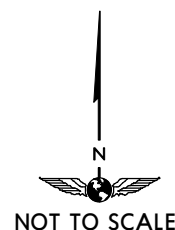
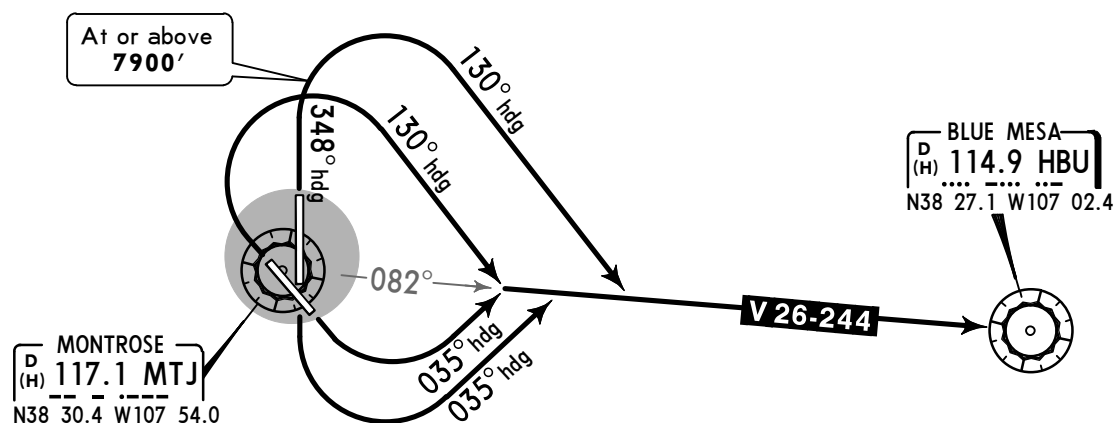
ASOS 135.225
Montrose Regl Unicom 122.8 CTAF PCL
Denver Flight Service Station 122.65 RCO
Denver Center 125.35 Remote Communications Air-Ground

DENVER
Center (R)
125.35Apt Elev
5759'

Trans level: FL 180 Trans alt: 18000'



BLUE MESA ONE DEPARTURE (HBU1.HBU)

Direct distance from Montrose Regl to:
HBU **40 NM**

This SID requires take-off minimums (for standard minimums, refer to MONTROSE DP, page 10-3B):

Rwys 13, 31: Standard (or lower than standard, if authorized) with a minimum climb of 450' per NM to **11300'**.

Rwy 17: Standard (or lower than standard, if authorized) with a minimum climb of 420' per NM to **11300'**.

Rwy 35: Standard (or lower than standard, if authorized) with a minimum climb of 460' per NM to **11300'**.

Gnd speed-KT	75	100	150	200	250	300
420' per NM	525	700	1050	1400	1750	2100
450' per NM	563	750	1125	1500	1875	2250
460' per NM	575	767	1150	1533	1917	2300

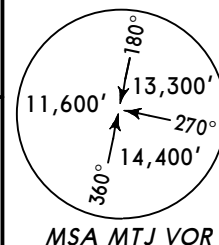
OBSTACLES

Rwy 13: Multiple trees beginning 776' from DER, 273' LEFT of centerline, up to 50' AGL/5878' MSL. Multiple trees and towers beginning 2590' from DER, 38' RIGHT of centerline, up to 110' AGL/5910' MSL.

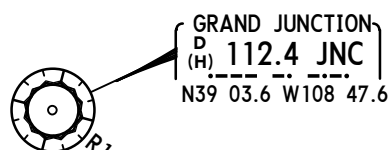
Rwy 31: Multiple trees beginning 315' from DER, 378' LEFT of centerline, up to 50' AGL/5749' MSL.

Rwy 35: Multiple trees beginning 218' from DER, 511' LEFT of centerline, up to 50' AGL/5709' MSL.

RWY	INITIAL CLIMB
13, 17	Climbing LEFT turn to 12500' via heading 035° and MTJ R-082 to HBU.
31	Climbing RIGHT turn to 12500' via heading 130° and MTJ R-082 to HBU.
35	Climb heading 348° to 7900' then climbing RIGHT turn to 12500' via heading 130° and MTJ R-082 to HBU.
ROUTING	
Via assigned route.	

DENVER
Center (R)
125.35Apt Elev
5759'Trans level: FL 180 Trans alt: 18000'
DME required.

BRICK ONE DEPARTURE (BRICK1.BRICK)



R113°

V26
30

BRICK

N38 45.0 W108 17.4



D23



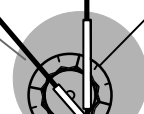
NOT TO SCALE

250° hdg

297°

340° hdg

340° hdg

MONTROSE
D (H) 117.1 MTJ
N38 30.4 W107 54.0

This SID requires take-off minimums
(for standard minimums, refer to MONTROSE DP,
page 10-3B):

Rwy 13: Standard (or lower than standard,
if authorized) with a minimum climb of 250' per
NM to **7900'**.

Rwy 17: Standard (or lower than standard,
if authorized) with a minimum climb of 260' per
NM to **7800'**.

Rwys 31, 35: Standard (or lower than standard,
if authorized).

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
260' per NM	325	433	650	867	1083	1300

OBSTACLES

Rwy 13: Multiple trees beginning 776' from
DER, 273' LEFT of centerline, up to 50'
AGL/5878' MSL. Multiple trees and towers
beginning 2590' from DER, 38' RIGHT of
centerline, up to 110' AGL/5910' MSL.

Rwy 31: Multiple trees beginning 315' from
DER, 378' LEFT of centerline, up to 50'
AGL/5749' MSL.

Rwy 35: Multiple trees beginning 218' from
DER, 511' LEFT of centerline, up to 50'
AGL/5709' MSL.

RWY

INITIAL CLIMB

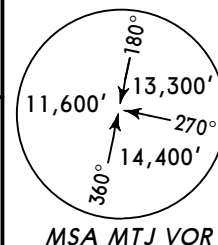
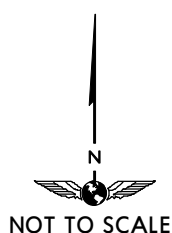
13, 17	Climbing RIGHT turn to 11000' via heading 340° and MTJ R-297 to BRICK.
31	Climbing LEFT turn to 11000' via MTJ R-297 to BRICK.
35	Climbing LEFT turn to 11000' via heading 250° and MTJ R-297 to BRICK.

ROUTING

Via V-26 to JNC.

DENVER
Center (R)
125.35Apt Elev
5759'

Trans level: FL 180 Trans alt: 18000'

**OBSTACLE****MONTROSE ONE DEPARTURE (MTJ1.MTJ)**

This DP requires take-off minimums:
Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 250' per NM to **8100'**, or 5000-3 for climb in visual conditions.
Rwy 17: Standard (or lower than standard, if authorized) with a minimum climb of 260' per NM to **8100'**, or 5000-3 for climb in visual conditions.
Rwys 31, 35: Standard (or lower than standard, if authorized).

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
250' per NM	313	417	625	833	1042	1250
260' per NM	325	433	650	867	1083	1300

OBSTACLES

Rwy 13: Multiple trees beginning 776' from DER, 273' LEFT of centerline, up to 50' AGL/5878' MSL. Multiple trees and towers beginning 2590' from DER, 38' RIGHT of centerline, up to 110' AGL/5910' MSL.
Rwy 31: Multiple trees beginning 315' from DER, 378' LEFT of centerline, up to 50' AGL/5749' MSL.
Rwy 35: Multiple trees beginning 218' from DER, 511' LEFT of centerline, up to 50' AGL/5709' MSL.

VISUAL
CONDITIONS
RWYS 13, 17

Cross KMTJ
at or above
10600'
before
proceeding
on course

MONTROSE
D (H) **117.1 MTJ**
N38 30.4 W107 54.0

Climb-in-
hold to
at or above
11000'

RWY**INITIAL CLIMB****13, 17**

Climbing RIGHT turn to **8100'** via heading 340° and MTJ R-297, then climbing RIGHT turn to **11000'** direct MTJ,
OR,
for climb in visual conditions, cross Montrose Regl airport at or above **10600'** before proceeding on course.

31

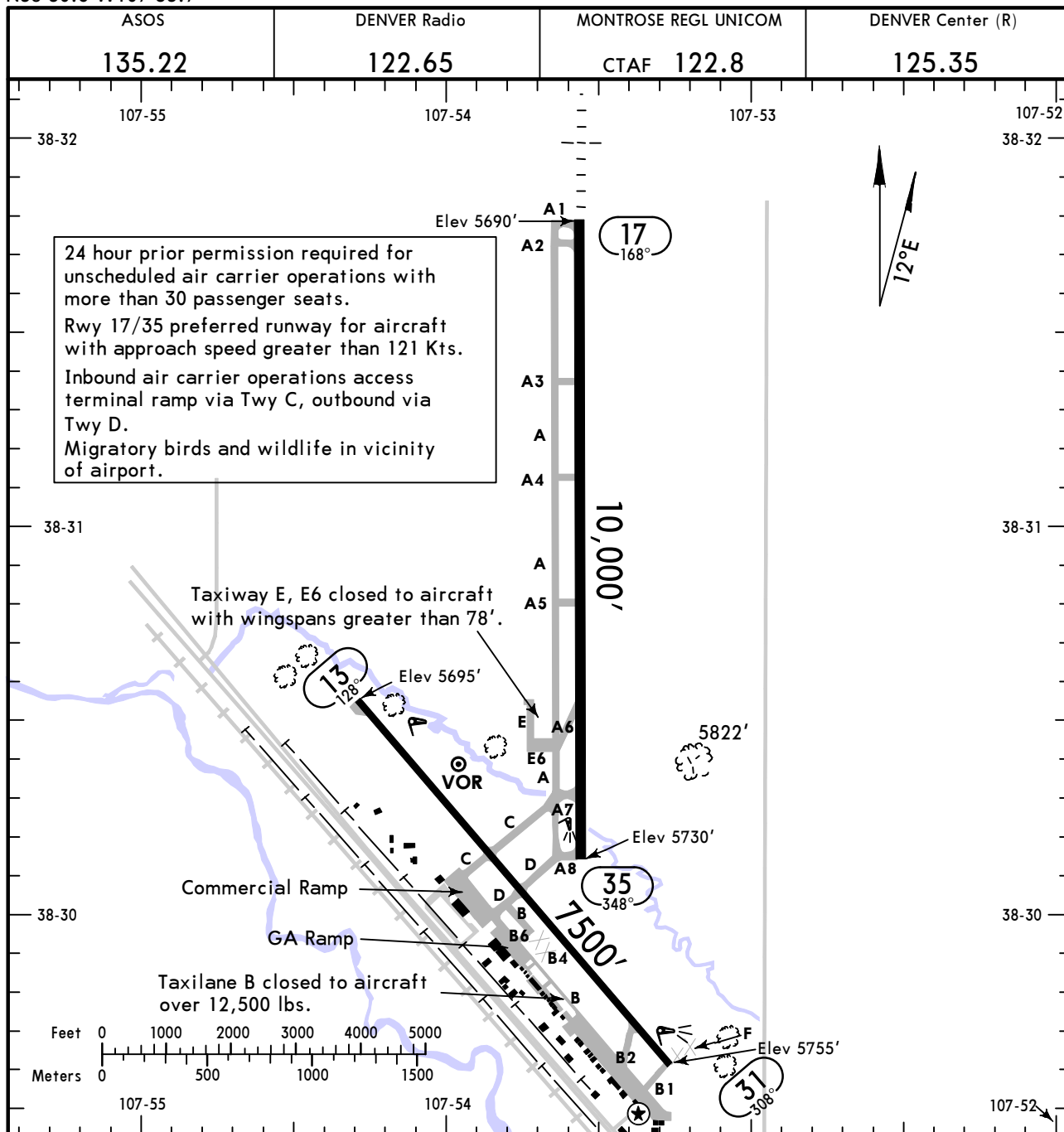
Climbing LEFT turn to **8100'** via MTJ R-297, then climbing RIGHT turn to **11000'** direct MTJ.

35

Climbing LEFT turn to **8600'** via heading 250° and MTJ R-297, then climbing RIGHT turn to **11000'** direct MTJ.

ROUTING

Continue climb-in-hold in MTJ holding pattern to cross MTJ at or above **11000'**, then proceed via assigned route.



ADDITIONAL RUNWAY INFORMATION

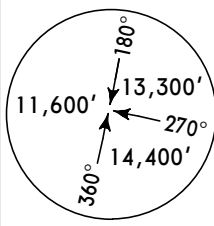
RWY				USABLE LENGTHS			WIDTH
				Threshold	Landing Beyond	TAKE-OFF	
13	31	① HIRL ① REIL VASI-L	grooved				100'
17	35	① HIRL ① MALS PAPI-L (angle 3.0°)	grooved		9035'		150'
		① HIRL ① REIL PAPI-L (angle 3.0°)	grooved				

① Activate on 122.8.

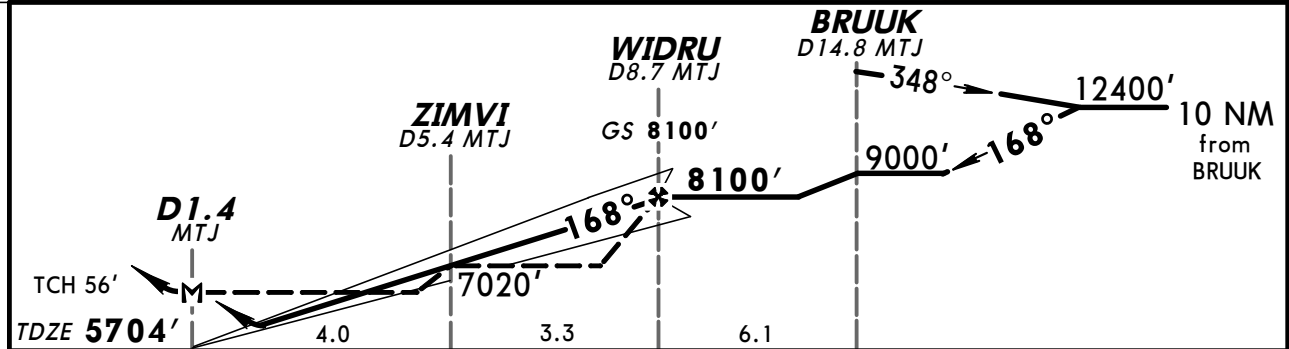
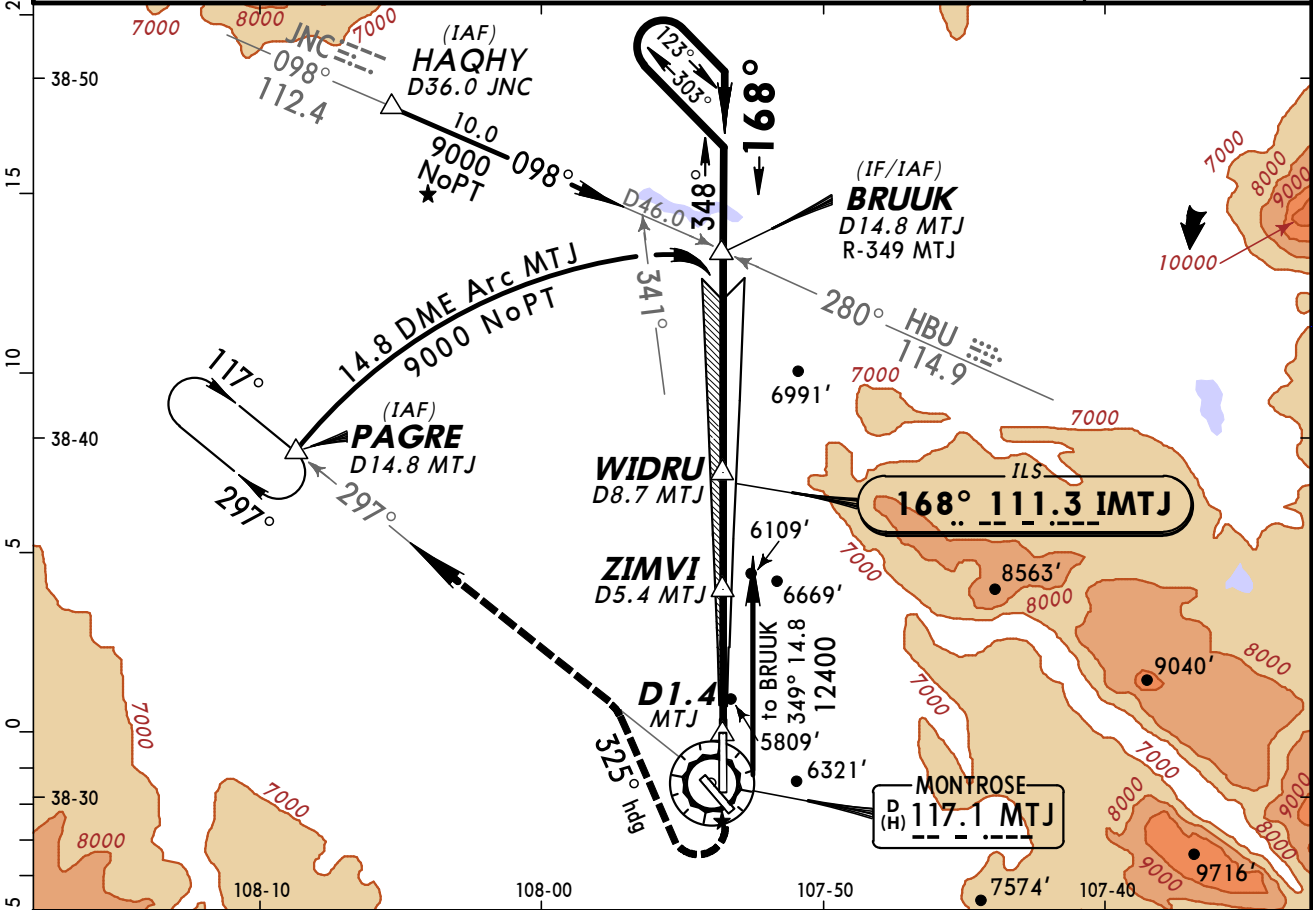
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE		FOR FILING AS ALTERNATE	
All Rwys		LOC DME Rwy 17 RNAV (GPS) Y Rwy 17 RNAV (GPS) Z Rwy 17 RNAV (GPS) Rwy 35 VOR DME Rwy 13	
1 & 2 Eng	USE MONTRÖSE DEPARTURE	A	600-2
		B	800-2
3 & 4 Eng		C	1000-2¾
		D	1000-3

BRIEFING STRIP™

0

ASOS		DENVER Center (R)		DENVER Radio		MONTROSE REGL UNICOM	
135.22		125.35		122.65		CTAF 122.8	
LOC IMTJ 111.3	Final Apch Crs 168°	GS WIDRU 8100' (2396')	ILS DA(H) 5904' (200')	Apt Elev 5759' TDZE 5704'			
MISSED APCH: Climb to 6200', then climbing RIGHT turn to 11,000' via 325° heading and outbound on MTJ VOR R-297 to PAGRE/D14.8 MTJ and hold. Continue climb-in-hold to 11,000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1.DME required. 2. Simultaneous reception of IMTJ LOC and MTJ VOR DME required. 3. DME from MTJ VOR. 4. Pilot controlled lighting 122.8.							

