

**U.S. DEPARTMENT OF TRANSPORTATION --
FEDERAL AVIATION ADMINISTRATION -- FLIGHT STANDARDS SERVICE
LOC/DME SPECIAL INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be conducted in accordance with a charted instrument approach procedure predicted on the specifications contained herein, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

SPECIFICATION - NOT FOR COCKPIT USE

TERMINAL ROUTES				MISSED APPROACH
FROM	TO	COURSE AND DISTANCE	ALTITUDE	MAP:
BULDG	WERNR (TF) (FB)	245.30 / 17.24	16500	CEYAG/I-ASE 4.04 DME CLIMB TO 14200 ON I-ASE SOUTHEAST LOCALIZER COURSE (151) TO RIKOC/I-ASE 2.34 DME THEN CLIMBING RIGHT TURN ON HEADING 300 AND ON I-PKN NORTHWEST COURSE (303) TO LINDZ INT/DBL 12.61 DME THEN ON DBL VOR/DME R-244 TO GLENO/DBL 22.73 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 14200, OR AS DIRECTED BY ATC. ALTERNATE MA: CLIMB TO 14000 ON I-ASE SOUTHEAST LOCALIZER COURSE (151) TO RIKOC/I-ASE 2.34 DME THEN CLIMBING RIGHT TURN ON (SEE 8260-10)
WERNR (IAF)	ZAKOR (TF) (FB)	247.95 / 11.92	14000	
AJAXX/I-ASE 19.07 DME (IAF)	LIFTT/I-ASE 15.56 DME	150.63 / 3.51 (I-ASE)	13600	
WOKUV/DBL 4.00 DME CCW (IAF)	IVKEF/DBL 4.00 DME	4.00 DME ARC	14000	
IVKEF/DBL 4.00 DME CCW (IAF)	ZAKOR/DBL 4.00 DME	4.00 DME ARC	14000	

- PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)
- PROFILE STARTS AT LIFTT
- FAC: 150.63 FAF: TIKET/I-ASE 11.36 DME DIST FAF TO MAP: THLD: 9.92
- MIN. ALT: LIFTT 13600, TIKET 12300, XTREM/I-ASE 8.30 DME 10800, KYACK/I-ASE 7.30 DME 10300, RAFTR/I-ASE 6.00 DME 9700
- DIST TO THLD FROM OM: MM: IM: 150 HAT: 100 HAT: GS ANT:
- MIN GS INCPT: GS ALT AT: OM: MM: IM:
- GS ANGLE: TCH:
- MSA FROM: DBL VOR/DME 020-240 15700, 240-020 13100

ADDITIONAL FLIGHT DATA:
HOLD SW, LT, 064.17 INBOUND.
CHART FAS OBST: 8539 TREE 391613N/1065415W
CHART 9579 TREE 391958N/1065423W
CHART 9239 TERRAIN 391836N/1065440W
CHART DBL R-064 AT WOKUV, R-020 AT IVKEF, R-330 AT ZAKOR.
TIKET TO CEYAG: 4.55
(SEE 8260-10)

MAG VAR: 9E EPOCH YEAR: 2015

MINIMUMS

TAKEOFF: SEE FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		X		D			E		
CATEGORY =====>	A			B			C			D			E			
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	
*S-15	8760	2 3/4	1080	8760	2 3/4	1080	8760	2 3/4	1080		NA					
S-15	9200	2 3/4	1520	9200	2 3/4	1520	9200	2 3/4	1520		NA					
CIRCLING	9520	3	1683	10020	3	2183	10220	3	2383		NA					

NOTES:
CHART NOTE: *MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 330 FEET PER NM TO 10000.
CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.
CHART NOTES: CIRCLING NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA. FOR INOPERATIVE MALSF, INCREASE *S-15 AND S-15 ALL CATS VISIBILITY 1/4 MILE. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.
SPECIAL AIRCREW TRAINING REQUIRED. SPECIAL AIRCRAFT PERFORMANCE REQUIRED. TWO PILOT OPERATION

QUALITY
1
CHECKED

CITY AND STATE ASPEN, CO	ELEVATION: 7837 THRE: 7680 AIRPORT NAME: ASPEN-PITKIN CO/SARDY FIELD	FACILITY IDENTIFIER: I-ASE	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: LOC/DME RWY 15, AMDT 1	SUP: AMDT: ORIG DATED: 10/11/01
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NOTES CONTINUED:

REQUIRED. DUAL VHF NAVIGATION RECEIVERS REQUIRED. MALSF, PAPI, AND MIRL REQUIRED FOR OPERATION AT NIGHT. AIRCRAFT MUST BE CONFIGURED FOR FINAL APPROACH PRIOR TO LIFT//ASE 15.56 DME.
 CHART PLANVIEW NOTES: REMAIN WITHIN 13.5 NM OF DBL VOR/DME UNTIL ESTABLISHED ON THE I-PKN NORTHWEST COURSE. I-PKN BACK COURSE OUTBOUND IS NORMAL SENSING.
 CHART PLANVIEW NOTE AT WOKUV, IVKEF, AND ZAKOR: MAX 190 KIAS
 CHART PROFILE NOTE: USE I-ASE DME WHEN ON THE LOCALIZER COURSE.
 CHART PLANVIEW NOTE AT CEYAG: MAX 190 KIAS UNTIL COMPLETION OF MISSED APPROACH TURN.
 CHART PLANVIEW NOTE AT BULDG: GPS REQUIRED.

AIR CARRIER NOTES:

The procedure on the other side and the foregoing data are hereby:

FLIGHT CHECKED BY

NAME:	FIFO	DATE:
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DEVELOPED BY

NAME:	FIFO	DATE:
JACOB A. POWERS	AJV-354	03/07/2012

RECOMMENDED BY

NAME:	FIFO	DATE:
DEZ SILAGYI MANAGER	AJV-354	

APPROVED BY

NAME:	REGION, FLT STANDARDS	DATE:
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OPERATIONS SPECIFICATIONS – AIRPORT

_____ holding Air Carrier Operating Certificate No. _____ hereby acknowledges receipt of Operations Specifications to operate into and out of the airport named on the other side as a Regular, Refueling, Alternate, Provisional for _____ airport with the following type aircraft:

Unless otherwise authorized in the Operations Specifications - Airport, an instrument approach of this type shall be conducted in accordance with the procedure specified on the other side and the air carrier minimums specified above with the following exceptions:

QUALITY
1
CHECKED

DATE: _____ RECEIVED FOR THE AIR CARRIER BY: _____ TITLE: _____
 AMENDMENT NO. _____ SIGNATURE

BY DIRECTION OF THE ADMINISTRATOR _____ SIGNATURE _____ TITLE _____

EFFECTIVE DATE: _____

**LOC/DME SPECIAL INSTRUMENT APPROACH PROCEDURE --
FLIGHT STANDARDS SERVICE - FAR PART 97.25**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

ALTERNATE MISSED APPROACH, (CONT.):
HEADING 325 AND ON DBL VOR/DME 10 DME ARC CW THEN ON DBL VOR/DME R-244 TO GLENO/DBL 22.73 DME AND HOLD (MISSED APPROACH REQUIRES MINIMUM CLIMB OF 330 FT PER NM TO 11100, USE *S-15 LINE OF MINIMA) (REMAIN WITHIN 13.5 NM OF DBL VOR/DME WHILE TRANSITIONING TO THE DBL VOR/DME 10 DME ARC)

