Federal Aviation Administration

U.S. Terminal Procedures Publication

Southwest (SW) Vol 1 of 4

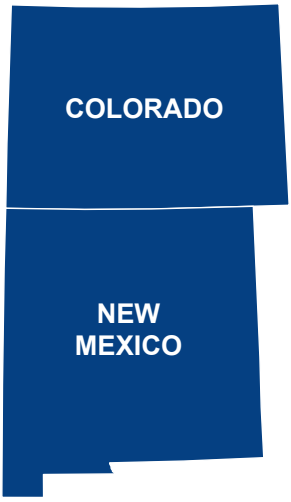
Effective: 0901Z

25 FEB 2021

to: 0901Z

22 APR 2021

Consult the Change Notice (CN) effective 25 MAR 2021 for revised Instrument Procedure Charts for this volume



Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
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For a list of approved FAA Print Providers, visit our website at:
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Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

INOP COMPONENTS 19339

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

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TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All **weather** minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

MDA — HAA — Visibility in Statute Miles

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560-**1¼	463	(500-1¼)	CDE	**560-**1½	463	(500-1½)
	28		AB	**600-**1¼	503	(600-1¼)	CDE	**600-**1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number → Orig 31DEC09 ← Procedure Amendment Effective Date

FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	T Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✿
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name.

A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., L★

To activate lights, use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS

AAUP.....Attention All Users Page
ADF..... Automatic Direction Finder
ADIZ..... Air Defense Identification Zone
AFIS..... Automatic Flight Information Service
ALS..... Approach Light System
ALSF..... Approach Light System with Sequenced Flashing Lights
AOB..... At Or Below
AP..... Autopilot System
APCH..... Approach
APP CON..... Approach Control
ARR..... Arrival
ASOS..... Automated Surface Observing System
ASR/PAR..... Published Radar Minimums at this Airport
ASSC..... Airport Surface Surveillance Systems
ATIS..... Automatic Terminal Information Service
AUNICOM.....Automated UNICOM
AWOS..... Automated Weather Observing System
AZ..... Azimuth
BC..... Back Course
BND..... Bound
C..... Circling
CAT..... Category
CCW..... Counter Clockwise
CDI..... Course Deviation Indicator
Chan.....Channel
CIFP..... Coded Instrument Flight Procedures
CIR.....Circling
CLNC DEL..... Clearance Delivery
CNF..... Computer Navigation Fix
CPDLC..... Controller Pilot Data Link Communication
CTAF..... Common Traffic Advisory Frequency
CW.....Clockwise
D-ATIS..... Digital-Automatic Terminal Information Service
DA.....Decision Altitude
DER.....Departure End of Runway
DH.....Decision Height
DME..... Distance Measuring Equipment
DTHR..... Displaced Threshold
DVA..... Diverse Vector Area
ELEV..... Elevation
EMAS..... Engineered Material Arresting System
FAF.....Final Approach Fix
FD.....Flight Director System
FM..... Fan Marker
FMS..... Flight Management System
GBAS..... Ground Based Augmentation System
GCO.....Ground Communications Outlet
GLS..... Ground Based Augmentation System Landing System
GP..... Glidepath
GPI.....Ground Point of Interception
GPS.....Global Positioning System
GS.....Glide Slope
HAA.....Height above Airport
HAL..... Height above Landing
HAT.....Height above Touchdown
HATh..... Height Above Threshold
HCH..... Heliport Crossing Height
HGS.....Head-up Guidance System
HIRL.....High Intensity Runway Lights
HUD.....Head-up Display
IAF.....Initial Approach Fix
ICAO.....International Civil Aviation Organization
IF.....Intermediate Fix
IM..... Inner Marker
INOP..... Inoperative
INT..... Intersection
K..... Knots
KIAS..... Knots Indicated Airspeed
LAAS..... Local Area Augmentation System
LDA..... Localizer Type Directional Aid
Ldg..... Landing
LIRL.....Low Intensity Runway Lights
LNAV.....Lateral Navigation
LOC.....Localizer
LP..... Localizer Performance
LPV..... Localizer Performance with Vertical Guidance
LR..... Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA.....Maximum Authorized Altitude
MALS..... Medium Intensity Approach Light System
MALSF..... Medium Approach Lighting System with Sequenced Flashers
MALSR..... Medium Intensity Approach Light System with RAIL
MAP.....Missed Approach Point
MDA..... Minimum Descent Altitude
MIRL..... Medium Intensity Runway Lights
MM..... Middle Marker
MRA..... Minimum Reception Altitude
N/A..... Not Applicable
NA..... Not Authorized
NDB..... Non-directional Radio Beacon
NM..... Nautical Mile
NoPT..... No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)

ODALS..... Omnidirectional Approach Light System
ODP..... Obstacle Departure Procedure
OM..... Outer Marker
PAR..... Precision Approach Radar
PDC..... Pre-Departure Clearance
PRM..... Precision Runway Monitor
R..... Radial
RA..... Radio Altimeter setting height
RAIL..... Runway Alignment Indicator Lights
RCLS..... Runway Centerline Light System
REIL..... Runway End Identifier Lights
RF..... Radius-to-Fix
RLLS..... Runway Lead-in Light System
RNAV..... Area Navigation
RNP..... Required Navigation Performance
RPI..... Runway Point of Intercept(ion)
RRL..... Runway Remaining Lights
Rwy..... Runway
RVR..... Runway Visual Range
S..... Straight-in
SALS..... Short Approach Light System
SALSF..... Short Approach Lighting System with Sequenced Flashing Lights
SSALF..... Simplified Short Approach Lighting System with Sequenced Flashers
SSALR..... Simplified Short Approach Light System with RAIL
SSALS..... Simplified Short Approach Lighting System
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
SR-SS..... Sunrise-Sunset
TAA..... Terminal Arrival Area
TAC..... TACAN
TCH..... Threshold Crossing Height (height in feet Above Ground level)
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZ/CL..... Touchdown Zone and Runway Centerline Lighting
TDZL..... Touchdown Zone Lights
THR..... Threshold
TODA..... Takeoff Distance Available
TORA..... Takeoff Run Available
TR..... Track
VASI..... Visual Approach Slope Indicator
VCOA..... Visual Climb Over Airport
VDP..... Visual Descent Point
VGSI..... Visual Glide Slope Indicator
VNAV..... Vertical Navigation
WAAS..... Wide Area Augmentation System
WP/WPT..... Waypoint (RNAV)

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LEGEND 20086

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt
045°
(14.2 to LOM)
Minimum Route Altitude
2000
155°
Feeder Route
(15.1)
Mileage

HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°

HOLD 8000
Arrival
090°
270°

090°
(IAS)
270°
4 NM

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point
▲ Name (Compulsory)
△ Name (Non-Compulsory)

Intersection

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

MAP WP (Flyover)

Computer Navigation Fix (CNF) - No ATC Function
x (NAME) ("x" omitted when it conflicts with runway pattern)

15 DME Distance From Facility

AUSTN INT
ARC/DME/RNAV Fix

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

5500 Mandatory Altitude

2500 Minimum Altitude

4300 Maximum Altitude

3000 Recommended Altitude

5000 Mandatory Block
3000 Altitude

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

Primary Navaid with Coordinate Values
LIMA
114.5 LIM
Chan 92
S12°00.80′
W77°07.00′

Secondary Navaid
LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

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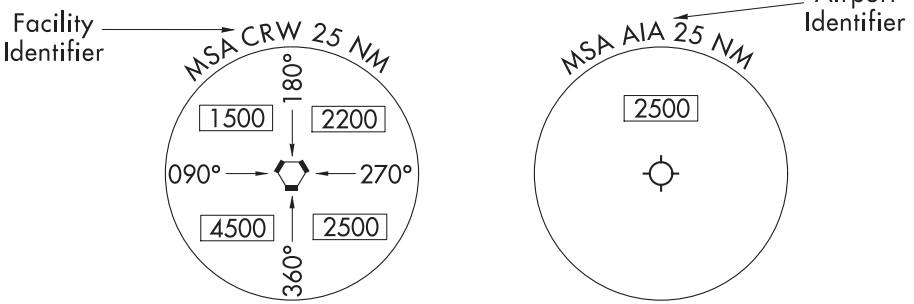
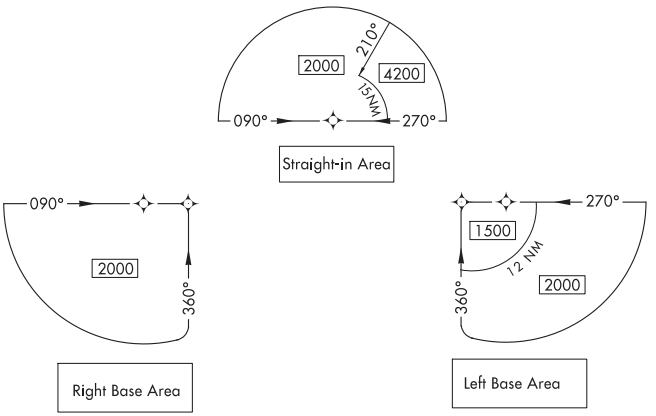
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
W-Warning
A-Alert

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy

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LEGEND 20198

INSTRUMENT APPROACH PROCEDURES (CHARTS)

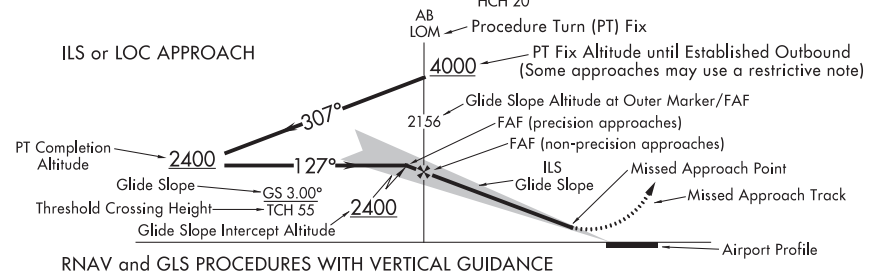
PROFILE VIEW

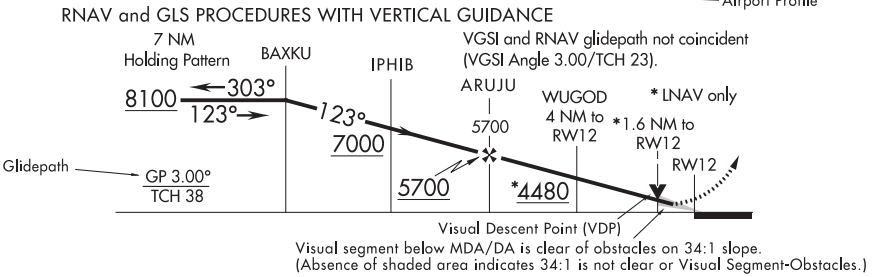
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

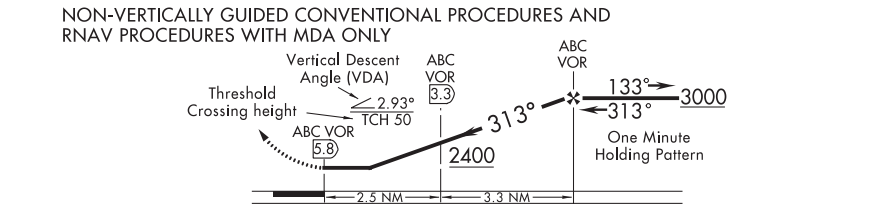
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

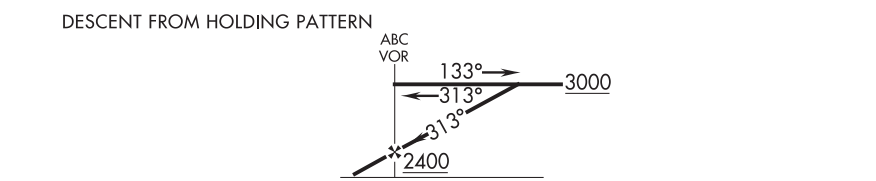
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20.









ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

- 2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

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LEGEND 19059

LEGEND
STANDARD TERMINAL ARRIVAL (STAR) CHARTS
DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LMM, LOM (Compass locator)

Marker Beacon

LOC, LOC/DME (shown when installation is offset from its normal position off the end of the runway.) (DP)

Localizer Course

SDF Course

(T) indicates frequency protection range (STAR)

(Y) TACAN must be placed in "Y" mode to receive distance information

Identifier

Frequency

ORLANDO
112.25 (T) ORL
Chan 59 (Y)
N28°32.56′ - W81°20.10′

Geographic Position

L-19, H-5

DME or TACAN Channel

Underline indicates no voice transmitted on this frequency

Enroute Chart Reference

Coordinates

Waypoint Name

PRAYS
N38°58.30′ W89°51.50′
112.7 CAP 187.1°-56.2
590

Frequency

Identifier

Reference Facility Elevation

Radial-Distance (Facility to Waypoint)

FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00′
W00°00.00′

75 → DME Mileage (when not obvious)

▲ Fix-Compulsory and

△ Non-Compulsory Position Report

DME fix

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF) - No ATC Function
N00°00.00′
W00°00.00′

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route - Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path (DP)

V12 J80 Airway/Jet Route Identification

DP Holding Pattern (IAS)

STAR Holding Pattern (IAS)

Holding pattern with max. restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000′ to and including 14000′

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

ALTITUDES

5500	2300	4800
Mandatory Altitude (Cross at)	Minimum Altitude (Cross at or above)	Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids (STAR)

INDICATED AIRSPEED

175K	120K	250K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed

AIRPORTS

(DP)

Heliport

Civil Military Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil Military Joint Civil-Military

MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

T Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

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LEGEND 19059

19339

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....
Hot Spot .....
Runway Holding Position Markings.....
Buildings.....
24-Hour Self-Serve Fuel ##.....
Tanks.....
Obstructions.....
Airport Beacon #.....
Runway
Radar Reflectors.....
Control Tower #..... TWR

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.8% UP ⟵ 0.3% DOWN ⟶
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

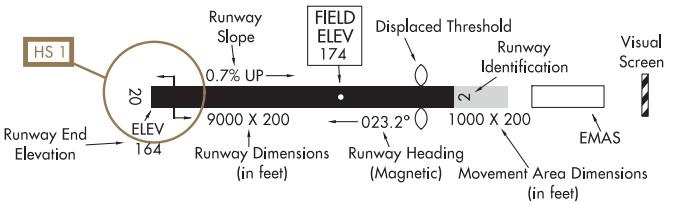
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

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LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

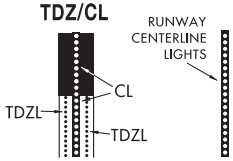
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A2, V, etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A1. Negative symbology, e.g., A1, V indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL

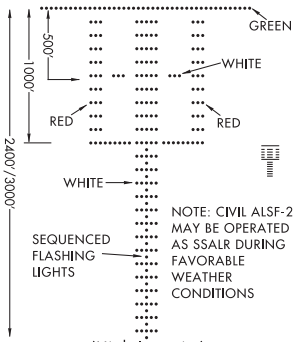


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

A

ALSF-2



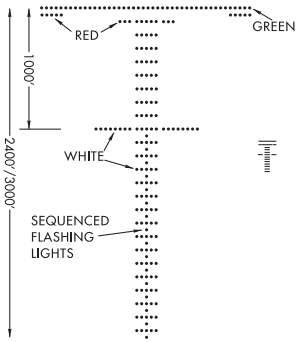
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

APPROACH LIGHTING SYSTEM

A1

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

A2

SALS/SALSF

(High Intensity)

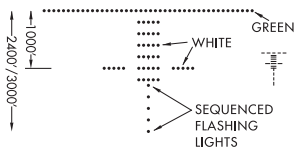
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

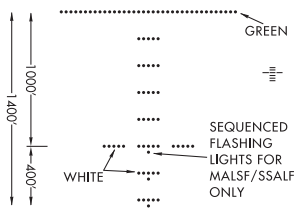
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

A4



LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

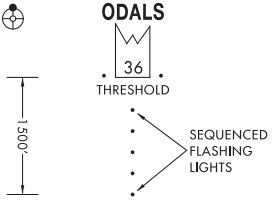
A5

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



LENGTH 1500 FEET

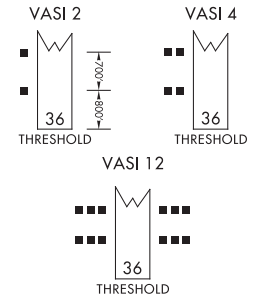
VISUAL APPROACH SLOPE INDICATOR

V

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW

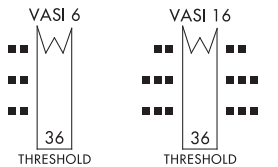


VISUAL APPROACH SLOPE INDICATOR

V3

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



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LEGEND 15344

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

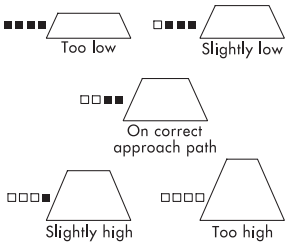
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

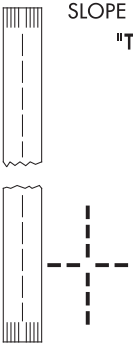
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

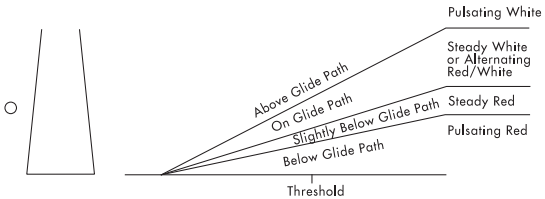
"T"-VASI



"T" ON BOTH SIDES OF RWY ALL LIGHTS VARIABLE WHITE. CORRECT APPROACH SLOPE-ONLY CROSS BAR VISIBLE. UPRIGHT "T"- FLY UP. INVERTED "T"- FLY DOWN. RED "T"- GROSS UNDERSHOOT.

(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

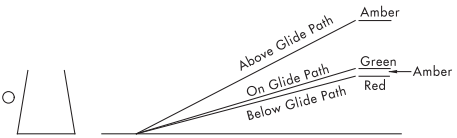
PVASI



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

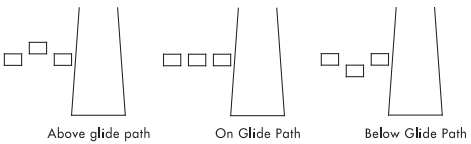
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

LEGEND 18256

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FREQ PAIRING 20198

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

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FREQ PAIRING 20198

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

AKRON, CO
COLORADO PLAINS RGNL(AKO)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 11 1
RNAV (GPS) RWY 29 2
VOR RWY 29 3

ALAMOGORDO, NM
ALAMOGORDO-WHITE SANDS RGNL(ALM)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 04 4
VOR RWY 04 5
DPS ..... CORONA TWO (OBSTACLE) 6

ALAMOGORDO, NM
---SEE HOLLOMAN AFB

ALAMOGORDO-WHITE SANDS RGNL
---SEE ALAMOGORDO, NM

ALAMOSA, CO
SAN LUIS VALLEY RGNL/BERGMAN FIELD(ALS)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 02 7
RNAV (GPS) RWY 02 8
RNAV (GPS) RWY 20 9
VOR/DME-B 10
AIRPORT DIAGRAM 11

ALBUQUERQUE, NM
ALBUQUERQUE INTL SUNPORT(ABQ)
TAKEOFF MINIMUMS L
DIVERSE VECTOR AREA L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
HOT SPOT ....P
STARS ..... COLTR THREE (RNAV) Z10
CURLY THREE Z11
FRIHO FOUR Z21
KRKEE THREE (RNAV) Z22
LAVAN THREE Z28
LOWBO THREE (RNAV) Z35
LZZRD THREE (RNAV) Z37
MIERA TWO Z38
SNDIA FOUR (RNAV) Z50
IAPS ..... ILS OR LOC RWY 03 12
ILS OR LOC RWY 08 13
RNAV (RNP) Y RWY 21 14
RNAV (RNP) Y RWY 26 15
RNAV (RNP) Z RWY 03 16
RNAV (RNP) Z RWY 08 17
RNAV (RNP) Z RWY 21 18
RNAV (RNP) Z RWY 26 19
RNAV (GPS) Y RWY 03 20
RNAV (GPS) Y RWY 08 21
VOR RWY 08 22
AIRPORT DIAGRAM 23
DPS ..... ADYOS THREE (RNAV) 24
ALBUQUERQUE THREE 25
ATOMK THREE (RNAV) 26
BOSQE THREE (RNAV) 27
DOOKK THREE (RNAV) 28
FYSTA THREE (RNAV) 29
GRZZZ THREE (RNAV) 30
JEMEZ THREE (RNAV) 31
LARGO THREE 32
MNZNO THREE (RNAV) 33
RDRNR THREE (RNAV) 35
DOUBLE EAGLE II(AEG)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
STARS ..... CURLY THREE Z11
FRIHO FOUR Z21
LAVAN THREE Z28
MIERA TWO Z38
IAPS ..... ILS OR LOC RWY 22 36
RNAV (GPS) RWY 04 37
RNAV (GPS) RWY 22 38
AIRPORT DIAGRAM 39

ANGEL FIRE, NM
ANGEL FIRE(AXX)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS) RWY 17 40
DPS ..... ANEKE TWO (OBSTACLE) (RNAV) 41

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ARTESIA, NM
ARTESIA MUNI(ATS)
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AKRON, CO

COLORADO PLAINS RGNL (AKO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, rod on obstruction light on anemometer 314' from DER, 525' left of centerline, 26' AGL/4695' MSL. Lights on hangers 412' from DER, 301' left of centerline, 18' AGL/4687' MSL.

Rwy 29, vehicles on roadway beginning 971' from DER, 315' left of centerline, 15' AGL/4741' MSL. Trees beginning 1651' from DER, 528' left of centerline, up to 100' AGL/4839' MSL.

ALAMOGORDO, NM

ALAMOGORDO-WHITE SANDS RGNL (ALM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05JAN17 (17005) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 35, NA-Environmental.

Rwy 22, NA-Airspace.

DEPARTURE PROCEDURE:

Rwy 4: Use CORONA DEPARTURE.

ALAMOSA, CO

SAN LUIS VALLEY RGNL-BERGMAN FIELD (ALS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4C 05NOV20 (20310) (FAA)

DEPARTURE PROCEDURE:

Rwy 2, climbing right turn, thence...

Rwy 20, climbing left turn, thence...

...direct ALS VORTAC. Continue climb in ALS VORTAC holding pattern (SE, right turns, 301° inbound) to depart ALS VORTAC at airway MEA/MCA, all others climb to 16000.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 1070' to 2560' from DER, 197' to 702' left of centerline, 42' up to 72' AGL/7577' up to 7607' MSL

ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE:

Rwys 3, 30, climbing left turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

Rwy 8, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (Do not exceed 250 KTS until ABQ VORTAC).

Rwys 12, 21, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

Rwy 26, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern. (Hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tank 4961' from DER, 1708' left of centerline, 150' AGL/5466' MSL.
Water tower 4984' from DER, 1713' left of centerline, 156' AGL/5468' MSL.
Rwy 12, electrical equipment 36' from DER, 214' right of centerline, 16' AGL/5315' MSL.
Rwy 21, terrain beginning 159' from DER, 77' right of centerline, up to 5315' MSL.
Terrain beginning 199' from DER, 100' left of centerline, up to 5311' MSL.
Rwy 26, sign 38' from DER, 431' left of centerline, 14' AGL/5314' MSL.
Rwy 30, sign 48' from DER, 178' right of centerline, 15' AGL/5315' MSL.
Vehicle on road 229' from DER, 546' left of centerline, 19' AGL/5319' MSL.
Poles and tower beginning 876' from DER, 480' right of centerline, up to 93' AGL/5393' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 21JUL16 (16203) (FAA)

Rwy 3, 12, 21, 26, 30, Heading as assigned by ATC.
Rwy 8, Heading as assigned by ATC; requires minimum climb of 470' per NM to 7600. Do not exceed 240Kts until established on assigned heading.

DOUBLE EAGLE II (AEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14FEB08 (08045) (FAA)

DEPARTURE PROCEDURE:

Rwy 4 , climb heading 035° to 11700 before turning right, all others turn left on course.
Rwy 17, climb heading 169° to 9400 before turning left, all others turn right on course.
Rwy 22, climb heading 215° to 9100 before turning left, all others turn right on course.
Rwy 35 , climb heading 349° to 11000 before turning right, all others turn left on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, antenna 64' from DER, 395' left of centerline, 8' AGL/ 5807' MSL.
Tree 3482' from DER, 1409' right of centerline, 100' AGL/ 5919' MSL.
Rwy 35, antenna 53' from DER, 405' right of centerline, 9' AGL/ 5808' MSL.

ANGEL FIRE, NM

ANGEL FIRE (AXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, NA-obstacles.

DEPARTURE PROCEDURE:

Rwy 17, use ANEKE RNAV DEPARTURE.

ARTESIA, NM

ARTESIA MUNI (ATS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15AUG19 (19227) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vegetation 88' from DER, 189' right of centerline, 7' AGL/3524' MSL.
Vehicles on road beginning 385' from DER, 407' right of centerline crossing runway extended centerline, up to 15' AGL/3534' MSL.
Rwy 22, aircraft on tarmac beginning at DER, 147' right of centerline, up to 42' AGL/3591' MSL.
Vehicles on road beginning 541' from DER, 638' left of centerline, crossing runway extended centerline, up to 15' AGL/3564' MSL.
Rwy 31, taxiing aircraft beginning at DER, 114' left of centerline, crossing runway extended centerline, up to 42' AGL/3551' MSL.
Vegetation 62' from DER, 493' left of centerline, 8' AGL/3542' MSL.
Towers beginning 2596' from DER, 1109' right of centerline, up to 88' AGL/3619' MSL.

ASPEN, CO
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, NA-terrain.
DEPARTURE PROCEDURE:
Rwy 33, use SARDD DEPARTURE.

BELEN, NM
BELEN RGNL (BRG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, NA - Environmental.
Rwy 3, std. w/min. climb of 350' per NM to 12000, or 3300-3 for VCOA.
Rwy 21, std. w/min. climb of 325' per NM to 11900, or 3300-3 for VCOA.
VCOA:
Rwys 3, 21, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Belen Regional Airport at or above 8400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 21, power poles beginning 1150' from DER, 275' left of centerline, up to 34' AGL/5236' MSL.

BUCKLEY AFB (KBKF),
AURORA, CO
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
13JAN11 (11013)
Diverse departure not authorized. Use published departure procedures for obstacle avoidance.

BUENA VISTA, CO
CENTRAL COLORADO RGNL (AEJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 04SEP03 (03247) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, std. with a min. climb of 400' per NM to 8200 then 340' per NM to 15500.
Rwy 33, NA-due to terrain.
DEPARTURE PROCEDURE:
Rwy 15, use PUEBLO RNAV DEPARTURE.
Rwy 33, NA-due to terrain.
TAKEOFF OBSTACLE NOTES:
Rwy 15, tree 4468' from DER, 659' right of centerline, 60' AGL/8159' MSL.

BURLINGTON, CO
KIT CARSON COUNTY (ITR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 01FEB18 (18032) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, terrain beginning 32' from DER, 321' right of centerline, up to 4213' MSL.

CANNON AFB (KCVS),
CLOVIS, NM
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13SEP18 (18256)
Diverse departure authorized all runways.
TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 0' from DER, 500' left of cntrln, 4305' MSL.
Terrain 1061' from DER, 784' left of cntrln, 4329' MSL.
Terrain 1064' from DER, 772' left of cntrln, 4327' MSL.
Terrain 1187' from DER, 818' left of cntrln, 4327' MSL.
Terrain 267' from DER, 567' left of cntrln, 4304' MSL.
Rwy 13, terrain 0' from DER, 500' left of cntrln, 4280' MSL.
Terrain 276' from DER, 532' left of cntrln, 4281' MSL.
Rwy 22, terrain 0' from DER, 500' right of cntrln, 4283' MSL.
Terrain 537' from DER, 640' left of cntrln, 4295' MSL.
Terrain 554' from DER, 648' left of cntrln, 4292' MSL.
Rwy 31, terrain 0' from DER, 500' left of cntrln, 4294' MSL.
Terrain 190' from DER, 551' right of cntrln, 4309' MSL.
Terrain 277' from DER, 505' right of cntrln, 4311' MSL.

CANON CITY, CO

FREMONT COUNTY (1V6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA-ATC

DEPARTURE PROCEDURE:

Rwy 11, climb on heading 113° and PUB R-274 to PUB VORTAC before proceeding on course.

Rwy 29, climbing left turn to intercept PUB R-274 to PUB VORTAC before proceeding on course. Do not exceed 210 KIAS until established on PUB R-274 eastbound.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree and pole beginning 4' from DER, 20' left of centerline, up to 5383' MSL.
Pole 9' from DER, 19' right of centerline, 5383' MSL.
Tree 28' from DER, 213' left of centerline, 5384' MSL.
Rwy 29, fence, NAVAID beginning 8' from DER, 112' right of centerline, up to 17' AGL/5450' MSL.
Vehicles on road beginning 57' from DER, 290' left of centerline, up to 5450' MSL.
Vehicles on road 349' from DER, 541' right of centerline, 5454' MSL.

CARLSBAD, NM

CAVERN CITY AIR TERMINAL (CNM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, std. w/ min. climb of 206' per NM to 4300, or 1200-3 for climb in visual conditions.
Rwy 26, std. w/ min. climb of 241' per NM to 4500, or 1300-3 for climb in visual conditions.
Rwy 32L, std. w/ min. climb of 208' per NM to 4100.

DEPARTURE PROCEDURE:

Rwy 21, for climb in visual conditions, cross Cavern City Air Terminal at or above 4300 before proceeding on course. **Rwys 26, 32L,** for climb in visual conditions, cross Cavern City Air Terminal at or above 4400 before proceeding on course.
Rwy 32R, Climb heading 341° to 4100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, bushes beginning 65' from DER, 344' right of centerline, up to 6' AGL/3254' MSL.
Vehicle on road 388' from DER, 514' right of centerline, 15' AGL/3260' MSL.
Rwy 8, pole 604' from DER, 192' right of centerline, 26' AGL/3264' MSL.
Rwy 14L, bush 110' from DER, 216' left of centerline, 4' AGL/3246' MSL.
Localizer 164' from DER, 458' right of centerline, 8' AGL/3250' MSL.
Vehicle on road 398' from DER, 121' left of centerline, 15' AGL/3257' MSL.
Pole 398' from DER, 129' left of centerline, 20' AGL/3265' MSL.
Pole 520' from DER, 27' right of centerline, 24' AGL/3269' MSL.
Vehicle on road 720' from DER, 462' right of centerline, 15' AGL/3260' MSL.
Pole 837' from DER. 444' right of centerline, 26' AGL/3299' MSL.
Rwy 26, bush 107' from DER, 193' left of centerline, 6' AGL/3276' MSL.
Rwy 32R, fence 43' from DER, 333' left of centerline, 4' AGL/3273' MSL.

CLAYTON, NM

CLAYTON MUNI AIRPARK (CAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 220' per NM to 6700.
Rwy 30, std. w/min. climb of 257' per NM to 6700.

DEPARTURE PROCEDURE:

Rwy 20, climb heading 201° to 5500 before turning right.
Rwy 30, climb heading 301° to 6700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 2, sign 2' from DER, 201' left of centerline, 4' AGL/4971' MSL.
Fence 5' from DER, 418' left of centerline, 4' AGL/4972' MSL.
Fence 183' from DER, 513' left of centerline, 7' AGL/4975' MSL.
Rwy 12, vegetation 15' from DER, on centerline, 4948' MSL.
Rwy 20, general utility 9' from DER, 123' right of centerline, 4' AGL/4967' MSL.
Fence 33' from DER, 484' right of centerline, 6' AGL/4971' MSL.
Rwy 30, terrain 5' from DER, 242' left of centerline, 4968' MSL.
Electrical system, sign beginning 21' from DER, 123' left of centerline, up to 4' AGL/4971' MSL.
Vegetation 88' from DER, 172' right of centerline, 4969' MSL.
Vegetation beginning 102' from DER, 365' right of centerline, up to 4970' MSL.
Vegetation 181' from DER, 153' right of centerline, 4972' MSL.
Vegetation 183' from DER, 283' right of centerline, 4973' MSL.
Vegetation 194' from DER, 323' left of centerline, 4972' MSL.

CLOVIS, NM

CLOVIS MUNI (CVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwys 8, 26, NA-Environmental.

Rwy 4, NA-Air traffic.

TAKEOFF OBSTACLE NOTES:

Rwy 12, pole 436' from DER, 500' left of centerline, 33' AGL/4217' MSL.

Rwy 22, vehicle on road 267' from DER, 507' left of centerline, 15' AGL/4209' MSL.

Poles beginning 1323' from DER, 268' right of centerline, up to 31' AGL/4240' MSL.

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS MUNI (COS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 12A 14SEP17 (17257) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 250' per NM to 6400, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

Rwy 31, std. w/min. climb of 220' per NM to 7000.

Rwy 35L, std. w/min. climb of 250' per NM to 7000.

Rwy 35R, std. w/min. climb of 220' per NM to 7000.

DEPARTURE PROCEDURE:

Rwys 13, **17L/R,** climbing left turn direct BRK VOR/DME, thence...

Rwy 31, climb heading 307° to 7000, then climbing right turn direct BRK VOR/DME, thence...

Rwy 35R, climb heading 352° to 7000, then climbing right turn direct BRK VOR/DME, thence...

Rwy 35L, climbing right turn direct BRK VOR/DME, thence...

…continue climb in holding pattern (hold NW, LT, 159° inbound) to cross BRK VOR/DME at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 13, RADAR antenna 4979' from DER, 1640' left of centerline, 107' AGL/6292' MSL.

Rwy 17L, runway edge light (REIL) 25' from DER, 115' left and right of centerline, 3' AGL/6104' MSL.

Rwy 35L, runway edge light (REIL) 39' from DER, 115' right of centerline, 2' AGL/6178' MSL.

Tree 5898' from DER, 1773' right of centerline, 50' AGL/6338' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 17AUG17 (17229) (FAA)

Rwy 13, heading as assigned by ATC; requires minimum climb of 250' per nm to 7400.

Rwy 17L, heading as assigned by ATC.

Rwy 17R, heading as assigned by ATC.

Rwy 31, heading as assigned by ATC; requires minimum climb of 260' per nm to 7200.

Rwy 35L, heading as assigned by ATC; requires minimum climb of 265' per nm to 7200.

Rwy 35R, heading as assigned by ATC; requires minimum climb of 240' per nm to 7000.

CORTEZ, CO

CORTEZ MUNI (CEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

use LEDVE DEPARTURE.

CRAIG, CO

CRAIG-MOFFAT (CAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 510' per NM to 7200, or 2400-3 for climb in visual conditions.

Rwy 25, std. w/min. climb of 350' per NM to 8200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb direct to CHE VOR/DME, or for climb in visual conditions, cross Craig-Moffat Airport at or above 8500 then proceed on CHE R-247 to CHE VOR/DME, thence ....

Rwy 25, climbing right turn to intercept CHE VOR/DME radial 265 to CHE VOR/DME, or for climb in visual conditions, Cross Craig-Moffat Airport at or above 8500 then proceed on CHE R-247 to CHE VOR/DME, thence ....

.... Aircraft departing CHE VOR/DME on radials 214° CW 296° climb on course. All other aircraft climb in holding pattern (hold NW, right turns, 108° inbound) to cross CHE VOR/DME at or above; radials 297° CW 076° 11500, radials 077° CW 114° 10200, radials 115° CW 213° 11600. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, vertical structure 108' from DER, 288' left of centerline, 18' AGL/6202' MSL.

Multiple trees beginning 450' from DER, 211' left and right of centerline, up to 100' AGL/6276' MSL.

Vehicles on road 104' from DER, 513' right to left of centerline, up to 15' AGL/6214' MSL.

CON'T

CRAIG, CO (CON'T)

CRAIG-MOFFAT (CAG) (CON'T)

Rwy 25, vehicles on multiple roads beginning 5' from DER, 118' left and right of centerline, up to 15' AGL/6333' MSL.
Fence 14' from DER, 499' right of centerline, 5' AGL/6190' MSL.
Navigation aid 39' from DER, 93' right of centerline, 4' AGL/6189' MSL.
Tree 362' from DER, 435' right of centerline, 100' AGL/6203' MSL.
Multiple trees beginning 1457' from DER, 450' left of centerline, up to 100' AGL/6338' MSL.
Multiple poles 796' from DER, 625' left of centerline, up to 40' AGL/6285' MSL.
Terrain beginning 1941' from DER, 927' left of centerline, up to 6337' MSL.
Multiple buildings beginning 5509' from DER, 552' left of centerline, up to 15' AGL/6338' MSL.

DEL NORTE, CO

ASTRONAUT KENT ROMINGER (RCV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, 21, NA - turf/dirt runway.

DEPARTURE PROCEDURE:
Rwy 6, 24, use HOMME DEPARTURE.

DELTA, CO

BLAKE FIELD (AJZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, std. w/min. climb of 412 to 10200 or 3300-3 for climb in visual conditions.
Rwy 14, 32, NA-Environmental.
Rwy 21, std. w/min. climb of 452 to 10200 or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 3, DME required, climbing right turn heading 212° to intercept MTJ VOR/DME R-297 to BRICK/MTJ 23.44 DME. . . . **Rwy 21,** DME required, climbing heading 212° to intercept MTJ VOR/DME R-297 to BRICK/MTJ 23.44 DME. . . . . Climb-in-hold (hold NW, RT, 117° inbound) to cross BRICK at or above 11300.

VCOA:
obtain ATC approval for climb in visual conditions when requesting IFR clearance. DME required, climb in visual conditions to cross Blake field airport at or above 8300, fly heading 248° and MTJ VOR/DME R-279 to BRICK/MTJ 23.44 DME, climb-in -hold (hold NW, RT, 117° inbound) to cross BRICK at or above 11300.

TAKEOFF OBSTACLE NOTES:
Rwy 3, ground beginning 56' from DER, 103' left of centerline up to 5296' MSL.
Bush 69' from DER, 224' left of centerline 6' AGL/5197 MSL.
Bush 101' from DER, 103' left of centerline 5' AGL/5196' MSL.
Rwy 21, road beginning 6' from DER, 348' right of centerline 5124' MSL.
Bush 29' from DER, 253' right of centerline 2' AGL/5113' MSL.

DEMING, NM

DEMING MUNI (DMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:
Rwy 4, NA.

DEPARTURE PROCEDURE:
WESTBOUND:
Rwy 8, climbing left turn heading 214°;
Rwy 22, climbing right turn heading 302°;
Rwy 26, climbing right turn heading 275°; intercept DMN VORTAC R-258 then via V94 on course.
EASTBOUND:
Rwy 8, climb direct DMN VORTAC;
Rwys 22, 26, climbing right turn direct DMN VORTAC; then via V94 on course.
NORTHBOUND:
Rwy 8, climb direct DMN VORTAC;
Rwys 22, 26, climbing right turn direct DMN VORTAC; then via V110 on course.

TAKEOFF OBSTACLE NOTES:
Rwy 22, multiple trees and pole beginning 991' from DER, 139' right of centerline, up to 100' AGL/4380' MSL.
Rwy 26, multiple trees beginning 35' from DER, 88' right of centerline, up to 100' AGL/4365' MSL.
Multiple trees beginning 5' from DER, 37' left of centerline, up to 100' AGL/4355' MSL.

DENVER, CO

CENTENNIAL (APA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 17L, std. w/ min. climb of 257' per NM to 6800.

Rwy 17R, std. w/ min. climb of 372' per NM to 6800.

DEPARTURE PROCEDURE:

Rwy 10, when departing on courses between 333° CW to 162° from DER climb on heading 103° to 6600 before turning right. All other courses, climbing left turn to intercept DEN VOR/DME R-194 to DEN VOR/DME, thence…

Rwys 17L/R, climb on a heading between 350° CW to 162° from DER. All other courses: climbing left turn to intercept DEN VOR/DME R-199 to DEN VOR/DME, thence…

Rwy 28, climb on a heading between 333° CW to 103° from DER. All other courses: climbing right turn to intercept DEN VOR/DME R-210 to DEN VOR/DME, thence…

Rwys 35L/R, climb on a heading between 333° CW to 162° from DER. All other courses: climb on heading 350° to intercept DEN VOR/DME R-211 to DEN VOR/DME, thence…

…climb in DEN VOR/DME holding pattern (hold south, right turns, 343° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicle on road 196' from DER, 408' left of centerline, 5799' MSL.
Vehicle on road 283' from DER, 402' left of centerline, 5804' MSL.
Vehicle on road 389' from DER, 396' left of centerline, 5809' MSL.
Vehicle on road 483' from DER, 618' right of centerline, 5815' MSL.
Vehicle on road 521' from DER, 393' left of centerline, 5815' MSL.
Vehicle on road 611' from DER, 569' right of centerline, 5817' MSL.
Vehicle on road 644' from DER, 401' left of centerline, 5818' MSL.
Vehicle on road 719' from DER, 528' right of centerline, 5818' MSL.
Vehicle on road 781' from DER, 425' left of centerline, 5823' MSL.
Tree, vehicle on road beginning 835' from DER, 458' right of centerline, up to 20' AGL/5828' MSL.
Vehicle on road 927' from DER, 464' left of centerline, 5827' MSL.
Terrain 958' from DER, 624' right of centerline, 5835' MSL.
Terrain, vehicle on road beginning 1013' from DER, 254' right of centerline, up to 5836' MSL.
Terrain, vehicle on road beginning 1113' from DER, 119' right of centerline, up to 5839' MSL.
Vehicle on road beginning 1138' from DER, 535' left of centerline, up to 5833' MSL.
Fence, vehicle on road, terrain beginning 1210' from DER, 3' right of centerline, up to 5841' MSL.
Vehicle on road beginning 1237' from DER, 31' left of centerline, up to 5834' MSL.
Terrain beginning 1282' from DER, 229' right of centerline, up to 5843' MSL.
Building, vehicle on road, pole beginning 1384' from DER, 71' left of centerline, up to 33' AGL/5854' MSL.
Pole, vehicle on road, terrain beginning 1470' from DER, 204' right of centerline, up to 5862' MSL.
Building, pole, vehicle on road, fence beginning 1562' from DER, 194' right of centerline, up to 40' AGL/5877' MSL.
Building, fence, pole, vertical structure beginning 1600' from DER, 229' right of centerline, up to 41' AGL/5879' MSL.
Building, tree beginning 1680' from DER, 306' right of centerline, up to 46' AGL/5882' MSL.
Building, fence, vehicle on road, pole, tree, terrain beginning 1685' from DER, 31' right of centerline, up to 5885' MSL.
Building, pole, terrain, vehicle on road beginning 2056' from DER, 34' right of centerline, up to 5889' MSL.
Building, pole beginning 2270' from DER, 662' right of centerline, up to 38' AGL/5892' MSL.

Rwy 17L, lighting 10' from DER, 9' right of centerline, 2' AGL/5886' MSL.
Pole 1755' from DER, 882' left of centerline, 31' AGL/5929' MSL.
Tree 2533' from DER, 342' left of centerline, 26' AGL/5949' MSL.
Tree 2579' from DER, 342' left of centerline, 27' AGL/5950' MSL.
Tree 2867' from DER, 455' right of centerline, 44' AGL/5959' MSL.
Tree 2973' from DER, 1211' right of centerline, 35' AGL/5963' MSL.
Tree 2974' from DER, 948' right of centerline, 42' AGL/5964' MSL.
Trees beginning 2997' from DER, 748' right of centerline, up to 50' AGL/5967' MSL.
Tree, lighting beginning 3025' from DER, 769' right of centerline, up to 56' AGL/5970' MSL.
Tree 3309' from DER, 747' left of centerline, 35' AGL/5970' MSL.
Tree 3344' from DER, 756' left of centerline, 36' AGL/5974' MSL.
Trees beginning 3444' from DER, 1225' right of centerline, up to 50' AGL/5981' MSL.
Building beginning 3849' from DER, 1479' left of centerline, up to 59' AGL/5988' MSL.
Tree 4767' from DER, 893' right of centerline, 49' AGL/6007' MSL

Rwy 17R, terrain 9' from DER, 96' left of centerline, 5869' MSL.
Terrain 10' from DER, 273' right of centerline, 5872' MSL.
Vehicle on road, terrain beginning 75' from DER, 302' right of centerline, up to 5885' MSL.
General utility 103' from DER, 253' left of centerline, 7' AGL/5875' MSL.
Wind indicator, terrain beginning 118' from DER, 443' left of centerline, up to 5883' MSL.
Vehicle on road, terrain beginning 190' from DER, 353' right of centerline, up to 5887' MSL.
Pole, fence, terrain beginning 525' from DER, 196' right of centerline, up to 5918' MSL.
Pole 2190' from DER, 1029' right of centerline, 31' AGL/5928' MSL.
Pole 2289' from DER, 863' right of centerline, 30' AGL/5935' MSL.
Pole beginning 2361' from DER, 255' right of centerline, up to 32' AGL/5942' MSL.
Pole 2738' from DER, 1069' right of centerline, 42' AGL/5947' MSL.
Pole 2824' from DER, 904' right of centerline, 43' AGL/5948' MSL.
Pole 3108' from DER, 1151' right of centerline, 27' AGL/5949' MSL.
Tree 3163' from DER, 568' right of centerline, 66' AGL/5975' MSL.
Building 3226' from DER, 888' right of centerline, 73' AGL/5996' MSL.

CON'T

DENVER, CO (CON'T)

CENTENNIAL (APA) (CON'T)

Rwy 17R (CON'T) building beginning 3261' from DER, 820' right of centerline, up to 87' AGL/6010' MSL.
Building, tree, pole beginning 3281' from DER, 492' right of centerline, up to 88' AGL/6021' MSL.
Building beginning 5084' from DER, 1038' right of centerline, up to 79' AGL/6023' MSL.
Building 1 NM from DER, 1861' right of centerline, 64' AGL/6030' MSL.
Rwy 28, building 57' from DER, 495' right of centerline, 34' AGL/5858' MSL.
Pole, wind indicator, terrain beginning 99' from DER, 183' left of centerline, up to 5832' MSL.
Terrain 473' from DER, 578' left of centerline, 5836' MSL.
Rwy 35L, terrain 36' from DER, 163' right of centerline, 5805' MSL.
Trees beginning 158' from DER, 448' left of centerline, up to 35' AGL/5820' MSL.
Rwy 35R, lighting 8' from DER, 30' right of centerline, 2' AGL/5795' MSL.
Lighting 8' from DER, 30' left of centerline, 2' AGL/5794' MSL

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 30JAN20 (20030) (FAA)
Rwy 10, headings as assigned by ATC; requires min. climb gradient of 203' per NM to 6800.
Rwy 17L, headings as assigned by ATC; requires min. climb gradient of 287' per NM to 8000.
Rwy 17R, headings as assigned by ATC; requires min. climb gradient of 372' per NM to 7400.
Rwys 28, 35L, 35R, headings as assigned by ATC.

COLORADO AIR AND SPACE PORT (CFO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 30JAN20 (20030) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb on a heading between 312° CW to 228° from DER, all other courses climbing left turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
Rwy 17, climb on a heading between 352° CW to 229° from DER, all other courses climbing right turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
Rwy 26, climb on a heading between 315° CW to 083° or between 226° CCW to 083° from DER, all other courses climbing right turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
Rwy 35, climb on a heading between 313° CW to 172° from DER, all other courses climbing left turn direct DEN VOR/DME. Continue climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, pole 3618' from DER, 516' left of centerline, 43' AGL/5603' MSL.
Rwy 28, trees beginning 98' from DER, 456' right of centerline, up to 50' AGL/5489' MSL.

DENVER INTL (DEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 15NOV12 (12320) (FAA)
DEPARTURE PROCEDURE:
Rwy 7, climb on a heading between 315° CW to 218° from DER. All other courses: climbing right turn, thence ...
Rwy 8, climb on a heading between 310° CW to 220° from DER. All other courses: climbing right turn, thence …
Rwys 16L, 16R, climb on a heading between 213° CCW to 353° from DER. All other courses: climbing left turn, thence...
Rwys 17L, 17R, climb on a heading between 222° CCW to 353° from DER. All other courses: climbing right turn, thence ...
Rwy 25, climb on a heading between 317° CW to 083° or 206° CCW to 083° from DER. All other courses: climbing left turn, thence ...
Rwy 26, climb on a heading between 313° CW to 083° or 219° CCW to 083° from DER. All other courses: climbing left turn, thence ...
Rwys 34L, 34R, climb on a heading between 313° CW to 172° from DER. All other courses: climbing right turn, thence ...
Rwys 35L, 35R, climb on a heading between 313° CW to 172° from DER. All other courses: climbing right turn, thence ...
. . .direct DEN VOR/DME, climb in DEN VOR/DME holding pattern (hold South, right turns, 343° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, sign 21' from DER, 337' left of centerline, 5' AGL/5357' MSL.
Rwy 16L, multiple signs beginning 126' from DER, 490' left of centerline, up to 7' AGL/5359' MSL.
Communication tower 4749' from DER, 1358' left of centerline, 107' AGL/5478' MSL.
Rwy 25, sign 48' from DER, 450' right of centerline, 6' AGL/5354' MSL.
Rwy 26, sign 50' from DER, 339' left of centerline, 5' AGL/5356' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 26MAR20 (20086) (FAA)
Rwys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R, 35L, 35R, heading as assigned by ATC.

DENVER, CO (CON'T)

ROCKY MOUNTAIN METROPOLITAN (BJC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 26MAR20 (20086) (FAA)

DEPARTURE PROCEDURE:

Rwy 3, climb on a heading between 350° CW to 160° from DER. All other courses, climbing right turn heading 147° to intercept DEN VOR/DME R-284 to DEN VOR/DME, thence...

Rwys 12L, 12R, climb on a heading between 160° CCW to 350° from DER. All other courses, climb heading 115° to intercept DEN VOR/DME R-275 to DEN VOR/DME, thence...

Rwy 21, climb on a heading between 160° CCW to 026° from DER. All other courses, climbing left turn heading 044° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence...

Rwy 30R, climb on a heading between 350° CW to 113° from DER. All other courses, climbing right turn heading 142° to intercept DEN VOR/DME R-280 to DEN VOR/DME, thence...

Rwy 30L, climb on a heading between 350° CW to 113° from DER. All other courses, climbing right turn heading 142° to intercept DEN VOR/DME R-279 to DEN VOR/DME, thence...

... climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, pole 431' from DER, 369' right of centerline, 49' AGL/5622' MSL.
Rwy 12L, multiple poles beginning 10' from DER, 395' left of centerline, up to 2' AGL/5567' MSL.
Rwy 12R, multiple poles and lighting beginning 8' from DER, 52' right of centerline, up to 2' AGL/5596' MSL.
Rwy 21, wind indicator 117' from DER, 209' left of centerline, 10' AGL/5622' MSL.
Rwy 30L, lighting 40' from DER, 76' right of centerline, 2' AGL/5676' MSL.
Lighting 40' from DER, 76' left of centerline, 2' AGL/5676' MSL.
Building 42' from DER, 499' left of centerline, 28' AGL/5703' MSL.
Building, vehicles on road, terrain and fence beginning 245' from DER, 147' left of centerline, up to 33' AGL/5708' MSL.
Fence, terrain and pole beginning 993' from DER, 92' left of centerline, up to 19' AGL/5734' MSL.
Pole, vehicle on road, tree and terrain beginning 1413' from DER, 715' left of centerline, up to 5736' MSL.
Tree and vehicle on road beginning 2761' from DER, 1094' left of centerline, up to 32' AGL/5754' MSL.
Rwy 30R, pole 10' from DER, 60' left of centerline, 2' AGL/5661' MSL.
Pole 11' from DER, 245' right of centerline, 2' AGL/5661' MSL.
Lighting 39' from DER, 126' right of centerline, 2' AGL/5662' MSL.
Pole 154' from DER, 496' left of centerline, 2' AGL/5667' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 10NOV16 (16315) (FAA)

Rwys 3, 12L/R, 21, 30 L/R, heading as assigned by ATC.

DURANGO, CO

DURANGO-LA PLATA COUNTY (DRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/ a min. climb of 215' per NM to 7600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climbing right turn to 9000 heading 160° and DRO VOR/DME 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/DME R-125 to RESER INT.

Rwy 21, climbing right turn to 9500 heading 280° and DRO VOR/DME R-235 to MARKE INT.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1223' from DER, 794' left of centerline, up to 42' AGL/6741' MSL.
Trees beginning 488' from DER, 431' right of centerline, up to 42' AGL/6698' MSL.
Vehicles on road beginning 8' from DER, right and left of centerline, up to 15' AGL/6706' MSL.

EAGLE, CO

EAGLE COUNTY RGNL (EGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 12DEC13 (13346) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 4200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

For climb in visual conditions cross Eagle County RGNL airport northeast bound at or above 10600 MSL then proceed on RLG R-212 to RLG VOR/DME. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, runway lights 10' from DER, 33' right and left of centerline, 1' AGL/6549' MSL.
Vehicle on roadway 243' from DER, 28' right of centerline, 15' AGL/6562' MSL.
Tree 5041' from DER, 1689' right of centerline, up to 55' AGL/6695' MSL.
Rwy 25, runway lights 10' from DER, 55' right and left of centerline, up to 2' AGL/6462' MSL.

ERIE, CO

ERIE MUNI (EIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 21OCT10 (10294) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 500-2 or std. with a min. climb gradient of 270' per NM to 5700.

DEPARTURE PROCEDURE:

Rwy 15, turn right;

Rwy 33, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM

FOUR CORNERS RGNL (FMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Rwys 5, 23, 25, climbing right turn direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight.

Rwy 7, climb direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 27' from DER, 464' right of centerline, 13' AGL/5513' MSL.
Building 4005' from DER, 654' right of centerline, 96' AGL/5608' MSL.

Rwy 25, sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL.
Obstruction light on DME 200' from DER, 442' left of centerline, 24' AGL/5493' MSL.
Sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL.

FORT COLLINS, CO

NORTHERN COLORADO RGNL (FNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 26APR18 (18116) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-VFR runway.

DEPARTURE PROCEDURE:

Rwy 15, climb on a heading between 177° CCW to 329° from DER. All other courses: climbing left turn heading 017° to intercept GLL VOR/DME R-242 to GLL VOR/DME, thence...

Rwy 33, climb on a heading between 323° CW to 148° from DER. All other courses: climbing right turn heading 122° to intercept GLL VOR/DME R-257 to GLL VOR/DME, thence...

...climb in GLL VOR/DME holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 13SEP18 (18256) (FAA)

Rwys 15, 33 headings as assigned by ATC.

FORT MORGAN, CO

FORT MORGAN MUNI (FMM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 04FEB16 (16035) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, 8, 26, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 14, ground and vehicle on road beginning 36' from DER, 157' left of centerline, up to 15' AGL/4528' MSL.
Buildings beginning 329' from DER, 577' right of centerline, up to 25' AGL/4527' MSL.

Rwy 32, ground beginning 13' from DER, 271' right of centerline, up to 4600' MSL.

GALLUP, NM

GALLUP MUNI (GUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18AUG94 (94230) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500.

Rwy 24, 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE:

Rwy 6,turn left.

All aircraft climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 25SEP08 (08269) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, NA-obstacles.

Rwy 22, NA-obstacles, facility reception (JNC VOR/DME).

DEPARTURE PROCEDURE:

Rwys 11, 29, use MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI (GNT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11SEP97 (97254) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 2400-2 or std. with a min. climb of 420' per NM to 11000.

Rwy 31, NA.

DEPARTURE PROCEDURE:

Rwy 13, climb runway heading to join V12 at or above 11000 before proceeding on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

Rwy 10, climb on a heading between 292° CW to 214° from DER. All other headings: climbing left turn, thence…

Rwy 17, climb on a heading between 212° CCW to 350° from DER. All other headings: climbing left turn, thence…

Rwy 28, climb on a heading between 294° CW to 097° or 209° CCW to 097° from DER. All other headings: climbing right turn, thence…

Rwy 35, climb on a heading between 293° CW to 169° from DER. All other headings: climbing right turn, thence... ...direct GLL VOR/DME, climb in GLL VOR/DME holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 28, tree 1634' from DER, 836' left of centerline, 56' AGL/4717' MSL.

Fence 237' from DER, 422' right of centerline, 11' AGL/4670' MSL.

Fence 99' from DER, 423' left of centerline, 10' AGL/4665' MSL.

Rwy 35, 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.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 07DEC17 (17341) (FAA)

Rwys 10, 17, 28, 35, heading as assigned by ATC.

GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL (GUC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 21JUL16 (16203) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/ min. climb of 500' per NM to 9500, or 2500-3 for climb in VCOA.

Rwy 24, std. w/ min. climb of 420' per NM to 9300, or 2500-3 for climb in VCOA.

Rwy 17,35, NA - Obstacles.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 077° to 9500 then climbing right turn direct HBU VOR/DME, thence...

Rwy 24, climb heading 242° to 9300 then climbing left turn direct HBU VOR/DME, thence...

...continue climb in HBU VOR/DME holding pattern (hold SW, LT, 031° inbound) to depart HBU VOR/DME at or above MEA/MCA for route of flight.

VCOA:

Rwy 6, 24, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Gunnison-Crested Butte Rgnl airport at or above 10000, then on HBU R-31 to HBU VOR/DME, thence... ...continue climb in HBU VOR/DME holding pattern (hold SW, LT, 031° inbound) to depart HBU VOR/DME at or above MEA/MCA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 123' from DER, 478' right of centerline, up to 18' AGL/7697' MSL.

Vehicles on road 137' from DER, 529' left of centerline, 15' AGL/7693' MSL.

Trees beginning 1761' from DER, 109' left of centerline, up to 7745' MSL.

Trees beginning 4899' from DER, 792' left of centerline, up to 7821' MSL.

Poles beginning 1 NM from DER, 1906' left of centerline, up to 38' AGL/7850' MSL.

Grd and trees beginning 1.4 NM from DER, 1520' left of centerline, up to 8034' MSL.

Pole 1.5 NM from DER, 359' right of centerline, 26' AGL/7933' MSL.

Power transmission line, vehicles on road, grd, beginning 1.7 NM from DER, 1200' left of centerline, up to 8105' MSL.

Vehicles on road 1.9 NM from DER, 2288' left of centerline, 15' AGL/8070' MSL.

CON'T

GUNNISON, CO (CON'T)

GUNNISON-CRESTED BUTTE RGNL (GUC) (CON'T)

Rwy 24, vehicles on road 570' from DER, 537' right of centerline, 15' AGL/7674' MSL.
Trees beginning 757' from DER, 603' left of centerline, up to 54' AGL/7704' MSL.
Pole 1126' from DER, 789' right of centerline, 7688' MSL.
Trees beginning 1155' from DER, crossing centerline, up to 52' AGL/7721' MSL.
Grd 1961' from DER, 1012' right of centerline, 7711' MSL.
Trees beginning 1991' from DER, crossing centerline, up to 68' AGL/7717' MSL.
Pole, grd, trees, beginning 2039' from DER, 191' right of centerline, up to 29' AGL/7726' MSL.
Poles and bldgs beginning 2471' from DER, 1072' right of centerline, up to 7732' MSL.
Tree 2614' from DER, 1033' right of centerline, 7734' MSL.
Bldgs beginning 2656' from DER, 731' right of centerline, up to 34' AGL/7737' MSL.
Pole, bldg, grd, beginning 2812' from DER, 902' right of centerline, up to 7754' MSL.
Grd beginning 3114' from DER, 1153' right of centerline, up to 7761' MSL.
Vehicles on road beginning 3439' from DER, 1229' right of centerline, 15' AGL/7771' MSL.
Poles beginning 4262' from DER, 1459' right of centerline, up to 7800' MSL.
Vehicles on road and poles beginning 4476' from DER, 1541' right of centerline, up to 7796' MSL.

HAYDEN, CO

YAMPA VALLEY (HDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02JUL09 (09183) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, std. w/ min. climb of 400' per NM to 12200, or 3200-3 for climb in visual conditions.
Rwy 28, std. w/ min. climb of 245' per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
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.

TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 241' from DER, 420' right of centerline, 100' AGL/6699' MSL.
Tree 644' from DER, 340' left of centerline, 100' AGL/6699' MSL.
Multiple transmission towers, beginning 3606' from DER, left to right of centerline, up to 145' AGL/6745' MSL.
Terrain beginning 1714' from DER, 707' right of centerline, up to 6676' MSL.

HOBBS, NM

LEA COUNTY RGNL (HOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18OCT12 (12292) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple trees beginning 546' from DER, 811' right of centerline, up to 40' AGL/3700' MSL.
Sign 822' from DER, 694' left of centerline, 38' AGL/3676' MSL.
Rwy 12, road at DER, 112' right of centerline, 15' AGL/3654' MSL.
Rwy 17, obstruction light on glideslope, 1014' from DER, 486' right of centerline, 37' AGL/3687' MSL.
Rwy 21, tree 1304' from DER, 726' right of centerline, 46' AGL/3690' MSL.
Rwy 30, wind sock 103' from DER, 280' left of centerline, 16' AGL/3675' MSL.
Pole 1035' from DER, 540' right of centerline, 25' AGL/3689' MSL.
Rwy 35, multiple fences, roads and poles beginning 103' from DER, across centerline, up to 37' AGL/3696' MSL.
Pole 299' from DER, 495' left of centerline, 25' AGL/ 3689' MSL.
Pole 293' from DER, 94' right of centerline, 25' AGL/3682' MSL.

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NM

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (USAF)

TAKEOFF MINIMUMS:
Rwy 4, 8000-3 or std. w/ min. climb of 473' per NM to 14,100.
Rwy 7, NA.
Rwy 16, 8000-3 or std. w/ min. climb of 496' per NM to 14,100.
Rwy 22, 8000-3 or std. w/ min. climb of 449' per NM to 14,100.
Rwy 25, 8000-3 or std. w/ min. climb of 488' per NM to 14,100.
Rwy 34, 8000-3 or std. w/ min. climb of 475' per NM to 14,100.
Rwys 4, 16, 22, 25, 34, RADAR REQUIRED (When R-5103C not under Holloman Approach or Cherokee control).

TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 4084' MSL, 16' from DER, 420' right of cntrln.
Aircraft tail 20' AGL/4101' MSL, 60' from DER, 546' right of cntrln.
Tree 180' AGL/4301' MSL, 1.2 NM from DER, 2504' right of cntrln.
Tree 180' AGL/4301' MSL, 1.3 NM from DER, 2488' right of cntrln.
Rwy 16, tree 60' AGL/4113' MSL, 3326' from DER, 925' left of cntrln.
Building 10' AGL/4059' MSL, 62' from DER, 270' right of cntrln.

CON'T

HOLLOMAN AFB (KHMN) (CON'T)

ALAMOGORDO, NM (CON'T)

Rwy 16 (CON'T), building 10' AGL/4060' MSL, 57' from DER, 270' left of cntrln.
Tree 60' AGL/4110' MSL, 3084' from DER, 1216' left of cntrln.
Terrain 4052' MSL, 8' from DER, 320' left of cntrln.
Terrain 4052' MSL, 0' from DER, 500' left of cntrln.
Building 9' AGL/4059' MSL, 124' from DER, 90' left of cntrln.
Tree 180' AGL/4219' MSL, 1.1 NM from DER, 980' left of cntrln.
Tree 180' AGL/4223' MSL, 5877' from DER, 2075' left of cntrln.
Rwy 22, terrain 4058' MSL, 0' from DER, 500' left of cntrln.
Terrain 4058' MSL, 14' from DER, 327' left of cntrln.
Terrain 4058' MSL, 0' from DER, 28' right of cntrln.
Terrain 4058' MSL, 53' from DER, 391' right of cntrln.
Terrain 4058' MSL, 0' from DER, 353' right of cntrln.
Terrain 4059' MSL, 0' from DER, 500' right of cntrln.
Aircraft tail 20' AGL/4069' MSL, 26' inward of DER, 414' left of cntrln.
Tree 180' AGL/4252' MSL, 1.2 NM from DER, 13' right of cntrln.
Tree 180' AGL/4258' MSL, 5894' from DER, 2081' right of cntrln.
Rwy 25, vehicle 12' AGL/4064' MSL, 1090' from DER, 591' left of cntrln.
Aircraft tail 20' AGL/4069' MSL, 121' from DER, 232' left of cntrln.
Terrain 4054' MSL, 0' from DER, 500' left of cntrln.
Terrain 4055' MSL, 17' from DER, 450' left of cntrln.
Terrain 4055' MSL, 18' from DER, 475' right of cntrln.
Terrain 4055' MSL, 0' from DER, 500' right of cntrln.
Terrain 4055' MSL, 63' from DER, 517' right of cntrln.
Tree 180' AGL/4258' MSL, 1.3 NM from DER, 205' left of cntrln.
Tree 180' AGL/4252' MSL, 6029' from DER, 1287' right of cntrln.
Rwy 34, tree 180' AGL/4268' MSL, 1.1 NM from DER, 1408' left of cntrln.
Tree 180' AGL/4278' MSL, 5950' from DER, 1781' right of cntrln.
Terrain 4083' MSL, 28' from DER, 290' right of cntrln.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 25FEB21 (21056) (USAF)

Rwy 4, heading as assigned by ATC; required min. climb of 273' per NM to 12,000.
Rwy 16, heading as assigned by ATC; required min. climb of 229' per NM to 12,000.
Rwy 22, heading as assigned by ATC; required min. climb of 266' per NM to 12,000.
Rwy 25, heading as assigned by ATC; required min. climb of 264' per NM to 12,000.
Rwy 34, heading as assigned by ATC; required min. climb of 257' per NM to 12,000.

HOLYOKE, CO

HOLYOKE (HEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:
Rwy 32, 300-1 or std. w/min. climb of 280' per NM to 4000.

TAKEOFF OBSTACLE NOTES:
Rwy 14, trees 2011' from DER, 29' left of centerline, 100' AGL/3829' MSL.
Rwy 32, trees 1009' from DER, 697' left of centerline, 100' AGL/3839' MSL.
Tower 4448' from DER, 1036' left of centerline, 165' AGL/3886' MSL.

KREMMLING, CO

MC ELROY AIRFIELD (20V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:
Rwy 9, 2600-2 or std. with a min. climb of 370' per NM to 12700.
Rwy 27, 3200-2 or std. with a min. climb of 500' per NM to 12700.

DEPARTURE PROCEDURE:
Rwy 9, climb runway heading to 10000, then climbing right turn.
Rwy 27, climb runway heading to 10900, then climbing left turn.
All aircraft proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).

LA JUNTA, CO

LA JUNTA MUNI (LHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 31MAR16 (16091) (FAA)

DEPARTURE PROCEDURE:

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/DME. When at or above 8000 proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 26, rod 196' from DER, 445' left of centerline, 10' AGL/4241' MSL.
Fence 224' from DER, 198' right of centerline, 7' AGL/4235' MSL.

LAMAR, CO

SOUTHEAST COLORADO RGNL (LAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 21MAY20 (20142) (FAA)

DEPARTURE PROCEDURE:

Rwys 8, 36, climbing left turn direct LAA VOR/DME, thence...
Rwy 18, climbing left/right turn direct LAA VOR/DME, thence...
Rwy 26, climbing right turn direct LAA VOR/DME, thence...
Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climb in LAA holding pattern (north, right turns, 169° inbound) to 6000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 977' from DER, 415' left of centerline, 3725' MSL.
Rwy 18, fence, terrain beginning 130' from DER, 341' left of centerline, up to 3724' MSL.
Terrain beginning 433' from DER, 498' left of centerline, up to 3729' MSL.
Fence 552' from DER, 398' left of centerline, 9' AGL/3733' MSL.
Terrain 1309' from DER, 247' left of centerline, 3739' MSL.

LAS CRUCES, NM

LAS CRUCES INTL (LRU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18AUG16 (16231) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 8, 12, 22, 26, 30, 2500-3 for climb in visual conditions.

VCOA:

All runways, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Las Cruces Intl southwest bound at or above 6500 on CUS VOR/DME R-038 to ZAXOX INT/DMN 27 DME. Continue climb in ZAXOX holding pattern (hold W, right turns, 094° inbound) to cross ZAXOX at or above MEA or assigned altitude for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 4, bush beginning 67' from DER, 169' right of centerline, up to 8' AGL/4458' MSL.
Tree, bush, vegetation beginning 122' from DER, 180' right of centerline, up to 10' AGL/4460' MSL.
Tree, bush, pole, lt support structure beginning 8' from DER, 29' left of centerline, up to 4459' MSL.
Bush beginning 187' from DER, 372' left of centerline, up to 4462' MSL.
Tree, bush, vegetation beginning 192' from DER, 331' left of centerline, up to 4462' MSL.
Bush, tree beginning 347' from DER, 219' left of centerline, up to 4463' MSL.
Tree 463' from DER, 427' left of centerline, 4464' MSL.
Tree 480' from DER, 254' left of centerline, 4465' MSL.
Tree 520' from DER, 251' left of centerline, 4467' MSL.
Rwy 8, pole, lt support structure, bush beginning 12' from DER, 29' left of centerline, up to 9' AGL/4437' MSL.
Bush beginning 46' from DER, 428' left of centerline, up to 4439' MSL.
Bush 87' from DER, 487' left of centerline, 4440' MSL.
Bush beginning 188' from DER, 371' left of centerline, up to 5' AGL/4443' MSL.
Bush 240' from DER, 359' left of centerline, 4444' MSL.
Trees beginning 360' from DER, 504' left of centerline, up to 4448' MSL.
Tree 542' from DER, 643' left of centerline, 4451' MSL.
Rwy 12, bush beginning 106' from DER, 351' right of centerline, up to 4443' MSL.
Rwy 22, bush 30' from DER, 489' right of centerline, 4440' MSL.
Bush 5' from DER, 365' left of centerline, 4439' MSL.
Pole, lt support structure beginning 11' from DER, 30' right of centerline, up to 3' AGL/4437' MSL.
Tree, bush beginning 31' from DER, 352' left of centerline, up to 4441' MSL.
Tree, bush beginning 126' from DER, 221' left of centerline, up to 9' AGL/4444' MSL.
Rwy 26, vegetation, lt support structure, pole beginning 4' from DER, 30' right of centerline, up to 5' AGL/4440' MSL.
Bush beginning 24' from DER, 358' right of centerline, up to 4444' MSL.
Tree, bush beginning 38' from DER, 245' right of centerline, up to 4445' MSL.
Tree, bush beginning 43' from DER, 173' right of centerline, up to 8' AGL/4446' MSL.
Tree, bush, vegetation beginning 147' from DER, 260' right of centerline, up to 11' AGL/4449' MSL.
Bush 27' from DER, 451' left of centerline, 4439' MSL.

CON'T

LAS CRUCES, NM (CON'T)

LAS CRUCES INTL (LRU) (CON'T)

Rwy 30, tree 12' from DER, 276' right of centerline, 4463' MSL.
Tree, bush beginning 15' from DER, 290' right of centerline, up to 10' AGL/4465' MSL.
Tree 52' from DER, 429' right of centerline, 11' AGL/4466' MSL.
Trees beginning 135' from DER, 279' right of centerline, up to 13' AGL/4468' MSL.
Trees beginning 97' from DER, 318' left of centerline, up to 4466' MSL.
Trees beginning 230' from DER, 316' left of centerline, up to 4467' MSL.
Tree 420' from DER, 544' left of centerline, 4468' MSL.

LAS VEGAS, NM

LAS VEGAS MUNI (LVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13APR06 (06103) (FAA)

DEPARTURE PROCEDURE:

Rwys 2, 14 turn left/right.
Rwy 20, turn left (except via FTI R-215).
Rwy 32, turn right.
Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft).

LEADVILLE, CO

LAKE COUNTY (LXV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28FEB19 (19059) (FAA)

DEPARTURE PROCEDURE:

Rwy 16, use LOZUL (RNAV) DEPARTURE.
Rwy 34, use DAVVY (RNAV) DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 16, poles, signs beginning 9' from DER, 17' left of centerline, up to 2' AGL/9926' MSL.
Pole 10' from DER, 17' right of centerline, 2' AGL/9926' MSL.
Trees beginning 180' from DER, 516' left of centerline, up to 9948' MSL.
Transmission line, poles beginning 499' from DER, 632' left of centerline, up to 101' AGL/9989' MSL.
Rwy 34, pole 10' from DER, 26' left of centerline, 2' AGL/9932' MSL.
Trees beginning 18' from DER, 462' right of centerline, up to 9949' MSL.

LONGMONT, CO

VANCE BRAND (LMO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03DEC20 (20338) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, std. w/ min. climb of 370' per NM to 7000 or 7300 and 3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 11, climbing left turn heading 022° to intercept GLL VOR/DME R-221 to 7000…
Rwy 29, climbing right turn heading 063° to intercept GLL VOR/DME r-221 to 7000…
…All aircraft proceed on GLL VOR/DME R-221 to GLL VOR/DME. Cross GLL VOR/DME at or above the MEA/MCA for the route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 11, sign 21' from DER, 204' left of centerline, 2' AGL/5032' MSL.
Traverse way 203' from DER, 470' left of centerline, 5041' MSL.
Tree 311' from DER, 518' left of centerline, 5042' MSL.
Tree, building beginning 674' from DER, 528' right of centerline, up to 5059' MSL.
Tree, pole beginning 842' from DER, 577' right of centerline, up to 5062' MSL.
Tree 1812' from DER, 683' left of centerline, 5077' MSL.
Rwy 29, terrain 12' from DER, 227' left of centerline, 5056' MSL.
Tree 54' from DER, 320' right of centerline, 5058' MSL.
Tree 82' from DER, 154' left of centerline, 5071' MSL.
Trees beginning 92' from DER, 112' left of centerline, up to 23' AGL/5082' MSL.
Tree 1056' from DER, 248' right of centerline, 5093' MSL.
Trees beginning 1088' from DER, 371' right of centerline, up to 77' AGL/5139' MSL.
Trees beginning 1203' from DER, 20' right of centerline, up to 80' AGL/5144' MSL.
Tree 1633' from DER, 612' left of centerline, 5102' MSL.
Trees beginning 1757' from DER, 554' left of centerline, up to 5126' MSL.
Tree 2095' from DER, 176' left of centerline, 5127' MSL.
Tree 2518' from DER, 773' right of centerline, 5149' MSL.
Trees beginning 2571' from DER, 931' right of centerline, up to 5152' MSL.
Tree 3783' from DER, 1316' right of centerline, 5168' MSL.
Tree 3823' from DER, 1519' right of centerline, 5176' MSL.
Trees beginning 4106' from DER, 979' right of centerline, up to 5177' MSL.
Trees beginning 4465' from DER, 1120' right of centerline, up to 5196' MSL.
Trees beginning 4519' from DER, 714' right of centerline, up to 93' AGL/5198' MSL.
Tree 5482' from DER, 276' left of centerline, 5198' MSL.

LONGMONT, CO (CON'T)
VANCE BRAND (LMO) (CON'T)
DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 16JUL20 (20198) (FAA)
Rwy 11, headings as assigned by ATC.
Rwy 29, headings as assigned by ATC; requires minimum climb of 370' per NM to 6500.

LOS ALAMOS, NM
LOS ALAMOS (LAM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, NA-obstacles and airport restriction.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 092° to intercept SAF R-354. Northbound climbing to 11000 on V83. Southbound climbing to 9000 on V83.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain and trees beginning 101' from DER, 178' left and right of centerline, up to 60' AGL/7139' MSL.

LOVINGTON, NM
LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30DEC99 (99364) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climb runway heading to 4700 before turning on course.
TAKEOFF OBSTACLE NOTES:
Rwy 12, 35' AGL power line 1250' from DER 150' right of centerline.
Rwy 21, 40' AGL tower 936' from DER 273' right of centerline.
Rwy 30, 50' AGL windmill 1800' from DER 50' right of centerline.

MEEKER, CO
MEEKER (EEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, 4100-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 3, 21, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 21, multiple trees beginning 843' from DER, 20' left of centerline, up to 100' AGL/7190' MSL.
Multiple trees beginning 227' from DER, 187' right of centerline, up to 100' AGL/6862' MSL.

MONTE VISTA, CO
MONTE VISTA MUNI (MVI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwys 10, 16, 28, 34, NA - Rwy surfaces.
DEPARTURE PROCEDURE:
Rwy 2, climbing right turn direct ALS VORTAC, thence . . .
Rwy 20, climbing left turn direct ALS VORTAC, thence . . .
. . .climb-in-holding pattern (SE, right turn, 301° inbound) to cross ALS VORTAC at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 2, NAVAID 10' from DER, 9' left of centerline, 2' AGL/7611' MSL.
Tree 14' from DER, 203' right of centerline, 7612' MSL.
Tree 111' from DER, 464' right of centerline, 8' AGL/7614' MSL.
Tank 313' from DER, 444' left of centerline, 18' AGL/7626' MSL.
Traverse way beginning 317' from DER, 383' right of centerline, up to 7621' MSL.
Tower, poles beginning 401' from DER, 396' left of centerline, up to 48' AGL/7658' MSL.
Rwy 2 , trees, poles beginning 910' from DER, 411' right of centerline, up to 57' AGL/7665' MSL.
Tree 2558' from DER, 126' left of centerline, 7674' MSL.
Rwy 20, NAVAID 11' from DER, 9' left of centerline, 7613' MSL.
Fence 67' from DER, 283' left of centerline, 9' AGL/7615' MSL.

MONTROSE, CO
MONTROSE RGNL (MTJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07MAY09 (09127) (FAA)
DEPARTURE PROCEDURE:
Use MONTROSE DEPARTURE.

MORIARTY, NM

MORIARTY MUNI (0E0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 079° to 7100 before proceeding on course.

Rwy 18, climb heading 169° to 6900 before proceeding on course.

Rwys 26, 36, climbing right turn direct OTO VOR, continue climb in OTO VOR holding pattern (hold east, RT, 254° inbound) to cross OTO VOR at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8, fence 86' from DER, 393' right of centerline, 4' AGL/6189' MSL.

Rwy 26, bush 4' from DER, 462' right of centerline, 6207' MSL.

Bush 67' from DER, 9' left of centerline, 6206' MSL.

Tree 1689' from DER, 395' right of centerline, 6248' MSL.

Tree 1851' from DER, 248' right of centerline, 49' AGL/6256' MSL.

Rwy 36, windsock 63' from DER, 323' right of centerline, 11' AGL/6193' MSL.

AWOS antenna 778' from DER, 605' left of centerline, 31' AGL/6218' MSL.

Power transmission line 1323' from DER, 389' left of centerline, 6222' MSL.

NUCLA, CO

HOPKINS FIELD (AIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-environmental

DEPARTURE PROCEDURE:

Rwys 5, 23, use NUCLA (RNAV) DEPARTURE.

PAGOSA SPRINGS , CO

STEVENS FIELD (PSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, std. w/ min. climb of 437' per NM to 9600, or 1900-3 for climb in visual conditions.

Rwy 19, std. w/ min. climb of 296' per NM to 9300, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 1, climbing right turn via heading 216° to intercept DRO VOR/DME R-066 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

Rwy 19, climb via heading 194° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Field airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

... thence cross DRO VOR/DME at MEA/MCA for direction of flight before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, terrain beginning 30' from DER, 53' left of centerline, up to 7697' MSL.

Terrain beginning 127' from DER, 69' right of centerline, up to 7681' MSL.

Multiple trees beginning 940' from DER, left and right of centerline, up to 100' AGL/7739' MSL.

Rwy 19, multiple trees beginning 664' from DER, 156' left of centerline, up to 100' AGL/7693' MSL.

Multiple trees beginning 1625' from DER, 5' right of centerline, up to 100' AGL/7698' MSL.

PORTALES, NM

PORTALES MUNI (PRZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, train on tracks, 624' from DER, left and right of centerline, up to 23' AGL/4087' MSL.

Terrain beginning 35' from DER, left and right of centerline, 4064' MSL.

Vehicles on road, 794' from DER, left and right of centerline, up to 17' AGL/4081' MSL.

Rwy 19, terrain beginning 13' from DER, left and right of centerline, 4080' MSL.

Rwy 26, terrain beginning 15' from DER, left and right of centerline, 4074' MSL.

PUEBLO, CO

PUEBLO MEML (PUB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 26MAY16 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwys 8L, 26R, NA, Environmental.

Rwy 35, 400-2¼ or std. w/min. climb of 343' per NM to 5200.

DEPARTURE PROCEDURE:

Rwy 8R, climb heading 080° to 5500, then climbing left turn to intercept PUB R-045 to PUB VORTAC, thence ...

Rwy 17, climb heading 170° to 5800, then climbing left turn on heading 050° and PUB R-185 to PUB VORTAC, thence ...

Rwy 26L, climb heading 260° to 5700, then climbing left turn on heading 070° and PUB R-225 to PUB VORTAC, thence ...

Rwy 35, climb heading 350° to 5200, then climbing right turn on heading 150° and PUB R-005 to PUB VORTAC, thence ...

... Continue climb in PUB VORTAC holding pattern (hold E, right turns, 249° inbound) to cross PUB VORTAC at or above MEA for route of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 8R, rising terrain 378' from DER, 594' left of centerline, up to 4859' MSL.

Rwy 17, pole 666' from DER, 661' right of centerline, 46' AGL/4876' MSL.

Rwy 26L, rising terrain 26' from DER, 497' right of centerline, up to 4679' MSL.

Rwy 35, rising terrain 178' from DER, left and right of centerline, up to 4769' MSL.

Bushes beginning 23' from DER, left and right of centerline, up to 13' AGL/4750' MSL.

Transmission line towers beginning 1.1 NM from DER, left and right of centerline, up to 57' AGL/4950' MSL.

Radar reflector 995' from DER, on centerline, 4' AGL/4757' MSL.

Tree 3604' from DER, 1452' right of centerline, 4889' MSL.

Tree 1.5 NM from DER, 1854' right of centerline, 5069' MSL.

Terrain 1.8 NM from DER, 3169' right of centerline, 5020' MSL.

RANGELY, CO

RANGELY (4V0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwys 7, 25, use ELIZZ (RNAV) DEPARTURE.

RATON, NM

RATON MUNI/CREWS FIELD (RTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/ min. climb of 251' per NM to 9600 or 2100-3 for climb in visual conditions.

Rwy 7, std. w/ min. climb of 367' per NM to 9300 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climbing right turn heading 090° and CIM VORTAC R-040 Northeast bound to airway MEA, then on course to assigned altitude, or for climb in visual conditions, cross Raton Muni/Crews Field at or above 8400 before proceeding on course. **Rwy 7**, for climb in visual conditions, cross Raton Muni/Crews Field at or above 8400 before proceeding on course.

Rwy 20, climb on CIM VORTAC R-040 Southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn south on V263-611 until reaching MEA, then on course to assigned altitude.

Rwy 25, climbing left turn heading 227° and CIM VORTAC R-040 Southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn South on V263-611 until reaching MEA, then on course to assigned altitude.

RIFLE, CO

RIFLE GARFIELD COUNTY (RIL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/ min. climb of 400' per NM to 11900 or 5400 - 5 for VCOA.

DEPARTURE PROCEDURE:

Rwy 8, DME required. Climb on RIL VOR/DME R-083 to ZOBAK/7.41 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute.

Rwy 26, use SQUAT DEPARTURE.

VCOA:

Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rifle Garfield County Airport at or above 10800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain beginning 155' from DER, 380' right of centerline, up to 5551' MSL.

Pole 4049' from DER, 1379' right of centerline, 42' AGL/5642' MSL.

Obstruction light on NDB tower, 41' from DER, 300' left of centerline, 46' AGL/5586' MSL.

ROSWELL, NM

ROSWELL AIR CENTER (ROW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 26MAR20 (20086) (FAA)

DEPARTURE PROCEDURE:

Rwy 35, climbing left turn to 6000 on heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 35, tower 1970' from DER 926' left of centerline, 93' AGL/3755' MSL

RUIDOSO, NM

SIERRA BLANCA RGNL (SRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:

Use CAPITAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 12, terrain, 9' from DER, 5' right of centerline, 6722' MSL.
Trees, beginning 61' from DER, 146' left of centerline, up to 6727' MSL.
Tree, 99' from DER, 125' right of centerline, 6725' MSL.
Rwy 24, tree, 648' from DER, 264' right of centerline, 11' AGL/6832' MSL.
Trees, beginning 747' from DER, 300' left of centerline, up to 15' AGL/6835' MSL.
Vehicle on road, 940' from DER, 39' left of centerline, up to 15' AGL/6854' MSL.
Pole, 4427' from DER, 942' left of centerline, 45' AGL/6925' MSL.
Rwy 30, sign, 47' from DER, 60' right of centerline, 6774' MSL.
Sign, 72' from DER, 197' left of centerline, up to 2' AGL/6779' MSL.
Vehicle on road, 436' from DER, 253' right of centerline, 15' AGL/6787' MSL.
Tree, 692' from DER, 179' left of centerline, 6796' MSL.
Building, tree, beginning 753' from DER, 308' left of centerline, up to 30' AGL/6808' MSL.
Pole, 1092' from DER, 433' left of centerline, 76' AGL/6845' MSL.
Pole, 1201' from DER, 633' left of centerline, 67' AGL/6847' MSL.
Pole, 1693' from DER, 908' left of centerline, 69' AGL/6853' MSL.