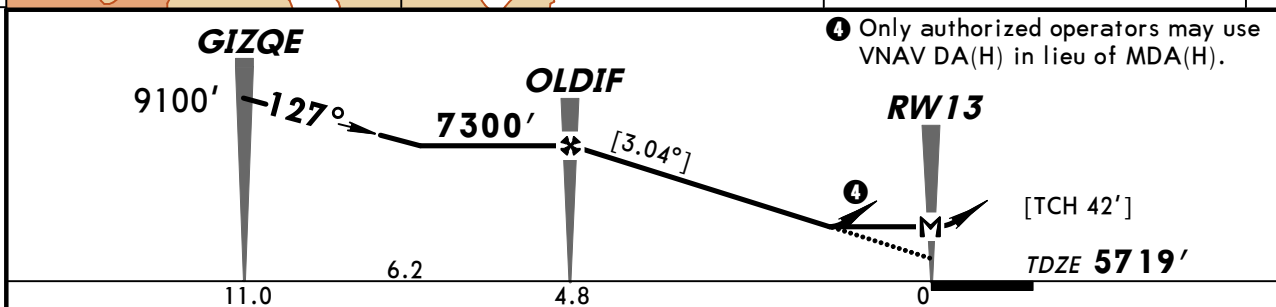
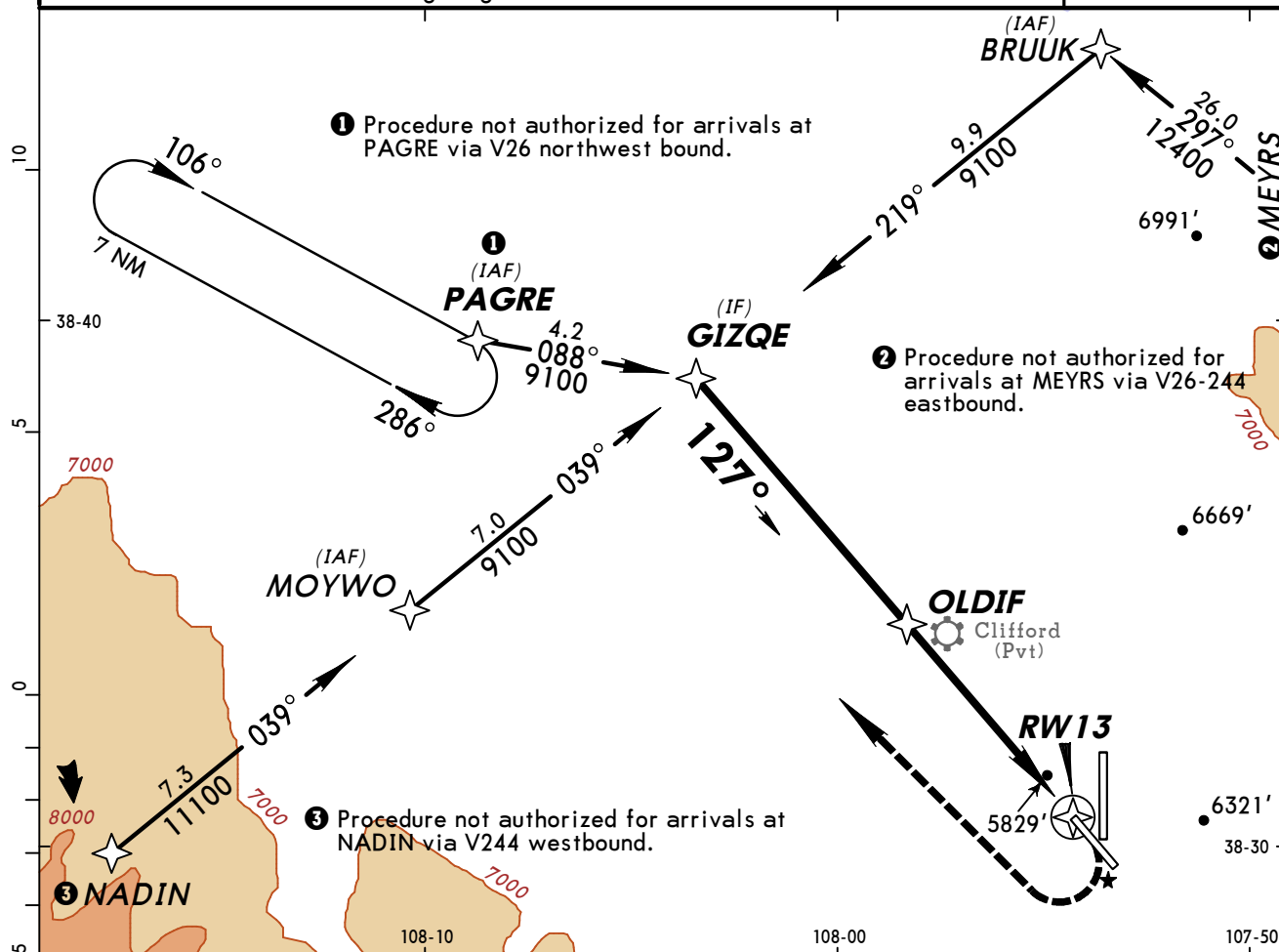
MSA MTJ VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	6200'	11,000'	325°	MTJ
GS	3.00°	377	484	538	646	753	861	PAPI	↑	RT	via hdg and 117.1 R-297
MAP at D1.4 MTJ											

STRAIGHT-IN LANDING RWY 17						CIRCLE-TO-LAND	
ILS DA(H) 5904' (200')			LOC (GS out) MDA(H) 6060' (356')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	6240' (481') - 1
A						120	6300' (541') - 1
B						140	6660' (901') - 2 3/4
C	1/2	3/4	1/2	3/4	1	165	6700' (941') - 3
D			3/4	1 1/4			

BRIEFING STRIP TM	ASOS 135.22		DENVER Center (R) 125.35		DENVER Radio 122.65		MONTROSE REGL UNICOM CTAF 122.8	
	RNAV	Final Apch Crs 127°	Minimum Alt OLDIF 7300' (1581')	LNAV MDA(H) 6160' (441')	Apt Elev 5759' TDZE 5719'		14,300' MSA RW13	
	MISSED APCH: Climbing RIGHT turn to 11000' direct PAGRE and hold, continue climb-in-hold to 11000'.							
	Alt Set: INCHES							

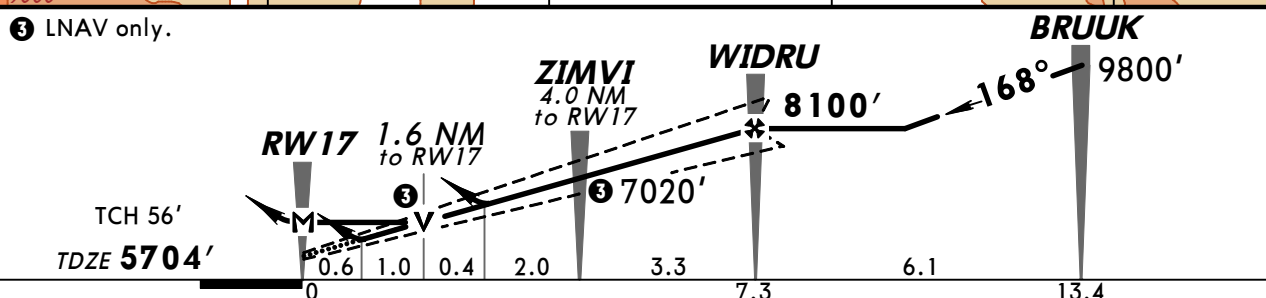
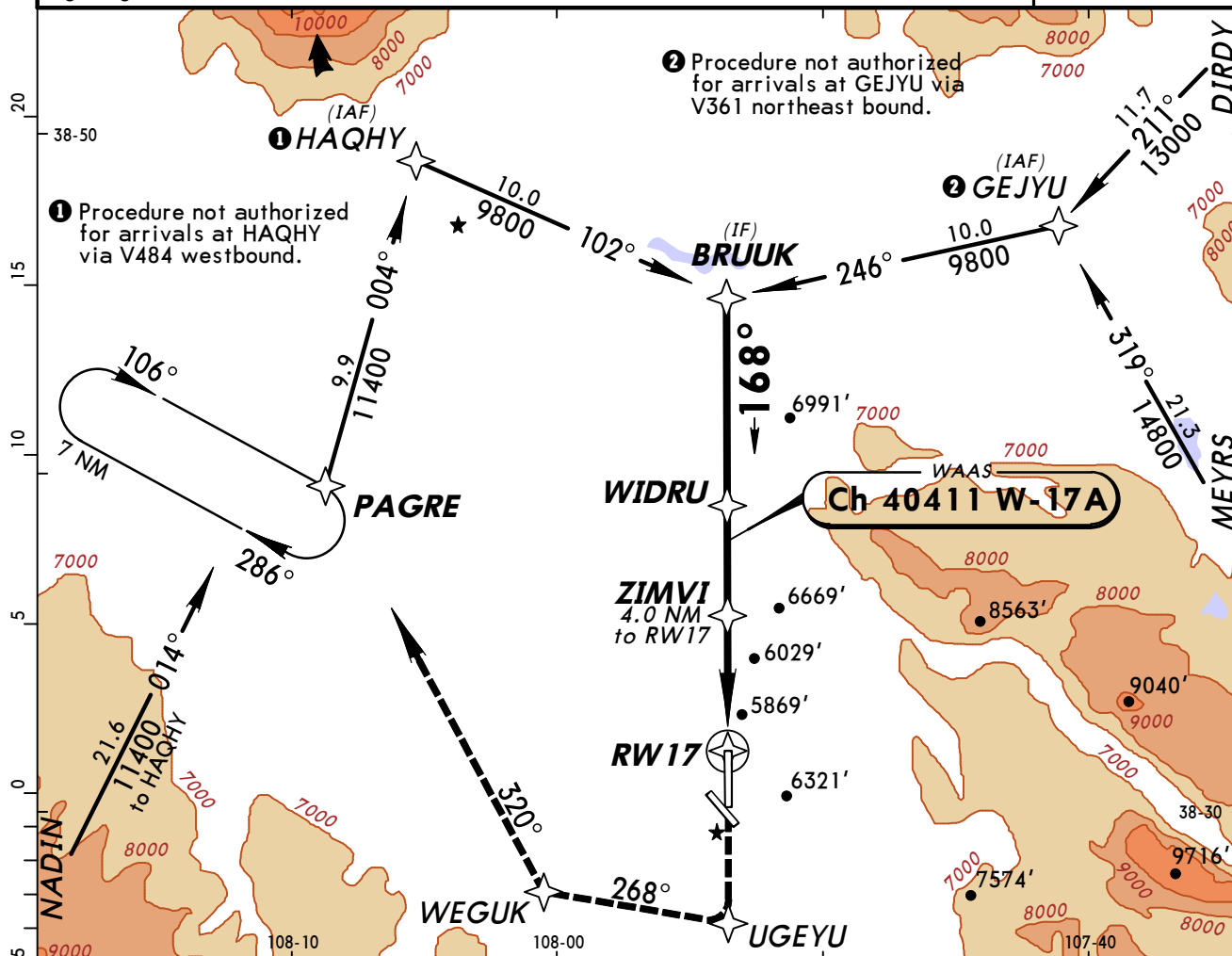


Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	11000' RT	D→	PAGRE
Descent angle [3.04°]	376	484	538	645	753	861				
MAP at RW13										

STRAIGHT-IN LANDING RWY 13					CIRCLE-TO-LAND				
LNAV									
MDA(H) 6160' (441')									
A	1				Max Kts	MDA(H)			
B					90	6240' (481')-1			
C	1¼				120	6300' (541')-1			
D	1½				140	6660' (901')-2¾			
					165	6700' (941')-3			

BRIEFING STRIP™

ASOS		DENVER Center (R)		DENVER Radio		MONTROSE REGL UNICOM	
135.22		125.35		122.65		CTAF 122.8	
WAAS Ch 40411 W-17A		Final Apch Crs 168°		Minimum Alt WIDRU 8100' (2396')		LPV DA(H) 5928' (224')	
				Apt Elev 5759'		13,400' MSA RW17	
				TDZE 5704'			
MISSED APCH: Climb to 11000' direct UGEYU and RIGHT turn via 268° track to WEGUK and via 320° track to PAGRE and hold. Continue climb-in-hold to 11000'.							
Alt Set: INCHES						Trans level: FL 180	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C (-14°F) or above 38°C (100°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.8.						Trans alt: 18000'	

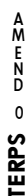


Gnd speed-Kts	70	90	100	120	140	160	MALSR 11000'	PAPI D	UGEYU
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW17									

TERPS

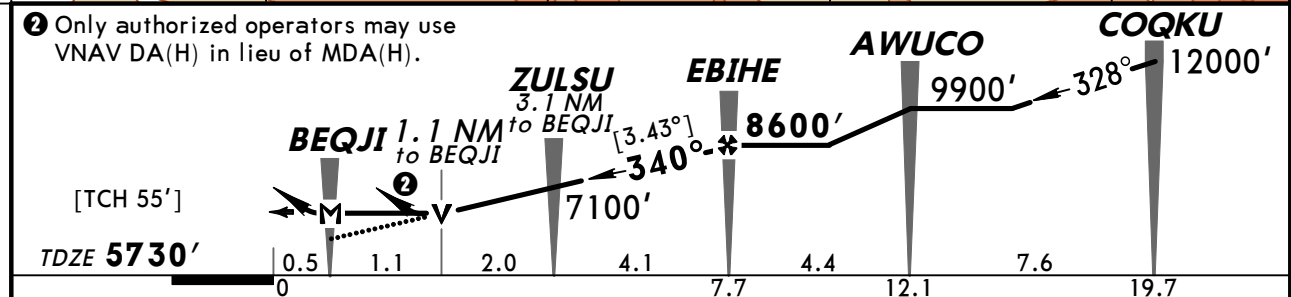
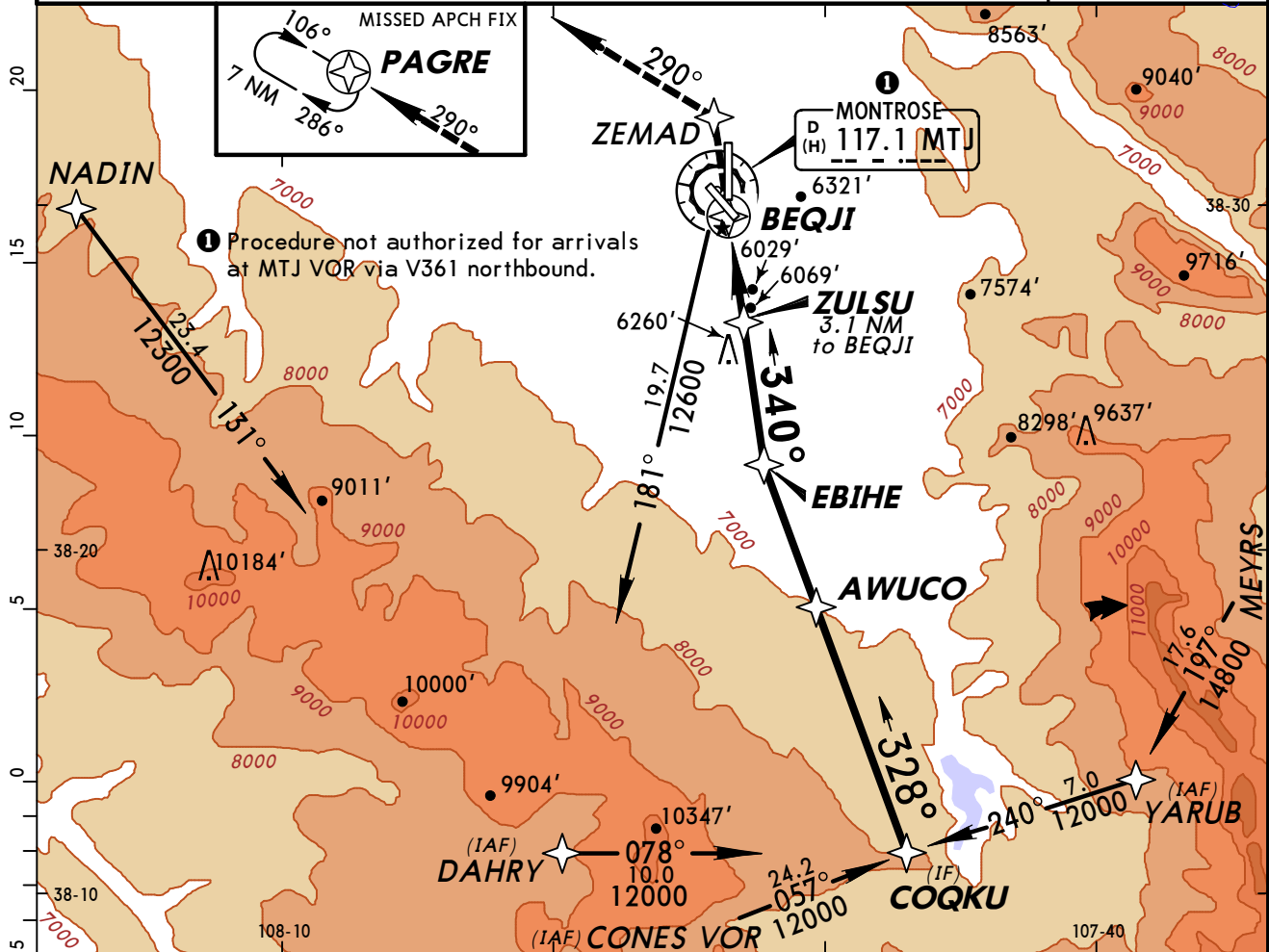
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MONTROSE, COLO
RNAV (GPS) Y Rwy 17

BRIEFING STRIP™TERPS
AMEND
0TERPS
AMEND
0

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ASOS 135.22		DENVER Center (R) 125.35		DENVER Radio 122.65		MONTROSE REGL UNICOM CTAF 122.8	
RNAV	Final Apch Crs 340°	Minimum Alt EBIHE 8600' (2870')	LNAV MDA(H) 6280' (550')	Apt Elev 5759' TDZE 5730'		14,400' MSA BEQJI	
MISSED APCH: Climb to 11000' direct ZEMAD and via 290° track to PAGRE and hold. Continue climb-in-hold to 11000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 122.8.							

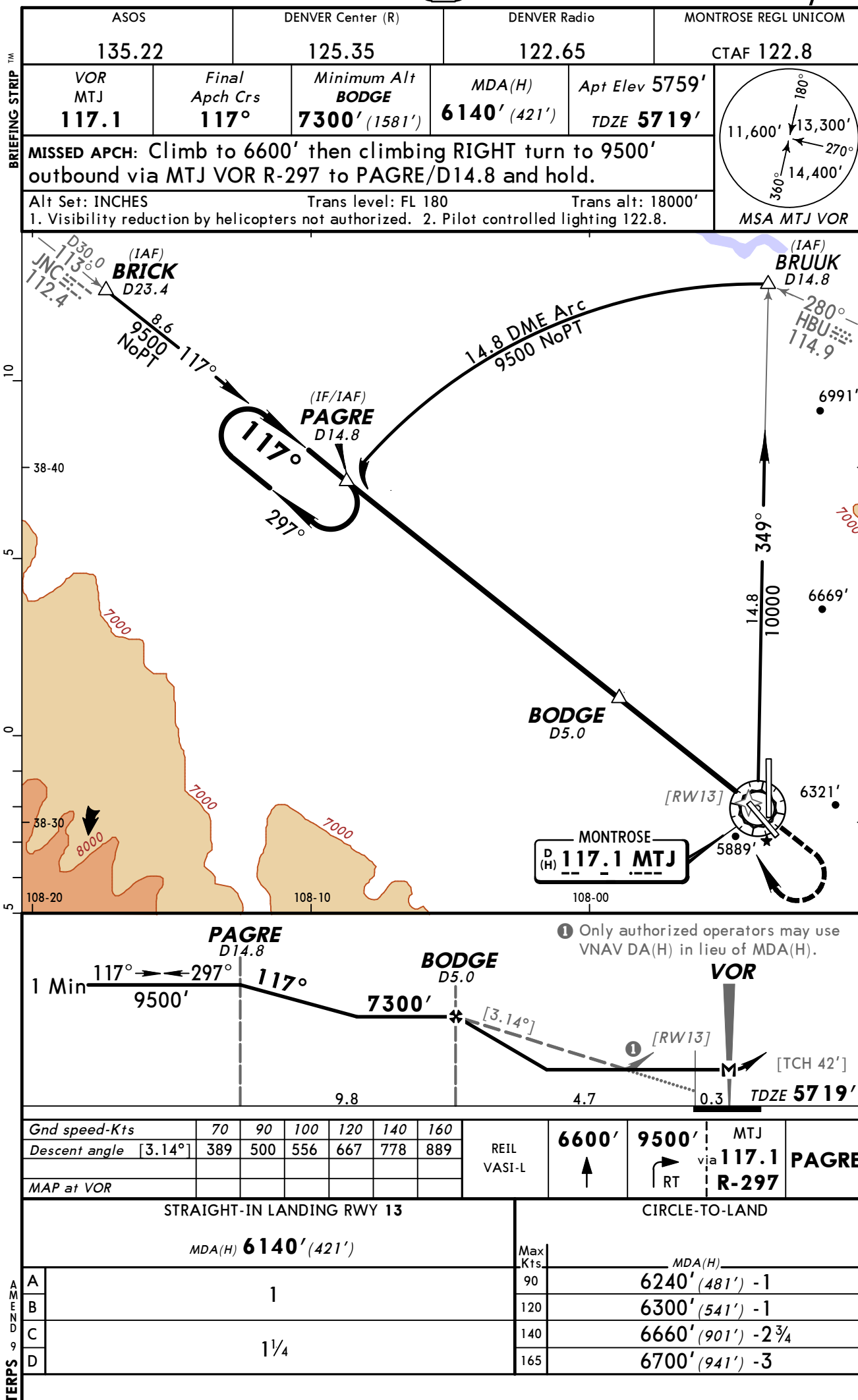


Gnd speed-Kts		70	90	100	120	140	160		REIL PAPI-L	11000' ↑	D→	ZEMAD
Descent angle [3.43°]		425	546	607	728	850	971					
MAP at BEQJI												
STRAIGHT-IN LANDING RWY 35								CIRCLE-TO-LAND				
LNAV MDA(H) 6280' (550')												
A	1							Max Kts	MDA(H)			
B								90	6280' (521')-1			
C								120	6300' (541')-1			
D								140	6660' (901')-2 3/4			
								165	6700' (941')-3			

KMTJ/MTJ MONTROSE REGL

JEPPESSEN
1 MAY 09 (13-1) Eff 7 May

MONTROSE, COLO VOR DME Rwy 13



General Information

Location: Pagosa Springs CO USA

IATA Code: PGO

Lat/Long: N37° 17.2' W107° 03.4'

Elevation: 7664 ft

Airport Use: Public

Magnetic Variation: 9.6°E

Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1342 Z

Sunset: 0100 Z,

Runway Information

Runway: 01

Length x Width: 8100 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 7637 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 19

Length x Width: 8100 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 7664 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 127.175