ADDITIONAL FLIGHT DATA, (CONT.):
CHART EXTENSION OF 4.55 DESCENT ANGLE TO INTERCEPT 3.50 PAPI INSIDE CEYAG
CHART MANDATORY 14000 AT IVKEF AND ZAKOR.
CHART DBL R-309 AS LEAD RADIAL FOR ZAKOR TO LIFTT TERMINAL ROUTE

TERMINAL ROUTES (CONT'D)

FROM	TO	COURSE AND DISTANCE	ALTITUDE
ZAKOR/DBL 4.00 DME CCW	LIFTT/I-ASE 15.56 DME	4.00 DME ARC (DBL LR-309)	13600
LIFTT/I-ASE 15.56 DME (IF)	TIKET/I-ASE 11.36 DME	150.63 / 4.20 (I-ASE)	12300

QUALITY
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CHECKED

CITY AND STATE ASPEN, CO	ELEVATION: 7837 THRE: 7680	FACILITY IDENTIFIER: I-ASE	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: LOC/DME RWY 15, AMDT 1	SUP:
	AIRPORT NAME: ASPEN-PITKIN CO/SARDY FIELD			AMDT: ORIG
				DATED: 10/11/01

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
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COORDINATED WITH:						
<input type="checkbox"/> ATA	<input type="checkbox"/> AAT	<input type="checkbox"/> ALPA	<input type="checkbox"/> APA	<input type="checkbox"/> AOPA	<input type="checkbox"/> NBAA	<input type="checkbox"/> OTHER (specify) _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	FIFO	DATE:

APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

1. REMOVED DBL TRANSITION AND ADDED AJAXX AND WOKUV TRANSITIONS.
2. ALL FIXES ON LOC WERE MOVED AND RENAMED.
3. MISSED APPROACH CHANGED AND ADDED ALTERNATE MISSED APPROACH.
4. NUMEROUS NOTE CHANGES.

REASONS:

1. CRITERIA REQUIRED LONGER IF THEREBY NO LONGER ALLOWING DBL TRANSITIONS. NEW TRANSITIONS REQUESTED BY ATC AND AWO.
2. CRITERIA CHANGES AND NEW CONTROLLING OBSTACLES.
3. NEW CONTROLLING OBSTACLES. ALTERNATE MISSED ADDED PER AWO REQUEST.
4. CRITERIA CHANGES.

5/18/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/07/2012.

1. ADDED 180 KIAS SPEED RESTRICTION TO MISSED APPROACH VIA PLANVIEW NOTE PER FLIGHT INSPECTION.
2. SPEED RESTRICTION AT WOKUV CHANGED FROM 210 KIAS TO 190 KIAS PER FLIGHT INSPECTION.
3. SPEED RESTRICTION OF 190 KIAS ADDED AT IVKEF TO ACCOUNT FOR TRANSITIONS TO DME ARC ON V361-421.
4. ADDED PLANVIEW NOTE RESTRICTING ARRIVAL AT AJAXX ON V108 NORTHWEST BOUND TO PRECLUDE TURNS AT IAF GREATER THAN 120 DEGREES.

6/15/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/07/2012. ALL CHANGES WERE DIRECTED BY AFS-460.

1. CHANGED PROCEDURE FROM ORIG TO AMDT 1.
2. UPDATED AMDT AND DATED BLOCK ON -7 AND -10.
3. ADDED CHANGES AND REASONS.

7/2/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/07/2012. ALL CHANGES WERE DIRECTED BY PRB.

1. ADDED 14000 MANDATORY ALTITUDE AT IVKEF AND ZAKOR.
2. ADDED LEAD RADIAL CHARTING INSTRUCTION IN ADDITIONAL FLIGHT DATA.
3. CHANGED AIRSPEED RESTRICTION FOR MISSED APPROACH TO TERMINATE UPON COMPLETION OF MISSED APPROACH TURN.
4. DELETED INSTRUCTIONS TO CHART DBL 4.00 DME AT LIFFT.

QUALITY
 1
 CHECKED

U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
**LOC/DME SPECIAL INSTRUMENT APPROACH PROCEDURE --
 FLIGHT STANDARDS SERVICE - FAR PART 97.25**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

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QUALITY
 1
 CHECKED

CITY AND STATE ASPEN, CO	ELEVATION: 7837 THRE: 7680 AIRPORT NAME: ASPEN-PITKIN CO/SARDY FIELD	FACILITY IDENTIFIER: I-ASE	PROCEDURE NO./AMDT NO./EFFECTIVE DATE: LOC/DME RWY 15, AMDT 1	SUP:
				AMDT: ORIG
				DATED: 10/11/01

ALL AFFECTED PROCEDURES REVIEWED? <input type="checkbox"/> YES <input type="checkbox"/> NO	COORDINATES OF FACILITIES	REQUIRED EFFECTIVE DATE
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COORDINATED WITH:						
ATA <input type="checkbox"/>	AAT <input type="checkbox"/>	ALPA <input type="checkbox"/>	APA <input type="checkbox"/>	AOPA <input type="checkbox"/>	NBAA <input type="checkbox"/>	OTHER (specify) <input type="checkbox"/> _____

FLIGHT CHECKED BY		
NAME:	FIFO	DATE:

DEVELOPED BY		
NAME:	FIFO	DATE:

APPROVED BY		
NAME:	FIFO	DATE:

CHANGES:

REASONS:

7/13/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/07/2012. ALL CHANGES WERE DIRECTED BY PRB.

1. ADDED BULDG FEEDER SEGMENT AND WERNR INITIAL SEGMENT.
2. ADDED GPS REQUIRED PLANVIEW NOTE AT BULDG.
3. ADDED 190 KIAS SPEED RESTRICTION AT ZAKOR.

8/3/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 03/07/2012.