SALIDA, CO

SALIDA AIRPORT HARRIET ALEXANDER FIELD (ANK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, 6800-5 for VCOA. VCOA NA at night.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Salida Airport Harriet Alexander Field at or above 14200. For westbound V-95, climb on heading 263° to 17000 and proceed on course. For eastbound V-95, climb on heading 062° to 17000 and proceed on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, NAVAID, lighting beginning 5' from DER, 27' right of centerline, up to 3' AGL/7387' MSL.
Fence, NAVAID, lighting beginning 6' from DER, 27' left of centerline, up to 8' AGL/7391' MSL.
Trees beginning 22' from DER, 410' right of centerline, up to 7396' MSL.
Tree 61' from DER, 287' left of centerline, 7392' MSL.
Vehicle on road 2.4 NM from DER, 2608' right of centerline, 7778' MSL.
Trees beginning 2.5 NM from DER, 1053' right of centerline, up to 7939' MSL.
Trees beginning 2.5 NM from DER, 1345' right of centerline, up to 7961' MSL.
Rwy 24, lighting 9' from DER, 28' right of centerline, 3' AGL/7525' MSL.
Pole, lighting, NAVAID beginning 9' from DER, 27' left of centerline, up to 2' AGL/7525' MSL.
Tree, NAVAID beginning 21' from DER, 77' right of centerline, up to 7539' MSL.
Trees beginning 52' from DER, 299' right of centerline, up to 7547' MSL.
Vehicle on road 196' from DER, 402' left of centerline, 7541' MSL.
Tree, fence beginning 340' from DER, 2' right of centerline, up to 7548' MSL.
Pole, tree, fence beginning 373' from DER, 71' left of centerline, up to 16' AGL/7545' MSL.
Tree, vehicle on road beginning 637' from DER, 66' left of centerline, up to 7565' MSL.
Transmission line, pole, vehicle on road, tree beginning 666' from DER, 97' right of centerline, up to 65' AGL/7595' MSL.
Tree 1031' from DER, 294' left of centerline, 7571' MSL.
Tree, fence beginning 1045' from DER, 53' left of centerline, up to 7573' MSL.
Trees beginning 1264' from DER, 228' left of centerline, up to 7596' MSL.
Catenary 1295' from DER, 352' right of centerline, 57' AGL/7605' MSL.
Rwy 24 , pole, tree, vehicle on road beginning 1364' from DER, 343' right of centerline, up to 57' AGL/7606' MSL.
Trees beginning 1414' from DER, 211' left of centerline, up to 7603' MSL.
Tree, vehicle on road beginning 1557' from DER, 67' left of centerline, up to 7604' MSL.
Trees beginning 1729' from DER, 50' left of centerline, up to 7619' MSL.
Tree, pole beginning 1963' from DER, 42' right of centerline, up to 7642' MSL.
Pole, tree beginning 2831' from DER, 82' right of centerline, up to 66' AGL/7644' MSL.
Pole 3575' from DER, 309' right of centerline, 59' AGL/7652' MSL.
Transmission line, pole, tree beginning 3576' from DER, 64' right of centerline, up to 70' AGL/7664' MSL.
CONT

SALIDA, CO (CON'T)

SALIDA AIRPORT HARRIET ALEXANDER FIELD (ANK) (CON'T)

Rwy 24 (CON'T), transmission line, pole, tree beginning 4197' from DER, 86' right of centerline, up to 74' AGL/7666' MSL.
Pole beginning 5110' from DER, 1319' right of centerline, up to 37' AGL/7667' MSL.
Building, pole beginning 5235' from DER, 553' right of centerline, up to 42' AGL/7675' MSL.
Pole, tree beginning 5455' from DER, 394' right of centerline, up to 38' AGL/7676' MSL.
Pole, tree beginning 5575' from DER, 714' right of centerline, up to 36' AGL/7678' MSL.
Trees beginning 5849' from DER, 904' right of centerline, up to 7679' MSL.
Tree, pole beginning 1.2 NM from DER, 2180' right of centerline, up to 7741' MSL.
Pole, tree beginning 1.2 NM from DER, 2210' right of centerline, up to 39' AGL/7742' MSL.
Trees beginning 1.3 NM from DER, 2557' right of centerline, up to 7746' MSL.
Tree 1.4 NM from DER, 2760' right of centerline, 7749' MSL.
Tree 1.4 NM from DER, 2837' right of centerline, 7752' MSL.
Trees beginning 1.5 NM from DER, 2162' right of centerline, up to 7764' MSL.
Pole, tree beginning 1.5 NM from DER, 965' right of centerline, up to 54' AGL/7769' MSL.
Trees beginning 1.5 NM from DER, 2207' right of centerline, up to 7775' MSL.
Pole 1.6 NM from DER, 1980' right of centerline, 36' AGL/7776' MSL.
Pole, tree beginning 1.6 NM from DER, 1760' right of centerline, up to 37' AGL/7779' MSL.
Pole 1.6 NM from DER, 1545' right of centerline, 36' AGL/7781' MSL.
Pole, tree beginning 1.6 NM from DER, 1323' right of centerline, up to 38' AGL/7784' MSL.
Pole, tree beginning 1.6 NM from DER, 1168' right of centerline, up to 50' AGL/7791 ' MSL.
Pole, tree beginning 1.6 NM from DER, 2193' right of centerline, up to 33' AGL/7792' MSL.
Pole 1.7 NM from DER, 2599' right of centerline, 35' AGL/7801' MSL.
Poles beginning 1.7 NM from DER, 1370' right of centerline, up to 34' AGL/7803' MSL.
Pole 1.7 NM from DER, 2741' right of centerline, 33' AGL/7805' MSL.
Pole 1.8 NM from DER, 2828' right of centerline, 37' AGL/7812' MSL.
Poles beginning 1.8 NM from DER, 1582' right of centerline, up to 51' AGL/7817' MSL.
Pole 1.9 NM from DER, 2968' right of centerline, 36' AGL/7819' MSL.
Pole 1.9 NM from DER, 2372' right of centerline, 38' AGL/7823' MSL.
Pole 1.9 NM from DER, 1791' right of centerline, 56' AGL/7831' MSL.
Pole 2 NM from DER, 2750' right of centerline, 41' AGL/7832' MSL.
Tree 2.1 NM from DER, 4041' right of centerline, 100' AGL/7825' MSL.
Tree 2.3 NM from DER, 4034' left of centerline, 100' AGL/7783' MSL.
Trees beginning 2.3 NM from DER, 4023' right of centerline, up to 100' AGL/7832' MSL.
Tree 2.3 NM from DER, 4242' left of centerline, 100' AGL/7825' MSL.
Tree 2.4 NM from DER, 4163' left of centerline, 100' AGL/7832' MSL.
Tree 2.4 NM from DER, 4083' left of centerline, 100' AGL/7852' MSL.
Trees beginning 2.4 NM from DER, 4004' left of centerline, up to 100' AGL/7891' MSL.
Trees beginning 2.4 NM from DER, 4102' right of centerline, up to 100' AGL/7835' MSL.
Trees beginning 2.4 NM from DER, 3959' left of centerline, up to 100' AGL/7920' MSL.

SANTA FE, NM

SANTA FE MUNI (SAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 295' per NM to 9000.
Rwy 28, std. w/min. climb of 280' per NM to 7800.

DEPARTURE PROCEDURE:
Rwy 2, 10, 33, Climbing right turn direct SAF VORTAC, thence…
Rwy 15, Climb direct SAF VORTAC, thence…
Rwy 20, 28, Climbing left turn direct SAF VORTAC, thence…
...continue climb in SAF VORTAC holding pattern (hold se, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight. Pilots shall notify SAF air traffic control tower or Albuquerque Air Route Traffic Control Center prior to flying this departure procedure.

TAKEOFF OBSTACLE NOTES:
Rwy 10, vehicle on road beginning 7' from DER, on centerline, up to 15' AGL/6308' MSL.
Vehicle on road beginning 172' from DER, 340' left of centerline, up to 15' AGL/6319' MSL.
Rwy 15, vegetation 75' from DER, 212' left of centerline, 15' AGL/6279' MSL.
Rwy 20, tree 85' from DER, 354' left of centerline, 13' AGL/6276' MSL.
Rising terrain 231' from DER, 471' right of centerline, 6282' MSL.
Rwy 28, bush 77' from DER, 479' right of centerline, 6290' MSL.
Pole 1.3 NM from DER, 1166' right of centerline, up to 98' AGL/6496' MSL.
Pole 1.6 NM from DER, 2549' left of centerline, 78' AGL/6561' MSL.

SANTA TERESA, NM

DONA ANA COUNTY INTL JETPORT (DNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. with a min. climb of 430' per NM to 8500, or 2800-3 for VCOA.

Rwy 28, std. with a min. climb of 365' per NM to 8300, or 2800-3 for VCOA.

VCOA:

Rwys 10, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dona Ana County Intl Jetport at or above 6800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, bushes and light support structure beginning 6' from DER, 29' left of centerline, up to 7' AGL/4115' MSL.
Light support structure 9' from DER, 30' right of centerline, 1' AGL/4111' MSL.
Bush 159' from DER, 518' right of centerline, 4115' MSL.
Rwy 28, light support structure 9' from DER, 29' right of centerline, 4112' MSL.
Sign 31' from DER, 250' left of centerline, 4113' MSL.
Railroad 1335' from DER, 837' left of centerline, 23' AGL/4148' MSL.

SILVER CITY, NM

GRANT COUNTY (SVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

Rwys 3,12,17,21,30,35, NA-Environmental.

DEPARTURE PROCEDURE:

Rwys 8, 26, use SILVER CITY DEPARTURE.

SOCORRO, NM

SOCORRO MUNI (ONM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwys 6,15,24, NA-terrain.

Rwy 33, 200-1¼ or std. w/ min. climb of 216' per NM to 5100, or alternatively, with standard TAKEOFF minimums and a normal 200'/NM climb gradient, TAKEOFF must occur no later than 1500' prior to DER.

DEPARTURE PROCEDURE:

Rwy 33, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.

TAKEOFF OBSTACLE NOTES:

Rwy 33, trees beginning 67' from DER, 66' left of centerline, up to 15' AGL/4814' MSL.
Trees beginning 436' from DER, 438' right of centerline, up to 15' AGL/4814' MSL.
Tower 4996' from DER, 1161' left of centerline, 147' AGL/4947' MSL.
Tower 5851' from DER, 584' right of centerline, 200' AGL/4956' MSL.

SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 500-3 or std. w/ min. climb of 220' per NM to 5000.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain 2' from DER, 148' right of centerline, 4388' MSL.
Pole, vertical point beginning 9' from DER, 9' left of centerline, up to 4390' MSL.
Fence 17' from DER, 445' right of centerline, 3' AGL/4396' MSL.
Vehicle on road, terrain beginning 134' from DER, 494' right of centerline, up to 4410' MSL.
Poles, tank beginning 403' from DER, 581' right of centerline, up to 30' AGL/4425' MSL.
Antenna 2.5 NM from DER, 2924' right of centerline, up to 30' AGL/4425' MSL.
Tower 2.5 NM from DER, 2923' right of centerline, 417' AGL/4802' MSL.
Rwy 35, pole 9' from DER, 10' right of centerline, 3' AGL/4392' MSL.
Fence 117' from DER, 446' left of centerline, 3' AGL/4394' MSL.
Vehicle on road 222' from DER, 546' left of centerline, 4408' MSL.
Poles beginning 539' from DER, 622' left of centerline, up to 28' AGL/4420' MSL.
Pole 1195' from DER, 623' left of centerline, 29' AGL/4421' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 14, std. w/min. climb of 657' per NM to 8900 or 3700-3 for VCOA.

Rwy 32, std. w/min. climb of 519' per NM to 9600 or 3700-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 14, climbing right turn to 14000 on heading 220°, thence ...

Rwy 32, climb on heading 323° to 7500, then climbing left turn to 14000 direct BQZ VOR/DME, thence ...

... On BQZ R-172 to SBURG and hold, continue climb-in-hold to 14000 (hold south right turns, 352° inbound).

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross BQZ VOR/DME at or above 10400, continue climb to 14000 on BQZ R-172 to SBURG INT/BQZ 11.35 DME and hold, continue climb-in-hold to 14000 (hold south, right turns, 352° inbound).

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 171' from DER, 144' left of centerline, 6887' MSL.

Rwy 32, tree 1.6 NM from DER, 3107' right of centerline, 100' AGL/7169' MSL.

Trees beginning 1.7 NM from DER, 2988' right of centerline, up to 30' AGL/7219' MSL.

STERLING, CO

STERLING MUNI (STK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 15, pole 548' from DER, 441' right of centerline, 30' AGL/4040' MSL.

Rwy 33, multiple buildings, signs beginning 10' from DER, left and right of centerline, up to 16' AGL/4065' MSL.

Wall 192' from DER, 511' left of centerline, 6' AGL/4052' MSL.

Multiple trees beginning 573' from DER, 339' left of centerline, up to 41' AGL/4090' MSL.

TAOS, NM

TAOS RGNL (SKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, std. w/ min. climb of 225' per NM to 8500 or 1100 - 3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climbing left turn to intercept TAS VORTAC R-100 to TAS VORTAC. Do not exceed 240 K until TAS VORTAC. thence . . .

Rwy 13, climbing right turn to intercept TAS VORTAC R-150 to TAS VORTAC. Do not exceed 240 K until TAS VORTAC. thence . . .

Rwy 22, climbing right turn to intercept TAS VORTAC R-150 to TAS VORTAC. Do not exceed 240 K until TAS VORTAC. thence . . .

Rwy 31, climbing left turn to intercept TAS VORTAC R-125 to TAS VORTAC. Do not exceed 240 K until TAS VORTAC. thence . . .

. . .climb in TAS VORTAC holding pattern (hold S, right turn, 353° inbound) expect further clearance to 11700 before proceeding enroute.

VCOA:

Rwy 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross TAOS RGNL Airport at or above 8000, then on TAS R-117 to TAS VORTAC, thence climb in TAS VORTAC holding pattern (hold S, right turn, 353° inbound) to 11700 before proceeding enroute.

TAKEOFF OBSTACLE NOTES:

Rwy 4, wind indicator, pole beginning 122' from DER, 139' right of centerline, up to 15' AGL/7108' MSL.

Road 163' from DER, 512' left of centerline, 7107' MSL.

Road 276' from DER, 512' left of centerline, 7108' MSL.

Pole 387' from DER, 547' left of centerline, 38' AGL/7127' MSL.

Pole, road, building, tree beginning 409' from DER, 307' left of centerline, up to 39' AGL/7131' MSL.

Tree 969' from DER, 358' left of centerline, 29' AGL/7134' MSL.

Pole beginning 1275' from DER, 626' right of centerline, up to 7134' MSL.

Pole 1429' from DER, 486' right of centerline, 31' AGL/7138' MSL.

Pole 1603' from DER, 801' left of centerline, 7141' MSL.

Rwy 22, traverse way 36' from DER, 353' left of centerline, 7062' MSL.

Traverse way 173' from DER, 354' left of centerline, 7061' MSL.

TELLURIDE, CO

TELLURIDE RGNL (TEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, NA-obstacles.

Rwy 27, std. w/min. climb of 265' per NM to 10000, or 5400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 27, climb to 12000 on heading 276° and the ETL R-096 to ETL VOR/DME. For aircraft departing V-382 southeast bound, continue climb-in-hold to 14200.

VCOA:

Rwy 27, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Telluride RGNL airport westbound or above 14300 then proceed on ETL R-096 to ETL VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 27, terrain 174' from DER, 335' left of centerline, 9090' MSL.
Terrain 286' from DER, 288' left of centerline, 9076' MSL.
Fence 32' from DER, 430' left of centerline, 10' AGL/9106' MSL.
Fence 154' from DER, 423' right of centerline, 15' AGL/9068' MSL.
Fence 292' from DER, 422' right of centerline, 18' AGL/9065' MSL.
Tree 32' from DER, 420' left of centerline, 72' AGL/9111' MSL.
Tree 67' from DER, 495' left of centerline, 88' AGL/9126' MSL.
Tree 70' from DER, 498' left of centerline, 86' AGL/9124' MSL.
Tree 77' from DER, 415' left of centerline, 73' AGL/9111' MSL.
Tree 173' from DER, 530' right of centerline, 41' AGL/9079' MSL.
Tree 234' from DER, 385' left of centerline, 55' AGL/9093' MSL.
Tree 385' from DER, 380' right of centerline, 56' AGL/9094' MSL.
Tree 431' from DER, 266' right of centerline, 50' AGL/9088' MSL.

TRINIDAD, CO

PERRY STOKES (TAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

Use TRINIDAD RNAV DEPARTURE.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI (TCS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 7, 11, 13, 15, 19, 25, 29, 31, 33, std. w/min. climb of 370' per NM to 13000 or 3700-3 for VCOA.

VCOA:

Rwys 1, 7, 11, 13, 15, 19, 25, 29, 31, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Truth or Consequences Muni airport at or above 8400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 196' from DER, 47' left of centerline, 4823' MSL.
Rwy 13, fence 39' from DER, 342' left of centerline, 7' AGL/4796' MSL.
Vegetation 65' from DER, 115' left of centerline, 4809' MSL.
Rwy 31, vegetation 57' from DER, 399' left of centerline, 4861' MSL.
Vegetation 170' from DER, 519' left of centerline, 4866' MSL.
Rwy 33, tower 527' from DER, 553' left of centerline, 66' AGL/4895' MSL.

TUCUMCARI, NM

TUCUMCARI MUNI (TCC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

Rwy 21, climb on heading 208° until 5500 before turning right.
Rwy 26, climb on heading 258° until 5500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 98' from DER, 486' left of centerline, 4067' MSL.
Tree 308' from DER, 499' left of centerline, 4072' MSL.
Tree 354' from DER, 569' left of centerline, 4073' MSL.
Tree 371' from DER, 485' left of centerline, 4087' MSL.
Rwy 8, terrain 24' from DER, 331' left of centerline, 4040' MSL.
Rwy 21, electrical system 7' from DER, 60' right of centerline, 3' AGL/4041' MSL.
Vehicles on road 425' from DER, crossing centerline, 15' AGL/4055' MSL.
Transmission line, pole beginning 494' from DER, 469' left of centerline, up to 34' AGL/4067' MSL.
Rwy 26, vehicles on road 558' from DER, crossing centerline, 15' AGL/4079' MSL.
Tree 595' from DER, 344' right of centerline, 4102' MSL.
Tree 847' from DER, 578' right of centerline, 4114' MSL.

WALDEN, CO
WALDEN-JACKSON COUNTY (33V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 35, NA-ATC.
DEPARTURE PROCEDURE:
Rwys 4, 22, Use WALRU RNAV DEPARTURE.

WALSENBURG, CO
SPANISH PEAKS AIRFIELD (4V1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAR13 (13066) (FAA)
DEPARTURE PROCEDURE:
Use GOSIP RNAV DEPARTURE.

WRAY, CO
WRAY MUNI (2V5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20MAR03 (03079) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 500-2 or std. with a min. climb of 280' per NM to 4400.
DEPARTURE PROCEDURE:
Rwy 17, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course.
Rwy 35, climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 35, trees 2175' left of DER, 100' AGL/3778' MSL.

YUMA, CO
YUMA MUNI (2V6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 24MAY18 (18144) (FAA)
TAKEOFF MINIMUMS:
Rwys 12, 30, NA - airport.
Rwy 34, 200-1 1/8 or std. w/ min. climb of 240' per NM to 4400.
TAKEOFF OBSTACLE NOTES:
Rwy 16, terrain and lighting beginning 15' from DER, 111' right of centerline, up to 4134' MSL.
Rwy 34, terrain and sign beginning 13' from DER, 199' left of centerline, up to 4132' MSL.
Trees beginning 845' from DER, 525' left of centerline, up to 4172' MSL.
Grain elevator 2298' from DER, 821' right of centerline, 87' AGL/4216' MSL.
Tree 2871' from DER, 1198' left of centerline, 4205' MSL.
Building 5750' from DER, 830' left of centerline, 172' AGL/4302' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

AKRON, CO
COLORADO PLAINS
RGNL (AKO)……**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
Category D 800-2¼.

ALAMOGORDO, NM
ALAMOGORDO-WHITE SANDS
RGNL (ALM)……**RNAV (GPS) Rwy 4**
VOR Rwy 4
Category D, 1200-3.

ALAMOSA, CO
SAN LUIS VALLEY RGNL/
BERGMAN FIELD (ALS)…….**RNAV (GPS) Rwy 20**
NA when local weather not available.

ALBUQUERQUE, NM
ALBUQUERQUE INTL
SUNPORT (ABQ)……**ILS or LOC Rwy 3[1]**
RADAR-1[2]
RNAV (GPS) Y Rwy 3[3]
RNAV (GPS) Y Rwy 8[3]
VOR Rwy 8[4]
[1]ILS, LOC, Category D, 1200-3.
[2]Categories D, E, 1200-3.
[3]Category D, 1200-3.
[4]Categories A, B, 1100-2; Category C, 1100-3; Category D, 1200-3; Category E, 2200-3.

DOUBLE
EAGLE II (AEG)……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.
Category D, 900-2½.

ARTESIA, NM
ARTESIA
MUNI (ATS)……**NDB Rwy 13[1]**
NDB Rwy 31[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 31[2]
[1]Categories C, D, 800-2½.
[2]Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

ASPEN, CO
ASPEN-PITKIN COUNTY/SARDY
FIELD (ASE)……**RNAV (GPS)-F**
Categories A, B, 2400-2; Category C, 2400-3.

BURLINGTON, CO
KIT CARSON
COUNTY (ITR)……**NDB Rwy 15**
Category D, 800-2¼.

CARLSBAD, NM
CAVERN CITY
AIR TRML (CNM)……**ILS Rwy 3[4]**
RNAV (GPS) Rwy 3[1]
RNAV (GPS) Rwy 14R[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 32L[23]
VOR Rwy 32L[23]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.
[2]Category D, 1000-3.
[3]NA when local weather not available.
[4]ILS, Categories A, B, C, 700-2; Category D, 1000-3; LOC, Category D, 1000-3.

CLAYTON, NM
CLAYTON MUNI
AIRPARK (CAO)……**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.

CLOVIS, NM
CLOVIS MUNI (CVN)……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLORADO SPRINGS, CO

CITY OF COLORADO SPRINGS
MUNI (COS).....**ILS or LOC Rwy 17L[46]**
ILS or LOC Rwy 35L[2]
ILS or LOC Rwy 35R[2]
NDB Rwy 35L[1]
RNAV (GPS) Rwy 31[1]
RNAV (GPS) Y Rwy 17L[5]
RNAV (GPS) Y Rwy 17R[1]
RNAV (GPS) Y Rwy 35L[1]
RNAV (GPS) Y Rwy 35R[1]
RNAV (RNP) Z Rwy 17R[3]

[1]Category C, 900-2½; Category D, 1100-3.
[2]ILS, Category B, 700-2; Category C, 900-2½; Category D, 1100-3; LOC, Category C, 900-2 ½; Category D, 1100-3.
[3]Categories A, B, C, D, 800-2½.
[4]LOC, Categories A, B, 1400-2; Categories C, D, 1400-3.
[5]Categories A, B, 900-2; Category C, 900-2½; Category D, 1100-3.
[6]NA when local weather not available.

CORTEZ, CO

CORTEZ
MUNI (CEZ).....**RNAV (GPS) Rwy 3[12]**
RNAV (GPS) Y Rwy 21[2]
RNAV (GPS) Z Rwy 21[3]
VOR Rwy 21[4]

[1]NA when local weather not available.
[2]Category D, 900-3.
[3]Categories A, B, 1300-2; Categories C, D, 1300-3.
[4]Category C, 800-2¼.

CRAIG, CO

CRAIG-MOFFAT (CAG).....**RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
VOR Rwy 25[3]

[1]Category A, 1000-2; Category B, 1200-2; Categories C, D, 1600-3.
[2]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1600-3.
[3]Categories A, B, 1700-2; Categories C, D, 1700-3.

DEL NORTE, CO

ASTRONAUT KENT
ROMINGER (RCV).....**RNAV (GPS) Rwy 24**
Category B, 900-2.

DELTA, CO

BLAKE
FIELD (AJZ).....**RNAV (GPS) Rwy 3**
Category B, 1200-2; Category C, 1500-3.

NAME ALTERNATE MINIMUMS

DEMING, NM

DEMING MUNI (DMN).....**RNAV (GPS)-A[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 8[1]
RNAV (GPS) Rwy 22[1]
VOR Rwy 26

NA when local weather not available.
[1]Category D, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

DENVER, CO

CENTENNIAL
(APA).....**ILS or LOC Rwy 35R[1]**
RNAV (GPS) Rwy 17L[2]
RNAV (GPS) Rwy 35R[3]

[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 1100-3.
[3]Category C, 900-2½; Category D, 900-2¾.

COLORADO AIR AND SPACE
PORT (CFO).....**ILS or LOC Rwy 17[123]**
ILS or LOC Rwy 26[13]
ILS or LOC Rwy 35[12]
RNAV (GPS) Rwy 17[14]
RNAV (GPS) Rwy 26[14]
RNAV (GPS) Rwy 35[14]

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]LOC, Category D, 800-2½.
[4]Category D, 800-2½.

ROCKY MOUNTAIN
METROPOLITAN (BJC).....**RNAV (GPS) Rwy 12L**
NA when local weather not available.
Category D, 800-2¼.

DURANGO, CO

DURANGO-LA PLATA
COUNTY (DRO).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
Category C, 900-2½; Category D, 1500-3.

EAGLE, CO

EAGLE COUNTY
RGNL (EGE).....**LDA Rwy 25[1]**
RNAV (GPS)-D[2]

[1]LDA/GS, 1800-3; LDA, 2100-2½.
[2]Categories A, B, 2700-2; Categories C, D, 2700-3.

ERIE, CO

ERIE MUNI (EIK).....**RNAV (GPS)-B**
VOR-A

NA when local weather not available
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

FARMINGTON, NM
FOUR CORNERS
RGNL (FMN).....**ILS or LOC Rwy 25[1,2]**
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 7[3]
RNAV (GPS) Rwy 23[4]
RNAV (GPS) Rwy 25[3]
[1]NA when control tower closed.
[2]ILS, Categories B, C, D, 700-2.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

FORT COLLINS/LOVELAND, CO
NORTHERN COLORADO
RGNL (FNL).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33[1]
VOR-A
NA when local weather not available.
[1]Category D, 800-2½.

FORT MORGAN, CO
FORT MORGAN
MUNI (FMM).....**RNAV (GPS) Rwy 14[1]**
RNAV (GPS) Rwy 32[1,2]
[1]Category D, 800-2½.
[2]NA when local weather not available.

GALLUP, NM
GALLUP
MUNI (GUP).....**RNAV (GPS) Rwy 6[1,2]**
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[4]
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.
[2]NA when local weather not available.
[3]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A, B, 1000-2; Categories C, D, 1000-3.

GRAND JUNCTION, CO
GRAND JUNCTION
RGNL (GJT).....**ILS or LOC Rwy 11[1,2]**
LDA/DME Rwy 29[3]
RNAV (GPS) Rwy 29[4]
RNAV (GPS) Y Rwy 11[3]
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category D, 800-2½.

NAME ALTERNATE MINIMUMS

GREELEY, CO
GREELEY-WELD
COUNTY (GXY).....**ILS or LOC Rwy 35[1]**
RNAV (GPS) Rwy 10[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 35[2]
VOR-A[2]
NA when local weather not available.
[1]ILS, Category D, 700-2¼; LOC Category D, 800-2¼.
[2]Category D, 800-2¼.

GUNNISON, CO
GUNNISON-CRESTED
BUTTE RGNL (GUC).....**ILS or LOC Rwy 6[1]**
RNAV (RNP) Rwy 6, 800-2¼
VOR or GPS-A[2,3]
[1]ILS, Categories A, B, C, 1000-3; LOC, Categories A, B, C, D 1600-3.
[2]Categories A, B, C, 1700-3; Cat D, 2300-3.
[3]NA when local altimeter setting not available except for operators with approved weather reporting service.

HAYDEN, CO
YAMPA
VALLEY (HDN).....**RNAV (GPS) Rwy 28[1]**
RNAV (GPS) Y Rwy 10[2,3]
RNAV (RNP) Z Rwy 10[2,4]
VOR/DME-B[2,5]
[1]Category C, 1100-3; Category D, 1600-3.
[2]NA when local weather not available.
[3]Categories A, B, 1100-2; Category C, 1100-3; Category D, 1600-3.
[4]Categories A, B, C, D, 1400-5.
[5]Categories A, B, 1300-2; Category C, 1300-3; Category D, 1600-3.

HOBBS, NM
LEA COUNTY
RGNL (HOB).....**ILS or LOC Rwy 3[1,2]**
LOC BC Rwy 21[1,2]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 30[2]
VOR or TACAN Rwy 21
Category C, 800-2¼; Category D, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available.

KREMMLING, CO
MC ELROY
AIRFIELD (20V).....**RNAV (GPS)-B[1]**
RNAV (GPS) Rwy 27[2]
VOR/DME-A[3]
[1]Categories A, B, 2100-2; Category C, 2100-3.
[2]Categories A, B, 1700-6; Category C, 1900-6.
[3]Categories A, B, 1800-2; Category C, 1900-3.

NAME ALTERNATE MINIMUMS

LA JUNTA, CO
LA JUNTA
MUNI (LHX).....**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.

LAMAR, CO
SOUTHEAST COLORADO
RGNL (LAA).....**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 36[1]
VOR Rwy 18[2]
VOR Rwy 36[1]
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.

LAS CRUCES, NM
LAS CRUCES
INTL (LRU).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

LAS VEGAS, NM
LAS VEGAS MUNI (LVS).....**RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 32
VOR Rwy 20
NA when local weather not available.

LEADVILLE, CO
LAKE COUNTY (LXV).....**RNAV (GPS) Rwy 16**
Category A, 900-2; Category B, 1200-2; Category C, 2100-3.

LONGMONT, CO
VANCE BRAND (LMO).....**RNAV (GPS) Rwy 29[2]**
RNAV (GPS)-B[1]
VOR /DME-A[1]
[1]NA when local weather not available.
[2]Category C, 900-2½; Category D, 1500-3.

LOS ALAMOS, NM
LOS ALAMOS (LAM).....**RNAV (GPS) Y Rwy 27**
RNAV (GPS) Z Rwy 27
NA when local weather not available.
Category C, 800-2½.

MEEKER, CO
MEEKER (EEO).....**RNAV (GPS)-B[2]**
RNAV (GPS) Rwy 3[1]
[1]Categories A, B, 1800-2; Category C, 1800-3.
[2]Categories A, B, 1600-2; Category C, 1600-3.

NAME ALTERNATE MINIMUMS

MONTROSE, CO
MONTROSE
RGNL (MTJ).....**RNAV (GPS) Rwy 13[1]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[2]
VOR Rwy 13[2]
[1]Category D, 1100-3.
[2]Category C, 900-2¾; Category D, 1000-3.

PAGOSA SPRINGS, CO
STEVENS FIELD (PSO).....**RNAV (GPS) Rwy 1**
Category B, 900-2; Category C, 1300-3.

PORTALES, NM
PORTALES MUNI (PRZ).....**RNAV (GPS) Rwy 1**
NA when local weather not available.

PUEBLO, CO
PUEBLO
MEML (PUB).....**ILS or LOC Rwy 8R[1]**
ILS or LOC Rwy 26L[23]
RNAV (GPS) Rwy 8R[4]
RNAV (GPS) Rwy 17[56]
RNAV (GPS) Rwy 26L[4]
RNAV (GPS) Rwy 35[46]
VOR Rwy 26L[7]
[1]LOC, Category C, 900-2½; Categories D, E, 1100-3.
[2]NA when control tower closed.
[3]ILS, Categories A, B, 700-2; Category C, 900-2½; Category D, 1100-3; LOC, Category C, 900-2½; Category D, 1100-3.
[4]Category C, 900-2½; Category D, 1100-3.
[5]Categories A, B, 1000-2, Category C, 1000-2¾; Category D, 1000-3.
[6]NA when local weather not available.
[7]Category C, 900-2½.

RANGELY, CO
RANGELY (4V0).....**RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
[1]Categories A, B, 2000-2; Category C, 2000-3.
[2]Categories A, B, 1700-2; Category C, 1800-3.

RIFLE, CO
RIFLE GARFIELD
COUNTY (RIL).....**LOC/DME-A[1]**
ILS Rwy 26[2]
RNAV (GPS) Y Rwy 8[3]
RNAV (GPS) W Rwy 26[4]
RNAV (RNP) Y Rwy 26[5]
RNAV (RNP) Z Rwy 8[6]
RNAV (RNP) Z Rwy 26[5]
VOR/DME-C[3]
[1]Categories A, B, 2300-2; Category C, 2300-3.
[2]ILS, Categories A, B, C, 1300-4.
[3]Categories A, B, 1900-2; Category C, 1900-3.
[4]Categories A, B, 1700-2; Category C, 1700-3.
[5]Categories A, B, C, 900-2½.
[6]Categories A, B, C, 900-3.

NAME ALTERNATE MINIMUMS

ROSWELL, NM
ROSWELL AIR
CENTER (ROW).....**LOC BC Rwy 3**[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 21[2]
RNAV (GPS) Rwy 35[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

SALIDA, CO
SALIDA AIRPORT HARRIETT ALEXANDER
FIELD (ANK).....**RNAV (GPS)-A**
Categories A, B, 2200-2.

SANTA FE, NM
SANTA FE MUNI (SAF).....**ILS or LOC Rwy 2**[12]
RNAV (GPS) Rwy 2[5]
RNAV (GPS) Rwy 15[5]
RNAV (GPS) Rwy 20[5]
RNAV (GPS) Rwy 28[5]
RNAV (GPS) Rwy 33[5]
VOR/DME-A[34]
VOR Rwy 33[34]
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 1000-3; Category D, 1400-3.
[3]Category D, 800-2¼.
[4]NA when control tower closed except for operators with approved weather reporting service.
[5]Category C, 1000-3; Category D, 1400-3.

SILVER CITY, NM
GRANT
COUNTY (SVC).....**RNAV (GPS) Rwy 26**[1]
VOR-A[2]
[1]NA when local weather not available.
[2]NA when Deming FSS closed.

STERLING, CO
STERLING
MUNI (STK).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
NA when local weather not available.
Category D, 800-2¼.

TAOS, NM
TAOS REGIONAL (SKX).....**RNAV (GPS) Rwy 13**[1]
VOR/DME-B[2]
[1]Category C, 900-2½; Category D, 1000-3.
[2]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE

TELLURIDE, CO
TELLURIDE RGNL (TEX).....**LOC Rwy 9**[1]
RNAV (GPS) Y Rwy 9[2]
RNAV (GPS) Z Rwy 9[4]
VOR/DME-A[3]
[1]Categories A, B, 2300-2.
[2]Categories A, B, 3100-2.
[3]Categories A, B, 3400-6.
[4]Categories A, B, 2600-2; Category C, 2600-3.

TRINIDAD, CO
PERRY
STOKES (TAD).....**RNAV (GPS) Rwy 3**[1]
RNAV (GPS) Rwy 21[23]
[1]Category D, 800-2½.
[2]Category D, 900-2¾.
[3]NA when local weather not available.

TRUTH OR CONSEQUENCES, NM
TRUTH OR CONSEQUENCES
MUNI (TCS).....**VOR-A**
Category D, 800-2¼.

WRAY, CO
WRAY
MUNI (2V5).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

ALBUQUERQUE, NM

Amdt 21, 29MAY14 (14149) (FAA) ELEV **5355**

ALBUQUERQUE INTL SUNPORT (ABQ)

RADAR- 1 123.9 127.4 253.5 354.1 T A

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	8		AB	**5700**/24	385	(400-½)	CDE	**5700**/35	385	(400-¾)
	3		AB	**5700**/24	395	(400-½)	CDE	**5700**/35	395	(400-¾)
C CIRCLING	ALL RWYS		A	**5840**-1	485	(500-1)	B	**5920**-1	565	(600-1)
			C	**5920**-1½	565	(600-1½)	DE	**6460**-3	1105	(1200-3)

CAUTION: Steeply rising terrain in the northeast quadrant exceeding 8000 at 8 NM from airport and in southeast quadrant exceeding 6300 at 4.6 NM from airport.
Circling Category E not authorized southeast of Rwy 3-21 and northeast of Rwy 12-30.
For inoperative MALSR, increase S-3 and S-8 CAT E visibility to RVR 6000.

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ROSWELL, NM

Orig-C, 16JUL20 (20198) (FAA) ELEV **3671**

ROSWELL AIR CENTER (ROW)

RADAR- 1 119.6 239.0 T

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
ASR	21[1]		AB	**4040**-½	407	(500-½)	C	**4040**-¾	407	(500-¾)
			DE	**4040**-1	407	(500-1)				
	3		ABC	**4020**-1	353	(400-1)	DE	**4020**-1¼	353	(400-1¼)
	17		AB	**4080**-1	414	(500-1)	C	**4080**-1⅛	414	(500-1⅛)
			DE	**4080**-1¼	414	(500-1¼)				
	35		ABC	**4060**-1	389	(400-1)	D	**4060**-1¼	389	(400-1¼)
			E	**4060**-1½	389	(400-1½)				
CIRCLING	ALL RWYS		AB	**4140**-1	469	(500-1)	C	**4140**-1½	469	(500-1½)
			D	**4240**-2	569	(600-2)	E	**4380**-2½	709	(800-2½)

[1]For inoperative MALSR, increase CAT D visibility to 1¼, and CAT E visibility to 1½.
Procedure NA when ROW ATCT closed.

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LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
COLORADO SPRINGS, CO			
CITY OF COLORADO SPRINGS			
MUNI (COS)	31	17R-35L	7,450 feet
	35L	13-31	10,250 feet
PUEBLO, CO			
PUEBLO MEMORIAL (PUB)	17	08L-26R	4,700 feet
	26L	17-35	8,300 feet

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
ALAMOGORDO, NM		
HOLLOMAN AFB (HMN)	HS1	Twy R, Twy G, and Twy L have multiple hold lines for Rwy 07-25 and Rwy 04-22. Contact tower if confused or lost.
	HS2	Hold line on Twy /EOR A and Twy/EOR H have multiple POV access roads, possibility of high vehicle traffic.
	HS3	Hold line on Twy /EOR B and Twy C for Rwy 07-25 have multiple POV access roads, possibility of high vehicle traffic.
	HS4	Multiple hold lines at intersecting rwys. Landing/departing aircraft disregard hold lines, taxiing aircraft contact tower prior to crossing hold lines.
	HS5	Multiple hold lines where rwys intersect. Hold line also at Twy D. Contact tower if confused or lost.
	HS6	POV crossing controlled by tower. Hold line located on each side of Rwy 07-25. Possibility of high vehicular traffic.
ALBUQUERQUE, NM		
ALBUQUERQUE INTL SUNPORT (ABQ)	HS 1	Hold Position Marking on Twy E1 for Rwy 08.
	HS 2	Twy G1 from Cutter Aviation ramp and Rwy 12-30.
	HS 3	Complex int at Twy F, Twy C, Twy G. Twy G and Rwy 03-21
	HS 4	Twy E5 permanently closed. Twy E int with Rwy 03-21, Twy H, and Hot Pad 2.
ASPEN, CO		
ASPEN-PITKIN COUNTY / SARDY FIELD (ASE)	HS 1	Twy A2. Short taxi distance from ramp to rwy.
	HS 2	Twy A3. Short taxi distance from ramp to rwy.
	HS 3	Rwy 33 and Twy A9. Non-typical location for rwy holding position marking.
COLORADO SPRINGS, CO		
CITY OF COLORADO SPRINGS (COS)	HS 1	The apch ends of Rwy 13 and Rwy 17R; and Twy A1.
	HS 2	Twy A4 and Twy G at Rwy 17R-35L.
	HS 3	Int of Twy E4, Twy G, Twy H and Twy E.
	HS 4	Apch ends of Rwy 35R and Rwy 35L.
DENVER, CO		
CENTENNIAL (APA)	HS 1	Rwy 17L at Twy A1.
	HS 2	Twy A, Twy A8, Twy A9 and Twy C1 congested INT.
	HS 3	Twy C1 and Twy D1 close proximity to Rwy 10.
	HS 4	Hold Short Line for Rwy 17L-35R on Twy B8
DENVER, CO		
DENVER INTL (DEN)	HS 1	Twy ED at Twy M. Close proximity to Rwy 17R apch.

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

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HOT SPOTS

(CONTINUED)

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DENVER, CO		
ROCKY MOUNTAIN METROPOLITAN (BJC)	HS 1	Frequent helicopter operations.
	HS 2	Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 12R-30L is prior to Twy D.
EAGLE, CO		
EAGLE COUNTY RGNL (EGE)	HS 1	High density parking area.
GRAND JUNCTION, CO		
GRAND JUNCTION RGNL (GJT)	HS 1	Rwy 22 and Rwy 29 close proximity, wrong rwy departure risk.
ROSWELL, NM		
ROSWELL AIR CENTER (ROW)	HS 1	Twy A, Twy B, and Twy D form a complex int in close proximity to Rwy 03-21.

*See appropriate Chart Supplement HOT SPOT table for additional information.

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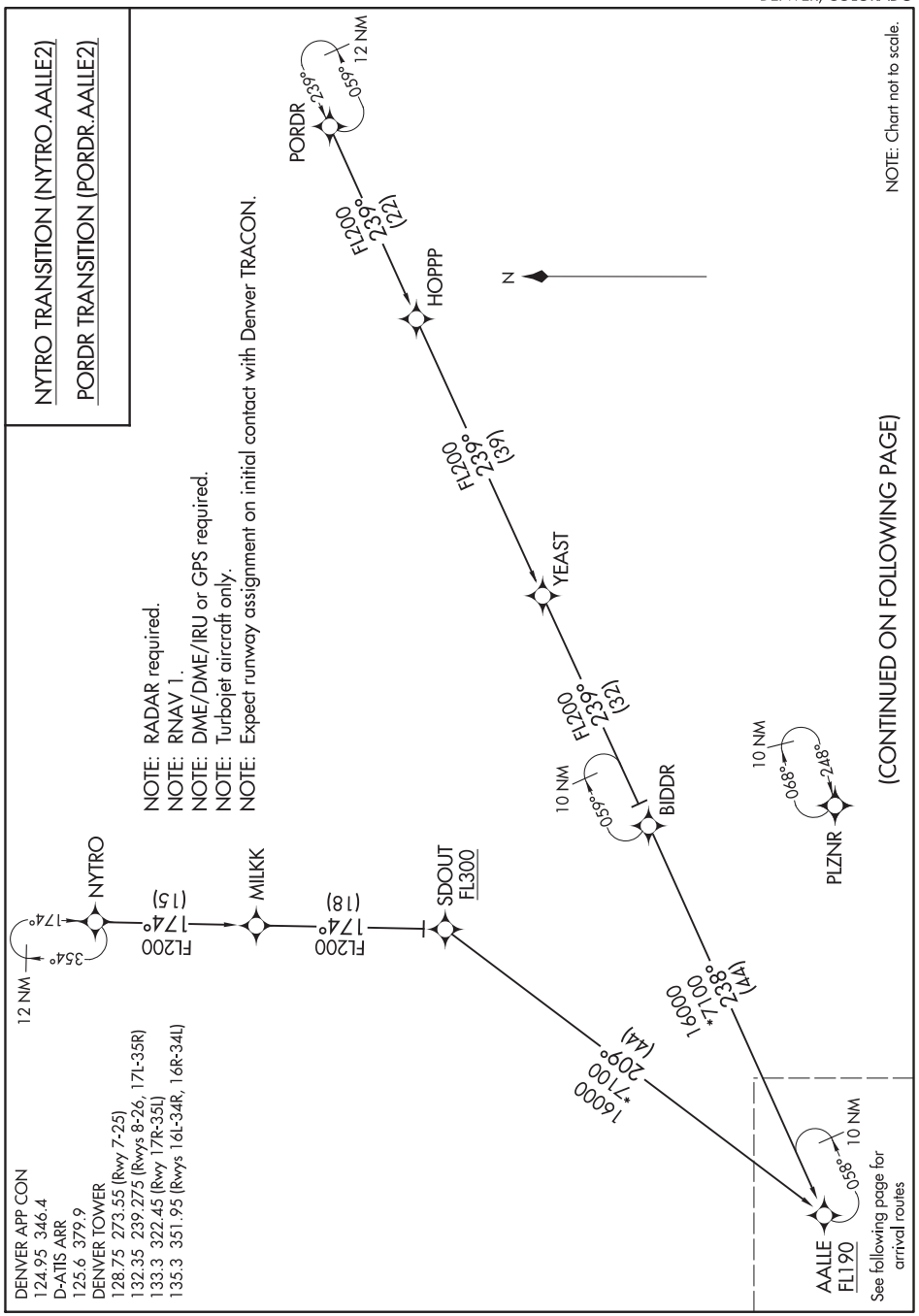
AALLE TWO ARRIVAL (RNAV) Transition Routes



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AALLE TWO ARRIVAL (RNAV) Transition Routes

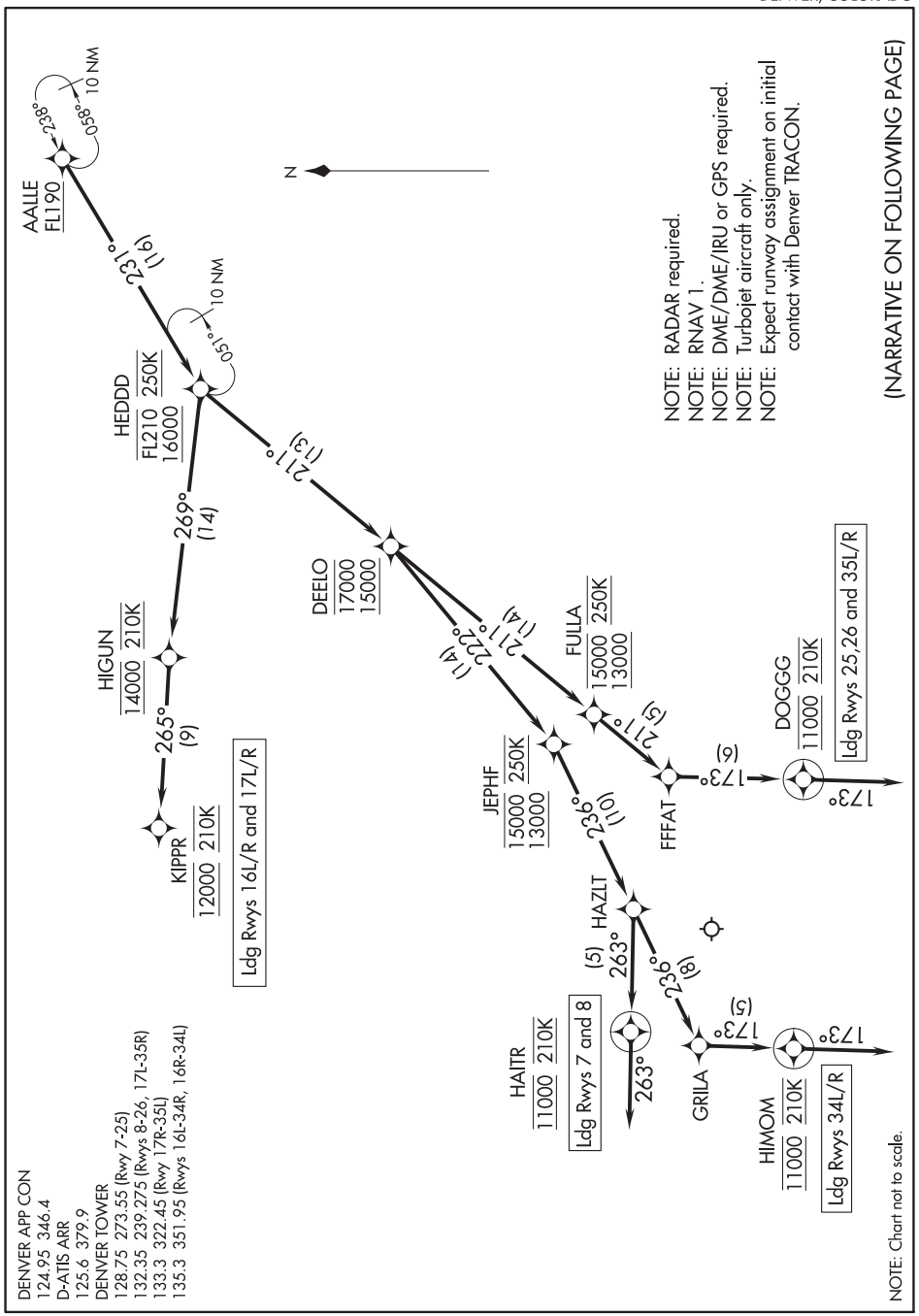
DENVER, COLORADO
DENVER INTL (DEN)

(AALLE.AALLE2) 20366

AL-9077 (FAA)

AALLE TWO ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



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ARRIVAL ROUTE DESCRIPTION

From AALLE on track 231° to cross HEDDD between 16000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8: From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 263° to cross HAITR at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From HEDDD on track 269° to cross HIGUN at 14000 and at 210K, then on track 265° to cross KIPPR at 12000 and at 210K. Expect ILS or LOC RWY 16L/R or ILS or LOC RWY 17L/R approach.

LANDING RUNWAYS 25, 26, 35L/R: From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 211° to cross FULLA between 13000 and 15000 and at 250K, then on track 211° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R: From HEDDD on track 211° to cross DEELO between 15000 and 17000, then on track 222° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 236° to GRILA, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

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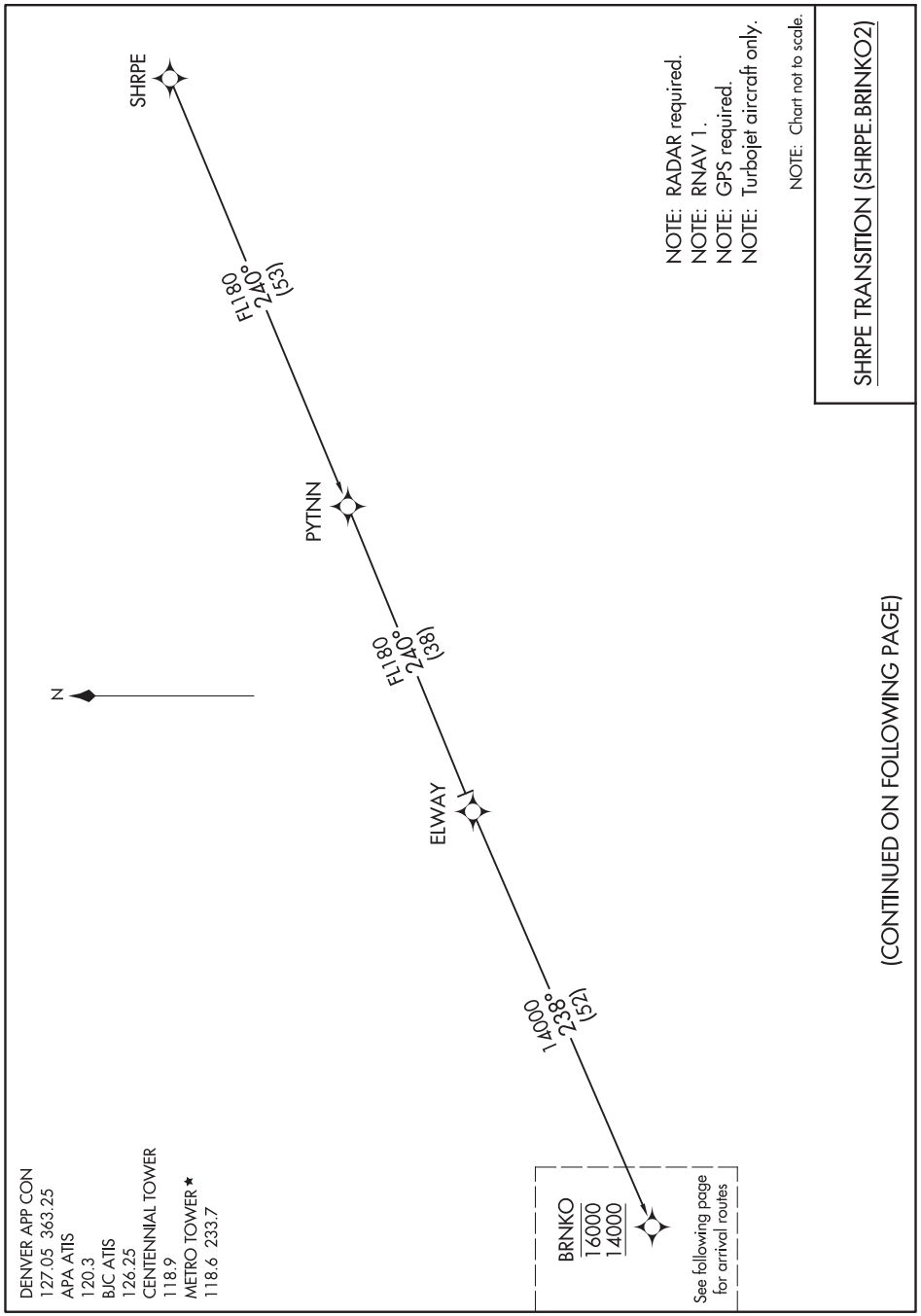
(BRNKO.BRNKO2) 20366

AL-5715 (FAA)

BRNKO TWO ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO



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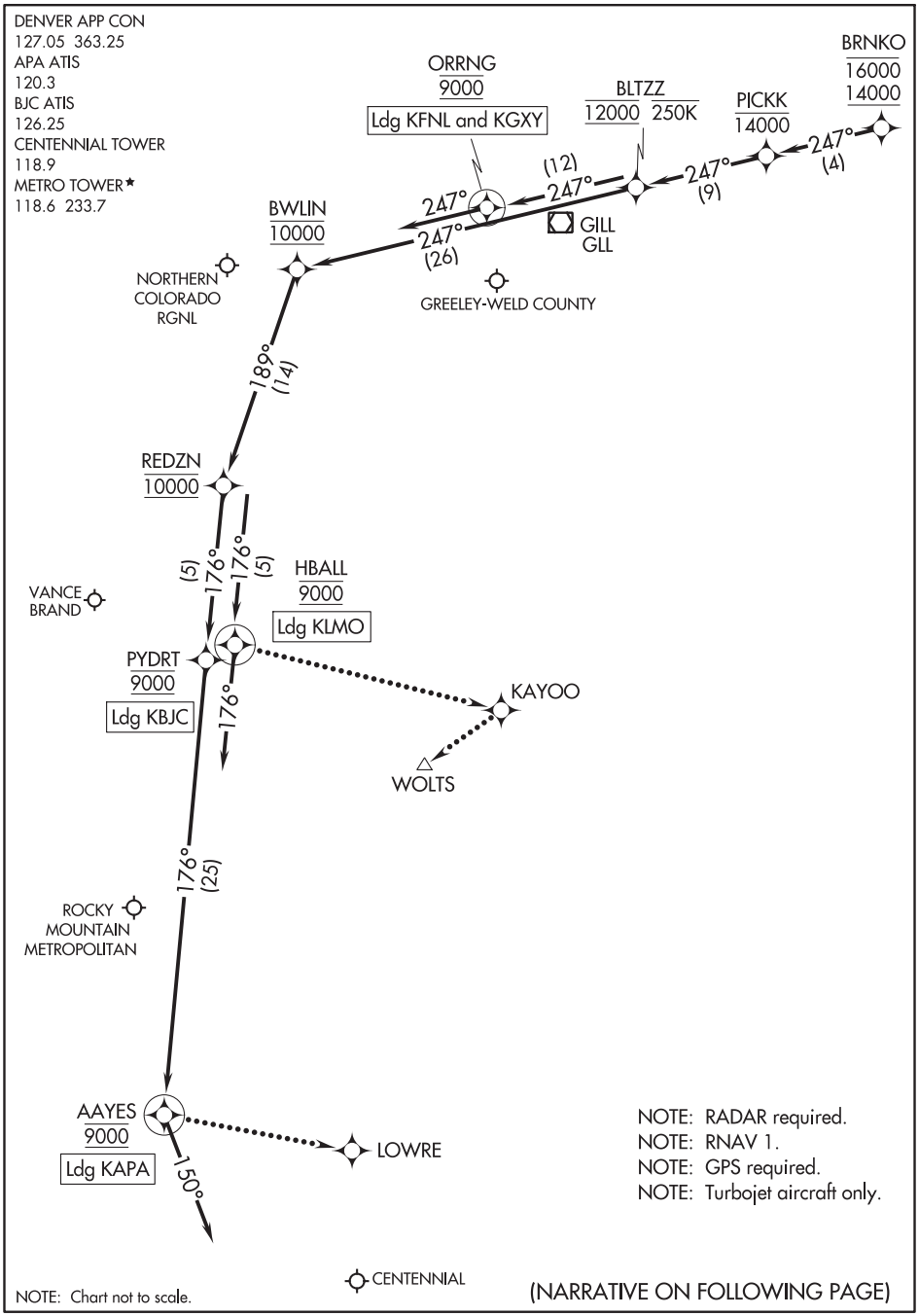
BRNKO TWO ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO

(BRNKO.BRNKO2) 31DEC20

BRNKO TWO ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

BRNKO TWO ARRIVAL (RNAV) Arrival Routes
DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

LANDING KAPA: From BRNKO on track 247° to cross PICKK at or below 14000, then on track 247° to cross BLTZZ at 12000 and at or below 250K, then on track 247° to cross BWLIN at 10000, then on track 189° to cross REDZN at 10000, then on track 176° to cross PYDRT at 9000, then on track 176° to cross AAYES at 9000, then on track 150°. Expect RADAR vectors to final approach course.

LANDING KBJC: From BRNKO on track 247° to cross PICKK at or below 14000, then on track 247° to cross BLTZZ at 12000 and at or below 250K, then on track 247° to cross BWLIN at 10000, then on track 189° to cross REDZN at 10000, then on track 176° to cross PYDRT at 9000. Expect RNAV (GPS) RWY 12L approach or visual approach as assigned by ATC.

LANDING KFNL/KGXY: From BRNKO on track 247° to cross PICKK at or below 14000, then on track 247° to cross BLTZZ at 12000 and at or below 250K , then on track 247° to cross ORRNG at 9000, then on track 247°. Expect RADAR vectors to final approach course.

LANDING KLMO: From BRNKO on track 247° to cross PICKK at or below 14000, then on track 247° to cross BLTZZ at 12000 and at or below 250K, then on track 247° to cross BWLIN at 10000, then on track 189° to cross REDZN at 10000, then on track 176° to cross HBALL at 9000, then on track 176°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING KAPA: From AAYES direct LOWRE and execute RNAV (GPS) RWY 17L approach.

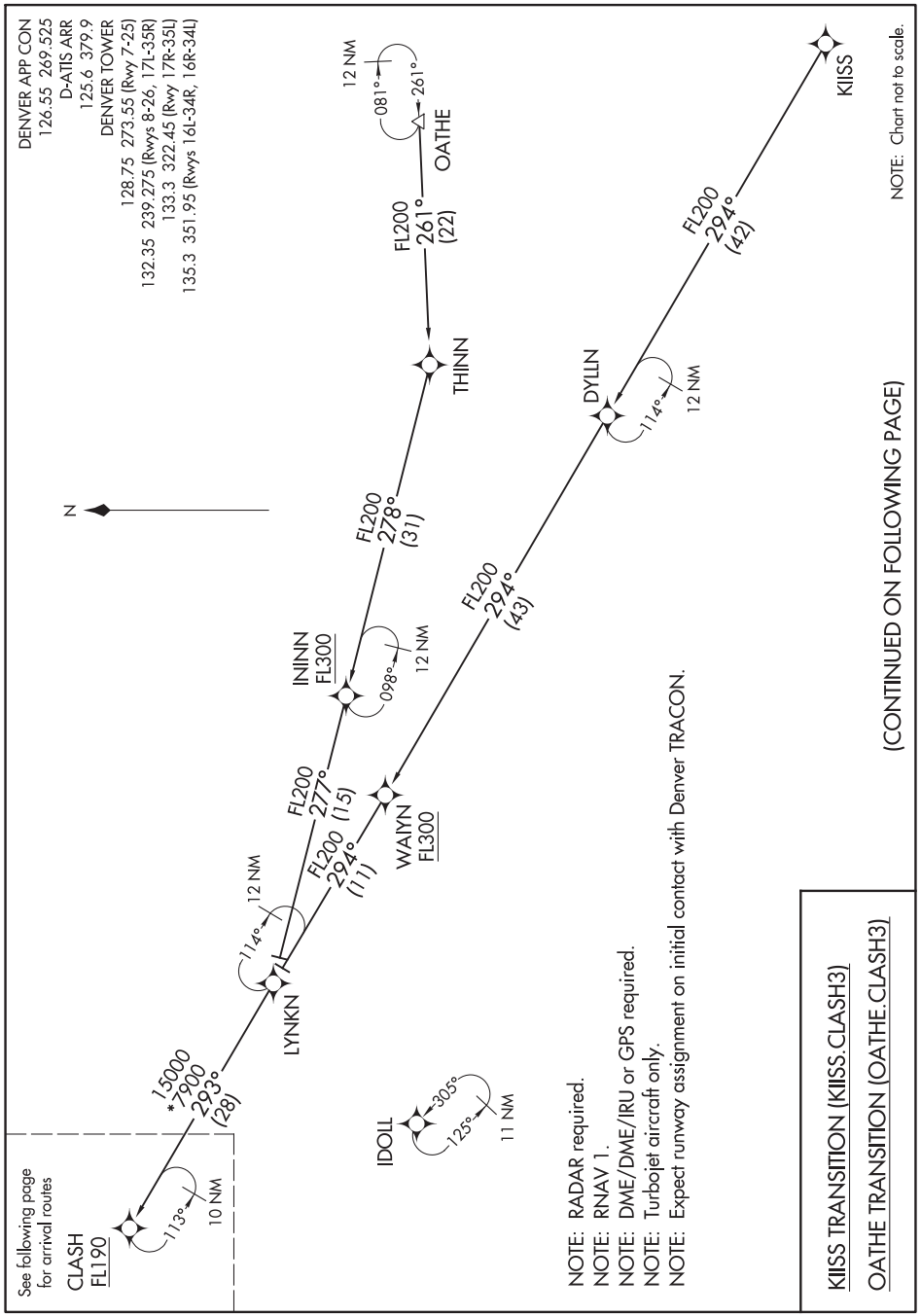
LANDING KBJC: From PYDRT execute RNAV (GPS) RWY 12L approach.

LANDING KLMO: From HBALL direct KAYOO direct WOLTS and execute RNAV (GPS) RWY 29 approach.

LANDING KFNL/KGXY: Proceed to GLL VOR/DME, execute approach.

CLASH THREE ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



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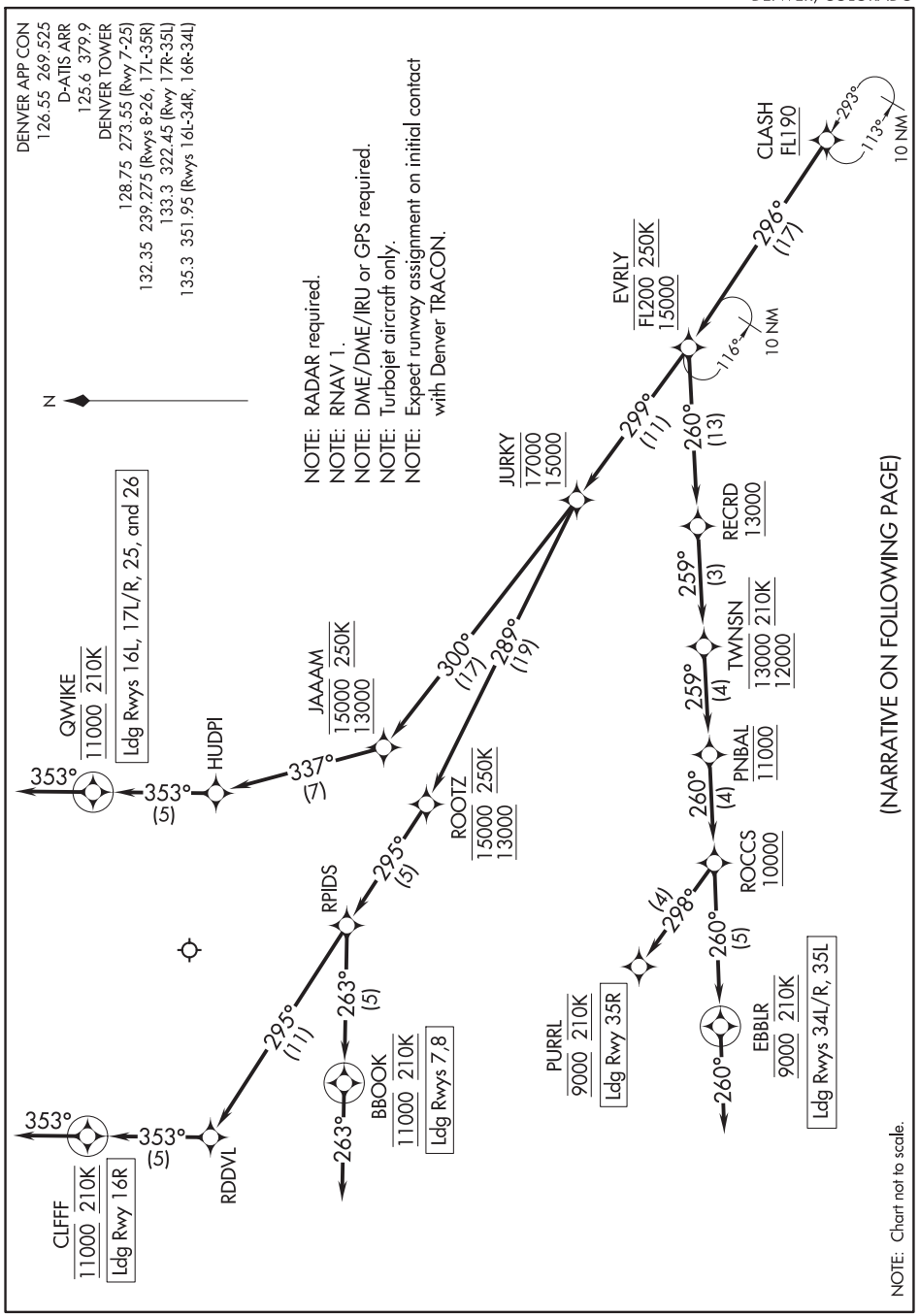
CLASH THREE ARRIVAL (RNAV) Transition Routes
DENVER, COLORADO
DENVER INTL (DEN)

(CLASH.CLASH3) 20366 AL-9077 (FAA)

CLASH THREE ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



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CLASH THREE ARRIVAL (RNAV) Arrival Routes

(CLASH.CLASH3) 31DEC20

DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From CLASH on track 296° to cross EVRLY between 15000 and FL200 and at 250K.

LANDING RUNWAYS 7, 8: From EVRLY on track 299° to cross JURKY between 15000 and 17000, then on track 289° to cross ROOTZ between 13000 and 15000 and at 250K, then on track 295° to RPIDS, then on track 263° to cross BBOOK at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L, 17L/R, 25, 26: From EVRLY on track 299° to cross JURKY between 15000 and 17000, then on track 300° to cross JAAAM between 13000 and 15000 and at 250K, then on track 337° to HUDPI, then on track 353° to cross QWIKE at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 16R: From EVRLY on track 299° to cross JURKY between 15000 and 17000, then on track 289° to cross ROOTZ between 13000 and 15000 and at 250K, then on track 295° to RPIDS, then on track 295° to RDDVL, then on track 353° to cross CLFFF at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R, 35L: From EVRLY on track 260° to cross RECRD at or above 13000, then on track 259° to cross TWNSN between 12000 and 13000 and at 210K, then on track 259° to cross PNBAL at 11000, then on track 260° to cross ROCCS at or above 10000, then on track 260° to cross EBBLR at 9000 and at 210K, then on track 260°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35R: From EVRLY on track 260° to cross RECRD at or above 13000, then on track 259° to cross TWNSN between 12000 and 13000 and at 210K, then on track 259° to cross PNBAL at 11000, then on track 260° to cross ROCCS at or above 10000, then on track 298° to cross PURRL at 9000 and at 210K. Expect ILS or LOC RWY 35R approach.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

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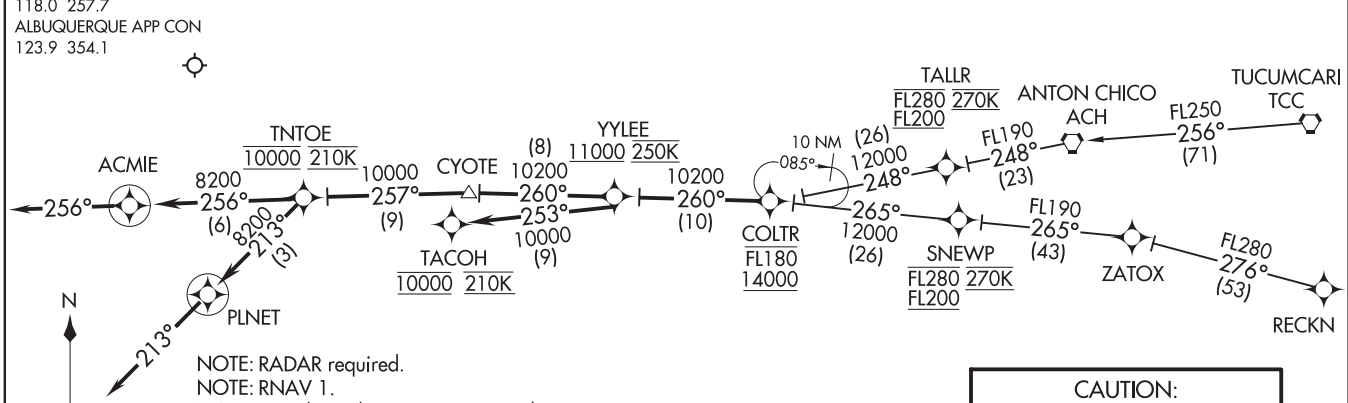
COLTR THREE ARRIVAL (RNAV)

COLTR THREE ARRIVAL (RNAV)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Applicable for turbojet aircraft only.
NOTE: LANDING RWY 3: Expect RNAV (RNP) approach clearance prior to TNTOE. Expect RADAR vectors to final approach course after PLNET.
NOTE: LANDING RWY 8: Expect RNAV (RNP) approach clearance prior to TNTOE. Expect RADAR vectors to final approach course after ACMIE.
NOTE: LANDING RWYS 21, 26: RNP-AR aircraft expect RNAV (RNP) approach prior to YYLEE. Non-RNP aircraft expect RADAR vectors to final approach course after TACOH.

CAUTION:
Glider activity-sunrise to sunset; 30 to 50 miles east of KABQ; 17500 feet MSL and below.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

RECKN TRANSITION (RECKN.COLTR3)

TUCUMCARI TRANSITION (TCC.COLTR3)

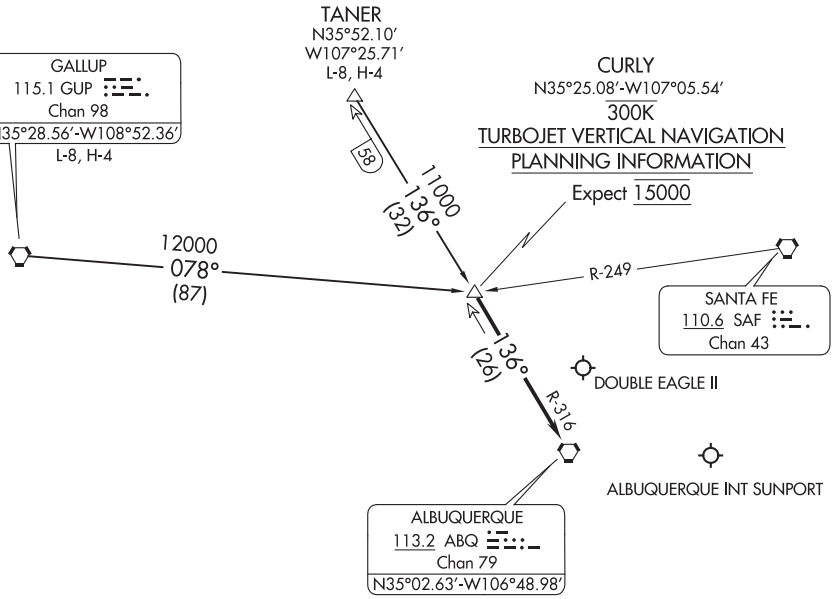
From COLTR on track 260° to cross YYLEE at or above 11000 and at 250K.

LANDING RUNWAY 3: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 213° to PLNET, then on track 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 8: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 256° to ACMIE, then on track 256°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 21, 26: From YYLEE on track 253° to cross TACOH at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

ALBUQUERQUE APP CON
127.4 253.5
ABQ D-ATIS
118.0 257.7



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GALLUP TRANSITION (GUP.CURLY3): From over GUP VORTAC on GUP R-078 to CURLY. Thence. . . .

TANER TRANSITION (TANER.CURLY3): From over TANER on ABQ R-316 to CURLY. Thence. . . .

. . . .From over CURLY on ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY.

SW-1, 25 FEB 2021 to 22 APR 2021
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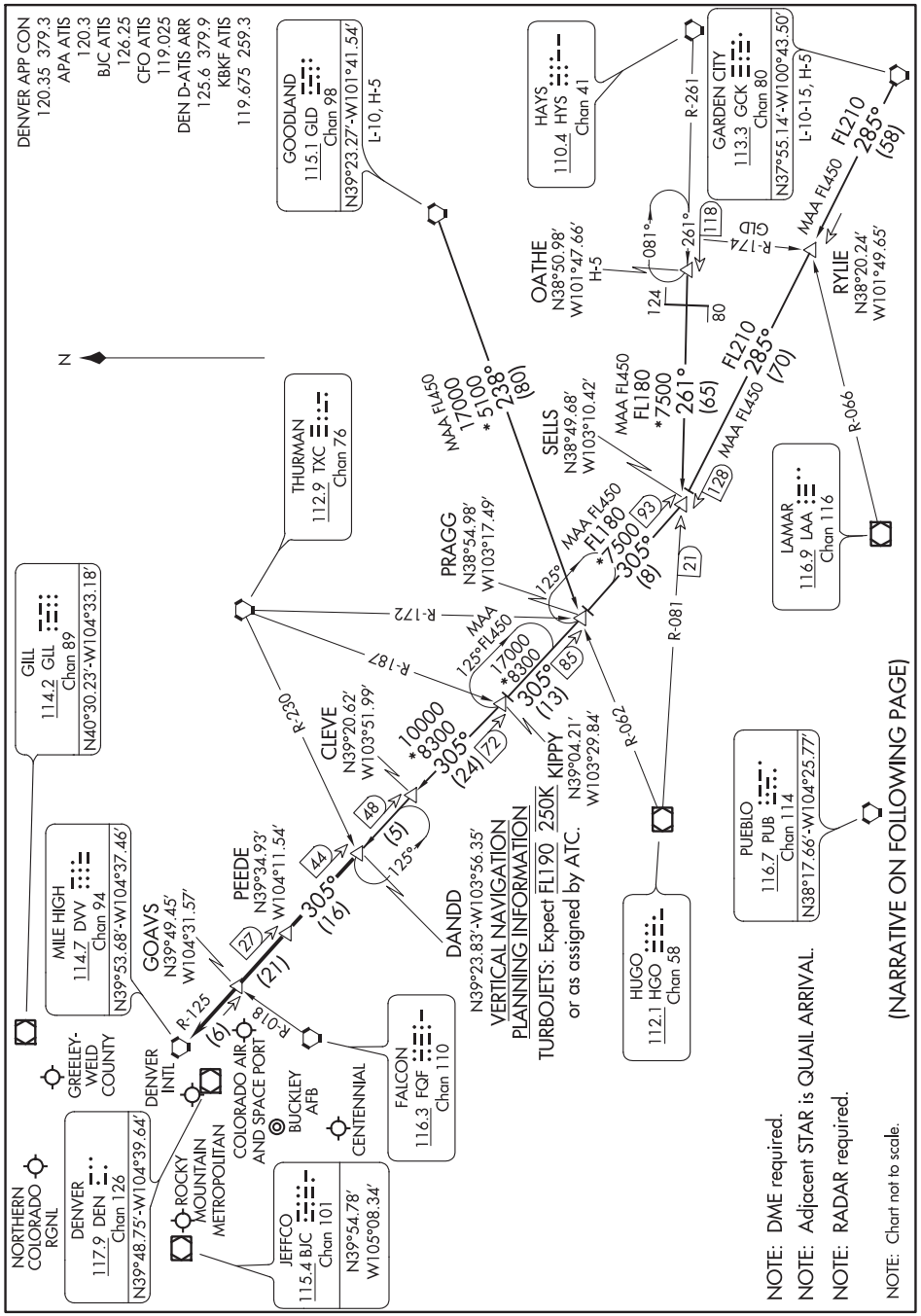
(DANDD.DANDD1) 20198

DANDD ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



NOTE: DME required.

NOTE: Adjacent STAR is QUAIL ARRIVAL.

NOTE: RADAR required.

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DANDD ONE ARRIVAL

DENVER, COLORADO

(DANDD.DANDD1) 30JAN20

ARRIVAL ROUTE DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD1): From over GCK VORTAC on GCK R-285 and DVV R-125 to DANDD. Thence. . . .

GOODLAND TRANSITION (GLD.DANDD1): From over GLD VORTAC on GLD R-238 and DVV R-125 to DANDD. Thence. . . .

OATHE TRANSITION (OATHE.DANDD1): From over OATHE on HYS R-261 and HGO R-081 to SELLS, then on DVV R-125 to DANDD. Thence. . . .

. . . .from over DANDD on DVV R-125 to DVV VORTAC. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021
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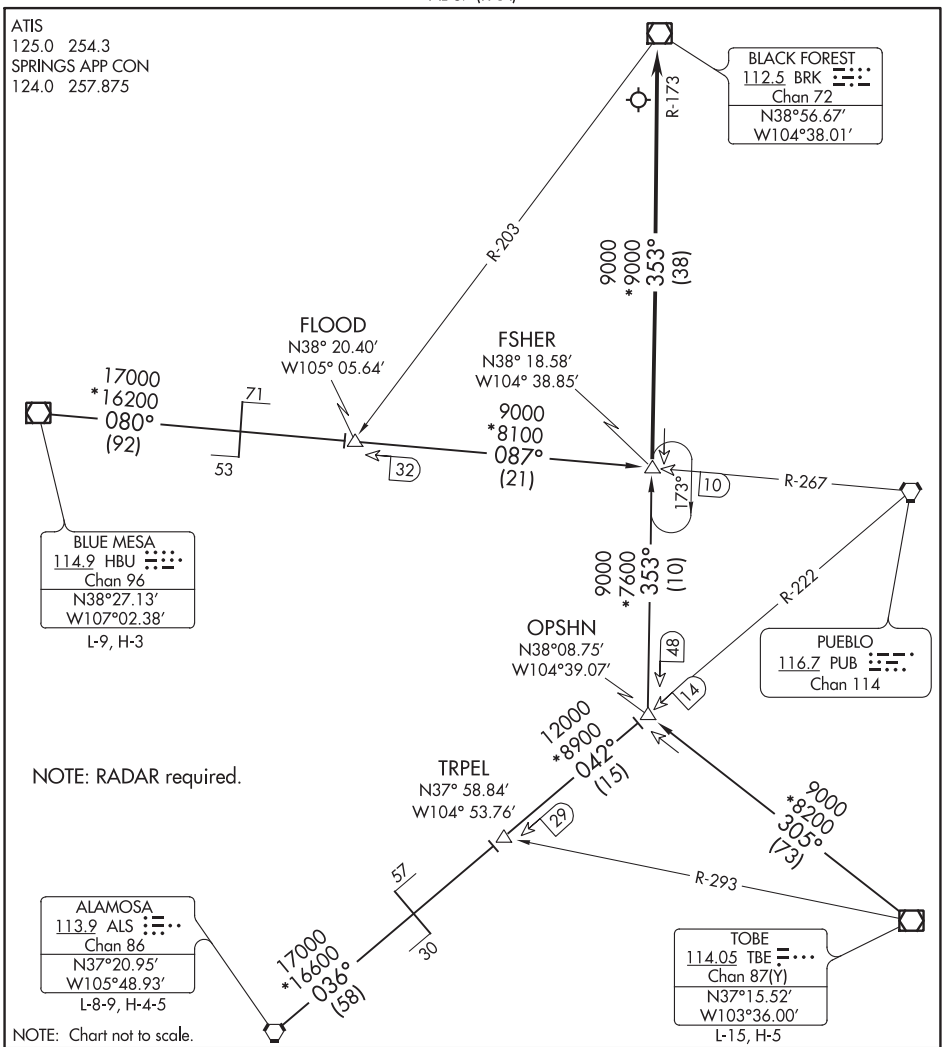
(FSHER.DBRY3) 20366

DEBERRY THREE ARRIVAL

AL-87 (FAA)

CITY OF COLORADO SPRINGS MUNI (COS)
COLORADO SPRINGS, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

ALAMOSA TRANSITION (ALS.DBRY3): From over ALS VORTAC on ALS R-036 and PUB R-222 to TRPEL INT, then on PUB R-222 and BRK R-173 to FSHER INT. Thence. . . .

BLUE MESA TRANSITION (HBU.DBRY3): From over HBU VOR/DME on HBU R-080 and PUB R-267 to FLOOD INT then on PUB R-267 to FSHER INT. Thence. . . .

TOBE TRANSITION (TBE.DBRY3): From over TBE VOR/DME on TBE R-305 and BRK R-173 to FSHER INT. Thence. . . .

. . . .From over FSHER INT via BRK R-173 to BRK VOR/DME. Expect RADAR vectors to the final approach course at or before BRK VOR/DME.

LOST COMMUNICATIONS: Proceed to BRK VOR/DME.

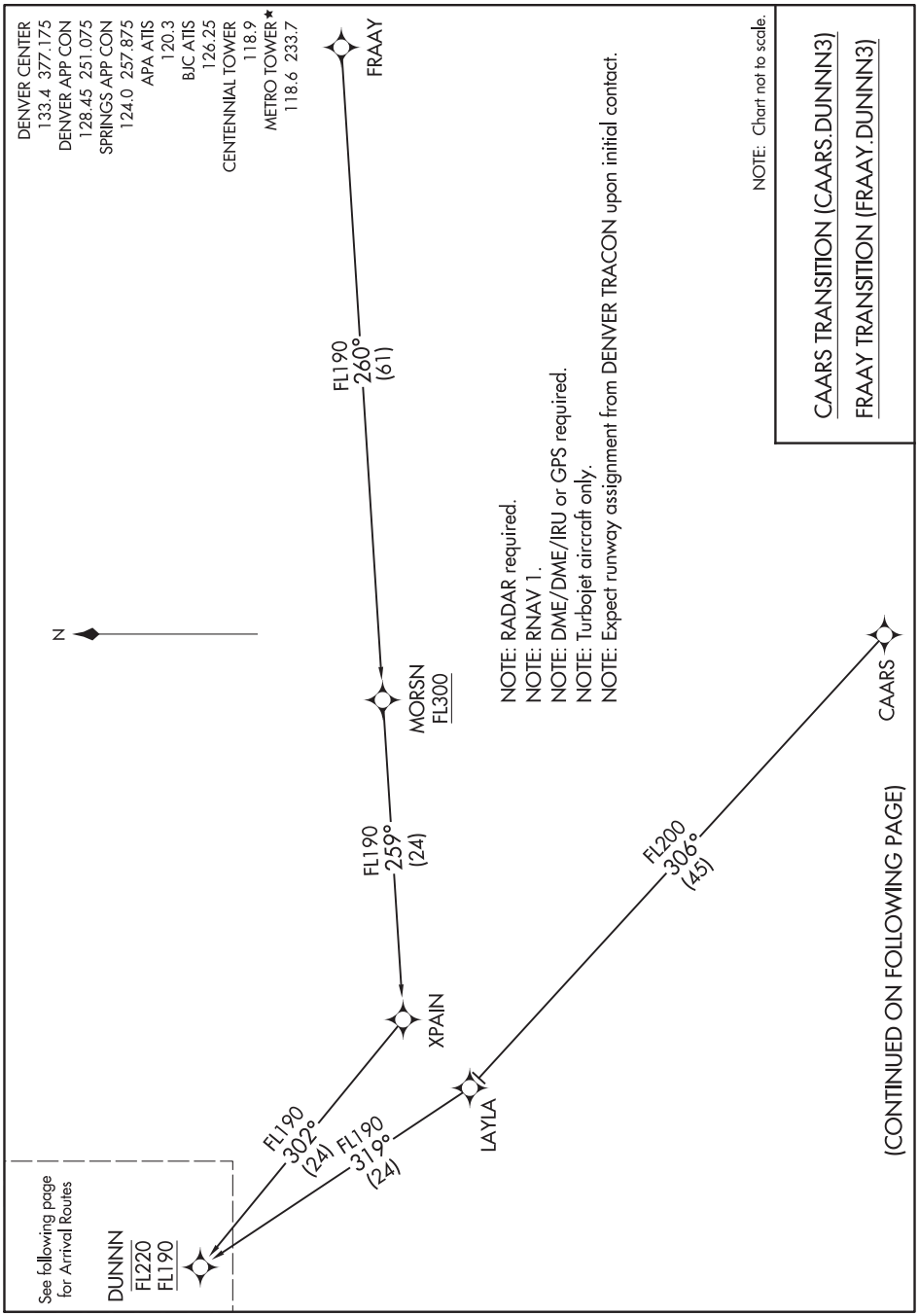
DEBERRY THREE ARRIVAL

(FSHER.DBRY3) 26MAY16

COLORADO SPRINGS, COLORADO
CITY OF COLORADO SPRINGS MUNI (COS)

DUNNN THREE ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO



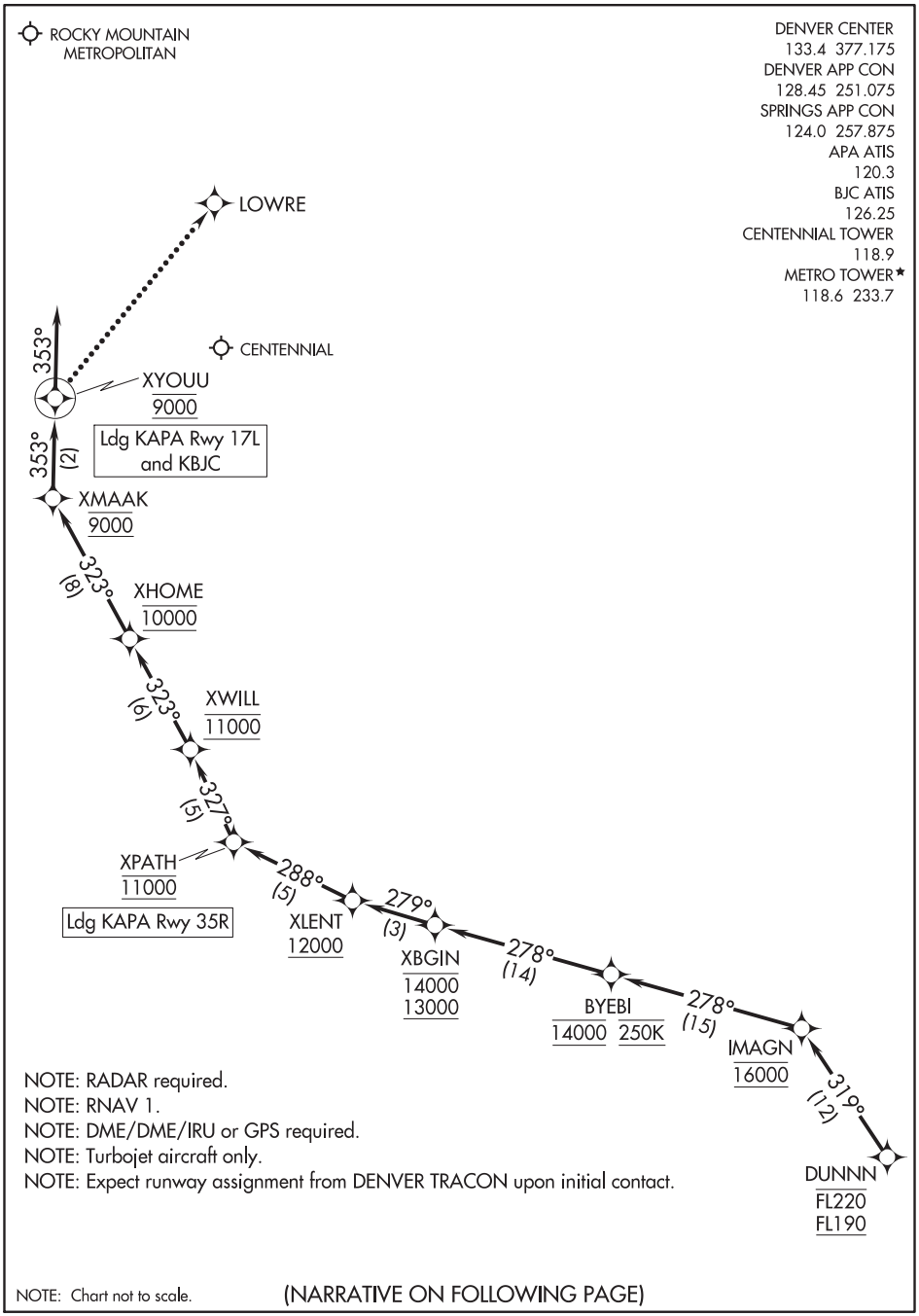
SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

(DUNNN.DUNNN3) 20198 AL-5715 (FAA)

DUNNN THREE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

DUNNN THREE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

KAPA: From DUNNN on track 319° to cross IMAGN at 16000, then on track 278° to cross BYEBI at 14000 and at 250K.