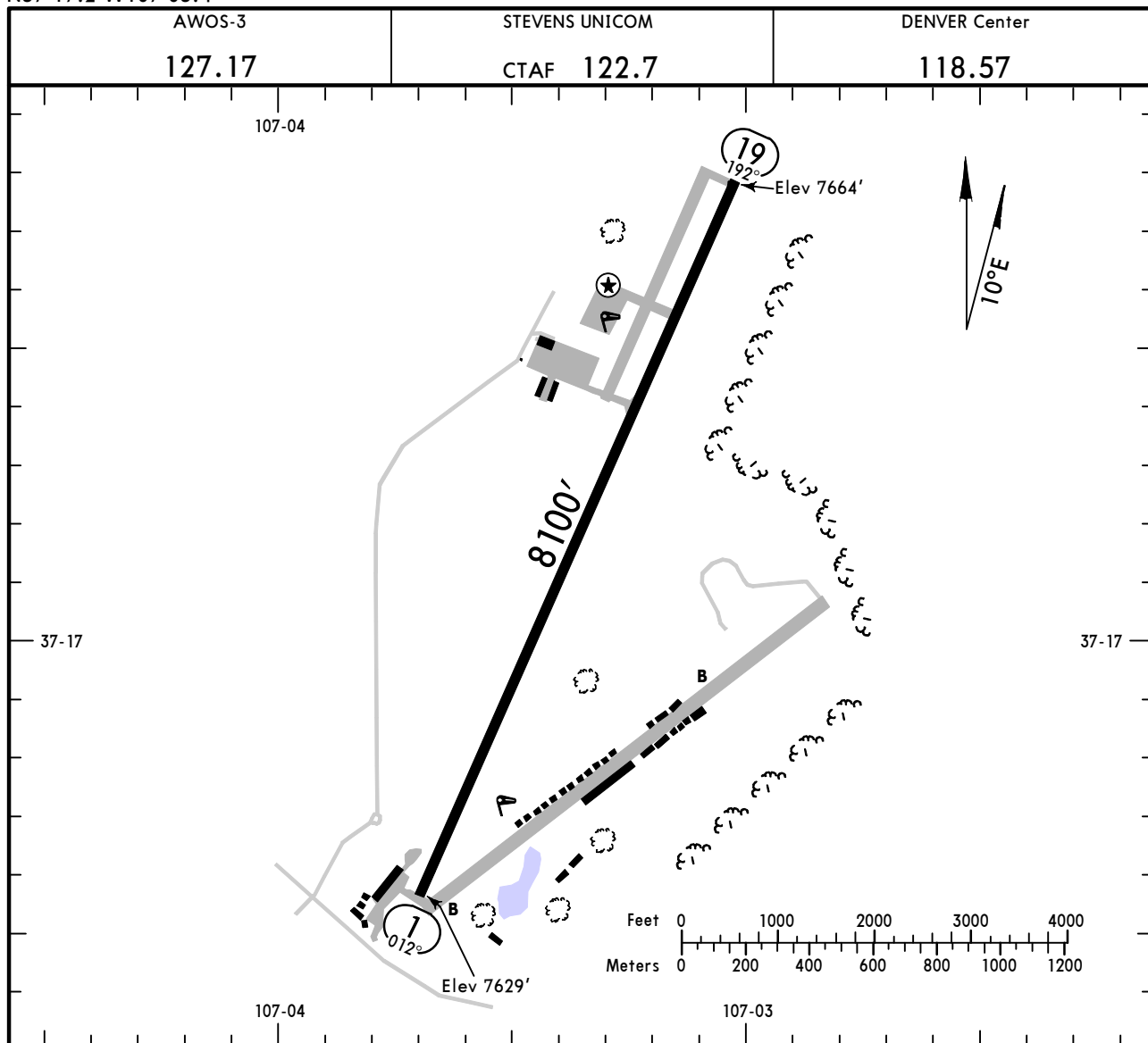
Stevens Unicom 122.7 CTAF PCL

Denver Center 118.575 Remote Communications Air-Ground

KPSO
Apt Elev 7664'
N37 17.2 W107 03.4

JEPPESSEN
14 MAY 10 (12-1)

PAGOSA SPRINGS, COLO
STEVENS



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	Take-off	
1	① MIRL ① REIL ① PAPI-L (angle 3.0°)				100'
19	① MIRL ① REIL ① PAPI-R (angle 3.0°)				

① Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							FOR FILING AS ALTERNATE		
Rwy 19			Rwy 1						
With Min climb of 296' /NM to 9300'		For Climb In Visual Conditions	With Min climb of 437' /NM to 9600'		For Climb In Visual Conditions	Authorized Only When Local Weather Available			
Adequate Vis Ref	STD		Adequate Vis Ref	STD		RNAV (GPS)-A			
1 & 2 Eng	1/4	1	1900-3	1/4	1	1900-3	A	800-2	
3 & 4 Eng		1/2			1/2		C		
							D		NA

OBSTACLE DP: Rwy 1, Climbing right turn via heading 216° to intercept DRO VOR R-066 to DRO VOR, Thence cross DRO VOR at MEA/MCA for direction of flight before proceeding on course. For climb in visual conditions, cross Stevens Field south bound at or above 9400', then via DRO VOR R-066 to DRO VOR. Thence cross DRO VOR at MEA/MCA for direction of flight before proceeding on course.

Rwy 19, climb via heading 194° to intercept DRO VOR R-075 to DRO VOR, Thence cross DRO VOR at MEA/MCA for direction of flight before proceeding on course. For climb in visual conditions, cross Stevens Field south bound at or above 9400', then via DRO VOR R-066 to DRO VOR. Thence cross DRO VOR at MEA/MCA for direction of flight before proceeding on course.

CHANGES: Taxiway added, magnetic variation.

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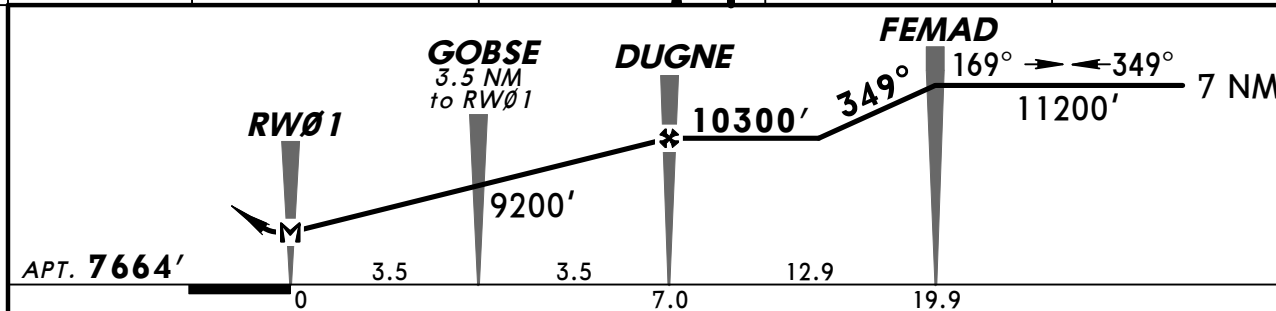
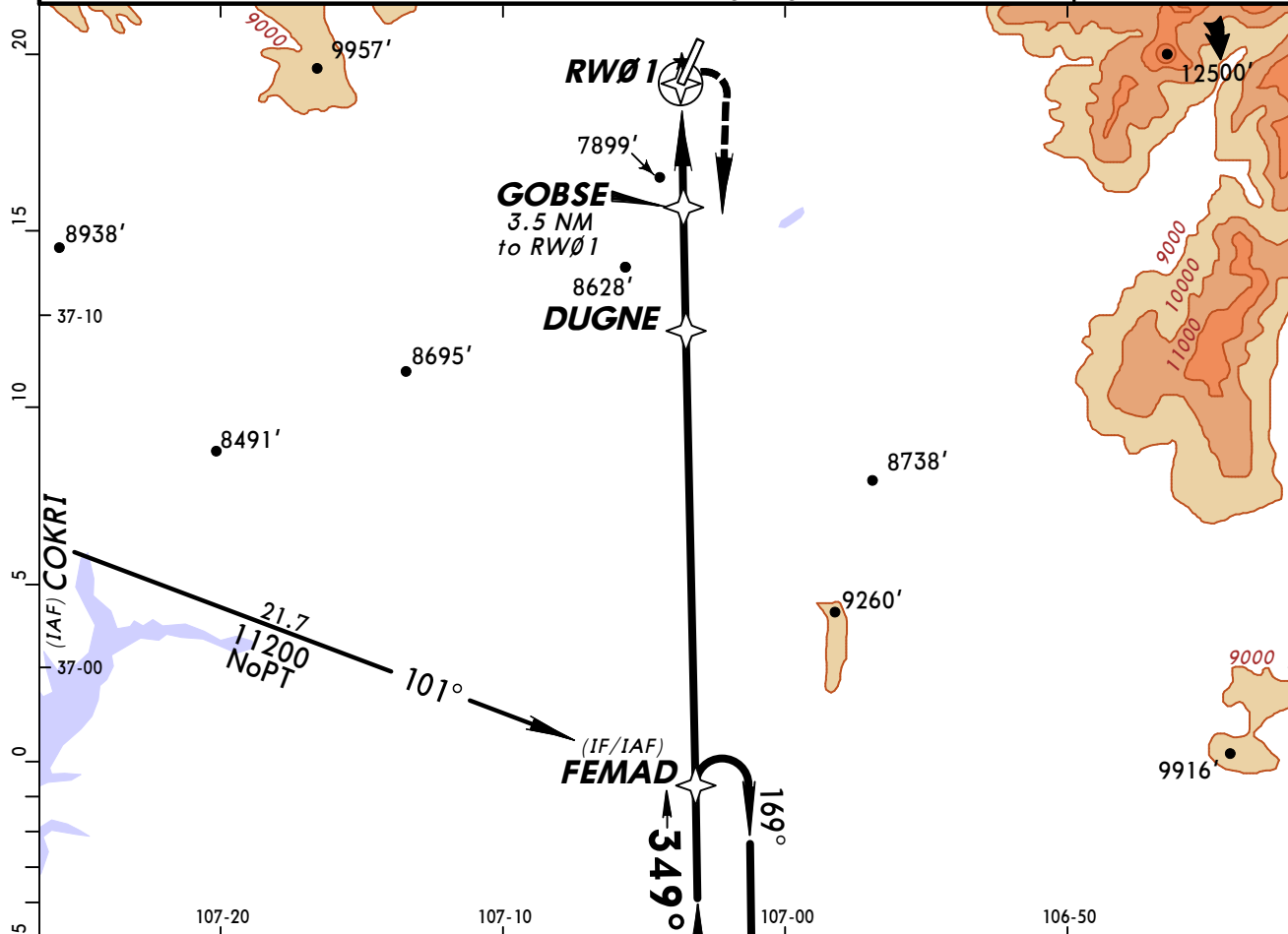
AMEND 0

KPSO
STEVENS

JEPPesen
14 MAY 10 (12-1)

PAGOSA SPRINGS, COLO
CAT A, B & C RNAV (GPS)-A

AWOS-3 127.17		DENVER Center 118.57		STEVENS UNICOM CTAF 122.7	
RNAV	Final Apch Crs 349°	Minimum Alt DUGNE 10300' (2636')	MDA(H) Refer to Minimums	Apt Elev 7664'	15,100' MSA RW01
MISSED APCH: Climbing RIGHT turn to 11200' direct FEMAD and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Durango altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 122.7.					



MAP at RW01						Lighting - Refer to Airport Chart	11200'	RT	FEMAD

				CIRCLE-TO-LAND	
				Not Authorized at Night to Rwy 19	
				With Local Altimeter Setting MDA(H)	With Durango Altimeter Setting MDA(H)
TERPS	A	Max Kts		8400' (736') - 1	8620' (956') - 1 1/4
				8400' (736') - 2	8620' (956') - 1 1/2
				8400' (736') - 2	8620' (956') - 3
				NA	NA

CHANGES: None.

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General Information

Location: Pueblo CO USA
IATA Code: PUB
Lat/Long: N38° 17.3' W104° 29.8'
Elevation: 4729 ft

Airport Use: Public
Magnetic Variation: 8.4 °E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1333 Z
Sunset: 0049 Z,

Runway Information

Runway: 08L
Length x Width: 10498 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4671 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 08R
Length x Width: 3767 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4656 ft

Runway: 17
Length x Width: 8310 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4729 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26L
Length x Width: 3767 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 4655 ft

Runway: 26R
Length x Width: 10498 ft x 150 ft

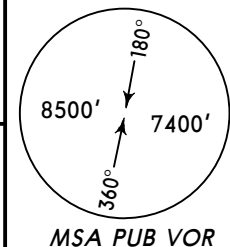
Surface Type: asphalt
TDZ-Elev: 4659 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 8310 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4677 ft
Lighting: Edge, REIL, Pilot controlled

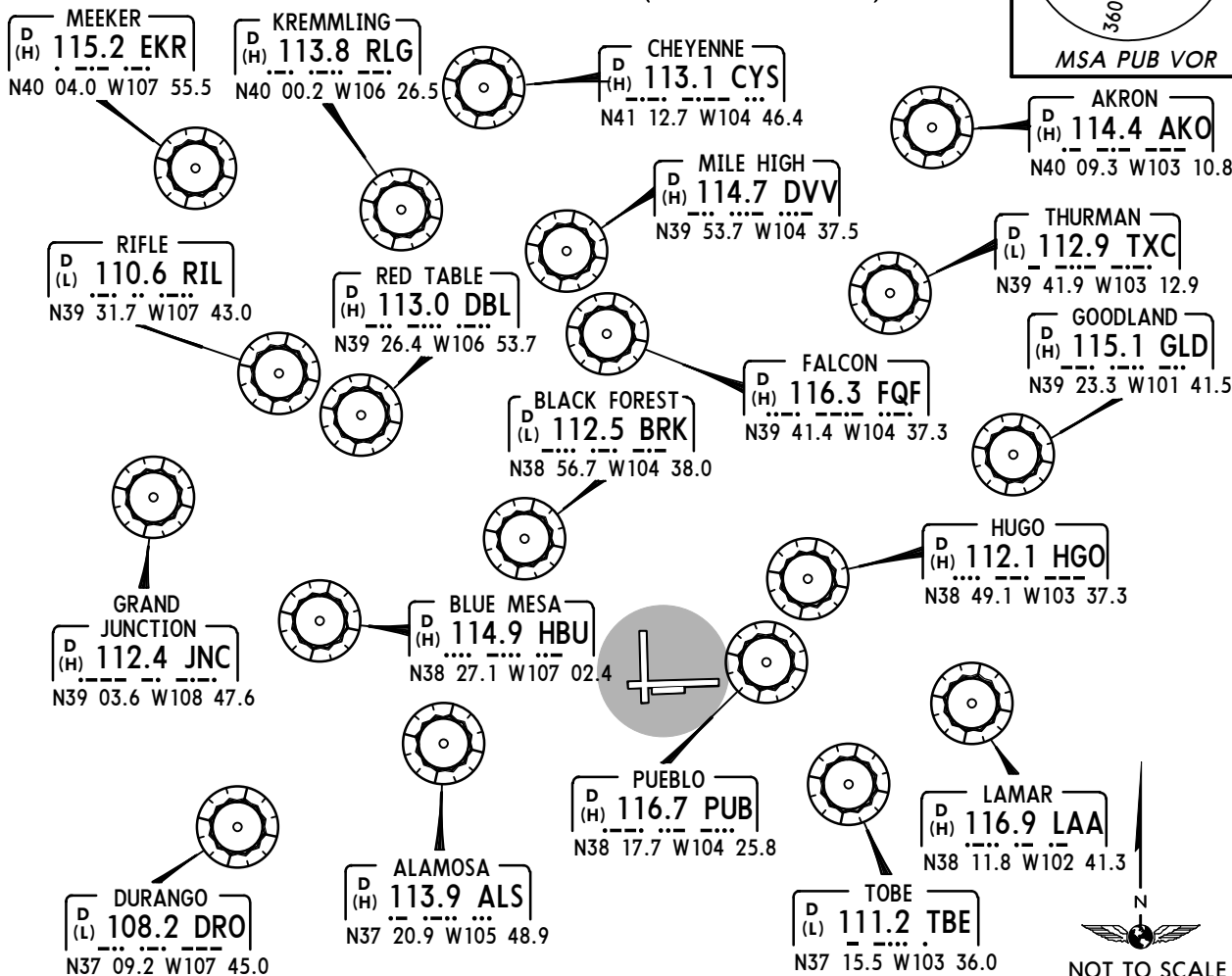
Communication Information

ATIS 125.25
ASOS 125.25
Pueblo Tower 119.1 CTAF PCL
Pueblo Ground Control 121.9
Pueblo Clearance Delivery 120.9
Denver Approach Control 120.1 Arrival Service
Denver Departure Control 120.1 Departure Service
Pueblo Meml Unicom 122.95
Denver Flight Service Station 122.2 RCO
Denver Center 128.375 Remote Communications Air-Ground

*DENVER Departure (R) 120.1	*DENVER Center (R) 128.37 when Dep inop.	Apt Elev 4726'	Trans level: FL 180 Trans alt: 18000'



CANYON ONE DEPARTURE (CANYN1.PUB)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no transmissions are received within 1 minute after departure, **MAINTAIN** assigned heading until **7000'** (Rwy 26 departures will need to turn LEFT direct PUB due to antenna NORTHWEST of departure end), then climb to filed altitude direct PUB.

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 8L/R, 17, 26L/R: Standard (or lower than standard, if authorized).
Rwy 35: Standard (or lower than standard, if authorized) with minimum climb of 285' per NM to **7000'**.

Gnd speed-KT	75	100	150	200	250	300
285' per NM	356	475	713	950	1188	1425

OBSTACLES

Rwy 8L: Rising terrain 57' from DER, 123' LEFT of centerline, up to 4649' MSL.
Rwy 8R: Rising terrain 180' from DER, 58' LEFT of centerline, up to 4659' MSL.
Rwy 26L: Rising terrain 110' from DER, 182' RIGHT of centerline, up to 4659' MSL.
Rising terrain 128' from DER, 122' LEFT of centerline, up to 4659' MSL.
Rwy 26R: Rising terrain 208' from DER, 446' RIGHT of centerline, up to 4679' MSL.
Rwy 35: Rising terrain 2' from DER, 7' LEFT of centerline, up to 4749' MSL.
Rising terrain 196' from DER, 11' RIGHT of centerline, up to 4793' MSL.
Transmission poles 1.1 NM from DER, 703' RIGHT of centerline, 46' AGL/4925' MSL.
RADAR reflector 996' from DER, on centerline, 4' AGL/4757' MSL.

NOT TO SCALE

RWY	INITIAL CLIMB	ALTITUDE
8L/R	Climb assigned heading between 020° and 100° to 7000' or assigned ATC altitude.	MAINTAIN ATC assigned altitude
17	Climb assigned heading between 150° and 190° to 7000' or assigned ATC altitude.	
26L/R	Climb assigned heading between 240° and 280° to 7000' or assigned ATC altitude.	
35	Climb assigned heading between 020° and 040° to 7000' or assigned ATC altitude.	

ROUTING

EXPECT RADAR vectors to intercept filed/assigned route or enroute fix/navaid. EXPECT filed altitude/flight level 10 minutes after departure.

[illegible]

GENERAL

Rwy 8R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE- OFF	WIDTH
				LAHSO Distance			
8R ① 26L							75'

① Available to aircraft under 12,500 lbs. during daylight hours.

8L 26R	② HIRL ② MALSR ② ③ PAPI-L	porous friction course overlay		9313'			150'
	② HIRL ② REIL ② ③ PAPI-L			9353'	17/35 8300'		

② Activate on 119.1 when Twr inop.

③ Angle 3.0°.

17 35	④ MIRL ④ REIL ④ ⑤ PAPI-L	porous friction course overlay			8L/26R 5850'		150'

④ Activate on 119.1 when Twr inop.

⑤ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 08L, 08R, 17, 26L, 26R		Rwy 35		
	Adequate Vis Ref	STD	With Min climb of 254'/NM to 5200'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1 3/4
3 & 4 Eng		1/2		1/2	

OBSTACLE DP

Rwy 08L, Climb heading 077° to 5500', then climbing left turn via heading 210° and PUB VOR R-040 to PUB VOR, continue climb in PUB VOR holding pattern (hold northeast, right turns, 244° inbound) to cross PUB VOR at or above MEA for route of flight.

Rwy 08R, Climb heading 077° to 5400', then climbing left turn via heading 210° and PUB VOR R-040 to PUB VOR, continue climb in PUB VOR holding pattern (hold northeast, right turns, 244° inbound) to cross PUB VOR at or above MEA for route of flight.

Rwy 17, Climb heading 167° to 5800', then climbing left turn via heading 050° and PUB VOR R-180 to PUB VOR, continue climb in PUB VOR holding pattern (hold northeast, right turns, 244° inbound) to cross PUB VOR at or above MEA for route of flight.

Rwy 26L/R, Climb heading 257° to 5700', then climbing left turn via heading 070° and PUB VOR R-220 to PUB VOR, continue climb in PUB VOR holding pattern (hold northeast, right turns, 244° inbound) to cross PUB VOR at or above MEA for route of flight.

Rwy 35, Climb heading 347° to 5200', then climbing right turn via heading 150° and PUB VOR R-360 to PUB VOR, continue climb in PUB VOR holding pattern (hold northeast, right turns, 244° inbound) to cross PUB VOR at or above MEA for route of flight.