1. MISSED APPROACH SPEED RESTRICTION CHANGED FROM 180 KIAS TO 190 KIAS PER PRB.



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT	FROM	TO	OBSTRUCTION	COORDINATES	ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.				
FEEDER	BULDG	WERNR	1. AAO	393303.00N/1063048.00W	12363	2000	AT2137	16500				
			2. TERRAIN	393303.00N/1063048.00W	12163		AS1500	13700				
					(12200)							
INITIAL	WERNR	ZAKOR/DBL	3. AAO	392803.00N/1065551.00W	11428	1000	PR375 AT1197	14000				
			4. TERRAIN	392803.00N/1065551.00W	11228		AS1500	12700				
					(11200)							
INITIAL	AJAXX/I-ASE	LIFTT/I-ASE	5. AAO	392900.00N/1065721.00W	11555 (4E)	1000	PR375 AT670	13600				
			6. TERRAIN	392900.00N/1065721.00W	11355		AS1500	12900				
					(11400)							
INITIAL: ARC	WOKUV/DBL 4.00	IVKEF/DBL	7. AAO	392639.00N/1065412.00W	11884 (4E)	1000	PR375 AT741	14000				
			8. TERRAIN	392639.00N/1065412.00W	11684		AS1500	13200				
					(11700)							
INITIAL: ARC	IVKEF/DBL 4.00	ZAKOR/DBL	7. AAO	392639.00N/1065412.00W	11884 (4E)	1000	PR375 AT741	14000				
			8. TERRAIN	392639.00N/1065412.00W	11684		AS1500	13200				
					(11700)							
INITIAL: ARC	ZAKOR/DBL 4.00	LIFTT/I-ASE	7. AAO	392639.00N/1065412.00W	11884 (4E)	1000	PR375 DG341	13600				
			8. TERRAIN	392639.00N/1065412.00W	11684		AS1500	13200				
					(11700)							
INTERMEDIATE	LIFTT/I-ASE	TIKET/I-ASE	9. AAO	392813.06N/1065655.95W	11399 (2C)	500	PR313	12300				
			10. TERRAIN	392739.00N/1065700.00W	10653		AS1500	12200				
					(10700)							
2. PROCEDURE TURN	NA											
3. MISSED APPROACH	MAP:	CEYAG/I-ASE 4.04	GLENO/DBL 22.73	15. TREE	391451.26N/1065514.48W	9216 (2C)	CG/22:1	14200				
		DME	DME	16. AAO	391821.00N/1072121.00W	10414 (4E)	1000	MAH2786				
	ELEV:	8435/8875		17. TERRAIN	392142.00N/1072224.00W	10050 (10100)		AS1500				
4. CIRCLING AREA	DISTANCE	HT. ABV. ARPT.										
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	1683	20. TREE	391132.72N/1065231.21W	9219 (2C)	300		9520	
CATEGORY B	1.5 NM		450		2183	21. TREE	391333.32N/1065010.91W	9459 (2C)	300		PR250	10020
CATEGORY C	1.7 NM		450		2383	22. TREE	391106.57N/1065235.17W	9659 (2C)	300		PR250	10220
CATEGORY D	2.3 NM		550									
CATEGORY E	4.5 NM		550									
5. MINIMUM SAFE ALTITUDES				PRIMARY NAVAID: DBL VOR/DME								
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)				
020-240	AAO	116/ 24.8	14640 (6C)	15700								
240-020	AAO	325/ 28.4	12054 (4E)	13100								
CITY AND STATE		ELEVATION: 7837			FACILITY			PROCEDURE AND AMENDMENT NO:		REGION		
ASPEN, CO		AIRPORT NAME: ASPEN-PITKIN CO/SARDY FIELD			I-ASE			LOC/DME RWY 15, AMDT 1		ANM		



PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING			
USE APP CON		N W S	OTHER:	SOURCE:KASE			
USE TOWER				F A A	ASOS	DISTANCE:	
ADV ARTCC						HOURS REMOTE OPERATION:	
SATISFACTORY ON:							
X	V H F	X	U H F	H F	LOCATION:		
ADJUSTMENT: 0							
4. MONITOR STATUS							
PRIMARY NAVAID: I-ASE							
MONITOR POINT: ATCT							
HRS OPTN:		CAT 1	TOWER OPEN				
		CAT 3	TOWER CLOSED				
5. APPROACH & RUNWAY LIGHTING							
		ALS					
		(S) SALS					
X	MALSF 15						
		HIRL					
X	MIRL 33, 15						
X	REIL 33						
		TDZ					
		C/LINE					
X	OTHER (SPECIFY) PAPI-4L 15						
6. RUNWAY MARKINGS							
BASIC							
ALL WEATHER							
INSTRUMENT NPI-G 33, 15							
7. RUNWAY VISUAL RANGE							
APPROACH							
MIDFIELD							
ROLL OUT							
8. GLIDE PATH							
GP ANGLE:			ELEV RWY THRESHOLD:				
DISTANCE FROM RWY:			ELEV GP ANTENNA:				
THRESHOLD CROSSING HEIGHT:							
9. FINAL APPROACH COURSE AIMING		X	RUNWAY THRESHOLD		FT. FROM THRESHOLD		
		X	ON CENTERLINE		FT. FROM CENTERLINE		

10. WAIVERS: 6
 :AAO 8260.19D, PARA 274. 200' AAO NOT APPLIED IN FINAL.
 :AAO 8260.3B, VOLUME 1, PARA 232a(2). ARC WITH 4.00 NM RADIUS AND DESCENT GRADIENT OF 571 FT PER NM PUBLISHED, LESS THAN MINIMUM ALLOWABLE RADIUS OF 7.00 AND 160 FT PER NM DESCENT GRADIENT
 :AAO 8260.3B, VOLUME 1, PARA 203B. PROCEDURE REQUIRES A CLIMB GRADIENT OF 330 FT PER NM, EXCEEDING STANDARD OF 200 FT PER NM.
 :AAO 8260.3B, VOLUME 1, PARA 905. FINAL APPROACH SEGMENT REQUIRES A DESCENT GRADIENT OF 517 FT PER NM, EXCEEDING STANDARD OF 400 FT PER NM.
 :AAO 8260.3B, VOLUME 1, PARA 242b. INTERMEDIATE APPROACH SEGMENT LENGTH IS 4.00 NM LESS THAN MINIMUM OF 6 NM AND CONTIGUOUS SPLAY OF FINAL LOCALIZER AREA.
 :AAO 8260.3B, VOLUME 1, PARA 275. MISSED APPROACH AREA WAS EVALUATED USING THE HALF WIDTH DIMENSIONS FOR VOR/TACAN AS SPECIFIED IN FAAO 8260.3B, VOLUME 4, TABLE 3-1.