LANDING KAPA RUNWAY 17L: From BYEBI on track 278° to cross XBGIN between 13000 and 14000, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPATH at 11000, then on track 327° to cross XWILL at 11000, then on track 323° to cross XHOME at 10000, then on track 323° to cross XMAAK at 9000, then on track 353° to cross XYOUU at 9000, then on track 353°. Expect RADAR vectors to final approach course.

LANDING KAPA RUNWAY 35R: From BYEBI on track 278° to cross XBGIN between 13000 and 14000, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPATH at 11000. Expect ILS or LOC RWY 35R approach or as assigned by ATC.

LANDING KBJC: From DUNNN on track 319° to cross IMAGN at 16000, then on track 278° to cross BYEBI at 14000 and at 250K, then on track 278° to cross XBGIN between 13000 and 14000, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPATH at 11000, then on track 327° to cross XWILL at 11000, then on track 323° to cross XHOME at 10000, then on track 323° to cross XMAAK at 9000, then on track 353° to cross XYOUU at 9000, then on track 353°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING CENTENNIAL:
From over XYOUU- proceed direct LOWRE and execute the RNAV (GPS) RWY 17L approach.
From over XPATH- execute the RNAV (GPS) RWY 35R approach.
Non-GPS equipped aircraft- execute the ILS or LOC RWY 35R approach.

LANDING ROCKY MOUNTAIN METRO:
From over XYOUU- execute the ILS or LOC RWY 30R approach.

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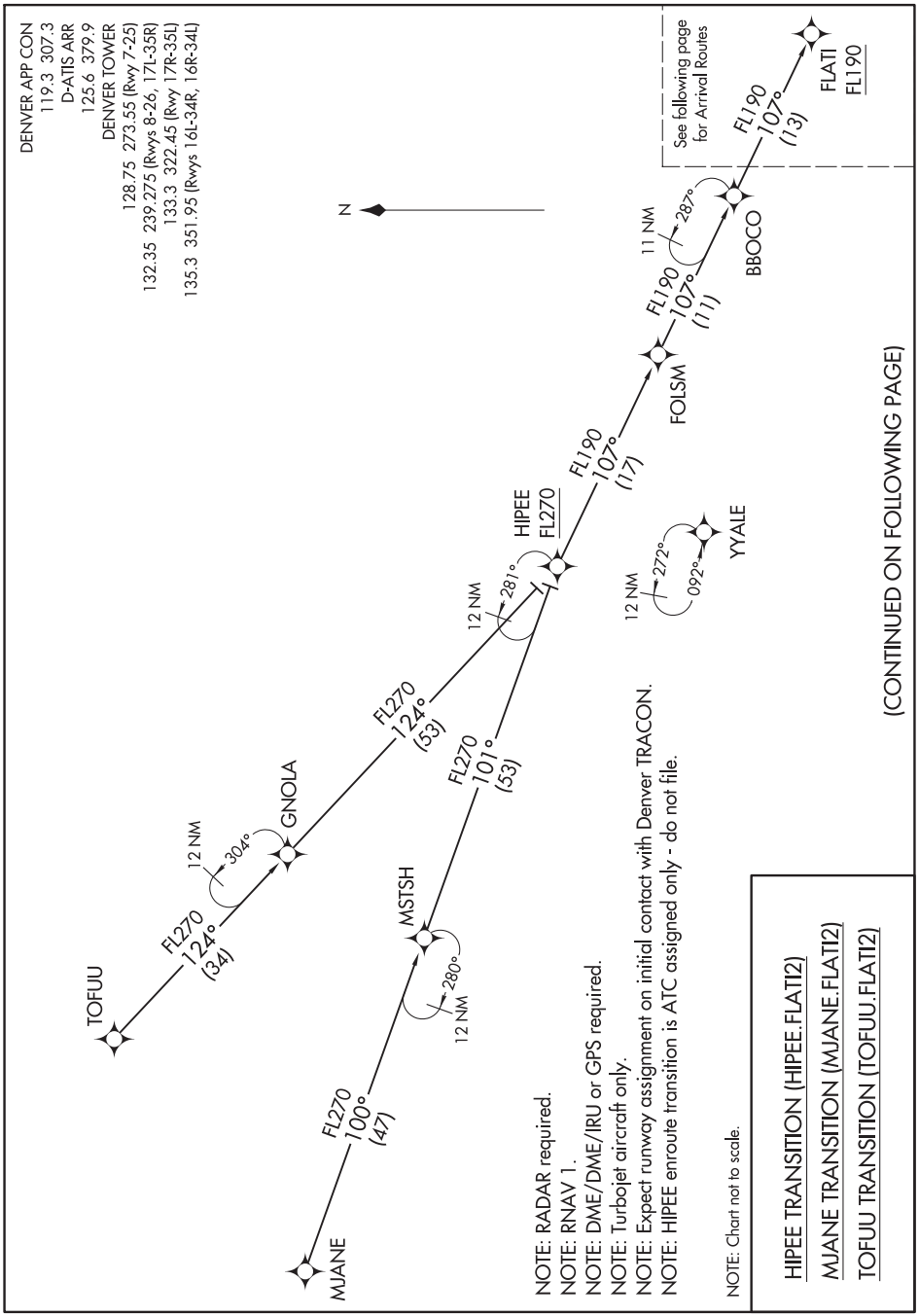
(FLATI.FLATI2) 20366

AL-9077 (FAA)

FLATI TWO ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

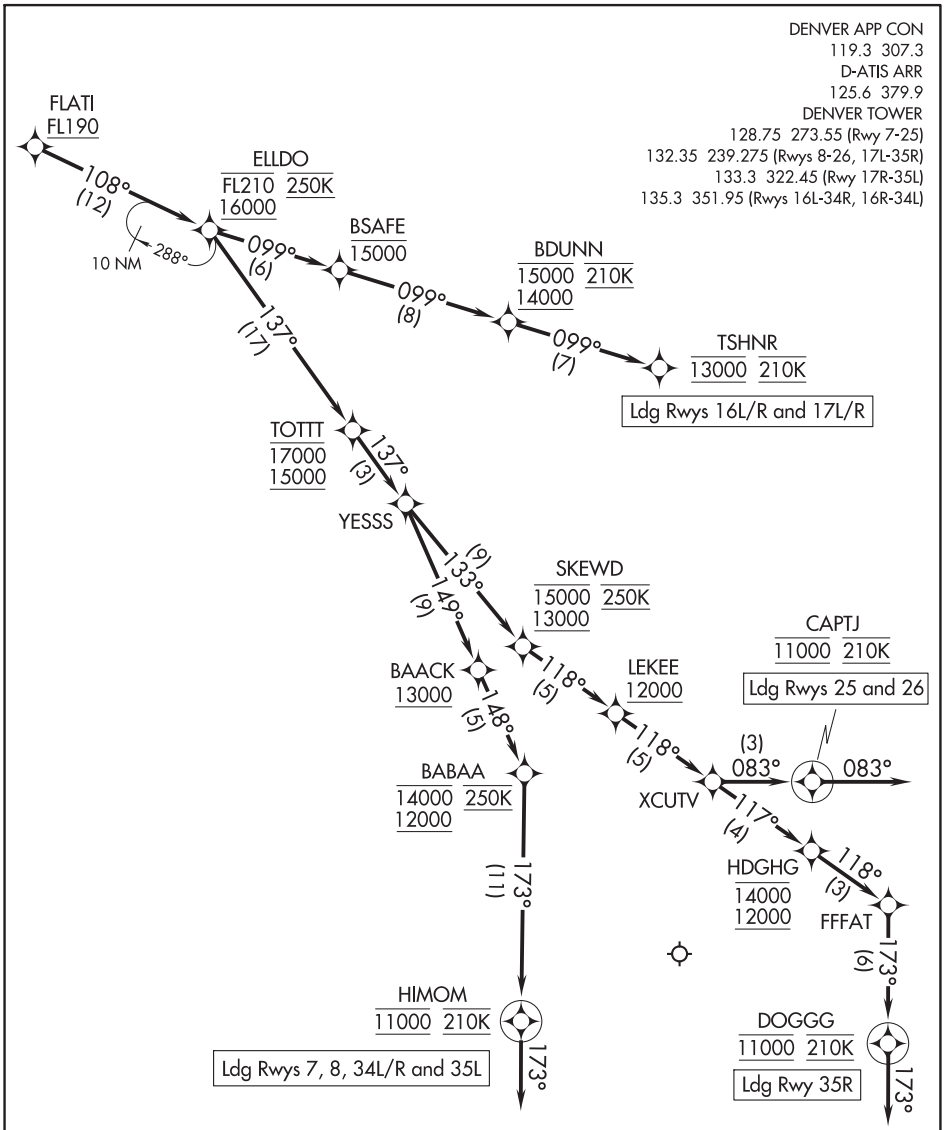
FLATI TWO ARRIVAL (RNAV) Transition Routes

(FLATI.FLATI2) 31DEC20

DENVER, COLORADO
DENVER INTL (DEN)

FLATI TWO ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

FLATI TWO ARRIVAL (RNAV) Arrival Routes
DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From FLATI on track 108° to cross ELLDO between 16000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8, 34L/R, 35L: From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESSS, then on track 149° to cross BAACK at or above 13000, then on track 148° to cross BABAA between 12000 and 14000 and at 250K, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R: From ELLDO on track 099° to cross BSAFE at or below 15000, then on track 099° to cross BDUNN between 14000 and 15000 and at 210K, then on track 099° to cross TSHNR at 13000 and at 210K. Expect ILS or LOC RWY 16L/R approach.

LANDING RUNWAYS 17L/R: From ELLDO on track 099° to cross BSAFE at or below 15000, then on track 099° to cross BDUNN between 14000 and 15000 and at 210K, then on track 099° to cross TSHNR at 13000 and at 210K. Expect ILS or LOC RWY 17L/R approach.

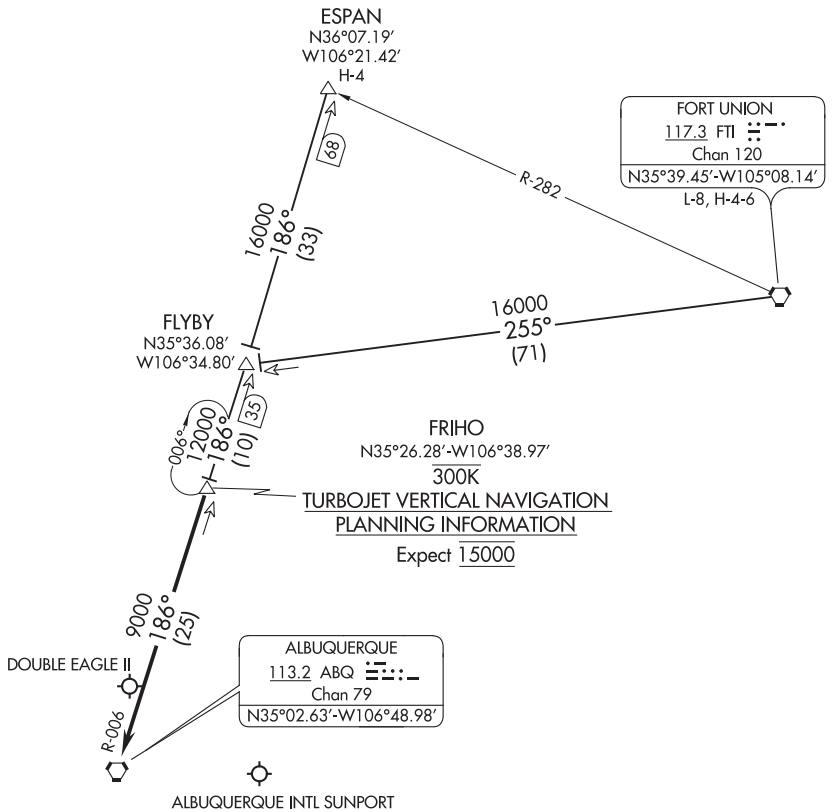
LANDING RUNWAYS 25, 26: From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESSS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000 and at 210K, then on track 083°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35R: From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESSS, then on track 133° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHG between 12000 and 14000, then on track 118° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 16R, when DEN is landing north, execute the ILS RWY 34R.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021



NOTE: DME required.

NOTE: Chart not to scale.

ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence. . . .

FORT UNION TRANSITION (FTI.FRIHO4): From over FTI VORTAC via FTI R-255 and ABQ R-006 to FRIHO DME fix, thence. . . .

. . . .From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.

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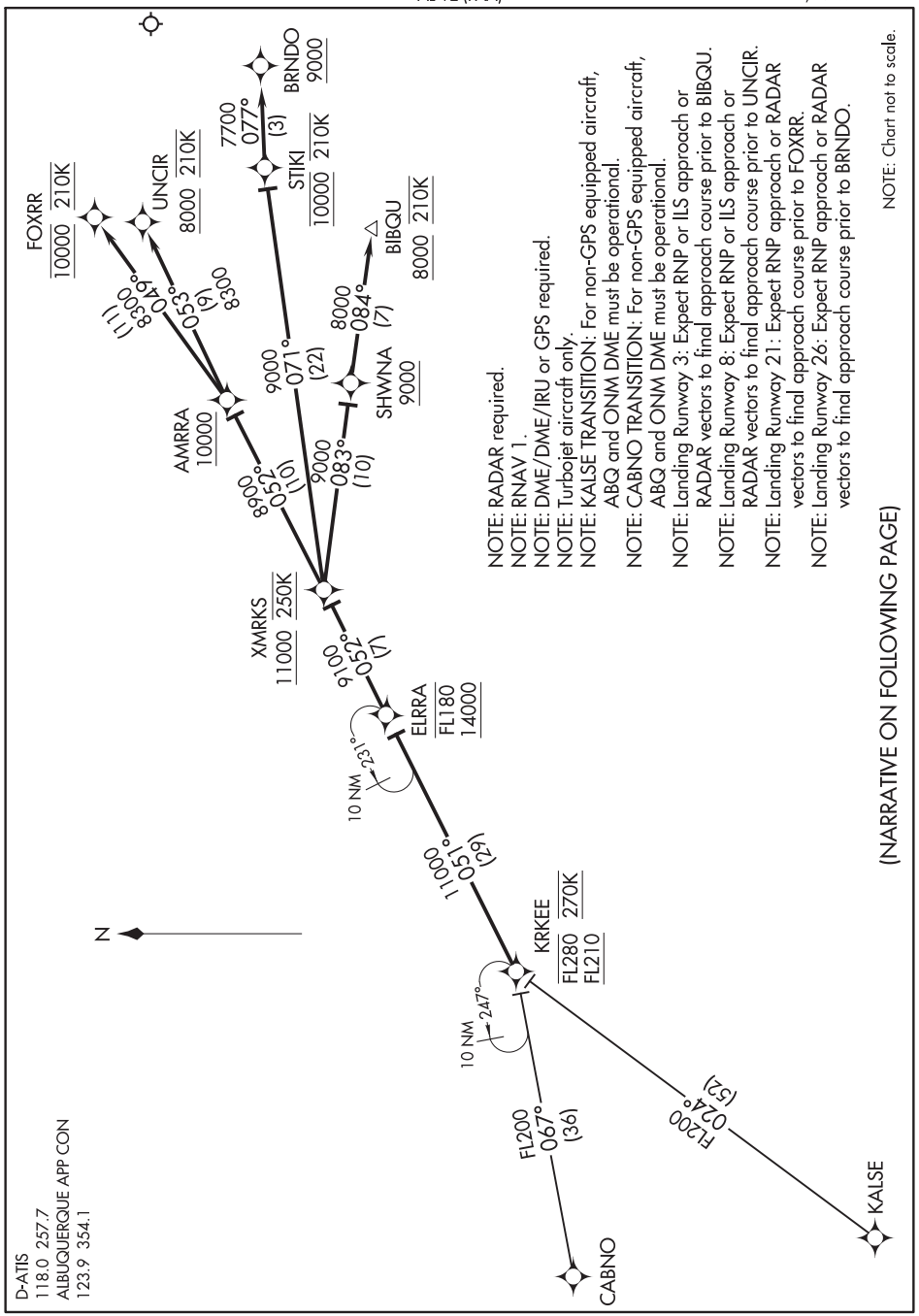
(KRKEE.KRKEE3) 17117

KRKEE THREE ARRIVAL (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



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KRKEE THREE ARRIVAL (RNAV)

(KRKEE.KRKEE3) 08JAN15

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

ARRIVAL ROUTE DESCRIPTION

CABNO TRANSITION (CABNO.KRKEE3)

KALSE TRANSITION (KALSE.KRKEE3)

From KRKEE on track 051° to cross ELRRA between 14000 and FL180, then on track 052° to cross XMRKS at or above 11000 and at 250K.

LANDING RUNWAY 3: From XMRKS on track 083° to cross SHWNA at or above 9000, then on track 084° to cross BIBQU at or above 8000 and at 210K. Expect RNAV (RNP) or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 8: From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 053° to cross UNCIR at or above 8000 and at 210K. Expect RNAV (RNP) approach or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 21: From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 049° to cross FOXRR at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From XMRKS on track 071° to cross STIKI at 10000 and at or below 210K, then on track 077° to cross BRNDO at or above 9000. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

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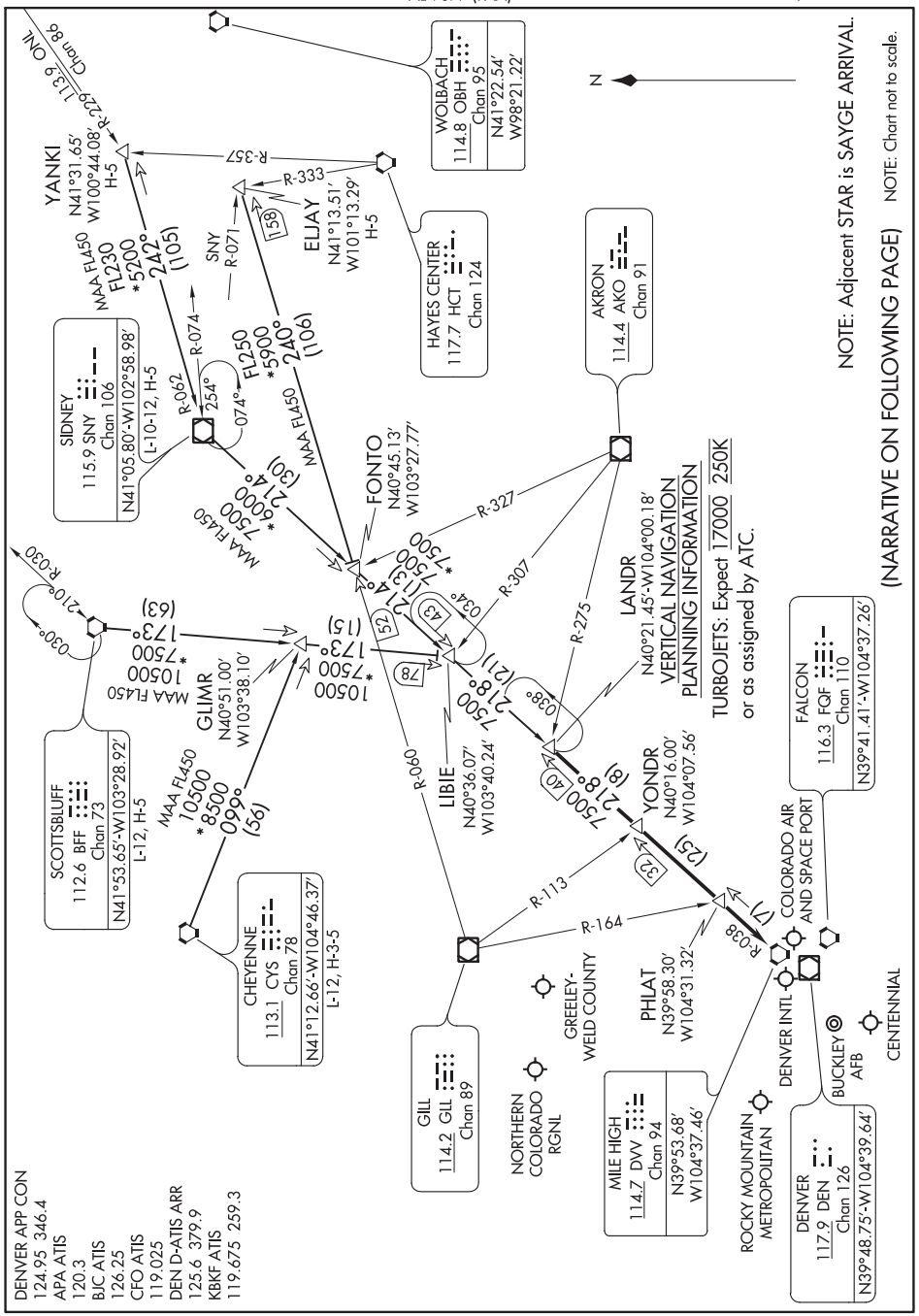
(LANDR.LANDR1) 20310

LANDR ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



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SW-1, 25 FEB 2021 to 22 APR 2021

LANDR ONE ARRIVAL

DENVER, COLORADO

(LANDR.LANDR1) 30JAN20

ARRIVAL ROUTE DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR1): From over CYS VORTAC on CYS R-099 and BFF R-173 to LIBIE, then on DVV R-038 to LANDR. Thence. . . .

ELJAY TRANSITION (ELJAY.LANDR1): From over ELJAY on GLL R-060 to FONTO, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

SCOTTSBLUFF TRANSITION (BFF.LANDR1): From over BFF VORTAC on BFF R-173 to LIBIE, then on DVV R-038 to LANDR. Thence. . . .

SIDNEY TRANSITION (SNY.LANDR1): From over SNY VOR/DME on SNY R-214 to FONTO, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

YANKI TRANSITION (YANKI.LANDR1): From over YANKI on SNY R-062 to SNY VOR/DME, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

. . . .from over LANDR on DVV R-038 to DVV VORTAC. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

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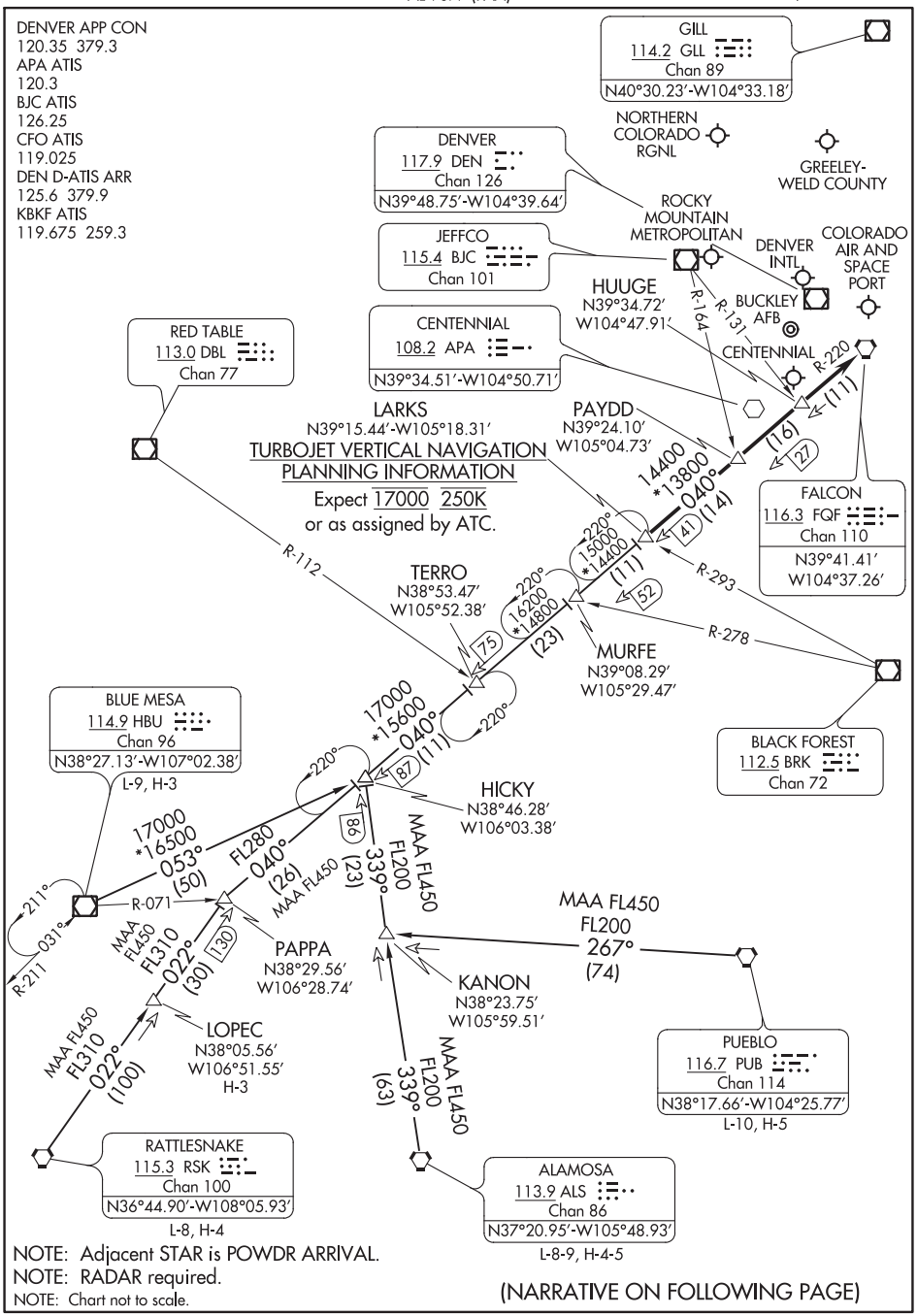
(LARKS.LARKS2) 20198

LARKS TWO ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



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LARKS TWO ARRIVAL

DENVER, COLORADO

(LARKS.LARKS2) 30JAN20

ARRIVAL ROUTE DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS2): From over ALS VORTAC on ALS R-339 and FQF R-220 to LARKS. Thence. . . .

BLUE MESA TRANSITION (HBU.LARKS2): From over HBU VOR/DME on HBU R-053 and FQF R-220 to LARKS. Thence. . . .

LOPEC TRANSITION (LOPEC.LARKS2): From over LOPEC on RSK R-022 and FQF R-220 to LARKS. Thence. . . .

PUEBLO TRANSITION (PUB.LARKS2): From over PUB VORTAC on PUB R-267 to KANON; then on ALS R-339 and FQF R-220 to LARKS. Thence. . . .

RATTLESNAKE TRANSITION (RSK.LARKS2): From over RSK VORTAC on RSK R-022 and FQF R-220 to LARKS. Thence. . . .

. . . .from over LARKS on FQF R-220 to FALCON (FQF) VORTAC. Expect RADAR vectors to the final approach course at or before FALCON (FQF) VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021
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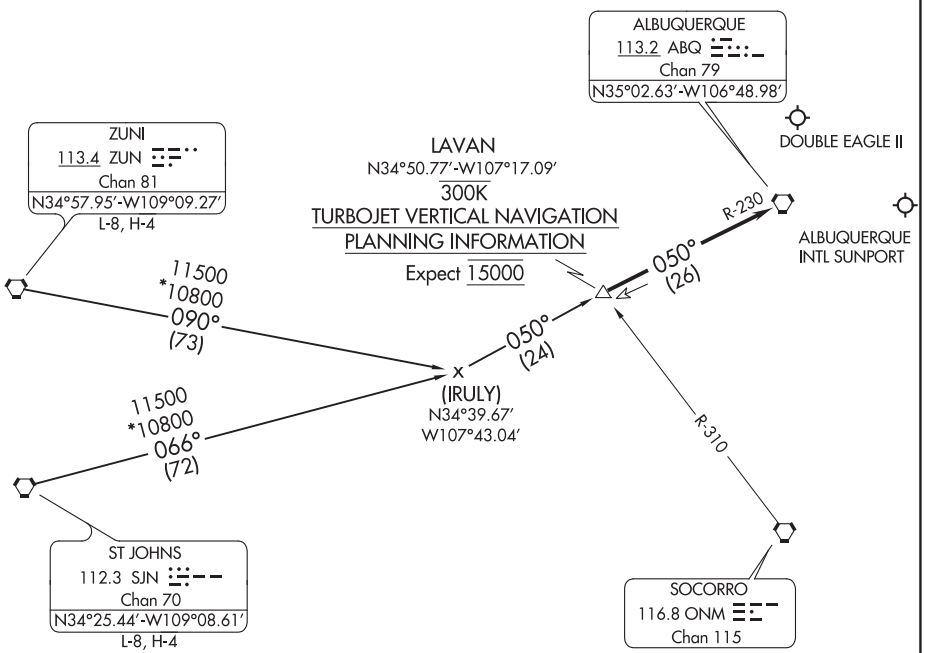
(LAVAN.LAVAN3) 20366

LAVAN THREE ARRIVAL

AL-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
123.9 354.1
ABQ D-ATIS
118.0 257.7
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ST. JOHNS TRANSITION (SJN.LAVAN3): From over SJN VORTAC via SJN R-066 and ABQ R-230 to LAVAN DME/INT. Thence. . . .

ZUNI TRANSITION (ZUN.LAVAN3): From over ZUN VORTAC via ZUN R-090 and ABQ R-230 to LAVAN DME/INT. Thence. . . .

. . . .From over LAVAN fix/INT via ABQ R-230 to ABQ VORTAC. Expect vectors to final approach course after passing LAVAN.

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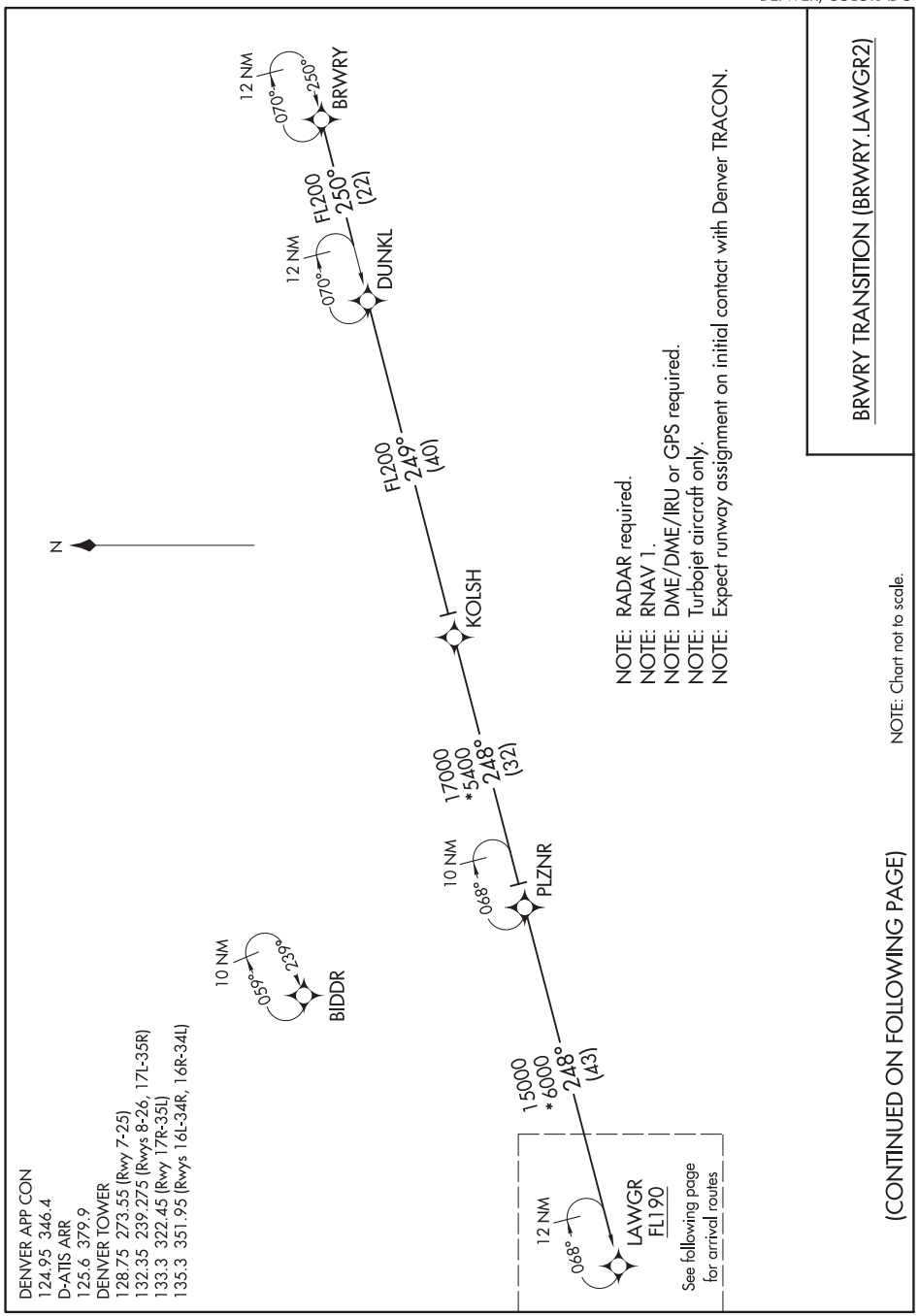
LAWGR TWO ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



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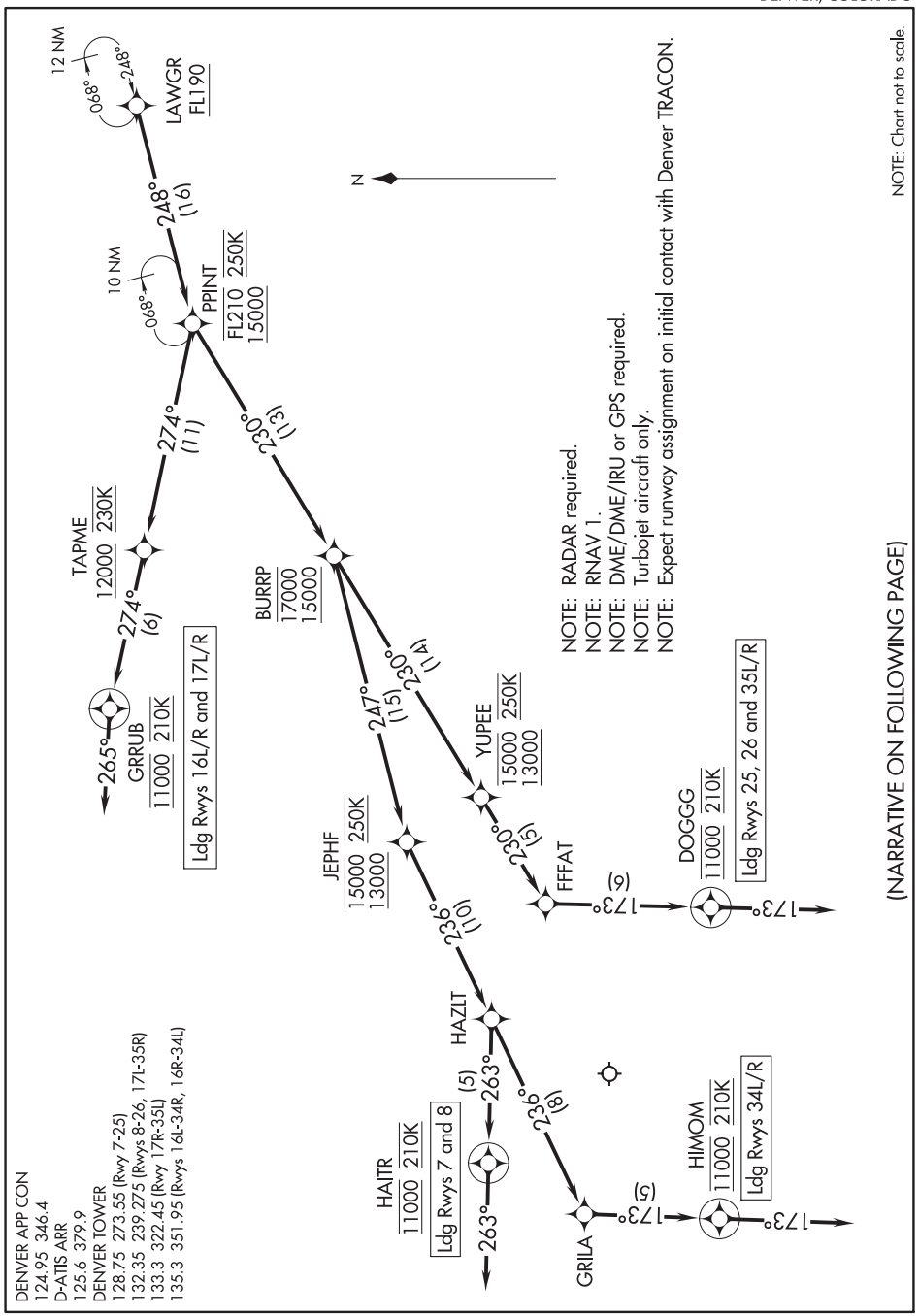
LAWGR TWO ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO
DENVER INTL (DEN)

(LAWGR.LAWGR2) 20366 AL-9077 (FAA)

LAWGR TWO ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



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LAWGR TWO ARRIVAL (RNAV) Arrival Routes

(LAWGR.LAWGR2) 31DEC20

DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From LAWGR on track 248° to cross PPINT between 15000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 263° to cross HAITR at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 17L/R: From PPINT on track 274° to cross TAPME at or above 12000 and at 230K, then on track 274° to cross GRRUB at 11000 and at 210K, then on track 265°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25, 26, 35L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 230° to cross YUPEE between 13000 and 15000 and at 250K, then on track 230° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 247° to cross JEPHF between 13000 and 15000 and at 250K, then on track 236° to HAZLT, then on track 236° to GRILA, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

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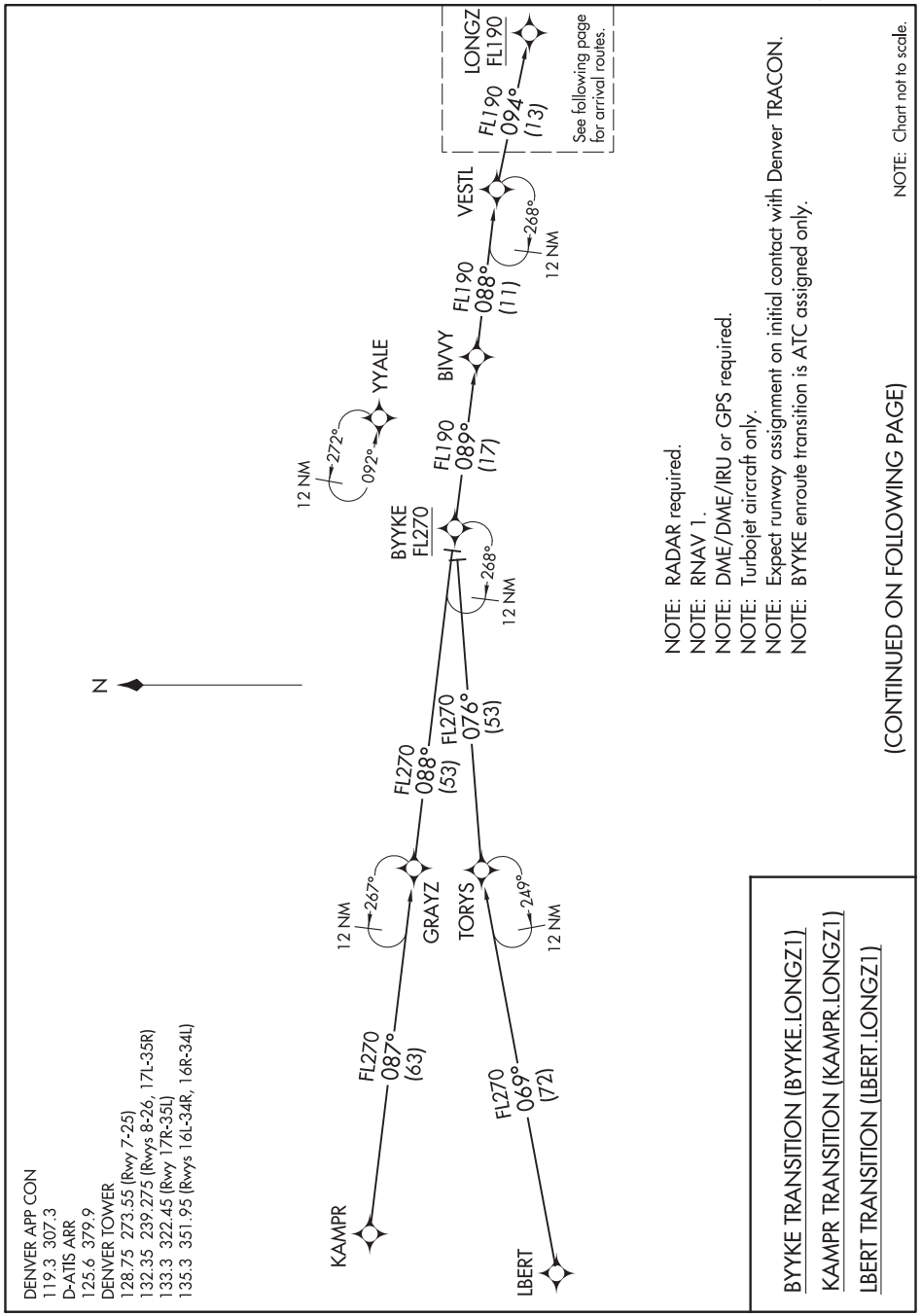
(LONGZ.LONGZ1) 20142

AL-9077 (FAA)

LONGZ ONE ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



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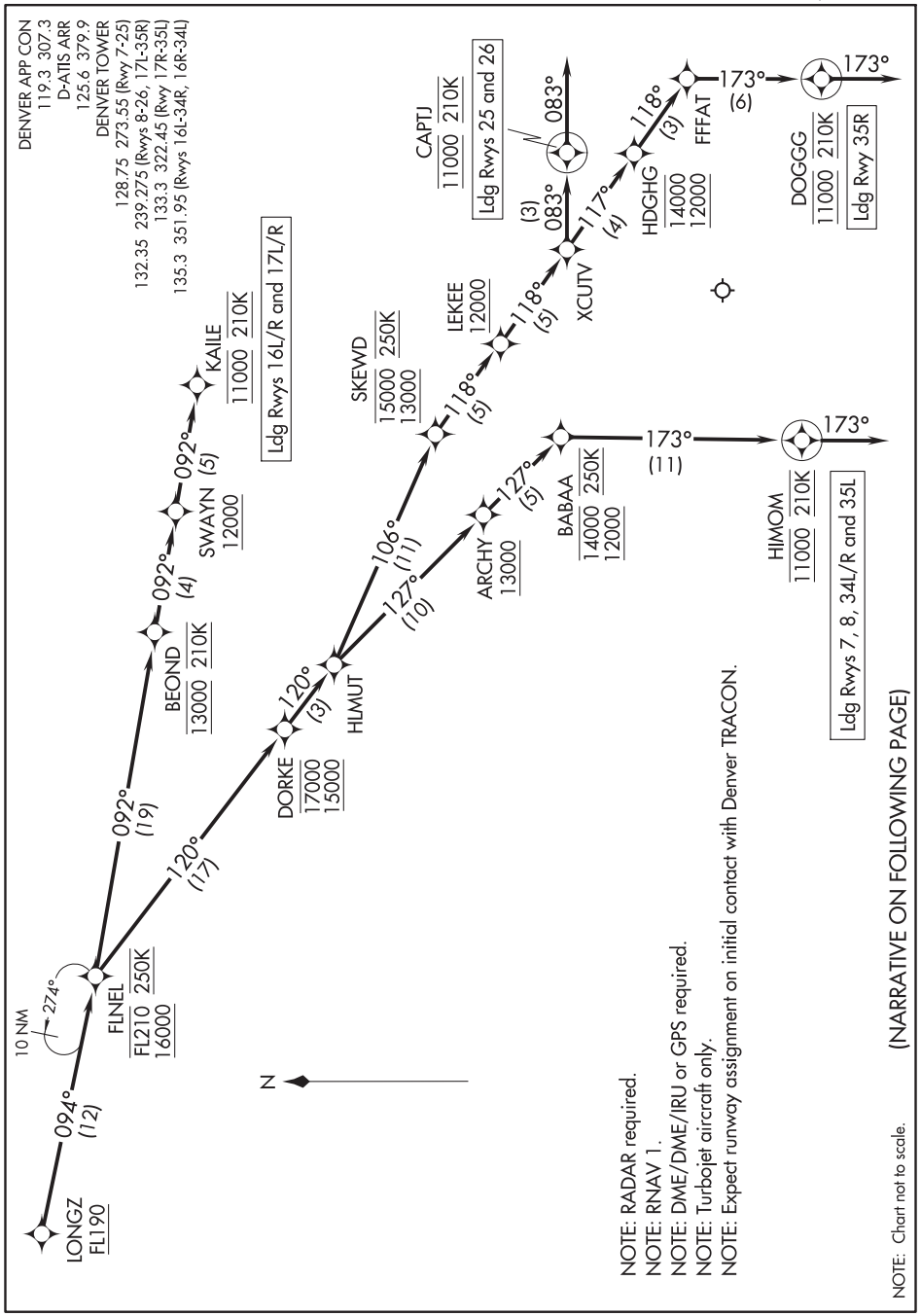
LONGZ ONE ARRIVAL (RNAV) Transition Routes

(LONGZ.LONGZ1) 26MAR20

DENVER, COLORADO
DENVER INTL (DEN)

LONGZ ONE ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



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LONGZ ONE ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO
DENVER INTL (DEN)

(LONGZ.LONGZ1) 20086

LONGZ ONE ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

From LONGZ on track 094° to cross FLNEL between 16000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8, 34L/R, 35L: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 127° to cross ARCHY at or above 13000, then on track 127° to cross BABAA between 12000 and 14000 and at 250K, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 16L: From FLNEL on track 092° to cross BEOND at 13000 and at 210K, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210K. Expect ILS or LOC RWY 16L approach.

LANDING RUNWAY 16R: From FLNEL on track 092° to cross BEOND at 13000 and at 210K, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210K. Expect ILS or LOC RWY 16R approach.

LANDING RUNWAYS 17L/R: From FLNEL on track 092° to cross BEOND at 13000 and at 210K, then on track 092° to cross SWAYN at or above 12000, then on track 092° to cross KAILE at 11000 and at 210K. Expect ILS or LOC RWY 17L, RWY 17R approach.

LANDING RUNWAYS 25, 26: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 083° to cross CAPTJ at 11000 and at 210K, then on track 083°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 35R: From FLNEL on track 120° to cross DORKE between 15000 and 17000, then on track 120° to HLMUT, then on track 106° to cross SKEWD between 13000 and 15000 and at 250K, then on track 118° to cross LEKEE at or above 12000, then on track 118° to XCUTV, then on track 117° to cross HDGHG between 12000 and 14000, then on track 118° to FFFAT, then on track 173° to cross DOGGG at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

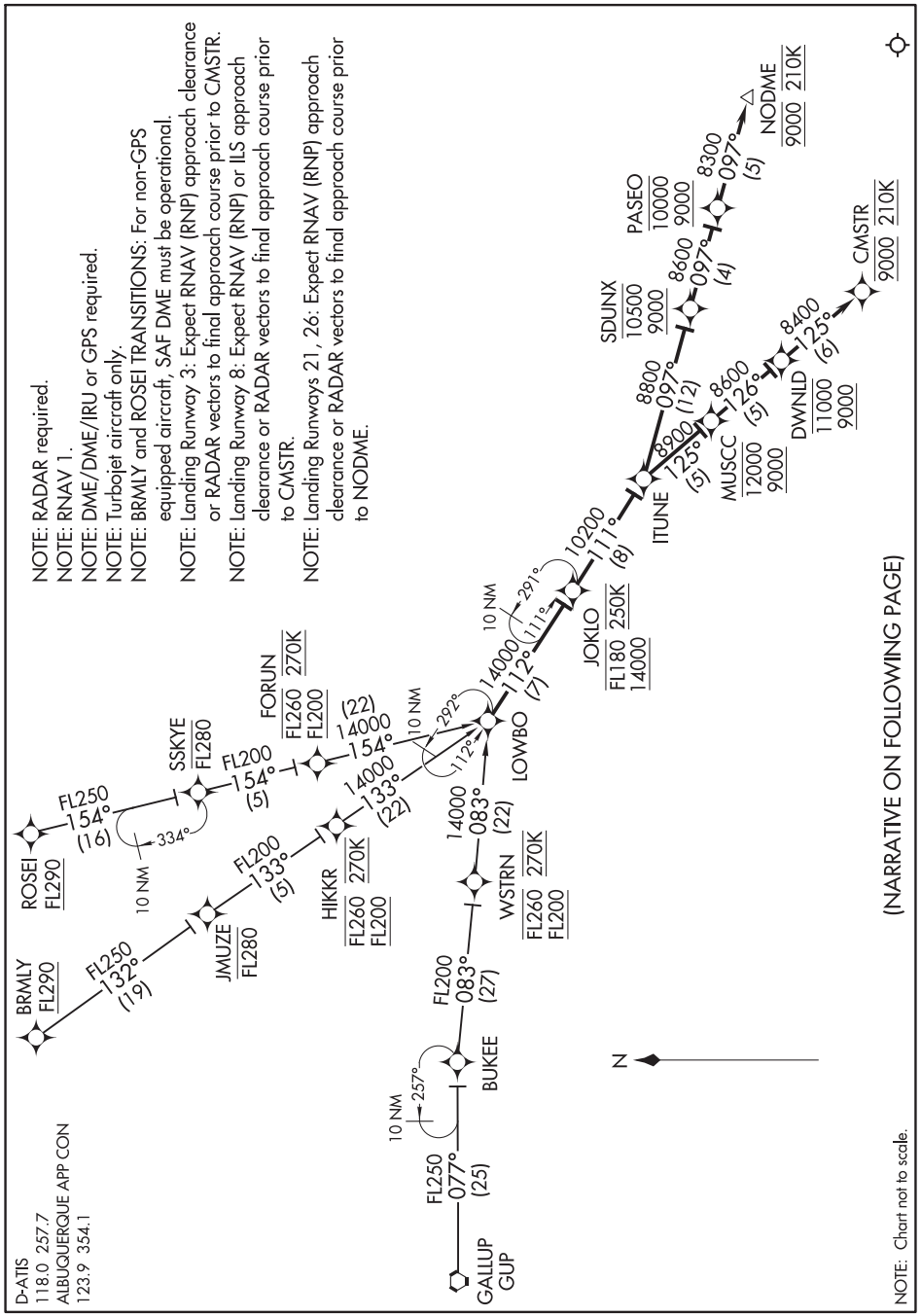
LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 16R, when DEN is landing north, execute the ILS RWY 34R.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOWBO THREE ARRIVAL (RNAV)

AL-12 (FAA)



ARRIVAL ROUTE DESCRIPTION

BRMLY TRANSITION (BRMLY.LOWBO3)

GALLUP TRANSITION (GUP.LOWBO3)

ROSEI TRANSITION (ROSEI.LOWBO3)

From LOWBO on track 112° to cross JOKLO between 14000 and FL180 and at 250K, then on track 111° to ITUNE.

LANDING RUNWAY 3: From ITUNE on track 125° to cross MUSCC between 9000 and 12000, then on track 126° to cross DWNLD between 9000 and 11000, then on track 125° to cross CMSTR at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

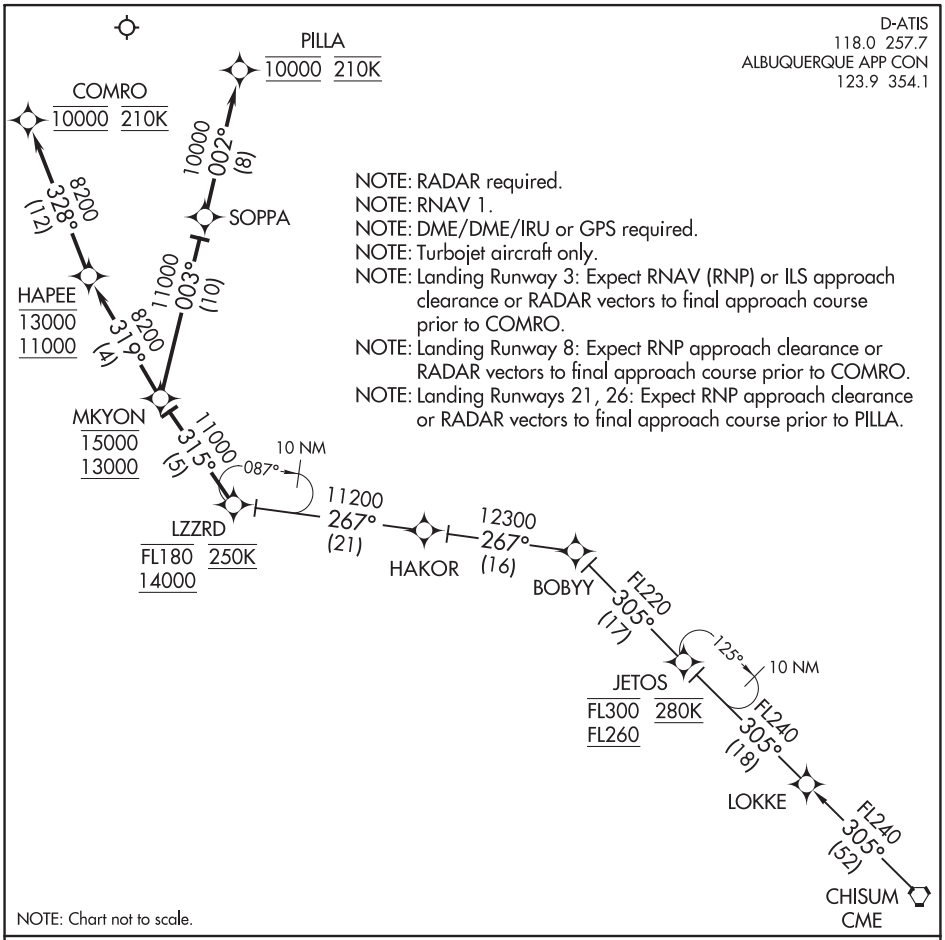
LANDING RUNWAY 8: From ITUNE on track 125° to cross MUSCC between 9000 and 12000, then on track 126° to cross DWNLD between 9000 and 11000, then on track 125° to cross CMSTR at 9000 and at 210K. Expect RNAV (RNP) or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAYS 21/26: From ITUNE on track 097° to cross SDUNX between 9000 and 10500, then on track 097° to cross PASEO between 9000 and 10000, then on track 097° to cross NODME at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

SW-1, 25 FEB 2021 to 22 APR 2021

LZZRD THREE ARRIVAL (RNAV)

AL-12 (FAA)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing Runway 3: Expect RNAV (RNP) or ILS approach clearance or RADAR vectors to final approach course prior to COMRO.
NOTE: Landing Runway 8: Expect RNP approach clearance or RADAR vectors to final approach course prior to COMRO.
NOTE: Landing Runways 21, 26: Expect RNP approach clearance or RADAR vectors to final approach course prior to PILLA.

ARRIVAL ROUTE DESCRIPTION

CHISUM TRANSITION (CME.LZZRD3)

From LZZRD on track 315° to cross MKYON between 13000 and 15000.

LANDING RUNWAY 3: From MKYON on track 319° to cross HAPEE between 11000 and 13000, then on track 328° to cross COMRO at 10000 and at 210K. Expect RNAV (RNP) or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAY 8: From MKYON on track 319° to cross HAPEE between 11000 and 13000, then on track 328° to cross COMRO at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

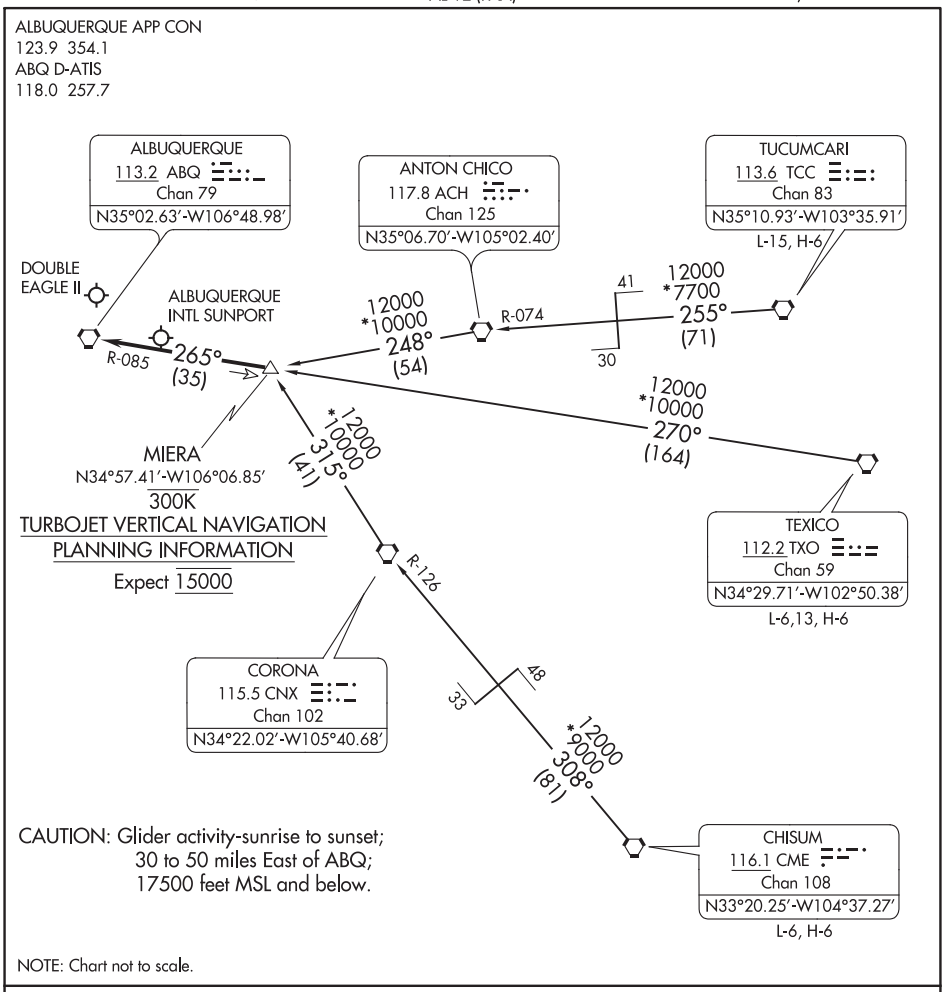
LANDING RUNWAYS 21/26: From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

(MIERA.MIERA2) 20366

MIERA TWO ARRIVAL

AL-12 (FAA)

ALBUQUERQUE, NEW MEXICO



ARRIVAL ROUTE DESCRIPTION

CHISUM TRANSITION (CME.MIERA2): From over CME VORTAC via CME R-308 and CNX R-126 to CNX VORTAC, then via CNX R-315 to MIERA DME fix. Thence. . . .

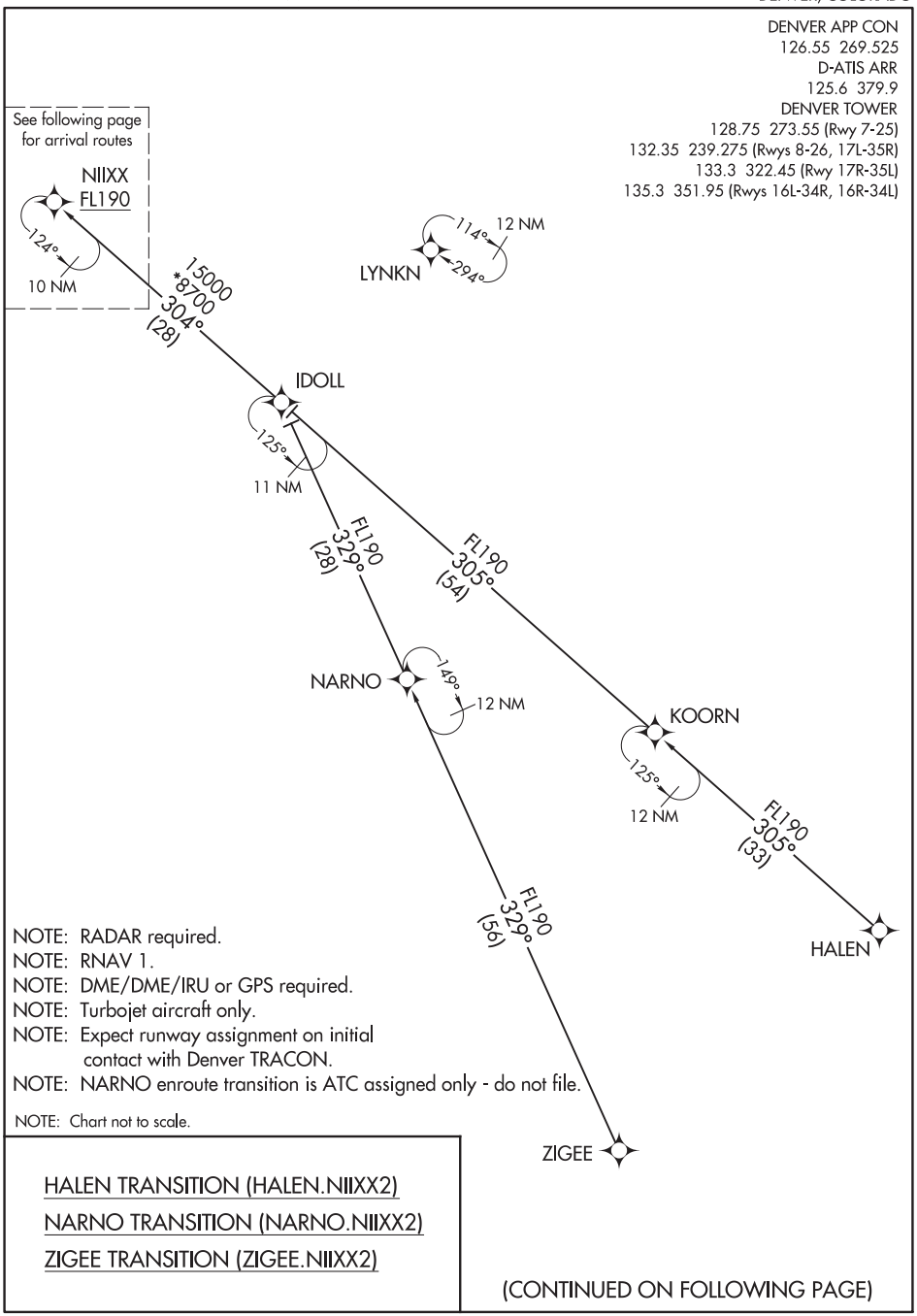
TEXICO TRANSITION (TXO.MIERA2): From over TXO VORTAC via TXO R-270 and ABQ R-085 to MIERA DME fix. Thence. . . .

TUCUMCARI TRANSITION (TCC.MIERA2): From over TCC VORTAC via TCC R-255 and ACH R-074 to ACH VORTAC, then via ACH R-248 to MIERA DME fix. Thence. . . .

. . . .From over MIERA DME fix via ABQ R-085 to ABQ VORTAC. Expect vectors to final approach course after passing MIERA DME fix.

NIIXX TWO ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: NARNO enroute transition is ATC assigned only - do not file.

NOTE: Chart not to scale.

HALEN TRANSITION (HALEN.NIIXX2)

NARNO TRANSITION (NARNO.NIIXX2)

ZIGEE TRANSITION (ZIGEE.NIIXX2)

(CONTINUED ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

NIIXX TWO ARRIVAL (RNAV) Transition Routes
DENVER, COLORADO
DENVER INTL (DEN)
(NIIXX.NIIXX2) 31DEC20

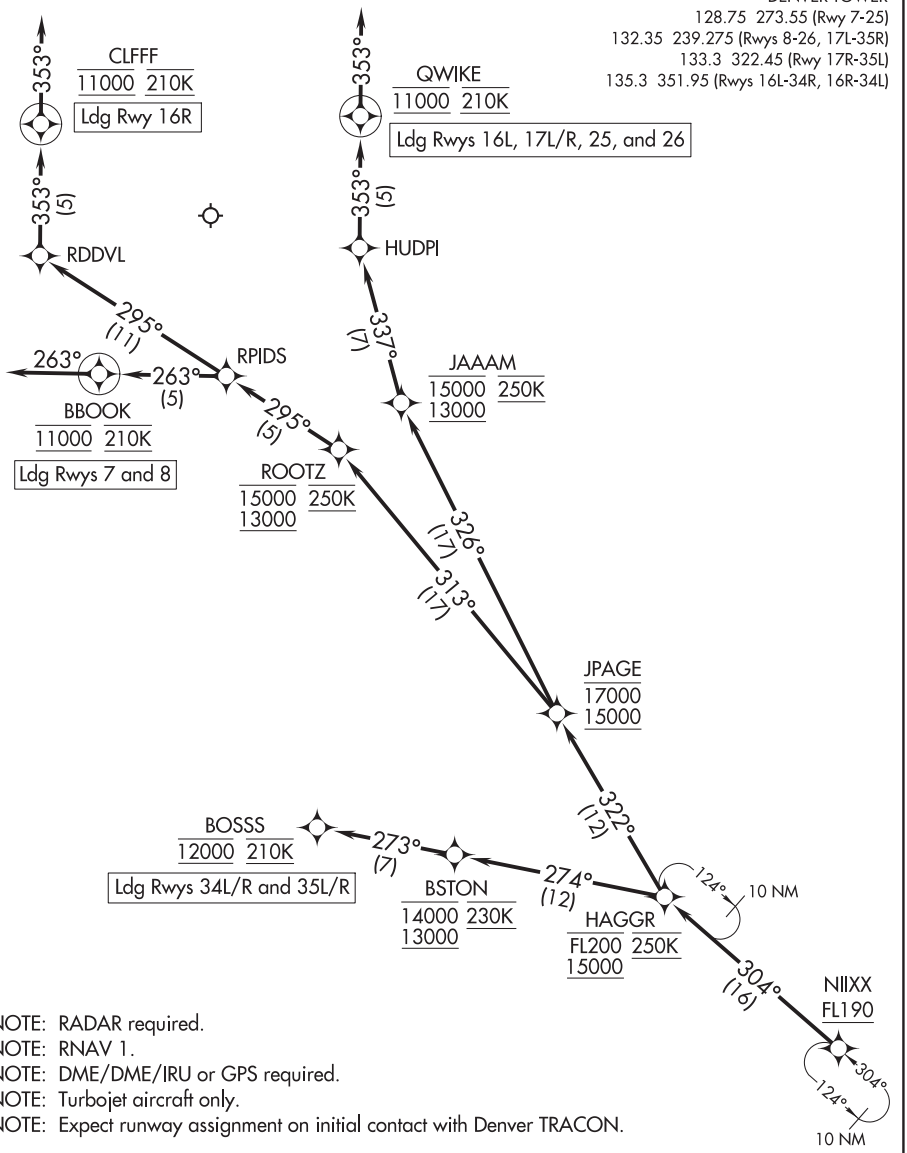
(NIIXX.NIIXX2) 20366

AL-9077 (FAA)

NIIXX TWO ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO

DENVER APP CON
126.55 269.525
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
133.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ARRIVAL ROUTE DESCRIPTION

From NIIXX on track 304° to cross HAGGR between 15000 and FL200 and at 250K.

LANDING RUNWAYS 7, 8: From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000 and at 250K, then on track 295° to RPIDS, then on track 263° to cross BBOOK at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L, 17L/R, 25, 26: From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 326° to cross JAAAM between 13000 and 15000 and at 250K, then on track 337° to HUDPI, then on track 353° to cross QWIKE at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 16R: From HAGGR on track 322° to cross JPAGE between 15000 and 17000, then on track 313° to cross ROOTZ between 13000 and 15000 and at 250K, then on track 295° to RPIDS, then on track 295° to RDDVL, then on track 353° to cross CLFFF at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R: From HAGGR on track 274° to cross BSTON between 13000 and 14000 and at 230K, then on track 273° to cross BOSSS at 12000 and at 210K. Expect ILS or LOC RWY 34L/R approach.

LANDING RUNWAYS 35L/R: From HAGGR on track 274° to cross BSTON between 13000 and 14000 and at 230K, then on track 273° to cross BOSSS at 12000 and at 210K. Expect ILS or LOC RWY 35L/R approach.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

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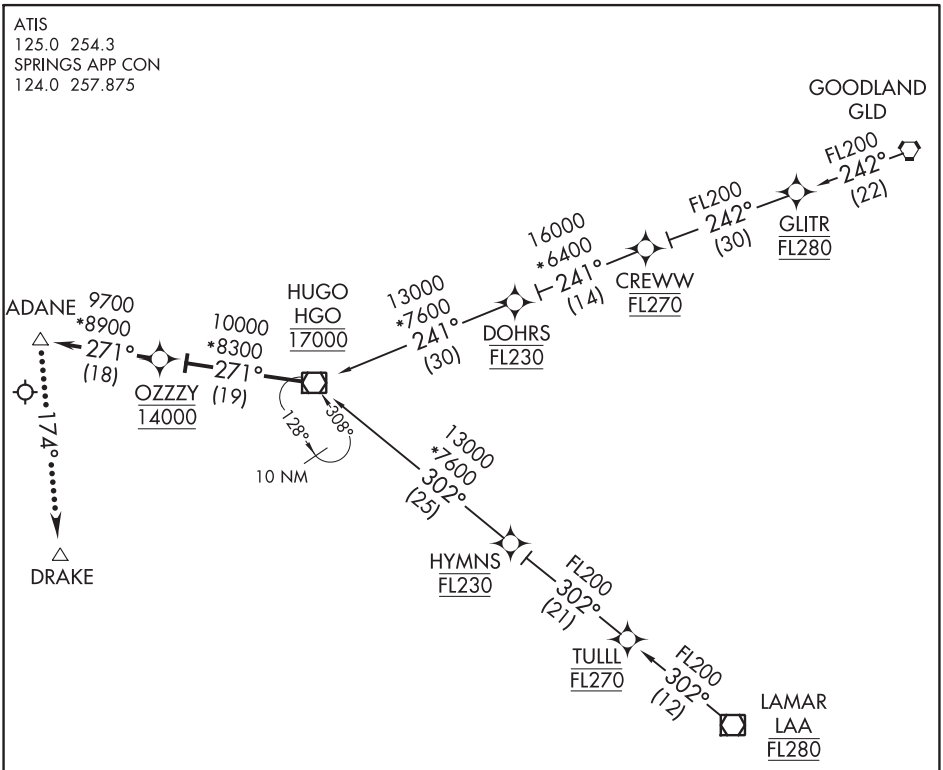
SW-1, 25 FEB 2021 to 22 APR 2021

(HGO.OZZZY4) 17229

OZZZY FOUR ARRIVAL (RNAV)

AL-87 (FAA)

CITY OF COLORADO SPRINGS MUNI (COS)
COLORADO SPRINGS, COLORADO



NOTE: RADAR required.
NOTE: RNAV 1
NOTE: GPS required.
NOTE: Turbojet aircraft only.
NOTE: Landing all other runways expect RADAR vectors prior to ADANE.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GOODLAND TRANSITION (GLD.OZZZY4)
LAMAR TRANSITION (LAA.OZZZY4)

From over HGO VOR/DME on track 271° to cross OZZZY at 14000, then on track 271° to ADANE. Expect ILS RWY 17L or RWY 17R Visual Approach as assigned by ATC.

LOST COMMUNICATIONS

Landing South: At ADANE join and execute ILS RWY 17L approach.
Landing North: At ADANE fly on 174° track to DRAKE.
At DRAKE join and execute ILS RWY 35L approach.

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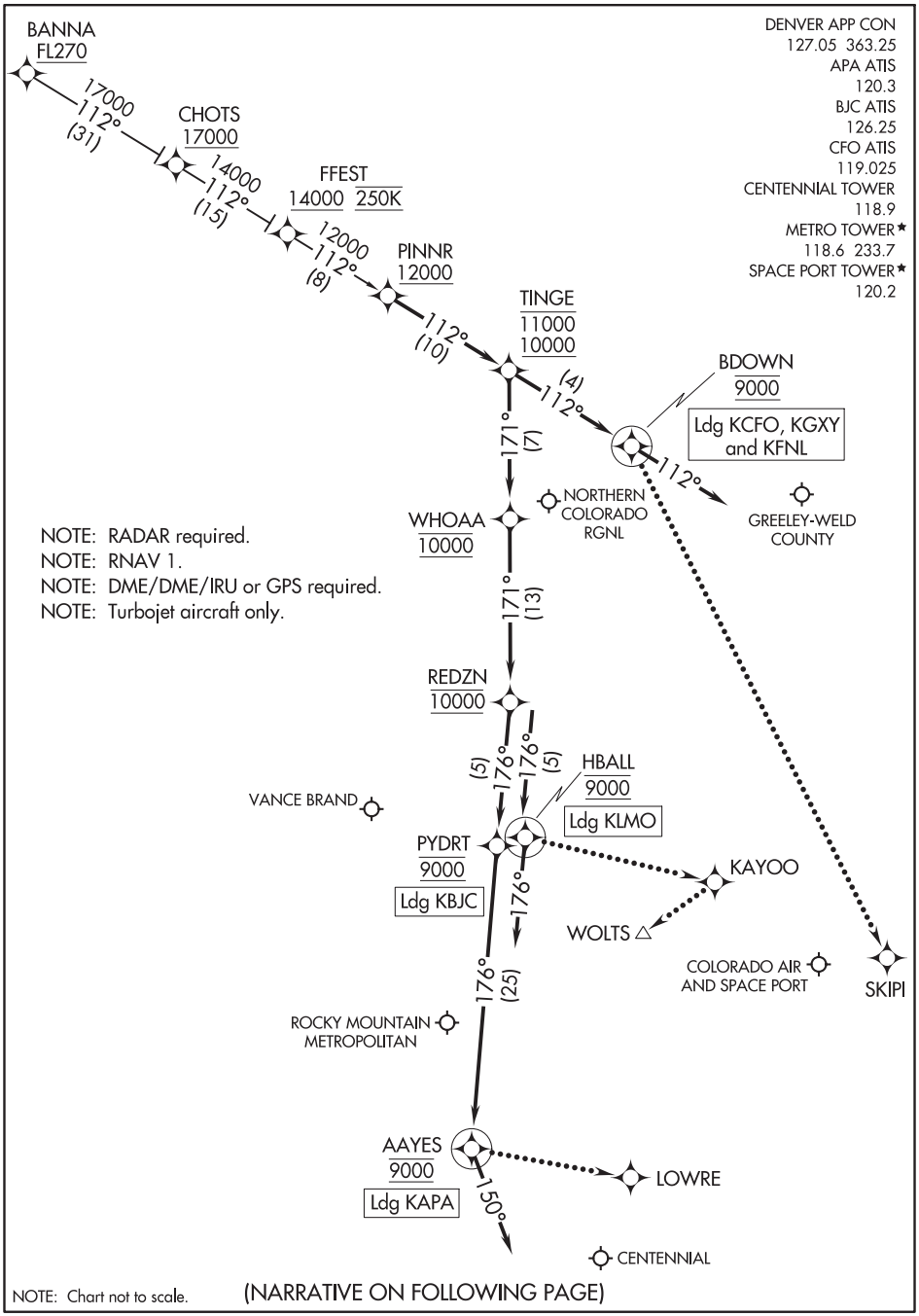
PINNR THREE ARRIVAL (RNAV)

AL-5715 (FAA)

DENVER, COLORADO



(NARRATIVE ON FOLLOWING PAGE)

PINNR THREE ARRIVAL (RNAV)

DENVER, COLORADO

(PINNR.PINNR3) 20366

PINNR THREE ARRIVAL (RNAV)

AL-5715 (FAA)

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

BANNA TRANSITION (BANNA.PINNR3)

LANDING KAPA: From PINNR on track 112° to cross TINGE between 10000 and 11000, then on track 171° to cross WHOAA at 10000, then on track 171° to cross REDZN at 10000, then on track 176° to cross PYDRT at 9000, then on track 176° to cross AAYES at 9000, then on track 150°. Expect RADAR vectors to final approach course.

LANDING KBJC: From PINNR on track 112° to cross TINGE between 10000 and 11000, then on track 171° to cross WHOAA at 10000, then on track 171° to cross REDZN at 10000, then on track 176° to cross PYDRT at 9000. Expect RNAV (GPS) RWY 12L approach or visual approach as assigned by ATC.

LANDING KFNL/KCFO/KGXY: From PINNR on track 112° to cross TINGE between 10000 and 11000, then on track 112° to cross BDOWN at 9000, then on track 112°. Expect RADAR vectors to final approach course.

LANDING KLMO: From PINNR on track 112° to cross TINGE between 10000 and 11000, then on track 171° to cross WHOAA at 10000, then on track 171° to cross REDZN at 10000, then on track 176° to cross HBALL at 9000, then on track 176°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING KAPA: From AAYES direct LOWRE and execute RNAV (GPS) RWY 17L approach.

LANDING KBJC: From PYDRT execute RNAV (GPS) RWY 12L approach.

LANDING KCFO: From BDOWN direct SKIPI and execute ILS or LOC RWY 26 approach.

LANDING KLMO: From HBALL direct KAYOO direct WOLTS and execute RNAV (GPS) RWY 29 approach.

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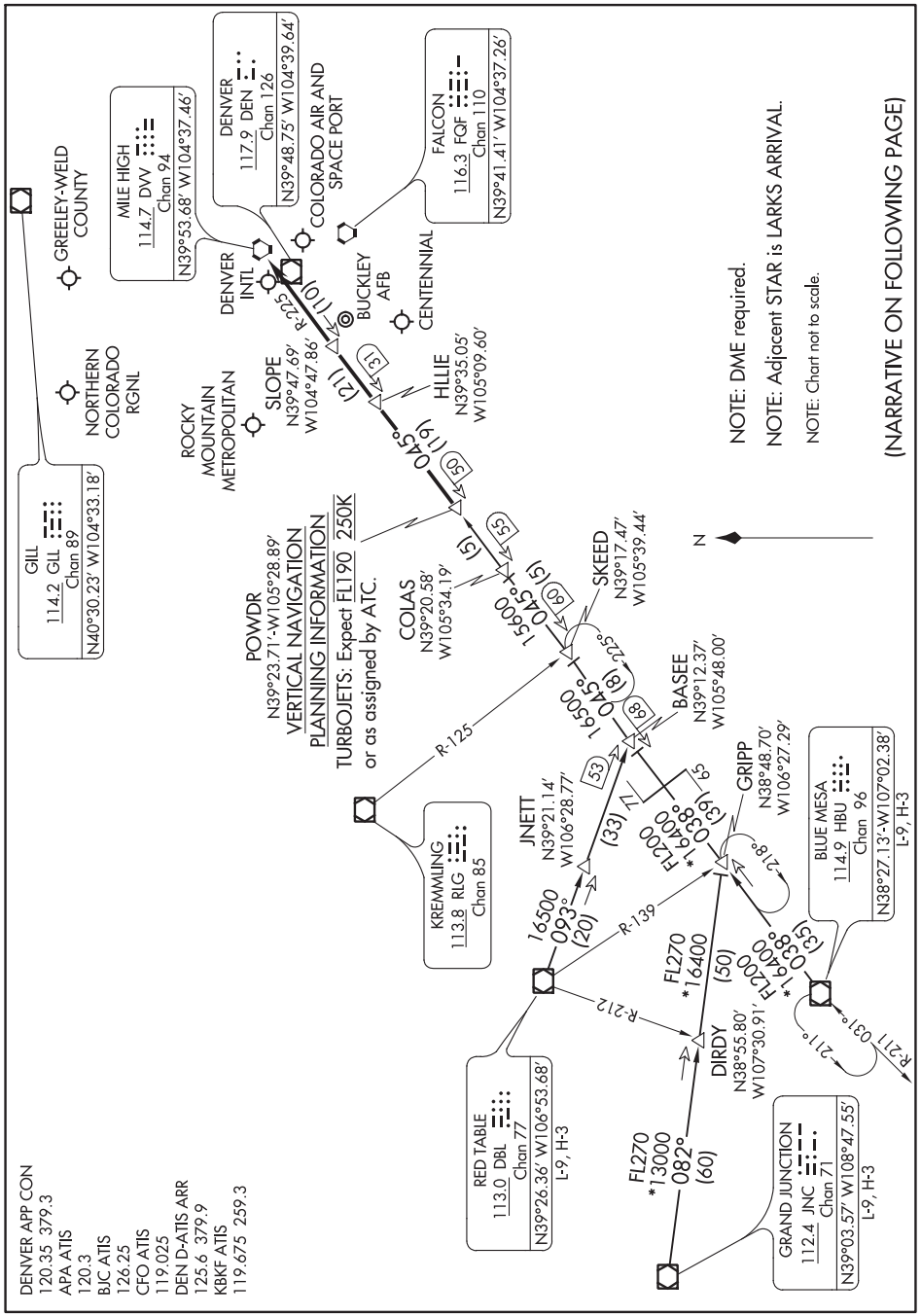
POWDR ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



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POWDR ONE ARRIVAL

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR1): From over HBU VOR/DME on HBU R-038 to GRIPP then on HBU R-038 and DVV R-225 to BASEE then on DVV R-225 to POWDR. Thence. . . .

GRAND JUNCTION TRANSITION (JNC.POWDR1): From over JNC VOR/DME on JNC R-082 to GRIPP; then on HBU R-038 and DVV R-225 to BASEE then on DVV R-225 to POWDR. Thence. . . .