FOR FILING AS ALTERNATE

		PORT FILING AS ALTERNATE		
		Authorized Only When Twr Operating		Authorized Only When Local Weather Available
		ILS Rwy 8L ILS Rwy 26R	LOC Rwy 8L LOC Rwy 26R VOR Rwy 26R	RNAV (GPS) Rwy 8L RNAV (GPS) Rwy 26R
A	700-2		800-2	800-2
B				
C				
D				

A
M
E
N
D
4

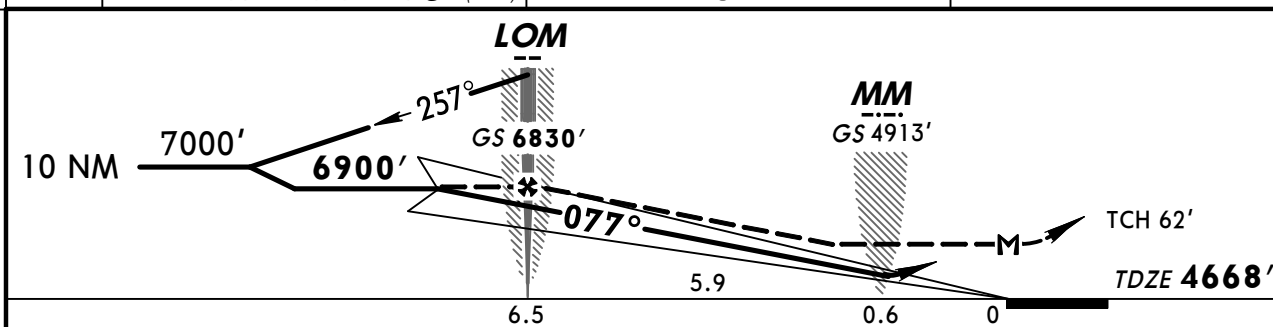
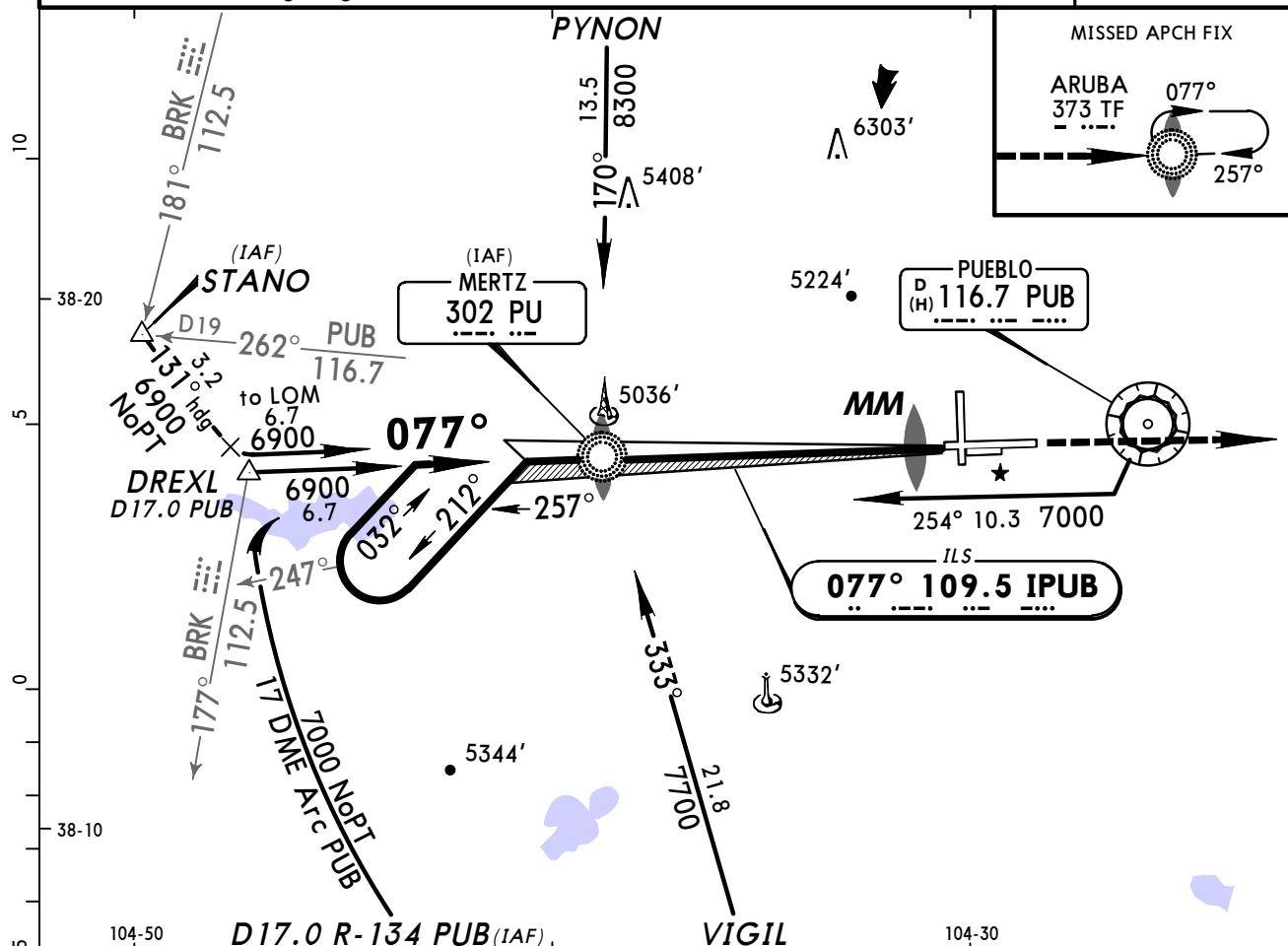
ATIS (ASOS when Twr inop) 125.25	*DENVER Approach (R) 120.1	DENVER Center (R) 128.37 when App inop.	*PUEBLO Tower CTAF 119.1	*Ground 121.9
LOC IPUB 109.5	Final Apch Crs 077°	GS LOM 6830' (2162')	ILS DA(H) 4868' (200')	Apt Elev 4726' TDZE 4668'

MISSED APCH: Climb to 7000' direct TF LOM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

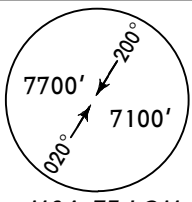
1. ADF required. 2. ILS glideslope unusable for coupled approaches below 4910' MSL.
3. Pilot controlled lighting 119.1.

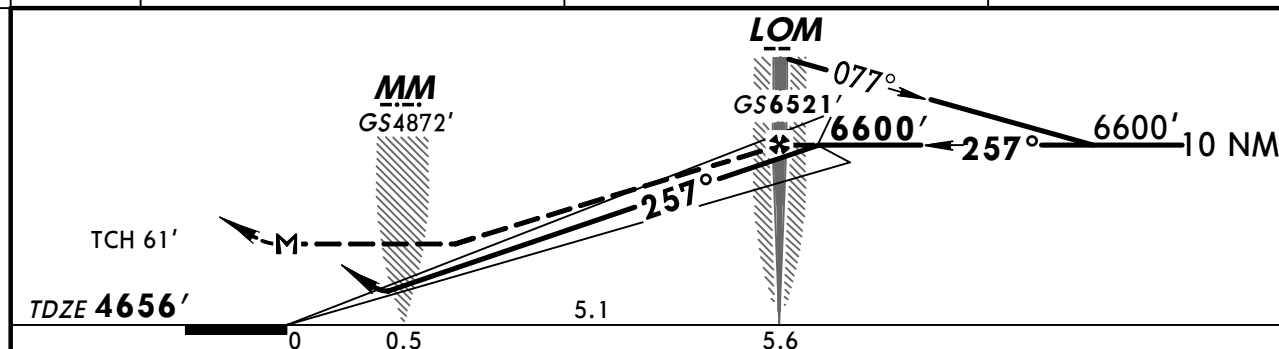
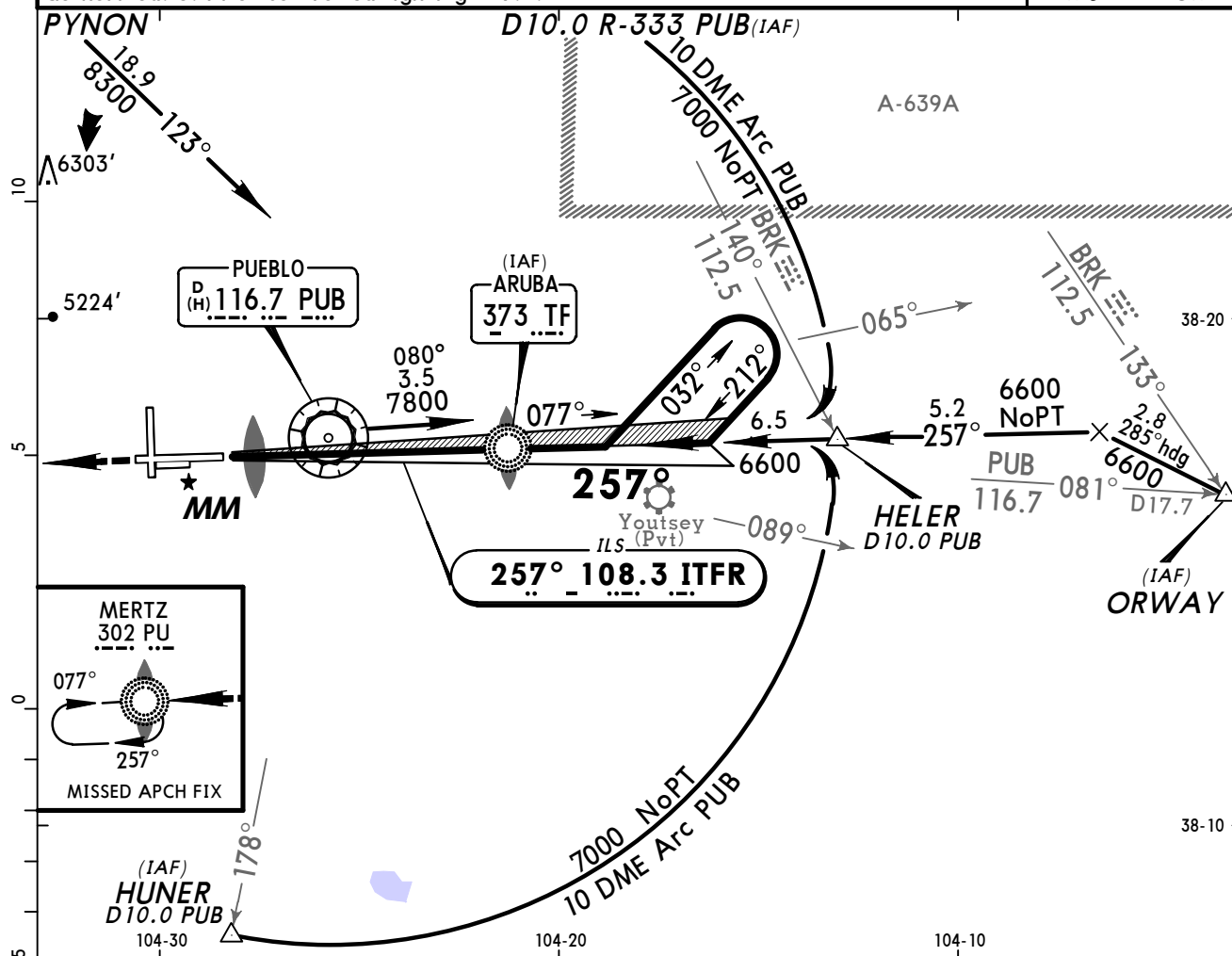
MSA PU LOM



Gnd speed-Kts	70	90	100	120	140	160		MALSR	7000'	TF	373
GS	3.00°	377	484	538	646	753	861	PAPI	↑	→	
LOM to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26				

STRAIGHT-IN LANDING RWY8L						CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 4868' (200')			LOC (GS out) <i>MDA(H)</i> 5260' (592')			Max Kts	<i>MDA(H)</i>
FULL		RAIL or ALS out		RAIL out	ALS out		
A	1/2	3/4	1/2	3/4	1	90	5340' (614') - 1
B						120	
C			1	1 1/2		140	5340' (614') - 1 3/4
D			1 1/4	1 3/4		165	5380' (654') - 2

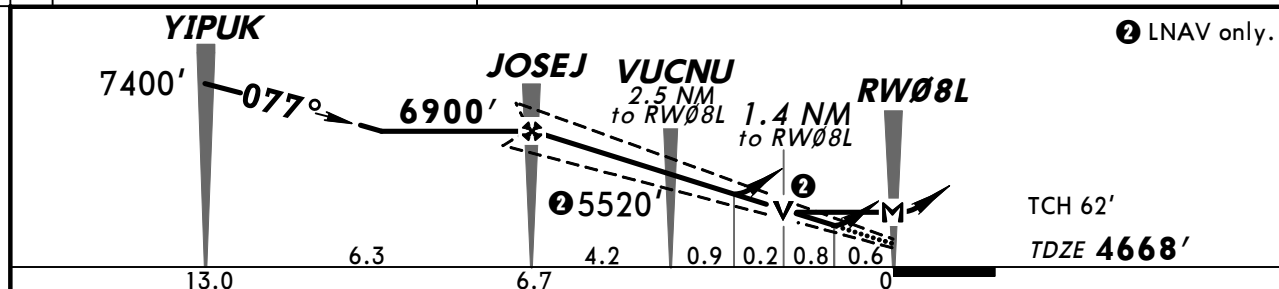
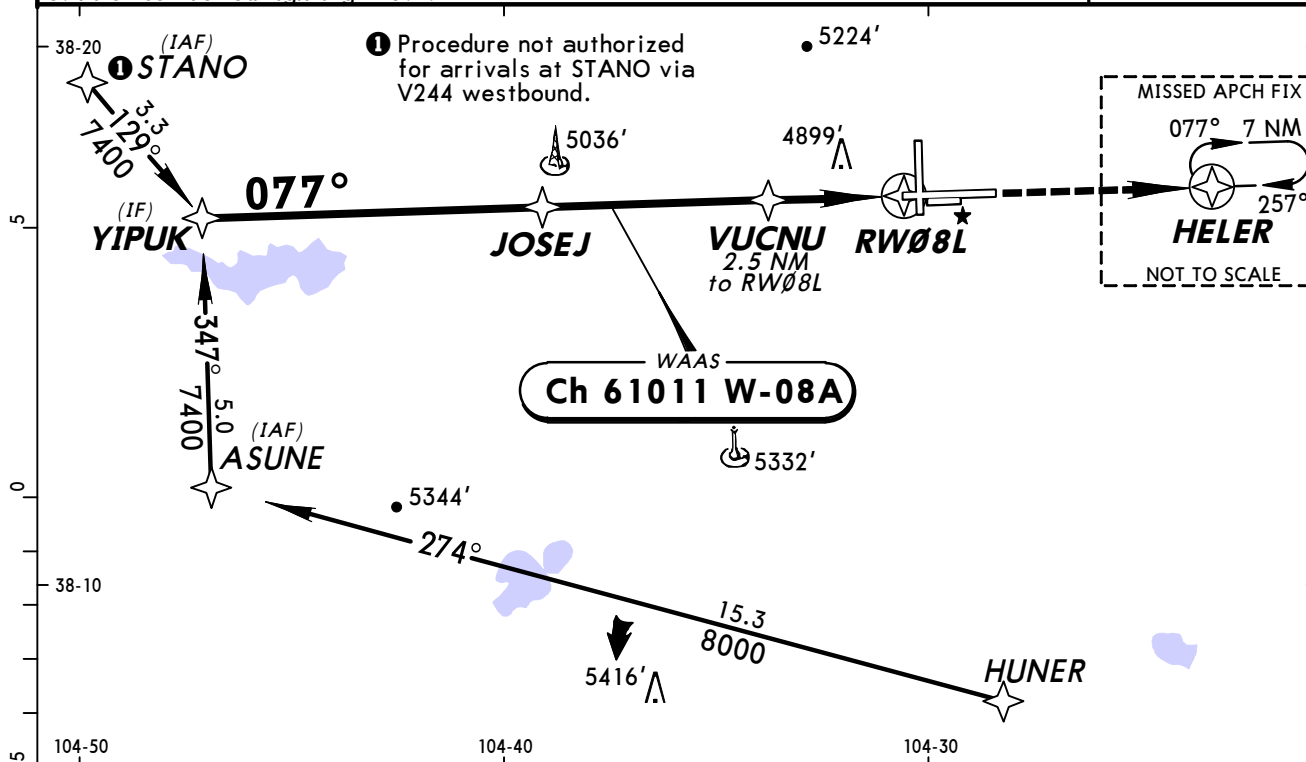
ATIS (ASOS when Twr inop) 125.25		*DENVER Approach (R) 120.1		DENVER Center (R) 128.37 when App inop.	*PUEBLO Tower CTAF 119.1	*Ground 121.9
LOC ITFR 108.3	Final Apch Crs 257°	GS LOM 6521' (1865')	ILS DA(H) 4856' (200')	Apt Elev 4726' TDZE 4656'		
MISSED APCH: Climb to 7000' direct PU LOM and hold.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, procedure not authorized. 3. Pilot controlled lighting 119.1.						MSA TF LOM



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000' ↑	D→	PU 302
GS	3.00°	377	484	538	646	753				
LOM to MAP	5.6	4:48	3:44	3:22	2:48	2:24				

STRAIGHT-IN LANDING RWY26R				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H)	
DA(H) 4856' (200')		MDA(H) 5060' (404')		90		5340' (614')-1	
3/4		1 1/4		120		5340' (614')-1 3/4	
				140		5340' (614')-1 3/4	
				165		5380' (654')-2	

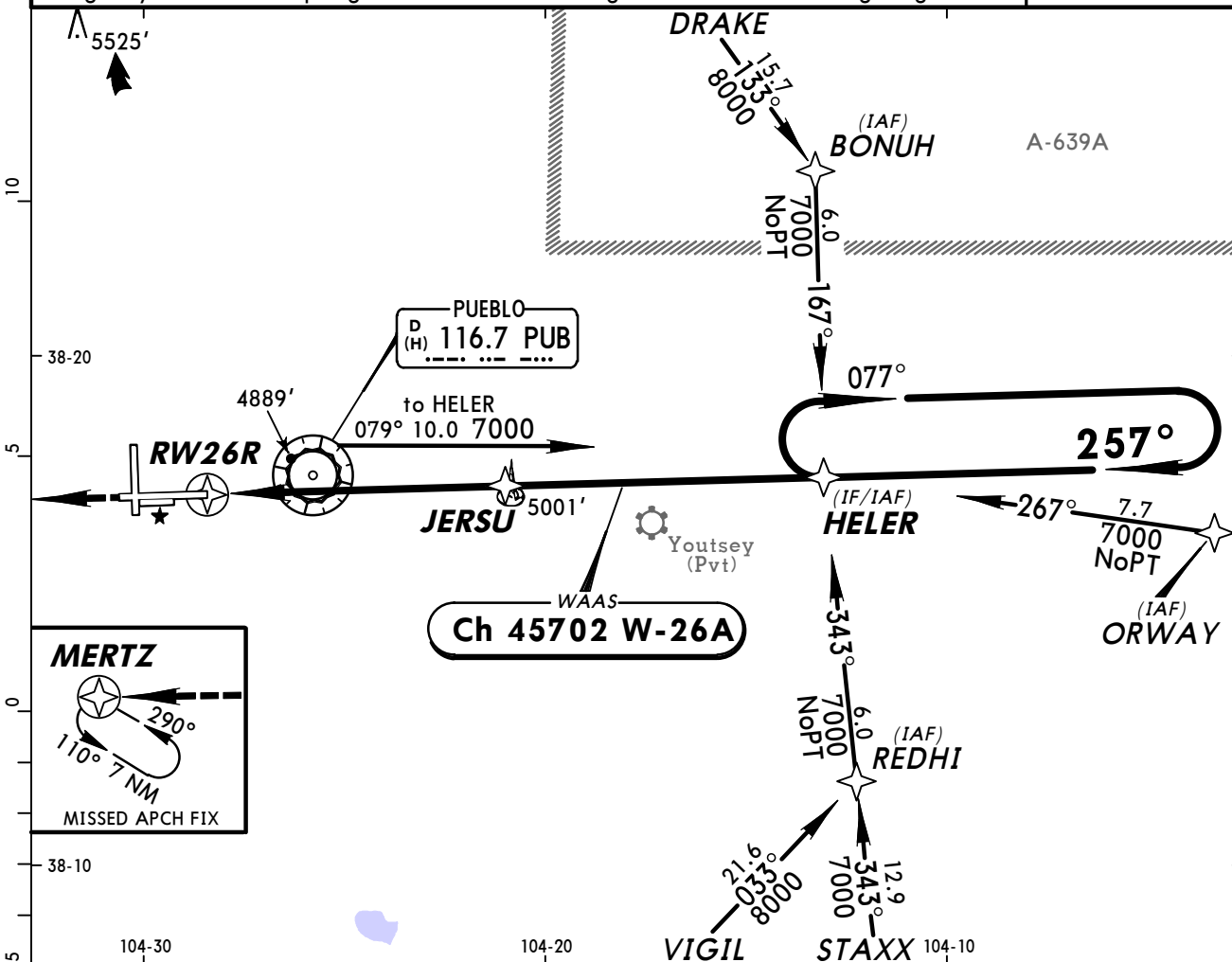
ATIS (ASOS when Twr inop) 125.25	*DENVER Approach (R) 120.1	DENVER Center (R) 128.37 when App inop.	*PUEBLO Tower CTAF 119.1	*Ground 121.9
WAAS Ch 61011 W-08A	Final Apch Crs 077°	Minimum Alt JOSEJ 6900' (2232')	LPV DA(H) (CONDITIONAL) 4918' (250')	Apt Elev 4726' TDZE 4668'
MISSED APCH: Climb to 7000' direct HELER and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use La Junta altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -24°C (-11°F) or above 40°C (104°F). 4. Baro-VNAV and VDP not authorized when using La Junta altimeter setting. 5. Pilot controlled lighting 119.1.				