PART D - PREPARED BY: JACOB A. POWERS		DATE: 03/07/2012
TITLE: AERONAUTICAL INFORMATION SPECIALIST		OFFICE: AJV-354

PART C - REMARKS:
 VDP NOT ESTABLISHED - 20:1 VISUAL SURFACE PENETRATIONS.
 PARA 251, 20:1 PENETRATION.
 PARA 251, 34:1 PENETRATION.
 PRECIPITOUS TERRAIN EVALUATION COMPLETED.
 8260.54A FORMULA 6-9 USED TO CALCULATE MISSED APPROACH CLIMB GRADIENT. 250' ROC START USED.
 100' VEGETATION USED PER PREVIOUSLY PUBLISHED PROCEDURES AT THIS AIRPORT.
 ORDER 8260.3, VOLUME 1, "VISUAL PORTION OF FINAL" PENETRATIONS:
 20:1, RWY 15
 7697 GRD (KASEA011) 391356.32N-1065228.98W (16.75)(16.77)
 7682 ROAD (KASE0026) 391358.41N-1065221.80W (1.68)(1.73)
 RWY 33
 8239 TREE (KASE0093) 391159.10N-1065136.91W (161.73)
 8204 TREE (KASE0069) 391204.97N-1065141.72W (161.14)
 8424 TREE (KASE0031) 391120.33N-1065129.20W (152.37)
 8256 TREE (KASE0091) 391150.76N-1065134.48W (135.86)
 8145 TREE (KASE0094) 391201.67N-1065135.71W (78.27)
 8081 TREE (KASE0070) 391212.21N-1065142.45W (73.46)
 8245 TREE (KASE0038) 391130.40N-1065127.23W (18.41)
 7978 POLE (KASE0017) 391218.32N-1065145.52W (3.63)
 34:1
 7825 BUSH (KASE0078) 391438.32N-1065256.29W (5.66)
 PAPI REQUIRED FOR NIGHT OPERATIONS, STRAIGHT IN NIGHT OPERATIONS REMAIN AUTHORIZED.
 TERPS 289 APPLIED TO 9579 TREE 391958N/1065423W
 TERPS 289 APPLIED TO 9239 TERRAIN 391836N/1065440W
 BACK UP ALTIMETER SETTING NOT PUBLISHED, NO SUITABLE SOURCE AVAILABLE.
 KASE IS ON SERVICE A.
 CIRCLING MINIMA LOWER THAN PUBLIC LOC/DME-E PROCEDURE. PUBLIC PROCEDURE IS LIMITED BY SI ADJUSTMENT.
 SEE ATTACHED AIRSPACE LETTER.
 MISSED APPROACH OBSTACLES (CONT.)
 ALTERNATE:
 11. TREE 391451.26N/1065514.48W 9216 (2C) CG/22:1 14000
 18. AAO 392450.80N/1070048.80W 11066 (6C) 1000 12100
 19. TERRAIN 392457.00N/1070115.00W 10539 (10500) AS1500 12000
 4.55 DEGREE VDA INTERCEPTS 3.50 DEGREE PAPI .54 NM INSIDE MAP/ 2.05 NM FROM RWT, TCH NOT PUBLISHED PER AFS-400.
 CG TERMINATION ALTITUDE CTL OBS:
 PRIMARY MISSED APPROACH: 9439 TREE 391254.46N/1065743.29W
 ALTERNATE MISSED APPROACH: 10399 AAO 391341.83N/1070124.00W

QUALITY
1
CHECKED

CONTINUED

PART B - SUPPLEMENTAL DATA

1. COMMUNICATIONS WITH:		2. WEATHER SERVICE		3. ALTIMETER SETTING	
			N W S	OTHER:	
			F A A		
			A / C		
SATISFACTORY ON:					
V H F	U H F	H F	LOCATION:		ADJUSTMENT:
4. MONITOR STATUS	PRIMARY NAVAID:				
	MONITOR POINT:				
	HRS OPTN:	CAT 1			
		CAT 3			
5. APPROACH RUNWAY LIGHTING	ALS				
	(S) SALS				
	MALS				
	HIRL				
	MIRL				
	REIL				
	TDZ				
	C/LINE				
OTHER (SPECIFY)					
RUNWAY MARKINGS	BASIC				
	ALL WEATHER				
	INSTRUMENT				
RUNWAY VISUAL RANGE	APPROACH				
	MIDFIELD				
	ROLL OUT				
GLIDE PATH	GP ANGLE:		ELEV RWY THRESHOLD:		
	DISTANCE FROM RWY:		ELEV GP ANTENNA:		
	THRESHOLD CROSSING HEIGHT:				
FINAL APPROACH COURSE AIMING	RUNWAY THRESHOLD		FT. FROM THRESHOLD		
	ON CENTERLINE		FT. FROM CENTERLINE		
WAIVERS:					

PART C - REMARKS:

OBS #9: VEGETATION NOT APPLIED TO TOP OF TRIANGLE PEAK, AWO HAS VALIDATED NOTHING BUT SCRUB VEGETATION IN THIS AREA.

THIS PROCEDURE OVERLIES PRECIPITOUS TERRAIN AND CONTAINS AN ARC WITH A SMALLER THAN STANDARD RADIUS, A SPEED RESTRICTION, AND HIGHER THAN ALLOWABLE DESCENT GRADIENT CONNECTING TO A LOCALIZER INTERMEDIATE THAT IS CONSTRUCTED SHORTER AND NARROWER THAN STANDARD. THE FINAL APPROACH SEGMENT CONTAINS A HIGHER THAN ALLOWABLE DESCENT GRADIENT AND IS FOLLOWED BY A MISSED APPROACH THAT REQUIRES A CLIMB GRADIENT AND IS CONSTRUCTED NARROWER THAN ALLOWED BY CRITERIA. DURING TELECONS ON 15 MARCH 2012, 29 MARCH 2012, AND 12 APRIL 2012, ANM AWO VALIDATED THE NECESSITY AND SAFETY OF THE DESIGN OF THIS APPROACH CITING OPERATOR TRAINING, CURRENCY, AND PERFORMANCE REQUIREMENTS AS AN EQUIVALENT LEVEL OF SAFETY.

OBST #1 AND #3 IPDS PROVIDED ACCURACY: 85' HORIZONTAL/ 98' VERTICAL

RT D - PREPARED BY:	DATE:
FILE:	OFFICE:



RADIO FIX AND HOLDING DATA RECORD

NAME: AJAXX

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 393028.07N/1070019.23W

TYPE: INT, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	19.07	19.04		12800	17500
2	RED TABLE	DBL	VOR/DME	H	296.63	308.63	6.58	6.58		12800	17500

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-ASE	LOC/DME	R-331	20	12800	17500

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
EN ROUTE	V108	1,2				(US)
IAP	LOC/DME RWY 15	1,2		KASE	ASPEN	CO (US)
IAP	LOC/DME-E	1,2		KASE	ASPEN	CO (US)

REQUIRED CHARTING: IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 1

DATE OF REVISION: 07/26/2012

REASON FOR REVISION:

FAC 1 MAG BRG CHANGED FROM 327.63 TO 330.63, DME CHANGED FROM 18.98 TO 19.07, DIST FROM FAC CHANGED FROM 18.95 TO 19.04.
 FAC 1 AND 2 MRA CHANGED FROM 14000 TO 12800.
 ESV DATA UPDATED.
 UPDATED I-ASE DME COORDINATES.
 UPDATED FIX USE.

DEVELOPED BY: **DATE:** 03/10/2012 **OFFICE:** AJV-354 **NAME:** JACOB POWERS

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: **NFDC**
 FPO: WST
 ARTCC: ZDV
 ATC FACILITY: ASE
 OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: BULDG

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 393734.70N/1061849.50W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

FIX USE:

USE TYPE
IAP

USE TITLE
LOC/DME RWY 15

FAC PAT

AIRPORT IDENT
KASE

CITY
ASPEN

STATE
CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 09/20/2012

DEVELOPED BY:

DATE: 07/16/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY:

DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:

RADIO FIX AND HOLDING DATA RECORD

NAME: CEYAG

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 391621.89N/1065333.15W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	4.04	4.00		8660	12300

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

HOLDING:

HOLDING TYPE OF ACTION: NO CHANGE

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)
IAP	LOC/DME-E	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: IAP, SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 2

DATE OF REVISION: 07/26/2012

REASON FOR REVISION:

FAC 1 MAG BRG CHANGED FROM 327.63 TO 330.63, DME CHANGED FROM 3.94 TO 4.04, DIST FROM FAC CHANGED FROM 3.91 TO 4.00, MRA LOWERED FROM 9740 TO 8660. ADDED SPECIAL IAP TO REQUIRED CHARTING. UPDATED FIX USE.