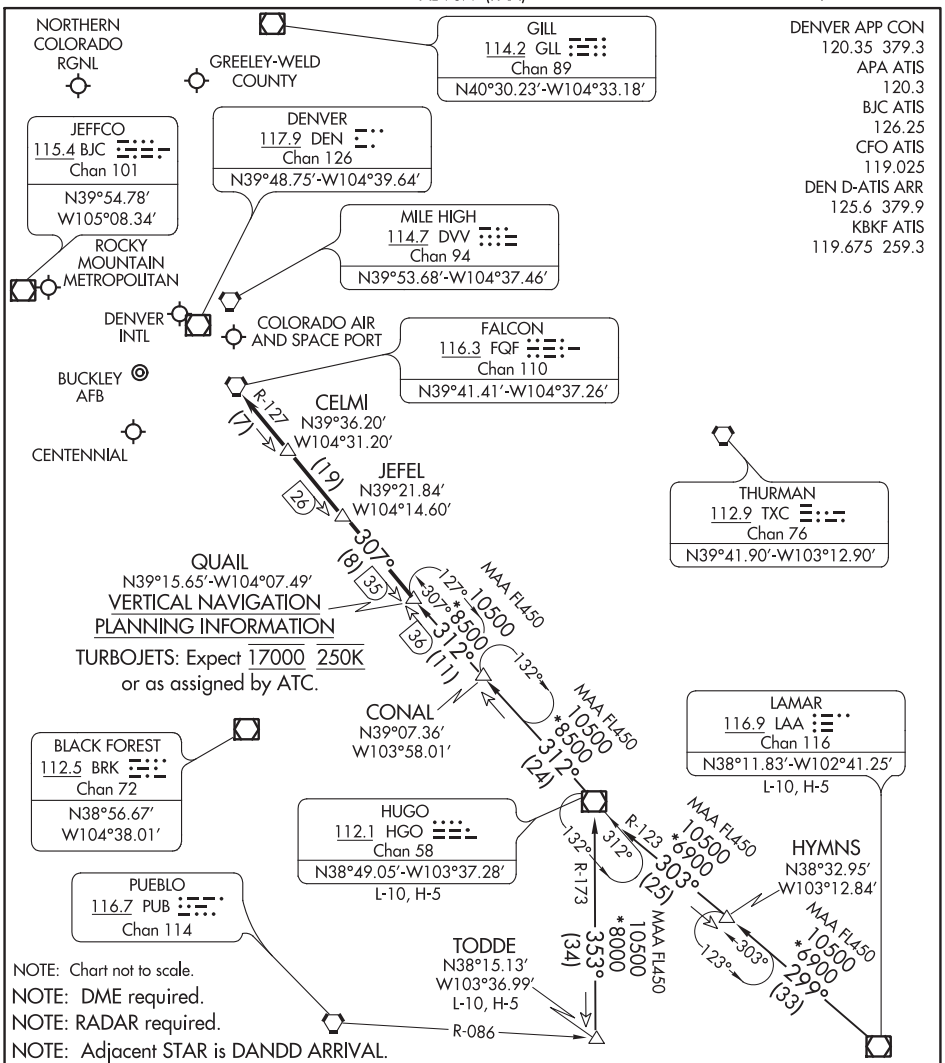
RED TABLE TRANSITION (DBL.POWDR1): From over DBL VOR/DME on DBL R-093 and DVV R-225 to POWDR. Thence. . . .

. . . .from over POWDR on the DVV VORTAC R-225 to HLLIE, then on DVV VORTAC R-225 to SLOPE, then on DVV VORTAC R-225 to DVV. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

QUAIL ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



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ARRIVAL ROUTE DESCRIPTION

HUGO TRANSITION (HGO.QUAIL1): From over HGO VOR/DME on HGO R-312 to QUAIL. Thence. . . .

LAMAR TRANSITION (LAA.QUAIL1): From over LAA VOR/DME on LAA R-299 and HGO R-123 to HGO VOR/DME, then on HGO R-312 to QUAIL. Thence. . . .

TODDE TRANSITION (TODDE.QUAIL1): From over TODDE on HGO R-173 to HGO VOR/DME, then on HGO R-312 to QUAIL. Thence. . . .

. . . .from over QUAIL on HGO R-312 and FQF R-127 to FQF VORTAC. Expect RADAR vectors to the final approach course at or before FQF VORTAC.

QUAIL ONE ARRIVAL

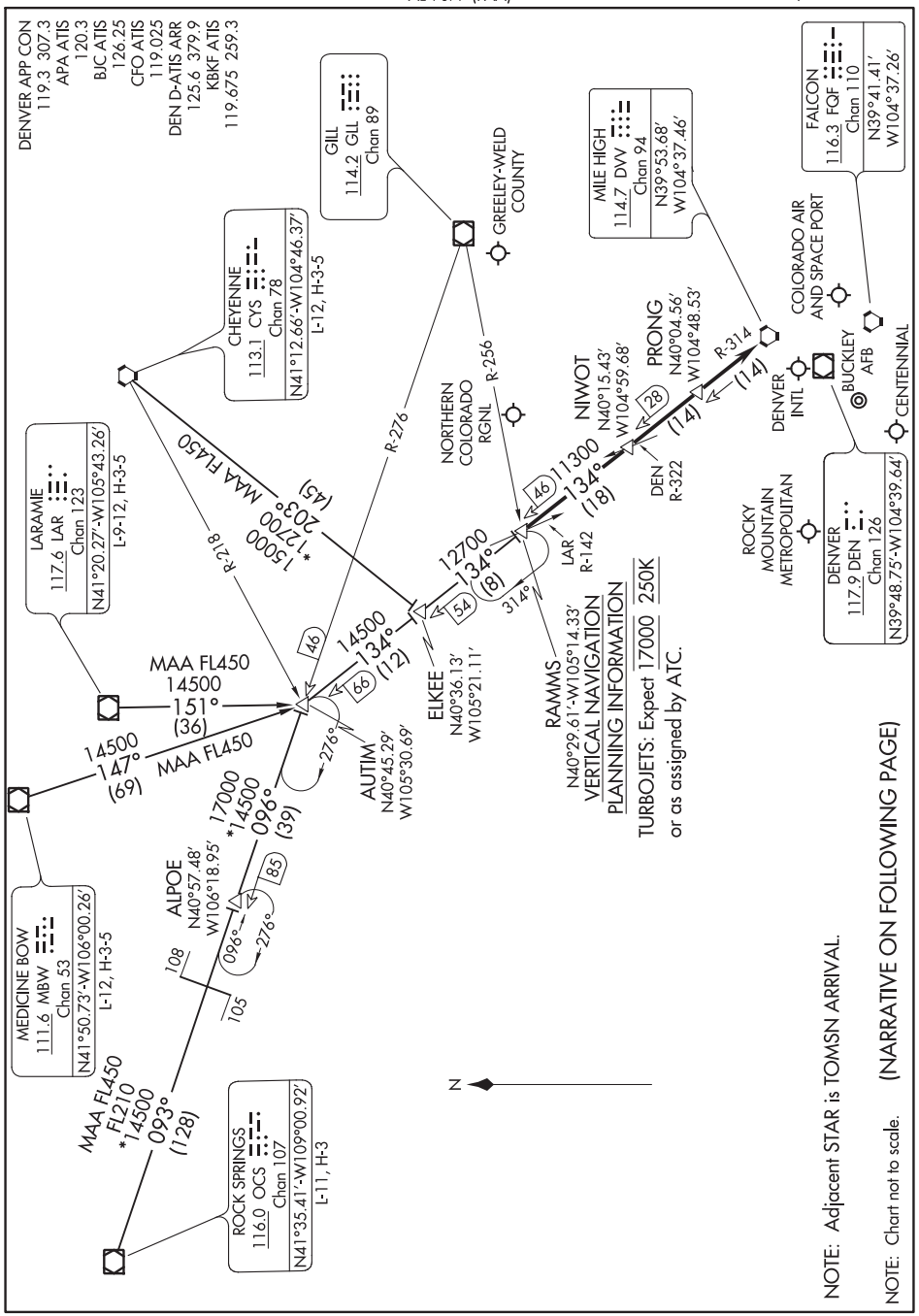
DENVER, COLORADO

(RAMMS.RAMMS8) 20198

RAMMS EIGHT ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



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RAMMS EIGHT ARRIVAL

DENVER, COLORADO

(RAMMS.RAMMS8) 30JAN20

ARRIVAL ROUTE DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS8): From over CYS VORTAC on CYS R-203 and DVV R-314 to RAMMS. Thence. . . .

LARAMIE TRANSITION (LAR.RAMMS8): From over LAR VOR/DME on LAR R-151 and DVV R-314 to RAMMS. Thence. . . .

MEDICINE BOW TRANSITION (MBW.RAMMS8): From over MBW VOR/DME on MBW R-147 and DVV R-314 to RAMMS. Thence. . . .

ROCK SPRINGS TRANSITION (OCS.RAMMS8): From over OCS VOR/DME on OCS R-093 and GLL R-276 to ALPOE then on GLL R-276 and DVV R-314 to RAMMS. Thence. . . .

. . . .from over RAMMS on DVV R-314 to DVV VORTAC. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

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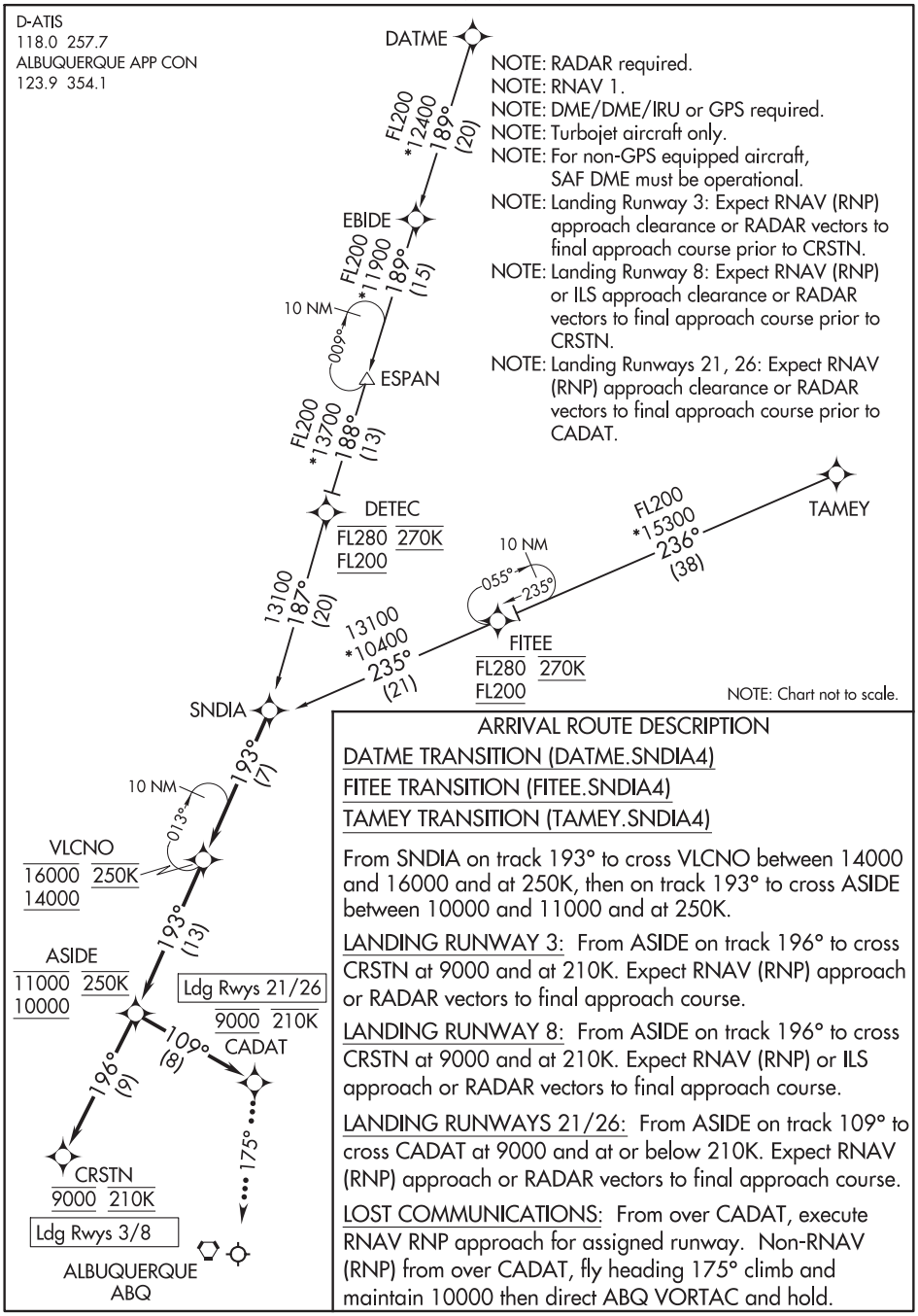
(SNDIA.SNDIA4) 21056

SNDIA FOUR ARRIVAL (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft, SAF DME must be operational.
NOTE: Landing Runway 3: Expect RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to CRSTN.
NOTE: Landing Runway 8: Expect RNAV (RNP) or ILS approach clearance or RADAR vectors to final approach course prior to CRSTN.
NOTE: Landing Runways 21, 26: Expect RNAV (RNP) approach clearance or RADAR vectors to final approach course prior to CADAT.

ARRIVAL ROUTE DESCRIPTION

DATME TRANSITION (DATME.SNDIA4)
FITEE TRANSITION (FITEE.SNDIA4)
TAMEY TRANSITION (TAMEY.SNDIA4)

From SNDIA on track 193° to cross VLCNO between 14000 and 16000 and at 250K, then on track 193° to cross ASIDE between 10000 and 11000 and at 250K.

LANDING RUNWAY 3: From ASIDE on track 196° to cross CRSTN at 9000 and at 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RUNWAY 8: From ASIDE on track 196° to cross CRSTN at 9000 and at 210K. Expect RNAV (RNP) or ILS approach or RADAR vectors to final approach course.

LANDING RUNWAYS 21/26: From ASIDE on track 109° to cross CADAT at 9000 and at or below 210K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LOST COMMUNICATIONS: From over CADAT, execute RNAV RNP approach for assigned runway. Non-RNAV (RNP) from over CADAT, fly heading 175° climb and maintain 10000 then direct ABQ VORTAC and hold.

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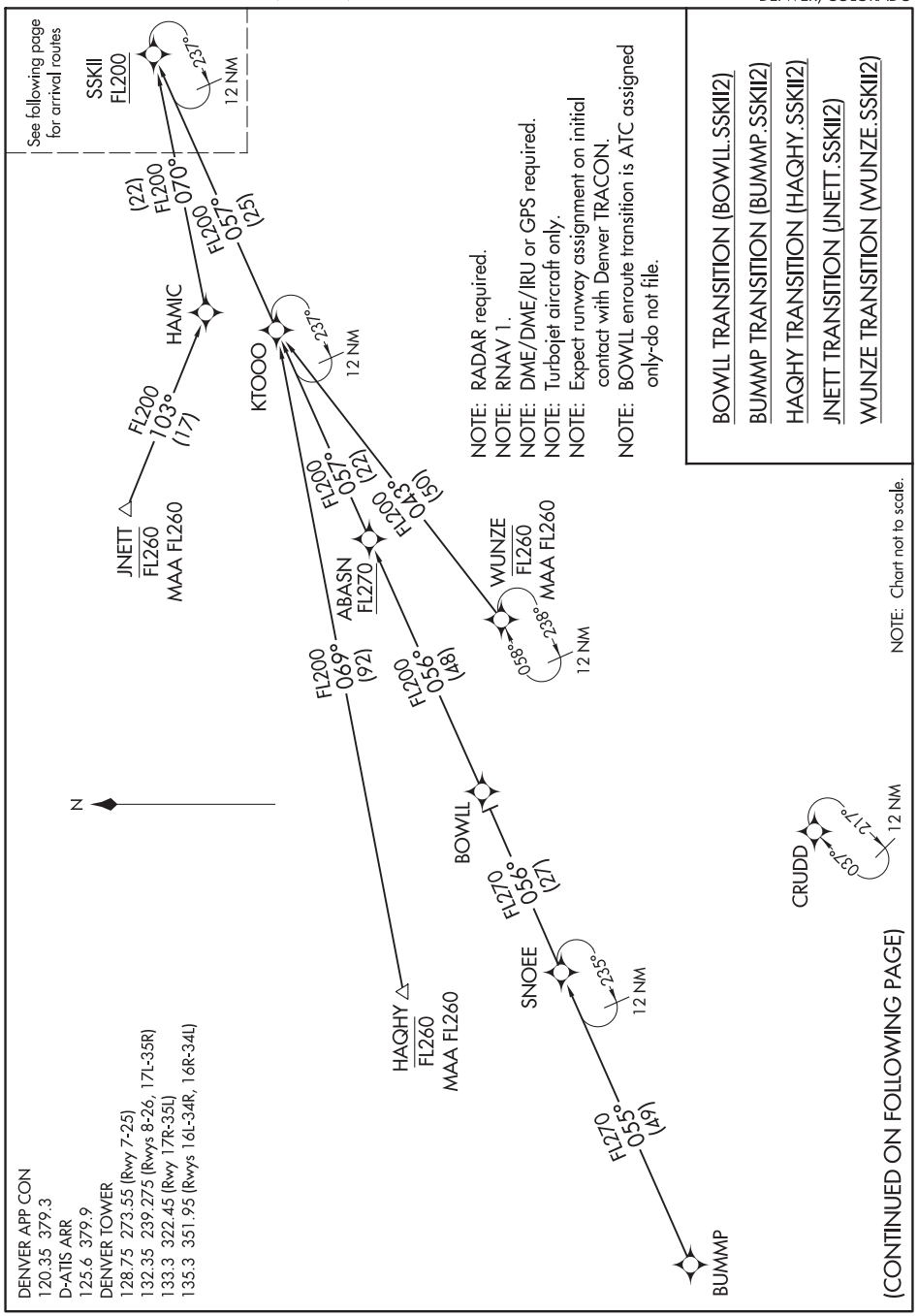
SNDIA FOUR ARRIVAL (RNAV)

(SNDIA.SNDIA4) 31DEC20

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

SSKII TWO ARRIVAL (RNAV) Transition Routes



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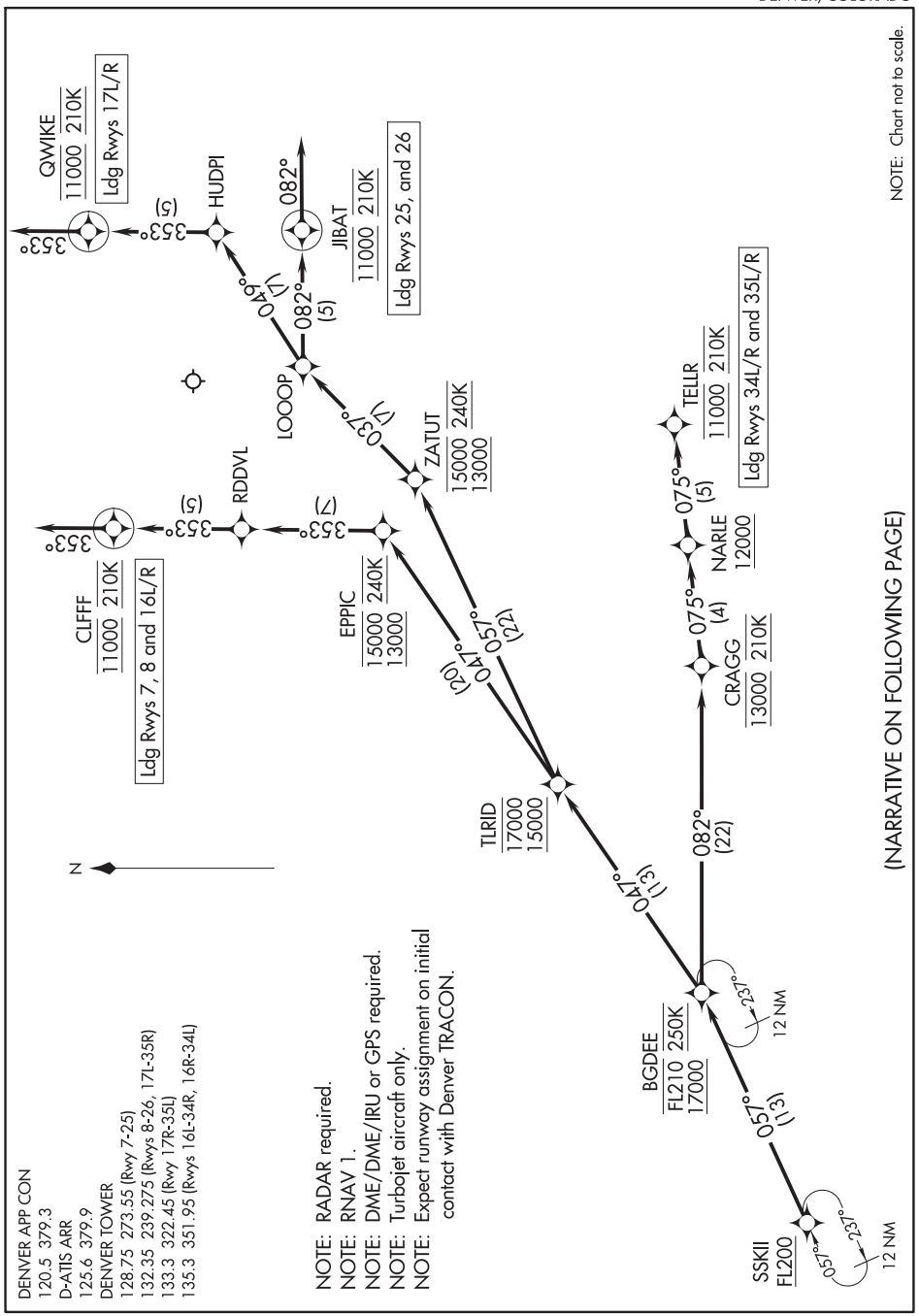
SSKII TWO ARRIVAL (RNAV) Transition Routes

(SSKII.SSKII2) 20366

AL-9077 (FAA)

SSKII TWO ARRIVAL(RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



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SSKII TWO ARRIVAL(RNAV) Arrival Routes

DENVER, COLORADO
DENVER INTL (DEN)

(SSKII.SSKII2) 31DEC20

ARRIVAL ROUTE DESCRIPTION

From SSKII on track 057° to cross BGDEE between 17000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8, 16L/R: From BGDEE on track 047° to cross TLRID between 15000 and 17000, then on track 047° to cross EPPIC between 13000 and 15000 and at 240K, then on track 353° to RDDVL, then on track 353° to cross CLFFF at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 17L/R: From BGDEE on track 047° to cross TLRID between 15000 and 17000, then on track 057° to cross ZATUT between 13000 and 15000 and at 240K, then on track 037° to LOOOP, then on track 049° to HUDPI, then on track 353° to cross QWIKE at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25, 26: From BGDEE on track 047° to cross TLRID between 15000 and 17000, then on track 057° to cross ZATUT between 13000 and 15000 and at 240K, then on track 037° to LOOOP, then on track 082° to cross JIBAT at 11000 and at 210K, then on track 082°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R, 35L/R: From BGDEE on track 082° to cross CRAGG at 13000 and at 210K, then on track 075° to cross NARLE at or above 12000, then on track 075° to cross TELLR at 11000 and at 210K. Expect ILS or LOC RWY 34L/R or ILS or LOC RWY 35L/R approach.

LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 16R, when DEN is landing north, execute the ILS RWY 34R.

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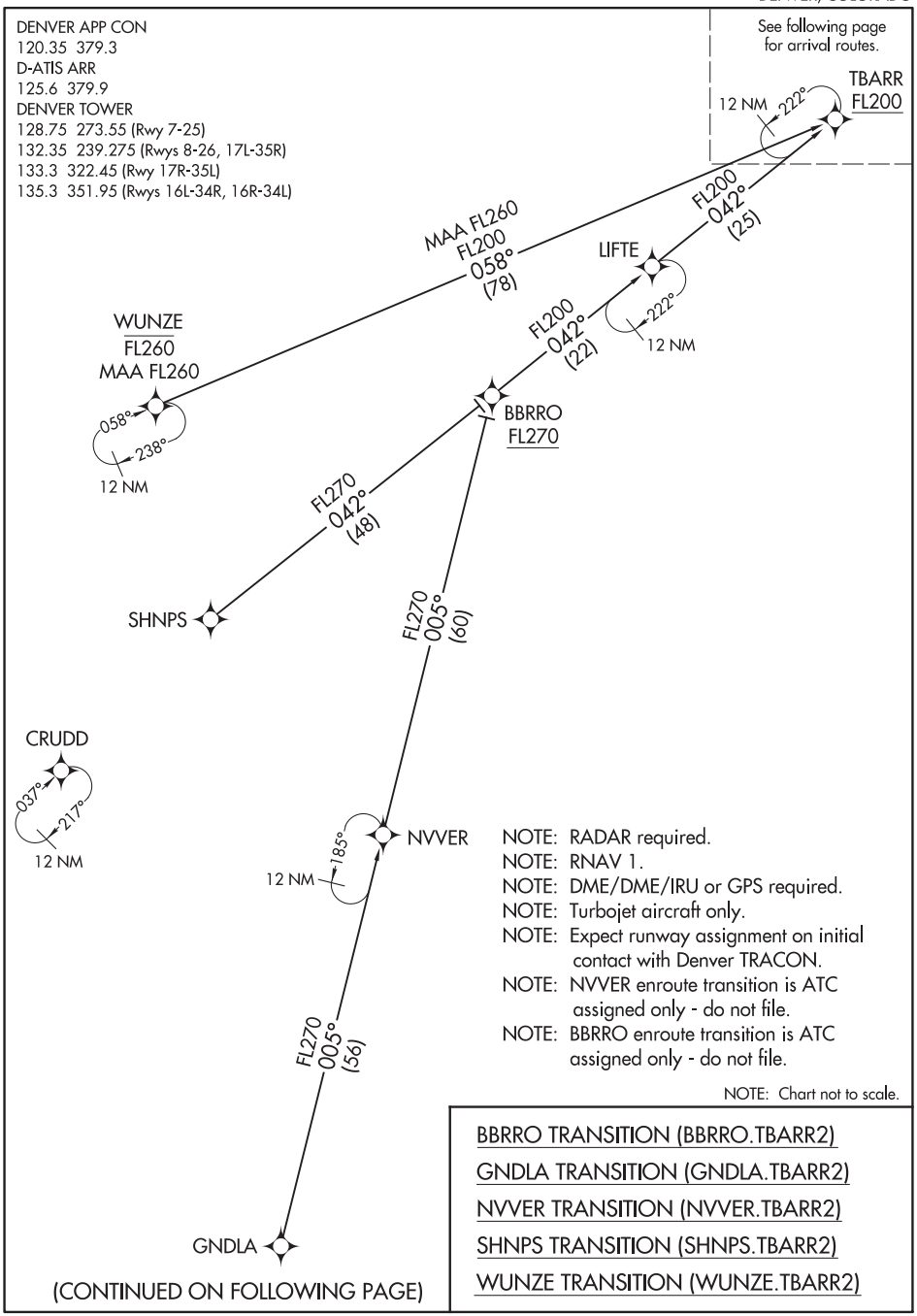
(TBARR.TBARR2) 20366

AL-9077 (FAA)

TBARR TWO ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO



(CONTINUED ON FOLLOWING PAGE)

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TBARR TWO ARRIVAL (RNAV) Transition Routes

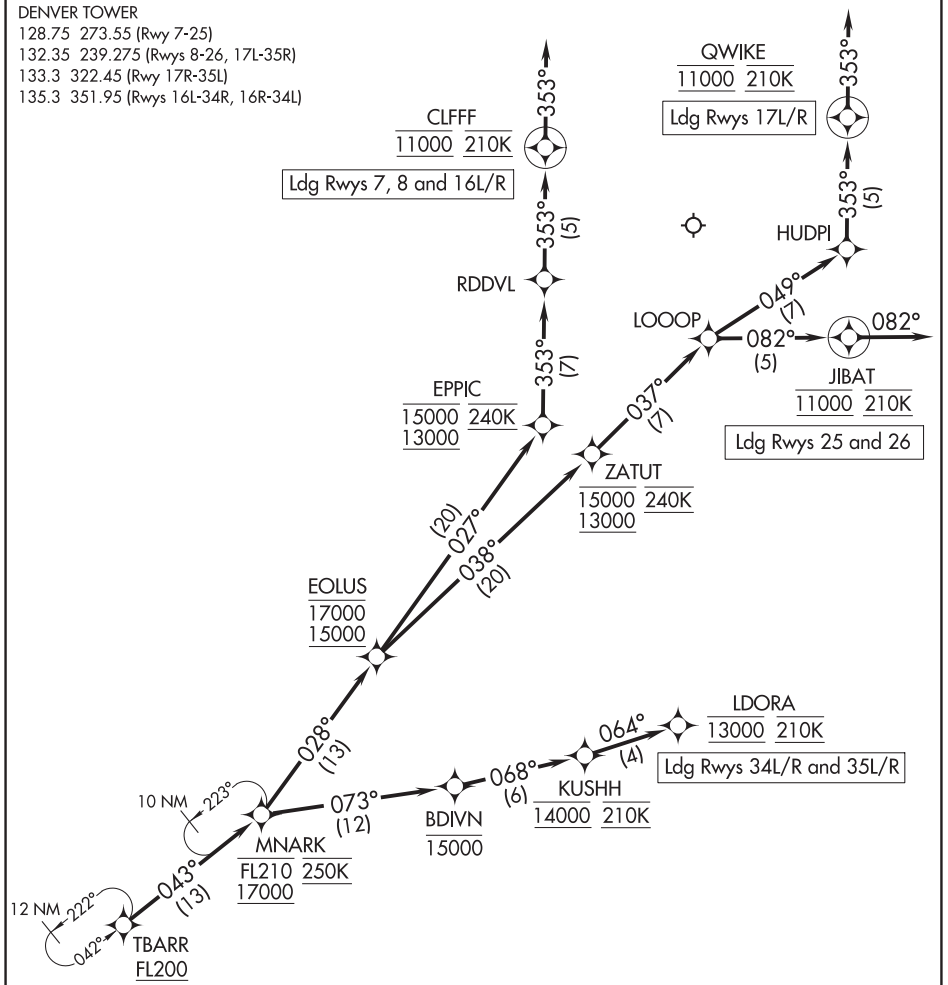
DENVER, COLORADO
DENVER INTL (DEN)

(TBARR.TBARR2) 31DEC20

TBARR TWO ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO

DENVER APP CON
120.35 379.3
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
133.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From TBARR on track 043° to cross MNARK between 17000 and FL210 and at 250K.

LANDING RUNWAYS 7, 8, 16L/R: From MNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 027° to cross EPPIC between 13000 and 15000 and at 240K, then on track 353° to RDDVL, then on track 353° to cross CLFFF at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 17L/R: From MNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 038° to cross ZATUT between 13000 and 15000 and at 240K, then on track 037° to LOOOP, then on track 049° to HUDPI, then on track 353° to cross QWIKE at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25, 26: From MNARK on track 028° to cross EOLUS between 15000 and 17000, then on track 038° to cross ZATUT between 13000 and 15000 and at 240K, then on track 037° to LOOOP, then on track 082° to cross JIBAT at 11000 and at 210K, then on track 082°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R: From MNARK on track 073° to cross BDIVN at or below 15000, then on track 068° to cross KUSHH at 14000 and at 210K, then on track 064° to cross LDORA at 13000 and at 210K. Expect ILS or LOC RWY 34L/R approach.

LANDING RUNWAYS 35L/R: From MNARK on track 073° to cross BDIVN at or below 15000, then on track 068° to cross KUSHH at 14000 and at 210K, then on track 064° to cross LDORA at 13000 and at 210K. Expect ILS or LOC RWY 35L/R approach.

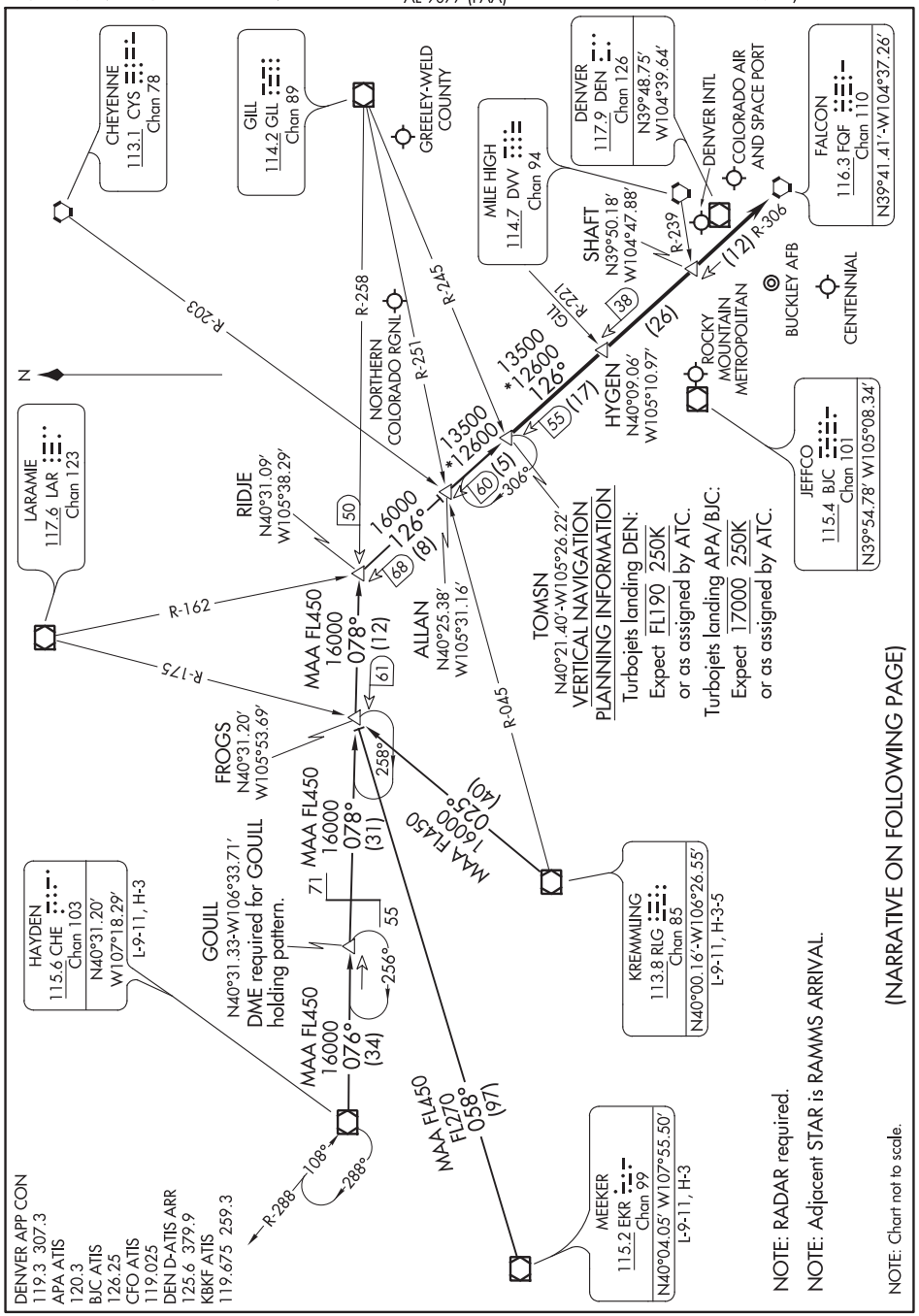
LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 16R, when DEN is landing north, execute the ILS RWY 35L.

SW-1, 25 FEB 2021 to 22 APR 2021

TOMSN EIGHT ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

TOMSN EIGHT ARRIVAL

DENVER, COLORADO

(TOMSN.TOMSN8) 30JAN20

ARRIVAL ROUTE DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN8): From over CHE VOR/DME on CHE R-076 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

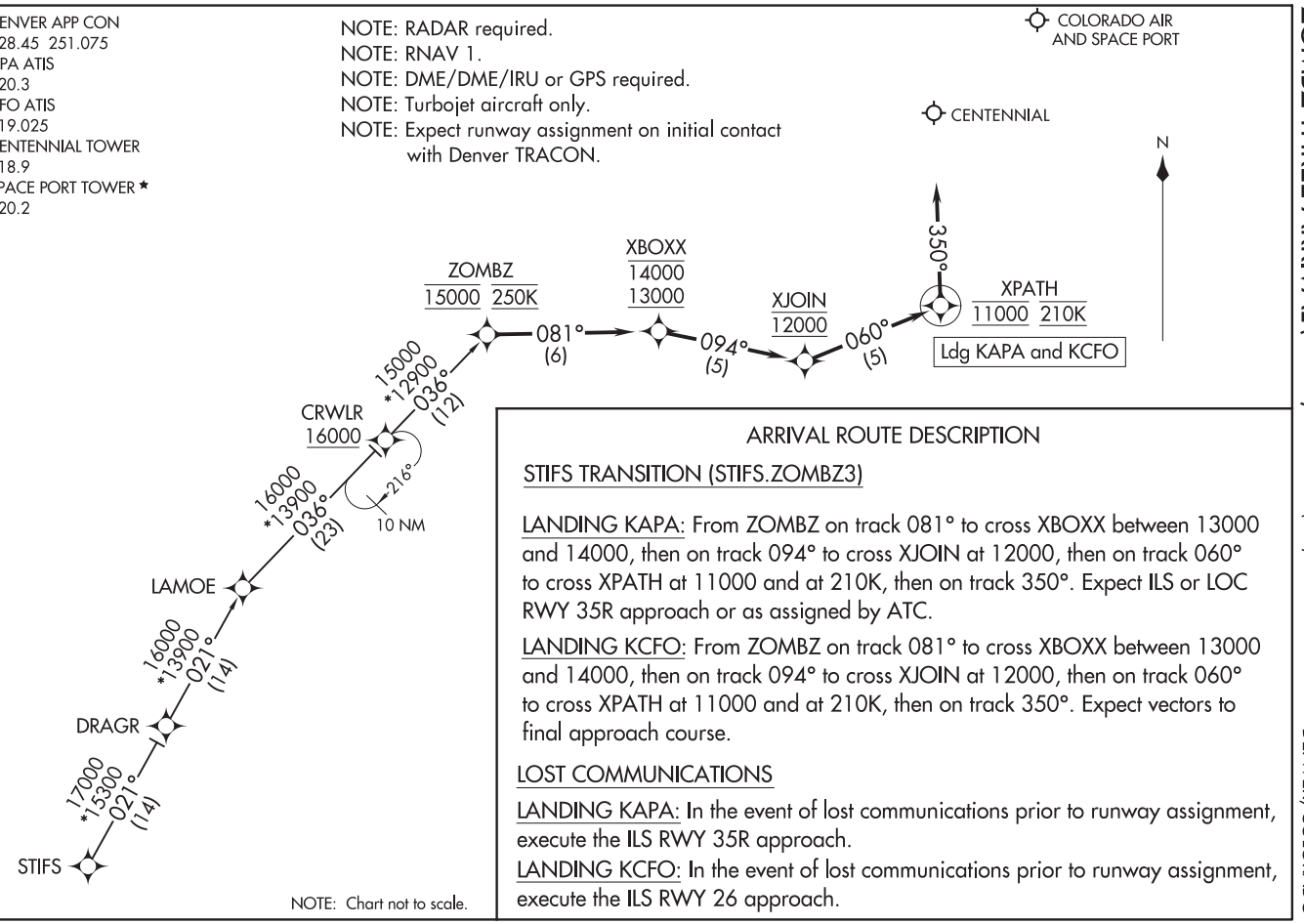
KREMMLING TRANSITION (RLG.TOMSN8): From over RLG VOR/DME on RLG R-025 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

MEEKER TRANSITION (EKR.TOMSN8): From over EKR VOR/DME on EKR R-058 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence. . . .

. . . .from over TOMSN on FQF R-306 to FQF VORTAC. Expect RADAR vectors to the final approach course at or before FQF VORTAC.

DENVER APP CON
128.45 251.075
APA ATIS
120.3
CFO ATIS
119.025
CENTENNIAL TOWER
118.9
SPACE PORT TOWER ★
120.2

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.



ARRIVAL ROUTE DESCRIPTION

STIFS TRANSITION (STIFS.ZOMBZ3)

LANDING KAPA: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 094° to cross XJOIN at 12000, then on track 060° to cross XPATH at 11000 and at 210K, then on track 350°. Expect ILS or LOC RWY 35R approach or as assigned by ATC.

LANDING KCFO: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 094° to cross XJOIN at 12000, then on track 060° to cross XPATH at 11000 and at 210K, then on track 350°. Expect vectors to final approach course.

LOST COMMUNICATIONS

LANDING KAPA: In the event of lost communications prior to runway assignment, execute the ILS RWY 35R approach.

LANDING KCFO: In the event of lost communications prior to runway assignment, execute the ILS RWY 26 approach.

INTENTIONALLY

LEFT

BLANK

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 82340 W11A	APP CRS 109°	Rwy ldg 7001 TDZE 4716 Apt Elev 4716

RNAV (GPS) RWY 11
COLORADO PLAINS RGNL (AKO)

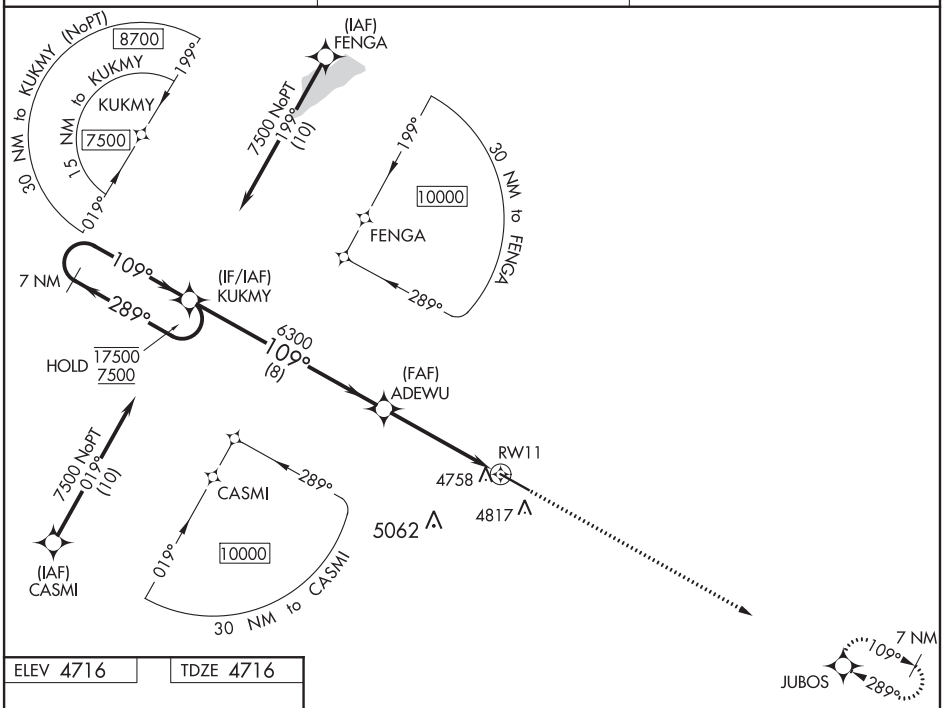
RNP APCH

Rwy 11 helicopter visibility reduction below ¾ SM NA.

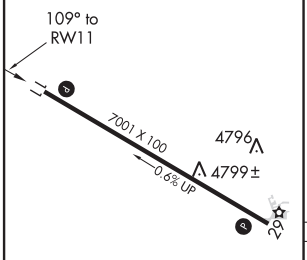
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7500 direct JUBOS and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L

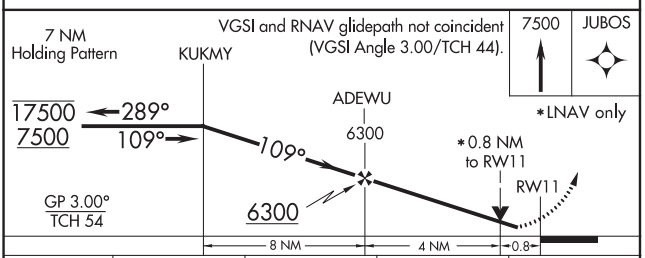


ELEV 4716 TDZE 4716



MIRL Rwy 11-29 L

REIL Rwys 11 and 29



CATEGORY	A	B	C	D
LPV DA	4966-1 250 (300-1)			
LNAV/VNAV DA	4966-1 250 (300-1)			
LNAV MDA	5020-1 304 (400-1)			
C CIRCLING	5140-1 424 (500-1)	5260-1 544 (600-1)	5420-2 704 (800-2)	5420-2¼ 704 (800-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

AKRON, COLORADO | AL-5054 (FAA) | 19227

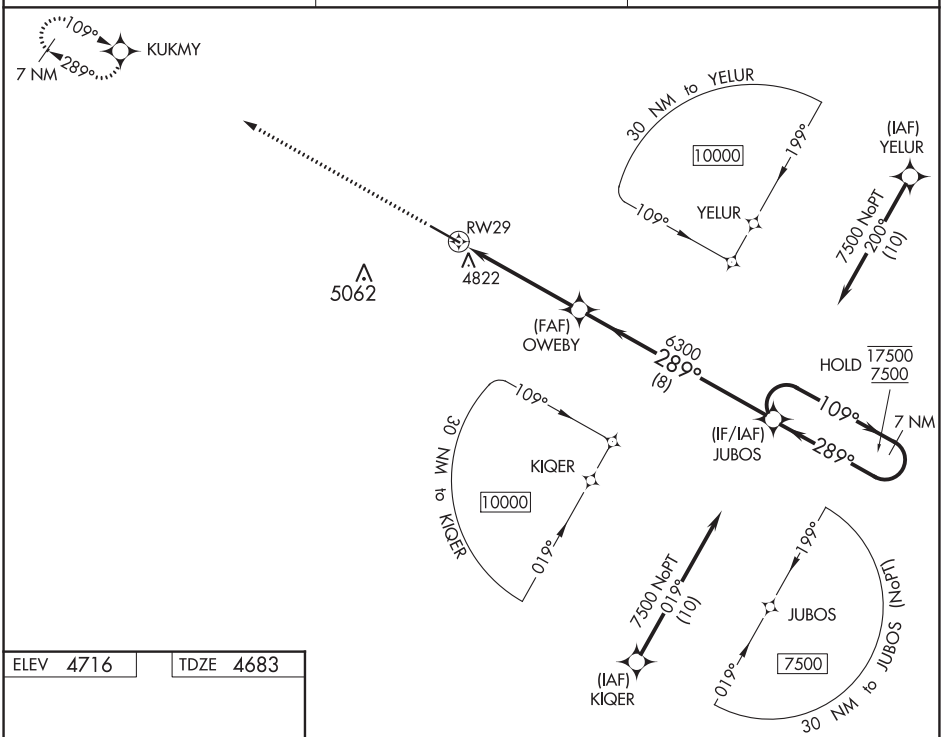
WAAS CH 45640 W29A	APP CRS 289°	Rwy ldg 7001 TDZE 4683 Apt Elev 4716

RNAV (GPS) RWY 29
COLORADO PLAINS RGNL (AKO)

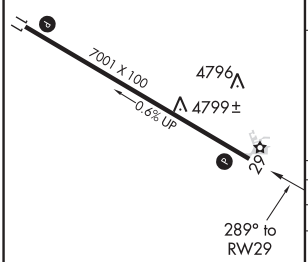
RNP APCH.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7500 to KUKMY and hold.

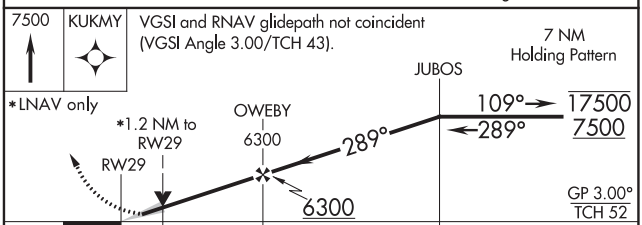
ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF)



ELEV 4716 | TDZE 4683



MIRL Rwy 11-29
REIL Rwys 11 and 29



CATEGORY	A	B	C	D
LPV DA	4933-1 250 (300-1)			
LNAV/VNAV DA	4987-1 304 (300-1)			
LNAV MDA	5080-1 397 (400-1)		5080-1⅛ 397 (400-1⅛)	
C CIRCLING	5140-1 424 (500-1)	5260-1 544 (600-1)	5420-2 704 (800-2)	5420-2¼ 704 (800-2¼)

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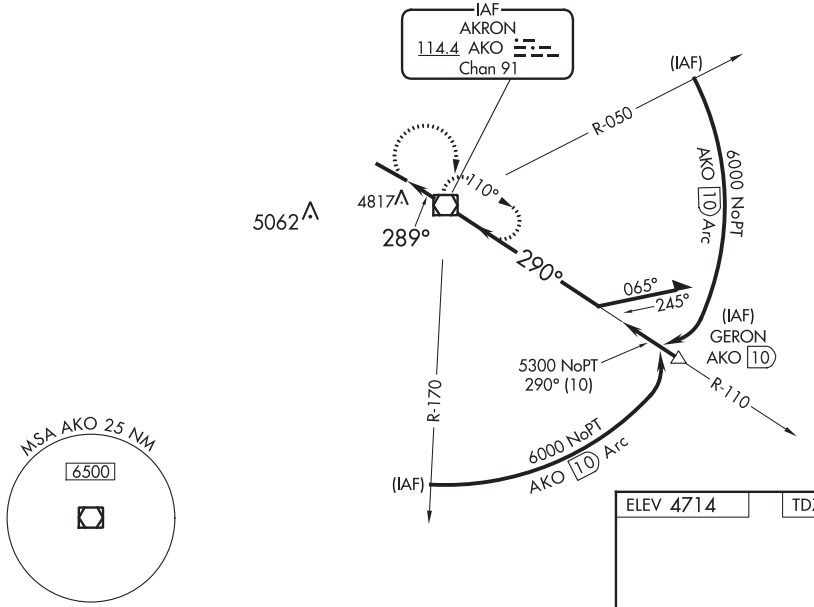
SW-1, 25 FEB 2021 to 22 APR 2021

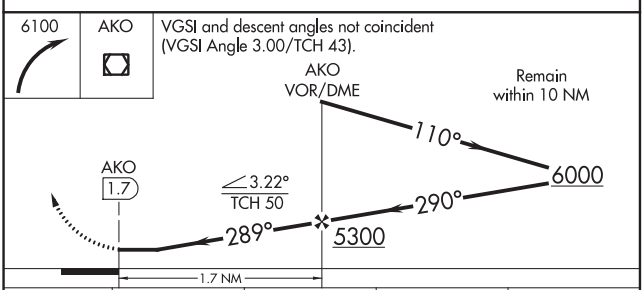
VOR/DME AKO 114.4 Chan 91	APP CRS 289°	Rwy ldg 7001 TDZE 4681 Apt Elev 4714

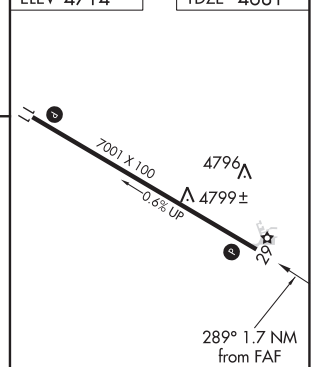
VOR RWY 29
COLORADO PLAINS RGNL (AKO)

MISSED APPROACH: Climbing right turn to 6100 direct AKO VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.475	133.95 317.55	122.8 (CTAF) L







MIRL Rwy 11-29 L
REIL Rwys 11 and 29

CATEGORY	A	B	C	D
S-29	5120-1 439 (500-1)		5120-1¼ 439 (500-1¼)	5120-1½ 439 (500-1½)
CIRCLING	5160-1 446 (500-1)	5180-1 466 (500-1)	5300-1½ 586 (600-1½)	5300-2 586 (600-2)

FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ALAMOGORDO, NEW MEXICO AL-5130 (FAA) 19171

WAAS CH 69240 W04A	APP CRS 038°	Rwy ldg 9207 TDZE 4151 Apt Elev 4199

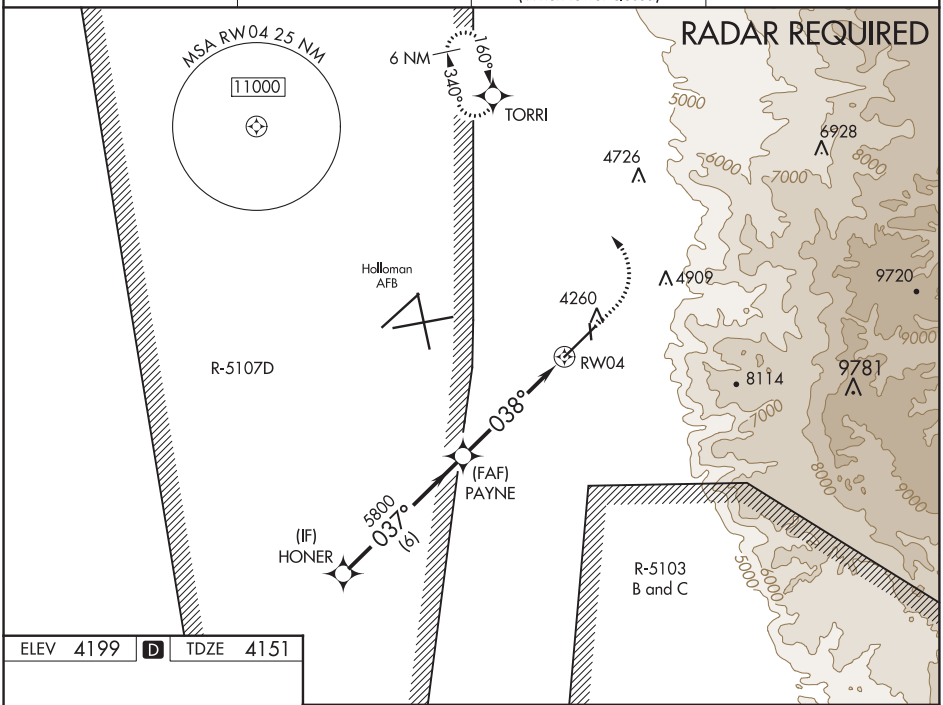
RNAV (GPS) RWY 4

ALAMOGORDO-WHITE SANDS RGNL (ALM)

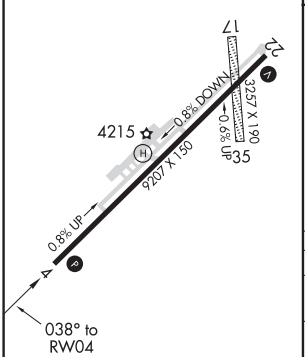
T A Circling NA to Rwys 17 and 35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 49°C (121°F). Circling NA southeast of Rwy 4-22. DME/DME RNP-0.3 NA. Civil aircraft require ATC Clearance prior to entering Restricted Area 5107D. Procedure NA when Holloman Approach Control closed.

MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 direct TORRI and hold.

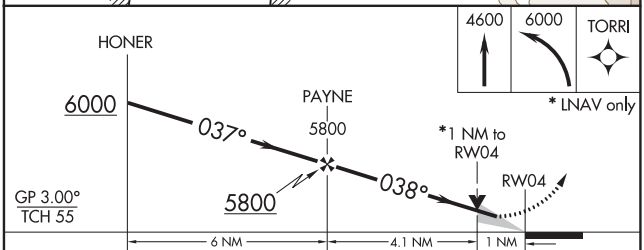
AWOS-3	HOLLOMAN APP CON ★	ALBUQUERQUE CENTER	UNICOM
127.825	120.6 269.225	132.65 257.6 (When tower closed)	122.8 (CTAF) L



ELEV 4199 D TDZE 4151



REIL Rwys 4 and 22
MIRL Rwy 4-22 L
MIRL Rwy 17/35



CATEGORY	A	B	C	D
LPV DA	4401-⅞ 250 (300-⅞)			
LNAV/VNAV DA	4444-1 293 (300-1)			
LNAV MDA	4500-1 349 (400-1)			
C CIRCLING	4680-1 481 (500-1)	4720-1 521 (600-1)	4860-1¾ 661 (700-1¾)	5300-3 1101 (1200-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ALAMOGORDO, NEW MEXICO
Amdt 1 05JAN17

32°50′N-105°59′W

ALAMOGORDO-WHITE SANDS RGNL (ALM)
RNAV (GPS) RWY 4

VOR/DME BWS	APP CRS	Rwy ldg	9207
109.6	038°	TDZE	4151
Chan 33		Apt Elev	4199

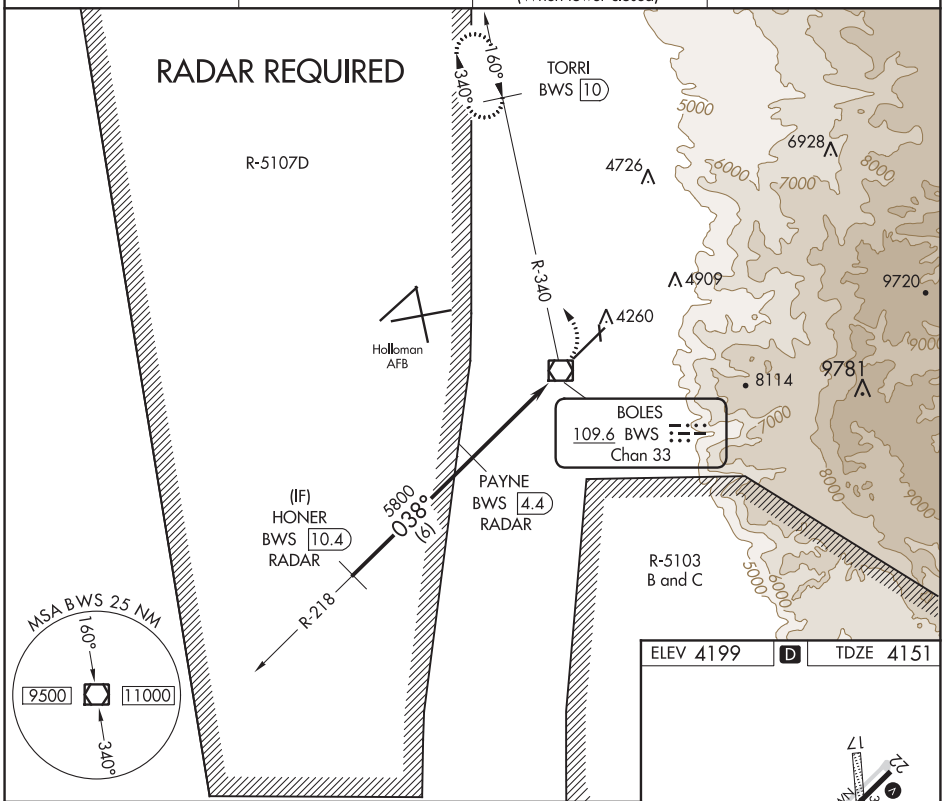
VOR RWY 4

ALAMOGORDO-WHITE SANDS RGNL (ALM)

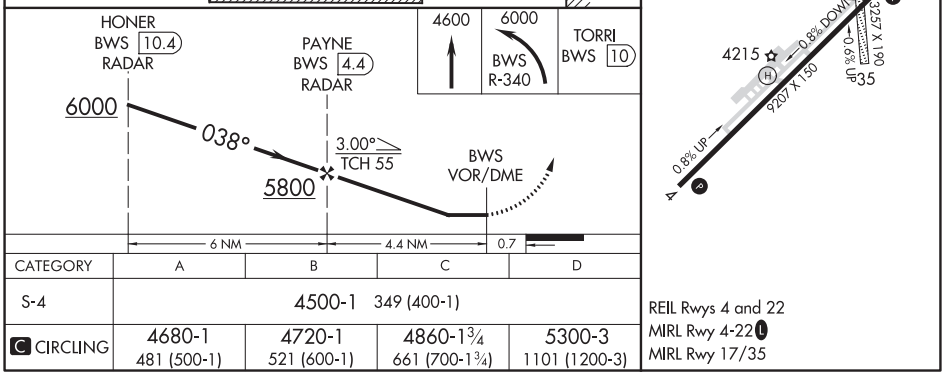
Circling NA to Rwys 17 and 35. Circling NA southeast of Rwy 4-22. DME required. Civil aircraft require ATC clearance prior to entering Restricted Area 5107D. Procedure NA when Holloman Approach Control closed.

MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 on BWS VOR/DME R-340 to TORRI/BWS 10 DME and hold.

AWOS-3	HOLLOMAN APP CON ★	ALBUQUERQUE CENTER	UNICOM
127.825	120.6 269.225	132.65 257.6 (When tower closed)	122.8 (CTAF) L



ELEV 4199 D TDZE 4151



CATEGORY	A	B	C	D
S-4	4500-1 349 (400-1)			
C CIRCLING	4680-1 481 (500-1)	4720-1 521 (600-1)	4860-1¾ 661 (700-1¾)	5300-3 1101 (1200-3)

REIL Rwys 4 and 22
MIRL Rwy 4-22 L
MIRL Rwy 17/35

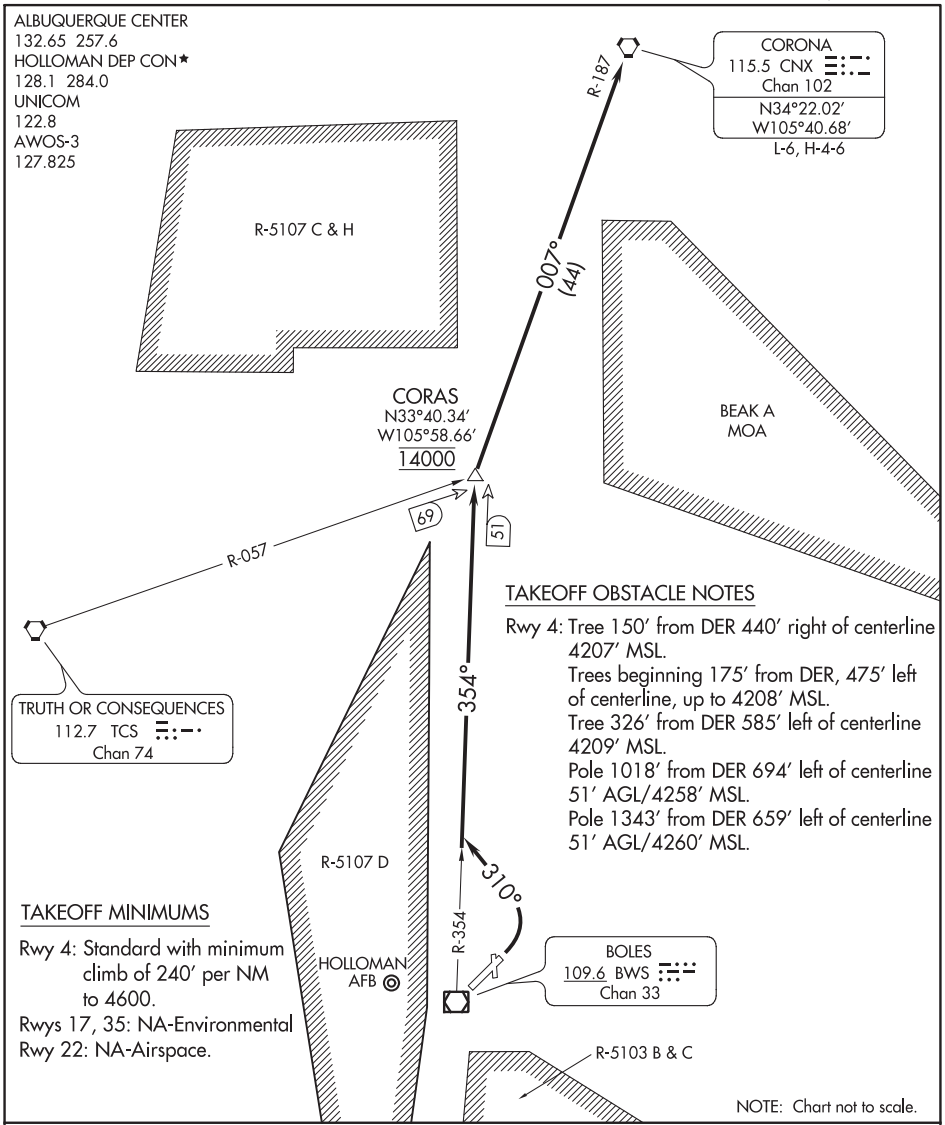
SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

(CRONA2.CNX) 19339

CORONA TWO DEPARTURE (OBSTACLE)

ALAMOGORDO-WHITE SANDS RGNL (ALM)
SL-5130 (FAA)
ALAMOGORDO, NEW MEXICO



TAKEOFF OBSTACLE NOTES

Rwy 4: Tree 150′ from DER 440′ right of centerline 4207′ MSL.
Trees beginning 175′ from DER, 475′ left of centerline, up to 4208′ MSL.
Tree 326′ from DER 585′ left of centerline 4209′ MSL.
Pole 1018′ from DER 694′ left of centerline 51′ AGL/4258′ MSL.
Pole 1343′ from DER 659′ left of centerline 51′ AGL/4260′ MSL.

TAKEOFF MINIMUMS

Rwy 4: Standard with minimum climb of 240′ per NM to 4600.
Rwys 17, 35: NA-Environmental
Rwy 22: NA-Airspace.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climbing left turn heading 310° to intercept BWS VOR/DME R-354 northbound. Cross CORAS at 14000, then right turn on CNX VORTAC R-187 to CNX VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021

CORONA TWO DEPARTURE (OBSTACLE)
ALAMOGORDO, NEW MEXICO
ALAMOGORDO-WHITE SANDS RGNL (ALM)
(CRONA2.CNX) 05JAN17

LOC I-VQR	APP CRS	Rwy ldg	8519
111.9	023°	TDZE	7539
		Apt Elev	7539

ILS or LOC RWY 2

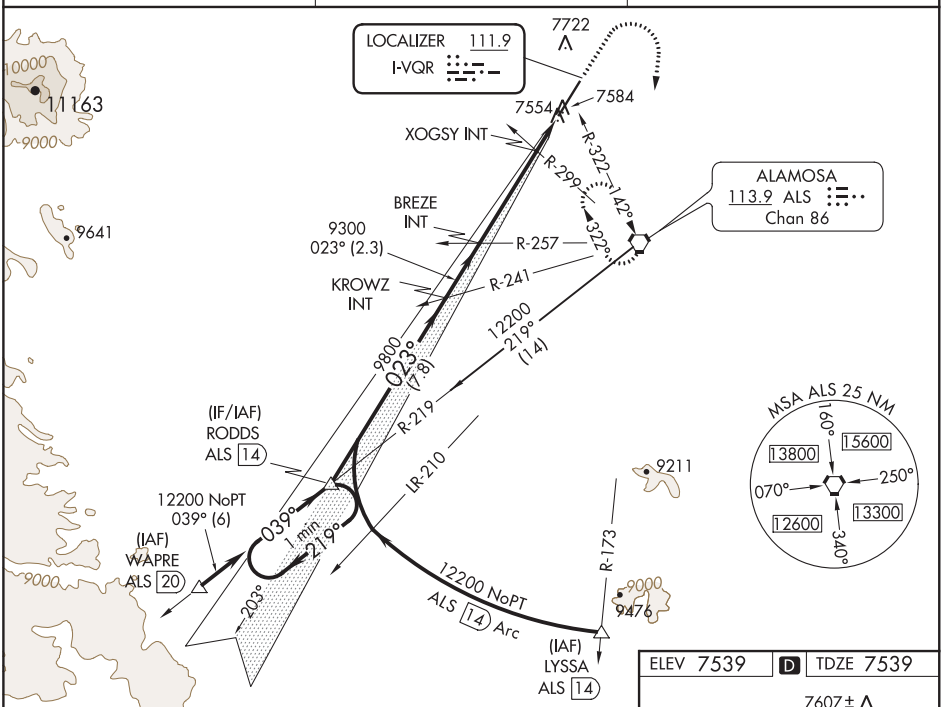
SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

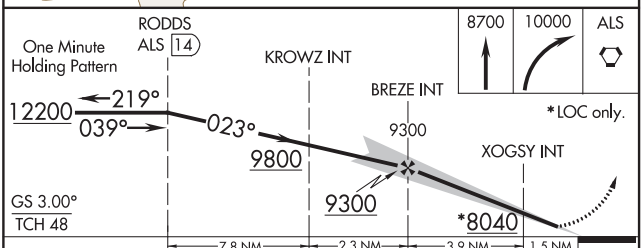
T A NA For inoperative ALS, increase S-LOC 2 Cats C/D visibility to 1⅜ SM.

MALSR A5

MISSED APPROACH: Climb to 8700 then climbing right turn to 10000 direct ALS VORTAC and hold.

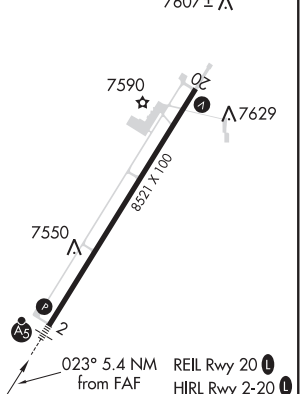
ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 2	7739-½ 200 (200-½)			
S-LOC 2	8040-½ 501 (600-½)		8040-1 501 (600-1)	
C CIRCLING	8040-1 501 (600-1)		8080-1½ 541 (600-1½)	8100-2 561 (600-2)
XOGSY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 2	7820-½ 281 (300-½)			
C CIRCLING	8040-1 501 (600-1)		8080-1½ 541 (600-1½)	8100-2 561 (600-2)

ELEV 7539 D TDZE 7539



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 90410 W02A	APP CRS 023°	Rwy ldg 8519 TDZE 7539 Apt Elev 7539

RNAV (GPS) RWY 2

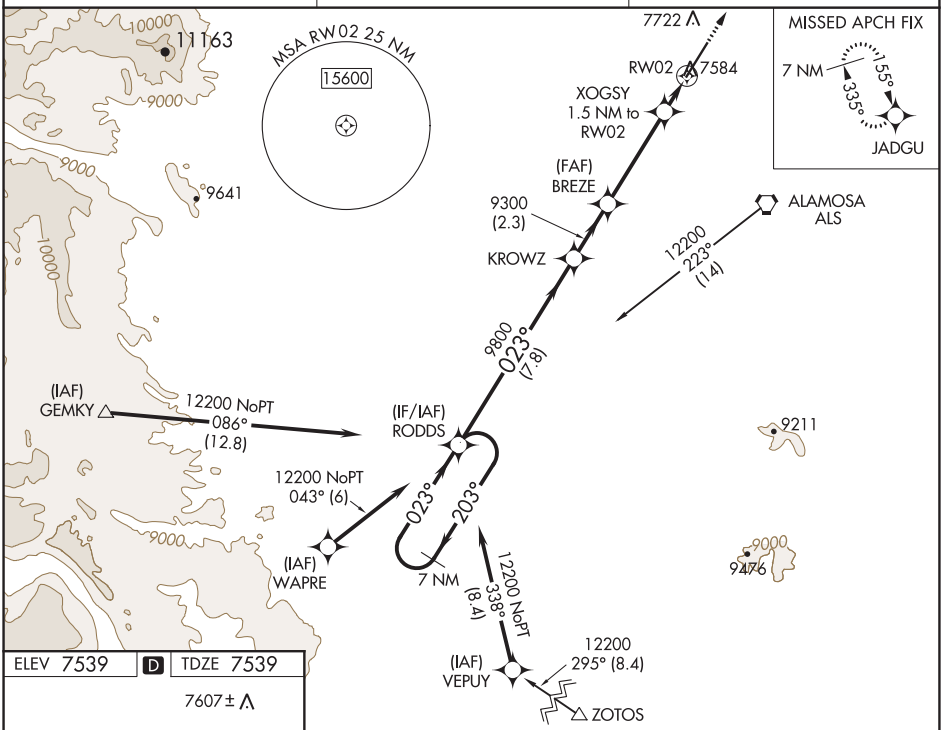
SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 44°C (111°F). DME/DME RNP -0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to ⅞ SM.

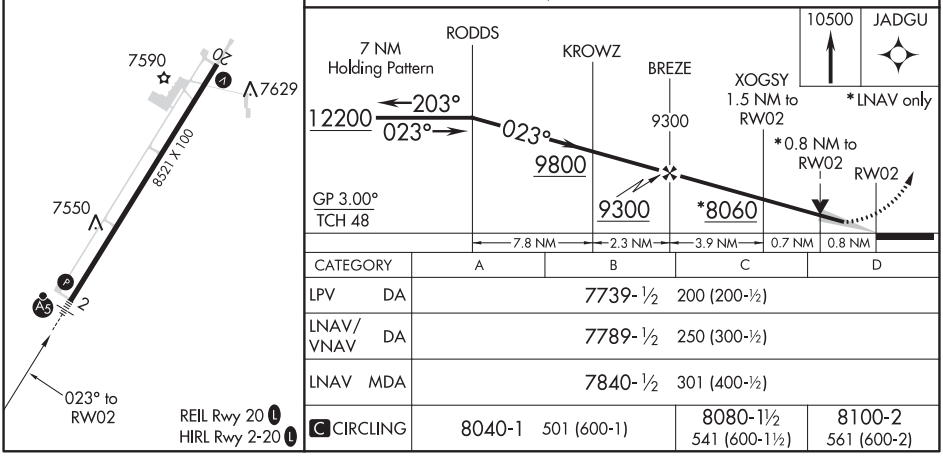
MALSR

MISSED APPROACH: Climb to 10500 direct JADGU and hold.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF)



ELEV 7539 | D | TDZE 7539



CATEGORY		A	B	C	D
LPV	DA	7739-½ 200 (200-½)			
LNAV/VNAV	DA	7789-½ 250 (300-½)			
LNAV	MDA	7840-½ 301 (400-½)			
C CIRCLING		8040-1 501 (600-1)		8080-1½ 541 (600-1½)	8100-2 561 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021

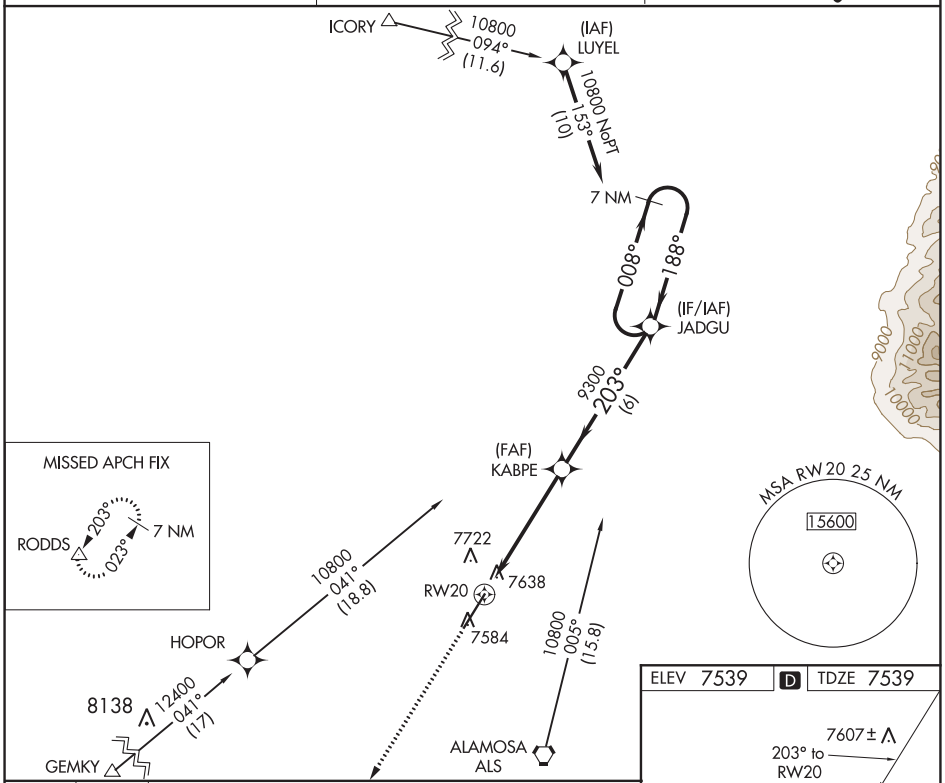
WAAS CH 93500 W20A	APP CRS 203°	Rwy ldg 8519 TDZE 7539 Apt Elev 7539

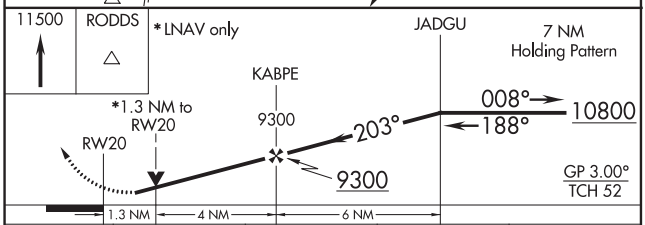
RNAV (GPS) RWY 20
SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

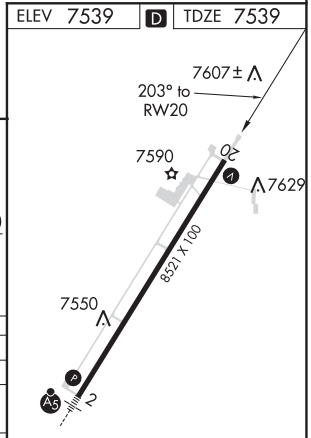
When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 11500 direct RODDS and hold, continue climb-in-hold to 11500.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	7867-1 328 (400-1)			
LNAV/VNAV DA	8002-1½ 463 (500-1½)			
LNAV MDA	8000-1 461 (500-1)		8000-1¼ 461 (500-1¼)	8000-1½ 461 (500-1½)
CIRCLING	8040-1 501 (600-1)		8040-1½ 501 (600-1½)	8100-2 561 (600-2)

REIL Rwy 20 L
HIRL Rwy 2-20 L

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SW-1, 25 FEB 2021 to 22 APR 2021

ALAMOSA, COLORADO | AL-18 (FAA) | 20310

VOR/DME-B

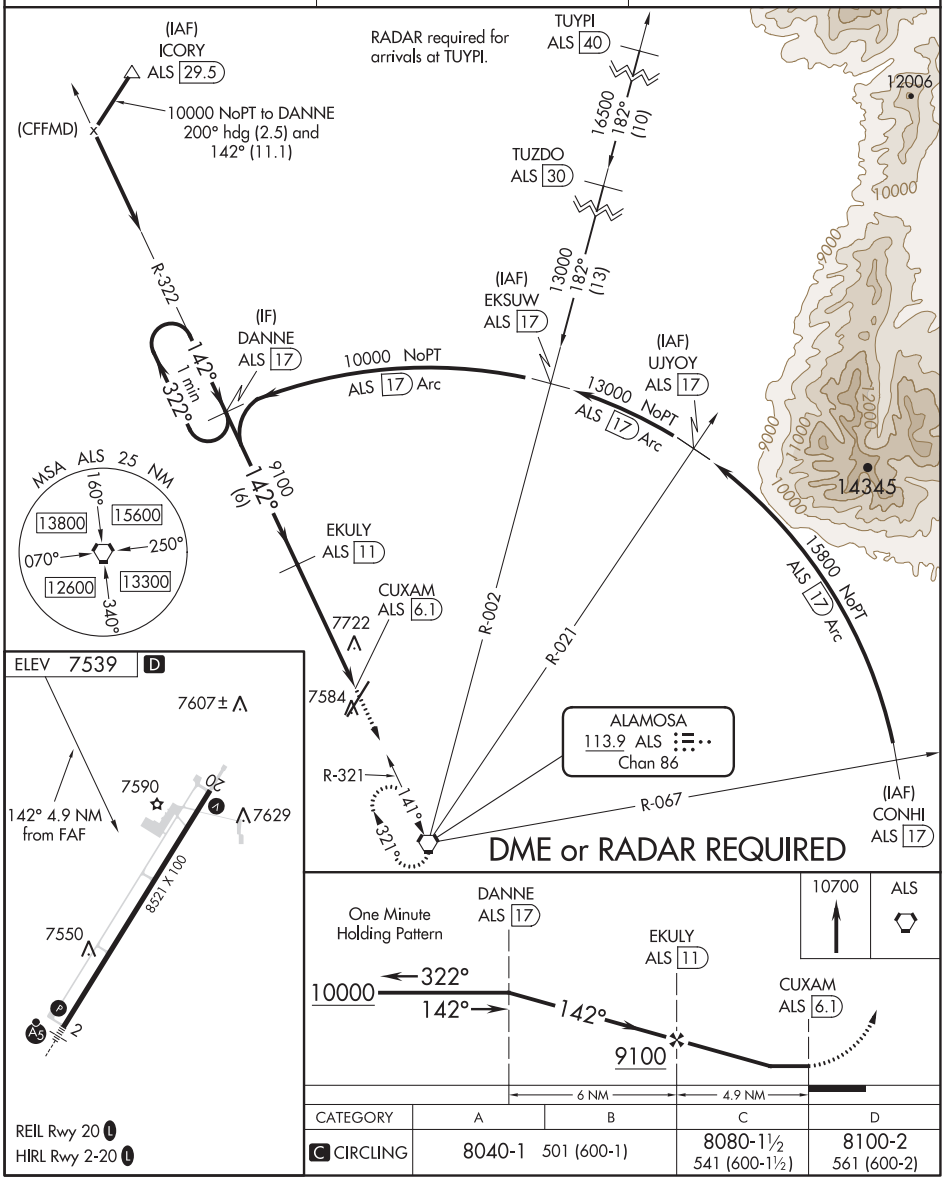
SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

VORTAC ALS	APP CRS	Rwy ldg	N/A
113.9	142°	TDZE	N/A
Chan 86		Apt Elev	7539

NA When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 10700 direct ALS VORTAC and hold, continue climb-in-hold to 10700.

ASOS	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	8040-1	501 (600-1)	8080-1½ 541 (600-1½)	8100-2 561 (600-2)

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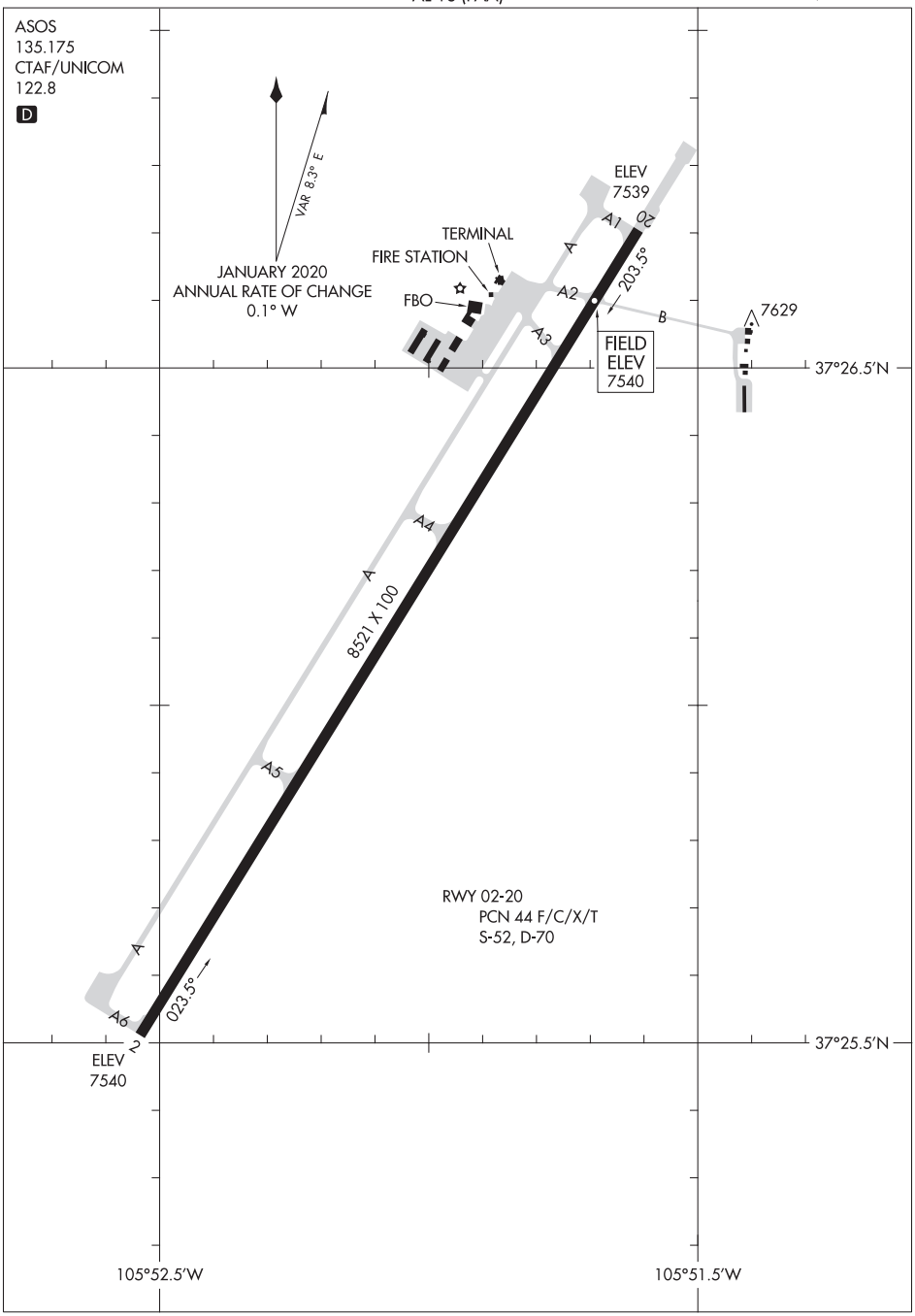

ASOS
135.175
CTAF/UNICOM
122.8
D
VAR 8.3° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
ELEV
7539
20
A1
A
TERMINAL
FIRE STATION
FBO
A2
203.5°
B
7629
A3
FIELD
ELEV
7540
37°26.5'N
A4
A
8521 X 100
A5
RWY 02-20
PCN 44 F/C/X/T
S-52, D-70
A
023.5°
A6
2
ELEV
7540
37°25.5'N
105°52.5'W
105°51.5'W

LOC I-BZY	APP CRS	Rwy ldg	10000
111.5	034°	TDZE	5312
		Apt Elev	5355

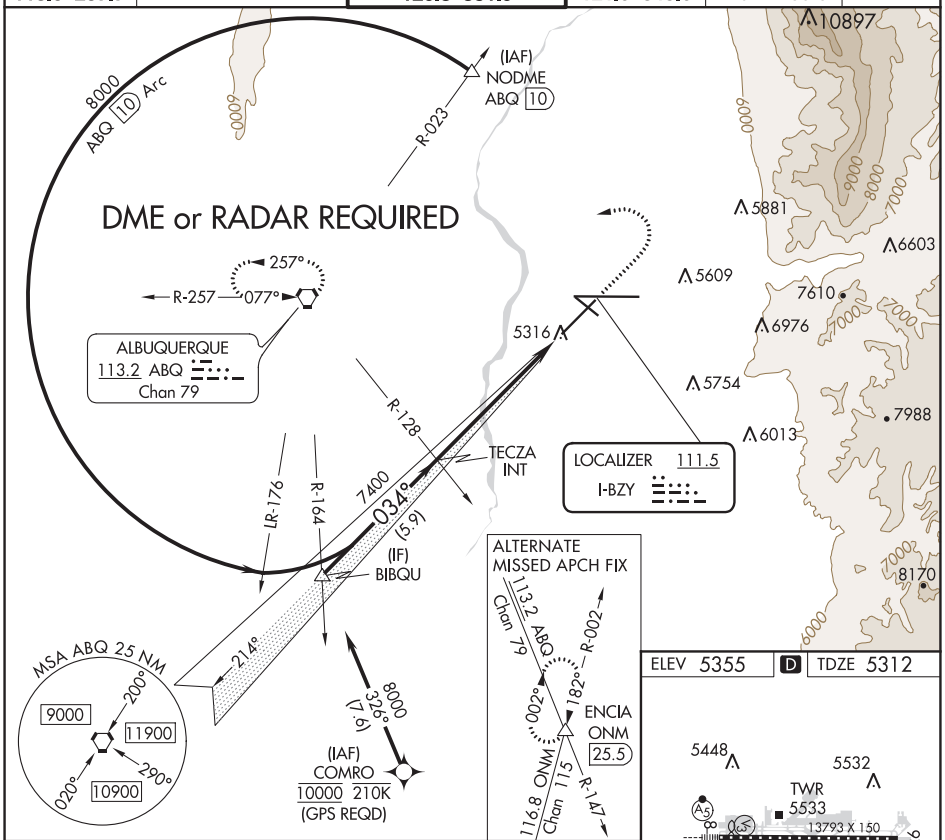
ILS or LOC RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

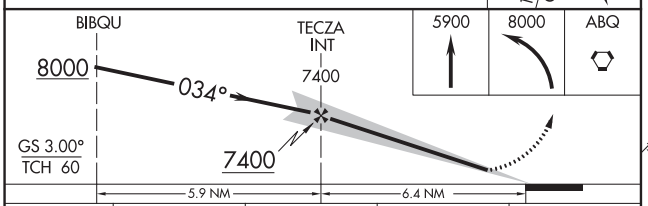
ASR

MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 8000 direct ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	





MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

CATEGORY	A	B	C	D
S-ILS 3	5512/18 200 (200-½)			
S-LOC 3	5600/24 288 (300-½)			
C CIRCLING	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-1½)	6460-3 1105 (1200-3)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

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LOC/DME I-SPT	APP CRS	Rwy ldg	12793
111.9	079°	TDZE	5320
Chan 56		Apt Elev	5355

ILS or LOC RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

DME required. RNAV 1 - GPS or RADAR required for procedure entry.