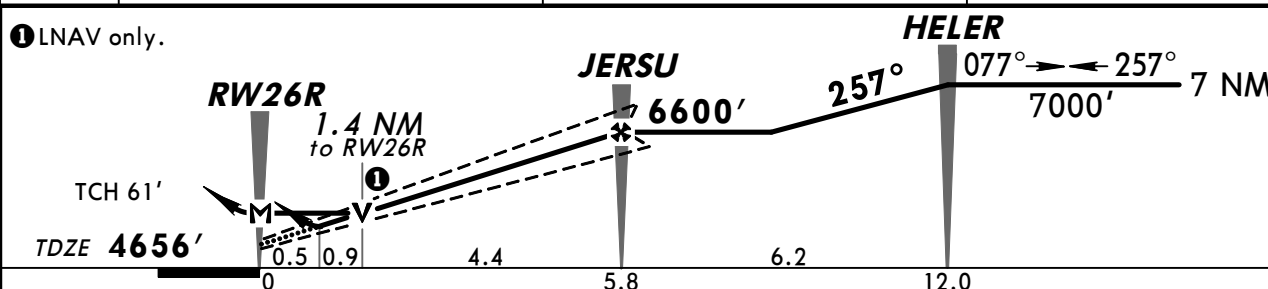
Gnd speed-Kts	70	90	100	120	140	160		MALSR	7000'	→	HELER
Glide Path Angle	3.00°	372	478	531	637	743	849	PAPI	↑		
MAP at RW08L											

STRAIGHT-IN LANDING RWY 8L With Local Altimeter Setting								CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 4918' (250')		LNAV/VNAV DA(H) 5227' (559')		LNAV MDA(H) 5160' (492')				Max Kts	MDA(H)
RAIL or ALS out		RAIL out		RAIL out		ALS out			
A				1/2	3/4	1		90	5340' (614')-1
B	1/2	3/4	1 1/2	2				120	
C					3/4	1 1/4		140	5340' (614')-1 3/4
D					1	1 1/2		165	5380' (654')-2
With La Junta Altimeter Setting								With La Junta Altimeter Setting	
LPV DA(H) 5118' (450')		LNAV/VNAV DA(H) 5427' (759')		LNAV MDA(H) 5360' (692')				Max Kts	MDA(H)
RAIL or ALS out		RAIL out		RAIL out		ALS out			
A				1/2	3/4	1		90	5540' (814')-1
B	1	1 1/2	2 1/4	2 3/4				120	5540' (814')-1 1/4
C					1 1/2	2		140	5540' (814')-2 1/2
D					1 3/4	2 1/4		165	5580' (854')-2 3/4

ATIS (ASOS when Twr inop) 125.25	*DENVER Approach (R) 120.1	DENVER Center (R) 128.37 when App inop.	*PUEBLO Tower CTAF 119.1	*Ground 121.9
WAAS Ch 45702 W-26A	Final Apch Crs 257°	Minimum Alt JERSU 6600' (1944')	LPV DA(H) (CONDITIONAL) 4856' (200')	Apt Elev 4726' TDZE 4656'
MISSED APCH: Climb to 7000' direct MERTZ and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use City of Colorado Springs Mun altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VDP not authorized when using City of Colorado Springs Mun altimeter setting. 4. Pilot controlled lighting 119.1.				



① LNAV only.



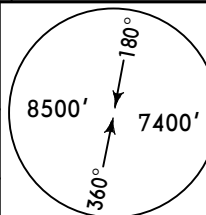
Gnd speed-Kts	70	90	100	120	140	160		REIL	7000'	→	MERTZ
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI-L			
MAP at RW26R											

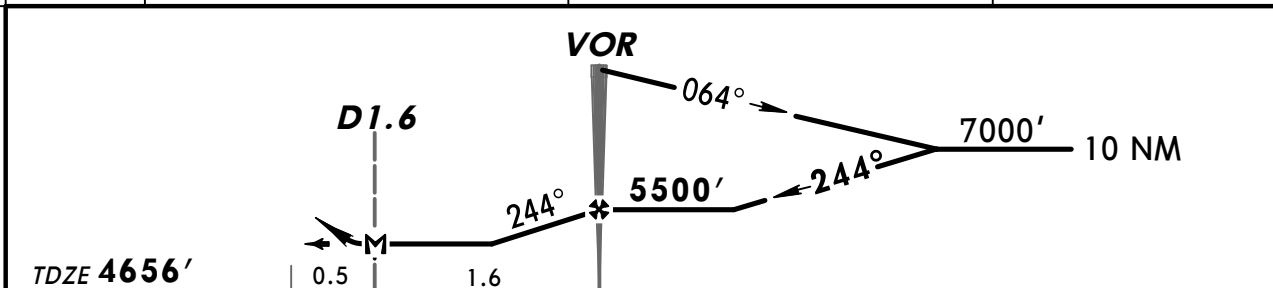
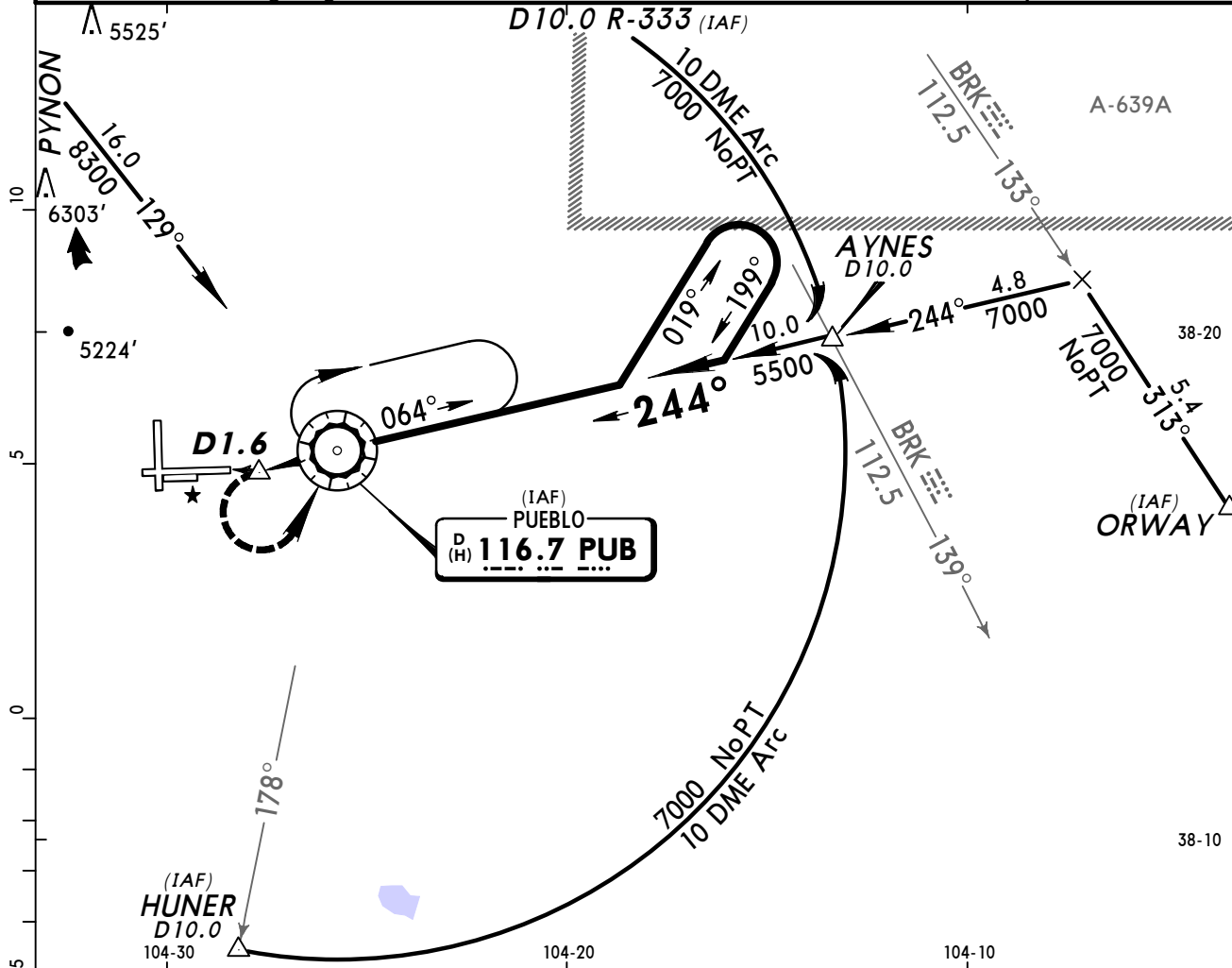
STRAIGHT-IN LANDING RWY 26R				CIRCLE-TO-LAND			
① LPV		② LNAV		With local Altimeter Setting		With City of Colorado Springs Mun Altimeter Setting	
DA(H) 4856' (200')		MDA(H) 5140' (484')		MDA(H)		MDA(H)	
A				90	5340' (614') - 1		5720' (994') - 1
B			1	120	5340' (614') - 1 3/4		5720' (994') - 1 3/4
C	3/4		1 1/4	140	5340' (614') - 2		5720' (994') - 2
D			1 1/2	165	5380' (654') - 2		5760' (1034') - 2

① DA(H) 5225' (569') with City of Colorado Springs Mun altimeter setting.

② MDA(H) 5520' (864') with City of Colorado Springs Mun altimeter setting.

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 125.25		*DENVER Approach (R) 120.1		DENVER Center (R) 128.37 when App inop.		*PUEBLO Tower CTAF 119.1		*Ground 121.9	
VOR PUB 116.7	Final Apch Crs 244°	Minimum Alt VOR 5500' (844')		MDA(H) 5100' (444')		Apt Elev 4726' TDZE 4656'		 MSA PUB VOR	
MISSED APCH: Climbing LEFT turn to 7000' direct PUB VOR and hold.									
Alt Set: INCHES									

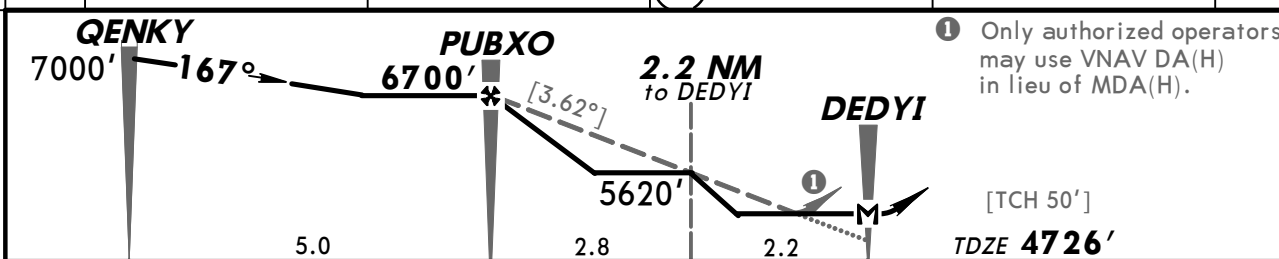
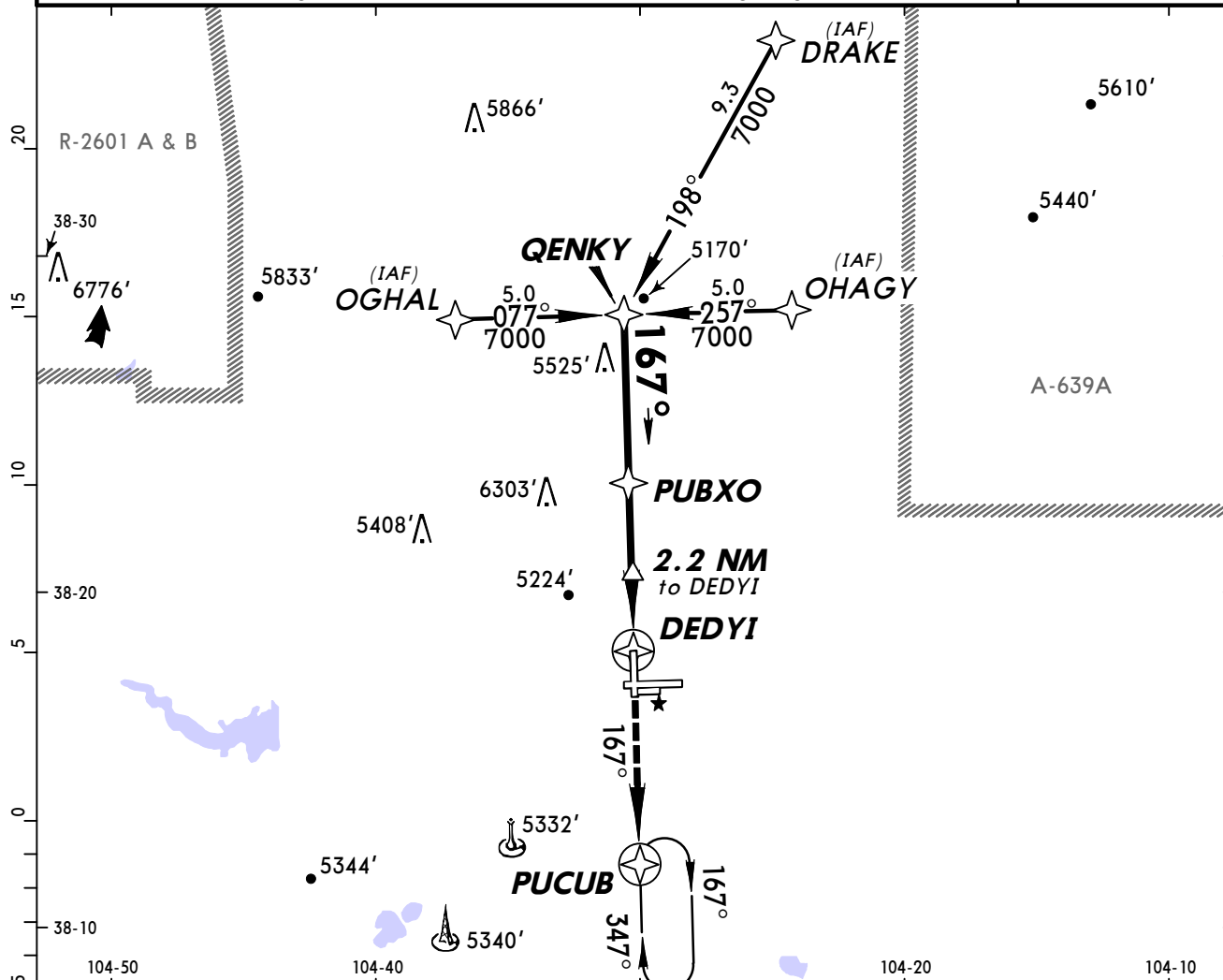


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000' LT	PUB 116.7
MAP at D1.6 or VOR to MAP	1.6	1:22	1:04	0:58	0:48	0:41			

STRAIGHT-IN LANDING RWY26R				CIRCLE-TO-LAND			
MDA(H) 5100' (444')				MDA(H)			
A	1			Max Kts 90	5340'(614')-1		
B				120			
C	1 1/4			140	5340'(614')-1 3/4		
D	1 1/2			165	5380'(654')-2		

TERPS

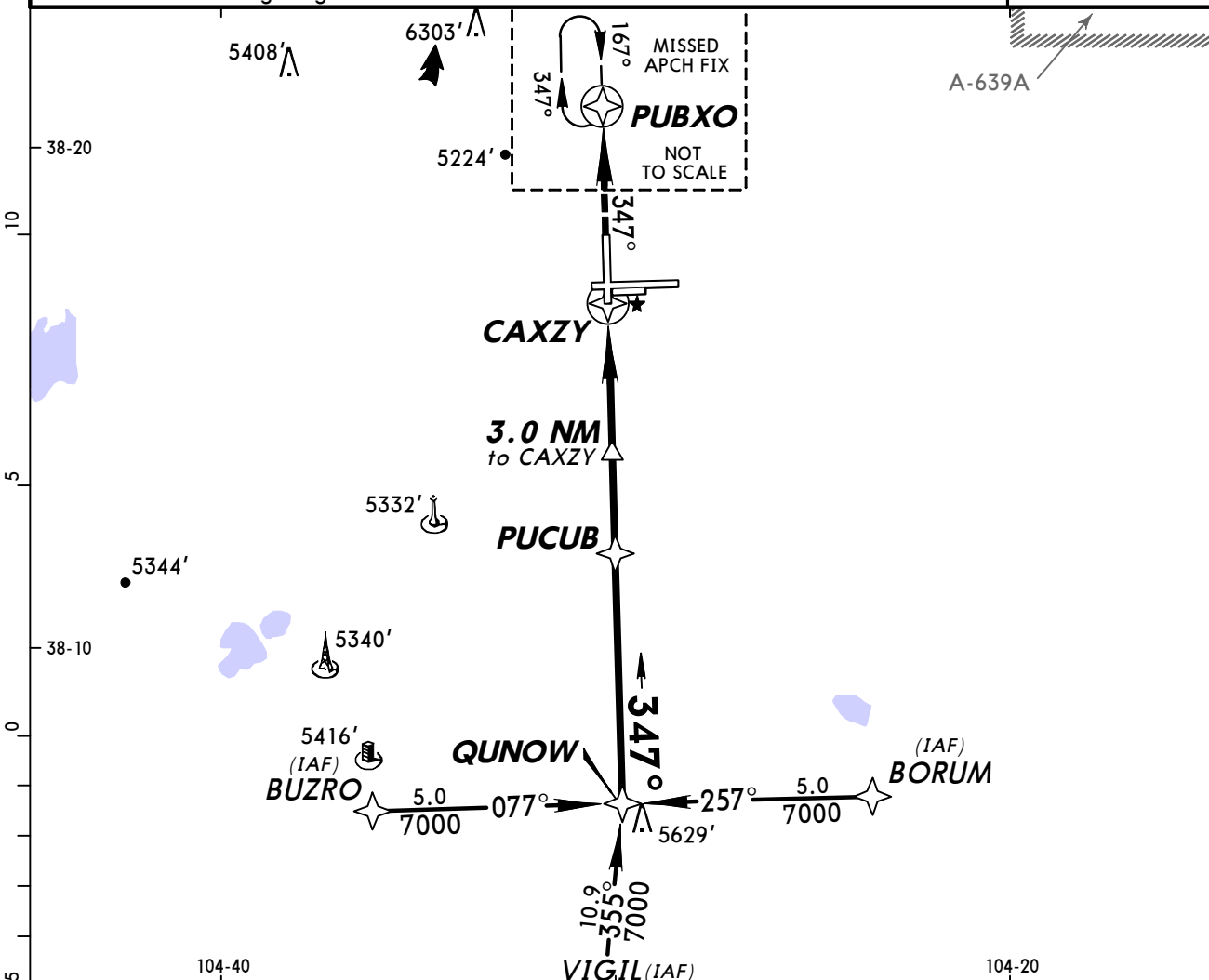
ATIS (ASOS when Twr inop) 125.25	*DENVER Approach (R) 120.1	DENVER Center (R) 128.37 when App inop.	*PUEBLO Tower CTAF 119.1	*Ground 121.9
GPS	Final Apch Crs 167°	Minimum Alt PUBXO 6700' (1974')	MDA(H) 5280' (554')	Apt Elev 4726' TDZE 4726'
MISSED APCH: Climb to 7500' via 167° course to PUCUB and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 119.1.				
				10,200' MSA DEDYI



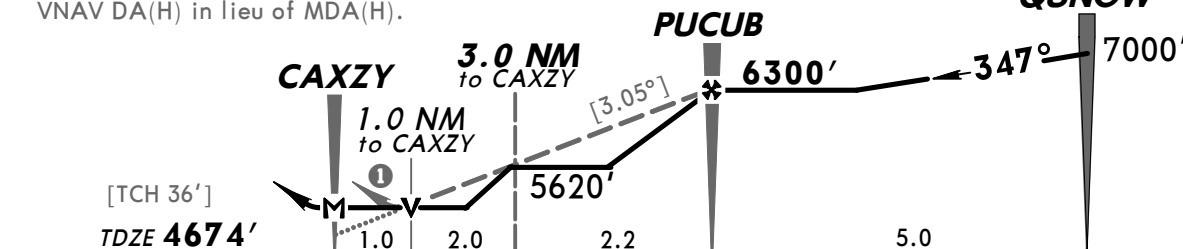
Gnd speed-Kts	70	90	100	120	140	160		REIL	7500'		
Descent angle [3.62°]	448	577	641	769	897	1025		PAPI-L	via 167°		PUCUB
MAP at DEDYI											

STRAIGHT-IN LANDING RWY17						CIRCLE-TO-LAND					
MDA(H) 5280' (554')											
A	1					Max Kts	MDA(H)				
B						90	5340' (614')-1				
C	1½					120					
D	1¾					140	5340' (614')-1¾				
						165	5380' (654')-2				

ATIS (ASOS when Twr inop) 125.25	*DENVER Approach (R) 120.1	DENVER Center (R) 128.37 when App inop.	*PUEBLO Tower CTAF 119.1	*Ground 121.9
GPS	Final Apch Crs 347°	Minimum Alt PUCUB 6300' (1626')	MDA(H) 5000' (326')	Apt Elev 4726' TDZE 4674'
MISSED APCH: Climb to 7500' via 347° course to PUBXO and hold.				
Alt Set: INCHES 1. Pilot controlled lighting 119.1.		Trans level: FL 180		Trans alt: 18000'



① Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	7500'	via 347°	PUBXO
Descent angle [3.05°]	378	486	540	648	755	863					
MAP at CAXZY											

STRAIGHT-IN LANDING RWY35						CIRCLE-TO-LAND					
MDA(H) 5000' (326')						Max Kts					
1						MDA(H)					
						90					
						120					
						140					
						165					

General Information

Location: Rifle CO USA
IATA Code: RIL
Lat/Long: N39° 31.6' W107° 43.7'
Elevation: 5537 ft

Airport Use: Public
Magnetic Variation: 10.1 °E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1347 Z
Sunset: 0100 Z,

Runway Information

Runway: 08
Length x Width: 7000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5498 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 26
Length x Width: 7000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 5537 ft
Lighting: Edge, ALS, REIL, Pilot controlled

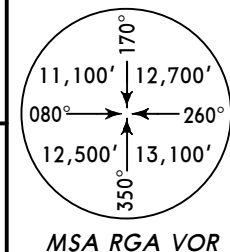
Communication Information

ASOS 135.275
Garfield Co Regl Unicom 122.8 CTAF PCL
Denver Center 134.5 Remote Communications Air-Ground