DEVELOPED BY:

DATE: 03/06/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY:

DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: GLENO

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 392051.84N/1072208.09W

TYPE: WP, INT, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: NO CHANGE

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	RED TABLE	DBL	VOR/DME	H	244.17	256.17	22.73	22.73		14000	45000
2	MEEKER	EKR	VOR/DME	H	134.00	149.00		50.24		16000	45000

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
EKR	VOR/DME	R-134	51	16000	22200

FIX RESTRICTIONS:

MRA V134 16000
 SPECIAL VOR/DME-D, KASE, ASPEN, CO
 SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO
 SPECIAL RNAV (RNP) Y RWY 15, KASE, ASPEN, CO
 SPECIAL RNAV (RNP) Z RWY 15, KASE, ASPEN, CO

HOLDING:

HOLDING TYPE OF ACTION: MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING ALTITUDES MIN MAX	TEMPLATES MIN MAX
1	SW	DBL	VOR/DME	244.17	064.17	L	1-1 1/2	14000 29000	12 24
2	SW	WP	VOR/DME	244.17	064.17	L	8	14000 17500	11 17
3	SW	DBL	VOR/DME	244.17	064.17	L	1-1 1/2	14200 17500	16 18

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	230	AAO	391427.17N/1072219.71W	11599	2C
2	230	AAO	391427.17N/1072219.71W	11599	2C
3	265	AAO	391554.00N/1071036.00W	13081	4E
3	310	AAO	391540.60N/1071003.30W	13153	6C

PRECIPITOUS TERRAIN ADDITIONS:

PAT	SPEED	ADDITION
1	230	375
2	230	375
3	265	375

REASON FOR NONSTANDARD HOLDING:

PAT 2 HIGH TERRAIN SOUTH
 PAT 1 HIGH TERRAIN SOUTH
 PAT 3 HIGH TERRAIN SOUTH

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERNS

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
3	LOC/DME RWY 15	KASE	ASPEN	CO (US)

REMARKS:

PAT 1, 3 - DBL DME REQUIRED FOR HOLDING BELOW 16000
 PRECIPITOUS TERRAIN EVALUATION COMPLETED
 PAT 3 265K CONTROLLING OBSTRUCTION LOCATED 9420' INTO SECONDARY AREA, PRIMARY EQUIVALENT 12194' MSL.

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	PITKIN			KASE	ASPEN	CO (US)
EN ROUTE	J80	1, 2	1			(US)
EN ROUTE	V134	1, 2	1			(US)
IAP	LOC/DME RWY 15	1	1, 3	KASE	ASPEN	CO (US)
IAP	LOC/DME-E	1	1	KASE	ASPEN	CO (US)
IAP	RNAV (GPS)-F		2	KASE	ASPEN	CO (US)
IAP	RNAV (RNP) Y RWY 15		2	KASE	ASPEN	CO (US)
IAP	RNAV (RNP) Z RWY 15		2	KASE	ASPEN	CO (US)
IAP	VOR/DME-C	1	1	KASE	ASPEN	CO (US)
IAP	VOR/DME-D	1, 2	1	KASE	ASPEN	CO (US)
IAP	RNAV (RNP) Y RWY 26			KRIL	RIFLE	CO (US)
IAP	RNAV (RNP) Z RWY 26			KRIL	RIFLE	CO (US)

QUALITY
2
CHECKED

REQUIRED CHARTING: DP, IAP, CONTROLLER, EN ROUTE LOW, EN ROUTE HIGH

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 15

DATE OF REVISION: 07/26/2012

REASON FOR REVISION:

UPDATED FIX USE.
ADDED HOLDING PATTERN 3.

DEVELOPED BY: **DATE:** 07/22/2011 **OFFICE:** AJV-354 **NAME:** JACOB POWERS

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: WST
 ARTCC: ZDV
 ATC FACILITY: ASE
 OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: IVKEF

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 392946.09N/1065058.16W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	RED TABLE	DBL	VOR/DME	H	019.65	031.65	4.00	4.00		14000	17500

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY: DATE: 04/03/2012 OFFICE: AJV-354 NAME: JACOB POWERS

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY:
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: KYACK

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 391925.66N/1065501.03W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	7.30	7.27		10200	12300

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY: DATE: 03/06/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY: DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: LIFTT STATE: CO COUNTRY: US

LATITUDE/LONGITUDE: 392710.73N/1065844.12W TYPE: DME

AIRSPACE DOCKET: FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	15.56	15.53		13600	14000
2	RED TABLE	DBL	VOR/DME	H	269.82	281.82	4.00	4.00		13600	17500

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-ASE	LOC/DME	R-331	16	13600	14000

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1, 2		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG DATE OF REVISION: 07/26/2012

DEVELOPED BY: DATE: 03/06/2012 OFFICE: AJV-354 NAME: JACOB POWERS

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:

QUALITY
2
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: LINDZ STATE: CO COUNTRY: US

LATITUDE/LONGITUDE: 392319.55N/1070928.50W TYPE: WP, INT, DME

AIRSPACE DOCKET: FIX TYPE OF ACTION: MODIFY

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FEET	MRA	MAA
1	RED TABLE	DBL	VOR/DME	H	244.17	256.17	12.61	12.61		14000	17500
2	SNOW	SXW	VOR/DME	T	196.28	208.28		16.38		14000	17500
3	ASPEN	I-PKN	LOC		303.00	312.00		21.08		12200	17500

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-PKN	LOC	R-303	22	12200	17500

FIX RESTRICTIONS:

SPECIAL RNAV (GPS) Z RWY 15, KASE, ASPEN, CO
 SPECIAL RNAV (RNP) Y RWY 15, KASE, ASPEN, CO
 SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

HOLDING: HOLDING TYPE OF ACTION: MODIFY

PATTERNS:

PAT	DIR	IDENT	TYPE	RAD/CRS/BRG	CRS INBOUND	TURN (L OR R)	LEG LENGTH TIME DME	HOLDING ALTITUDES MIN MAX	TEMPLATES MIN MAX
1	SW	DBL	VOR/DME	244.17	064.17	L	1-1 1/2	16000 17500	16 17
2	SW		WP	244.17	064.17	L	8	14000 14000	11 11

CONTROLLING OBSTRUCTIONS:

PAT	AIRSPEED	OBSTRUCTION	COORDINATES	ELEVATION	ACCURACY CODE
1	265	AAO	391540.60N/1071003.30W	13153	6C
1	310	AAO	391540.60N/1071003.30W	13153	6C
2	230	AAO	391540.60N/1071003.30W	13153	6C

PRECIPITOUS TERRAIN ADDITIONS:

PAT	SPEED	ADDITION
1	265	375
2	230	375

REASON FOR NONSTANDARD HOLDING:

PAT 1 HIGH TERRAIN SOUTH
 PAT 2 HIGH TERRAIN SOUTH

HOLDING RESTRICTIONS:

HOLDING LIMITED TO ESTABLISHED PATTERNS

PROCEDURES REQUIRING CLIMB-IN-HOLD:

PAT	PROCEDURE TITLE	AIRPORT IDENT	CITY	STATE
1	SARDD	KASE	ASPEN	CO (US)

REMARKS:

AIR TRAFFIC REQUESTED C-I-H TO 16000 ON SARDD DEPARTURE, MEA ON AIRWAY 14000
 PAT 2 CONTROLLING OBSTRUCTION LOCATED 5469' INTO SECONDARY AREA, PRIMARY EQUIVALENT: 12378'