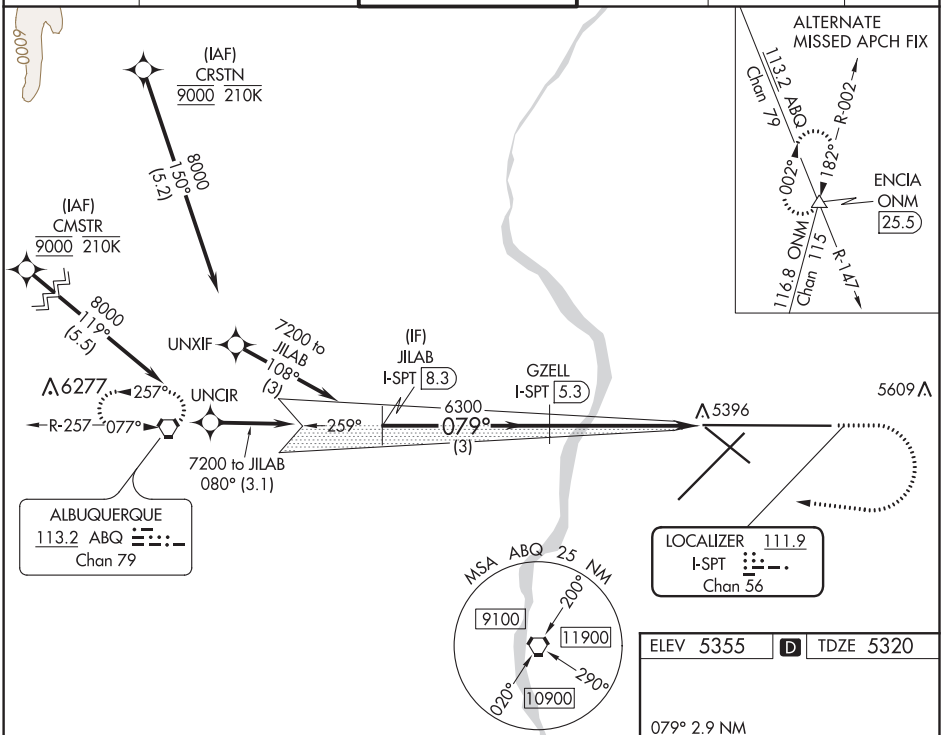
For inop ALS, increase S-LOC 8 Cat C and D visibility to RVR 6000.

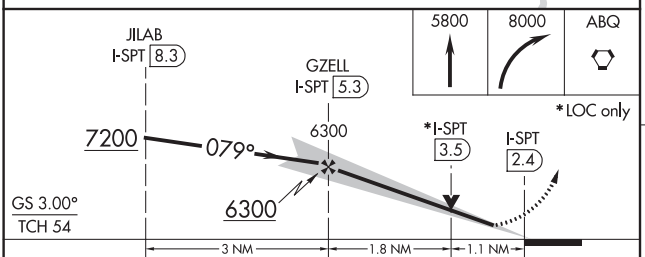
ASR

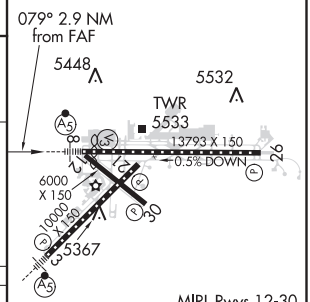
MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	







MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

CATEGORY	A	B	C	D
S-ILS 8	5527/18 207 (200-½)			
S-LOC 8	5720/24 400 (400-½)		5720/40 400 (400-¾)	
C CIRCLING	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-1½)	NA

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

SW-1, 25 FEB 2021 to 22 APR 2021
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APP CRS	Rwy ldg	10000
214°	TDZE	5316
	Apt Elev	5355

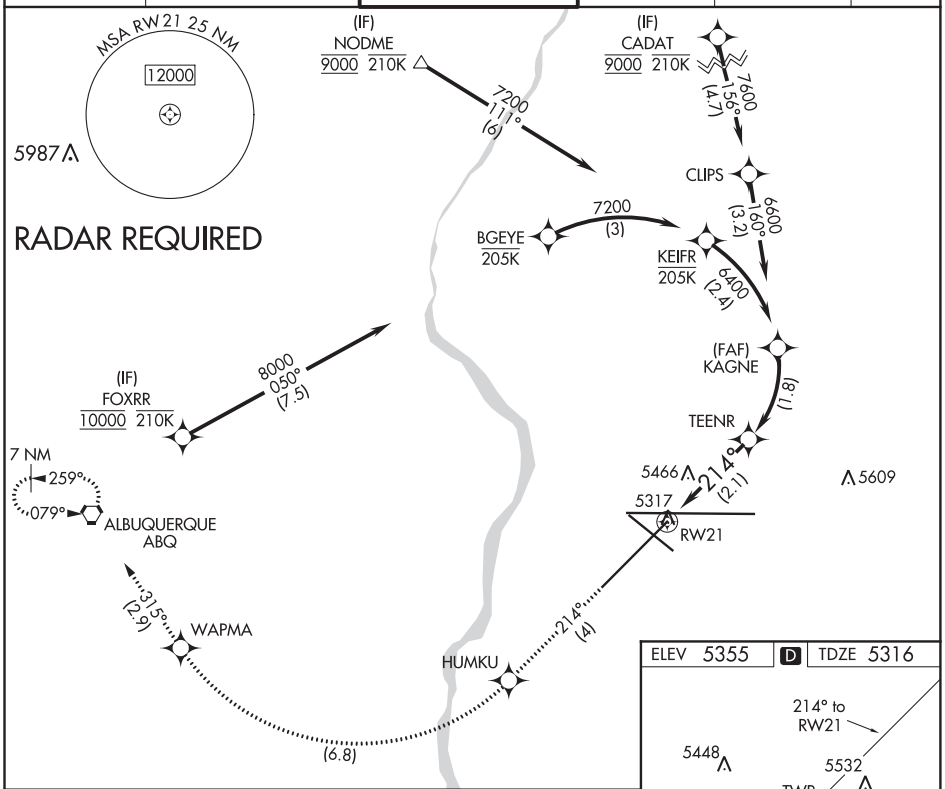
RNAV (RNP) Y RWY 21
ALBUQUERQUE INTL SUNPORT (ABQ)

ASR

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (116°F). RF Required. GPS Required.

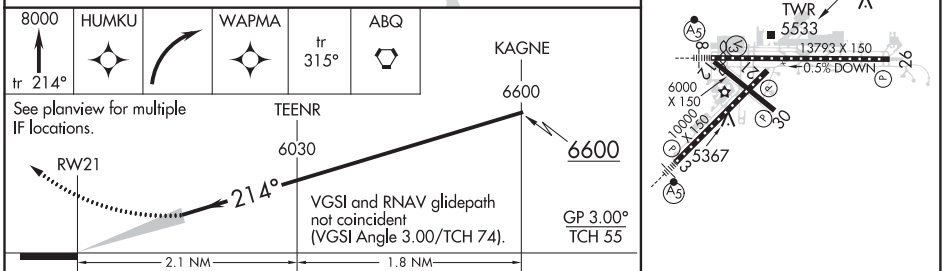
MISSED APPROACH: Climb to 8000 on track 214° to HUMKU, right turn to WAPMA, then on track 315° to ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	



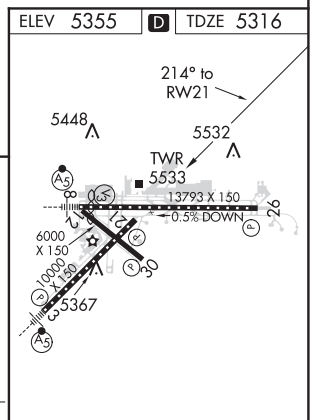
8000 tr 214°	HUMKU		WAPMA	tr 315°	ABQ

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	5758-1½ 442 (500-1½)			

AUTHORIZATION REQUIRED



MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	13793
259°	TDZE	5355
	Apt Elev	5355

RNAV (RNP) Y RWY 26

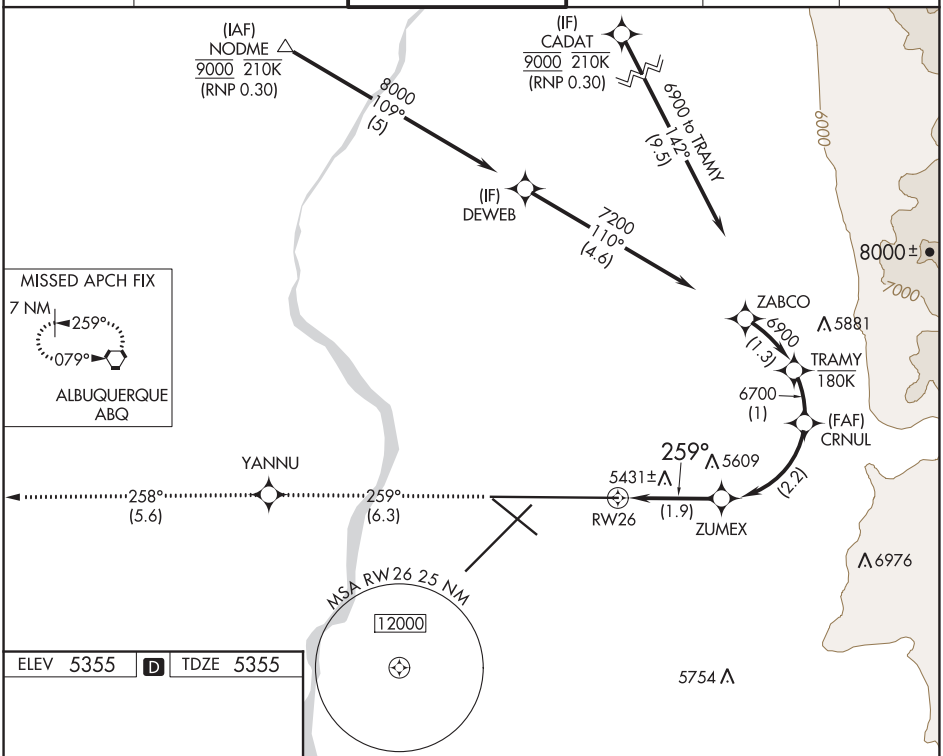
ALBUQUERQUE INTL SUNPORT (ABQ)

RNP AR APCH, RF required.

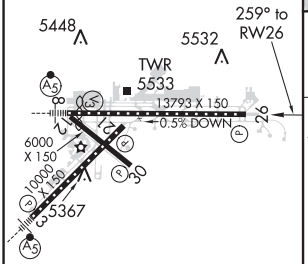
ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 48°C.

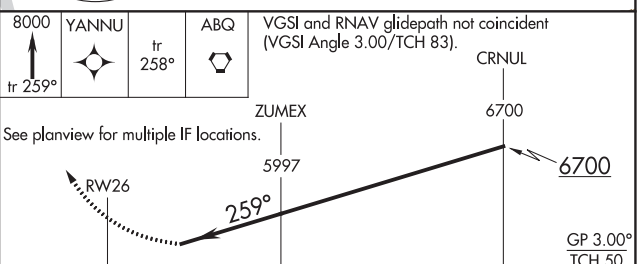
MISSED APPROACH: Climb to 8000 on track 259° to YANNU and on track 258° to ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	



ELEV 5355 D TDZE 5355





CATEGORY	A	B	C	D
RNP 0.15 DA	5728-1¼ 373 (400-1¼)			

MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	10000
034°	TDZE	5312
	Apt Elev	5355

RNAV (RNP) Z RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 45°C (114°F). For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 4000. GPS required.

MALSR

MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	

RADAR REQUIRED

(IAF) CRSTN 9000 210K (RF REQD)

8500 (6.4) 165°

8500 125° (5)

6277 7 NM 259° 079°

(IAF) CMSTR 9000 210K (RF REQD)

(IF) ALBUQUERQUE ABQ

Limit missed approach to 215K.

8000 134° (4.2)

BIENN

6500 (4.9)

(FAF) GERNL

034° (3.6)

RW03

6500 034° (3)

6500 (1.6)

BILDE

(IF) TNTOE 10000 210K (RNP 0.80) (RF REQD)

9000 213° (3.4)

PLNET

6900 (7.3)

6900 001° (4)

(IF) CEMAC

(IF) MRMIK

7200 034° (5.7)

(IAF) BIBQU 8000 210K

(IAF) COMRO 10000 210K (RNP 0.80) (RF REQD)

7500 360° (8.1)

MSA RW03 25 NM 12000

See planview for multiple IF locations.

6200	8000	ABQ

GERNL 6500 6500 034° RW03

GP 3.00° TCH 60

3.6 NM

CATEGORY	A	B	C	D
RNP 0.30 DA	5571/24 259 (300-½)			

AUTHORIZATION REQUIRED

ELEV 5355 D TDZE 5312

5448 5532 TWR 5533 13793 X 150 0.5% DOWN 6000 X 150 10000 X 150 5367 034° to RW03

MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	12793
079°	TDZE	5320
	Apt Elev	5355

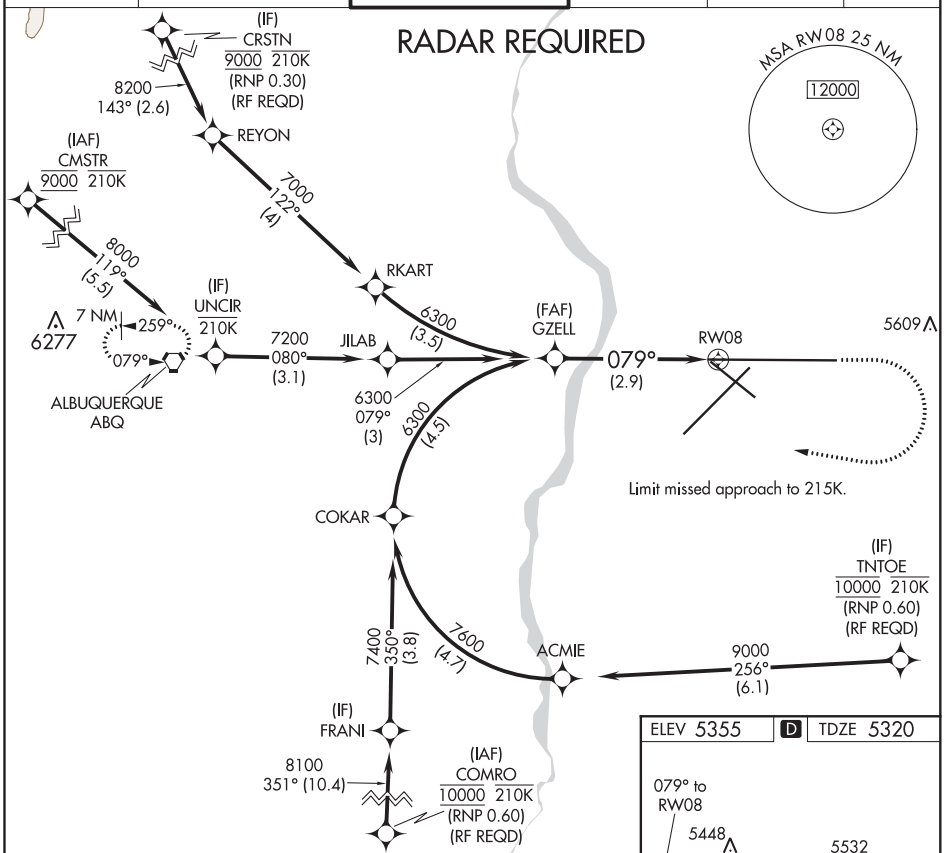
RNAV (RNP) Z RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

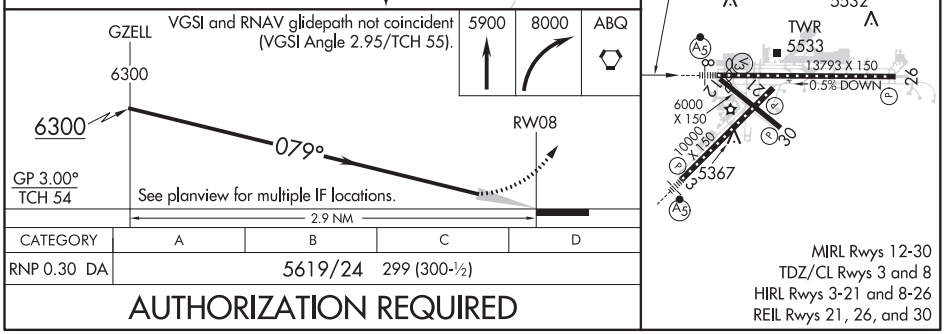
ASR: For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (117°F). For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 4700. GPS required.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	





VGSI and RNAV glidepath not coincident (VGSI Angle 2.95/TCH 55).

5900	8000	ABQ

CATEGORY	A	B	C	D
RNP 0.30 DA	5619/24 299 (300-½)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	10000
214°	TDZE	5316
	Apt Elev	5355

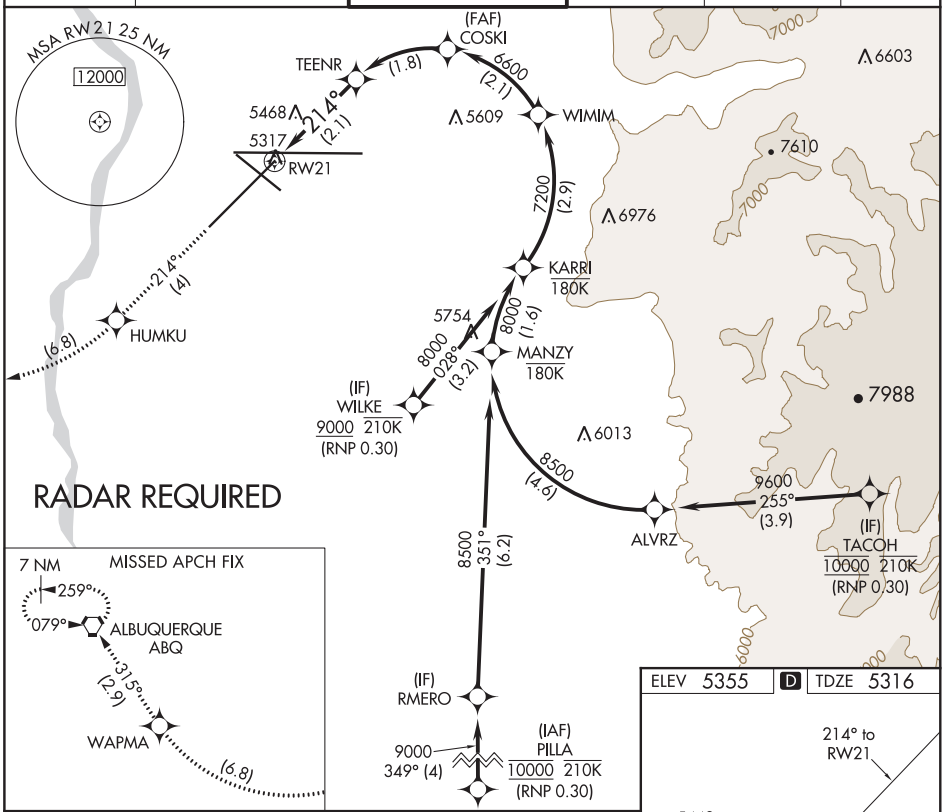
RNAV (RNP) Z RWY 21
ALBUQUERQUE INTL SUNPORT (ABQ)

ASR

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (116°F). RF required. GPS required.

MISSED APPROACH: Climb to 8000 on track 214° to HUMKU, right turn to WAPMA, then on track 315° to ABQ VORTAC and hold.

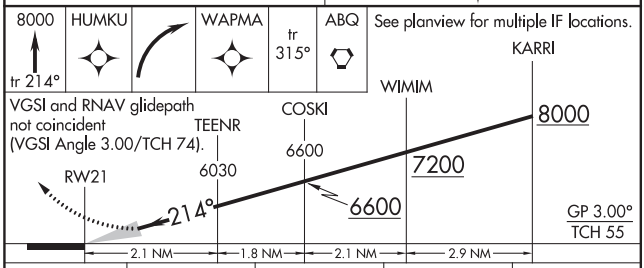
D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	



8000	HUMKU		WAPMA	tr 315°	ABQ
tr 214°					

See planview for multiple IF locations.

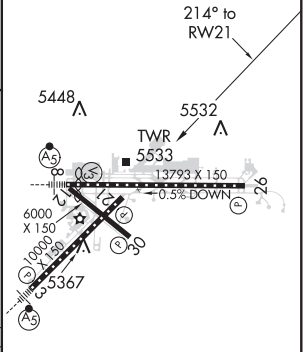
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).



CATEGORY	A	B	C	D
RNP 0.30 DA	5755-1½ 439 (400-1½)			

AUTHORIZATION REQUIRED

ELEV 5355 | D | TDZE 5316



MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	13793
259°	TDZE	5355
	Apt Elev	5355

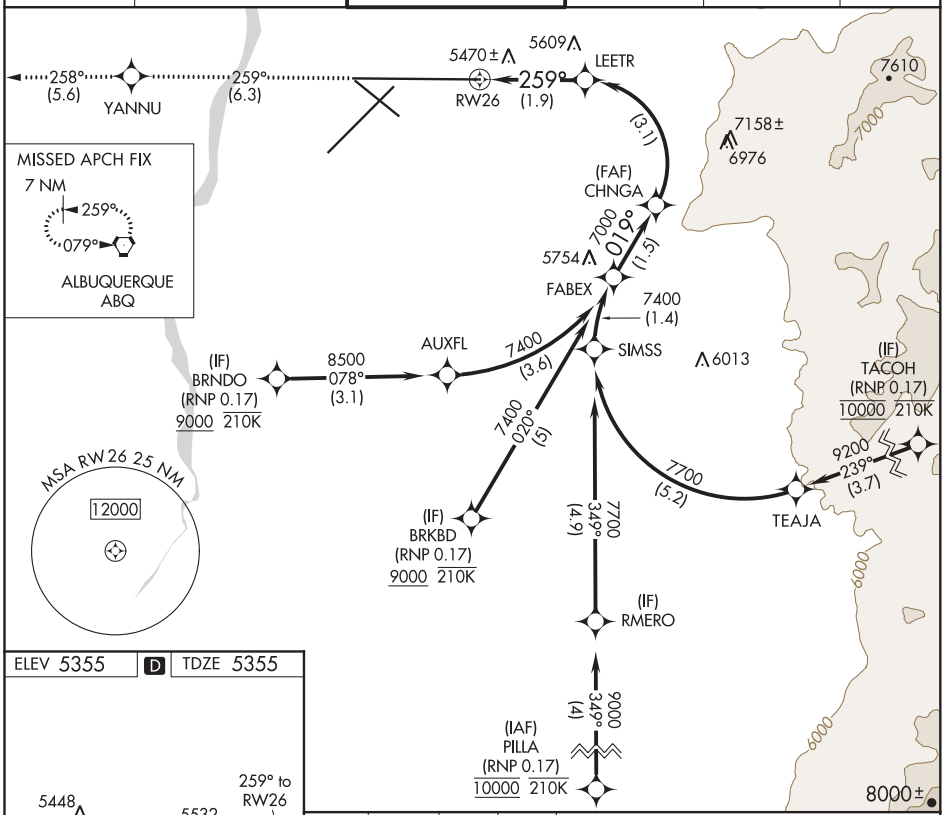
RNAV (RNP) Z RWY 26
ALBUQUERQUE INTL SUNPORT (ABQ)

RNP AR APCH, RF required.

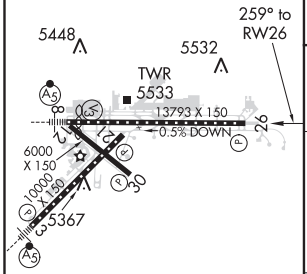
ASR For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 48°C.

MISSED APPROACH: Climb to 8000 on track 259° to YANNU and on track 258° to ABQ VORTAC and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	



ELEV 5355 D TDZE 5355

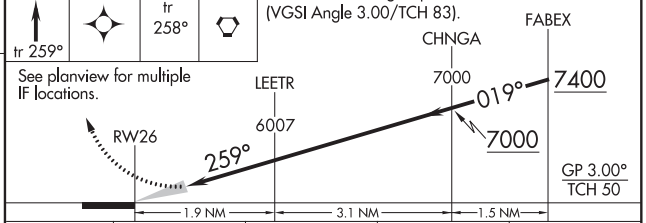


MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

8000	YANNU	tr 258°	ABQ
tr 259°			

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.17 DA	5745-1¼ 390 (400-1¼)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ALBUQUERQUE, NEW MEXICO AL-12 (FAA) 20198

WAAS CH 78137 W03A	APP CRS 034°	Rwy ldg 10000 TDZE 5312 Apt Elev 5355

RNAV (GPS) Y RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

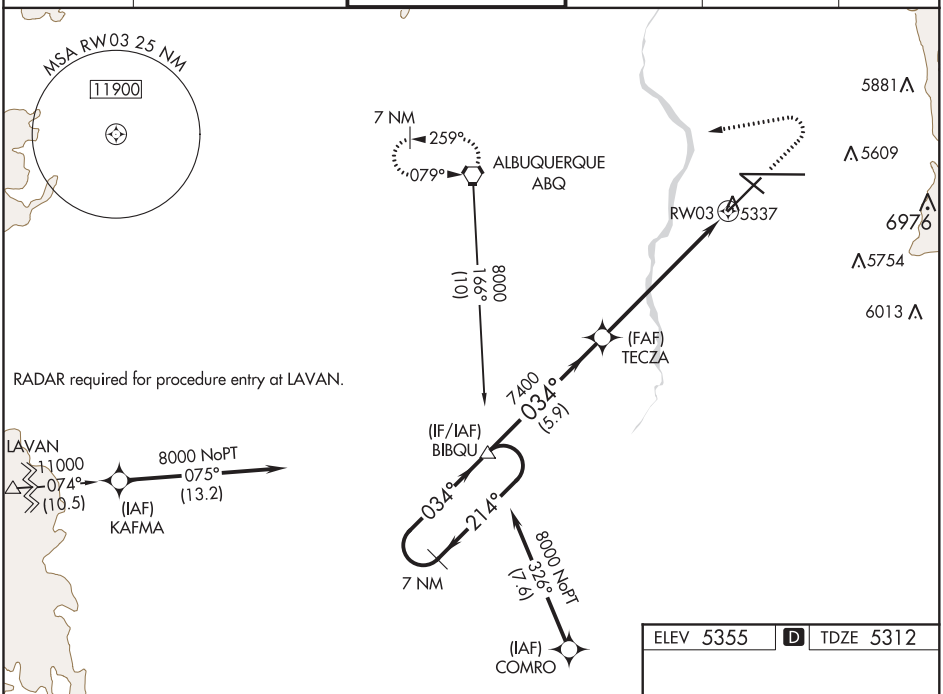
T A ASR

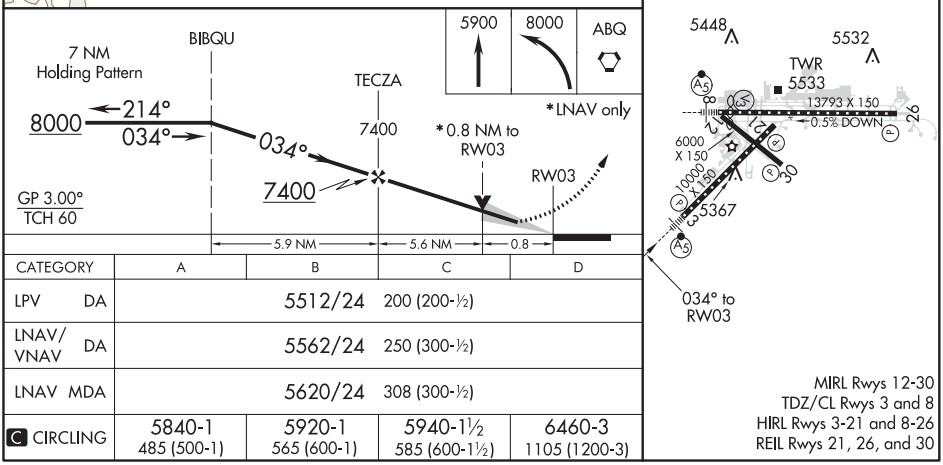
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -13°C (9°F) or above 45°C (114°F).

MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 8000 direct ABQ VORTAC and hold, continue climb-in-hold to 8000.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	





CATEGORY	A	B	C	D
LPV DA	5512/24 200 (200-½)			
LNAV/VNAV DA	5562/24 250 (300-½)			
LNAV MDA	5620/24 308 (300-½)			
C CIRCLING	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-1½)	6460-3 1105 (1200-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	12793
079°	TDZE	5320
	Apt Elev	5355

RNAV (GPS) Y RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

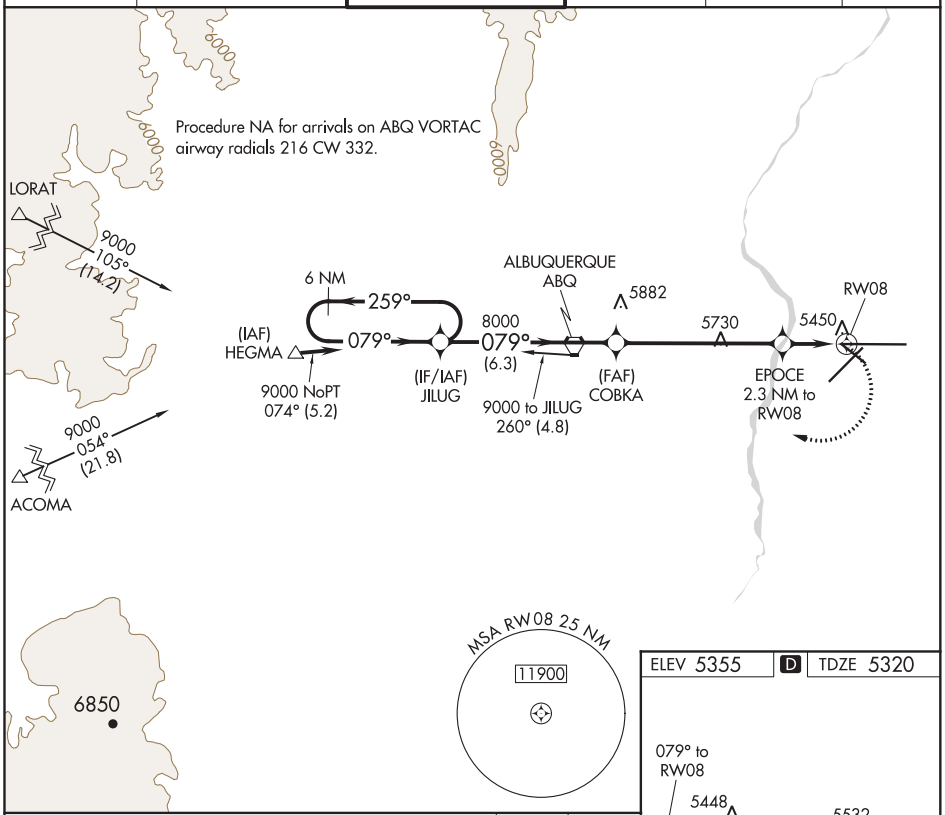
T A ASR

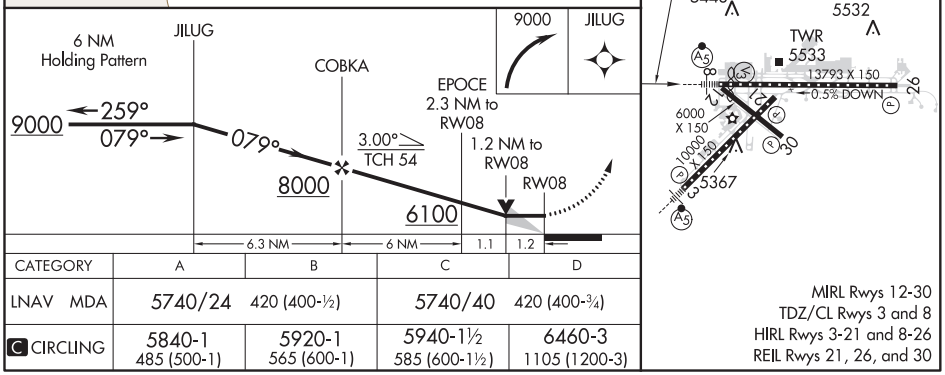
DME/DME RNP-0.3 NA.

MALSR A5

MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.

D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	





CATEGORY	A	B	C	D
LNAV MDA	5740/24	420 (400-½)	5740/40	420 (400-¾)
C CIRCLING	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-1½)	6460-3 1105 (1200-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

VORTAC ABQ	APP CRS	Rwy ldg	12793
113.2	077°	TDZE	5320
Chan 79		Apt Elev	5355

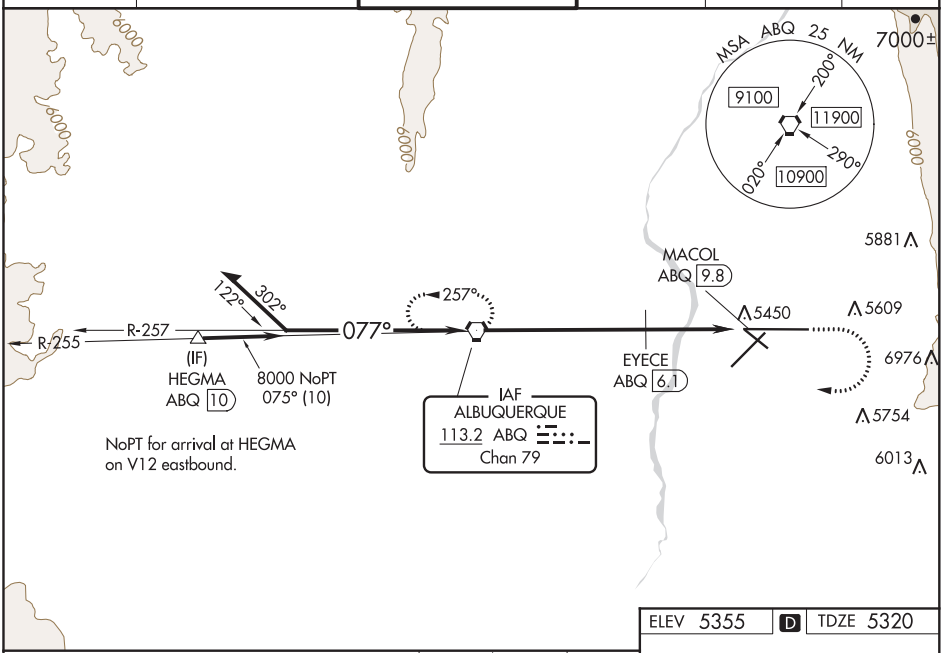
VOR RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

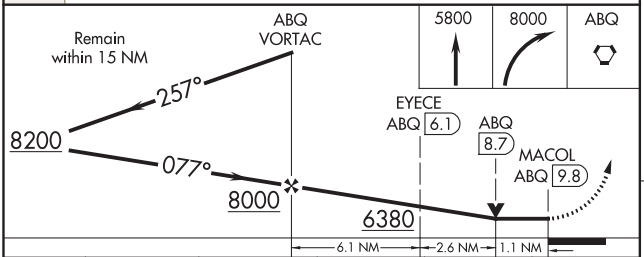
T A ASR — EYECE FIX MINIMUMS: For inop ALS, increase S-8 Cat C/D/E visibility to RVR 5500. For inop ALS, increase S-8 Cat E visibility to 3 SM. Circling Cat E NA southeast of Rwy 3-21 and northeast of Rwy 12-30.

MALSR

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

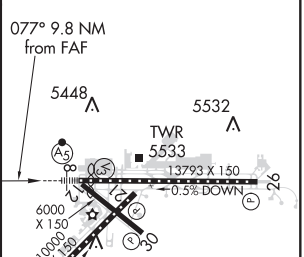
D-ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	





CATEGORY	A	B	C	D	E
S-8	6380/40 1060 (1100-¾)	6380/55 1060 (1100-1)	6380-2½ 1060 (1100-2½)		
CIRCLING C	6380-1¼ 1025 (1100-1¼)	6380-1½ 1025 (1100-1½)	6380-3 1025 (1100-3)	6460-3 1105 (1200-3)	7460-3 2105 (2200-3)
EYECE FIX MINIMUMS					
S-8	5700/24 380 (400-½)		5700/40 380 (400-¾)		
CIRCLING C	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-1½)	6460-3 1105 (1200-3)	7460-3 2105 (2200-3)

ELEV 5355 D TDZE 5320



MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

FAF to MAP 9.8 NM					
Knots	60	90	120	150	180
Min:Sec	9:48	6:32	4:54	3:55	3:16

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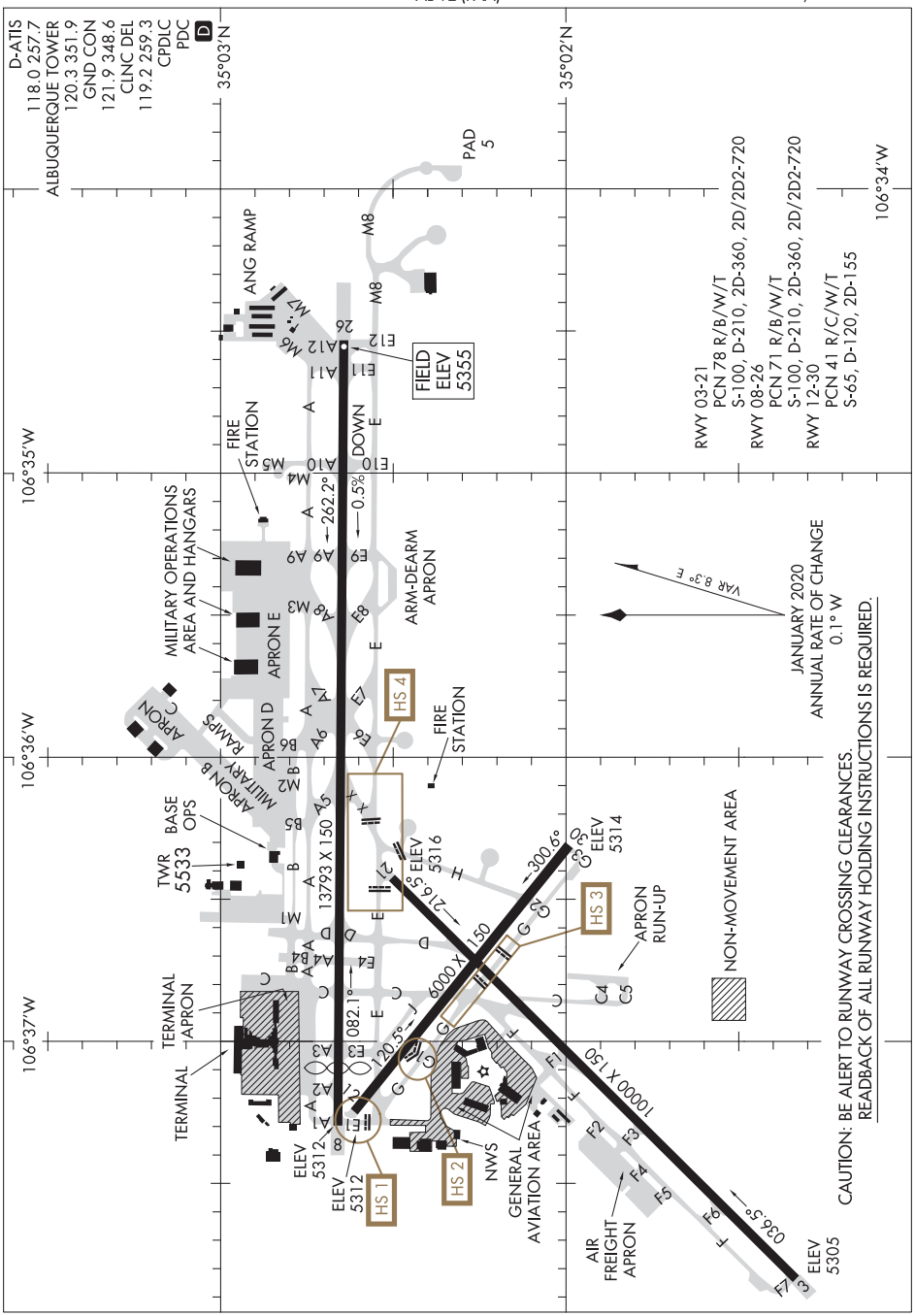


SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
127.4 253.5

N

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then direct ASTAH, cross ASTAH at or below 9000, then on depicted route to ADYOS. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct ABQ VORTAC, then on track 262° to ADYOS. Thence. . . .

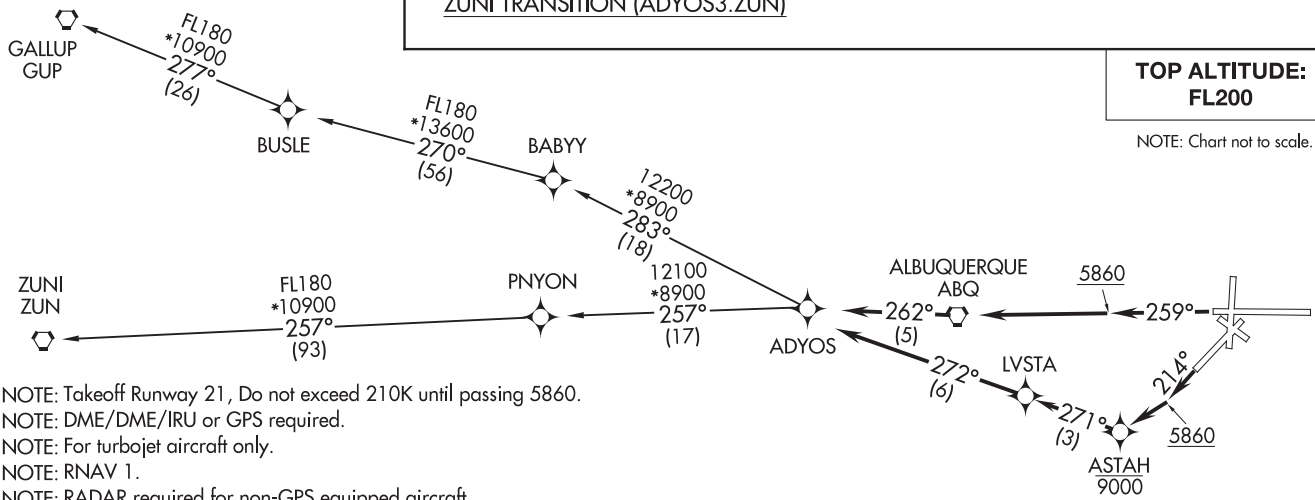
. . . .(transition). Maintain FL200, expect filed altitude ten minutes after departure.

GALLUP TRANSITION (ADYOS3.GUP)

ZUNI TRANSITION (ADYOS3.ZUN)

TOP ALTITUDE: FL200

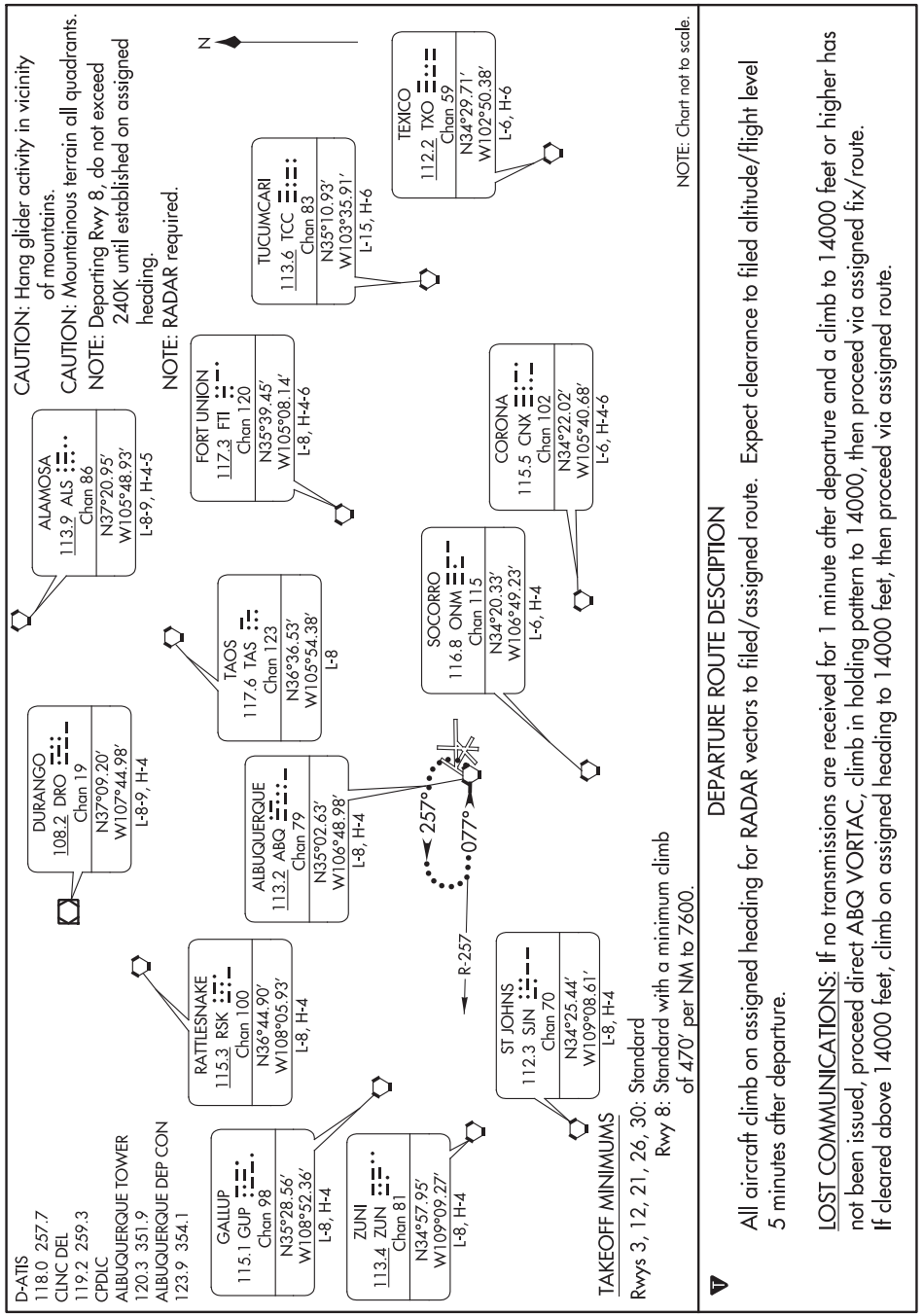
NOTE: Chart not to scale.



NOTE: Takeoff Runway 21, Do not exceed 210K until passing 5860.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft on: GUP Transition: ABQ and ONM DME's must be operational.
NOTE: For non-GPS equipped aircraft on: ZUN Transition: ABQ and ONM DME's must be operational.

TAKEOFF MINIMUMS

Rwy 21/26: Standard with minimum climb of 500′ per NM to 5860.


CAUTION: Hang glider activity in vicinity of mountains.
CAUTION: Mountainous terrain all quadrants.
NOTE: Departing Rwy 8, do not exceed 240K until established on assigned heading.
NOTE: RADAR required.
N
NOTE: Chart not to scale.
D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
123.9 354.1
ALAMOSA
113.9 ALS
Chan 86
N37°20.95′
W105°48.93′
L-8-9, H-4-5
DURANGO
108.2 DRO
Chan 19
N37°09.20′
W107°44.98′
L-8-9, H-4
RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90′
W108°05.93′
L-8, H-4
GALLUP
115.1 GUP
Chan 98
N35°28.56′
W108°52.36′
L-8, H-4
ZUNI
113.4 ZUN
Chan 81
N34°57.95′
W109°09.27′
L-8, H-4
TAOS
117.6 TAS
Chan 123
N36°36.53′
W105°54.38′
L-8
ALBUQUERQUE
113.2 ABQ
Chan 79
N35°02.63′
W106°48.98′
L-8, H-4
257°
077°
R-257
FORT UNION
117.3 FTI
Chan 120
N35°39.45′
W105°08.14′
L-8, H-4-6
SOCORRO
116.8 ONM
Chan 115
N34°20.33′
W106°49.23′
L-6, H-4
ST JOHNS
112.3 SJN
Chan 70
N34°25.44′
W109°08.61′
L-8, H-4
TUCUMCARI
113.6 TCC
Chan 83
N35°10.93′
W103°35.91′
L-15, H-6
CORONA
115.5 CNX
Chan 102
N34°22.02′
W105°40.68′
L-6, H-4-6
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TAKEOFF MINIMUMS
Rwys 3, 12, 21, 26, 30: Standard
Rwy 8: Standard with a minimum climb of 470′ per NM to 7600.
DEPARTURE ROUTE DESCIPTION
All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 5 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14000 feet or higher has not been issued, proceed direct ABQ VORTAC, climb in holding pattern to 14000, then proceed via assigned fix/route.
If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned route.
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

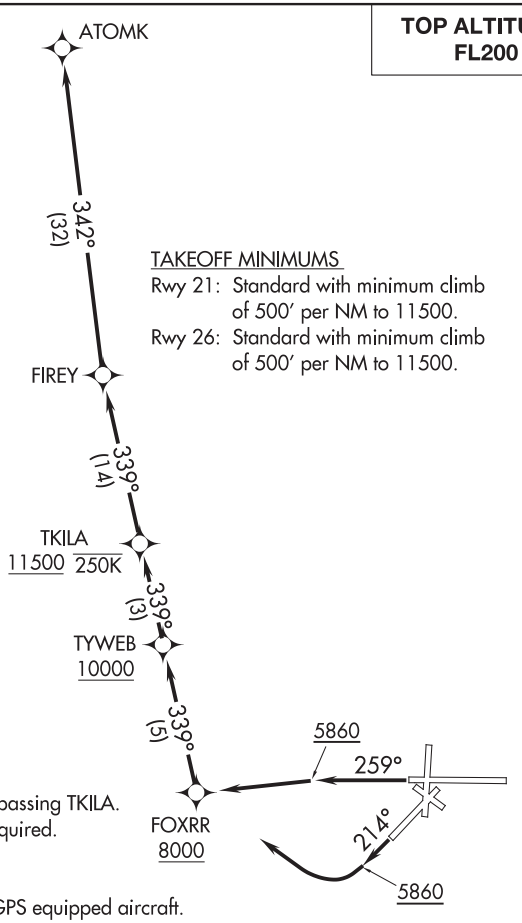
(ATOMK3.ATOMK) 17285

ATOMK THREE DEPARTURE (RNAV) AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
127.4 253.5

TOP ALTITUDE: FL200



TAKEOFF MINIMUMS
Rwy 21: Standard with minimum climb of 500′ per NM to 11500.
Rwy 26: Standard with minimum climb of 500′ per NM to 11500.

NOTE: Do not exceed 250K until passing TKILA.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then right turn direct FOXRR, cross FOXRR at or above 8000, then on track 339° to TYWEB, cross TYWEB at or above 10000, then on track 339° to TKILA, cross TKILA at or above 11500, then on depicted route to ATOMK, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct FOXRR, cross FOXRR at or above 8000, then on track 339° to TYWEB, cross TYWEB at or above 10000, then on track 339° to TKILA, cross TKILA at or above 11500, then on depicted route to ATOMK, thence . . . .

. . . . Maintain FL200. Expect filed altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

TOP ALTITUDE: FL200

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
123.9 334.1

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then climb direct JETOK, cross JETOK at or below 9000, then on track 203° to cross BOSQE at or above 10000, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then climbing left turn direct JETOK, cross JETOK at or below 9000, then on track 203°, cross BOSQE at or above 10000, thence. . . .

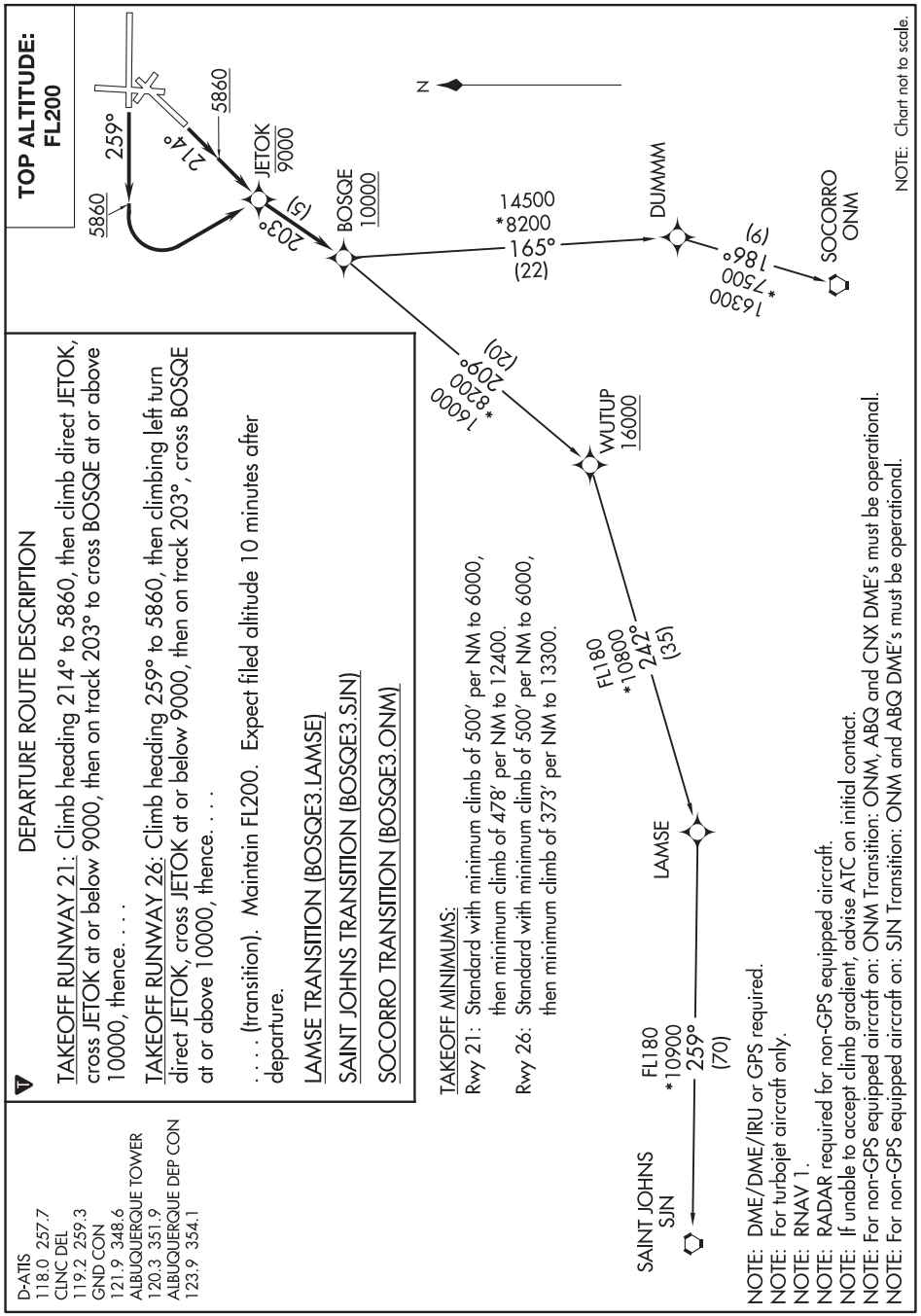
. . . . (transition). Maintain FL200. Expect filed altitude 10 minutes after departure.

LAMSE TRANSITION (BOSQE3.LAMSE)

SAINT JOHNS TRANSITION (BOSQE3.SJN)

SOCORRO TRANSITION (BOSQE3.ONM)

TAKEOFF MINIMUMS:
Rwy 21: Standard with minimum climb of 500' per NM to 6000, then minimum climb of 478' per NM to 12400.
Rwy 26: Standard with minimum climb of 500' per NM to 6000, then minimum climb of 373' per NM to 13300.



NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft on: ONM Transition: ONM, ABQ and CNX DME's must be operational.
NOTE: For non-GPS equipped aircraft on: SJN Transition: ONM and ABQ DME's must be operational.

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

DOOKK THREE DEPARTURE (RNAV)

(DOOKK3.DOOKK) 25JUN15

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

(DOOKK3.DOOKK) 17285

DOOKK THREE DEPARTURE (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

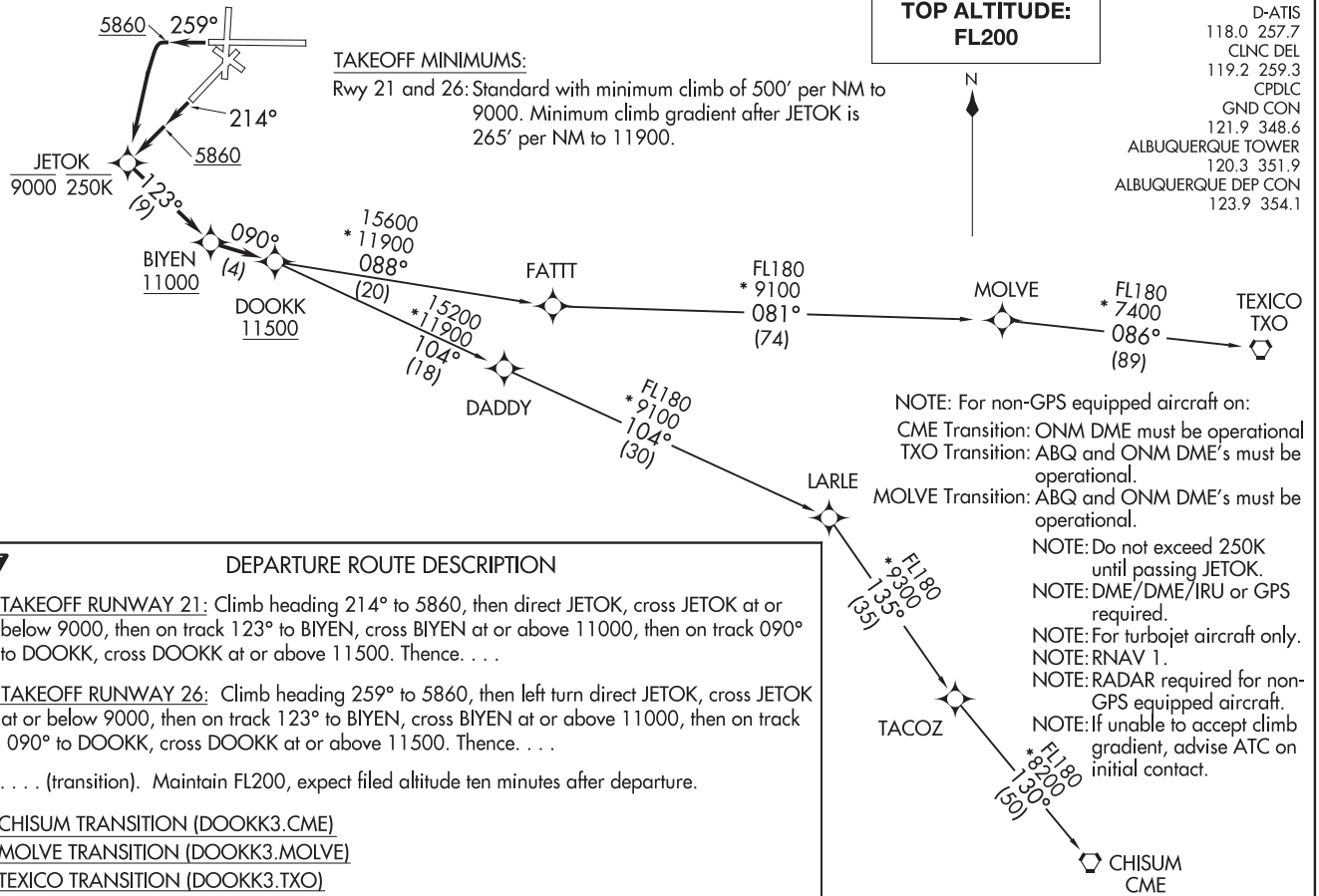
28

TOP ALTITUDE: FL200

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
123.9 354.1

TAKEOFF MINIMUMS:

Rwy 21 and 26: Standard with minimum climb of 500′ per NM to 9000. Minimum climb gradient after JETOK is 265′ per NM to 11900.



NOTE: For non-GPS equipped aircraft on:
CME Transition: ONM DME must be operational
TXO Transition: ABQ and ONM DME's must be operational.
MOLVE Transition: ABQ and ONM DME's must be operational.

NOTE: Do not exceed 250K until passing JETOK.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then direct JETOK, cross JETOK at or below 9000, then on track 123° to BIYEN, cross BIYEN at or above 11000, then on track 090° to DOOKK, cross DOOKK at or above 11500. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then left turn direct JETOK, cross JETOK at or below 9000, then on track 123° to BIYEN, cross BIYEN at or above 11000, then on track 090° to DOOKK, cross DOOKK at or above 11500. Thence. . . .

. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

CHISUM TRANSITION (DOOKK3.CME)
MOLVE TRANSITION (DOOKK3.MOLVE)
TEXICO TRANSITION (DOOKK3.TXO)

FYSTA THREE DEPARTURE (RNAV)

TOP ALTITUDE: FL200

TAKEOFF MINIMUMS
Rwy 21: Standard with minimum climb of 500' per NM to 12900.
Rwy 26: Standard with minimum climb of 500' per NM to 13100.

D-ATIS 118.0 257.7
CLNC DEL 119.2 259.3
CPDIC
GND CON 121.9 348.6
ALBUQUERQUE TOWER 120.3 351.9
ALBUQUERQUE DEP CON 127.4 253.5

FORT UNION FTI

N

JLPNO

FL180 *12500 058° (67)

FL180 *12200 067° (52)

NOTE: Do not exceed 250K until passing BURQI.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.

MACHO

POYOH

15400 *12900 (7) 059°

068° 15600 *12900 (8)

FYSTA 14000

061° (5)

BURQI 12000 250K

190° (3)

BLUUN 11000

7500 259°

214°

6200

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 6200, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 7500, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence. . . .

. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

FORT UNION TRANSITION (FYSTA3.FTI)

JLPNO TRANSITION (FYSTA3.JLPNO)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

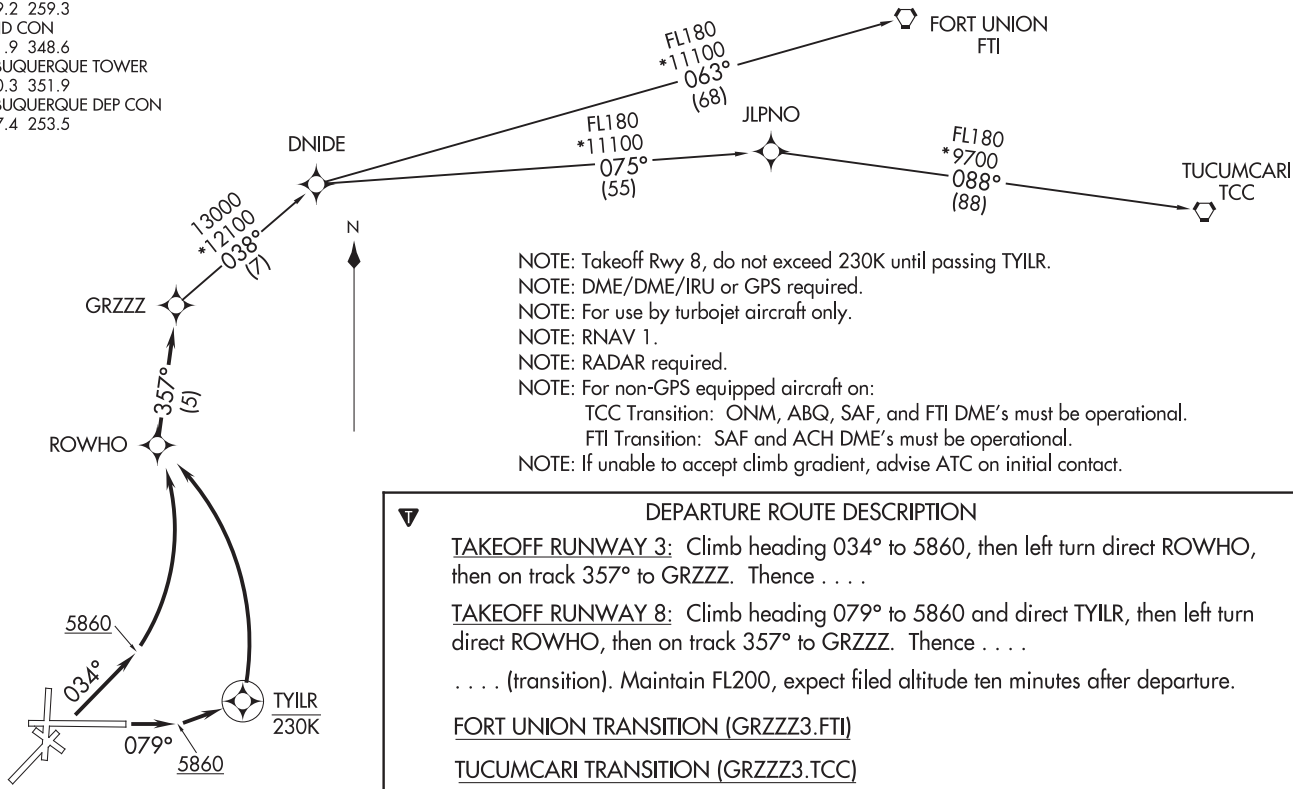
NOTE: Chart not to scale.

TOP ALTITUDE: FL200

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
127.4 253.5

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500′ per NM to 11100.
Rwy 8: Standard with minimum climb of 500′ per NM to 10600.



NOTE: Takeoff Rwy 8, do not exceed 230K until passing TYILR.
NOTE: DME/DME/IRU or GPS required.
NOTE: For use by turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: For non-GPS equipped aircraft on:
TCC Transition: ONM, ABQ, SAF, and FTI DME's must be operational.
FTI Transition: SAF and ACH DME's must be operational.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 5860, then left turn direct ROWHO, then on track 357° to GRZZZ. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860 and direct TYILR, then left turn direct ROWHO, then on track 357° to GRZZZ. Thence . . . .

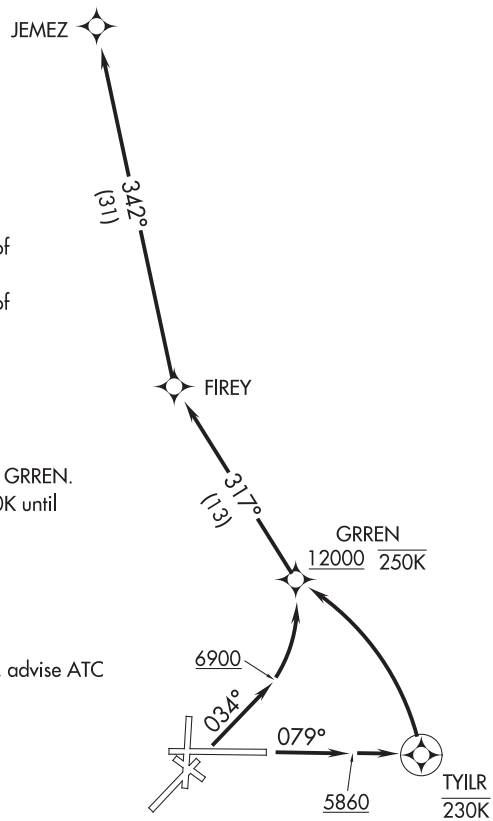
. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

FORT UNION TRANSITION (GRZZZ3.FTI)

TUCUMCARI TRANSITION (GRZZZ3.TCC)

TOP ALTITUDE: FL200

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
127.4 253.5



TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 500′ per NM to 11400.
Rwy 8: Standard with minimum climb of 500′ per NM to 11300.

NOTE: Do not exceed 250K until passing GRREN.
NOTE: Takeoff Rwy 8, do not exceed 230K until passing TYILR.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6900, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860 and direct TYILR, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

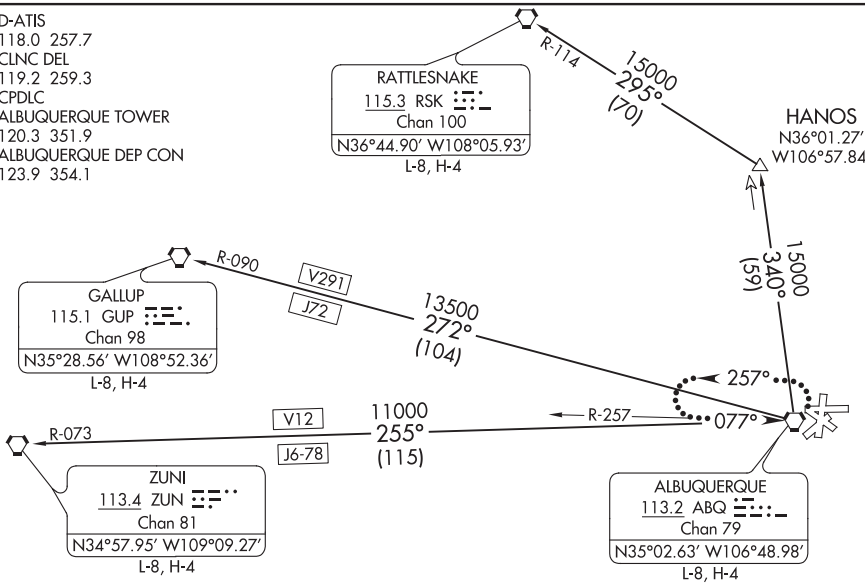
. . . . Maintain FL200, expect filed altitude ten minutes after departure.

(LARGO3.ABQ) 18228

LARGO THREE DEPARTURE

ALBUQUERQUE INTL SUNPORT (ABQ)
AL-12 (FAA) ALBUQUERQUE, NEW MEXICO

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
123.9 354.1



TAKEOFF MINIMUMS
Rwys 3, 12, 21, 26, 30: Standard
Rwy 8: Standard with a minimum climb of 470′ per NM to 7600.

NOTE: Departing Rwy 8, do not exceed 240K until established on assigned heading.
NOTE: RADAR required.
NOTE: DME required for RATTLESNAKE TRANSITION.
NOTE: Caution: Mountainous terrain all quadrants.
NOTE: Caution: Hang glider activity in vicinity of mountains.

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

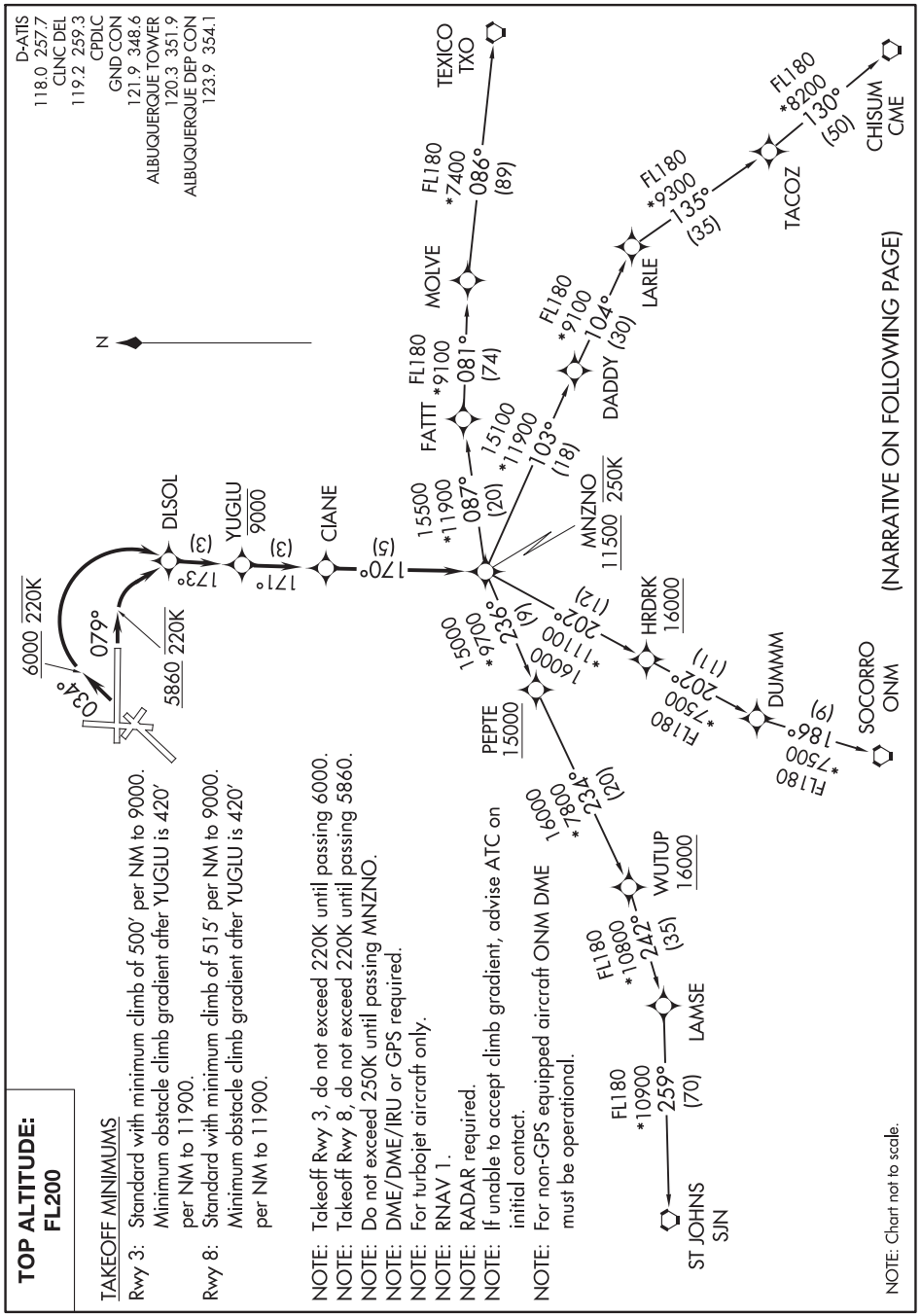
DEPARTURE ROUTE DESCRIPTION

All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS
If no transmissions are received for 1 minute after departure and a climb to 14000 feet or higher has not been issued, proceed direct ABQ VORTAC, climb in holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned route.

GALLUP TRANSITION (LARGO3.GUP): From over ABQ VORTAC on ABQ R-272 and GUP R-090 to GUP VORTAC.
RATTLESNAKE TRANSITION (LARGO3.RSK): From over ABQ VORTAC on ABQ R-340 to HANOS, then on RSK R-114 to RSK VORTAC.
ZUNI TRANSITION (LARGO3.ZUN): From over ABQ VORTAC on ABQ R-255 and ZUN R-073 to ZUN VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021



TOP ALTITUDE: FL200

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500′ per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420′ per NM to 11900.

Rwy 8: Standard with minimum climb of 515′ per NM to 9000. Minimum obstacle climb gradient after YUGLU is 420′ per NM to 11900.

NOTE: Takeoff Rwy 3, do not exceed 220K until passing 6000.
NOTE: Takeoff Rwy 8, do not exceed 220K until passing 5860.
NOTE: Do not exceed 250K until passing MNZNO.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft ONM DME must be operational.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6000, then right turn direct DLSOL, then on track 173° to YUGLU, cross YUGLU at or below 9000, then on depicted route to MNZNO, cross MNZNO at or above 11500. Thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860, then right turn direct DLSOL, then on track 173° to YUGLU, cross YUGLU at or below 9000, then on depicted route to MNZNO, cross MNZNO at or above 11500. Thence . . . .

. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

CHISUM TRANSITION (MNZNO3.CME)

LAMSE TRANSITION (MNZNO3.LAMSE)

MOLVE TRANSITION (MNZNO3.MOLVE)

SOCORRO TRANSITION (MNZNO3.ONM)

ST JOHNS TRANSITION (MNZNO3.SJN)

TEXICO TRANSITION (MNZNO3.TXO)

SW-1, 25 FEB 2021 to 22 APR 2021

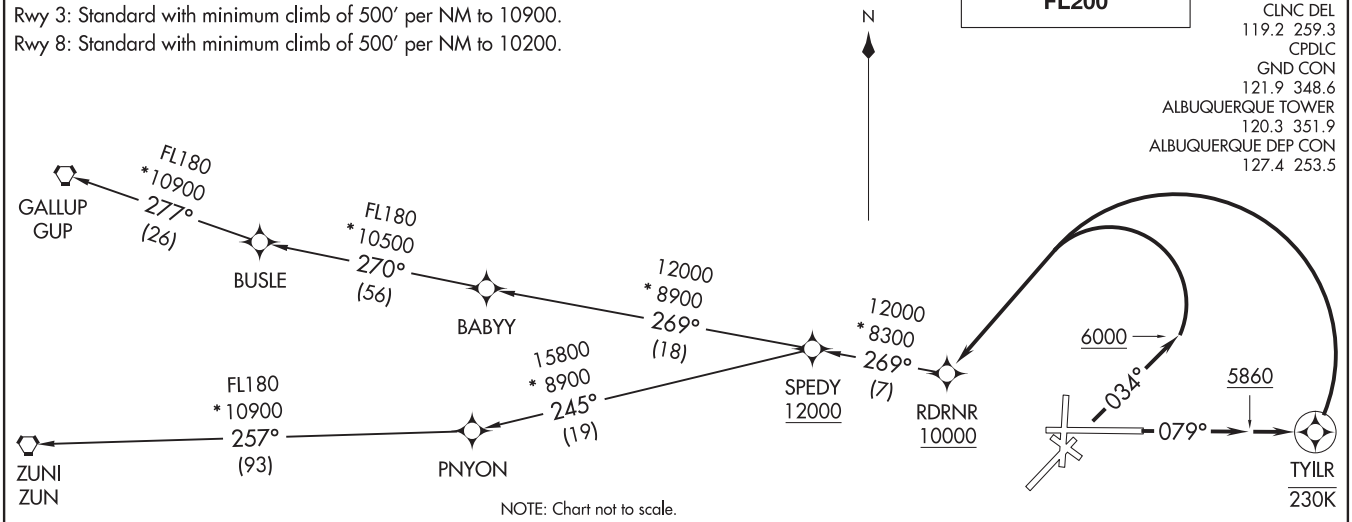
TOP ALTITUDE: FL200

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
127.4 253.5

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500′ per NM to 10900.

Rwy 8: Standard with minimum climb of 500′ per NM to 10200.



NOTE: Chart not to scale.

NOTE: Rwy 8, do not exceed 230K until passing TYILR.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft, ABQ and ONM DME's must be operational.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6000, then left turn direct RDRNR, cross RDRNR at or above 10000, thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860, and direct TYILR, then left turn direct RDRNR, cross RDRNR at or above 10000, thence . . . .

. . . . (transition). Maintain FL200. Expect filed altitude ten minutes after departure.

GALLUP TRANSITION (RDRNR3.GUP)

ZUNI TRANSITION (RDRNR3.ZUN)

ILS or LOC RWY 22
DOUBLE EAGLE II (AEG)

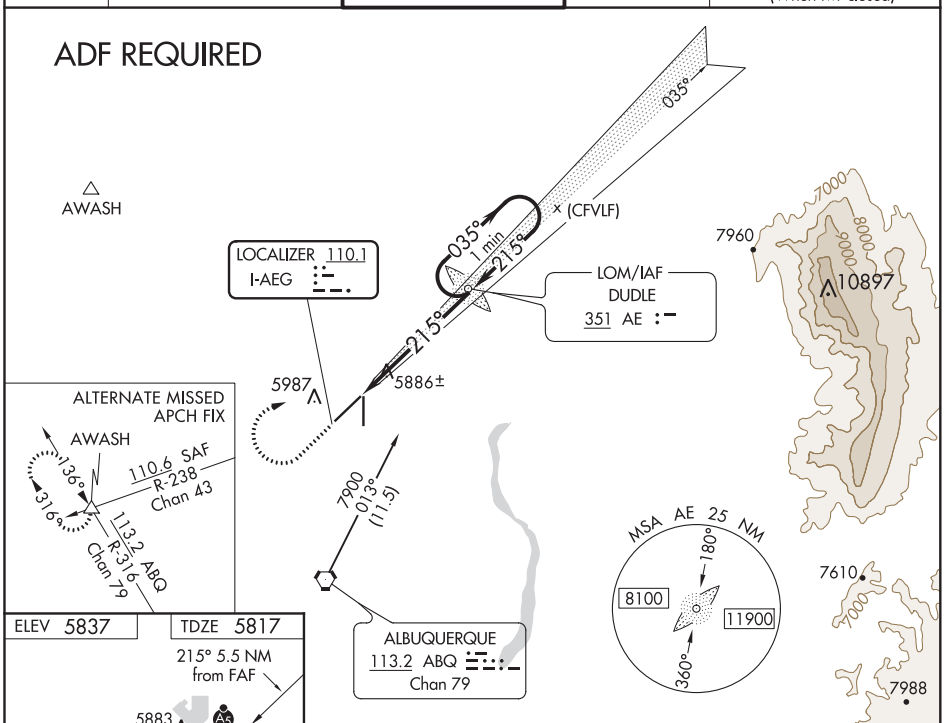
LOC I-AEG	APP CRS	Rwy ldg / TDZE / Apt Elev
110.1	215°	7398 / 5817 / 5837

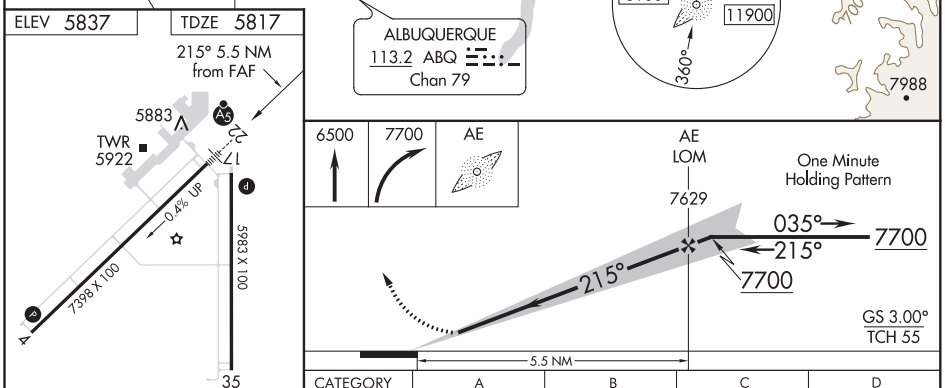
T A NA Autopilot coupled approach NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase all DA 94 feet, increase all MDA 100 feet, and increase visibility S-LOC 22 Cats C/D ¼ mile, Circling Cats C/D ½ mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase visibility S-ILS 22 all Cats ⅜ mile.