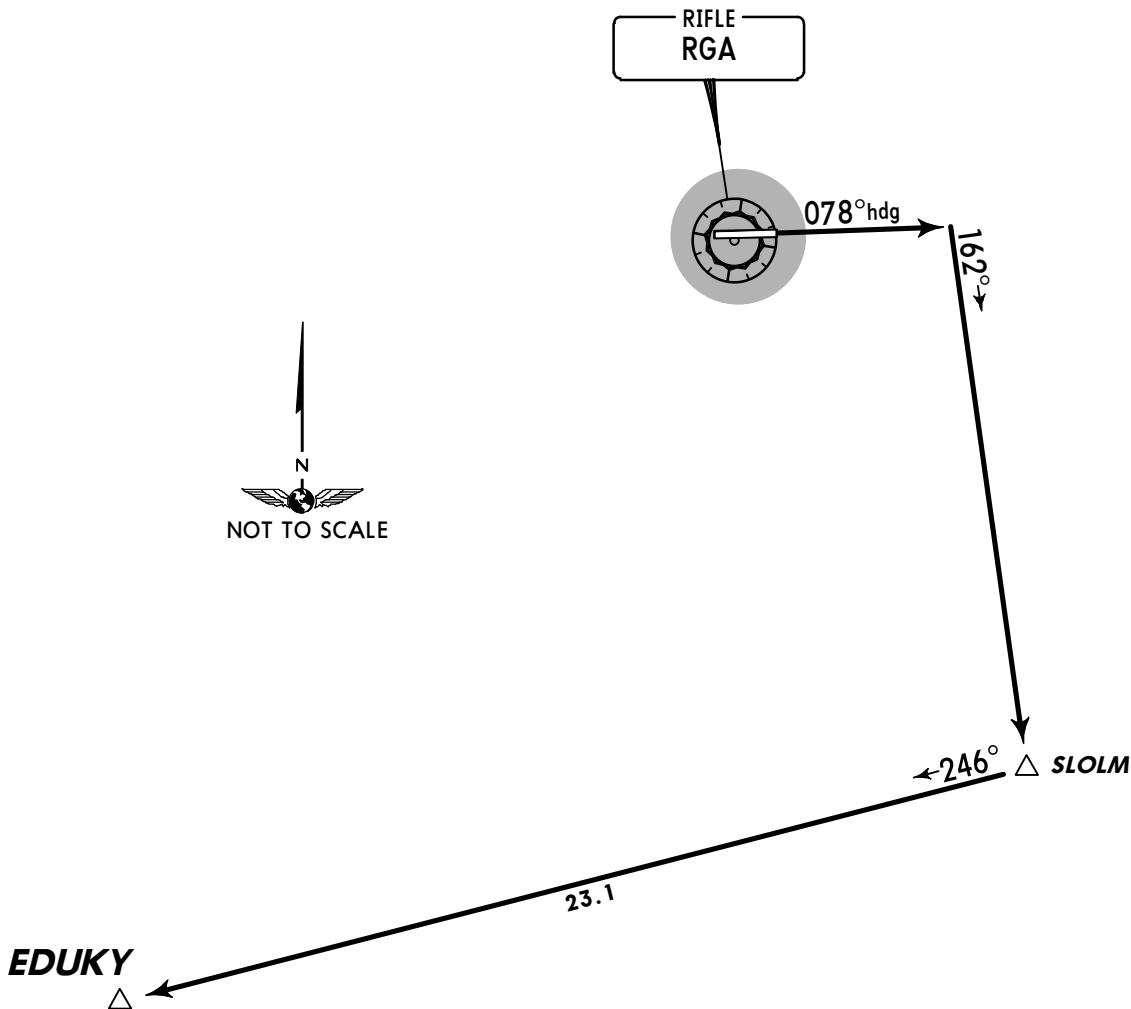
DENVER Center
134.5

Apt Elev
5537'

Trans level: FL180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.



EDUKY THREE RNAV DEPARTURE (EDUKY3.EDUKY) (RWY 8)



Direct distance from Garfield Co Regl to:
SLOLM 15 NM

This SID requires take-off minimums
(for standard minimums, refer to airport chart):
Rwy 8: Standard (or lower than standard, if
authorized) with a minimum climb of 396' per
NM to **11100'**.
Rwy 26: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
396' per NM	495	660	990	1320	1650	1980

OBSTACLES

Rwy 8: Terrain beginning 452' from DER,
464' RIGHT of centerline, up to 5551' MSL.
Pole 4024' from DER, 1396' RIGHT of
centerline, 42' AGL/5642' MSL. Obstruction
light on NDB tower 15' from DER, 283' LEFT
of centerline, up to 5586' MSL. Transmission
line towers beginning 1.7 NM from DER,
1852' RIGHT of centerline, up to 150' AGL/
5969' MSL.

INITIAL CLIMB

Climb heading 078° to intercept course 162° to SLOLM, then on track
246° to EDUKY.

ALTITUDE

MAINTAIN 14000'

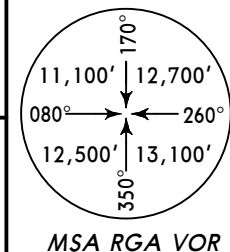
ROUTING

At EDUKY via assigned route, EXPECT clearance to assigned altitude 10 minutes after departure.

DENVER Center
134.5

Apt Elev
5537'

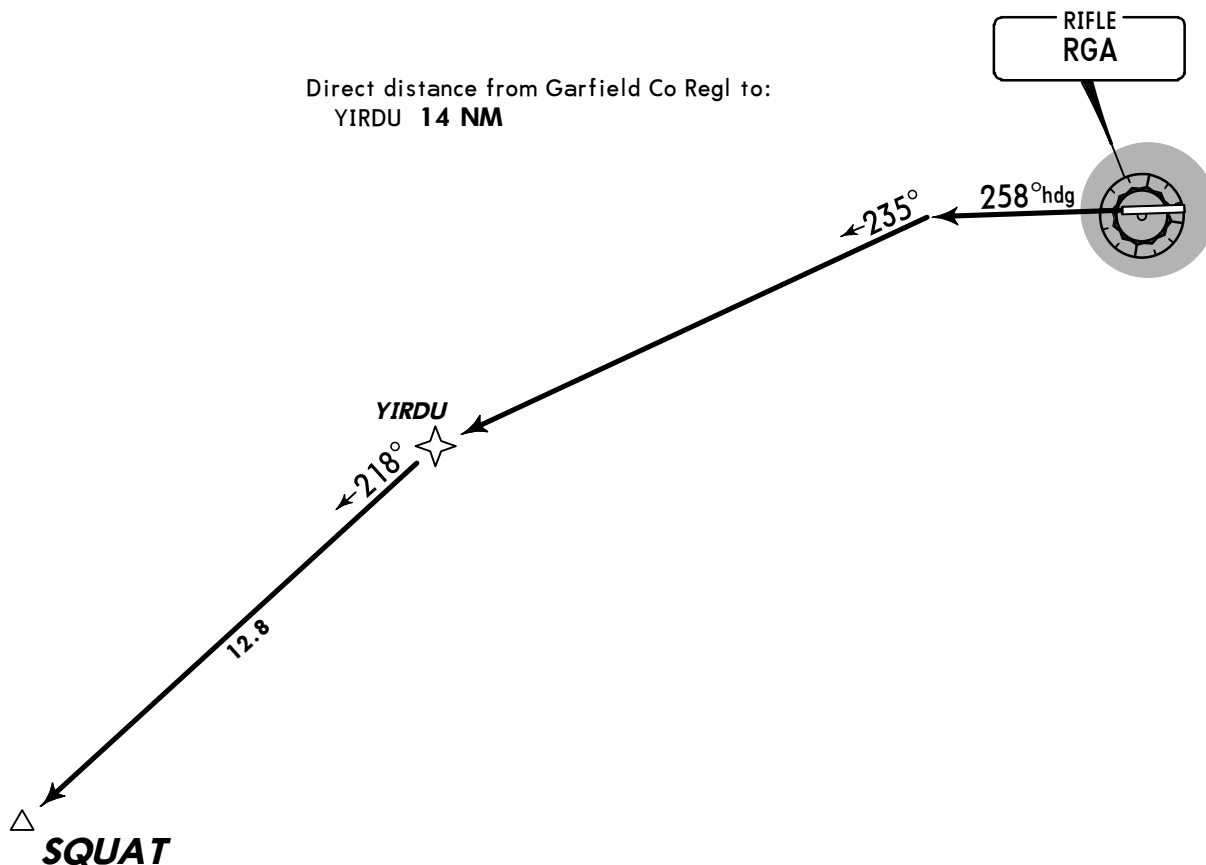
Trans level: FL180 Trans alt: 18000'
1. GPS required.
2. RNAV 1.



OBSTACLE

SQUAT THREE RNAV DEPARTURE (SQUAT3.SQUAT)
(RWY 26)

Direct distance from Garfield Co Regl to:
YIRDU 14 NM



OBSTACLES

Rwy 26: Poles beginning 1446' from DER, 634'
LEFT of centerline, up to 58' AGL/5531' MSL.

This DP requires take-off minimums:
Rwy 8: Not authorized - Air traffic.
Rwy 26: Standard (or lower than standard,
if authorized) with a minimum climb of
399' per NM to **9700'**.

Standard Take-off Minimums

	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

Gnd speed-KT	75	100	150	200	250	300
399' per NM	499	665	998	1330	1663	1995

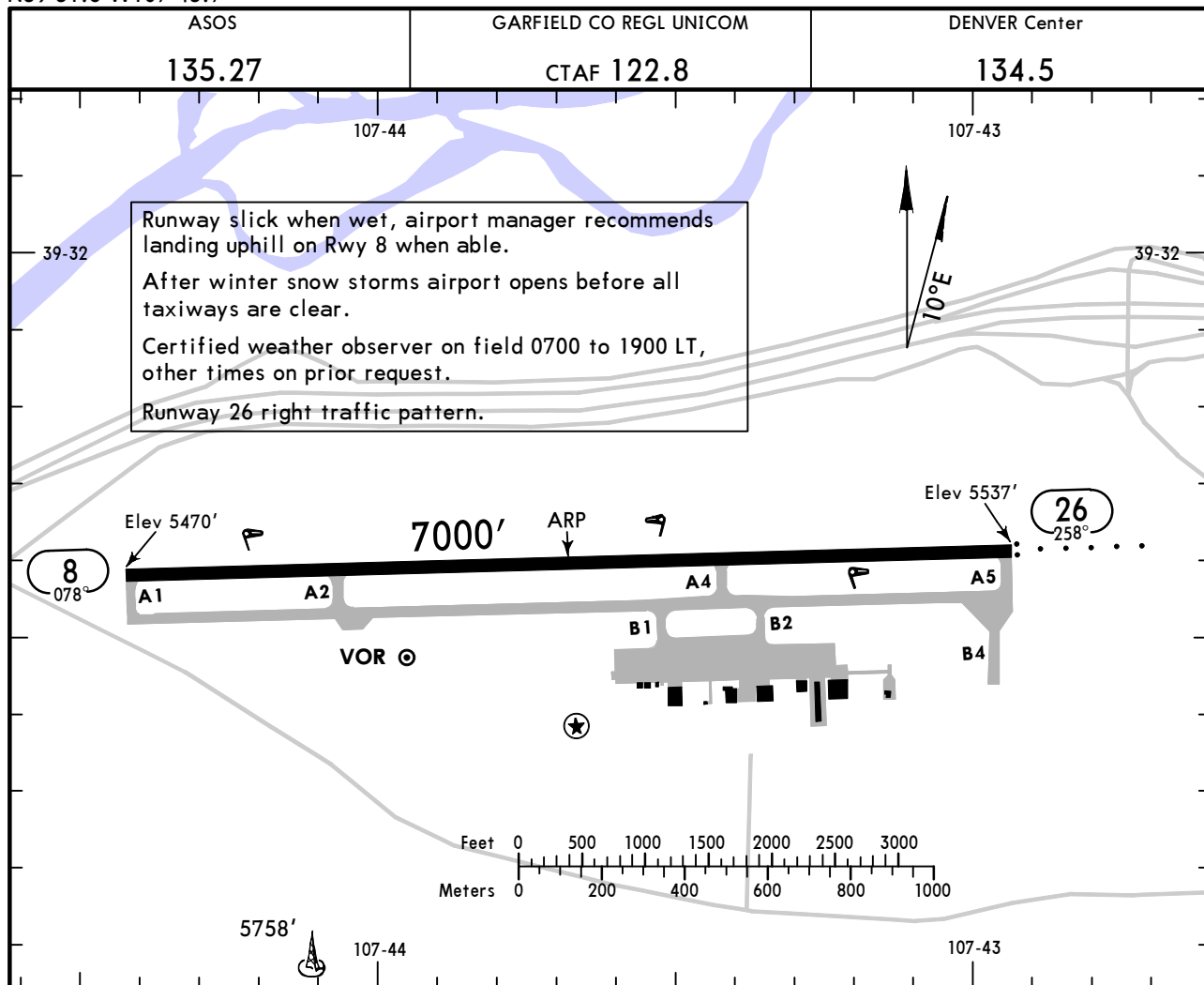


INITIAL CLIMB

Climb heading 258° to intercept course 235° to YIRDU, and on track
218° to SQUAT.

ALTITUDE

MAINTAIN 10500'
or as assigned



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
8	① MIRL ① REIL ① PAPI-L (angle 3.0°) grooved				100'
26	① MIRL ① ODALS ① REIL ① ② PAPI-L grooved		5947'		

① Activate on 122.8. ② (angle 3.6°).

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

		Rwy 8		For Climb In Visual Conditions	Rwy 26
		With Min climb of 390'/NM to 11800'			
		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	5300-3	USE SQUAT RNAV DEPARTURE	
3 & 4 Eng		1/2			

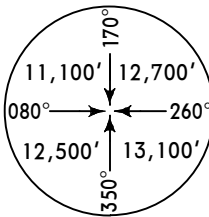
OBSTACLE DP: Rwy 8, DME required. Climb on RGA VOR R-081 to ZOBAB/D8.0 RGA, then climbing left turn direct RGA VOR. Climb in RGA VOR holding pattern (hold east, right turns, 263° inbound) to cross RGA VOR at or above

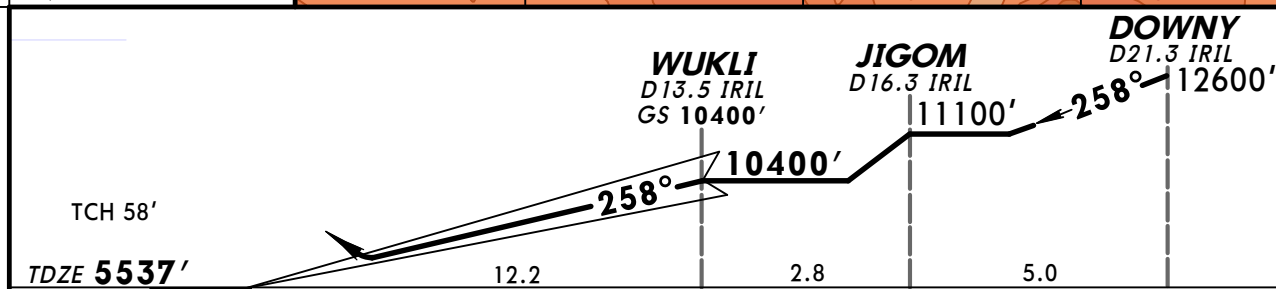
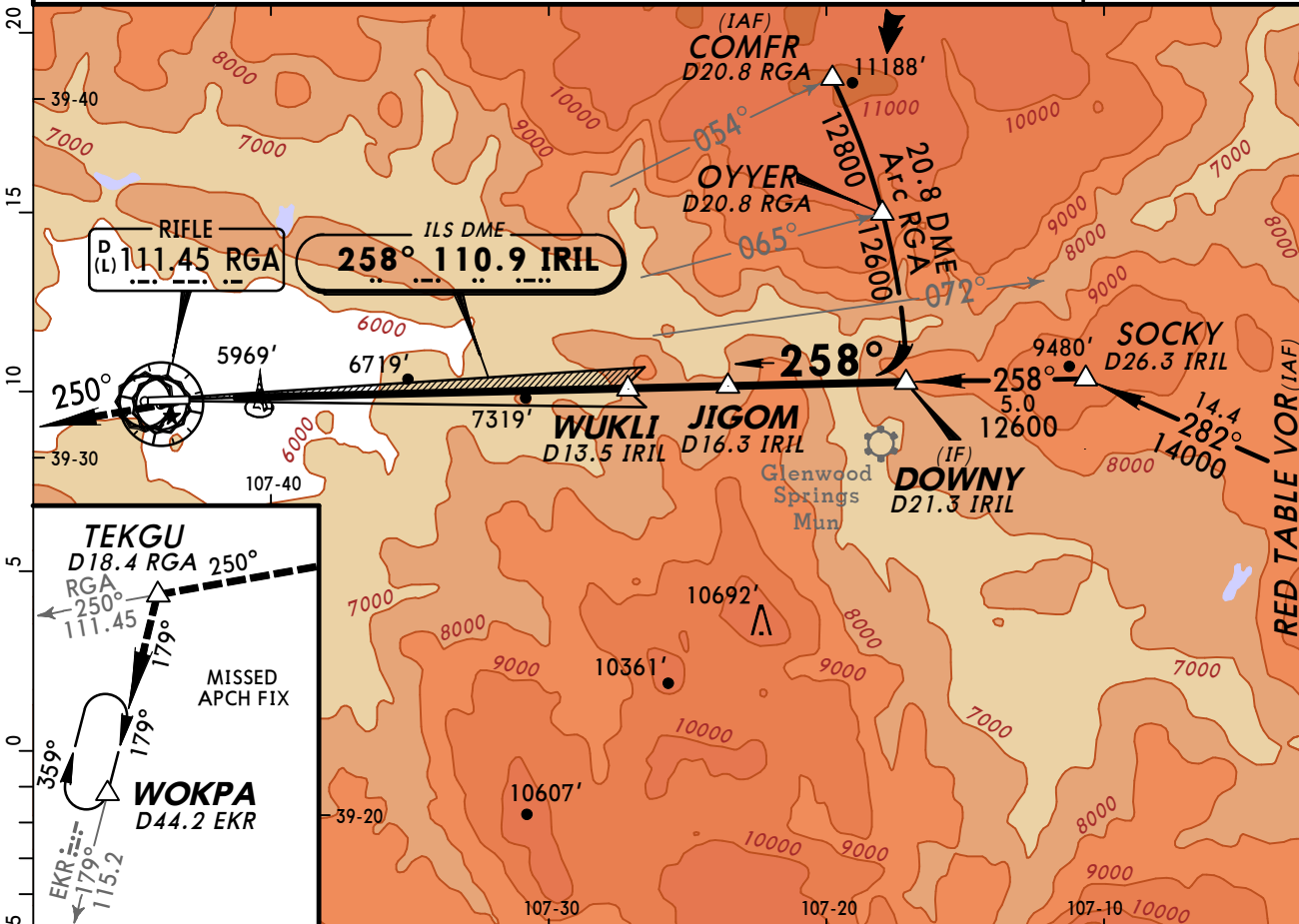
MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield Co Regl airport at or above 10800' before proceeding on course.
Rwy 26, use SQUAT RNAV Departure.