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
DP	ASPEN	1, 2, 3		KASE	ASPEN	CO (US)
DP	LINDZ	1, 2, 3		KASE	ASPEN	CO (US)
DP	PITKN (RNAV)			KASE	ASPEN	CO (US)
DP	SARDD	1, 2, 3	1	KASE	ASPEN	CO (US)
EN ROUTE	V134	1, 2				(US)
EN ROUTE	V591	1, 2				(US)
IAP	LOC/DME RWY 15	1, 2, 3		KASE	ASPEN	CO (US)
IAP	LOC/DME-E	1, 2, 3		KASE	ASPEN	CO (US)
IAP	RNAV (GPS) Z RWY 15		2	KASE	ASPEN	CO (US)
IAP	RNAV (GPS)-F			KASE	ASPEN	CO (US)
IAP	RNAV (RNP) Y RWY 15		2	KASE	ASPEN	CO (US)
IAP	VOR/DME-C	1, 2, 3		KASE	ASPEN	CO (US)

REQUIRED CHARTING: DP, IAP, CONTROLLER, EN ROUTE LOW

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: 8

DATE OF REVISION: 07/26/2012



REASON FOR REVISION:

CHANGED FAC 3 MRA FROM 12600 TO 12200, UPDATED I-PKN ESV MIN ALTITUDE FROM 12600 TO 12200.
UPDATED PAT 1 CONTROLLING OBSTRUCTION ACCURACY CODE, UPDATED PAT 2 CONTROLLING OBSTRUCTION.
CHANGED PAT 1 MIN TEMPLATE FROM 15 TO 16, MAX TEMPLATE FROM 16 TO 17.
UPDATED FIX USE.

DEVELOPED BY: **DATE:** 03/10/2012 **OFFICE:** AJV-354 **NAME:** JACOB POWERS

APPROVED BY: **DATE:** **OFFICE:** AJV-354 **NAME:** DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: WST
 ARTCC: ZDV
 ATC FACILITY: ASE
 OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: RAFTR

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 391812.49N/1065426.01W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	6.00	5.97		9600	12300

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY: DATE: 03/06/2012 OFFICE: AJV-354 NAME: JACOB POWERS

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:

QUALITY
2
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: RIKOC

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 391446.20N/1065247.39W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	2.34	2.30		9300	12300

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY: DATE: 04/03/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY: DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:

QUALITY
2
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: TIKET

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 392314.38N/1065650.64W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC	MRA	MAA
								NM FEET		
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	11.36	11.33 68839	12300	14000

EXPANDED SERVICE VOLUME (ESV):

FAC IDENT	FAC TYPE	RADIAL/BEARING	DISTANCE	MIN ALTITUDE	MAX ALTITUDE
I-ASE	LOC/DME	R-331	12	12300	14000

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY:

DATE: 03/06/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY:

DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:

QUALITY
2
CHECKED

RADIO FIX AND HOLDING DATA RECORD

NAME: WERNR

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 393252.65N/1064016.63W

TYPE: WP

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

FIX USE:

USE TYPE
IAP

USE TITLE
LOC/DME RWY 15

FAC PAT

AIRPORT IDENT
KASE

CITY
ASPEN

STATE
CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 09/20/2012

REASON FOR REVISION:

8/7/2012: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 7/26/2012.

1. DME REMOVED FROM FIX TYPE.

DEVELOPED BY:

DATE: 07/16/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY:

DATE: 07/30/2012

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: WOKUV

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 392718.54N/1064839.85W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC	FAC	MRA	MAA
								NM	FEET		
1	RED TABLE	DBL	VOR/DME	H	064.27	076.27	4.00	4.00		16000	17500

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY:

DATE: 03/07/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY:

DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY:
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: XTREM

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 392021.94N/1065527.98W

TYPE: DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC NM	FAC FEET	MRA	MAA
1	ASPEN	I-ASE	LOC/DME		330.63	339.63	8.30	8.27		10700	12300

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

REMARKS:

I-ASE DME COORDINATES: 391235.02N/1065143.54W

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 07/26/2012

DEVELOPED BY: DATE: 03/06/2012

OFFICE: AJV-354

NAME: JACOB POWERS

APPROVED BY: DATE:

OFFICE: AJV-354

NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION:

NFDC
FPO: WST
ARTCC: ZDV
ATC FACILITY: ASE
OTHER:



RADIO FIX AND HOLDING DATA RECORD

NAME: ZAKOR

STATE: CO

COUNTRY: US

LATITUDE/LONGITUDE: 393010.08N/1065516.67W

TYPE: WP, DME

AIRSPACE DOCKET:

FIX TYPE OF ACTION: ESTABLISH

FIX MAKE-UP FACILITIES:

FAC	NAME	IDENT	TYPE	CLASS	MAG BRG	TRUE BRG	DME	DIST FROM FAC	MRA	MAA
								NM FEET		
1	RED TABLE	DBL	VOR/DME	H	330.00	342.00	4.00	4.00	14000	17500

FIX RESTRICTIONS:

SPECIAL LOC/DME RWY 15, KASE, ASPEN, CO

FIX USE:

USE TYPE	USE TITLE	FAC	PAT	AIRPORT IDENT	CITY	STATE
IAP	LOC/DME RWY 15	1		KASE	ASPEN	CO (US)

REQUIRED CHARTING: SPECIAL IAP

COMPULSORY REPORTING POINT: NO

RECORD REVISION NUMBER: ORIG

DATE OF REVISION: 09/20/2012

REASON FOR REVISION:

7/17/2012: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 04/03/2012.
1. WP ADDED TO FIX TYPE.

DEVELOPED BY: DATE: 04/03/2012 OFFICE: AJV-354 NAME: JACOB POWERS

APPROVED BY: DATE: OFFICE: AJV-354 NAME: DEZ SILAGYI

SIGNATURE:

DISTRIBUTION: NFDC
 FPO: WST
 ARTCC: ZDV
 ATC FACILITY:
 OTHER:



FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)
ASPEN, CO
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 232a(2) INITIAL APPROACH SEGMENTS BASED ON STRAIGHT COURSES AND ARCS WITH PCG, ALIGNMENT, ARCS.

ARC WITH 4.00 NM RADIUS PUBLISHED, LESS THAN MINIMUM ALLOWABLE RADIUS OF 7.00 NM.

3. Reason for Waiver (*Justification for nonstandard treatment*):

A 4.00 NM RADIUS ARC CENTERED ABOUT DBL VOR/DME AT 14,000 MSL WAS DEVELOPED THAT ALLOWS AIRCRAFT TO TRANSITION TO THE LOCALIZER COURSE AT LIFTT. THIS PROVIDES AN ENROUTE TRANSITION FROM V134 AND V361-421 WHILE REMAINING CLEAR OF EAGLE COUNTY RGNL TRAFFIC. THE OUTSIDE AREA OF THE ARC INITIAL SEGMENT WAS CONSTRUCTED TO FULL WIDTH UNTIL IT INTERCEPTS THE INTERMEDIATE LOCALIZER TRAPEZOID SPLAY. THE INSIDE AREA OF THE ARC HAS THE SECONDARY AREA ELIMINATED AND IS EVALUATED WITH A BOUNDARY FROM WOKUV TO DBL TO LIFTT AND THEN PERPENDICULAR TO LIFTT TO THE EDGE OF THE INTERMEDIATE LOCALIZER TRAPEZOID SPLAY.