MALSR A5

MISSED APPROACH: Climb to 6500 then climbing right turn 7700 direct DUDLE LOM and hold.

AWOS-3PT	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER ★	GND CON	CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8 (When twr closed)





REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-ILS 22	6017-½ 200 (200-½)			
S-LOC 22	6140-½ 323 (400-½)			
C CIRCLING	6400-1 563 (600-1)		6420-1½ 583 (600-1½)	6640-2½ 803 (900-2½)

SW-1, 25 FEB 2021 to 22 APR 2021

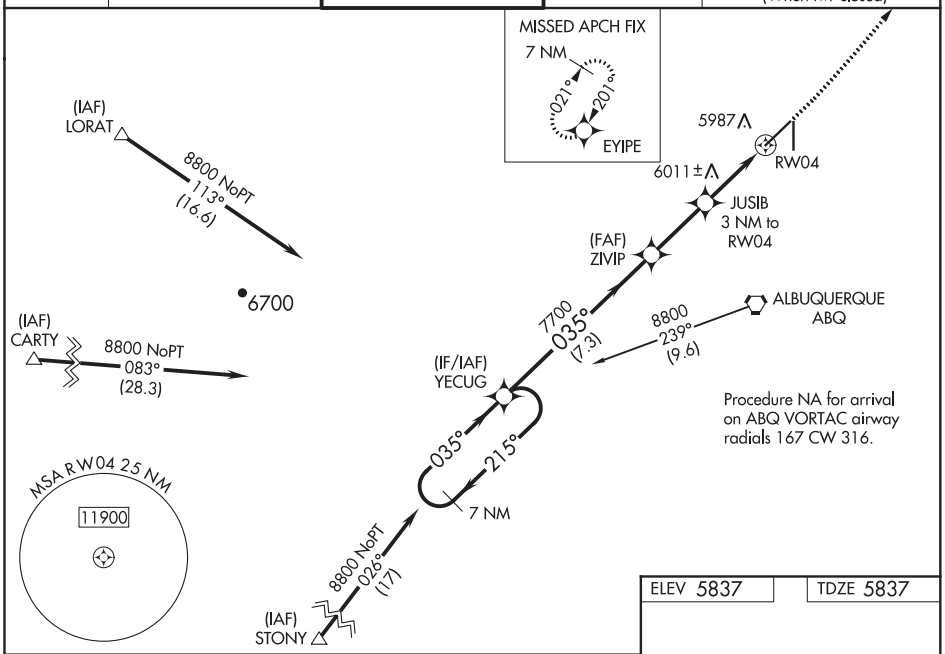
WAAS CH 56339 W04A	APP CRS 035°	Rwy ldg 7398 TDZE 5837 Apt Elev 5837

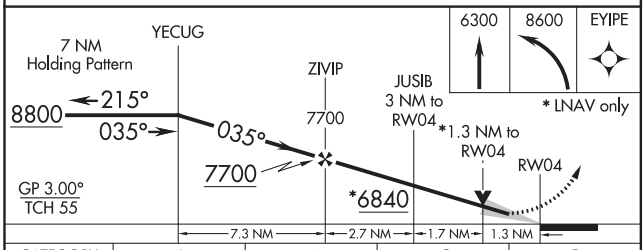
RNAV (GPS) RWY 4
DOUBLE EAGLE II (AEG)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6131 feet and LNAV/VNAV DA to 6384 feet, increase all MDA 100 feet, and increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV visibility Cat C/D ¼ mile, and Circling visibility Cats C/D ½ mile. Baro-VNAV and VDP NA when using Albuquerque Intl Sunport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114°F).

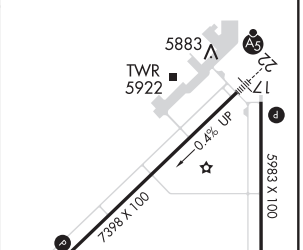
MISSED APPROACH: Climb to 6300 then climbing left turn to 8600 direct EYIPE and hold.

AWOS-3PT	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER★	GND CON	CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8 (When twr closed)





CATEGORY	A	B	C	D
LPV DA	6037-¾ 200 (200-¾)			
LNAV/VNAV DA	6290-1½ 453 (500-1½)			
LNAV MDA	6300-1 463 (500-1)		6300-1⅜ 463 (500-1⅜)	
C CIRCLING	6400-1 563 (600-1)		6420-1½ 583 (600-1½)	6640-2½ 803 (900-2½)



REIL Rwys 17 and 35 L
MIRL Rwys 4-22 and 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ALBUQUERQUE, NEW MEXICO AL-6859 (FAA) 20086

WAAS CH 42539 W22A	APP CRS 215°	Rwy ldg 7398 TDZE 5817 Apt Elev 5837

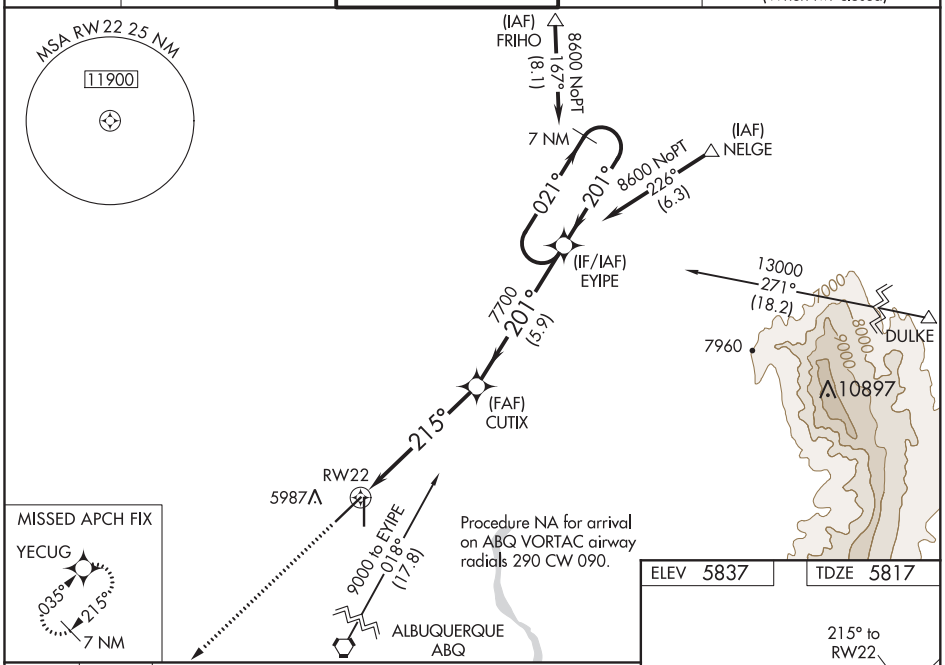
RNAV (GPS) RWY 22
DOUBLE EAGLE II (AEG)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114 °F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6111, LNAV-VNAV DA to 6234, increase all MDA 100 feet, and increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ⅜ mile and Circling Cat C/D visibility ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1⅜ mile.

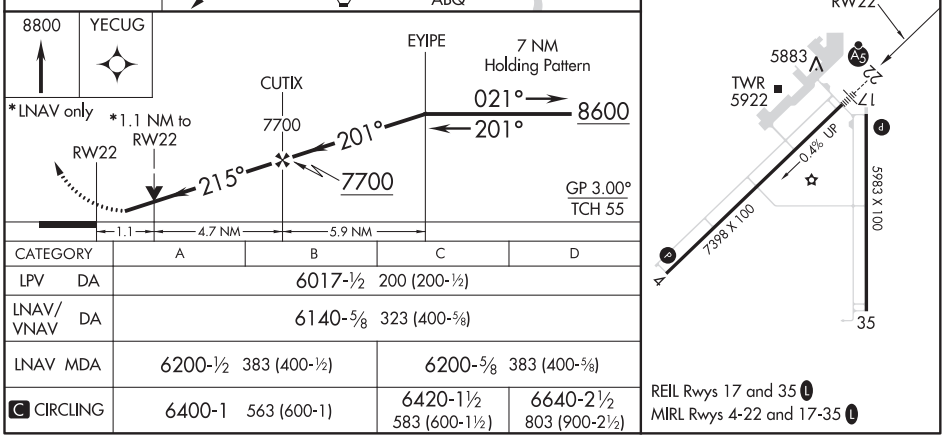
MALSR A5

MISSED APPROACH: Climb to 8800 direct YECUG and hold.

AWOS-3PT	ALBUQUERQUE APP CON	DOUBLE EAGLE II TOWER ★	GND CON	CLNC DEL
119.025	127.4 253.5	120.15 (CTAF) L	121.625	124.8 (When twr closed)



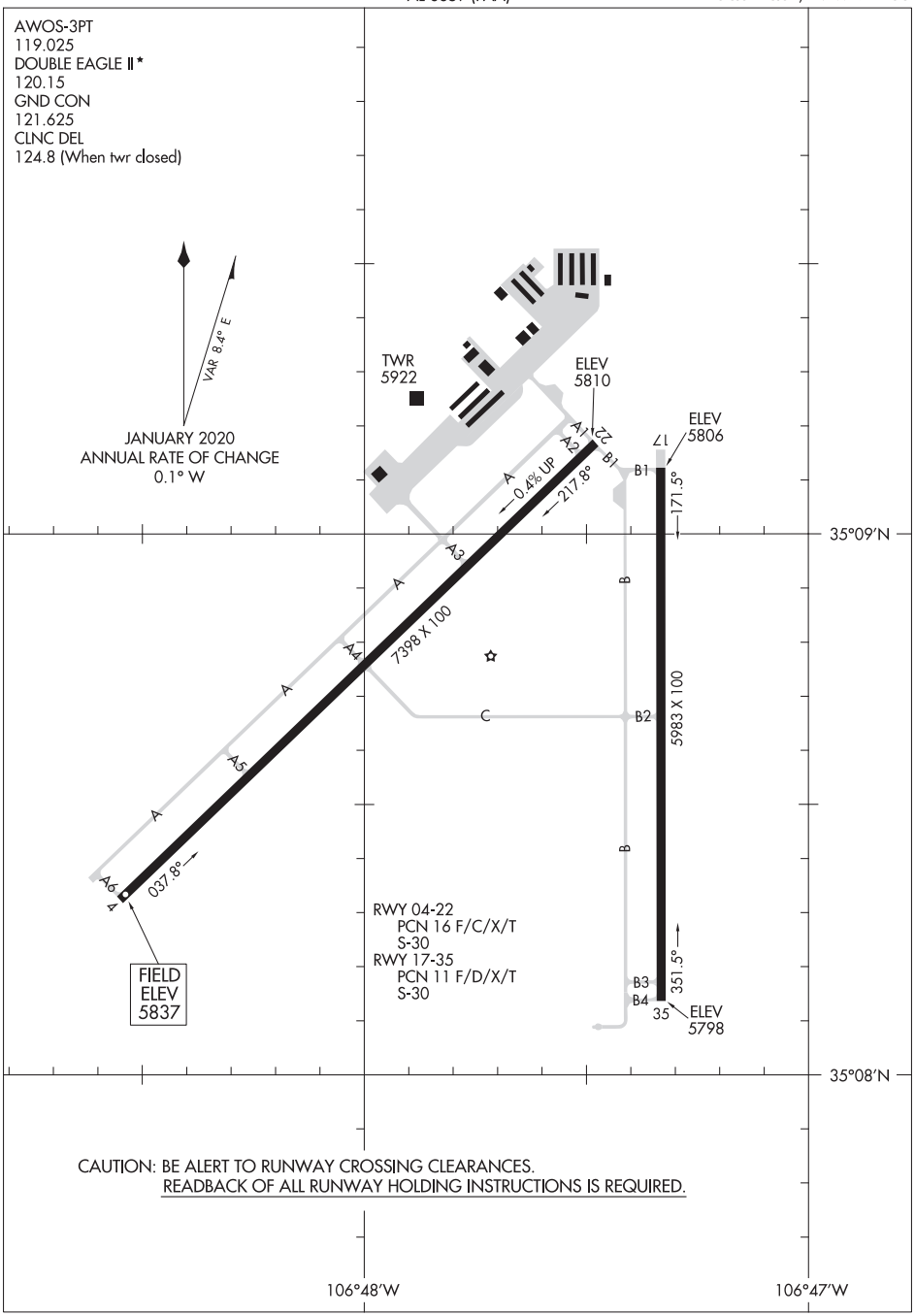
ELEV 5837 TDZE 5817



CATEGORY	A	B	C	D
LPV DA	6017-½ 200 (200-½)			
LNAV/VNAV DA	6140-⅝ 323 (400-⅝)			
LNAV MDA	6200-½ 383 (400-½)		6200-⅝ 383 (400-⅝)	
C CIRCLING	6400-1 563 (600-1)		6420-1½ 583 (600-1½)	6640-2½ 803 (900-2½)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ANGEL FIRE, NEW MEXICO | AL-9482 (FAA) | 20254

APP CRS	Rwy ldg	8900
174°	TDZE	8336
	Apt Elev	8380

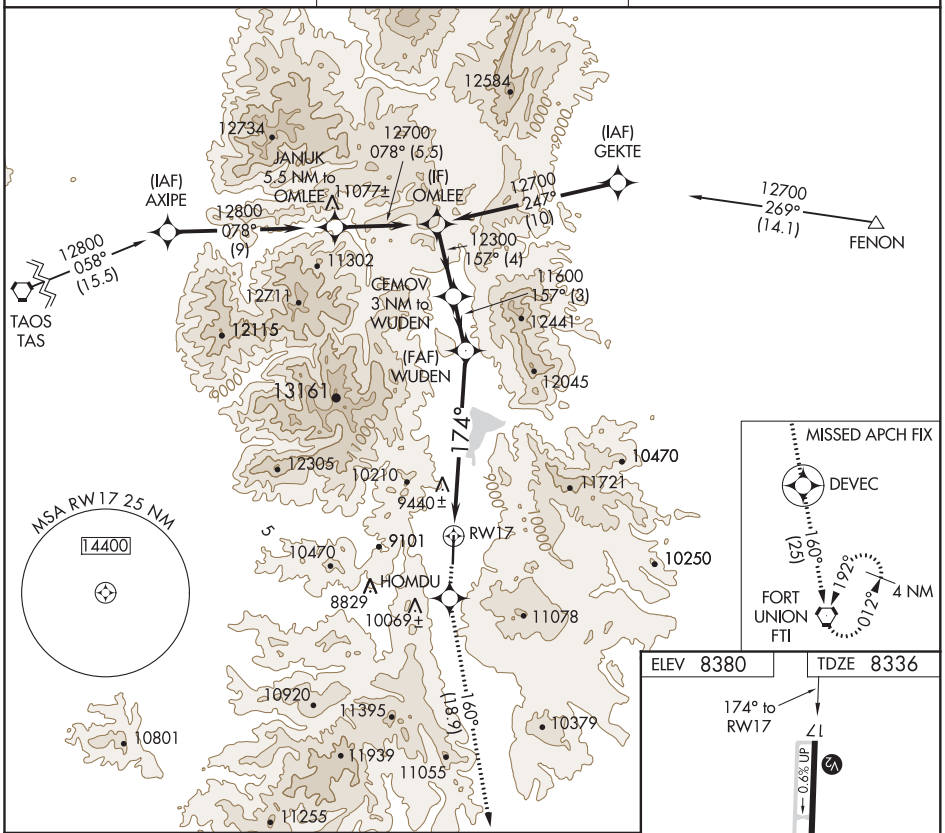
RNAV (GPS) RWY 17
ANGEL FIRE (AXX)

NA
-30°C

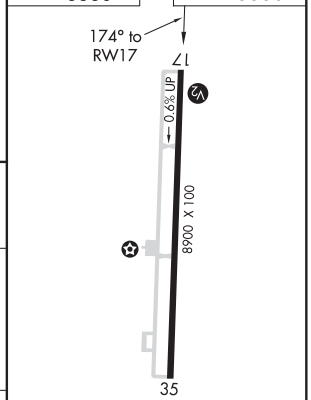
If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 14000 via 174° course to HOMDU and via 160° track to DEVEC and 160° track to FTI VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.025	132.8 346.35	122.8 (CTAF) L

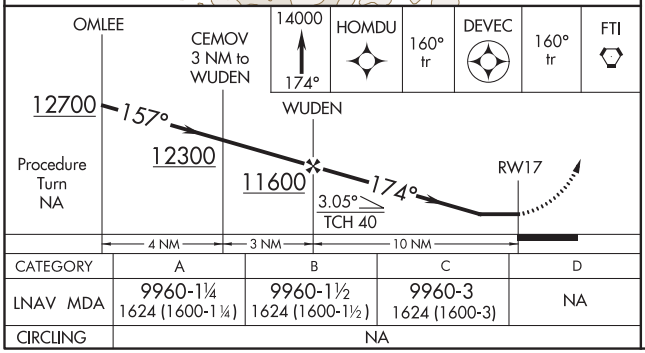


ELEV 8380 | TDZE 8336



REIL Rwys 17 and 35

MIRL Rwy 17-35 L



CATEGORY	A	B	C	D
LNAV MDA	9960-1¼ 1624 (1600-1¼)	9960-1½ 1624 (1600-1½)	9960-3 1624 (1600-3)	NA
CIRCLING	NA			

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9482 (FAA)

AWOS-3
118.025
ALBUQUERQUE CENTER
132.8 346.35

172°
8900
MIDAE
146°
(7)
ANEKE
13400
164°
(7)
BOPLE
14000
094°
(11)
CELAV
V263-611
V263-611

NOTE: Do not exceed 250K until BOPLE.
NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF MINIMUMS
Rwy 17: Standard with a minimum climb of 526′ per NM to 12300.
Rwy 35: NA- obstacles.

TAKEOFF OBSTACLE NOTE
Rwy 17: Road 74′ from DER, 481′ right of centerline, 15′ AGL/8414′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 172° to 8900, then climbing right turn to 14000 direct MIDAE, then via 146° track to ANEKE, then via 164° track to BOPLE, then via 094° track to CELAV.

ARTESIA, NEW MEXICO | AL-5864 (FAA) | 19115

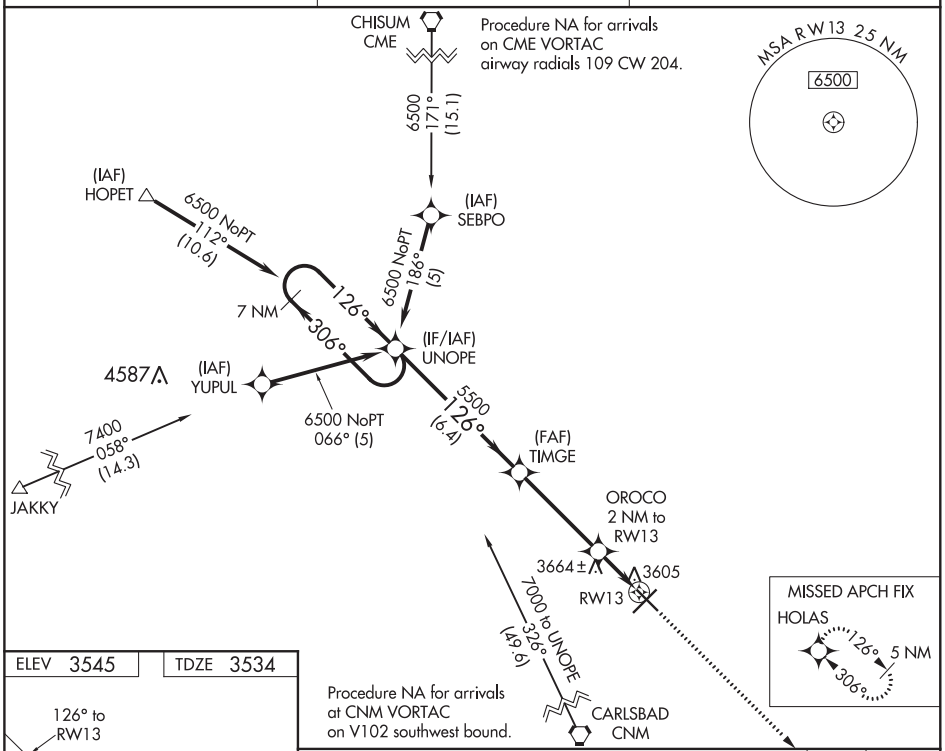
WAAS CH 86535 W13A	APP CRS 126°	Rwy ldg 6132 TDZE 3534 Apt Elev 3545

RNAV (GPS) RWY 13
ARTESIA MUNI (ATS)

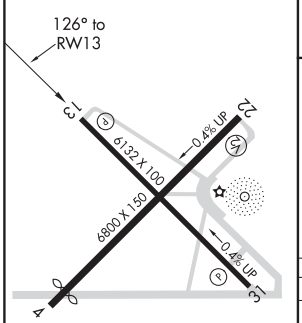
For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

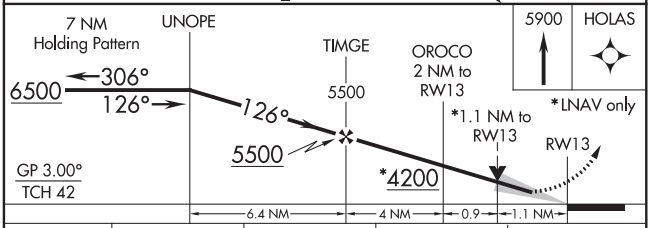
MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

AWOS-3	ROSWELL APP CON*	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



ELEV 3545 | TDZE 3534





CATEGORY	A	B	C	D
LPV DA	3734-¾ 200 (200-¾)			
LNAV/VNAV DA	3784-⅞ 250 (300-⅞)			
LNAV MDA	3920-1 386 (400-1)		3920-1⅛ 386 (400-1⅛)	
C CIRCLING	3980-1 435 (500-1)	4000-1 455 (500-1)	4080-1½ 535 (600-1½)	4240-2¼ 695 (700-2¼)

MIRL Rwys 4-22 and 13-31 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 87035 W22A	APP CRS 216°	Rwy ldg 6800 TDZE 3522 Apt Elev 3545

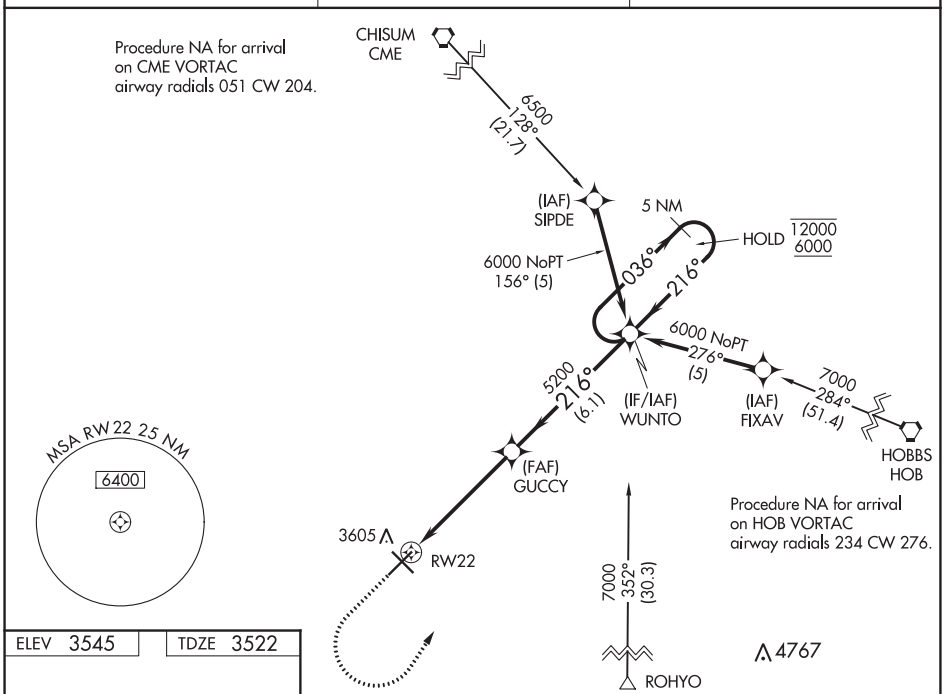
RNAV (GPS) RWY 22
ARTESIA MUNI (ATS)

RNP APCH.

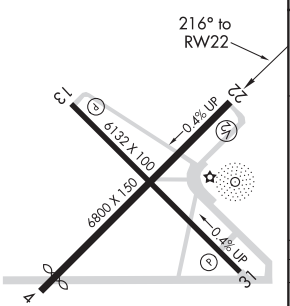
For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

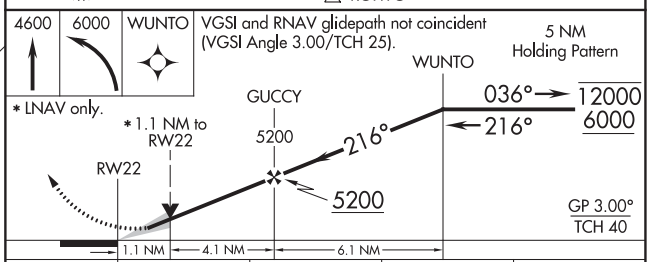
MISSED APPROACH:
Climb to 4600 then climbing left turn to 6000 direct WUNTO and hold.

AWOS-3	ROSWELL APP CON *	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



ELEV 3545	TDZE 3522





CATEGORY	A	B	C	D
LPV DA	3772-1 250 (300-1)			
LNAV/VNAV DA	3772-1 250 (300-1)			
LNAV MDA	3880-1 358 (400-1)			
C CIRCLING	3960-1 415 (500-1)	4000-1 455 (500-1)	4040-1½ 495 (500-1½)	4240-2¼ 695 (700-2¼)

MIRL Rwys 4-22 and 13-31 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ARTESIA, NEW MEXICO | AL-5864 (FAA) | 19115

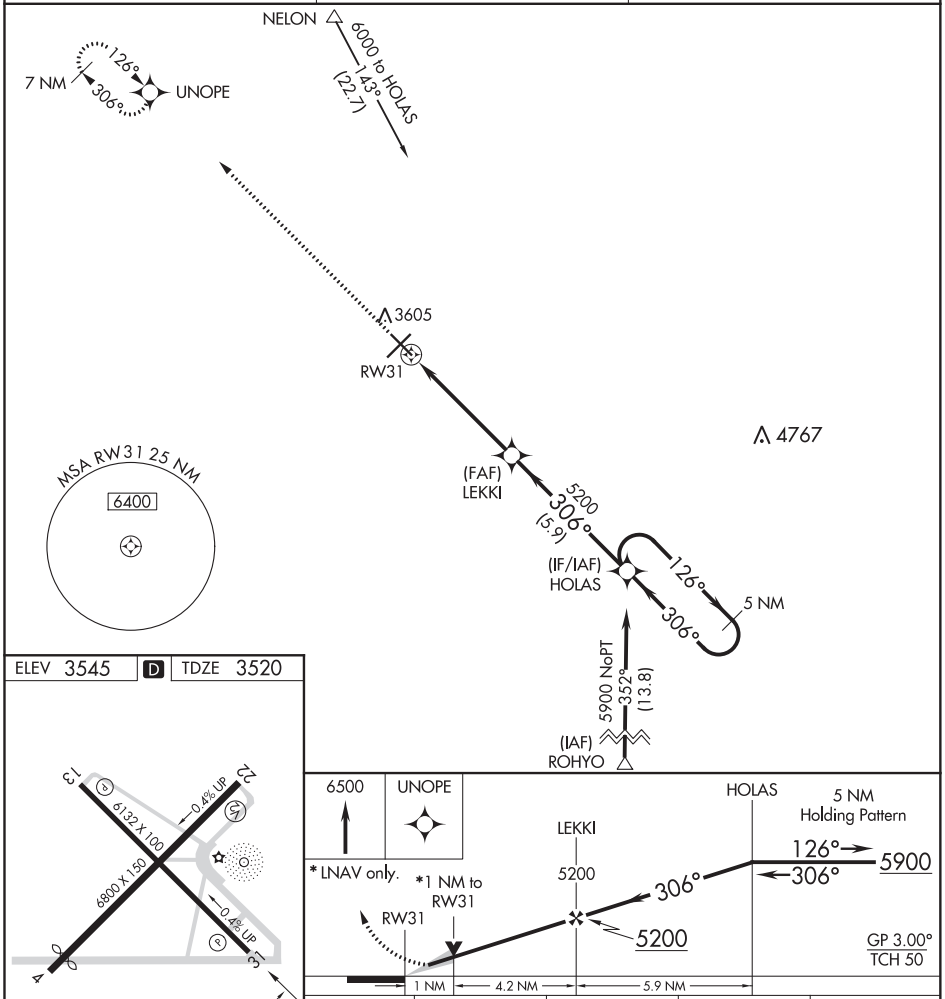
RNAV (GPS) RWY 31
ARTESIA MUNI (ATS)

WAAS CH 82535 W31A	APP CRS 306°	Rwy ldg 6132 TDZE 3520 Apt Elev 3545

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 52°C (125°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6500 direct UNOPE and hold.

AWOS-3	ROSWELL APP CON *	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	3720-¾ 200 (200-¾)			
LNAV/VNAV DA	3809-1 289 (300-1)			
LNAV MDA	3880-1 360 (400-1)			
C CIRCLING	3980-1 435 (500-1)	4000-1 455 (500-1)	4080-1½ 535 (600-1½)	4240-2¼ 695 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021

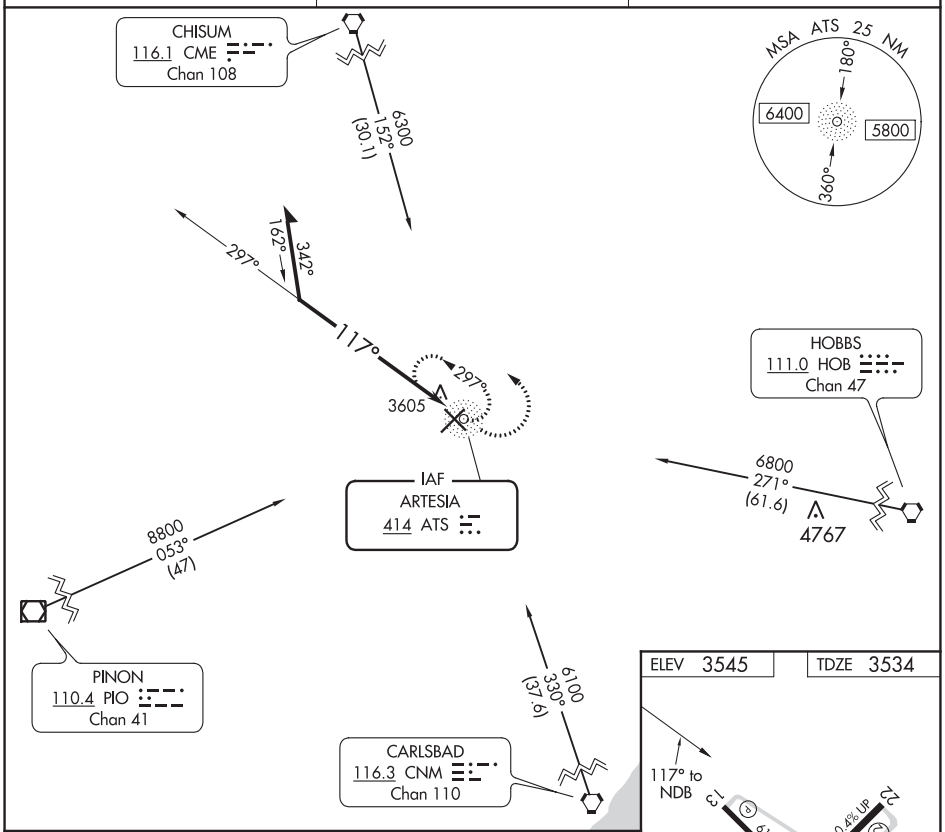
SW-1, 25 FEB 2021 to 22 APR 2021

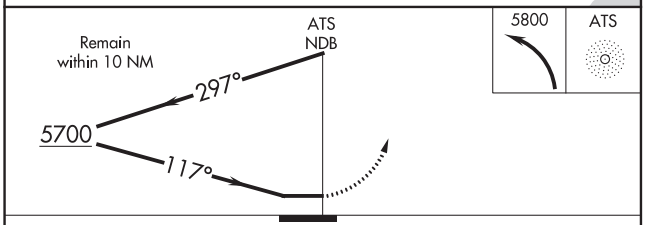
NDB ATS	APP CRS	Rwy ldg	6132
414	117°	TDZE	3534
		Apt Elev	3545

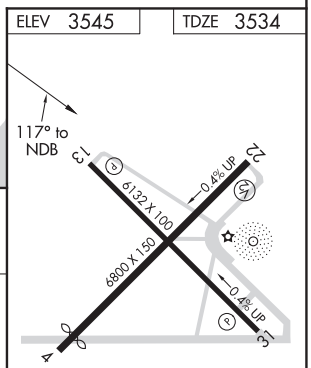
NDB RWY 13
ARTESIA MUNI (ATS)

MISSED APPROACH: Climbing left turn to 5800 in ATS NDB holding pattern.

AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-13	4320-1 786 (800-1)	4320-1¼ 786 (800-1¼)	4320-2½	786 (800-2½)
C CIRCLING	4320-1 775 (800-1)	4320-1¼ 775 (800-1¼)	4320-2½	775 (800-2½)

MIRL Rwys 4-22 and 13-31 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

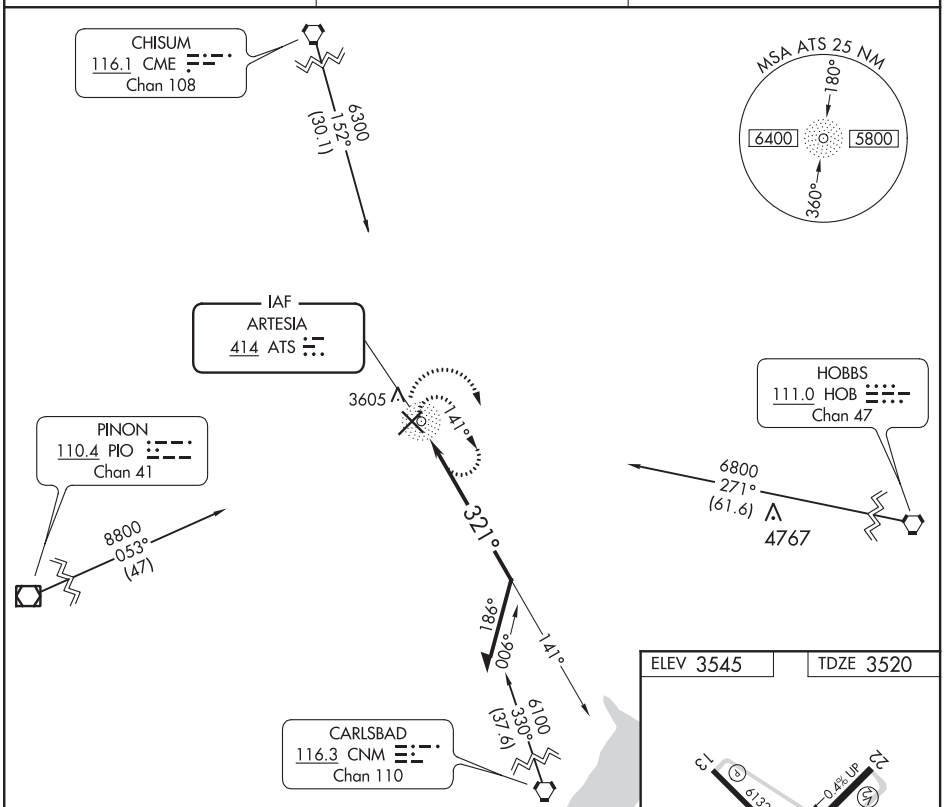
ARTESIA, NEW MEXICO | AL-5864 (FAA) | 20310

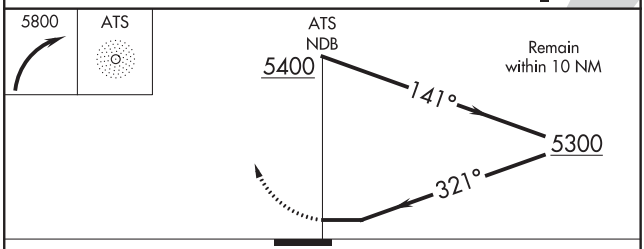
NDB RWY 31
ARTESIA MUNI (ATS)

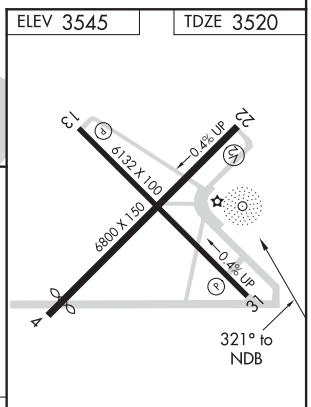
NDB ATS	APP CRS	Rwy ldg / TDZE / Apt Elev
414	321°	6132 / 3520 / 3545

MISSED APPROACH: Climbing right turn to 5800 in ATS NDB holding pattern.

AWOS-3	ROSWELL APP CON ★	UNICOM
126.725	119.6 239.0	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-31	4060-1 540 (600-1)		4060-1½ 540 (600-1½)	
C CIRCLING	4060-1 515 (600-1)		4080-1½ 535 (600-1½)	4240-2¼ 695 (700-2¼)

MIRL Rwys 4-22 and 13-31 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS)-F

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

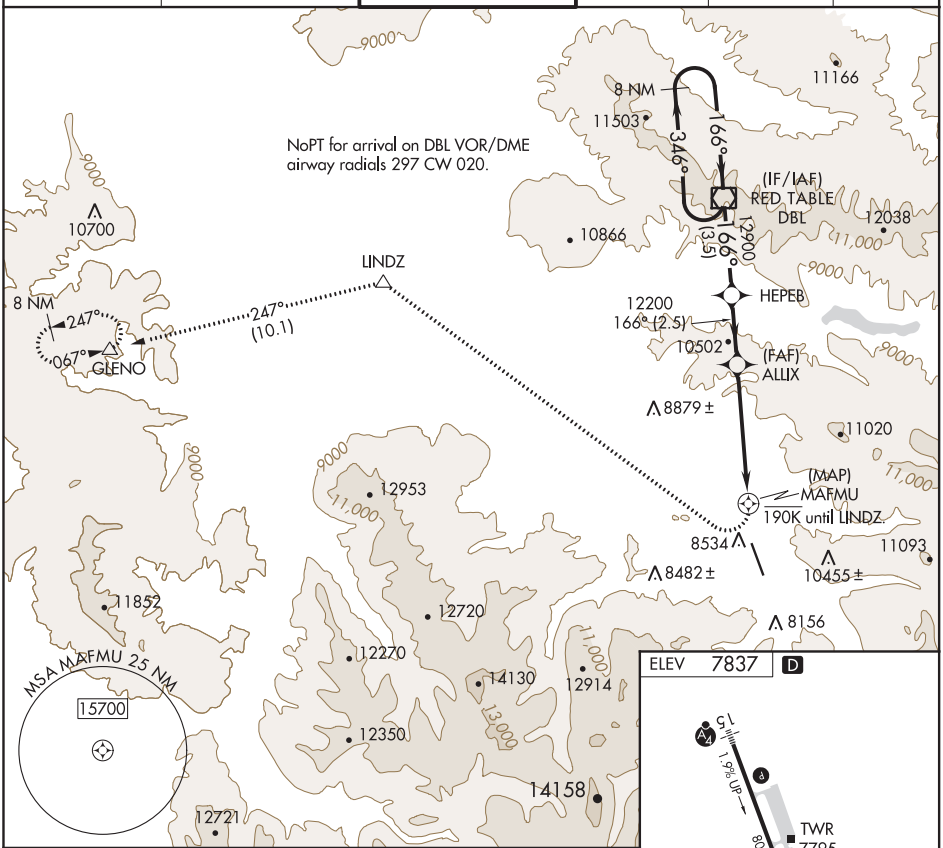
APP CRS	Rwy ldg	N/A
166°	TDZE	N/A
	Apt Elev	7837

-24°C

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

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

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95



CATEGORY	A	B	C	D
CIRCLING	10200-1¾	2363 (2400-1¾)	10220-3 2383 (2400-3)	NA

REIL Rwy 33 L
MIRL Rwy 15-33 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ASPEN, COLORADO | AL-5889 (FAA) | 20254

LOC/DME I-ASE 111.15 Chan 48 (Y)	APP CRS 151°	Rwy ldg N/A TDZE N/A Apt Elev 7837

LOC/DME-E

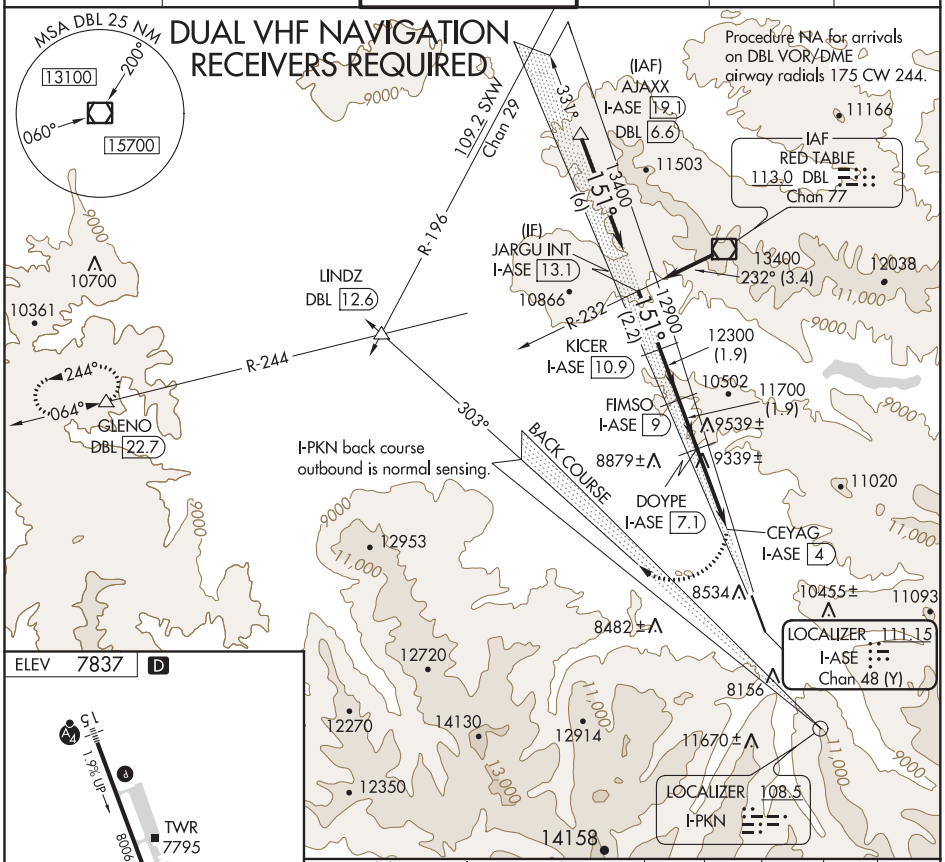
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

NA — Procedure NA at night.

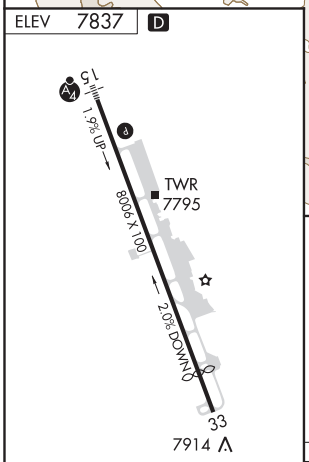
-24°C

MISSED APPROACH: Climbing right turn to 14000 on heading 300° and on I-PKN localizer NW course (303°) to LINDZ INT/DBL 12.6 DME and on DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

ATIS	ASPEN APP CON ★	ASPEN TOWER ★	GND CON	CLNC DEL	UNICOM
120.4	123.8 288.3	118.85 (CTAF) L 288.3	121.9	123.75	122.95

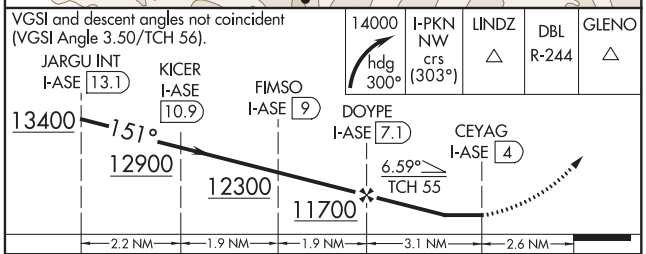


ELEV 7837 D



REIL Rwy 33 L
MIRL Rwy 15-33 L

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).



CATEGORY	A	B	C	D
CIRCLING	9840-3 2003 (2100-3)	10020-3 2183 (2200-3)	10220-3 2383 (2400-3)	NA

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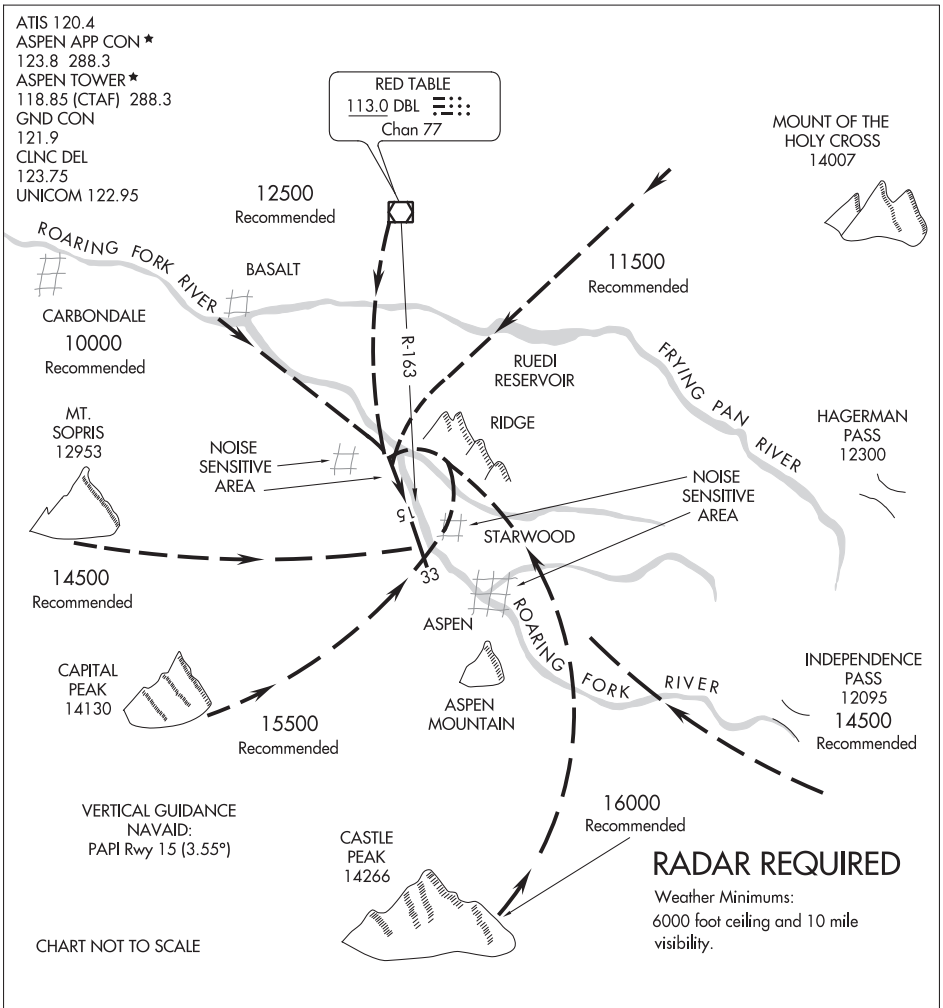
ROARING FORK VISUAL RWY 15

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO



ROARING FORK VISUAL RWY 15

Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."

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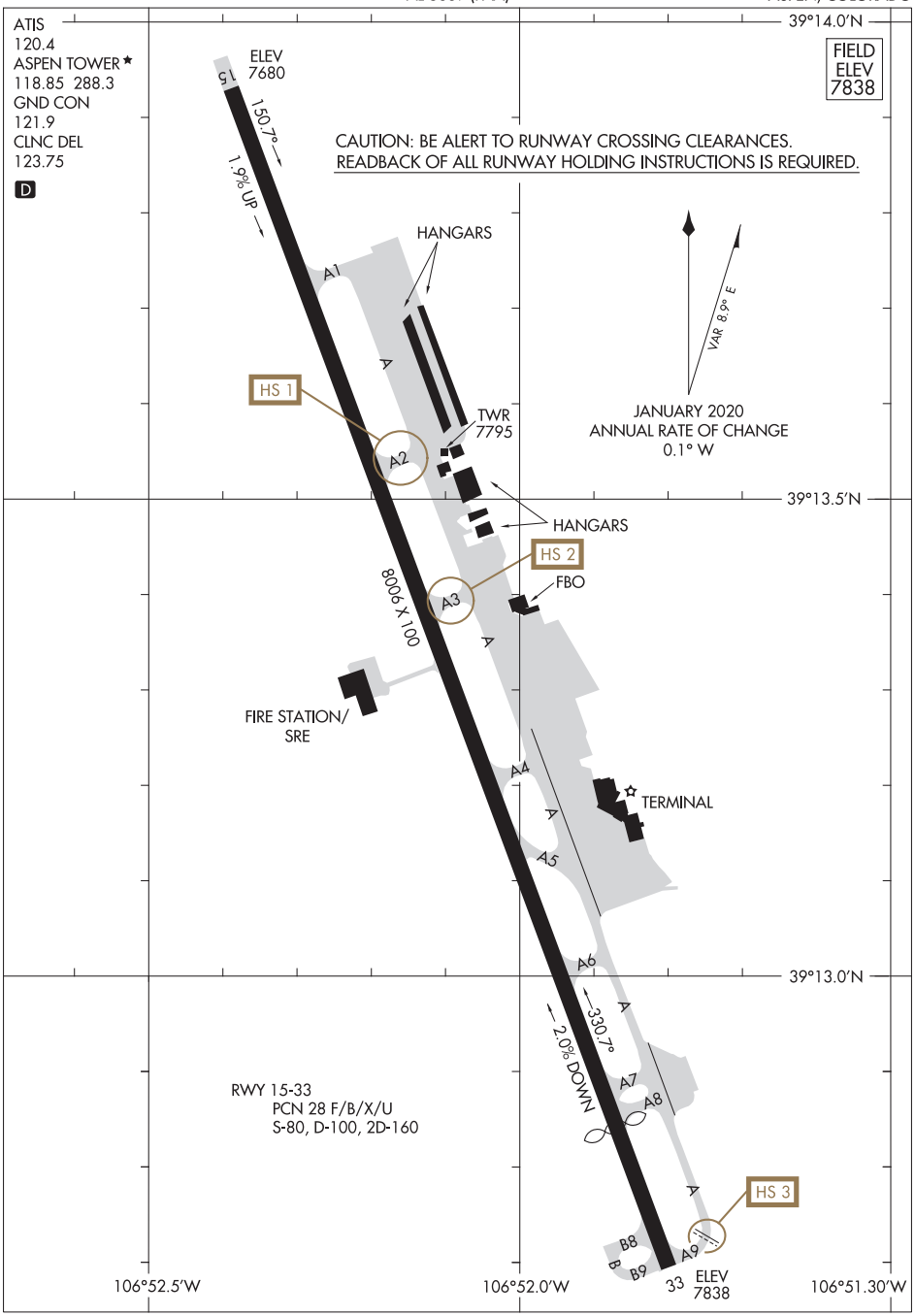
SW-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
AL-5889 (FAA)
ASPEN, COLORADO

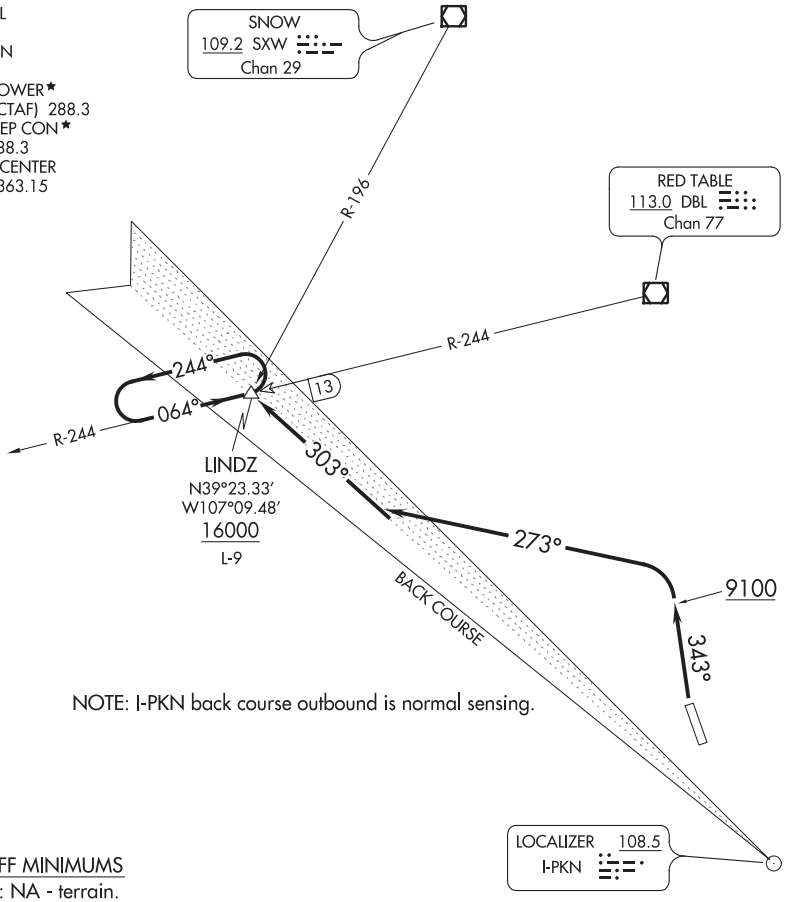


SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

ATIS
120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER★
118.85 (CTAF) 288.3
ASPEN DEP CON★
123.8 288.3
DENVER CENTER
119.85 363.15
UNICOM
122.95



NOTE: I-PKN back course outbound is normal sensing.

TAKEOFF MINIMUMS
Rwy 15: NA - terrain.
Rwy 33: 400-1 with minimum climb of 460′ per NM to 14000.

TAKEOFF OBSTACLE NOTES
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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 343° to 9100, then climbing left turn to 16000 on heading 273° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding on course.

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(ASPE7.ASPE) 20002

ASPEN SEVEN DEPARTURE

AL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

ATIS
120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER★
118.85 (CTAF) 288.3
ASPEN DEP CON★
123.8 288.3
DENVER CENTER
119.85 363.15
UNICOM
122.95

TOP ALTITUDE: 16000

MEEKER
115.2 EKR
Chan 99
N40°04.05′ - W107°55.50′
L-9-11, H-3

MILE HIGH
114.7 DVV
Chan 94
N39°53.68′ - W104°37.46′
L-10, H-3-5

SNOW
109.2 SXW
Chan 29
N39°37.77′
W106°59.47′
L-9

KREMMLING
113.8 RLG
Chan 85
N40°00.16′ - W106°26.55′
L-9-11, H-3-5

LINDZ
N39°23.33′
W107°09.48′
L-9

RIFLE
110.6 RIL
Chan 43
N39°31.70′
W107°43.18′
L-9

R-196

13

R-244

RED TABLE
113.0 DBL
Chan 77
N39°26.36′
W106°53.68′
L-9, H-3

FALCON
116.3 FQF
Chan 110
N39°41.41′
W104°37.26′
L-10, H-3-5

303°

273°

348°

BACK COURSE

GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57′ - W108°47.55′
L-9, H-3

BLACK FOREST
112.5 BRK
Chan 72
N38°56.67′
W104°38.01′
L-10, H-3-5

LOCALIZER 108.5
I-PKN

MONTROSE
117.1 MTJ
Chan 118
N38°30.39′ - W107°53.96′
L-9, H-3

BLUE MESA
114.9 HBU
Chan 96
N38°27.13′
W107°02.38′
L-9, H-3

PUEBLO
116.7 PUB
Chan 114
N38°17.66′
W104°25.77′
L-10, H-5

ALAMOSA
113.9 ALS
Chan 86
N37°20.95′
W105°48.93′
L-8-9, H-3-5

NOTE: This is a RADAR vector departure to assigned route/fix. Route depicted is for lost communications procedure only.
NOTE: Transponder required.
NOTE: Procedure not authorized at night.

TAKEOFF MINIMUMS
Rwy 15: NA - Terrain.
Rwy 33: 400-1 with minimum obstacle climb of 650′ per NM to 13000, ATC climb of 840′ per NM to 16000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn heading 348°, maintain 16000 or assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, turn left heading 273° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.
NOTE: I-PKN back course outbound is normal sensing.

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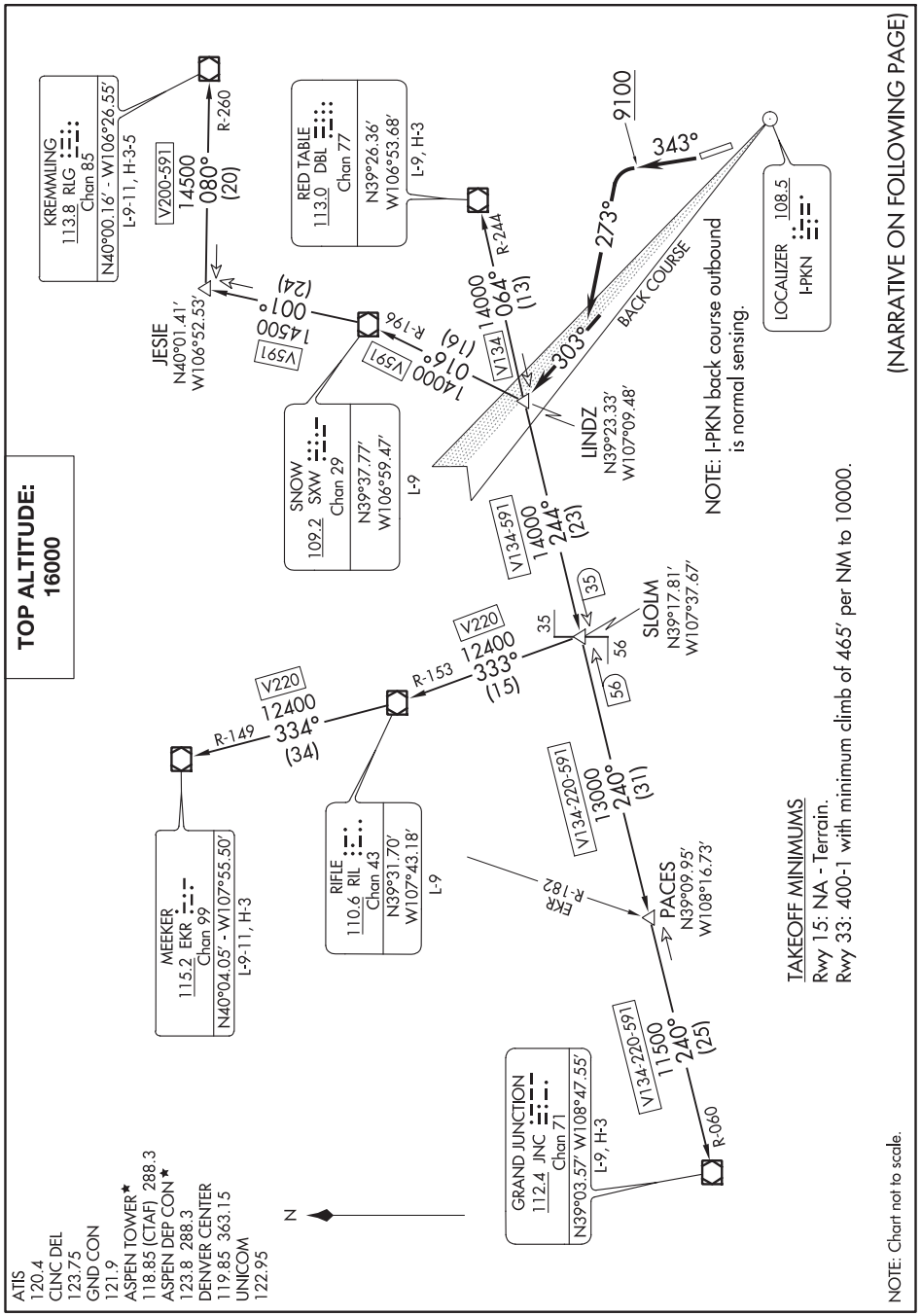

SW-1, 25 FEB 2021 to 22 APR 2021

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb heading 343° to 9100, then climbing left turn to 16000 on heading 273° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Then via assigned transition, maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, or by DBL VOR/DME 9 DME, turn left on heading 273° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL VOR/DME 13 DME, then via assigned route/transition.

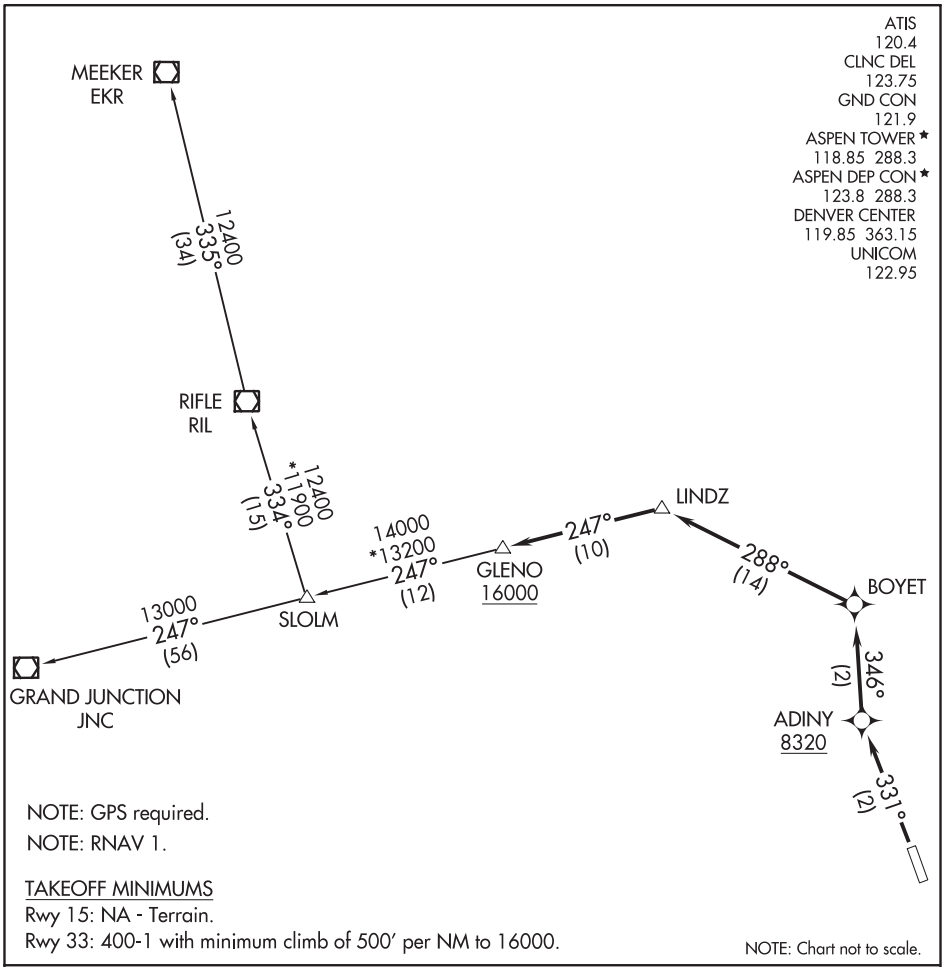
GRAND JUNCTION TRANSITION (LINDZ9.JNC): From over LINDZ on DBL R-244 to SLOLM, then on JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ9.RLG): From over LINDZ on SXW R-196 to SXW VOR/DME, then on SXW R-001 to JESIE, then on RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ9.EKR): From over LINDZ on DBL R-244 to SLOLM, then on RIL R-153 to RIL VOR/DME, then on RIL R-334 and EKR R-149 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ9.DBL): From over LINDZ on DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ9.RIL): From over LINDZ on DBL R-244 to SLOLM, then on RIL R-153 to RIL VOR/DME.



NOTE: GPS required.

NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 15: NA - Terrain.

Rwy 33: 400-1 with minimum climb of 500′ per NM to 16000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb heading 331° to at or above 8320 direct ADINY, and climbing right turn to 16000 on track 346° to BOYET, and on track 288° to LINDZ, and on track 247° to GLENO, thence. . . .

. . . .via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (PITKN4.JNC)

MEEKER TRANSITION (PITKN4.EKR)

RIFLE TRANSITION (PITKN4.RIL)

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BELEN, NEW MEXICO | AL-6564 (FAA) | 20366

RNAV (GPS) RWY 21
BELEN RGNL (BRG)

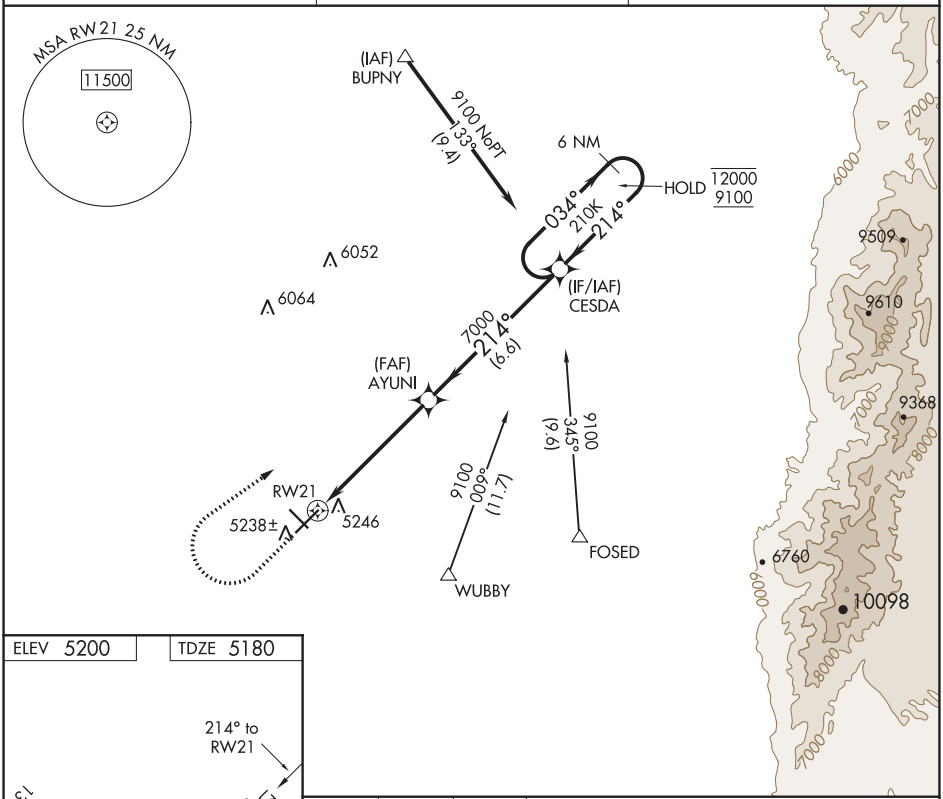
APP CRS	Rwy ldg	6601
214°	TDZE	5180
	Apt Elev	5200

RNP APCH

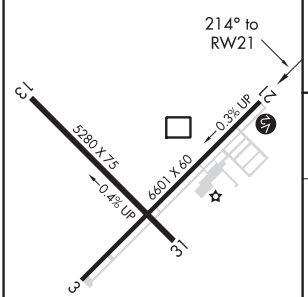
Procedure NA at night.
Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6800 then climbing right turn to 9100 direct CESDA and hold.

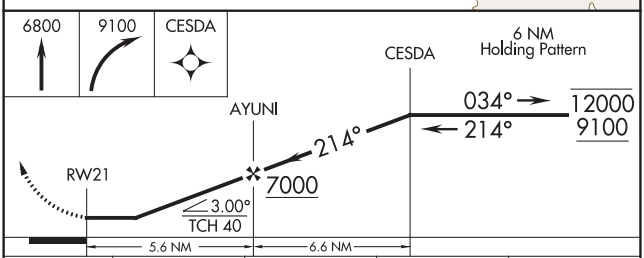
AWOS-3PT	ALBUQUERQUE APP CON	UNICOM
118.55	123.9 354.1	122.8 (CTAF) L



ELEV 5200 | TDZE 5180



MIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	5560-1 380 (400-1)			NA
C CIRCLING	5600-1 400 (400-1)	5660-1 460 (500-1)	5660-1½ 460 (500-1½)	NA

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BELEN, NEW MEXICO
Amdt 1 03JAN19

34°39′N-106°50′W

BELEN RGNL (BRG)
RNAV (GPS) RWY 21

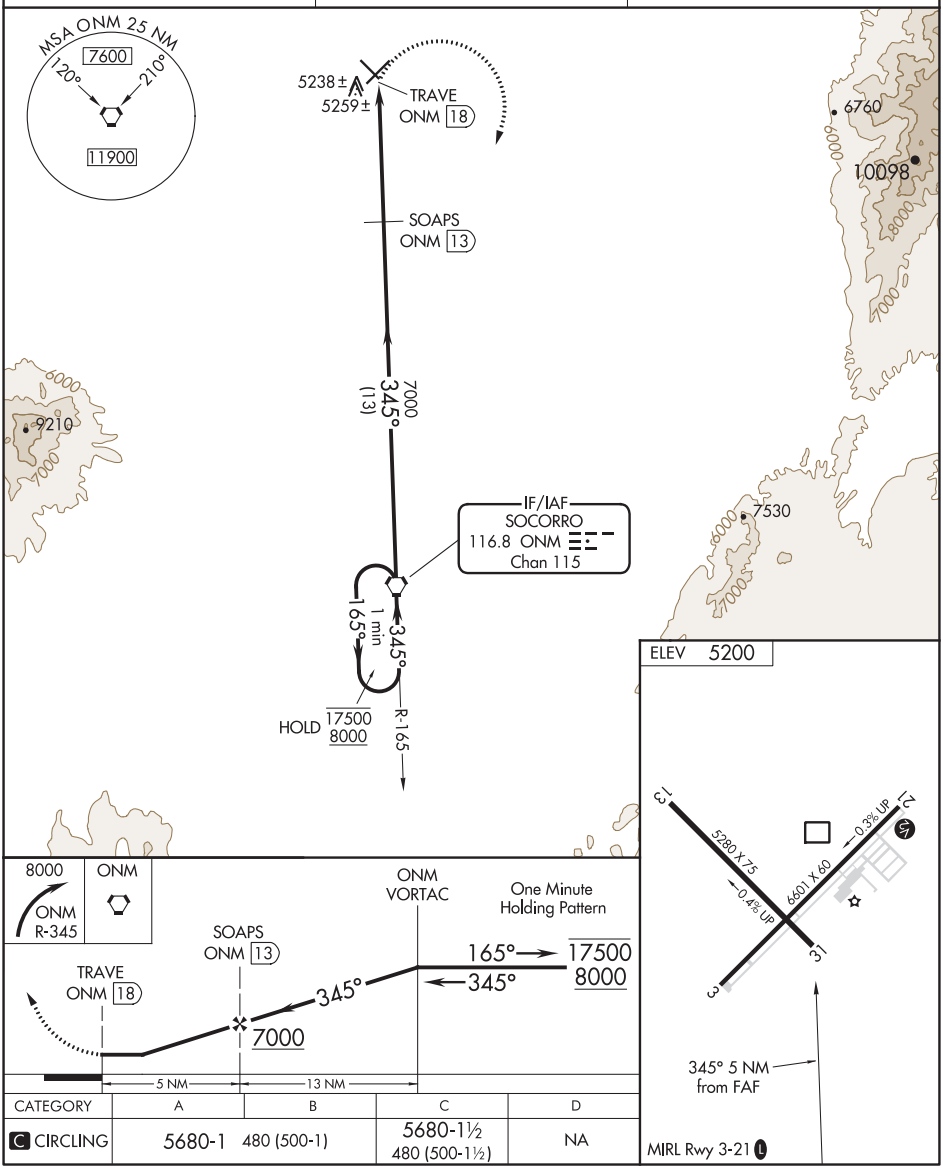
VORTAC ONM	APP CRS	Rwy ldg	N/A
116.8	345°	TDZE	N/A
Chan 115		Apt Elev	5200

VOR-A
BELEN RGNL (BRG)

DME required.

MISSED APPROACH: Climbing right turn to 8000 on ONM VORTAC R-345 to ONM VORTAC and hold.

AWOS-3PT	ALBUQUERQUE APP CON	UNICOM
118.55	123.9 354.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	5680-1 480 (500-1)		5680-1½ 480 (500-1½)	NA

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SW-1, 25 FEB 2021 to 22 APR 2021

17117

AURORA, COLORADO

ILS or LOC/DME RWY 32

BUCKLEY AFB (KBKF)

LOC I-BKF	APCH CRS	Rwy ldg 11,006 TDZE 5663 Arpt Elev 5663
109.7	323°	

AL-538 [USAF]

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
*** Circling NA East of Rwy 14-32.

ALSF-1

MISSED APPROACH: Climb on BKF TACAN R-319 to FOGET, then climbing right turn to 8200 and intercept BKF R-144 to ANNNE and hold or as directed by ATC.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

Missed approach requires use of RNAV or ATC RADAR monitoring.

CAT E remain within 4.25 NM of Rwy when circling.

BUCKLEY Chan 33 BKF

LOCALIZER 109.7 I-BKF

R-319 FOGET BKF 2 5788 5958 5801 6070 5904 6074 LYZZY BKF 4 6236 6058 ALLYX BKF 6.4 /RADAR 323° 143° 6525 (IF) ANNNE BKF 13 /RADAR 144° 324° 6566 Max holding alt 10,000 Min holding alt 8200 (IAF) CHRES BKF 16 R-144 7048

MSA BKF 25 NM 125° 7600 10,800 030° 300° 9600

EMERG SAFE ALT 100 NM 16,500

8200 BKF R-319 FOGET ANNNE † LOC only

TACAN HIPER 1.7 † 3 LYZZY † 4 ALLYX 6.4 /RADAR 323° 6600 7400 ANNNE 13 /RADAR 324° 8000 CHRES 16 8100 GS 3.00° TCH 45

.5 NM 2.3 NM 2.4 NM

ELEV 5663 TDZE 5663

5732 5714 5846 5694 TWR 5700 5614 0.7% DOWN 11,006 x 150 5708 32

323° 5.2 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS 32 *	5863/24 200 (200-½)				
S-LOC 32 **	6280/24 617 (700-½)		6280-1⅜ 617 (700-1⅜)		
C CIRCLING ***	6280-1 617 (700-1)		6360-2 697 (700-2)	6400-2¼ 737 (800-2¼)	6420-2¾ 757 (800-2¾)

HIRL Rwy 14-32
REIL Rwy 14

SW-1, 25 FEB 2021 to 22 APR 2021

AURORA, COLORADO

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	11,006
323°	TDZE	5663
	Arpt Elev	5663

AL-538 (USAF)

BUCKLEY AFB (KBKF)

* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/4 miles.
** Circling NA East of Rwy 14-32.

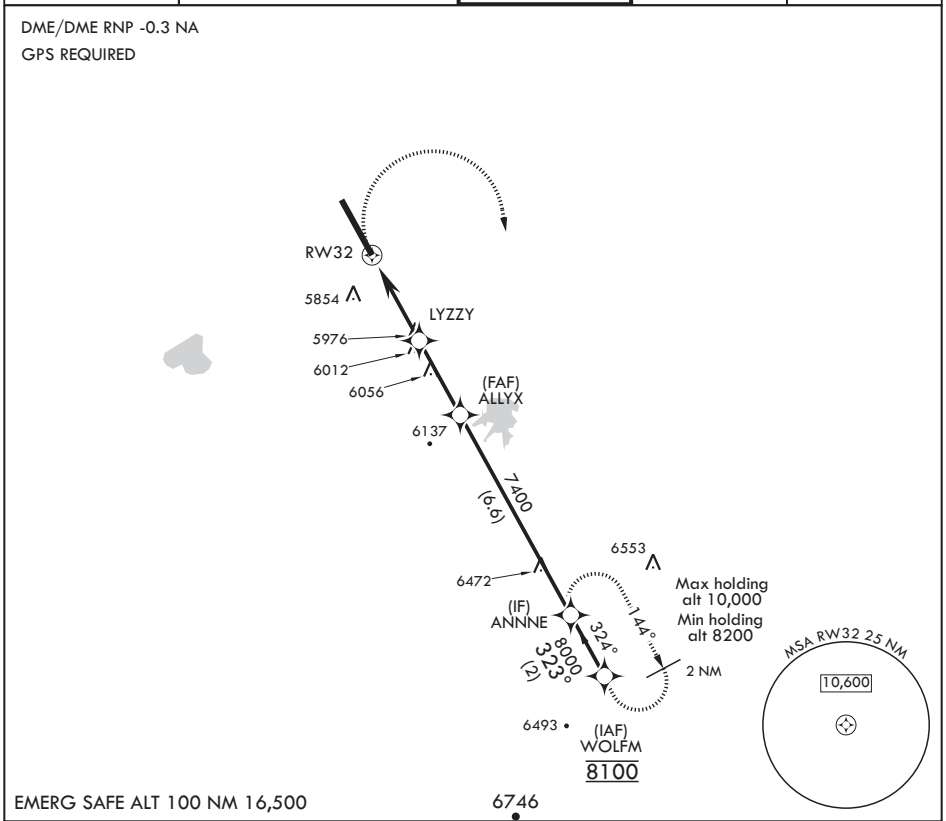
ALSF-1

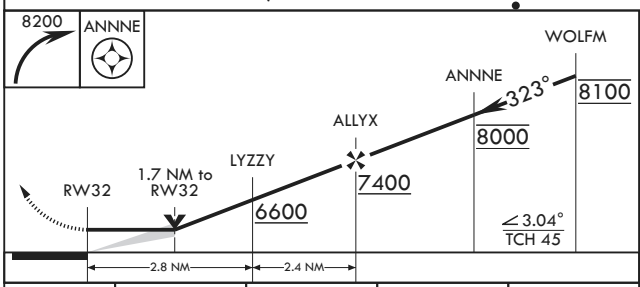
MISSED APPROACH: Climbing right turn to 8200 to ANNNE and hold or as directed by ATC.

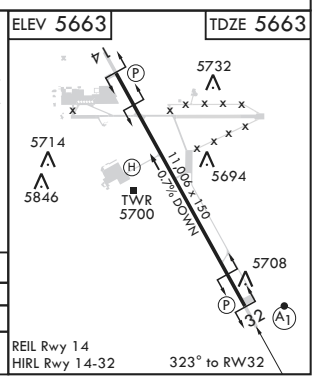
ATIS★	DENVER APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

DME/DME RNP -0.3 NA

GPS REQUIRED







CATEGORY	A	B	C	D
LNAV MDA*	6260/24 597 (600-½)		6260-1¼ 597 (600-1¼)	
CIRCLING**	6260-1 597 (600-1)		6360-2 697 (700-2)	6400-2¼ 737 (800-2¼)

AURORA, COLORADO

39°42'N - 104°45'W

BUCKLEY AFB (KBKF)

Amdt 1 11OCT18

RNAV (GPS) RWY 32

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SW-1, 25 FEB 2021 to 22 APR 2021

17117

AURORA, COLORADO

TACAN RWY 32

BUCKLEY AFB (KBKF)

TACAN BKF Chan 33	APCH CRS 328°	Rwy ldg 11,006 TDZE 5663 Arpt Elev 5663	AL-538 [USAF]

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling NA east of Rwy 14-32.

ALSF-1 A1

MISSED APPROACH: Climbing right turn to 8200 and intercept BKF TACAN R-148 direct BEKEE and hold or as directed by ATC.

ATIS ★	DENVER APP CON	BUCKLEY TOWER ★	GND CON	CLNC DEL
119.675 259.3	128.45 251.075	121.0 291.675	121.6 275.8	121.6 275.8

Missed approach requires use of RNAV or ATC RADAR monitoring.

BUCKLEY
Chan 33 BKF

CAT E remain within 4.25 NM of Rwy when circling.

5958 5791 6070 5904 LASTE BKF 4 6058 6074 MUSOE BKF 6.5 /RADAR 6525 (IF) BEKEE BKF 13 148° 328° (IAF) DERYL BKF 16 R-148 7048

Max holding alt 10,000
Min holding alt 8200

6566 MSA BKF 25 NM 125° 7600 10,800 030° 300° 9600

EMERG SAFE ALT 100 NM 16,500

8200 BKF R-148 | BEKEE BKF 13

TACAN CENAR 3 1.7 LASTE 4 MUSOE 6.5 /RADAR 328° BEKEE 13 DERYL 16 6600 7400 8000 8100 3.02° TCH 45

.5 NM 2.3 NM 2.5 NM

ELEV 5663 | TDZE 5663

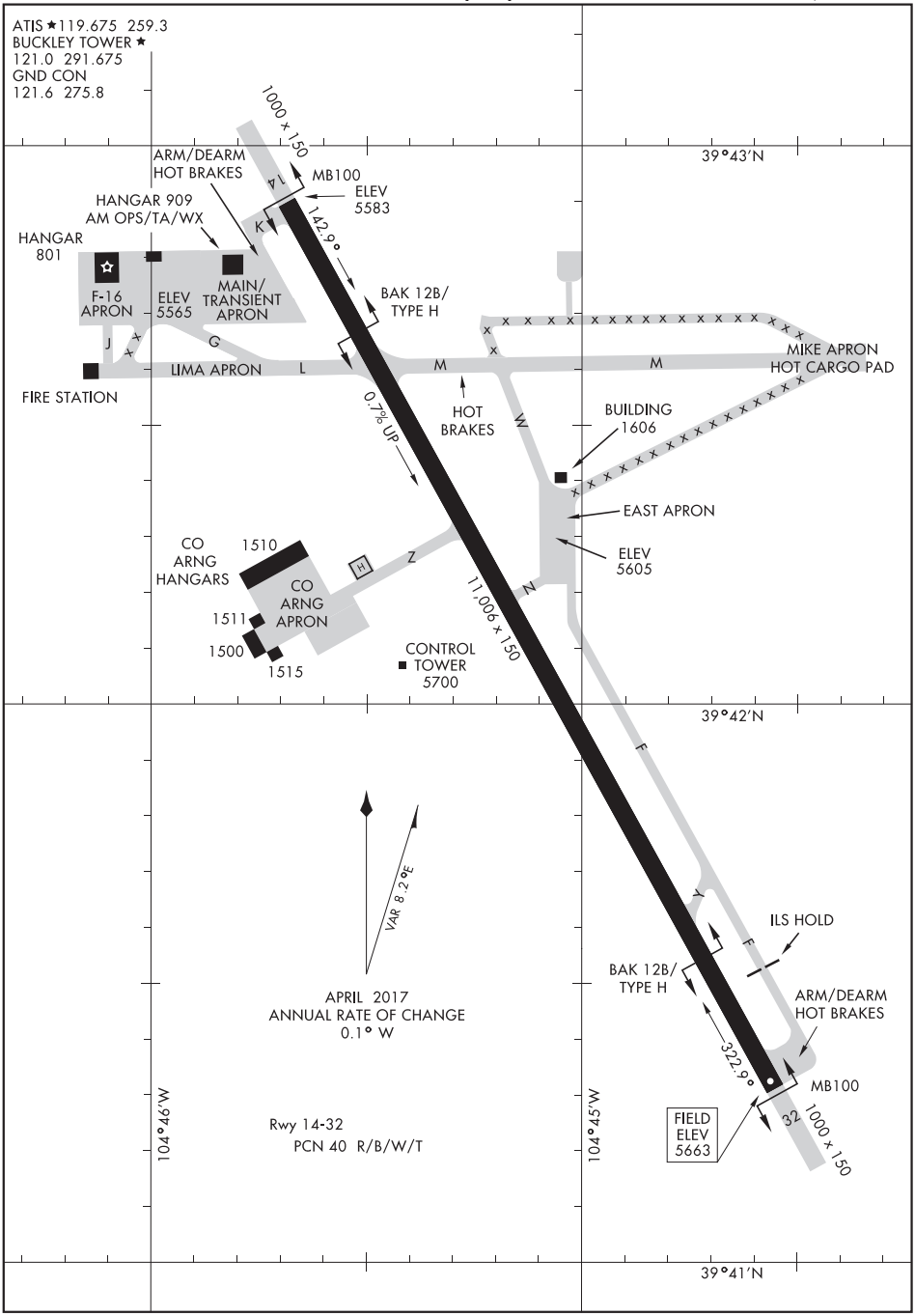
5732 5714 5846 5694 TWR 5700 5614 11,006 × 150 0.7% DOWN 5708 32 A1

HIRL Rwy 14-32
REIL Rwy 14

328° to TACAN

CATEGORY	A	B	C	D	E
S-32*	6280/24 617 (700-½)		6280-1⅜ 617 (700-1⅜)		
C CIRCLING**	6280-1 617 (700-1)		6360-2 697 (700-2)	6400-2¼ 737 (800-2¼)	6420-2¾ 757 (800-2¾)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021


ATIS ★119.675 259.3
BUCKLEY TOWER ★
121.0 291.675
GND CON
121.6 275.8
1000 × 150
14
MB100
ELEV
5583
ARM/DEARM
HOT BRAKES
HANGAR 909
AM OPS/TA/WX
HANGAR
801
F-16
APRON
ELEV
5565
MAIN/
TRANSIENT
APRON
K
142.9°
BAK 12B/
TYPE H
39°43′N
J
G
LIMA APRON
L
M
M
MIKE APRON
HOT CARGO PAD
FIRE STATION
0.7% UP
HOT
BRAKES
W
BUILDING
1606
EAST APRON
ELEV
5605
CO
ARNG
HANGARS
1510
CO
ARNG
APRON
H
Z
1511
1500
1515
11,006 × 150
N
CONTROL
TOWER
5700
39°42′N
F
VAR 8.2°E
APRIL 2017
ANNUAL RATE OF CHANGE
0.1° W
Y
F
ILS HOLD
BAK 12B/
TYPE H
ARM/DEARM
HOT BRAKES
322.9°
MB100
32
1000 × 150
FIELD
ELEV
5663
104°46′W
Rwy 14-32
PCN 40 R/B/W/T
104°45′W
39°41′N

BUCKLEY ONE DEPARTURE (BKF1 • BEEKR)

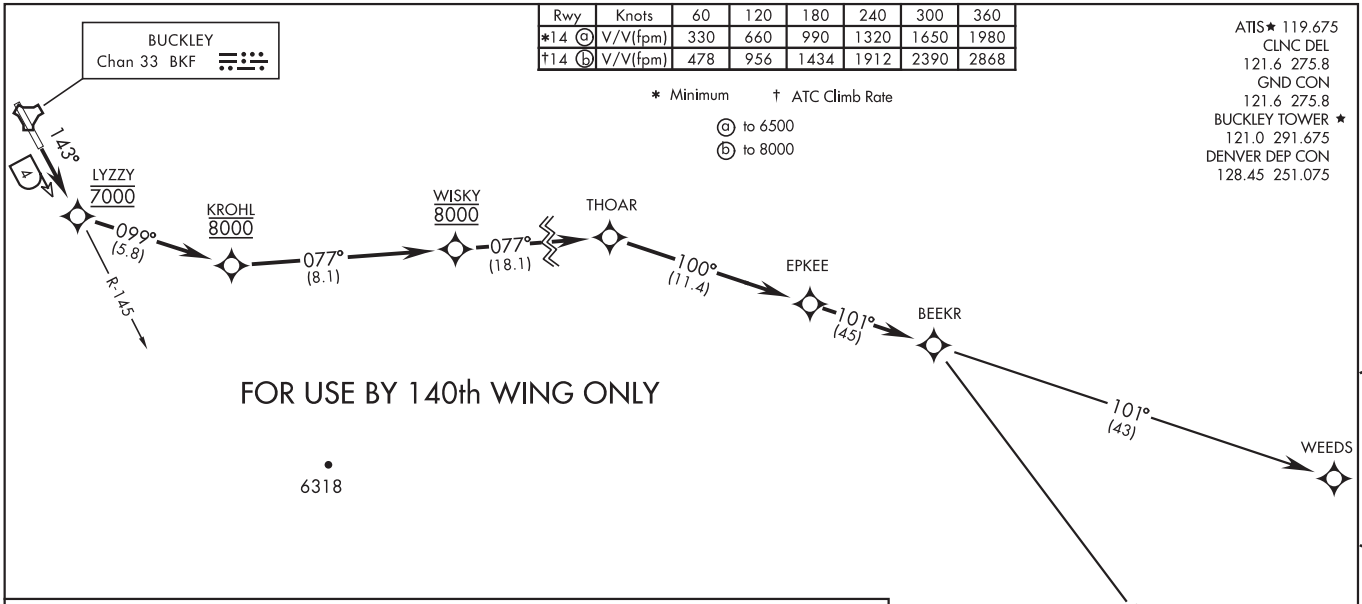
Orig 04JAN18

Rwy	Knots	60	120	180	240	300	360
*14 ⓐ	V/V(fpm)	330	660	990	1320	1650	1980
†14 ⓑ	V/V(fpm)	478	956	1434	1912	2390	2868

* Minimum † ATC Climb Rate

ⓐ to 6500
ⓑ to 8000

ATIS★ 119.675
CLNC DEL
121.6 275.8
GND CON
121.6 275.8
BUCKLEY TOWER ★
121.0 291.675
DENVER DEP CON
128.45 251.075



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb to 7000 heading 143° and intercept BKF TACAN R-145 to LYZZY. Then turn left direct KROHL, then on depicted route. Cross LYZZY at 7000 then maintain minimum climb rate of 200 feet per NM until 8000. Cross KROHL, at 8000 maintain 8000. Expect requested altitude 10 minutes after departure. Thence...