FOR FILING AS ALTERNATE

	RNAV (GPS) X Rwy 26	RNAV (RNP) Z Rwy 26 RNAV (RNP) Y Rwy 26	RNAV (RNP) Z Rwy 8	RNAV (GPS) W Rwy 26	RNAV (GPS) Y Rwy 8 VOR/DME-C	Authorized Only From 1300-0200Z	
						ILS Rwy 26	LOC DME-A
A	800-2 1/4	900-2 1/2	900-3	1700-2	1900-2	1300-4	2300-3
B				1700-3	1900-3		
C	NA	NA	NA	NA	NA	NA	NA
D							

BRIEFING STRIP™

ASOS 135.27		DENVER Center 134.5		GARFIELD CO REGL UNICOM CTAF 122.8	
LOC IRIL 110.9	Final Apch Crs 258°	GS WUKLI 10400' (4863')	ILS DA(H) 6800' (1263')	Apt Elev 5537' TDZE 5537'	 MSA RGA VOR
MISSED APCH: Climb to 13000' outbound on RGA VOR R-250 to TEKGU INT/D18.4 RGA and outbound on EKR VOR R-179 to WOKPA/D44.2 EKR and hold.					
Alt Set: INCHES					

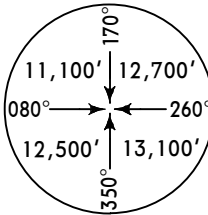


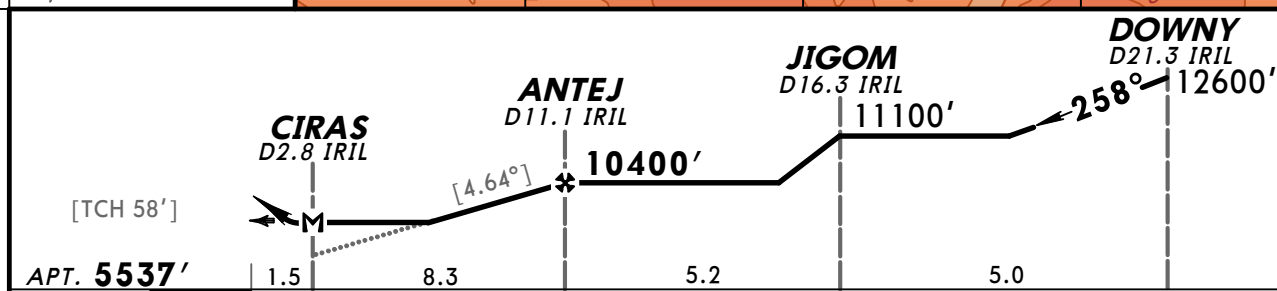
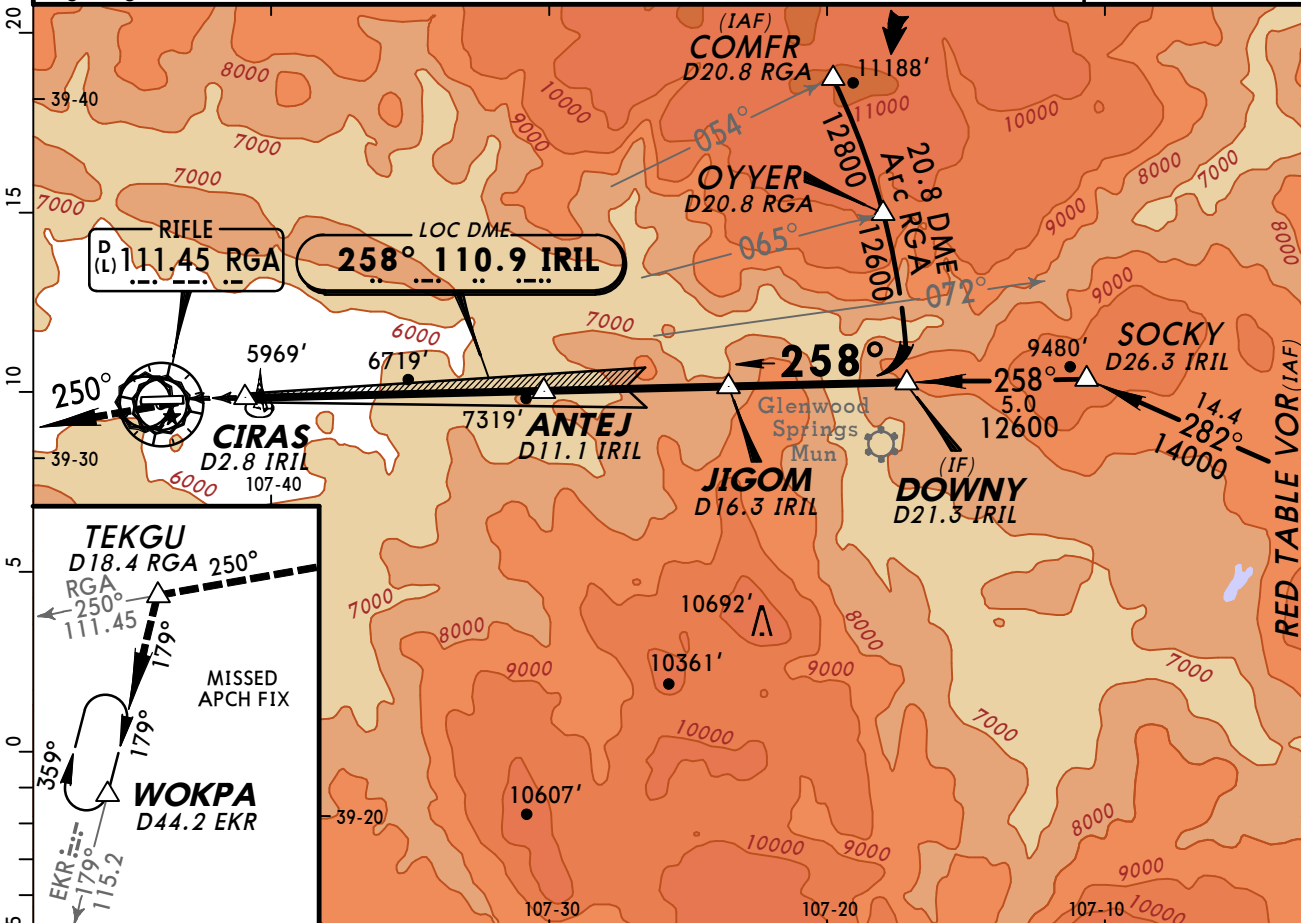
Gnd speed-Kts	70	90	100	120	140	160	ODALS REIL PAPI	13000' on ↑	RGA 111.45 R-250	TEKGU
GS	3.60°	451	580	645	773	902				

STRAIGHT-IN LANDING RWY26				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 6800' (1263')							
ODALS out							
A				A			
B	4	When glideslope not used, use LOC/DME-A procedure.		B		NOT AUTHORIZED	
C				C			
D	NA			D			

1 Missed approach obstructions require a minimum climb gradient of 355'/NM to 10,000'; if unable to meet climb gradient, see LOC/DME-A.

BRIEFING STRIP™

ASOS 135.27		DENVER Center 134.5		GARFIELD CO REGL UNICOM CTAF 122.8	
LOC IRIL 110.9	Final Apch Crs 258°	Minimum Alt ANTEJ 10400' (4863')	MDA(H) Refer to Minimums	Apt Elev 5537'	 MSA RGA VOR
MISSED APCH: Climb to 13000' outbound on RGA VOR R-250 to TEKGU INT/D18.4 RGA and outbound on EKR VOR R-179 to WOKPA/D44.2 EKR and hold, continue climb-in-hold to 13000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Visibility reduction by helicopters not authorized. 2. Use IRIL DME when on localizer course. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	13000' on ↑ RGA 111.45 R-250	TEKGU
Descent angle [4.64°]	575	740	822	986	1151	1315			
MAP at CIRAS									

		CIRCLE-TO-LAND Not Authorized at Night South of Rwy 8-26	
		Max Kts.	MDA(H)
	A	90	7780' (2243') - 1¾
	B	120	7780' (2243') - 3
	C	140	
	D		NA

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent angle [3.77°]</i>	467	601	667	801	934	1068
<i>MAP at RIFPU</i>						

STRAIGHT-IN LANDING RWY 8	
LNAV	
MDA(H) 7420' (1922')	
A	1 1/4
B	1 1/2
C	3
D	NA

GARFIELD CO REGL UNICOM

CTAF 122.8

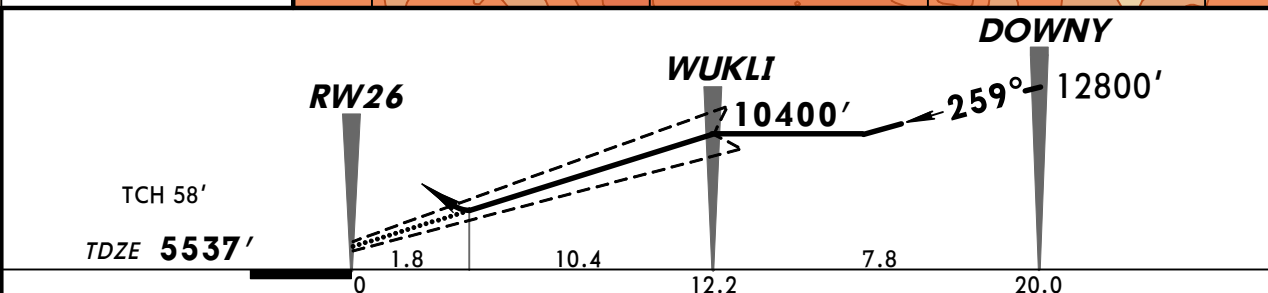
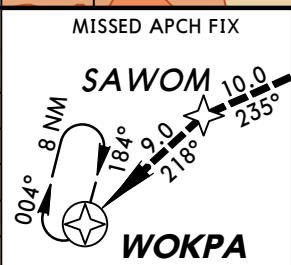
Apt Elev 5537'
TDZE 5537'

13,100'

MSA RW26

Trans alt: 18000'

1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.



Gnd speed-Kts	70	90	100	120	140	160	ODALS REIL PAPI 13000' ↑  OMJIY
Glide Path Angle 3.60°	446	573	637	765	892	1019	
MAP at DA							

STRAIGHT-IN LANDING RWY 26

LPV

1 $DA(H)$ **6300'** (763')

ODALS out

A	
B	$2\frac{1}{4}$
C	
D	NA

1 Missed approach obstructions require a minimum climb gradient of 290'/NM to 9600'; if unable to meet climb gradient, see RNAV (GPS) W Rwy 26.

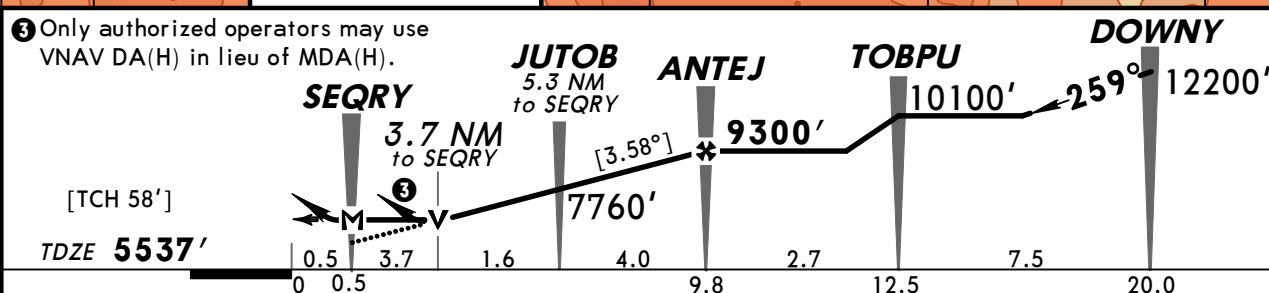
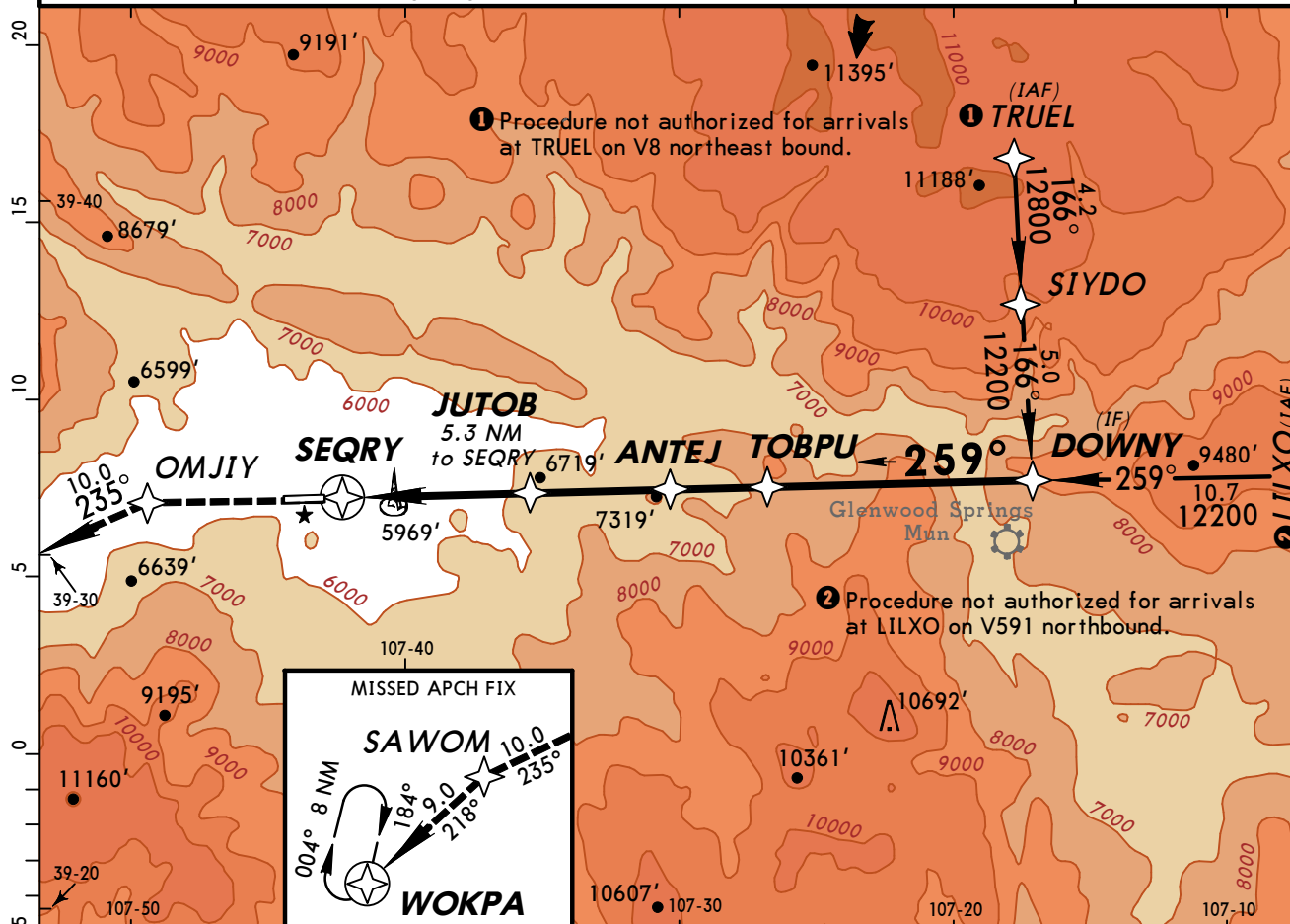
CHANGES: Lighting, contours.

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TERPS AMEND 1 18 NOV 2010

BRIEFING STRIP™

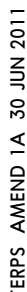
ASOS 135.27		DENVER Center 134.5		GARFIELD CO REGL UNICOM CTAF 122.8	
RNAV	<i>Final Apch Crs</i> 259°	<i>Minimum Alt</i> ANTEJ 9300' (3763')	<i>LNAV MDA(H)</i> 7180' (1643')	<i>Apt Elev</i> 5537' <i>TDZE</i> 5537'	13,600' MSA SEQRY
MISSED APCH: Climb to 13000' direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 13000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	ODALS REIL PAPI	13000' ↑	→ OMJIY
Descent angle [3.58°]	444	570	634	760	887	1014			
MAP at SEQRY									

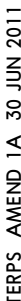
STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND			
LNAV MDA(H) 7180' (1643')				Not Authorized at Night South of Rwy 8-26			
				Max Kts			
A	1 1/4			90	7180' (1643') - 1 1/4		
B	1 1/2			120	7180' (1643') - 1 1/2		
C	3			140	7180' (1643') - 3		
D	NA			D	NA		

BRIEFING STRIPTM

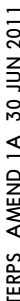
AMEND 1A 30 JUL

TERPS

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BRIEFING STRIP™

BRIEFING STRIP™



RIFLE, COLO
VOR DME-C

GARFIELD CO REGL UNICOM

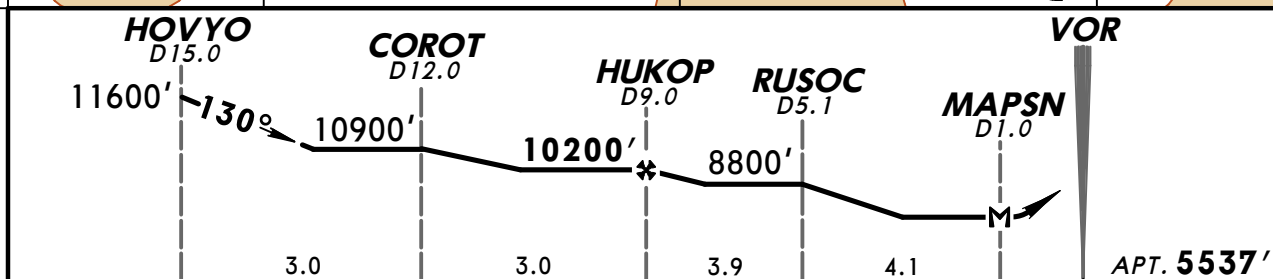
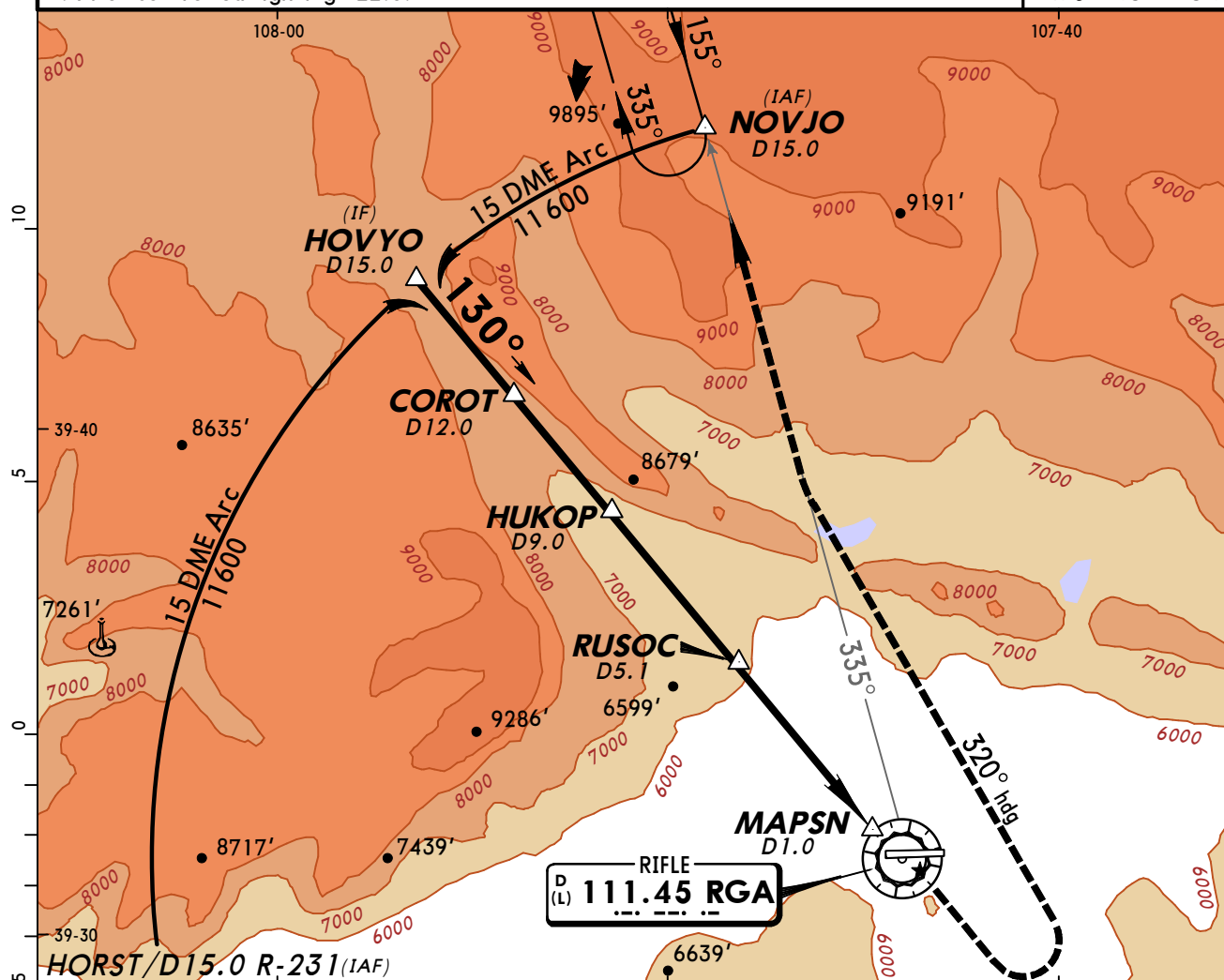
CTAF 122.8

Apt Elev **5537'**

Trans alt: 18000'

1. Pilot controlled lighting 122.8.

MSA RGA VOR

[illegible]

CIRCLE-TO-LAND

Not Authorized at Night
South of Rwy 8-26

	Max Kts.	South of Rwy 8-26 <i>MDA(H)</i>
A	90	7360' (1823')-1¼
B	120	7360' (1823')-1½
C	140	7360' (1823')-3
D		NA

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General Information

Location: Telluride CO USA
IATA Code: TEX
Lat/Long: N37° 57.2' W107° 54.5'
Elevation: 9070 ft

Airport Use: Public
Magnetic Variation: 10.0°E
Sectional Chart: Denver

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1414 ft AGL

Sunrise: 1346 Z
Sunset: 0103 Z,

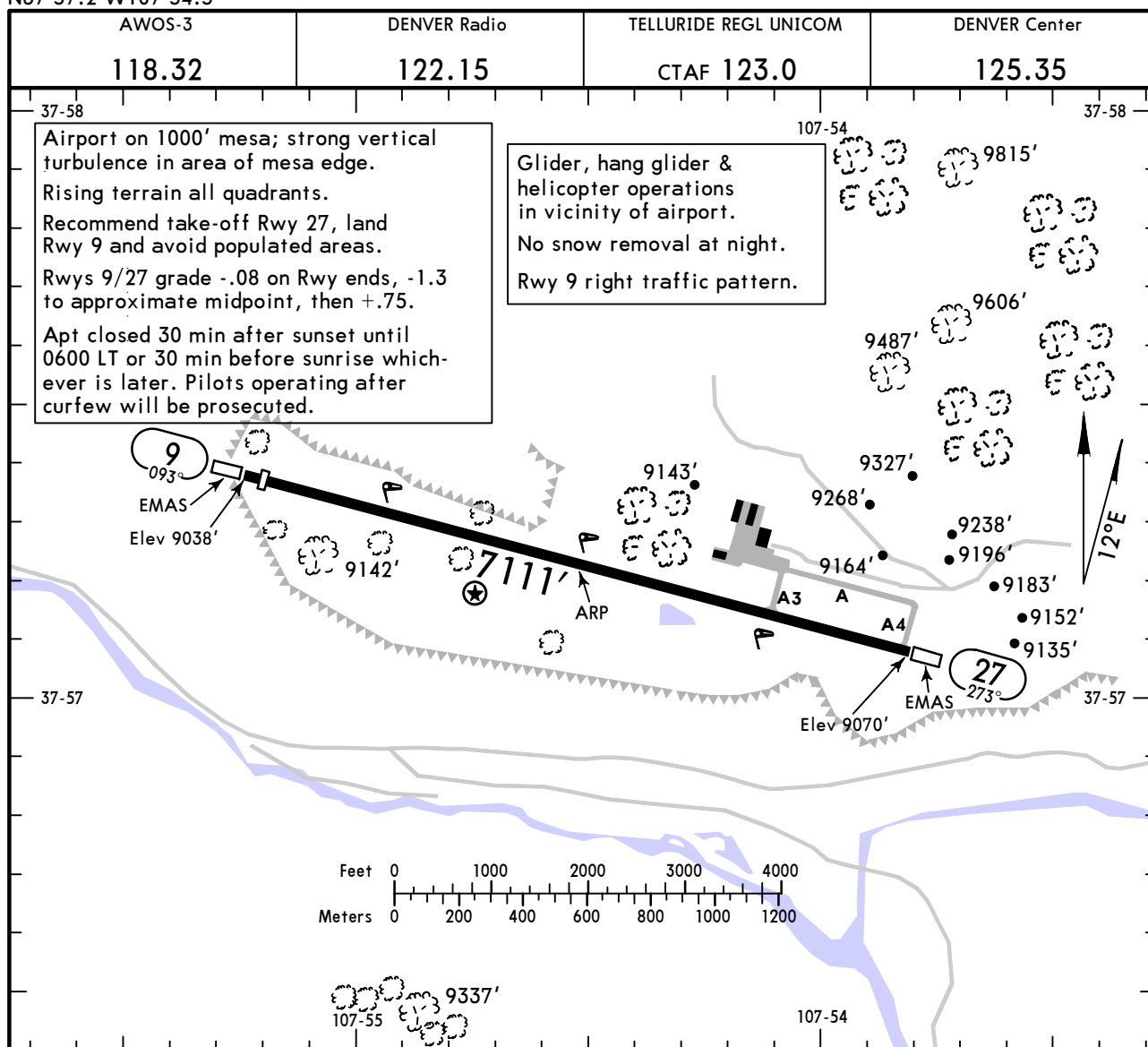
Runway Information

Runway: 09
Length x Width: 7111 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 9038 ft
Lighting: Edge, REIL, Part time, Pilot controlled
Displaced Threshold: 200 ft