4. Equivalent Level of Safety Provided:

1. AIRCRAFT TRAVELING ON THE DME ARC INITIAL ARE RESTRICTED TO 190 KIAS.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
3. DUAL PILOTS ARE REQUIRED TO FLY THIS APPROACH.
4. A LEAD RADIAL WILL BE PUBLISHED TO AID IN THE TRANSITION TO THE LOCALIZER COURSE.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 _____

7. SUBMITTED BY

DATE:	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature: Gregory Yamamoto
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8. CONTINUATION

Comments:

9. AFS ACTION

<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Date:

Routing Symbol:

Signature:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)
ASPEN, CO
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 275. TURNING MISSED APPROACH AREA.

THE MISSED APPROACH SEGMENT WAS EVALUATED USING THE HALF WIDTH DIMENSIONS FOR VOR/TACAN AS SPECIFIED IN FAAO 8260.3B, VOLUME 4, TABLE 3-1 AND MISSED APPROACH OBSTACLES OUTSIDE 14 NM FROM DBL VOR/DME WERE ELIMINATED FROM CONSIDERATION.

3. Reason for Waiver (*Justification for nonstandard treatment*):

TERRAIN IN THE MISSED APPROACH SEGMENT CAUSES AN INCREASED CLIMB GRADIENT AND CLIMB GRADIENT TERMINATION ALTITUDE THAT IS DETRIMENTAL TO USERS. THE ADDITIONAL CLIMB REQUIREMENTS CAUSE COMMERCIAL OPERATORS TO DECREASE WEIGHT TO ACHIEVE THE AIRCRAFT PERFORMANCE REQUIRED TO CLEAR THIS TERRAIN. USE OF A NARROWER MISSED APPROACH AREA AND ELIMINATION OF OBSTACLES OUTSIDE OF A 14 NM RADIUS FROM DBL VOR/DME ELIMINATE THIS AREA FROM CONSIDERATION. THE MISSED APPROACH AREA WAS CONSTRUCTED USING VOR/TACAN CRITERIA CONTAINED IN FAAO 8260.3B, VOLUME 4 TO ACCOUNT FOR THE I-PKN LDA COURSE WIDTH WHICH IS WIDER THAN STANDARD. THE CHART WILL CONTAIN INSTRUCTIONS TO REMAIN WITHIN 13.5 NM OF DBL VOR/DME UNTIL ESTABLISHED ON THE I-PKN NORTHWEST COURSE (PRIMARY MISSED APPROACH) OR WHILE TRANSITIONING TO THE DBL 10 DME ARC (ALTERNATE MISSED APPROACH). A .5 NM ALLOWANCE FOR DME SYSTEM ERROR WAS INCLUDED IN THE EVALUATION AS SPECIFIED IN FAAO 8260.3B, VOLUME 1, PARAGRAPH 286B.

4. Equivalent Level of Safety Provided:

1. THE CHART WILL BE ANOTATED "REMAIN WITHIN 13.5 NM OF DBL VOR/DME UNTIL ESTABLISHED ON THE I-PKN NORTHWEST COURSE" (PRIMARY MISSED APPROACH) OR "REMAIN WITHIN 13.5 NM OF DBL VOR/DME WHILE TRANSITIONING TO DBL 10 DME ARC" (ALTERNATE MISSED APPROACH) TO ENSURE AIRCRAFT WILL NOT DEVIATE TOWARD THE PENETRATING TERRAIN IDENTIFIED IN A STANDARD MISSED APPROACH EVALUATION.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
3. DUAL VOR RECEIVERS ARE REQUIRED VIA CHART NOTE.
4. DUAL PILOTS ARE REQUIRED TO FLY THIS APPROACH.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354_____

7. SUBMITTED BY

DATE:

Office Identification:

Title:

Signature:

AJV-35

Manager, Terminal Products Group

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Date:

Routing Symbol:

Signature:

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)
ASPEN, CO
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 242b. INTERMEDIATE APPROACH SEGMENT BASED ON STRAIGHT COURSES, AREA.

THE INTERMEDIATE APPROACH SEGMENT IS 4.20 NM, LESS THAN THE MINIMUM OF 6 NM. THE INTERMEDIATE WIDTH CONTINUES THE SPLAY OF THE FINAL LOCALIZER AREA AS SPECIFIED IN FAAO 8260.3B, VOLUME 1, PARAGRAPH 903.

3. Reason for Waiver (*Justification for nonstandard treatment*):

THE INTERMEDIATE FIX PLACEMENT WAS BASED ON THE INTERCEPT OF A 4.00 NM ARC INITIAL SEGMENT CENTERED ABOUT DBL VOR/DME. THE 4.00 NM ARC IS AN OPERATIONAL REQUIREMENT TO TRANSITION AIRCRAFT ON V134 AND V361-421 TO THE APPROACH WHILE REMAINING DECONFLICTED FROM TRAFFIC AT EAGLE COUNTY RGNL.

WHEN A STANDARD WIDTH INTERMEDIATE SEGMENT IS EVALUATED, THE RESULTING AREA PRODUCES AN EXCESSIVELY HIGH FINAL APPROACH FIX ALTITUDE THAT RESULTS IN AN UNUSABLE FINAL DESCENT GRADIENT.

4. Equivalent Level of Safety Provided:

1. LOC COURSE WIDTH IS TAILORED NARROWER THAN STANDARD. FLIGHT INSPECTION HAS VERIFIED ADEQUATE LOCALIZER SIGNAL COVERAGE ALONG THE ENTIRE LOCALIZER COURSE.
2. AIRCRAFT TRAVELING ON THE DME ARC INITIAL ARE RESTRICTED TO 210 KIAS.
3. THIS IS A SPECIAL INSTRUMENT PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
4. DUAL PILOTS ARE REQUIRED TO FLY THIS APPROACH.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 _____

7. SUBMITTED BY

DATE:

Office Identification:

Title:

Signature:

AJV-35

Manager, Terminal Products Group

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Date:

Routing Symbol:

Signature:

FLIGHT PROCEDURES STANDARDS WAIVER

FLIGHT STANDARDS USE ONLY

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD
ASPEN, CO
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 203B, CLIMBING ON MISSED APPROACH

PROCEDURE REQUIRES A CLIMB GRADIENT OF 330 FEET PER NM TO 10,000 FOR THE PRIMARY MISSED APPROACH AND 330 FEET PER NM TO 11,100 FOR THE ALTERNATE MISSED APPROACH, EXCEEDING THE STANDARD OF 200 FEET PER NM.

3. Reason for Waiver (*Justification for nonstandard treatment*):

TERRAIN IN THE MISSED APPROACH AREA REQUIRES AN INCREASED CLIMB GRADIENT TO ENSURE MISSED APPROACH OBSTACLE CLEARANCE AND PROVIDE THE LOWEST POSSIBLE MINIMA.