WEEDS TRANSITION (BKF1•WEEDS): From over BEEKR proceed direct WEEDS.

STVLR TRANSITION (BKF1•STVLR): From over BEEKR proceed direct STVLR.

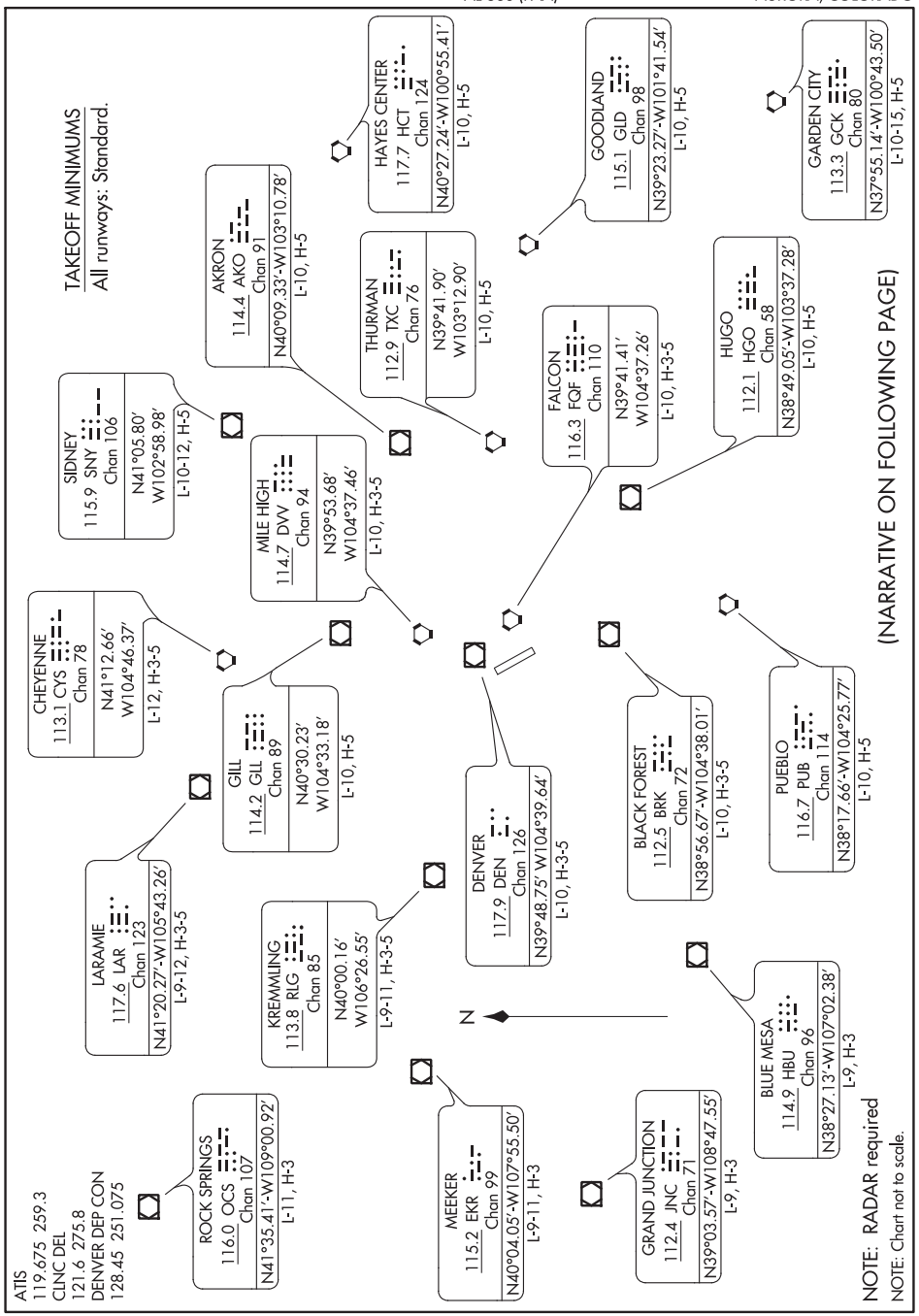
GPS REQUIRED
RNAV 1 REQUIRED
ATC RADAR REQUIRED

BUCKLEY ONE DEPARTURE (BKF1 • BEEKR)

DENVER TWO DEPARTURE

AL-538 (FAA)

BUCKLEY AFB (BKF)
AURORA, COLORADO



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SW-1, 25 FEB 2021 to 22 APR 2021

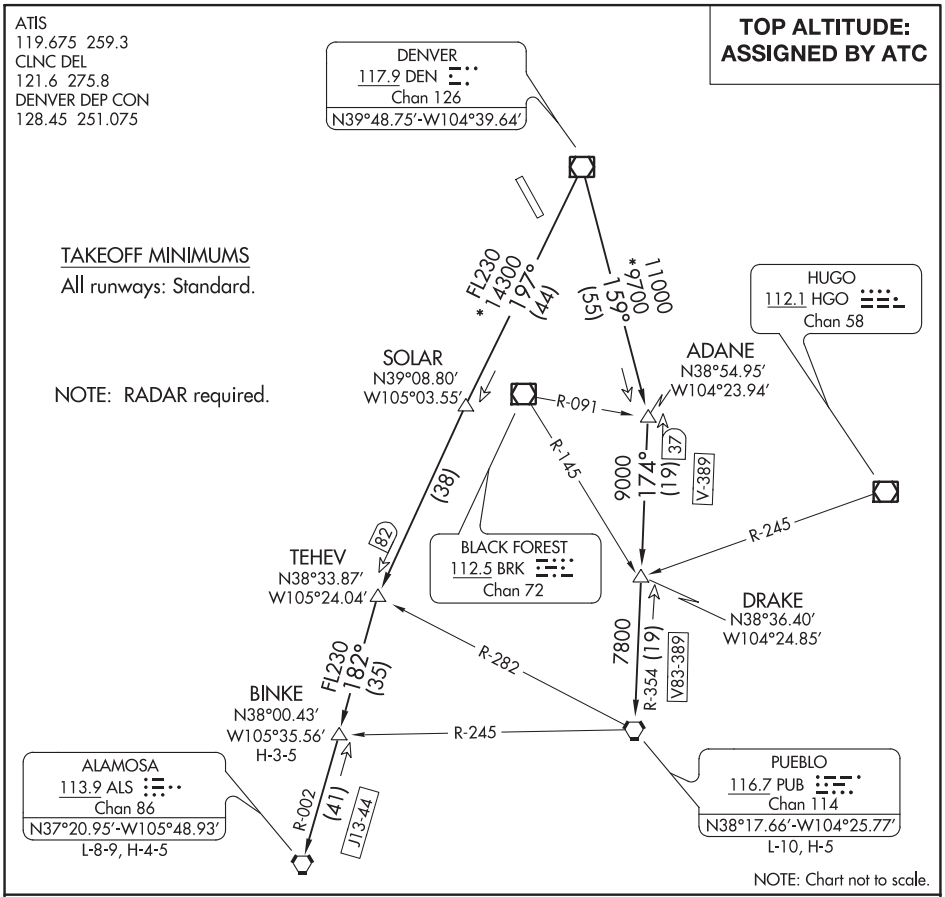
DENVER TWO DEPARTURE

AURORA, COLORADO
BUCKLEY AFB (BKF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

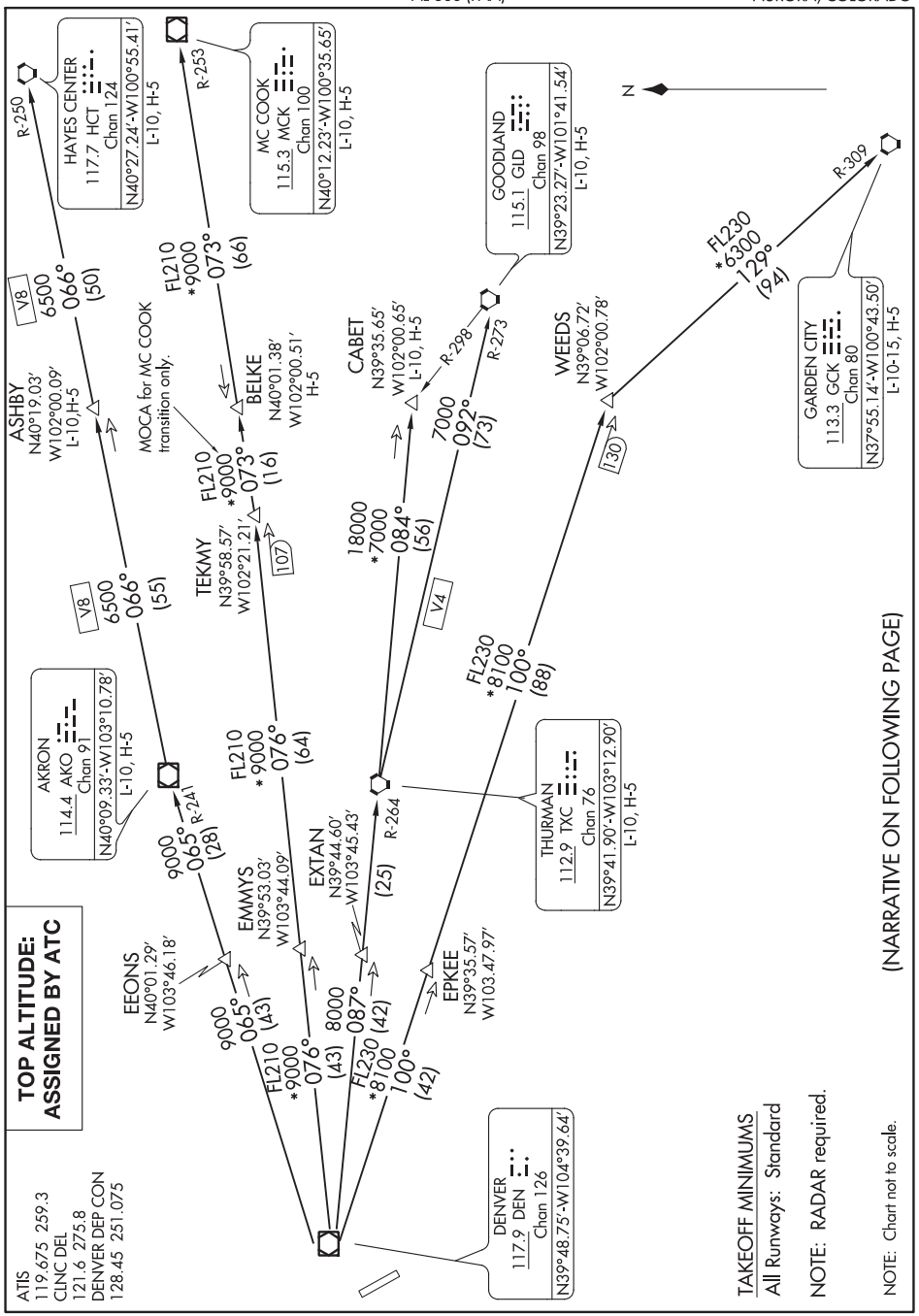
PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

(PLAIN1.DEN) 20030

PLAINS ONE DEPARTURE

AL-538 (FAA)

BUCKLEY AFB (BKF)
AURORA, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

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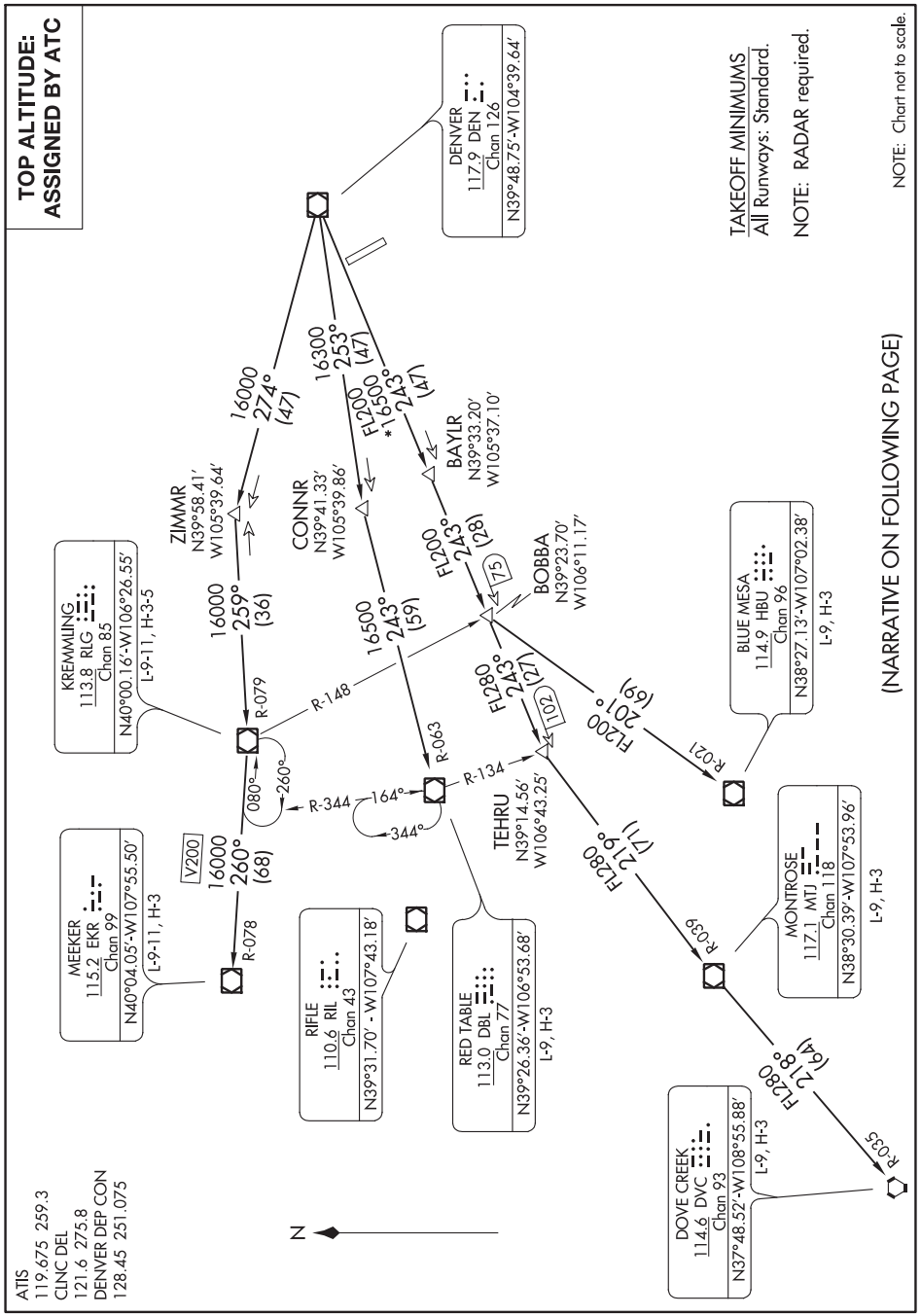
SW-1, 25 FEB 2021 to 22 APR 2021

(ROCKI5.DEN) 20086

ROCKIES FIVE DEPARTURE

AL-538 (FAA)

BUCKLEY AFB (BKF)
AURORA, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ROCKIES FIVE DEPARTURE

(ROCKI5.DEN) 26MAR20

AURORA, COLORADO
BUCKLEY AFB (BKF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

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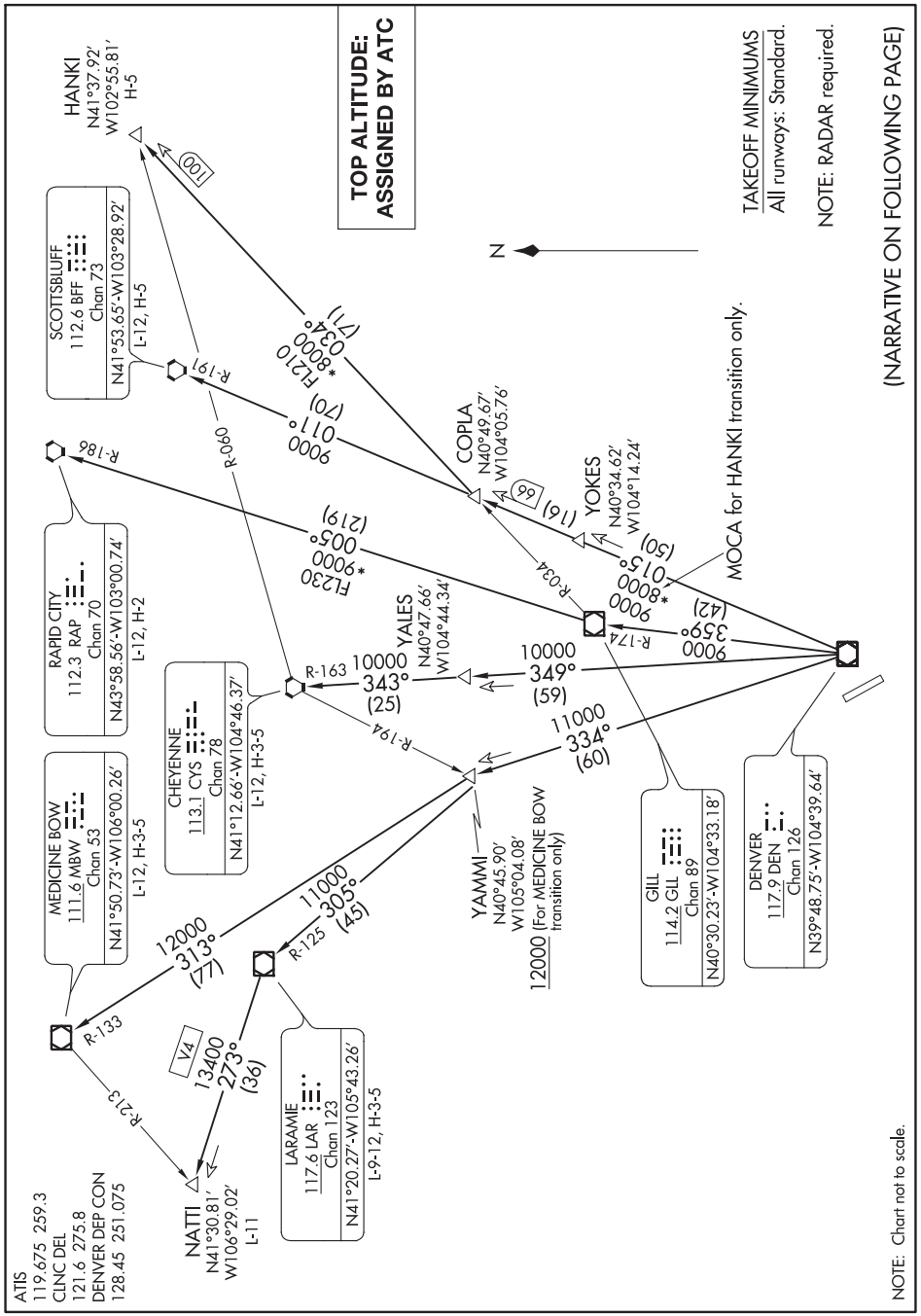
SW-1, 25 FEB 2021 to 22 APR 2021

(YELLO4.DEN) 20198

YELLOWSTONE FOUR DEPARTURE

AL-538 (FAA)

BUCKLEY AFB (BKF)
AURORA, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

YELLOWSTONE FOUR DEPARTURE

(YELLO4.DEN) 16JUL20

AURORA, COLORADO
BUCKLEY AFB (BKF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 45635 W33A	APP CRS 330°	Rwy ldg 8303 TDZE 7926 Apt Elev 7950

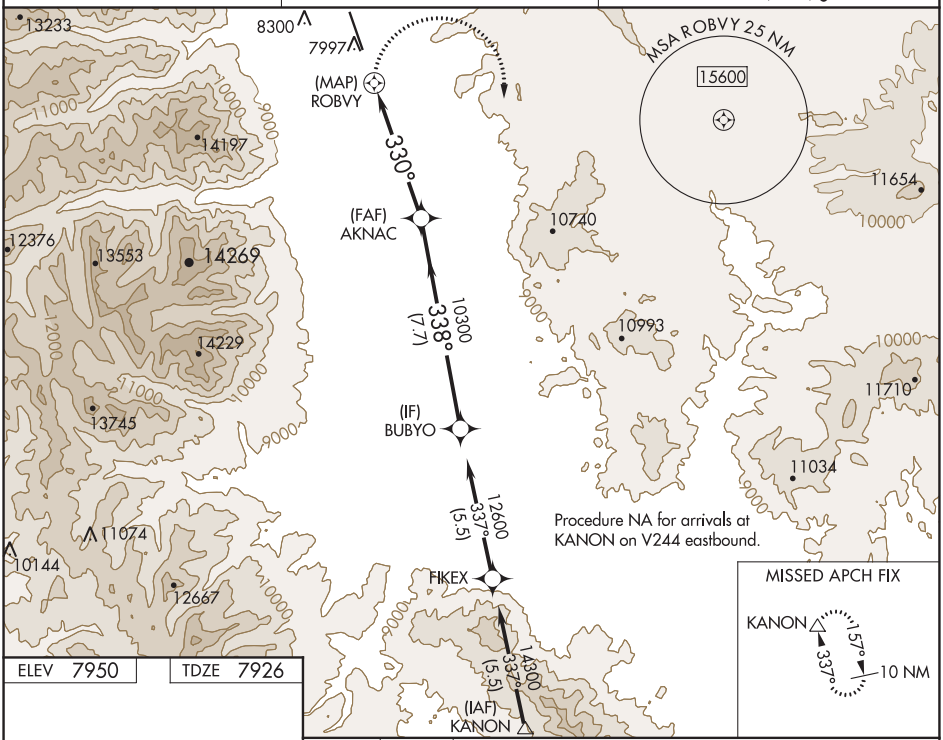
RNAV (GPS) RWY 33
CENTRAL COLORADO RGNL (AEJ)

T
A NA
-22°C

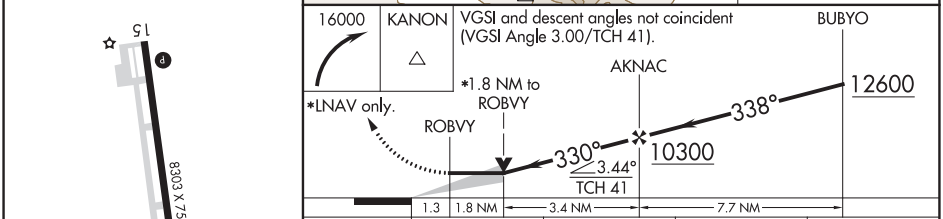
Circling NA northeast of Rwy 15-33. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salida altimeter setting and increase all MDA 100 feet. VDP NA with Salida altimeter setting. #Missed approach requires minimum climb of 425 feet per NM to 14100.

MISSED APPROACH: Climbing right turn to 16000 direct KANON and hold, continue climb-in-hold to 16000.

AWOS-3	DENVER CENTER	UNICOM
132.925	119.85 363.15	122.8 (CTAF) L



ELEV 7950 TDZE 7926



MIRL Rwy 15-33 L

CATEGORY	A	B	C	D
#LP MDA	8960-1½	1034 (1100-1½)	8960-3 1034 (1100-3)	NA
LP MDA	9840-1½	1914 (1900-1½)	9840-3 1914 (1900-3)	NA
#LNAV MDA	9300-1½	1374 (1400-1½)	9300-3 1374 (1400-3)	NA
LNAV MDA	9980-1½	2054 (2100-1½)	9980-3 2054 (2100-3)	NA
C CIRCLING	9980-1½	2030 (2100-1½)	9980-3 2030 (2100-3)	NA

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

PUEBLO ONE DEPARTURE (OBSTACLE) (RNAV)

DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)

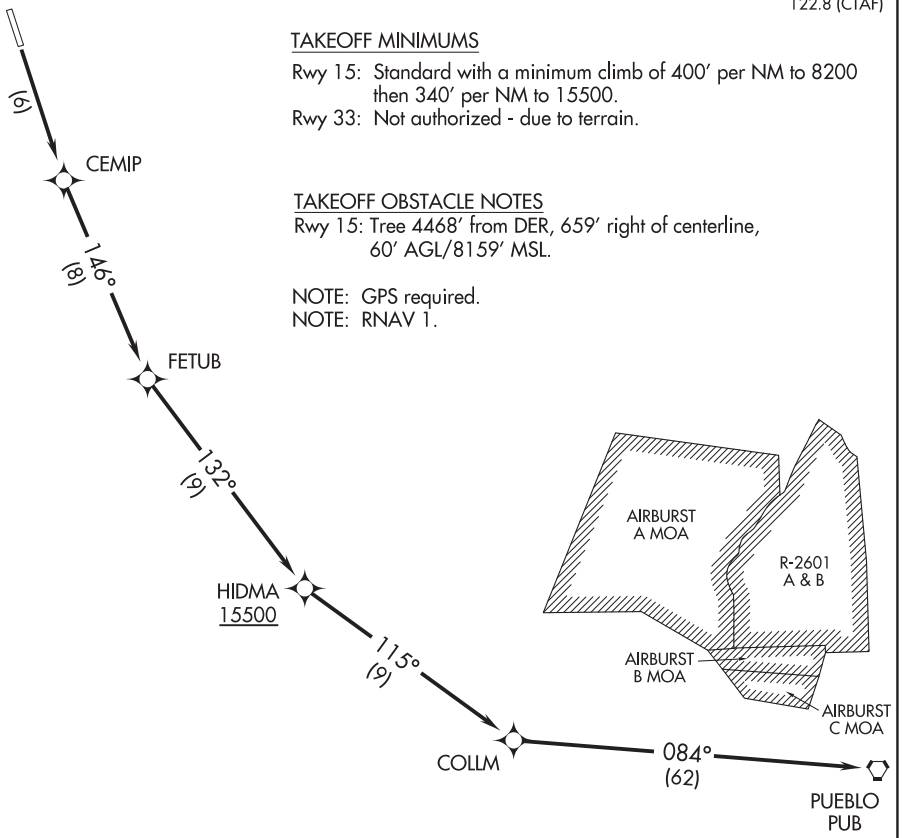
TAKEOFF MINIMUMS

Rwy 15: Standard with a minimum climb of 400′ per NM to 8200 then 340′ per NM to 15500.
Rwy 33: Not authorized - due to terrain.

TAKEOFF OBSTACLE NOTES

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

NOTE: GPS required.
NOTE: RNAV 1.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500′, then via depicted route to PUB VORTAC.

TAKEOFF RUNWAY 33: Not authorized.

BURLINGTON, COLORADO | AL-6895 (FAA) | 20254

RNAV (GPS) RWY 15
KIT CARSON COUNTY (ITR)

WAAS CH 72999 W15A	APP CRS 154°	Rwy ldg 5199 TDZE 4218 Apt Elev 4218

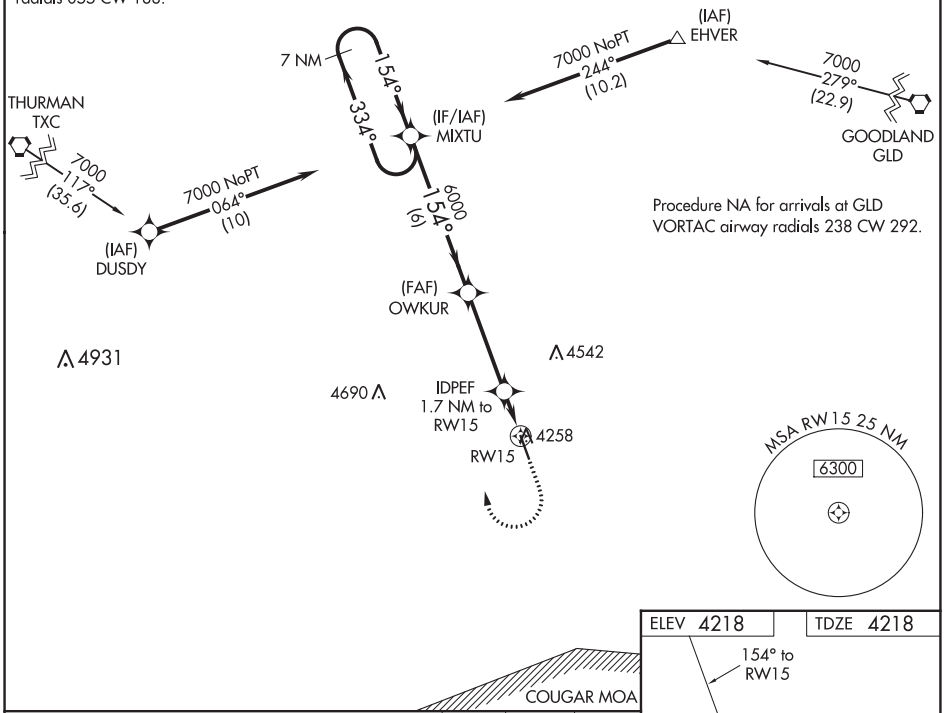
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (127°F). DME/DME RNP- 0.3 NA.

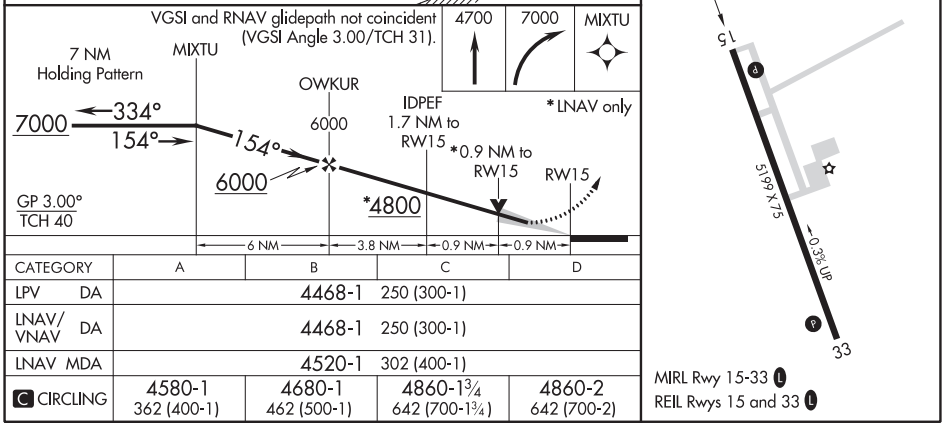
MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct MIXTU and hold.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L

Procedure NA for arrival at TXC VORTAC airway radials 055 CW 188.

Procedure NA for arrivals at GLD VORTAC airway radials 238 CW 292.





CATEGORY	A	B	C	D
LPV DA	4468-1 250 (300-1)			
LNAV/VNAV DA	4468-1 250 (300-1)			
LNAV MDA	4520-1 302 (400-1)			
C CIRCLING	4580-1 362 (400-1)	4680-1 462 (500-1)	4860-1¾ 642 (700-1¾)	4860-2 642 (700-2)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

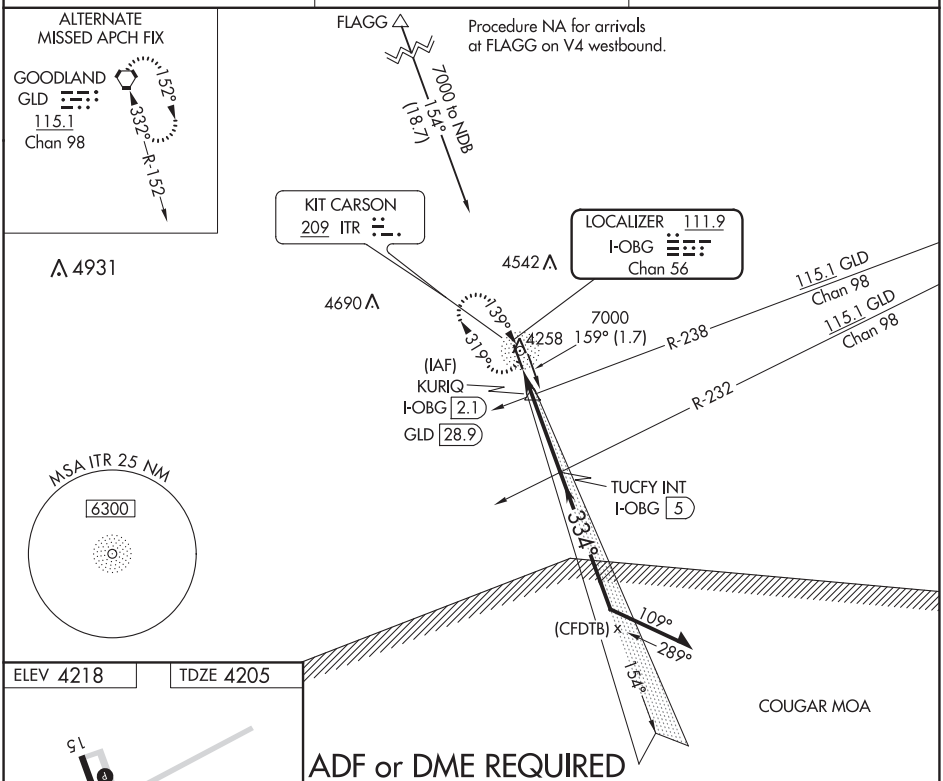
LOC/DME I-OBG	APP CRS	Rwy ldg	5199
111.9	334°	TDZE	4205
Chan 56		Apt Elev	4218

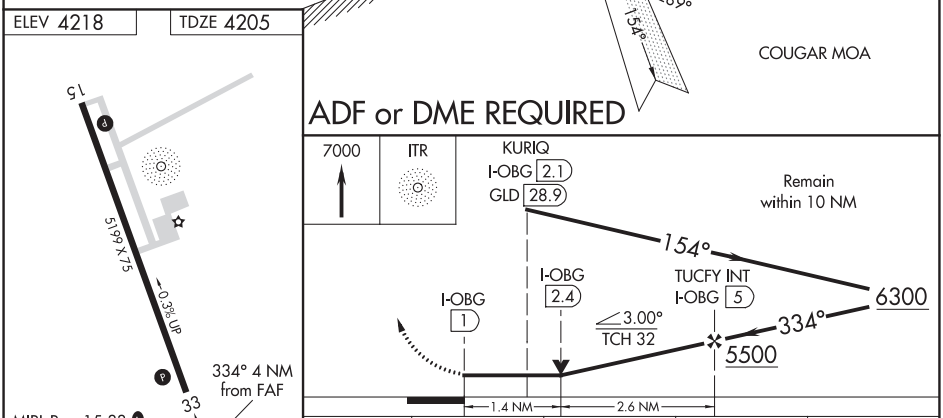
LOC RWY 33
KIT CARSON COUNTY (ITR)

T A NA — ADF required.

MISSED APPROACH: Climb to 7000 direct ITR NDB and hold, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L





FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-33	4680-1 475 (500-1)		4680-1⅜ 475 (500-1⅜)	
C CIRCLING	4680-1 462 (500-1)		4860-1¾ 642 (700-1¾)	4860-2 642 (700-2)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

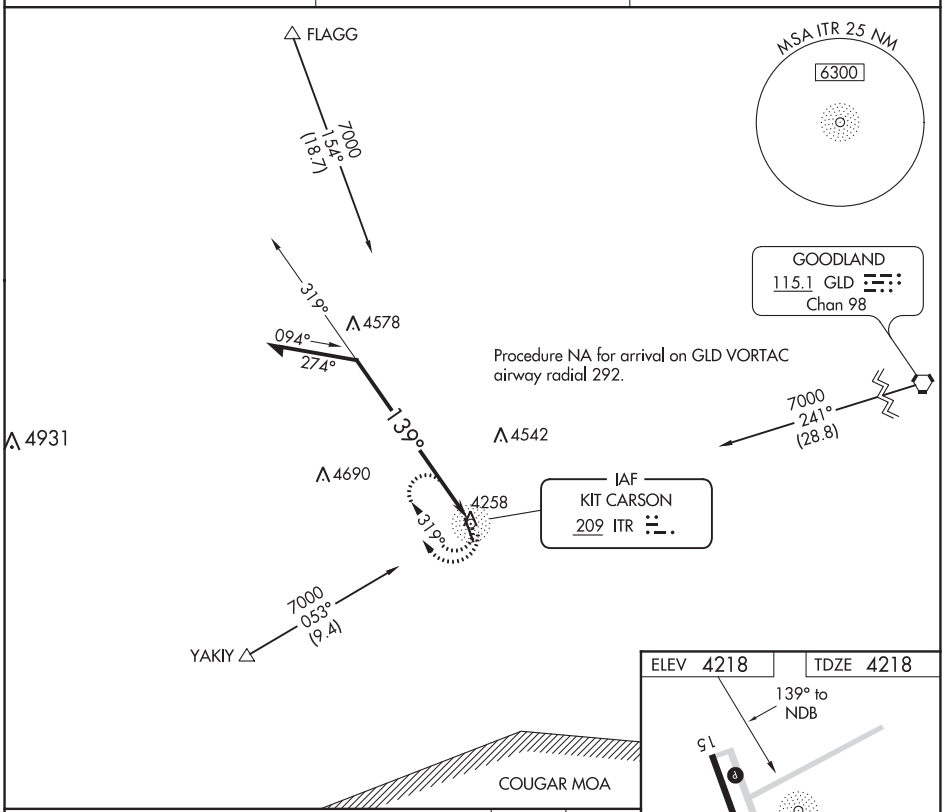
BURLINGTON, COLORADO | AL-6895 (FAA) | 20254

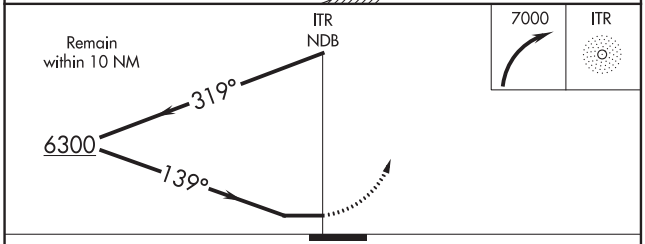
NDB RWY 15
KIT CARSON COUNTY (ITR)

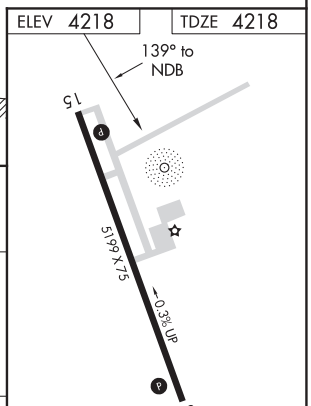
NDB ITR	APP CRS	Rwy ldg / TDZE / Apt Elev
209	139°	5199 / 4218 / 4218

MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern, continue climb-in-hold to 7000.

ASOS	DENVER CENTER	UNICOM
135.225	132.7 226.675	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-15	4940-1	722 (800-1)	4940-2	722 (800-2)
C CIRCLING	4940-1	722 (800-1)	4940-2 722 (800-2)	4940-2¼ 722 (800-2¼)

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

BURLINGTON, COLORADO
Amdt 2 01FEB18

39°15′N-102°17′W

KIT CARSON COUNTY (ITR)
NDB RWY 15

CLOVIS, NEW MEXICO

ILS or LOC RWY 4

CANNON AFB (KCVS)

LOC I-GLO	APCH CRS	Rwy ldg 10,003 TDZE 4284 Arpt Elev 4295
108.5	038°	

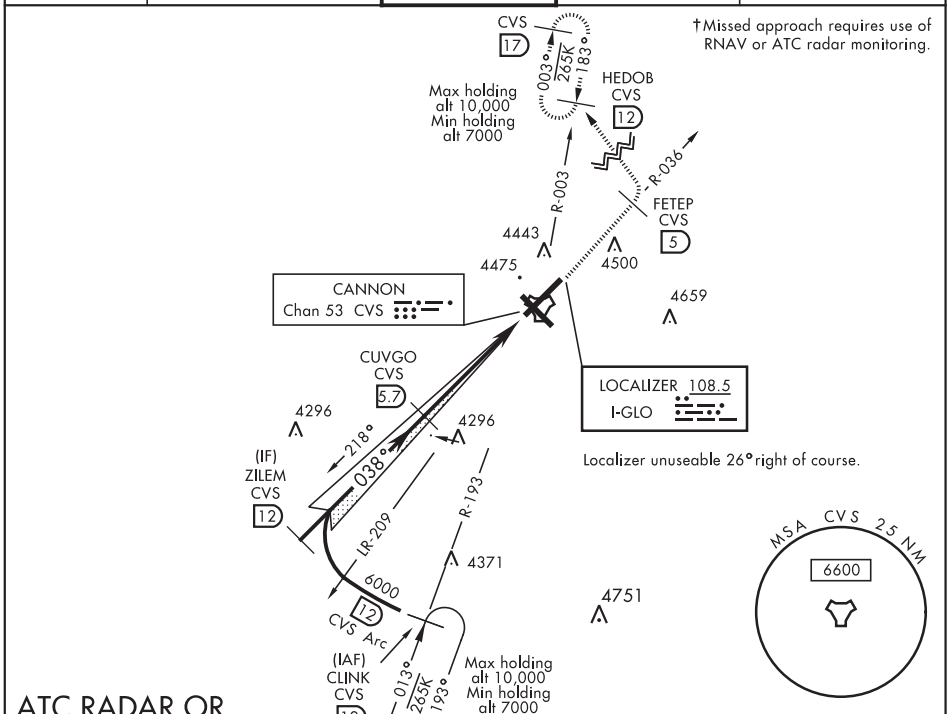
AL-512 [USAF]

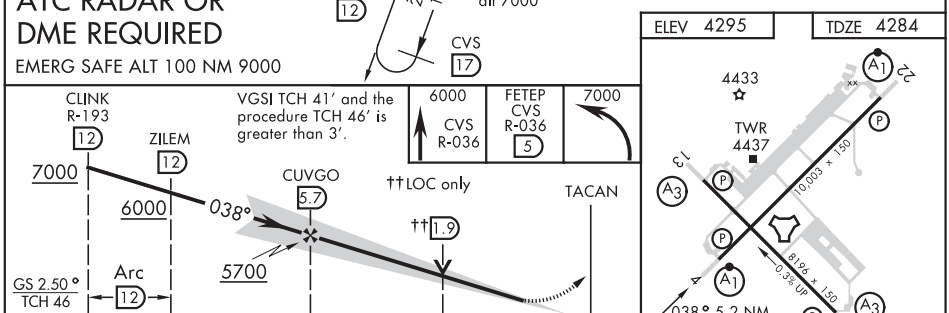
T *When ALS inop, increase all CAT RVR to 40 and vis to ¾ miles.
**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1 A1

† MISSED APPROACH: Climb to 6000 out CVS TACAN R-036 to 5 DME (FETEP) turning left climb to 7000 intcp CVS R-003 to 12 DME (HEDOB) and hold.

ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225





CATEGORY	A	B	C	D	E
S-ILS 4 *	4484/24		200	(200-½)	
S-LOC 4 **	4680/24	396 (400-½)	4680/35	396 (400-⅝)	
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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SW-1, 25 FEB 2021 to 22 APR 2021

20142

CLOVIS, NEW MEXICO

ILS or LOC RWY 13

LOC I-OVI	APCH CRS	Rwy ldg 8196
110.35	128°	TDZE 4294
		Arpt Elev 4295

AL-512 [USAF]

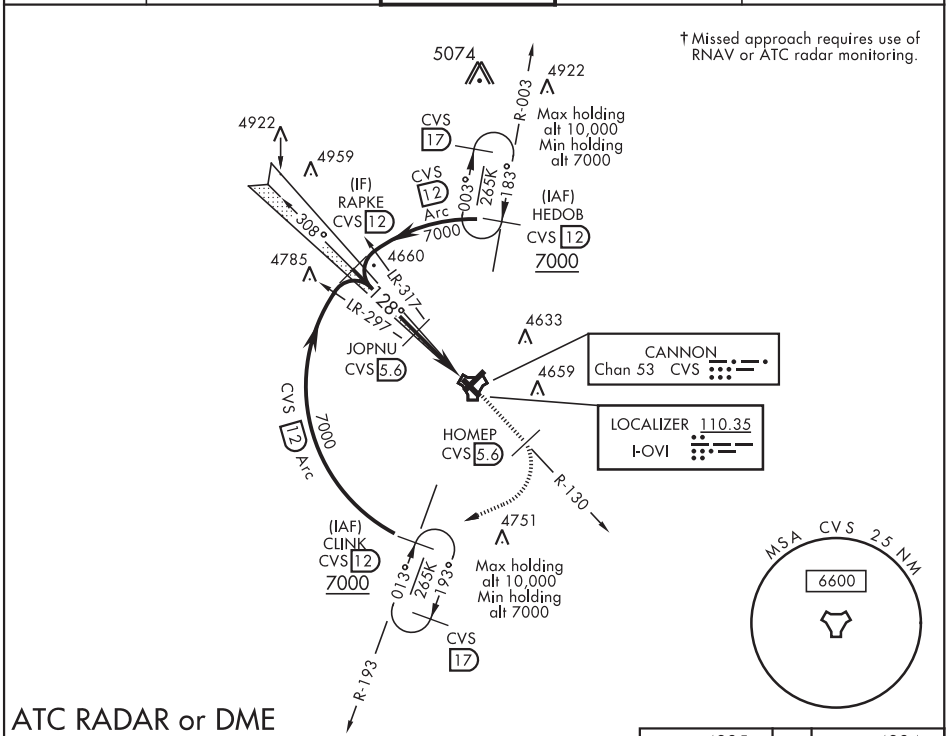
CANNON AFB (KCVS)

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

SSALR A3

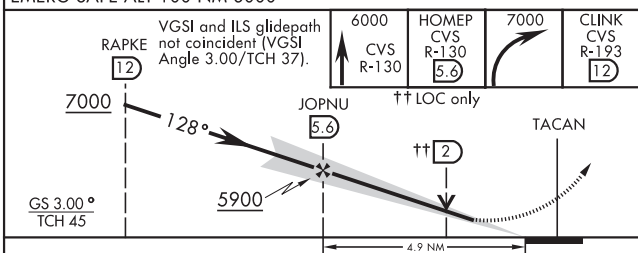
†MISSED APPROACH: Climb to 6000 out CVS TACAN R-130 5.6 DME (HOMEP) then climbing right turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

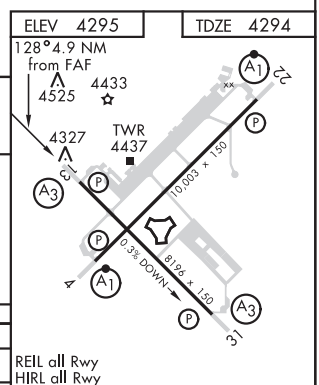
ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225



ATC RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 8000





CATEGORY	A	B	C	D	E
S-ILS 13 *	4544-½ 250 (300-½)				
S-LOC 13**	4760-½ 466 (500-½)		4760-1 466 (500-1)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565(600-1½)	5000-2¼ 705(800-2¼)	5020-2½ 725(800-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CLOVIS, NEW MEXICO 34° 23′N-103° 19′W CANNON AFB (KCVS)

Amdt 4 30JAN20

ILS or LOC RWY 13

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO

ILS or LOC RWY 22

LOC I-CVS	APCH CRS	Rwy ldg 10,003 TDZE 4295 Arpt Elev 4295
109.7	218°	

AL-512 [USAF]

CANNON AFB (KCVS)

* When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

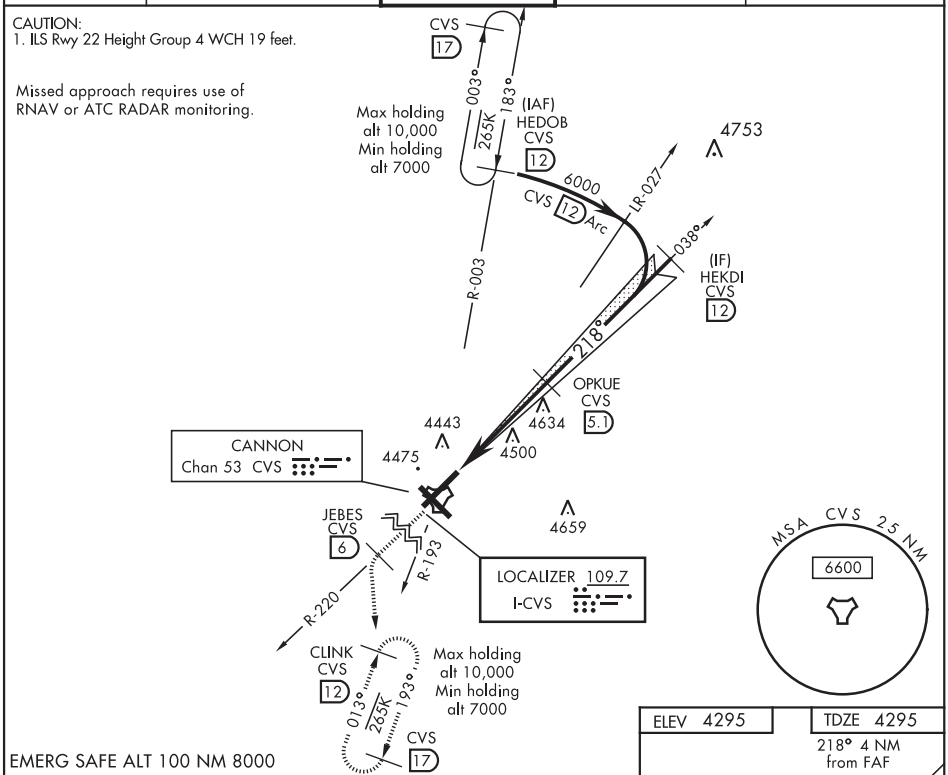
ALSF-1

MISSED APPROACH: Climb to 6000 out CVS TACAN R-220 to 6 DME (JEBES) then turn left climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

CAUTION:
1. ILS Rwy 22 Height Group 4 WCH 19 feet.

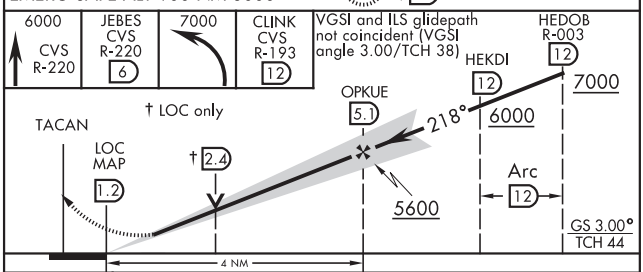
Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 8000

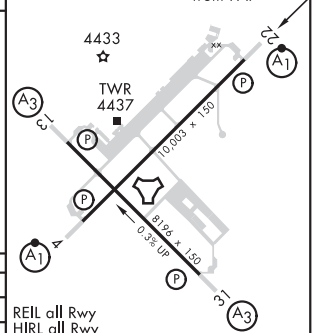
6000 CVS R-220	JEBES CVS R-220 6	7000	CLINK CVS R-193 12

VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 38)



ELEV 4295 | TDZE 4295

218° 4 NM from FAF



REIL all Rwy
HIRL all Rwy

CATEGORY	A	B	C	D	E
S-ILS 22*	4495/24		200	(200-½)	
S-LOC 22**	4720/24 425 (500-½)		4720/40 425 (500-¾)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CLOVIS, NEW MEXICO 34°23′N-103°19′W CANNON AFB (KCVS)

Amdt 4 13AUG20

ILS or LOC RWY 22

SW-1, 25 FEB 2021 to 22 APR 2021

19283

CLOVIS, NEW MEXICO

ILS or LOC RWY 31

CANNON AFB (KCVS)

LOC I-BNN	APCH CRS	Rwy ldg / TDZE / Arpt Elev
108.3	308°	8196 / 4270 / 4295

AL-512 [USAF]

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.

SSALR (A3)

†MISSED APPROACH: Climb to 6000 out CVS TACAN R-306 to 5.5 DME (LERAY) then turn left climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

†Missed approach requires use of RNAV or ATC radar monitoring.

R-306
LERAY CVS 5.5
4450
4650
CANNON Chan 53 CVS
LOCALIZER 108.3 I-BNN
JATLA CVS 5.6
308°
(IF) FOBUR CVS 12
4800
LR-139
128°
R-193
(IAF) CLINK CVS 12 7000
4751
6000
CVS 12 Arc
265K
013°
193°
Max holding alt 10,000 Min holding alt 7000
CVS 17
MSA CVS 25 NM
6600

ATC RADAR OR DME REQUIRED

EMERG SAFE ALT 100 NM 9000

6000	LERAY CVS R-306 5.5	7000	CLINK CVS R-193 12

VGSI TCH (41′) and the procedure TCH (51′) is greater than 3′.

TACAN
1.8
JATLA 5.6
FOBUR 12
308°
6000
5900
GS 3.00°
TCH 51
4.9 NM

ELEV 4295 | TDZE 4270

4525
4433
4327
TWR 4437
10,003 × 150
8194 × 150
0.3% UP
308° 4.9 NM from FAF
REIL all Rwy
HIRL all Rwy

CATEGORY	A	B	C	D	E
S-ILS 31*	4470-½ 200 (200-½)				
S-LOC 31**	4660-½ 390 (400-½)		4660-⅝ 390 (400-⅝)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 4

CANNON AFB (KCVS)

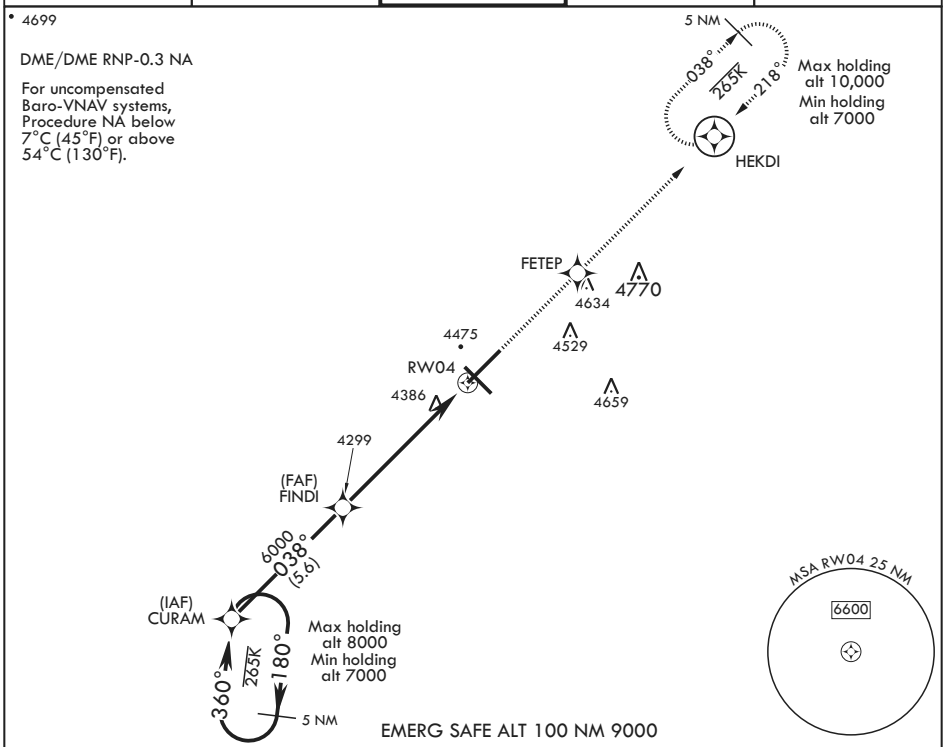
WAAS CH 41172 W04A	APCH CRS 038°	Rwy ldg 10,003 TDZE 4284 Arpt Elev 4295	AL-512 (USAF)

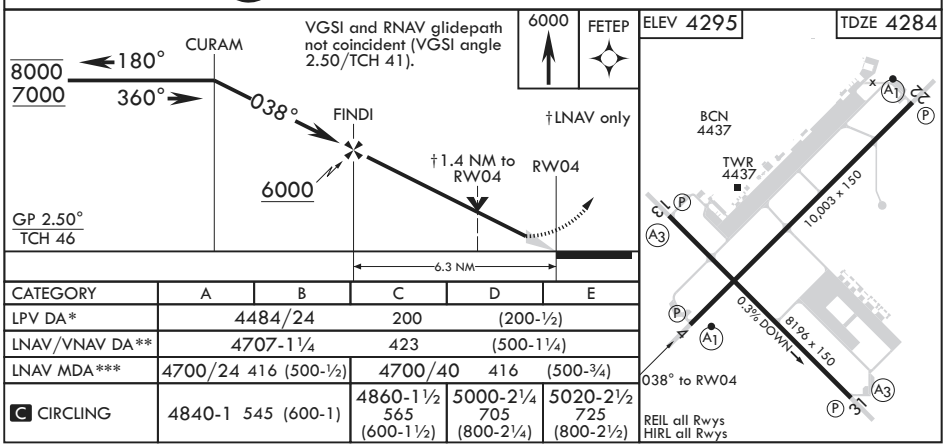
T * When ALS inop, increase CAT ABCDE RVR to 40, vis to 3/4 mile.
** When ALS inop increase Cat ABCDE vis to 1 3/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 6000 direct FETEP then climbing to 7000 track to HEKDI and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225





CATEGORY	A	B	C	D	E
LPV DA*	4484/24		200	(200-½)	
LNAV/VNAV DA**	4707-1¼		423	(500-1¼)	
LNAV MDA***	4700/24 416 (500-½)		4700/40 416 (500-¾)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

Amdt 3 10OCT19

34°23'N - 103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 4

SW-1, 25 FEB 2021 to 22 APR 2021

20142

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 13

APCH CRS 128°	Rwy ldg 8196 TDZE 4294 Arpt Elev 4295

AL-512 (USAF)

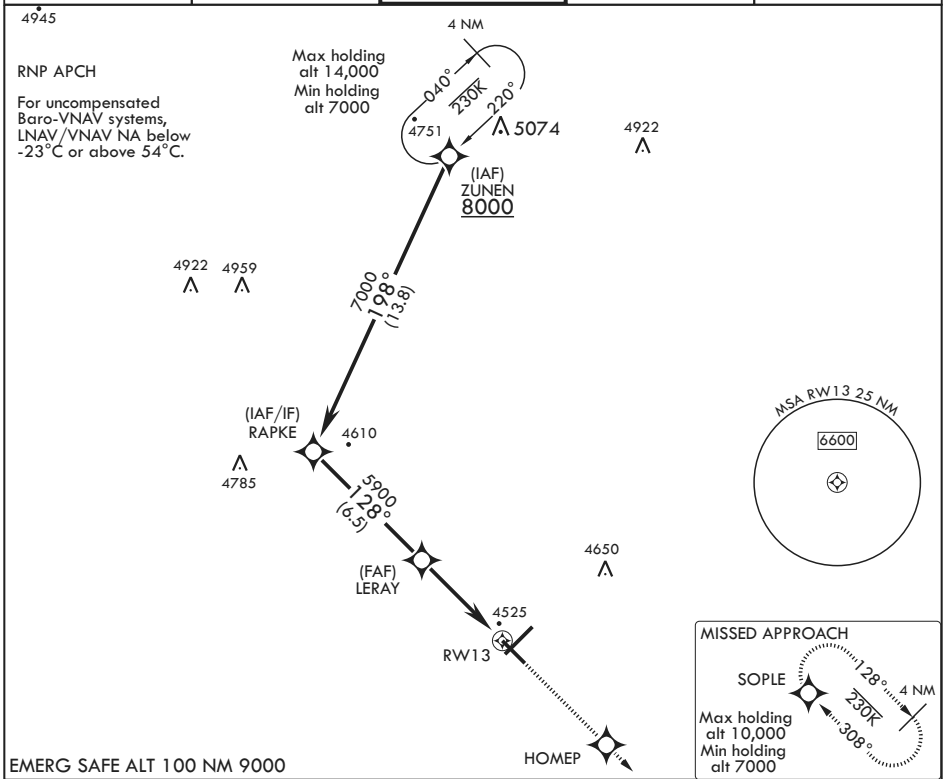
CANNON AFB (KCVS)

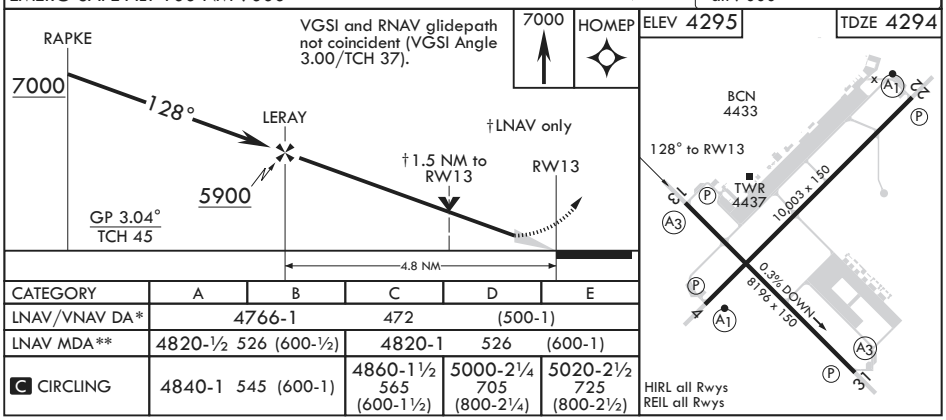
* When ALS inop increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/2 miles.

SSALR (A3)

MISSED APPROACH: Climb to 6000 direct HOMEP, then climb to 7000 track 128° to SOPLE and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225





CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	4766-1		472	(500-1)	
LNAV MDA**	4820-½ 526 (600-½)		4820-1 526 (600-1)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

CANNON AFB (KCVS)

Amdt 4 26MAR20

RNAV (GPS) RWY 13

SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 22

WAAS CH 41173 W22A	APCH CRS 218°	Rwy ldg 10,003 TDZE 4295 Arpt Elev 4295

AL-512 (USAF)

CANNON AFB (KCVS)

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 7000 direct JEBES, track 171° to CLINK and hold.

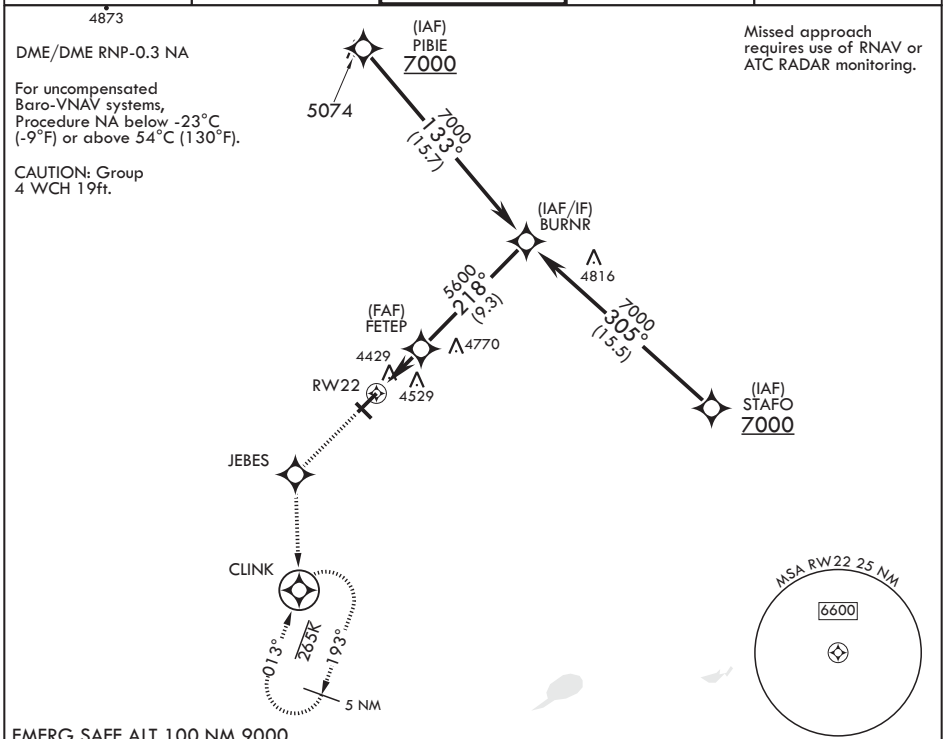
ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225

DME/DME RNP-0.3 NA

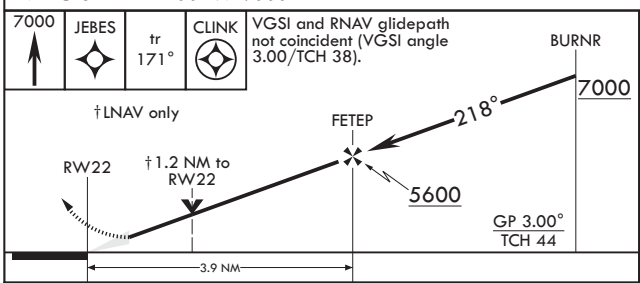
For uncompensated Baro-VNAV systems, Procedure NA below -23°C (-9°F) or above 54°C (130°F).

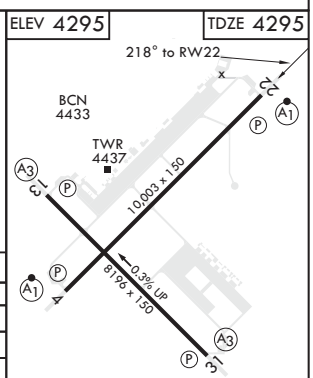
CAUTION: Group 4 WCH 19ft.

Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 9000





CATEGORY	A	B	C	D	E
LPV DA*	4495/24		200	(200-½)	
LNAV/VNAV DA**	4720/40		425	(500-¾)	
LNAV MDA***	4720/24 425 (500-½)		4720/40 425 (500-¾)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

REIL all Rwys
HIRL all Rwys

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

CANNON AFB (KCVS)

Amdt 6 16JUL20

RNAV (GPS) RWY 22

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

20254

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 31

APCH CRS 308°	Rwy ldg 8196 TDZE 4270 Arpt Elev 4295

AL-512 (USAF)

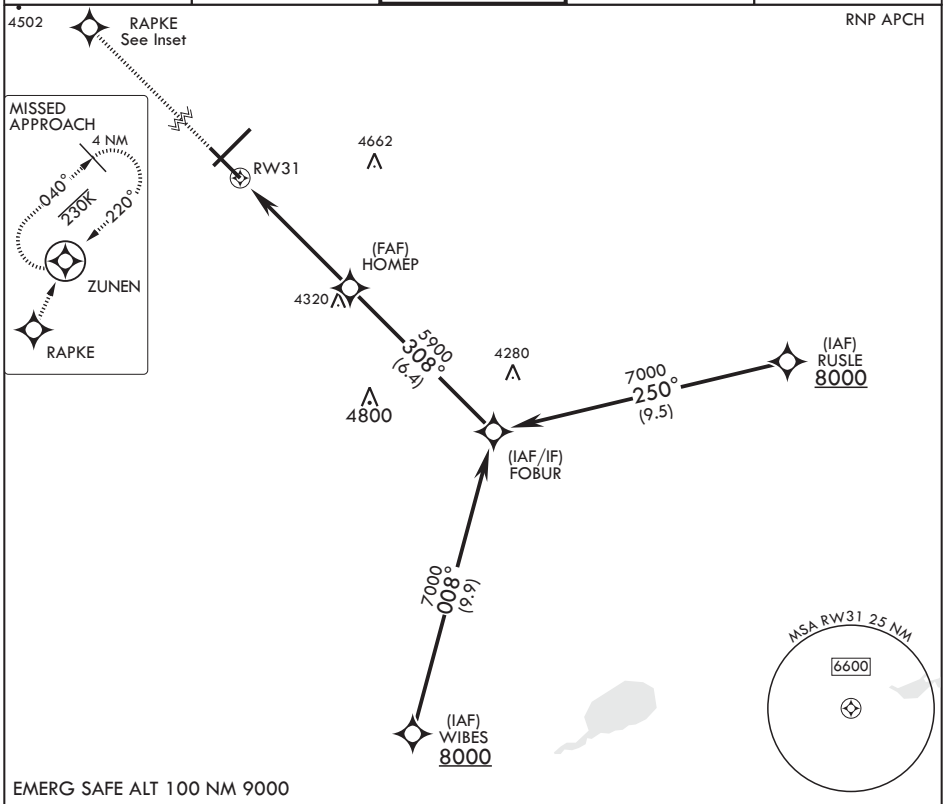
CANNON AFB (KCVS)

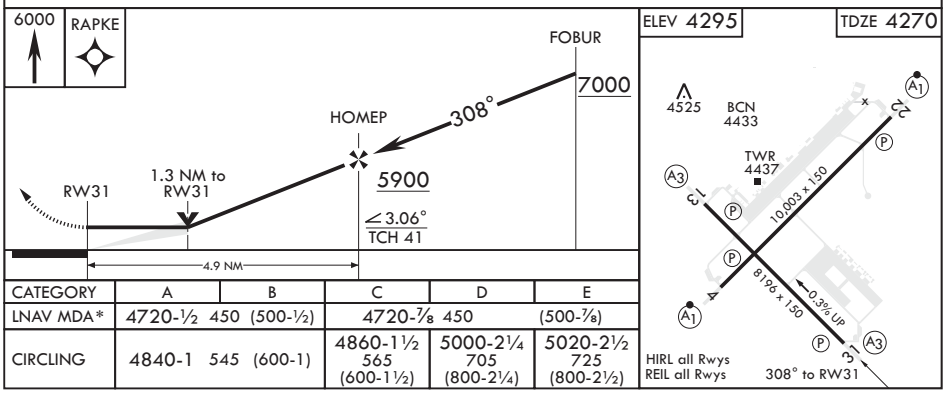
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

SSALR (A3)

MISSED APPROACH: Climb to 6000 direct RAPKE, then turn right to ZUNEN and climb to 7000 and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225





CATEGORY	A	B	C	D	E
LNAV MDA*	4720-½ 450 (500-½)		4720-⅞ 450 (500-⅞)		
CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

CANNON AFB (KCVS)

Amdt 5 10SEP20

RNAV (GPS) RWY 31

SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO

TACAN RWY 4

TACAN CVS Chan **53**	APCH CRS **048°**	Rwy ldg **10,003** TDZE **4284** Arpt Elev **4295**

AL-512 (USAF)

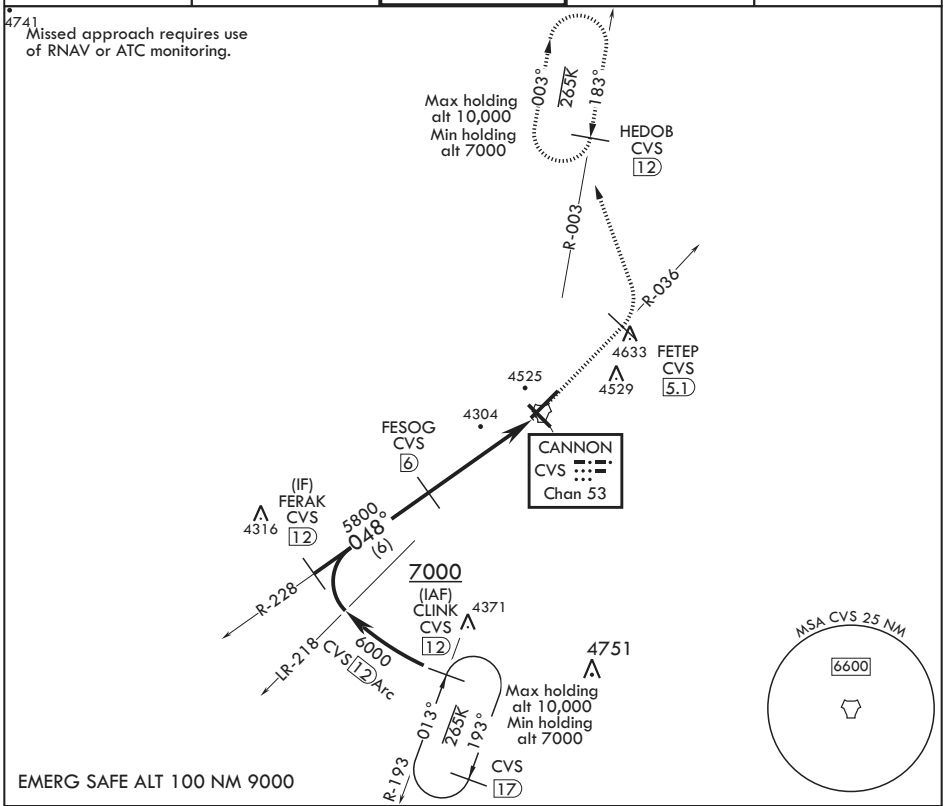
CANNON AFB (KCVS)

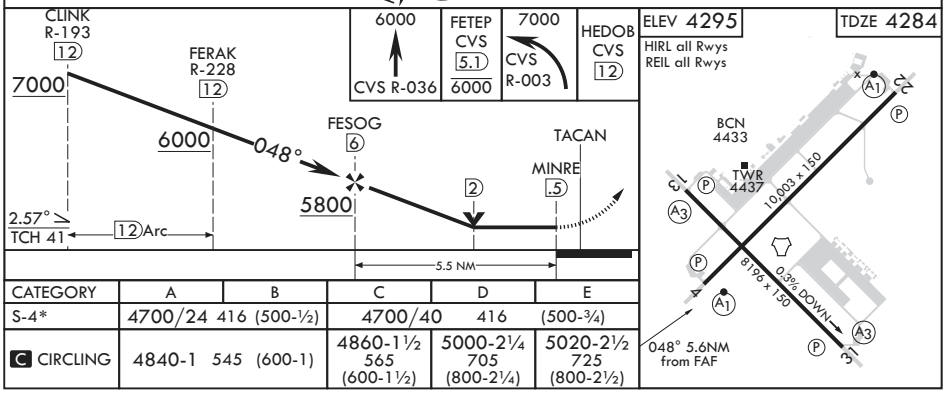
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 6000 via CVS TACAN R-036 to 5.1 DME (FETEP), cross FETEP at or below 6000, then turn left climbing to 7000 to intercept CVS TACAN R-003 to 12 DME (HEDOB) and hold,.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	**118.425 352.1**	**120.4 270.25**	**121.9 275.8**	**120.2 293.225**





CATEGORY	A	B	C	D	E
S-4*	4700/24 416 (500-½)		4700/40 416 (500-¾)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

20142

CLOVIS, NEW MEXICO

TACAN RWY 13

TACAN CVS Chan **53**	APCH CRS **120°**	Rwy ldg **8196** TDZE **4294** Arpt Elev **4295**

AL-512 [USAF]

CANNON AFB (KCVS)

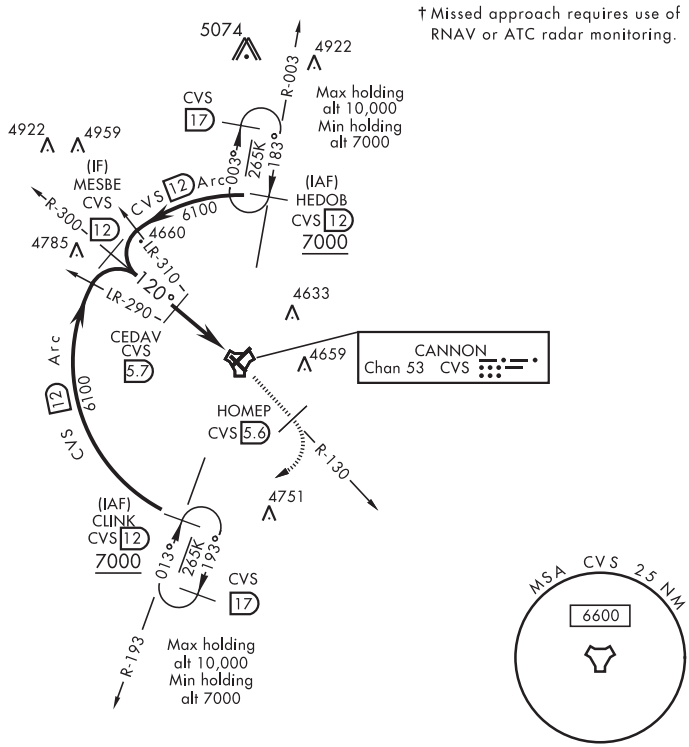
T * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.

SSALR A3

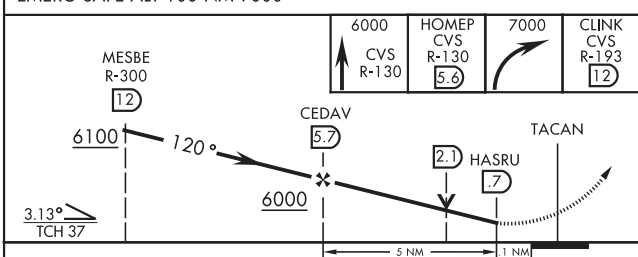
† MISSED APPROACH: Climb to 6000 out CVS TACAN R-130 to 5.6 DME (HOMEP) then turn right climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	**118.425 352.1**	**120.4 270.25**	**121.9 275.8**	**120.2 293.225**

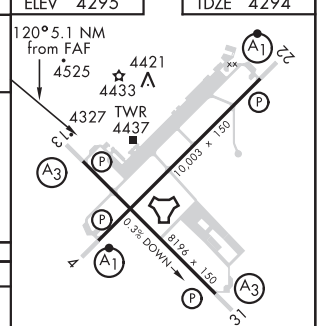
† Missed approach requires use of RNAV or ATC radar monitoring.



EMERG SAFE ALT 100 NM 9000



ELEV 4295 | TDZE 4294



CATEGORY	A	B	C	D	E
S-13 *	4800-¾	506 (600-¾)	4800-1	506	(600-1)
C CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

REIL all Rwy
HIRL all Rwy

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO

34° 23′N-103° 19′W

CANNON AFB (KCVS)

Amdt 2 09NOV17

TACAN RWY 13

CLOVIS, NEW MEXICO

TACAN RWY 22

TACAN CVS Chan 53	APCH CRS 212°	Rwy ldg 10,003 TDZE 4295 Arpt Elev 4295

AL-512 [USAF]

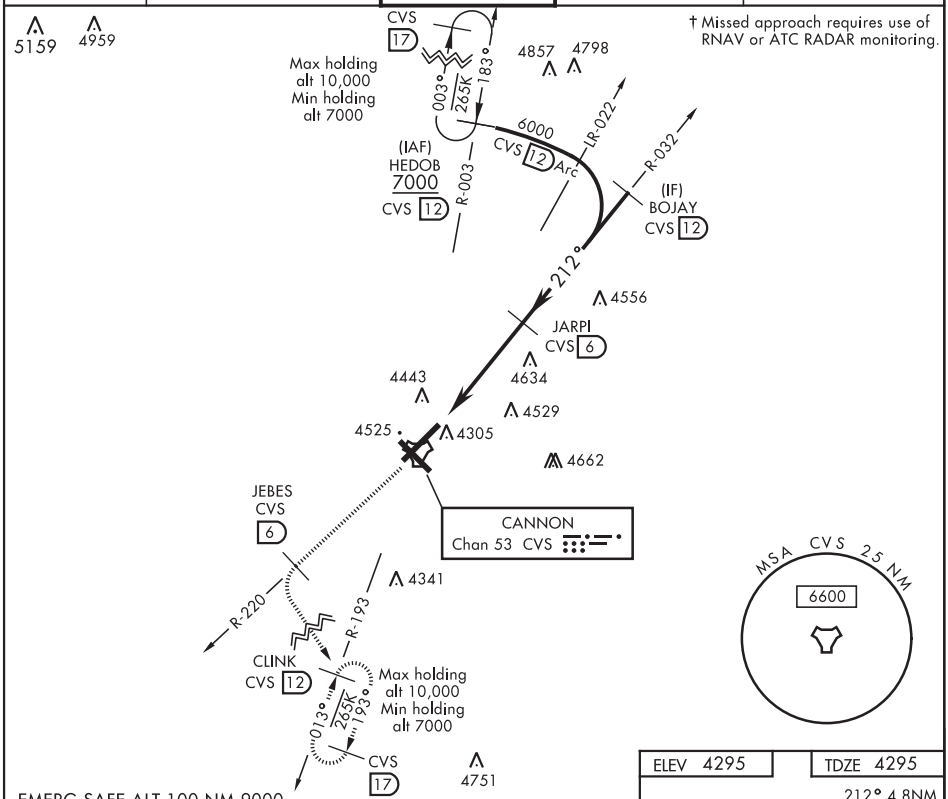
CANNON AFB (KCVS)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1¾ miles.

ALSF-1

† MISSED APPROACH: Climb to 6000 out CVS TACAN R-220 to 6 DME (JEBES) then climbing left turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

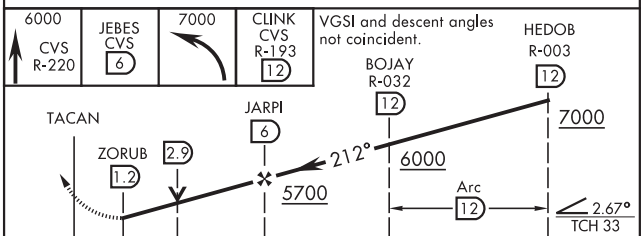
ATIS	CANNON APP CON	CANNON TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225



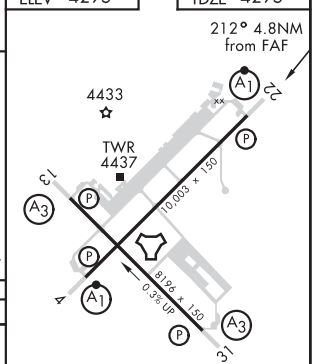
EMERG SAFE ALT 100 NM 9000

6000 CVS R-220	JEBES CVS 6	7000	CLINK CVS R-193 12

VGSI and descent angles not coincident.