Runway: 27
Length x Width: 7111 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 9070 ft
Lighting: Edge, REIL, Part time, Pilot controlled

Communication Information

AWOS 118.325
Telluride Regl Unicom 123.0 CTAF PCL
Denver Flight Service Station 122.15 RCO
Denver Center 125.35 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

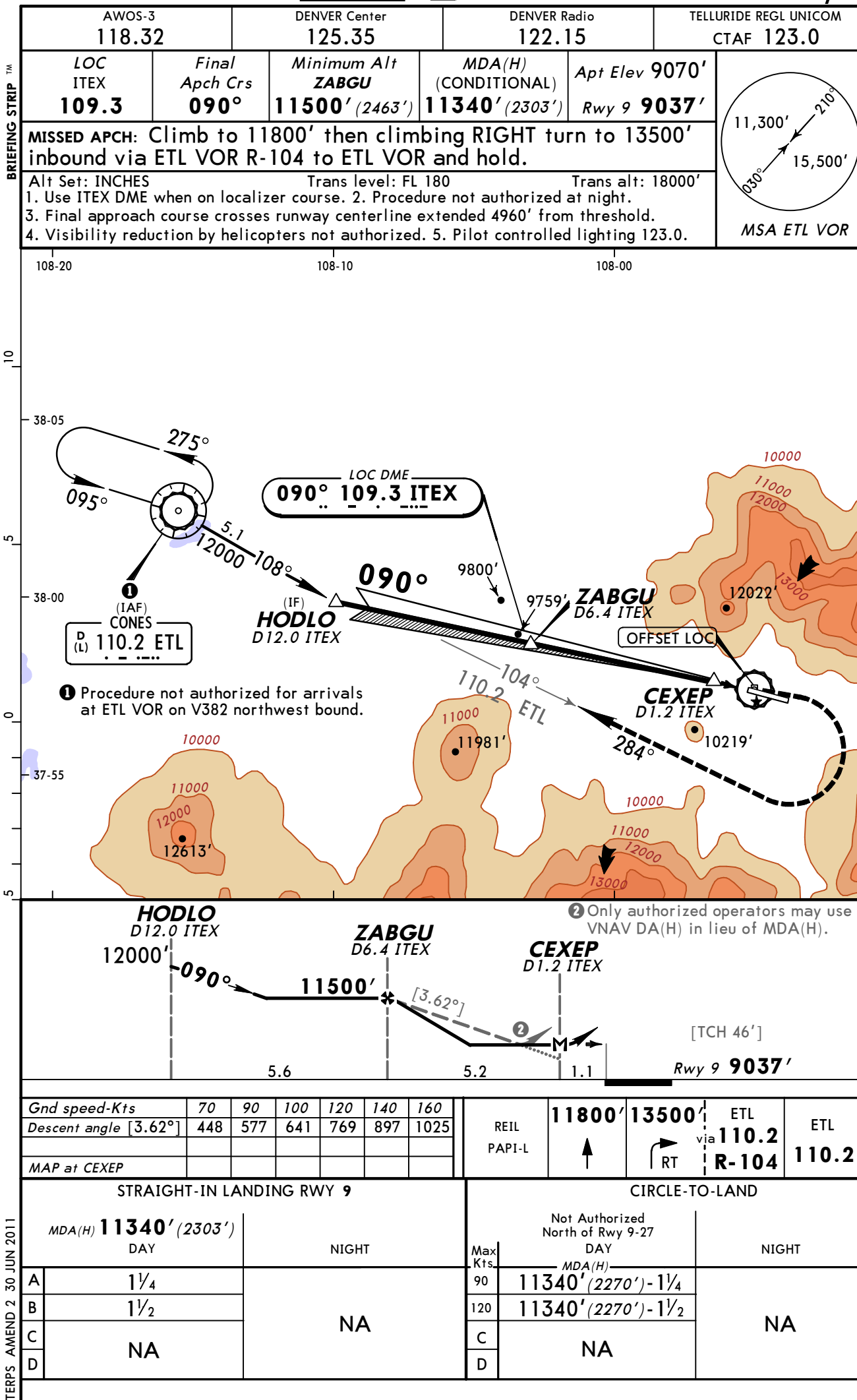
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
9	① HIRL ① REIL ① PAPI-L (angle 3.5°)	grooved		6911'			100'
27	① HIRL ① REIL ① PAPI-L (angle 4.0°)	grooved					

① Activate on 123.0. Approach lighting system is for emergency use only, 30 minutes after sunset-0600 or 30 minutes before sunrise (whichever is later).

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE					FOR FILING AS ALTERNATE			
Rwy 27				Rwy 9				
With Min climb of 463'/NM to 10500'			For Climb In Visual Conditions					
Adequate Vis Ref	STD							
1 & 2 Eng	1/4	1	5400-3	NA	A	LOC DME Rwy 9	VOR DME-A	RNAV (GPS) Rwy 9
3 & 4 Eng		1/2			B	2300-2	3400-6	3600-2
			C		NA	NA	NA	
			D		NA	NA	NA	

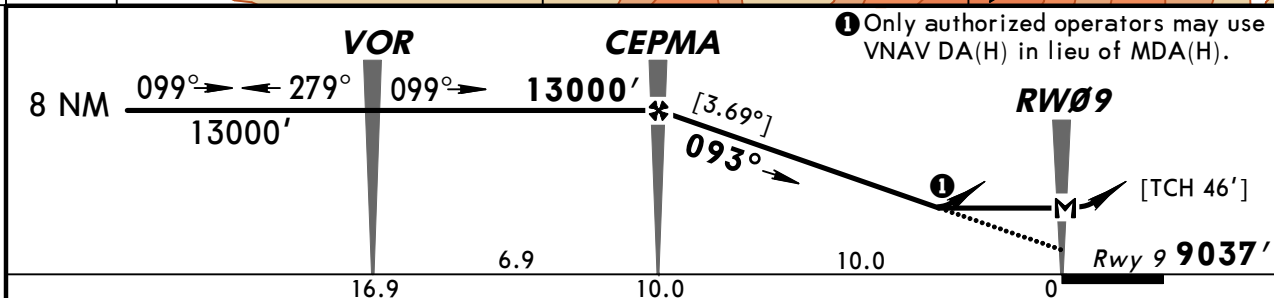
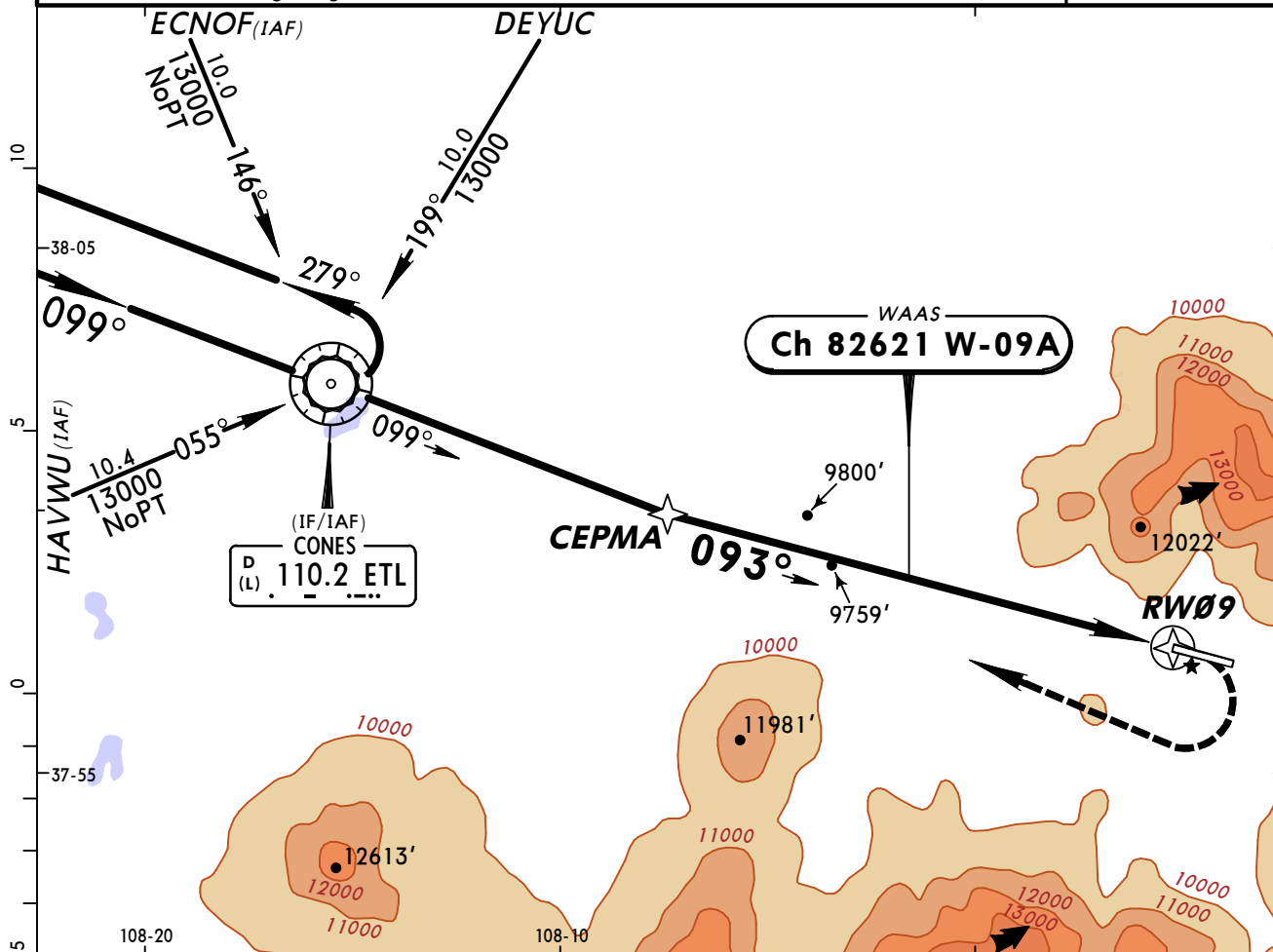
OBSTACLE DP: Rwy 27, climb to 12,000' via 273° heading to intercept the ETL VOR R-096 to ETL VOR, or for climb in visual conditions: Cross Telluride Airport westbound at or above 14,300' via ETL VOR R-095 to ETL VOR. Note: All aircraft cross ETL VOR at

or above airway MEA/MCA for direction of flight.



BRIEFING STRIP™

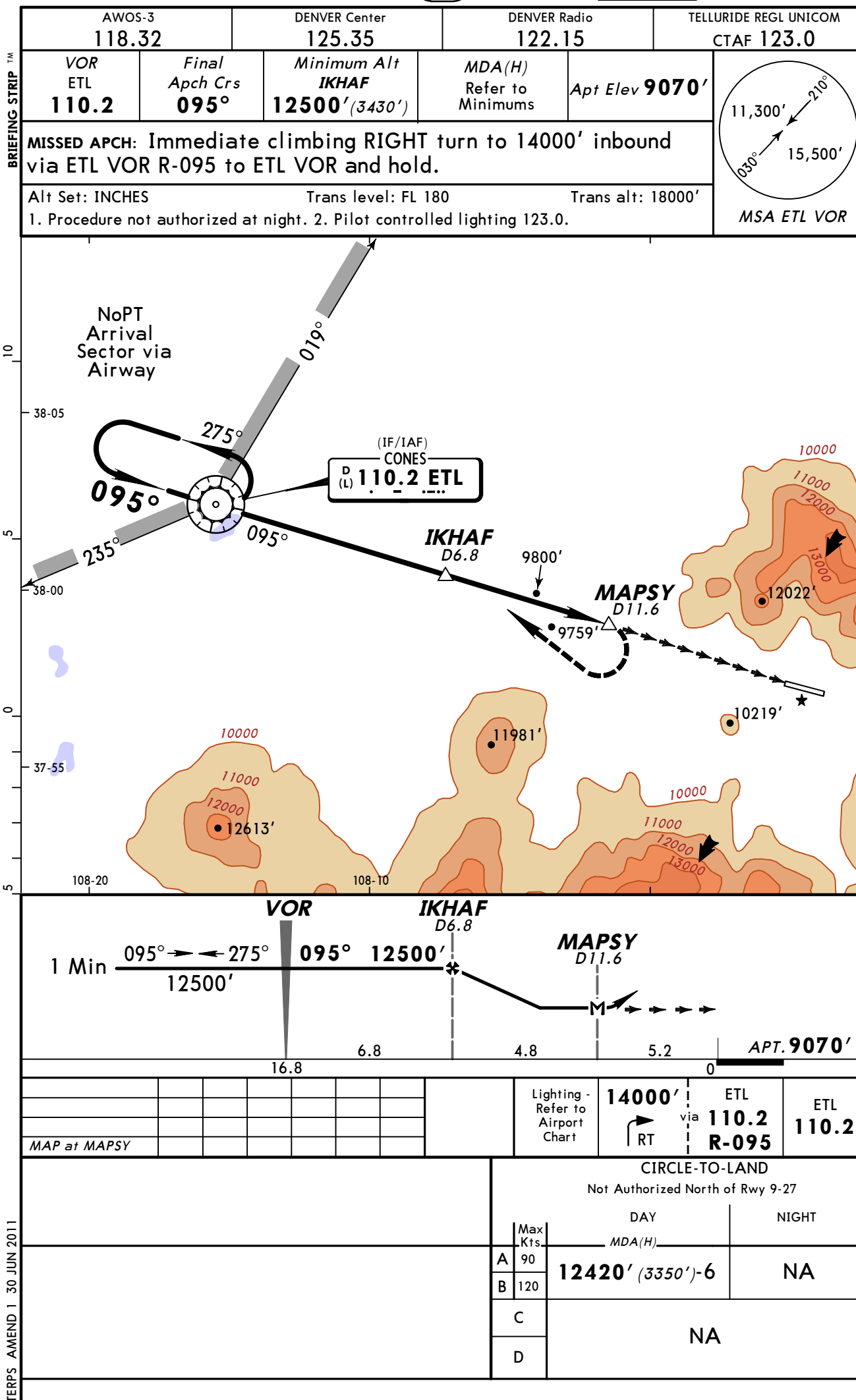
AWOS-3 118.32		DENVER Center 125.35		DENVER Radio 122.15		TELLURIDE REGL UNICOM CTAF 123.0	
WAAS Ch 82621 W-09A	Final Apch Crs 093°	Minimum Alt CEPMA 13000' (3963')		LP MDA(H) (CONDITIONAL) 12200' (3163')	Apt Elev 9070' Rwy 9 9037'		15,500' MSA RW09
MISSED APCH: Climbing RIGHT turn to 16000' direct ETL VOR and hold, continue to climb-in-hold to 16000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Procedure not authorized at night. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160		REIL	16000'		ETL
Descent angle [3.69°]	457	588	653	784	914	1045		PAPI-L	RT	D	110.2
MAP at RW09											

1 STRAIGHT-IN LANDING RWY 9						12 CIRCLE-TO-LAND					
LP			LNAV			DAY			NIGHT		
MDA(H) 12200' (3163')			MDA(H) 12660' (3623')			Max Kts			MDA(H)		
DAY			DAY			90			12660' (3590') - 1 1/4		
NIGHT			NIGHT			120			12660' (3590') - 1 1/2		
A			A			C			NA		
B			B			D			NA		
C			C								
D			D								

1 Missed Approach Requires a Minimum Climb of 445'/NM to 14900' 2 Not authorized north of Rwy 9/27



TERPS AMEND 1 30 JUN 2011

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.				
ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BUENA VISTA, CO (CENTRAL COLORADO REGL - KAEJ)				
AKRON, CO (COLORADO PLAINS REGL - KAKO)				
ALAMOSA, CO (SAN LUIS VALLEY REGL/BERGMAN - KALS)				
SALIDA, CO (ALEXANDER - KANK)				
DENVER, CO (CENTENNIAL - KAPA)				
ASPEN, CO (ASPEN-PITKIN CO/SARDY - KASE)				
DENVER, CO (ROCKY MOUNTAIN METROPOLITAN - KBJC)				
REV	AIRPORT, AIRPORT INFO	20-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	20-9A	17 Feb 2012	
AURORA, CO (BUCKLEY AFB - KBKF)				
CORTEZ, CO (CORTEZ MUN - KCEZ)				
COLORADO SPRINGS, CO (CITY OF COLORADO SPRINGS MUN - KCOS)				
DENVER, CO (DENVER INTL - KDEN)				
DURANGO, CO (DURANGO-LA PLATA CO - KDRO)				
EAGLE, CO (EAGLE CO REGL - KEGE)				
REV	LDA DME RWY 25	11-1	17 Feb 2012	
REV	AIRPORT, PARKING, AIRPORT...	APT	17 Feb 2012	
FT COLLINS-LOVELAND, CO (FT COLLINS-LOVELAND MUN - KFNL)				
DENVER, CO (FRONT RANGE - KFTG)				
GRAND JUNCTION, CO (GRAND JUNCTION REGL - KGJT)				
GUNNISON, CO (GUNNISON-CRESTED BUTTE REGL - KGUC)				
GREELEY, CO (GREELEY-WELD CO - KGXY)				
HAYDEN, CO (YAMPA VALLEY - KHDN)				
LA JUNTA, CO (LA JUNTA MUN - KLHX)				
MONTROSE, CO (MONTROSE REGL - KMTJ)				
PAGOSA SPRINGS, CO (STEVENS - KPSO)				
PUEBLO, CO (PUEBLO MEML - KPUB)				
RIFLE, CO (GARFIELD CO REGL - KRIL)				
REV	EDUKY 3 RNAV DEP	10-3	17 Feb 2012	
REV	SQUAT 3 RNAV DEP	10-3A	17 Feb 2012	
REV	UYRIG 3 RNAV DEP	10-3B	17 Feb 2012	

TELLURIDE, CO (TELLURIDE REGL - KTEX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAEJ

No Chart Change Notices for Airport KAKO

No Chart Change Notices for Airport KALS

No Chart Change Notices for Airport KANK

Chart Change Notices for Airport KAPA

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3) Denver 5 Dep computer code (DENVR5.DENVR) added.

Chart Change Notices for Airport KASE

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Rwy 15/33 length changed to 8006'. Rwy 15 TODA/TORA/ASDA/LDA 7006'. Rwy 33 TODA/TORA/ASDA 8006. Rwy 33 LDA 7006'. Extension for Rwy 33 take-off only. Rwy 33 threshold remains unchanged (Now displaced). Parallel Twy A extended to new length. New Twys A9, B8 & B9 at extension end now available for use.

Chart Change Notices for Airport KBJC

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3) Denver 5 Dep computer code (DENVR5.DENVR) added.

No Chart Change Notices for Airport KBKF

No Chart Change Notices for Airport KCEZ

No Chart Change Notices for Airport KCOS

Chart Change Notices for Airport KDEN

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(10-2)(10-2A) Also Serves airport Jeffco renamed Rocky Mountain Metro.

Type: Terminal
Effectivity: Permanent
Begin Date: 20090131
End Date: No end date

(10-3) Denver 5 Dep computer code (DENVR5.DENVR) added.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-3) ILS Rwy 16L amend 2A, (11-6) ILS Rwy 17R amend 2A.

No Chart Change Notices for Airport KDRO

No Chart Change Notices for Airport KEGE

Chart Change Notices for Airport KFNL

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Denver 5 Dep computer code (DENVR5.DENVR) added.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 33 MM decmsnd.

Chart Change Notices for Airport KFTG

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

(10-3) Denver 5 Dep computer code (DENVR5.DENVR) added.

No Chart Change Notices for Airport KGJT

No Chart Change Notices for Airport KGUC

Chart Change Notices for Airport KGXY

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(10-3) Denver 5 Dep computer code (DENVR5.DENVR) added.

No Chart Change Notices for Airport KHDN

No Chart Change Notices for Airport KLHX

No Chart Change Notices for Airport KMTJ

No Chart Change Notices for Airport KPSO

Chart Change Notices for Airport KPUB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-1) ILS or LOC Rwy 8L, (11-2) ILS or LOC Rwy 26R Middle Markers removed.

No Chart Change Notices for Airport KRIL

No Chart Change Notices for Airport KTEX