4. Equivalent Level of Safety Provided:

1. A LINE OF MINIMA WITH AN INCREASED MDA AND STANDARD CLIMB GRADIENT IS PUBLISHED FOR USERS UNABLE TO MEET THE CLIMB GRADIENT REQUIREMENTS.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS WHO MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND SPECIFIC AIRCRAFT PERFORMANCE.
3. CLIMB GRADIENT IS CHARTED ON THE PROCEDURE REFERENCING THE APPROPRIATE LINE OF MINIMA FOR THE PRIMARY MISSED APPROACH.
4. CLIMB GRADIENT REQUIREMENT WILL BE PARENTHETICALLY NOTED FOR THE ALTERNATE MISSED APPROACH.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 _____

7. SUBMITTED BY

DATE:

Office Identification:

Title:

Signature:

AJV-35

Manager, Terminal Products Group

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Date:

Routing Symbol:

Signature:

CONTROL NO:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)
ASPEN, CO
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.19D, PARAGRAPH 274. CONTROLLING OBSTACLES.

200' AAO WAS NOT APPLIED IN PORTIONS OF FINAL SEGMENT OVERLYING THE WHITE RIVER NATIONAL FOREST. 100' VEGETATION ADDITIVE WAS APPLIED TO HIGH TERRAIN IN THIS AREA.

3. Reason for Waiver (*Justification for nonstandard treatment*):

APPLICATION OF 200' AAO INCREASES FINAL STEPDOWN FIX ALTITUDES AND CAUSES EITHER AN EXCESSIVELY HIGH FINAL DESCENT GRADIENT OR EXCESSIVELY HIGH MDA. USE OF 100' VEGETATION IN LIEU OF 200' AAO ALLOWS STEPDOWN FIX ALTITUDES THAT PERMIT A USABLE FINAL DESCENT GRADIENT.

4. Equivalent Level of Safety Provided:

1. THE FORESTRY SERVICE HAS AGREED TO ENSURE THAT THE MANMADE STRUCTURE HEIGHT IN THE PORTION OF THE WHITE RIVER NATIONAL FOREST UNDERLYING THE FINAL APPROACH SEGMENT WILL NOT EXCEED 28' AGL.
2. 100' VEGETATION ADDITIVE HAS BEEN USED THROUGHOUT THE FINAL APPROACH SEGMENT.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354 _____

7. SUBMITTED BY

DATE:

Office Identification:

Title:

Signature:

AJV-35

Manager, Terminal Products Group

Gregory Yamamoto

8. CONTINUATION

Comments:

9. AFS ACTION

<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Date:

Routing Symbol:

Signature:

TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: ASPEN

STATE: CO

AIRPORT NAME: ASPEN-PITKIN CO/SARDY FIELD

ID: KASE

PROCEDURE: SPECIAL LOC/DME RWY 15

AMDT: AMDT 1

DOCKET #

(96-AXX-X/Required/Not

ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100

1. Distance	_____ THLD _____	to 1000'	_____ 7.12 _____
from	<small>(Enter THLD, FAF, ARP, FACILITY, as</small>		
2. Width	_____ FINAL _____	segment at 1000'	_____ 1.75 _____
of	<small>(Enter appropriate segment , final,</small>		
3. True	_____ FINAL _____	segment containing	_____ 159.63 _____
4. High terrain in	_____ FINAL _____	segment containing	_____ 9909 _____
5. Distance	_____ THLD _____	to 1500'	_____ 8.12 _____
from	<small>(If 1500' point in PT maneuvering area or holding pattern</small>		
6. Width	_____ FINAL _____	segment at	_____ 1.97 _____
7. True	_____ FINAL _____	segment containing	_____ 159.63 _____
8. High terrain in	_____ FINAL _____	segment containing	_____ 9909 _____
9. Threshold Coordinates (if	_____ 391355.83N _____	/	_____ 1065223.34W _____
10. ARP coordinates	_____ 391323.40N _____	/	_____ 1065207.90W _____
11. departu end and distance furthest from			_____ 33 _____
<small>(Click to</small>			
		Distan	_____ .74 _____ NM
12. FAF Coordinates	_____ 392314.38N _____	/	_____ 1065650.64W _____
<small>(Click to</small>			

REMARKS: Approach/Drawing attached.

8. CONTINUATION

Comments:

9. AFS ACTION

<input type="checkbox"/>	Approved
<input type="checkbox"/>	Disapproved
<input type="checkbox"/>	Not Required

Comments:

Date:

Routing Symbol:

Signature:

1. Flight Procedure Identification:

ASPEN-PITKIN CO/SARDY FIELD (ASE)
ASPEN, CO
LOC/DME RWY 15 (SPECIAL)

2. Waiver Required and Applicable Standard:

FAAO 8260.3B, VOLUME 1, PARAGRAPH 905, FINAL APPROACH DESCENT GRADIENT

THE FINAL APPROACH SEGMENT REQUIRES A DESCENT GRADIENT OF 517 FEET PER NM, EXCEEDING THE MAXIMUM OF 400 FEET PER NM.

3. Reason for Waiver (*Justification for nonstandard treatment*):

DUE TO PRECIPITOUS TERRAIN ADJUSTMENTS AND HIGH TERRAIN ON THE FINAL APPROACH PATH TO RWY 15, THE ALTITUDE REQUIRED AT THE FINAL APPROACH FIX AND SUBSEQUENT FINAL STEPDOWN FIXES PRODUCES A DESCENT GRADIENT HIGHER THAN MAXIMUM.

4. Equivalent Level of Safety Provided:

1. MINIMUM AIRCRAFT AND TRAINING REQUIREMENTS ARE SPECIFIED ON THE 8260-10.
2. THIS IS A SPECIAL INSTRUMENT APPROACH PROCEDURE LIMITED TO OPERATORS THAT MEET THE REQUIRED SPECIAL AIRCREW TRAINING AND AIRCRAFT PERFORMANCE.
3. THE FOLLOWING NOTES HAVE BEEN PLACED ON THE PROCEDURE: SPECIAL AIRCREW TRAINING REQUIRED, SPECIAL AIRCRAFT PERFORMANCE REQUIRED, AIRCRAFT MUST BE IN FINAL APPROACH CONFIGURATION PRIOR TO LIFTT.
4. AIRCRAFT ARE PROVIDED A STABLE DESCENT OF 4.55 DEGREES FROM THE FINAL APPROACH FIX TO THE MISSED APPROACH POINT AT MDA. AT THE MAP; THE 4.55 DEGREE DESCENT ANGLE CONTINUES TOWARD THE RUNWAY THRESHOLD UNTIL IT INTERCEPTS THE 3.5 DEGREE PAPI 2.05 NM FROM THE RUNWAY THRESHOLD, ALLOWING AIRCRAFT A SHALLOWER DESCENT IN PREPARATION FOR LANDING.

5. How Relocation or Additional Facilities Will Affect Waiver Requirement:

RELOCATION OR ADDITIONAL FACILITIES WILL HAVE NO AFFECT ON THE REQUIREMENT FOR THIS WAIVER.

6. Coordination With User Organizations (*Specify*):

AJV-354_____

7. SUBMITTED BY

DATE:	Office Identification: AJV-35	Title: Manager, Terminal Products Group	Signature: Gregory Yamamoto
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