ELEV 4295 | TDZE 4295



CATEGORY	A	B	C	D	E
S-22 *	4900/24 605 (700-½)		4900-1⅜ 605 (700-1⅜)		
C CIRCLING	4900-1 605 (700-1)		4900-1¾ 605 (700-1¾)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

REIL all Rwy
HIRL all Rwy

CLOVIS, NEW MEXICO — 34°23′N-103°19′W — CANNON AFB (KCVS)

Amdt 3 26MAR20

TACAN RWY 22

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

19283

CLOVIS, NEW MEXICO

TACAN RWY 31

TACAN CVS Chan 53	APCH CRS 316°	Rwy ldg 8196 TDZE 4270 Arpt Elev 4295

AL-512 (USAF)

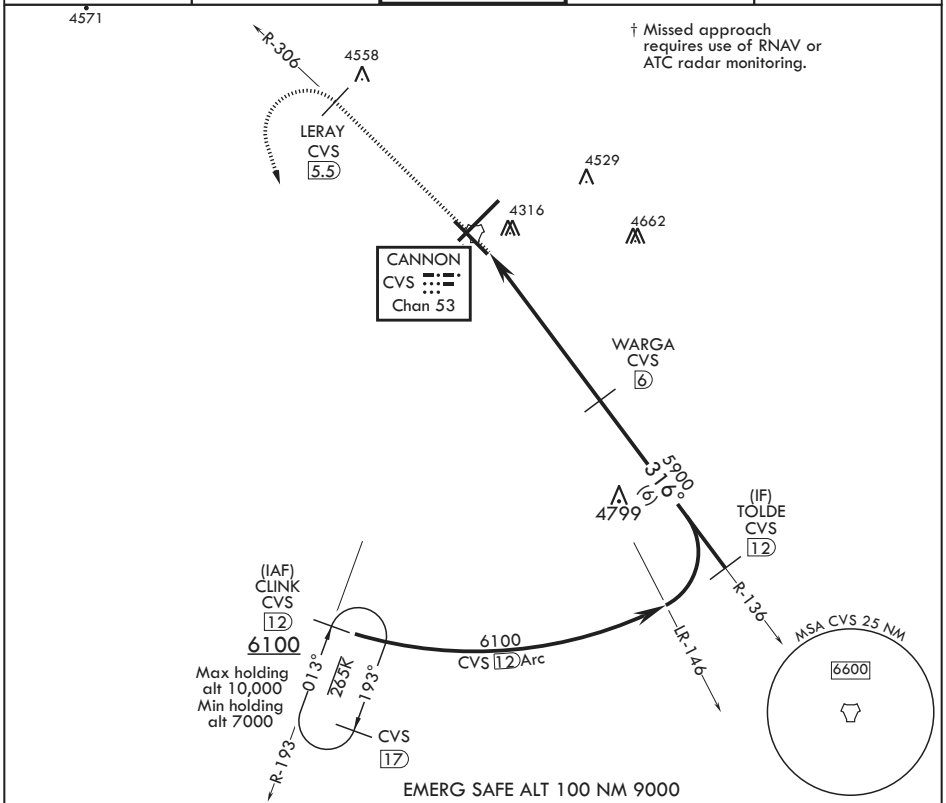
CANNON AFB (KCVS)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE increase vis to 1 3/8 miles.

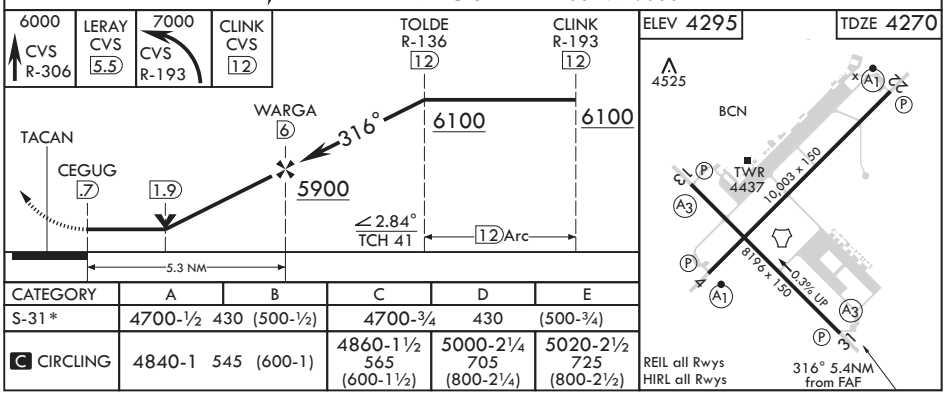
SSALR (A3)

† MISSED APPROACH: Climb to 6000 out CVS TACAN R-306 to 5.5 DME (LERAY) then turn left climbing to 7000 intercept CVS TACAN R-193 to 12 DME (CLINK) and hold.

ATIS	CANNON APP CON	TOWER	GND CON	CLNC DEL
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225



6000 CVS R-306	LERAY CVS 5.5	7000 CVS R-193	CLINK CVS 12



CATEGORY	A	B	C	D	E
S-31 *	4700-½ 430 (500-½)		4700-¾ 430 (500-¾)		
C CIRCLING	4840-1 545 (600-1)		4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

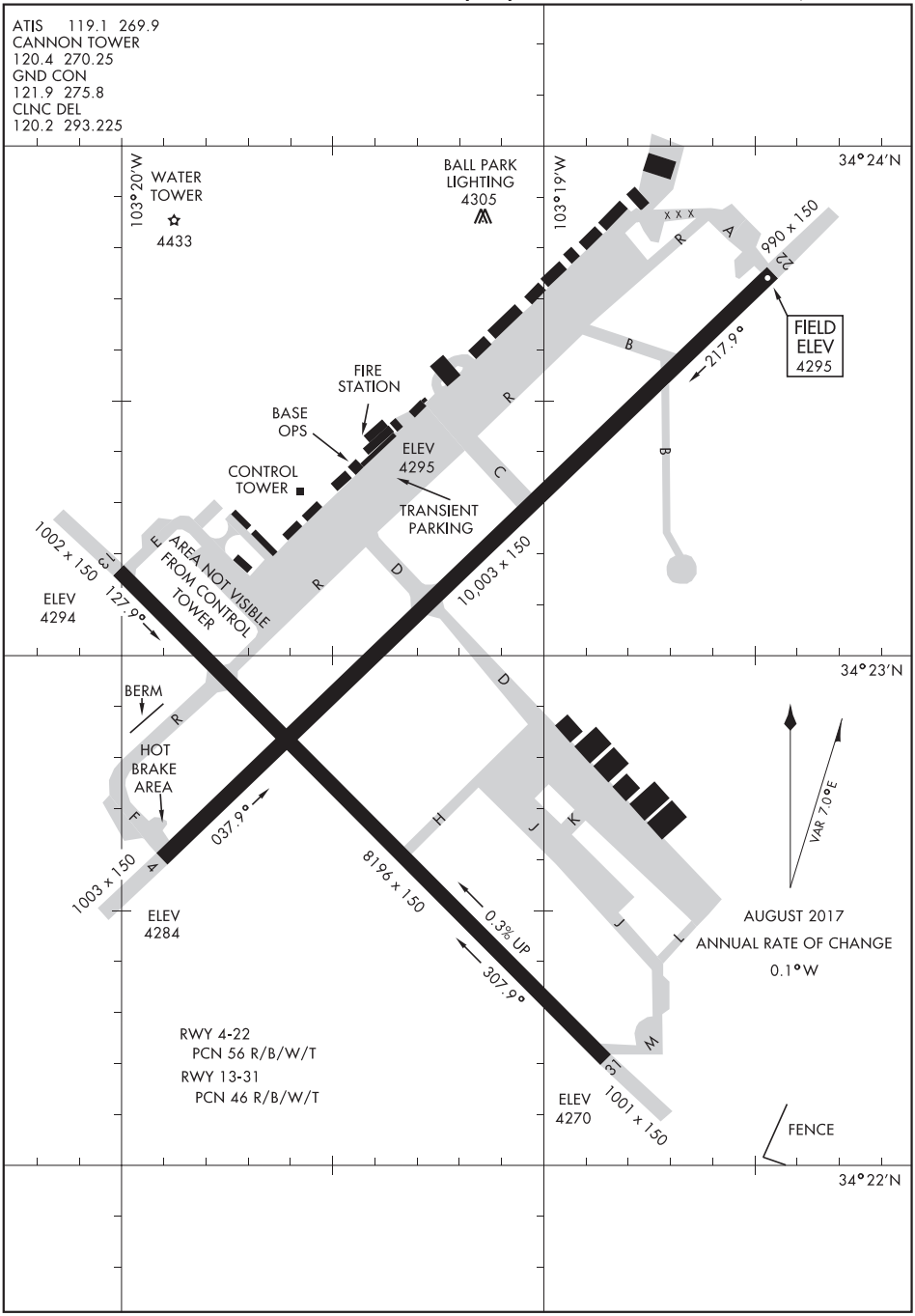
CANNON AFB (KCVS)

Amdt 3 10OCT19

TACAN RWY 31

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021


ATIS 119.1 269.9
CANNON TOWER
120.4 270.25
GND CON
121.9 275.8
CLNC DEL
120.2 293.225
103°20'W
103°19'W
34°24'N
34°23'N
34°22'N
WATER TOWER
4433
BALL PARK LIGHTING
4305
FIRE STATION
BASE OPS
CONTROL TOWER
ELEV 4295
TRANSIENT PARKING
AREA NOT VISIBLE FROM CONTROL TOWER
990 x 150
22
217.9°
FIELD ELEV 4295
10,003 x 150
1002 x 150
13
127.9°
ELEV 4294
BERM
HOT BRAKE AREA
1003 x 150
A
037.9°
ELEV 4284
8196 x 150
0.3% UP
307.9°
31
1001 x 150
ELEV 4270
VAR 7.0°E
AUGUST 2017
ANNUAL RATE OF CHANGE
0.1°W
FENCE
RWY 4-22
PCN 56 R/B/W/T
RWY 13-31
PCN 46 R/B/W/T

CANON CITY, COLORADO | AL-43 (FAA) | 21056

RNAV (GPS) RWY 29
FREMONT COUNTY (1V6)

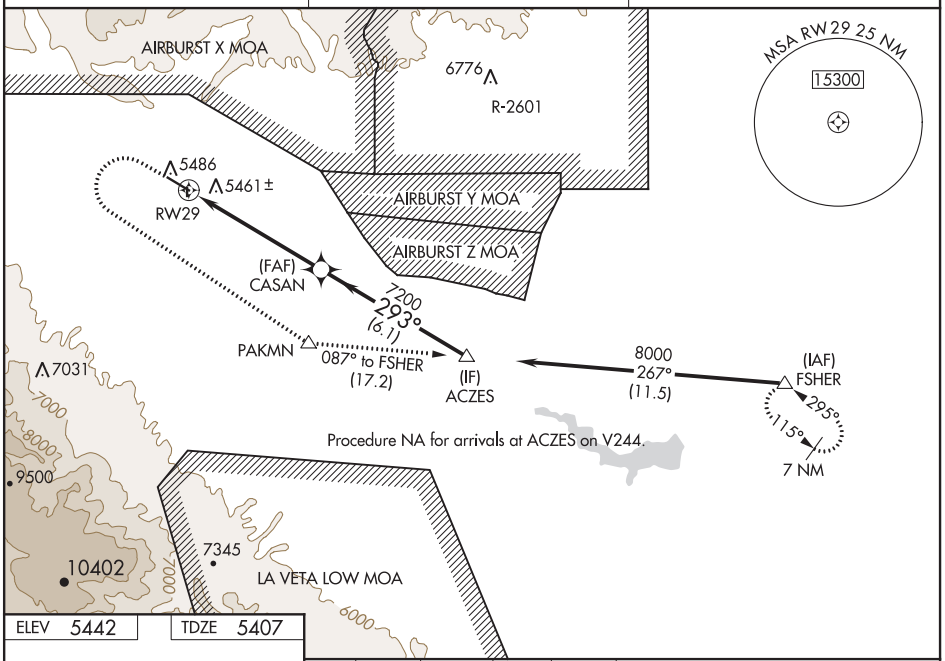
WAAS CH 69530 W29A	APP CRS 293°	Rwy ldg 5399 TDZE 5407 Apt Elev 5442

RNP APCH.

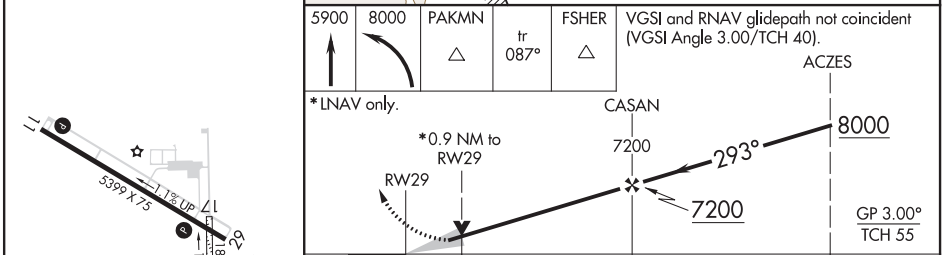
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

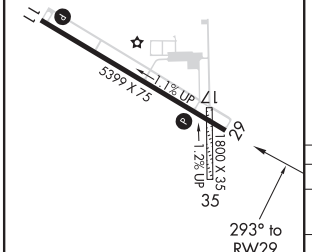
MISSED APPROACH: (Do not exceed 210K until PAKMN) Climb to 5900 then climbing left turn to 8000 direct PAKMN and track 087° to FSHER and hold.

AWOS-3	DENVER APP CON ★	UNICOM
120.025	120.1 290.5	122.8 (CTAF) L



ELEV 5442 | TDZE 5407





CATEGORY	A	B	C	D
LPV DA	5657-¾ 250 (300-¾)			NA
LNAV/VNAV DA	5657-¾ 250 (300-¾)			NA
LNAV MDA	5720-1 313 (300-1)		5720-⅞ 313 (300-⅞)	NA
C CIRCLING	5800-1 358 (400-1)	5900-1 458 (500-1)	5980-1½ 538 (600-1½)	NA

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

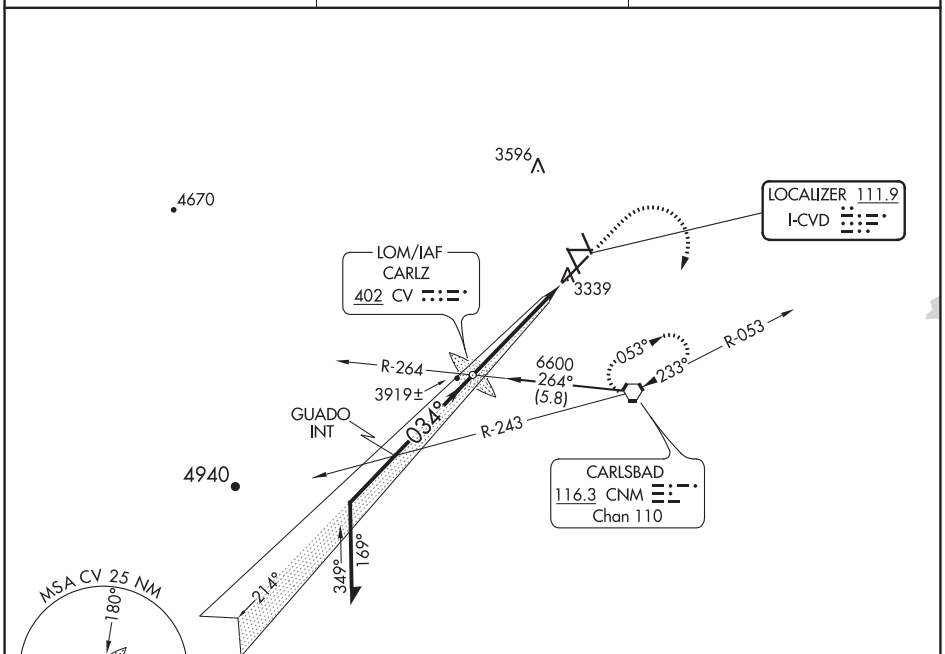
LOC I-CVD	APP CRS	Rwy ldg	7854
111.9	034°	TDZE	3295
		Apt Elev	3295

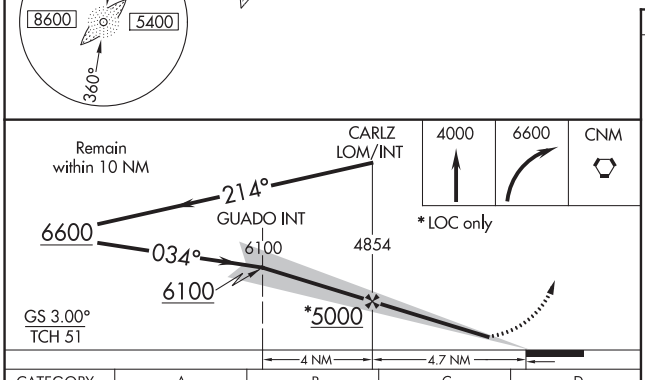
ILS RWY 3
CAVERN CITY AIR TERMINAL (CNM)

MALSR

MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L

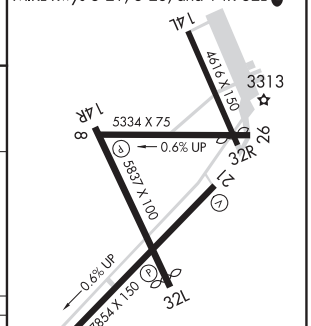




CATEGORY	A	B	C	D
S-ILS 3	3495-½ 200 (200-½)			
S-LOC 3	3940-½ 645 (700-½)		3940-1¼ 645 (700-1¼)	3940-1½ 645 (700-1½)
C CIRCLING	3940-1 645 (700-1)		3960-1⅜ 665 (700-1⅜)	4260-3 965 (1000-3)

ELEV 3295 D TDZE 3295

MIRL Rwys 3-21, 8-26, and 14R-32L L



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

CARLSBAD, NEW MEXICO — AL-71 (FAA) — 19171

WAAS CH 81835 W03A	APP CRS 034°	Rwy ldg 7854 TDZE 3295 Apt Elev 3295

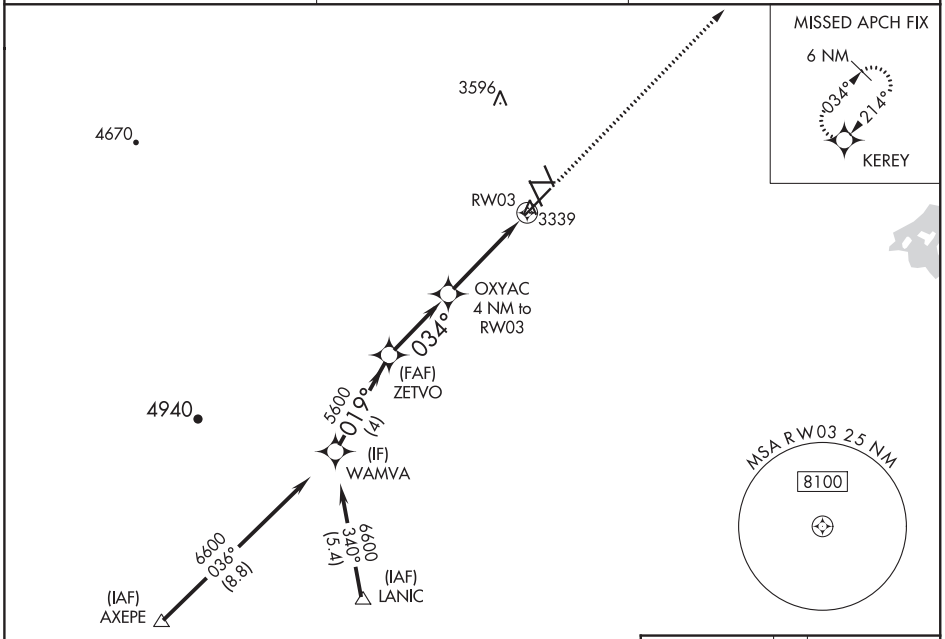
RNAV (GPS) RWY 3
CAVERN CITY AIR TERMINAL (CNM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.

MALSR

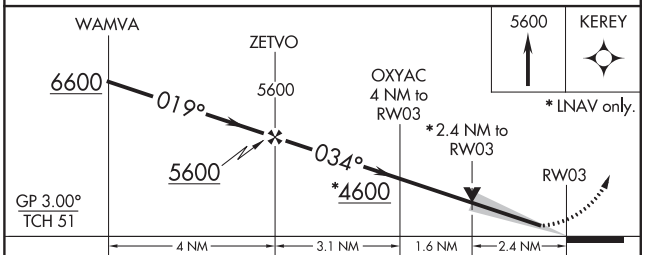
MISSED APPROACH: Climb to 5600 direct KEREY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L



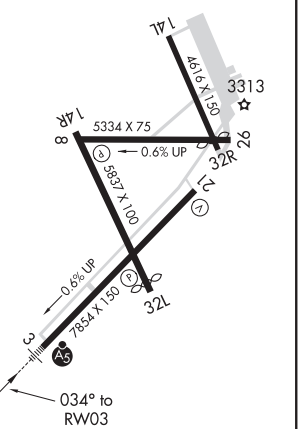
Procedure NA for arrivals at AXEPE on V102 southwest bound.

Procedure NA for arrivals at LANIC on V560 southwest bound.



CATEGORY	A	B	C	D
LPV DA	3495-½ 200 (200-½)			
LNAV/VNAV DA	3545-½ 250 (300-½)			
LNAV MDA	4100-½ 805 (900-½)	4100-¾ 805 (900-¾)	4100-1⅞ 805 (900-1⅞)	
C CIRCLING	4100-1 805 (900-1)	4100-1¼ 805 (900-1¼)	4100-2½ 805 (900-2½)	4260-3 965 (1000-3)

ELEV 3295 D TDZE 3295



MIRL Rwys 3-21, 8-26 and 14R-32L L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

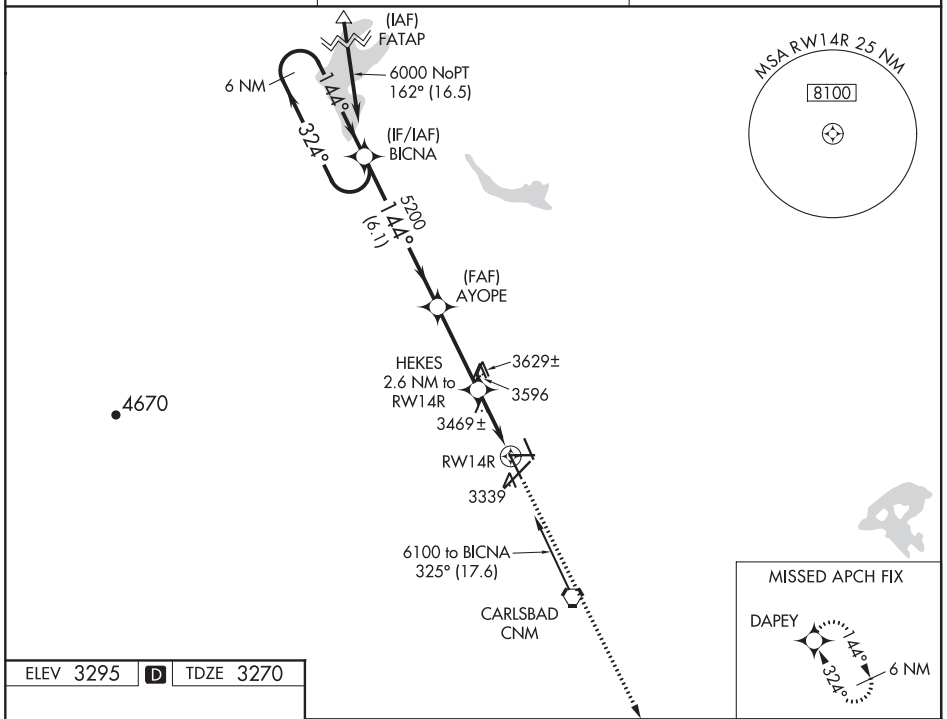
WAAS CH 61034 W14A	APP CRS 144°	Rwy ldg 5837 TDZE 3270 Apt Elev 3295

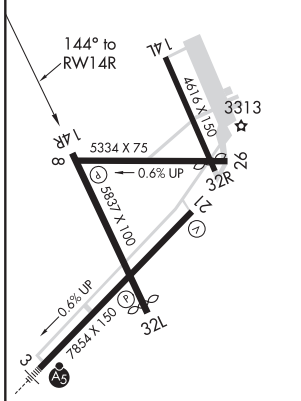
RNAV (GPS) RWY 14R
CAVERN CITY AIR TERMINAL (CNM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

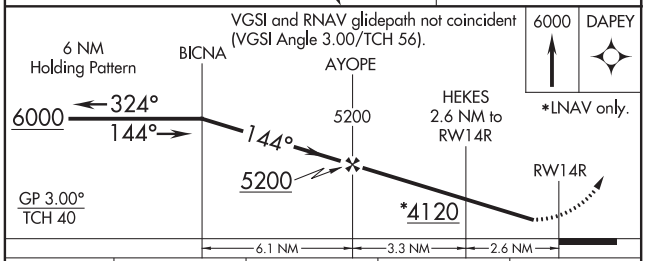
MISSED APPROACH: Climb to 6000 direct DAPEY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L





MIRL Rwys 3-21, 8-26 and 14R-32L L



CATEGORY	A	B	C	D
LPV DA	3520-1 250 (300-1)			
LNAV/VNAV DA	3520-1 250 (300-1)			
LNAV MDA	3720-1 450 (500-1)		3720-1⅜ 450 (500-1⅜)	
C CIRCLING	3720-1 425 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

CARLSBAD, NEW MEXICO — AL-71 (FAA) — 19171

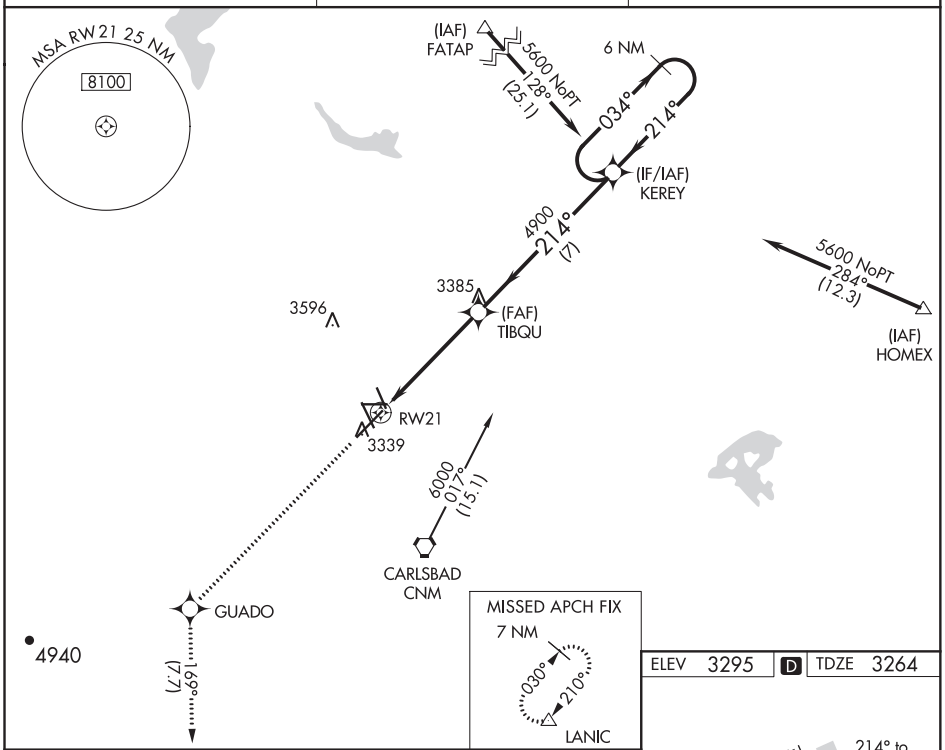
WAAS CH 90234 W21A	APP CRS 214°	Rwy ldg 7854 TDZE 3264 Apt Elev 3295

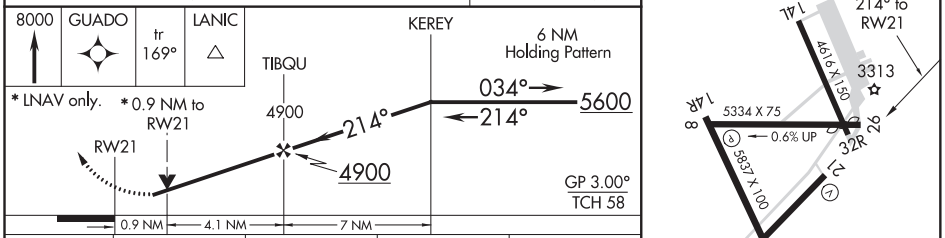
RNAV (GPS) RWY 21
CAVERN CITY AIR TERMINAL (CNM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14° F) or above 50°C (123°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

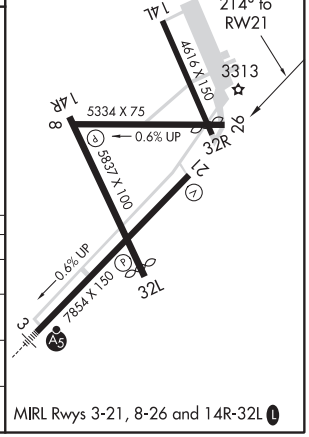
MISSED APPROACH: Climb to 8000 direct GUADO and on track 169° to LANIC, continue climb-in-hold to 8000.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L





ELEV 3295 | D | TDZE 3264



MIRL Rwys 3-21, 8-26 and 14R-32L L

CATEGORY	A	B	C	D
LPV DA	3514-¾ 250 (300-¾)			
LNAV/VNAV DA	3514-¾ 250 (300-¾)			
LNAV MDA	3580-1 316 (300-1)			
C CIRCLING	3700-1 405 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

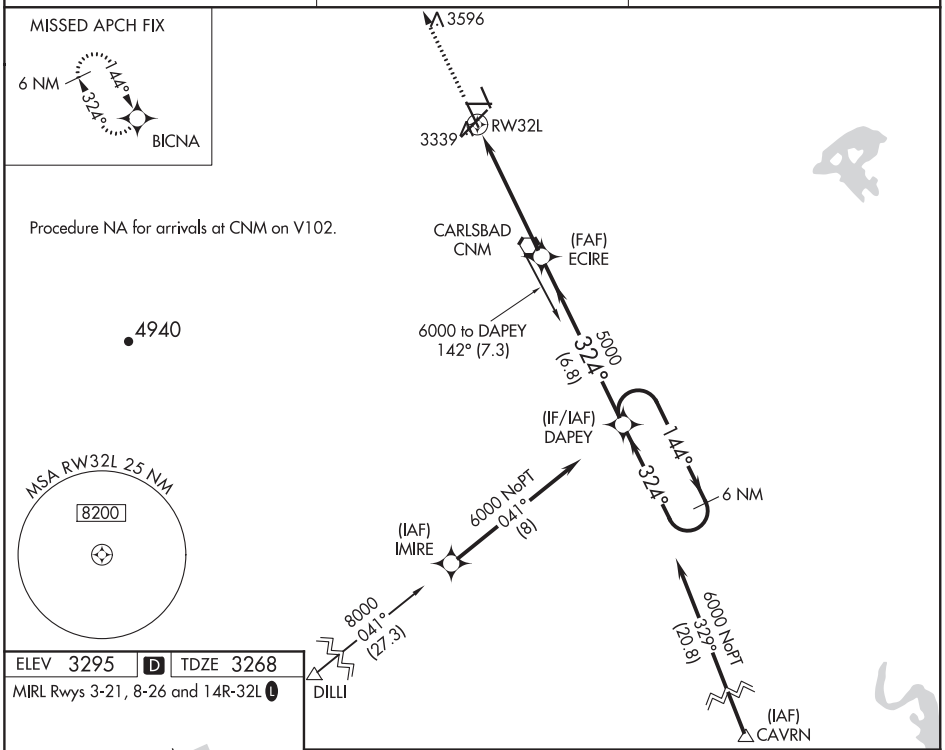
WAAS CH 78226 W32A	APP CRS 324°	Rwy ldg 5452 TDZE 3268 Apt Elev 3295

RNAV (GPS) RWY 32L
CAVERN CITY AIR TERMINAL (CNM)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 ft. Increase LP Cats C/D visibility to 1⅝ mile, LNAV Cats C/D to 1¾ mile and Circling Cat C to 2¼ mile. VDP NA when using Artesia Muni altimeter setting.

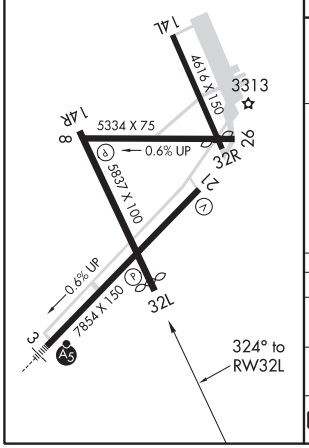
MISSED APPROACH: Climb to 6000 direct BICNA and hold.

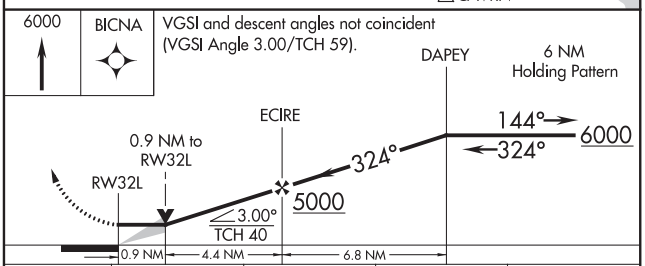
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L



ELEV 3295 | D | TDZE 3268

MIRL Rwys 3-21, 8-26 and 14R-32L L





CATEGORY	A	B	C	D
LP MDA	3720-1 452 (500-1)		3720-1⅜ 452 (500-1⅜)	
LNAV MDA	3740-1 472 (500-1)		3740-1⅜ 472 (500-1⅜)	
C CIRCLING	3740-1 445 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

CARLSBAD, NEW MEXICO | AL-71 (FAA) | 19171

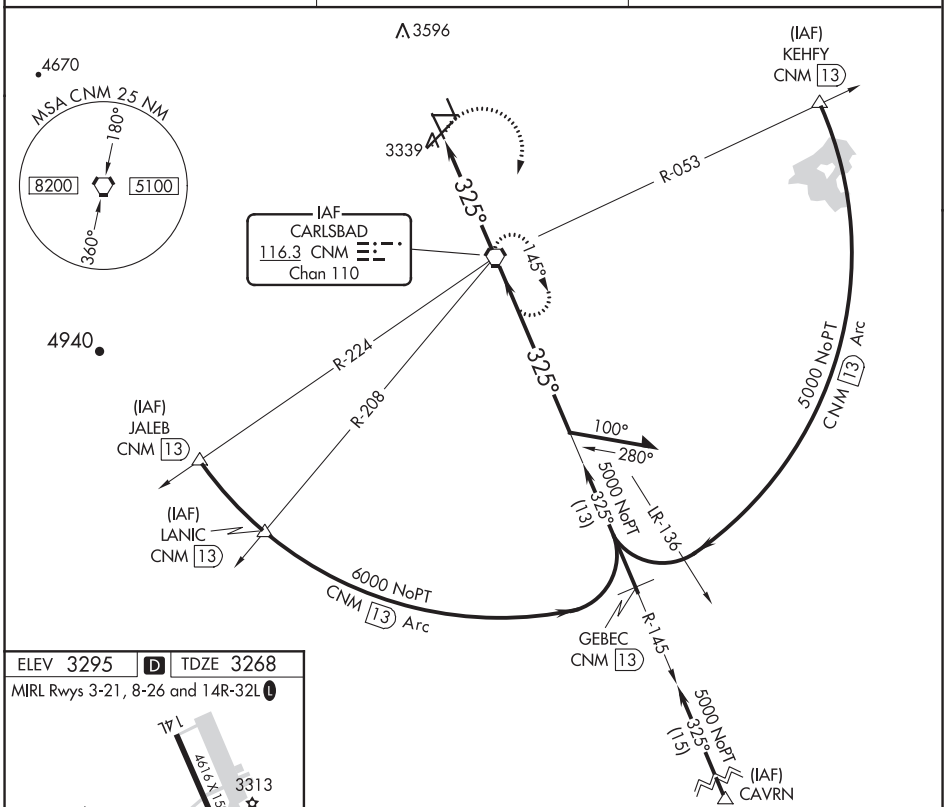
VORTAC CNM	APP CRS	Rwy ldg	5452
116.3	325°	TDZE	3268
Chan 110		Apt Elev	3295

VOR RWY 32L
CAVERN CITY AIR TERMINAL (CNM)

When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 feet and S-32L Cats C/D visibility to 1½, Circling Cat C visibility to 2¼.

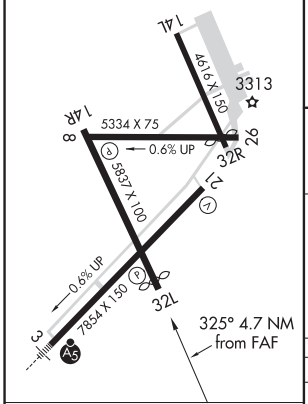
MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	135.875 292.15	123.0 (CTAF) L

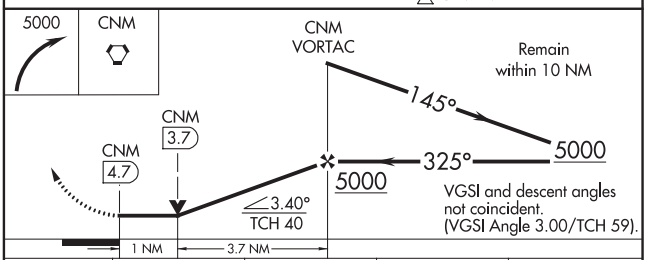


ELEV 3295 | D | TDZE 3268

MIRL Rwys 3-21, 8-26 and 14R-32L L



FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-32L	3680-1 412 (400-1)		3680-1¼ 412 (400-1¼)	
C CIRCLING	3700-1 405 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

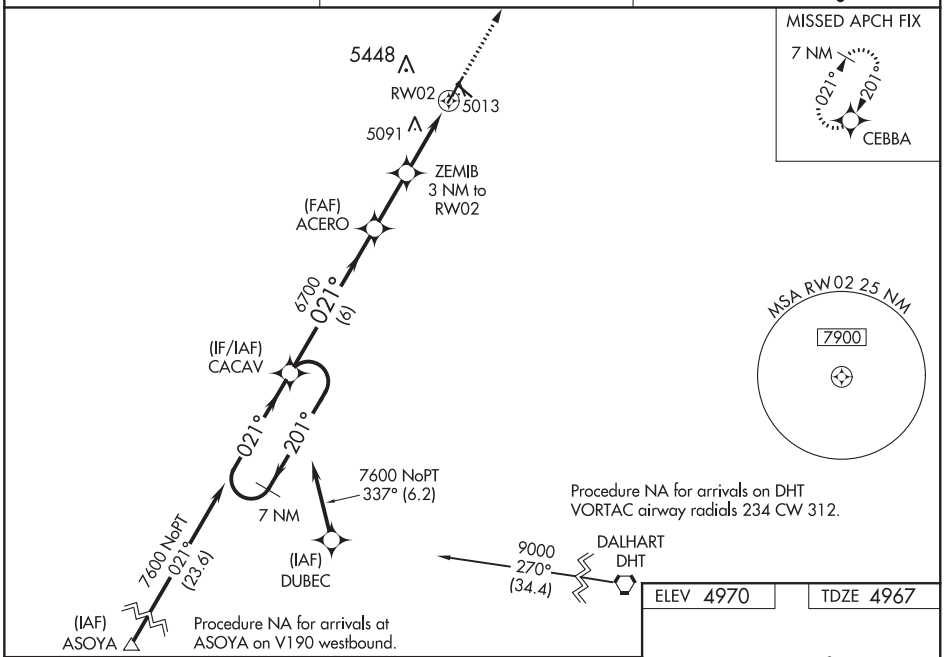
WAAS CH 69233 W02A	APP CRS 021°	Rwy ldg 5927 TDZE 4967 Apt Elev 4970

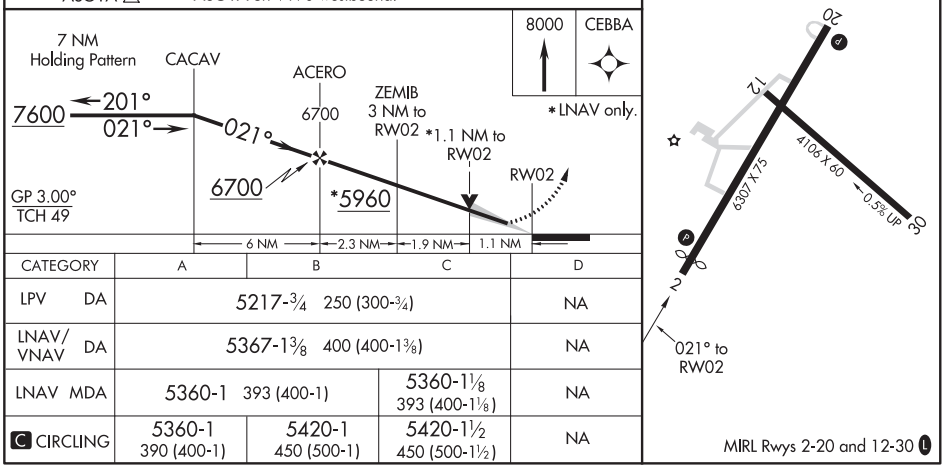
RNAV (GPS) RWY 2
CLAYTON MUNI AIRPARK (CAO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility ⅞ mile, increase LNAV/VNAV all Cats visibility 1⅛ mile, increase LNAV Cat C visibility ⅝ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Dalhart altimeter setting. VDP NA with Dalhart altimeter setting.

MISSED APPROACH: Climb to 8000 direct CEBBA and hold, continue climb-in-hold to 8000.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5217-¾ 250 (300-¾)			NA
LNAV/VNAV DA	5367-1⅜ 400 (400-1⅜)			NA
LNAV MDA	5360-1 393 (400-1)		5360-1⅛ 393 (400-1⅛)	NA
C CIRCLING	5360-1 390 (400-1)	5420-1 450 (500-1)	5420-1½ 450 (500-1½)	NA

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

CLAYTON, NEW MEXICO | AL-9063 (FAA) | 19171

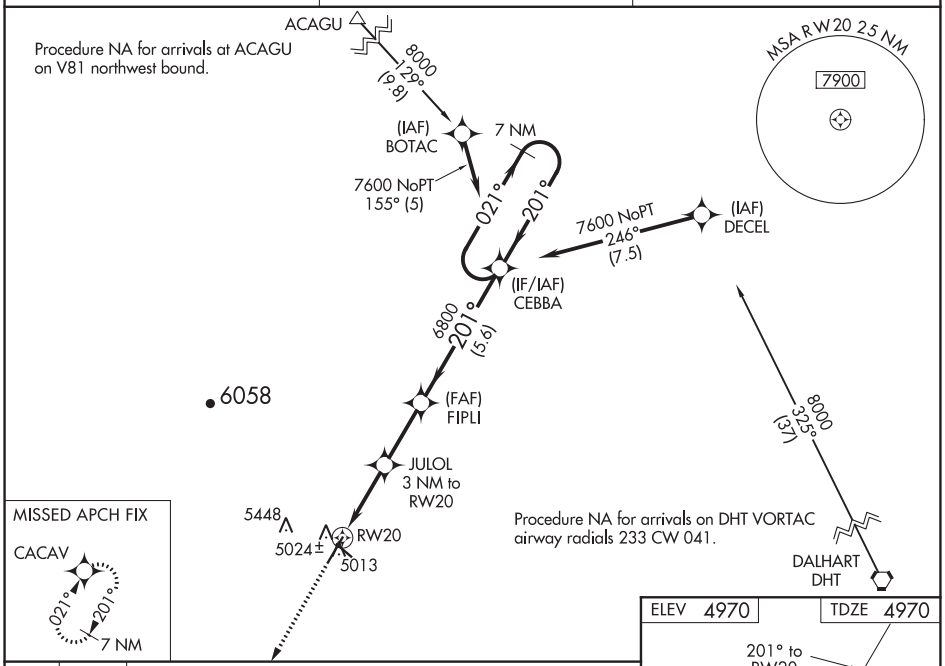
WAAS CH 42833 W20A	APP CRS 201°	Rwy ldg 6307 TDZE 4970 Apt Elev 4970

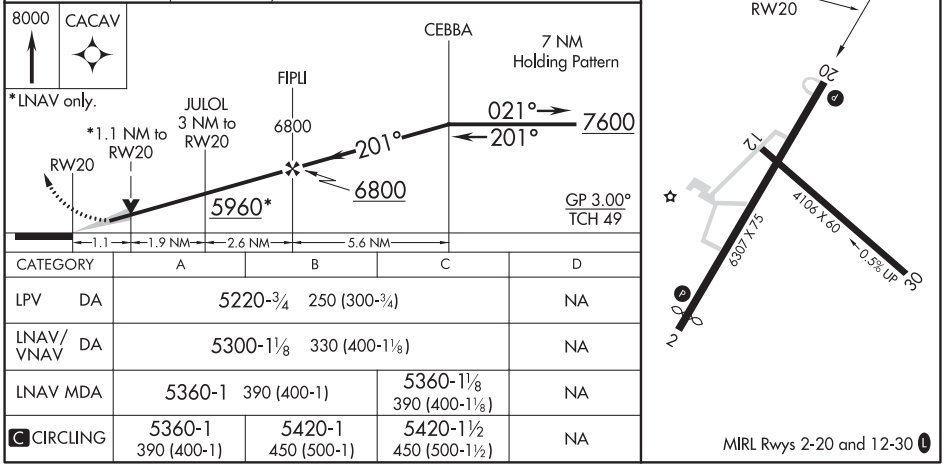
RNAV (GPS) RWY 20
CLAYTON MUNI AIRPORT (CAO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility ⅞ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ⅝ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

MISSED APPROACH: Climb to 8000 direct CACAV and hold, continue climb-in-hold to 8000.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.625	127.85 285.475	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5220-¾ 250 (300-¾)			NA
LNAV/VNAV DA	5300-1⅛ 330 (400-1⅛)			NA
LNAV MDA	5360-1 390 (400-1)		5360-1⅛ 390 (400-1⅛)	NA
C CIRCLING	5360-1 390 (400-1)	5420-1 450 (500-1)	5420-1½ 450 (500-1½)	NA

MIRL Rwys 2-20 and 12-30 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC I-CVN	APP CRS	Rwy ldg / TDZE / Apt Elev
108.9	037°	7200 / 4205 / 4216

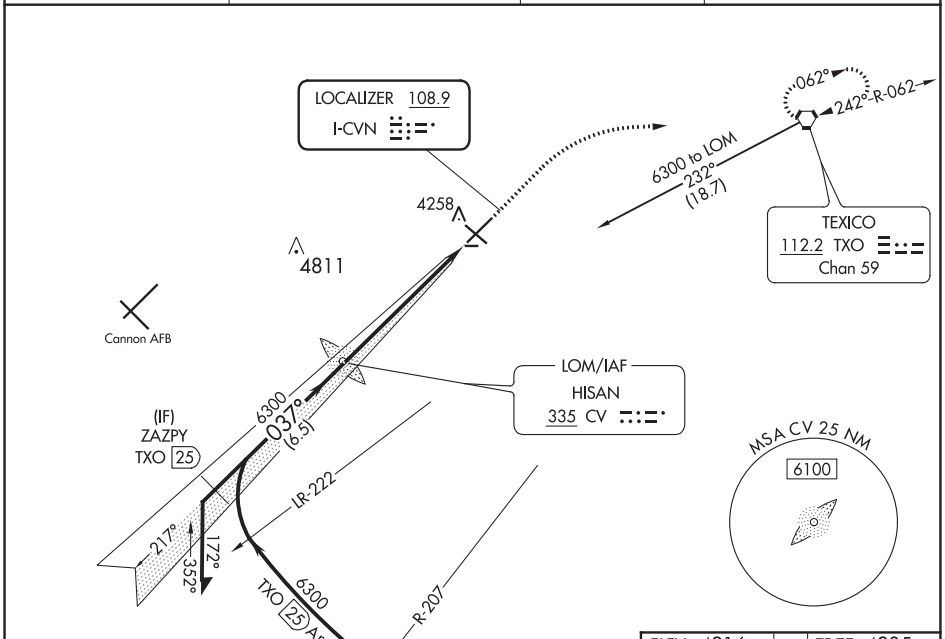
ILS or LOC RWY 4
CLOVIS MUNI (CVN)

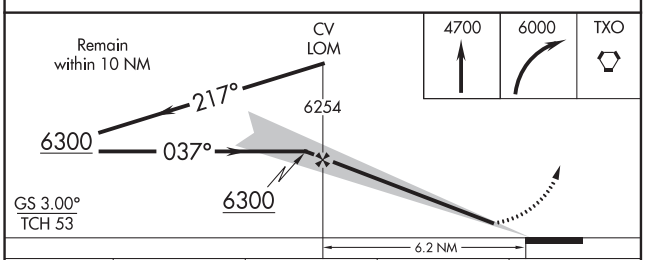
When local altimeter setting not received, use Cannon AFB altimeter setting and increase all DA and MDA 40 feet. For inop MALSR, increase S-LOC 4 Cat C/D visibility to 1⅜ mile. For inop MALSR when using Cannon AFB, increase S-LOC 4 Cat C/D visibility to 1⅜ mile.

MALSR

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

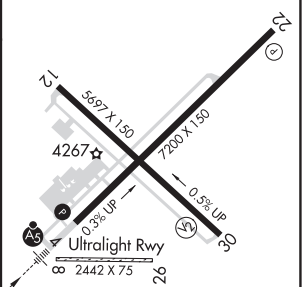
AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF)





CATEGORY	A	B	C	D
S-ILS 4	4405-½ 200 (200-½)			
S-LOC 4	4680-½ 475 (500-½)		4680-1 475 (500-1)	
C CIRCLING	4680-1 464 (500-1)		4700-1½ 484 (500-1½)	4820-2 604 (700-2)

ELEV 4216 TDZE 4205



REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO — AL-5144 (FAA) — 21056

RNAV (GPS) RWY 4
CLOVIS MUNI (CVN)

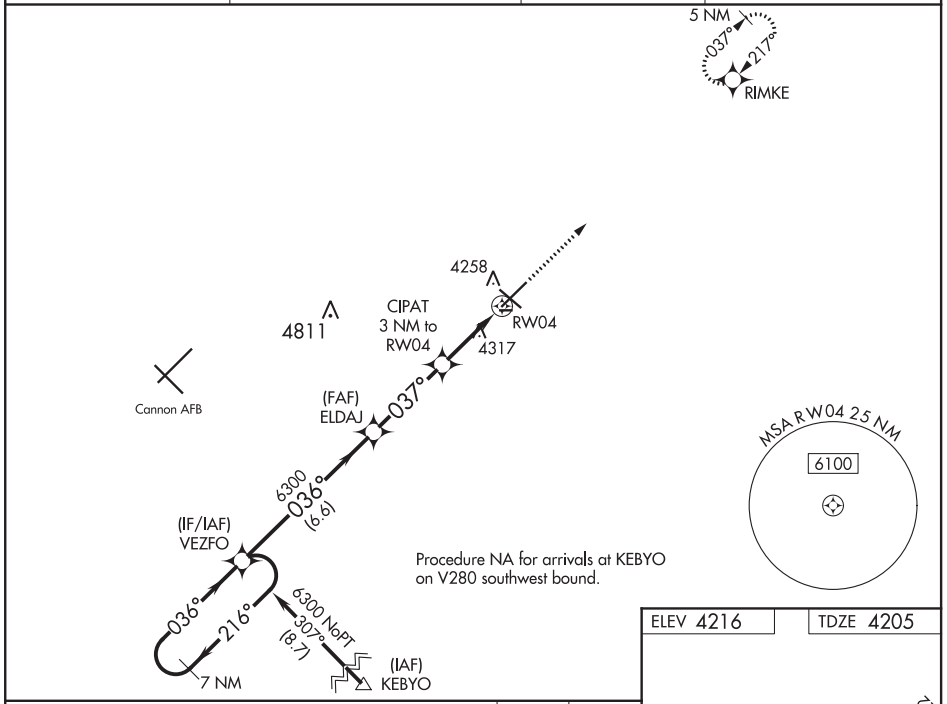
WAAS CH 97300 W04A	APP CRS 037°	Rwy ldg 7200 TDZE 4205 Apt Elev 4216

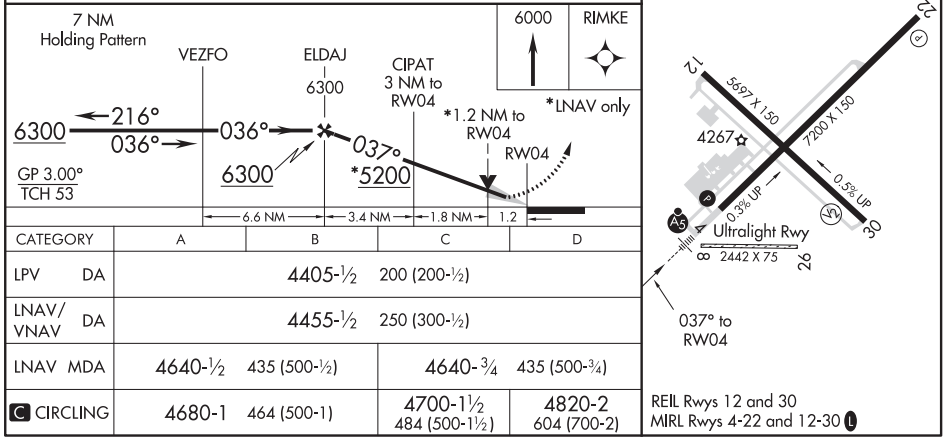
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cannon AFB altimeter setting and increase all DA and MDA 40 feet; increase LNAV Cat C/D visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. For inop MALSR when using Cannon AFB altimeter setting, increase LNAV Cat C/D visibility to 1⅜ mile. Baro-VNAV and VDP NA when using Cannon AFB altimeter setting.

MALSR A5

MISSED APPROACH: Climb to 6000 direct RIMKE and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4405-½ 200 (200-½)			
LNAV/VNAV DA	4455-½ 250 (300-½)			
LNAV MDA	4640-½ 435 (500-½)		4640-¾ 435 (500-¾)	
C CIRCLING	4680-1 464 (500-1)		4700-1½ 484 (500-1½)	4820-2 604 (700-2)

REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

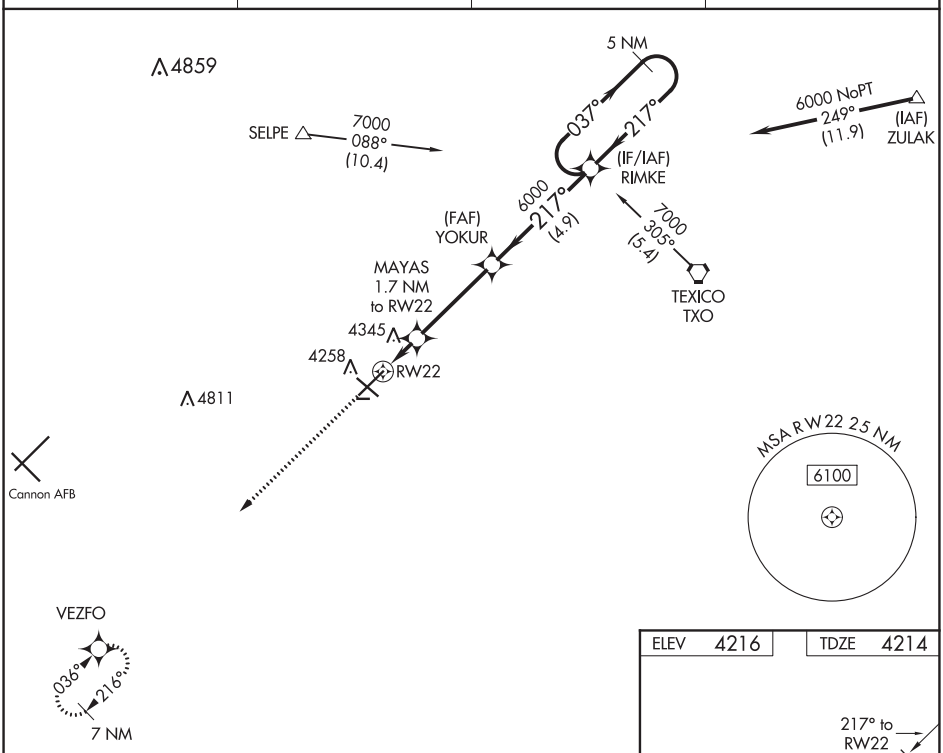
RNAV (GPS) RWY 22
CLOVIS MUNI (CVN)

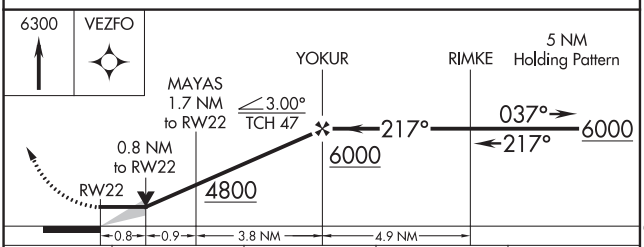
WAAS CH 99637 W22A	APP CRS 217°	Rwy ldg 7200 TDZE 4214 Apt Elev 4216

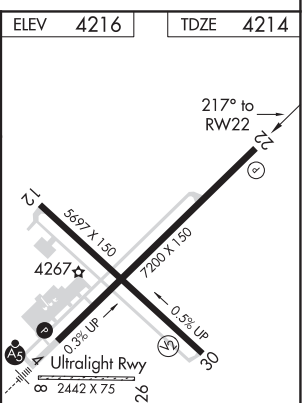
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cannon AFB altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility ¼ mile; increase LNAV Cat C/D visibility ⅛ mile. VDP NA when using Cannon AFB altimeter setting.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	4520-1	306 (400-1)	4520-⅞	306 (400-⅞)
LNAV MDA	4620-1	406 (500-1)	4620-1⅛	406 (500-1⅛)
C CIRCLING	4680-1	464 (500-1)	4700-1½ 484 (500-1½)	4820-2 604 (700-2)

REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

CLOVIS, NEW MEXICO | AL-5144 (FAA) | 20310

RNAV (GPS) RWY 30
CLOVIS MUNI (CVN)

APP CRS	Rwy ldg	5697
302°	TDZE	4202
	Apt Elev	4216

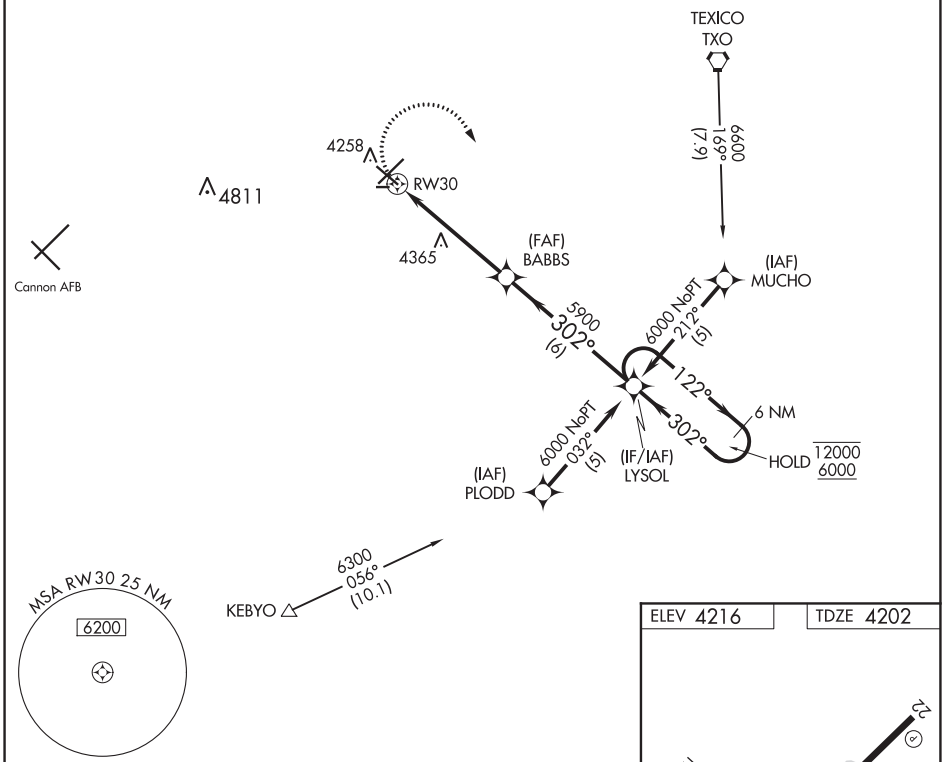
RNP APCH.

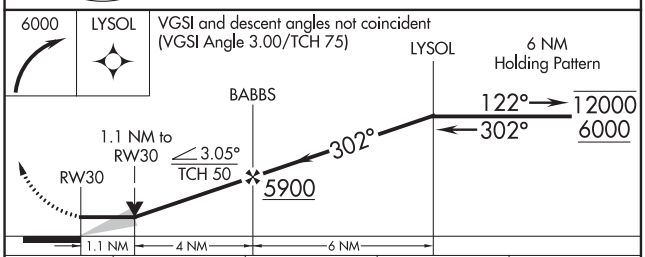
CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic.

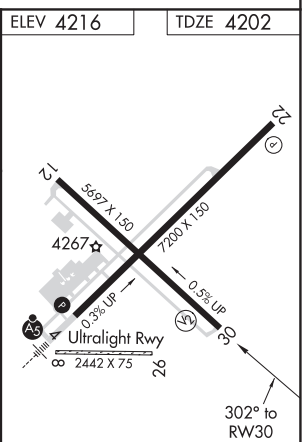
MISSED APPROACH: Climbing right turn to 6000 direct LYSOL and hold.

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L

Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	4620-1 418 (500-1)		4620-1¼ 418 (500-1¼)	
C CIRCLING	4680-1 464 (500-1)		4700-1½ 484 (500-1½)	4820-2 604 (700-2)

REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

VOR RWY 22

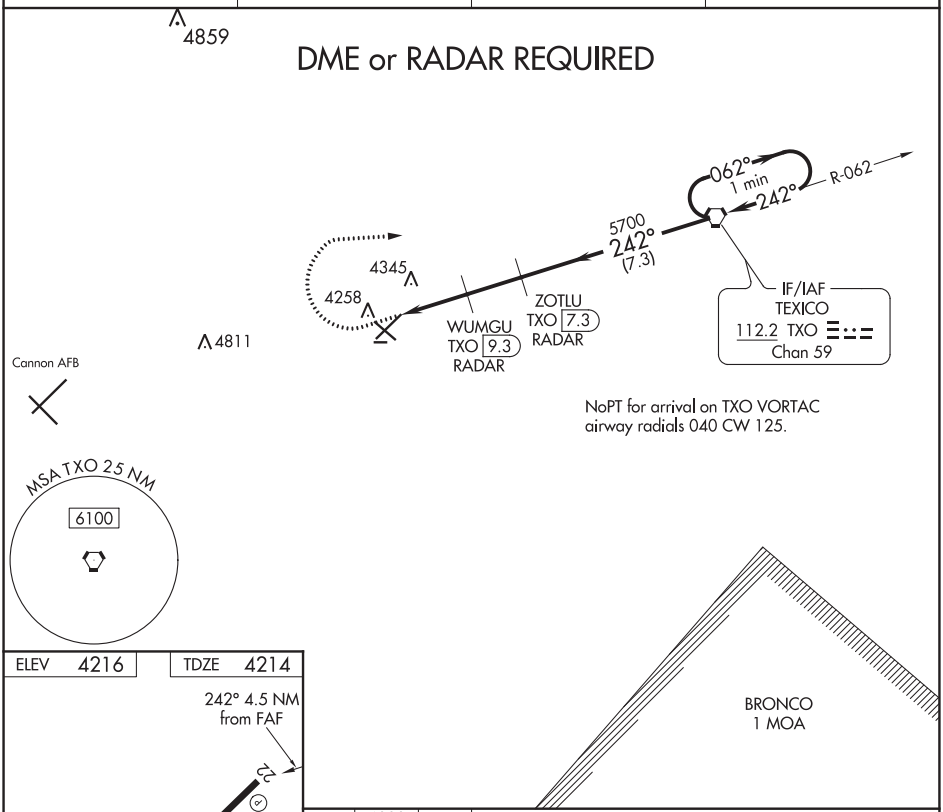
CLOVIS MUNI (CVN)

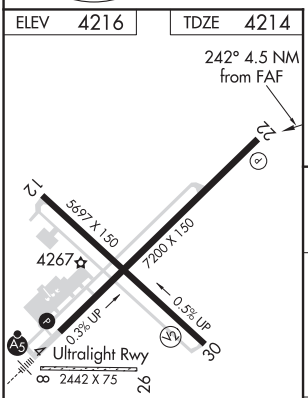
VORTAC TXO	APP CRS	Rwy ldg	7200
112.2	242°	TDZE	4214
Chan 59		Apt Elev	4216

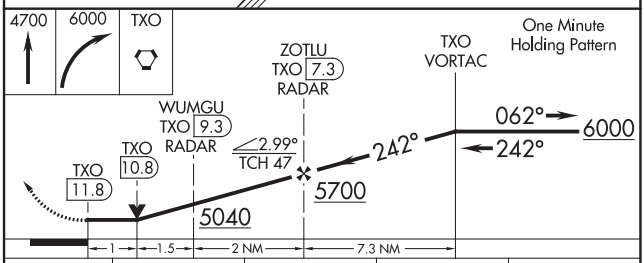
DME or Radar required. When local altimeter setting not received, use Cannon AFB altimeter setting and increase all MDA 40 feet; increase S-22 Cat C/D visibility ⅛ mile. VDP NA when using Cannon AFB altimeter setting.

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

AWOS-3PT	CANNON APP CON	CLNC DEL	UNICOM
135.375	118.425 352.1	119.0	122.8 (CTAF) L







REIL Rwys 12 and 30
MIRL Rwys 4-22 and 12-30 L

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:32	3:01	2:16	1:49	1:31

CATEGORY	A	B	C	D
S-22	4600-1 386 (400-1)		4600-1⅛ 386 (400-1⅛)	
C CIRCLING	4680-1 464 (500-1)		4700-1½ 484 (500-1½)	4820-2 604 (700-2)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-LPI	APP CRS	Rwy ldg	13501
109.1	172°	TDZE	6187
Chan 28		Apt Elev	6187

ILS or LOC RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

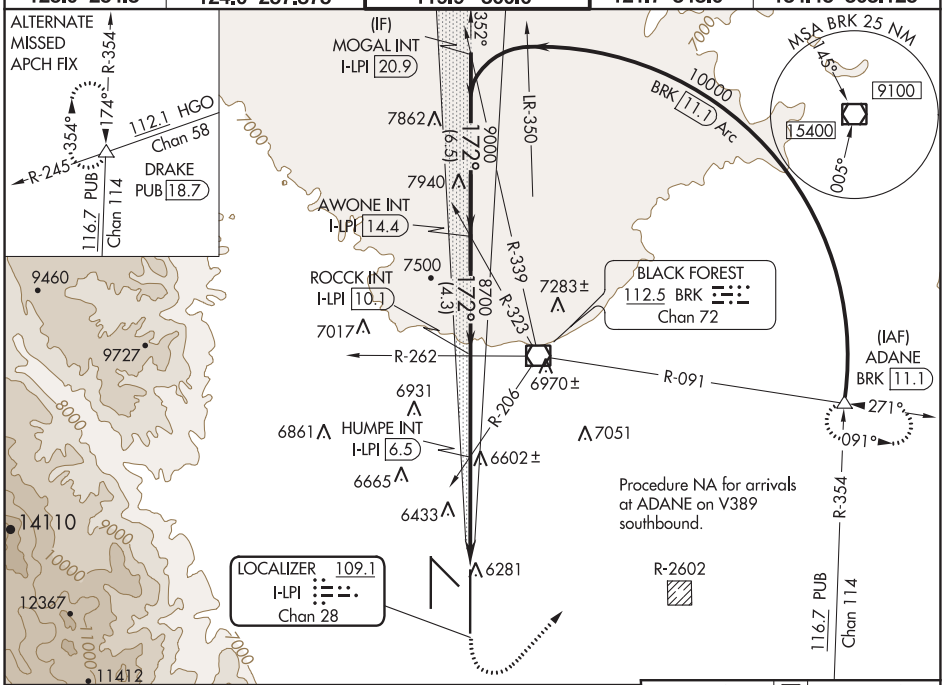
DME or RADAR required for procedure entry.

Simultaneous approach authorized with Rwy 17R.

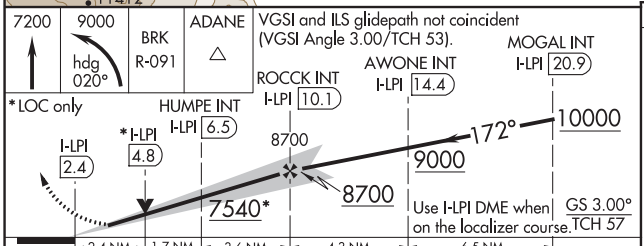
MALSR

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



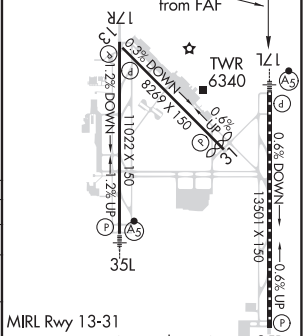
Procedure NA for arrivals at ADANE on V389 southbound.



CATEGORY	A	B	C	D
S-ILS 17L	6387/18 200 (200-½)			
S-LOC 17L	7540/40 1353 (1400-¾)	7540/55 1353 (1400-1)	7540-3 1353 (1400-3)	
C CIRCLING	7540-1¼ 1353 (1400-1¼)	7540-1½ 1353 (1400-1½)	7540-3 1353 (1400-3)	
HUMPE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 17L	7020/24 833 (900-½)	7020/40 833 (900-¾)	7020-1⅞ 833 (900-1⅞)	
C CIRCLING	7020-1¼ 833 (900-1¼)		7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

ELEV 6187 D TDZE 6187

172° 7.7 NM from FAF



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC I-COS	APP CRS	Rwy ldg	11022
109.9	352°	TDZE	6075
		Apt Elev	6187

ILS or LOC RWY 35L

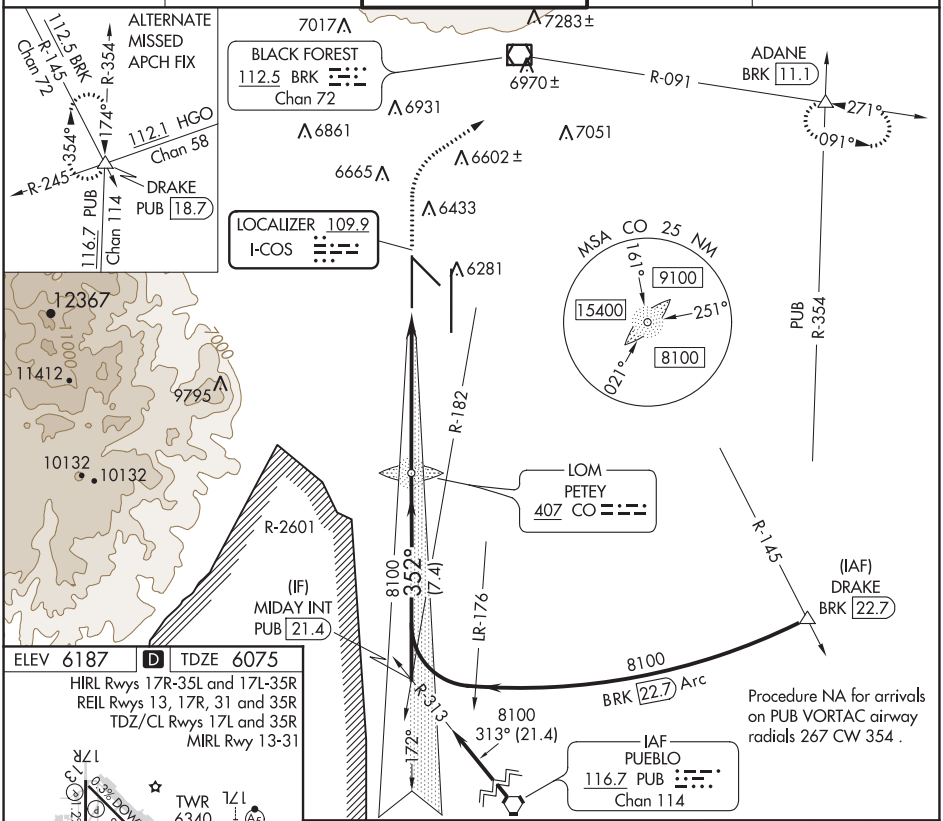
CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

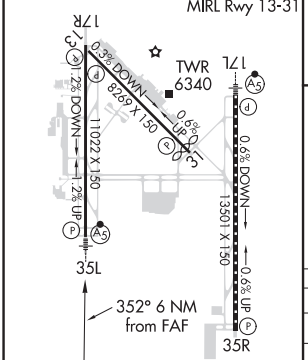
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 | D | TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31



FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D
S-ILS 35L *	6275/24 200 (100-½)			
S-LOC 35L	6540/24 465 (400-½)		6540/50 465 (400-1)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

COLORADO SPRINGS, COLORADO — AL-87 (FAA) — 21056

LOC/DME I-AHI	APP CRS	Rwy ldg	13501
109.1	352°	TDZE	6118
Chan 28		Apt Elev	6187

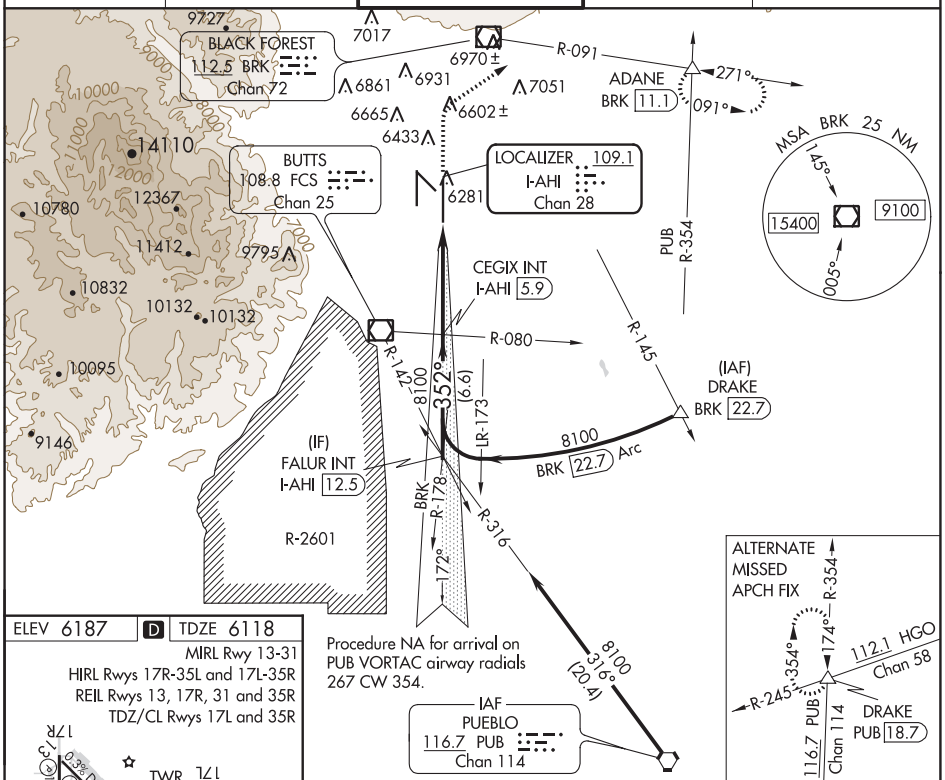
ILS or LOC RWY 35R

CITY OF COLORADO SPRINGS MUNI (COS)

RADAR required when R-2601 in use.

MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

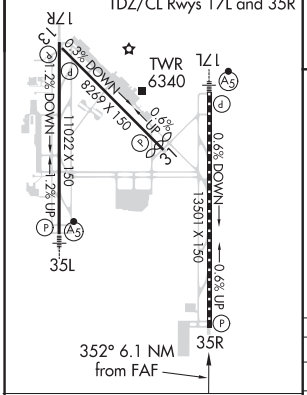
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



Procedure NA for arrival on PUB VORTAC airway radials 267 CW 354.

ELEV 6187 | D | TDZE 6118

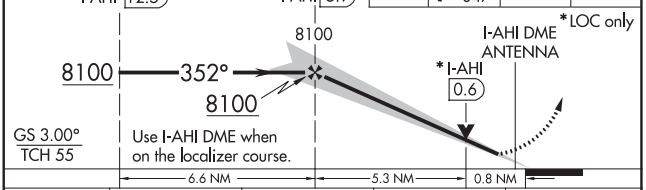
MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

6700	9000 hdg 047°	BRK R-091	ADANE △



CATEGORY	A	B	C	D
S-ILS 35R	6318/40 200 (200-¾)			
S-LOC 35R	6420/55 302 (300-1)		6420/45 302 (300-⅞)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-LPI	APP CRS	Rwy ldg	13501
109.1	172°	TDZE	6187
Chan 28		Apt Elev	6187

ILS RWY 17L (SA CAT I & II)

CITY OF COLORADO SPRINGS MUNI (COS)

DME or RADAR required for procedure entry.

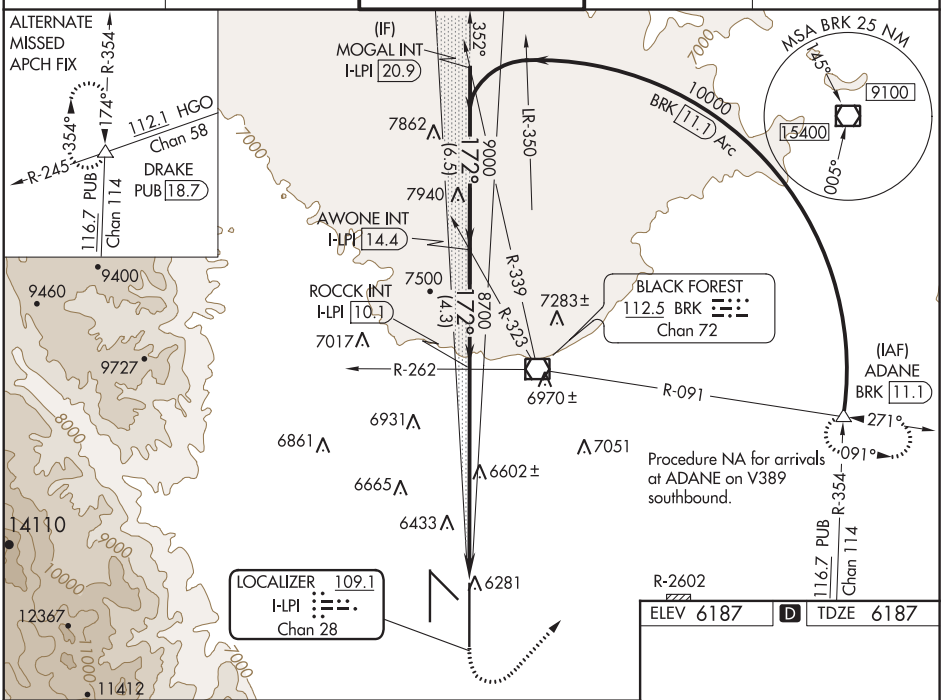
Simultaneous approach authorized with Rwy 17R.

SA CAT I: Required specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

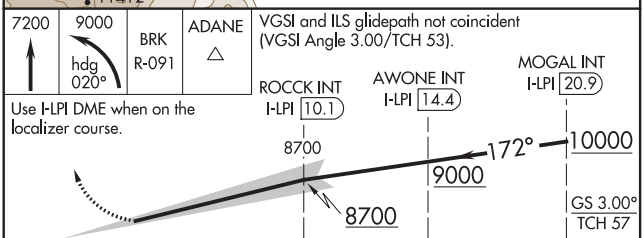
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



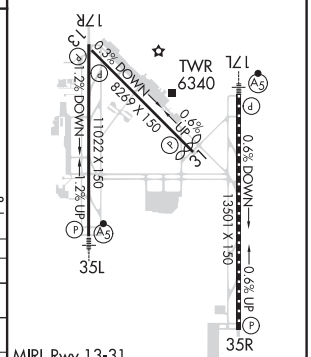
7200	9000	BRK	ADANE
↑	hdg 020°	R-091	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).

Use I-LPI DME when on the localizer course.



ELEV 6187 D TDZE 6187



CATEGORY	A	B	C	D
S-ILS 17L	SA CAT I RA 169/14 150 DA 6337			
S-ILS 17L	SA CAT II RA 105/16 100 DA 6287			

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC I-COS	APP CRS	Rwy ldg / TDZE / Apt Elev
109.9	352°	11022 / 6075 / 6187

ILS RWY 35L (SA CAT II)

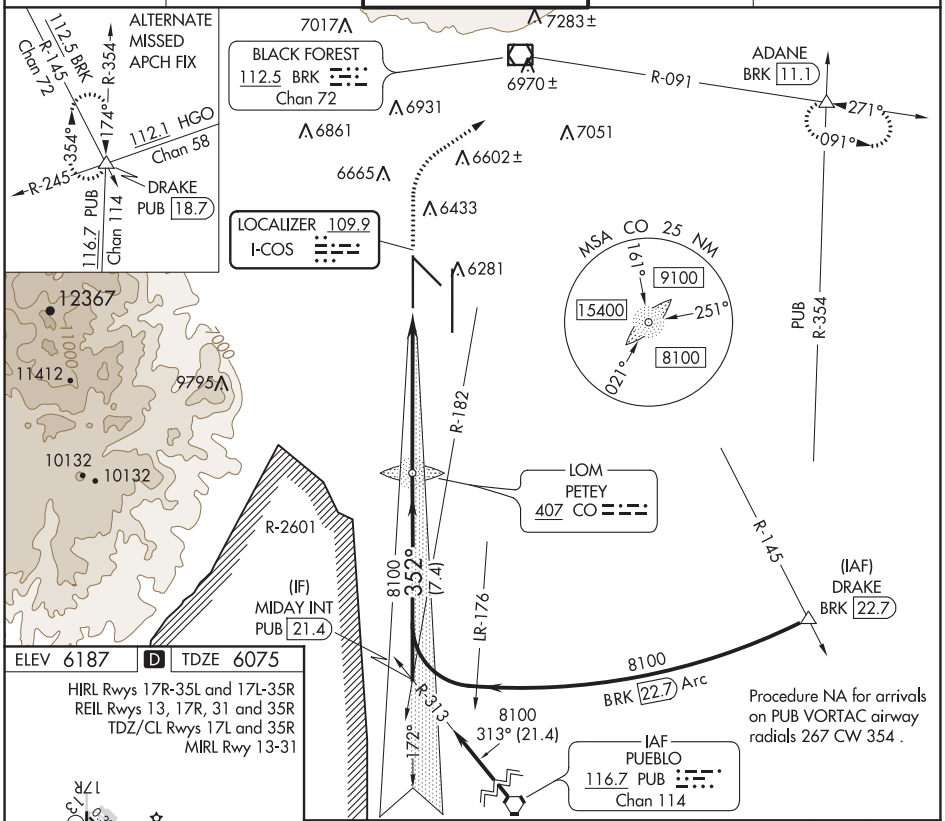
CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use.
Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

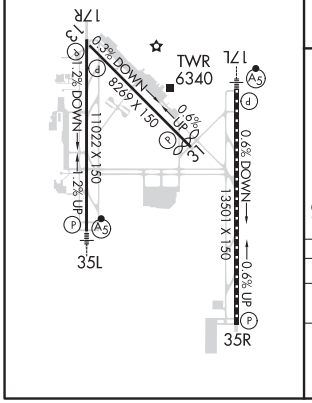
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

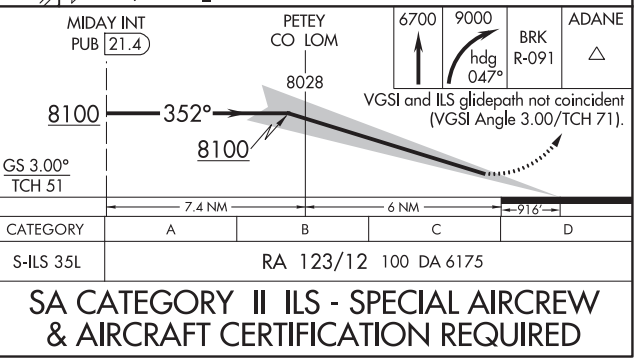
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 | D | TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31





CATEGORY	A	B	C	D
S-ILS 35L	RA 123/12 100 DA 6175			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	13501
172°	TDZE	6187
	Apt Elev	6187

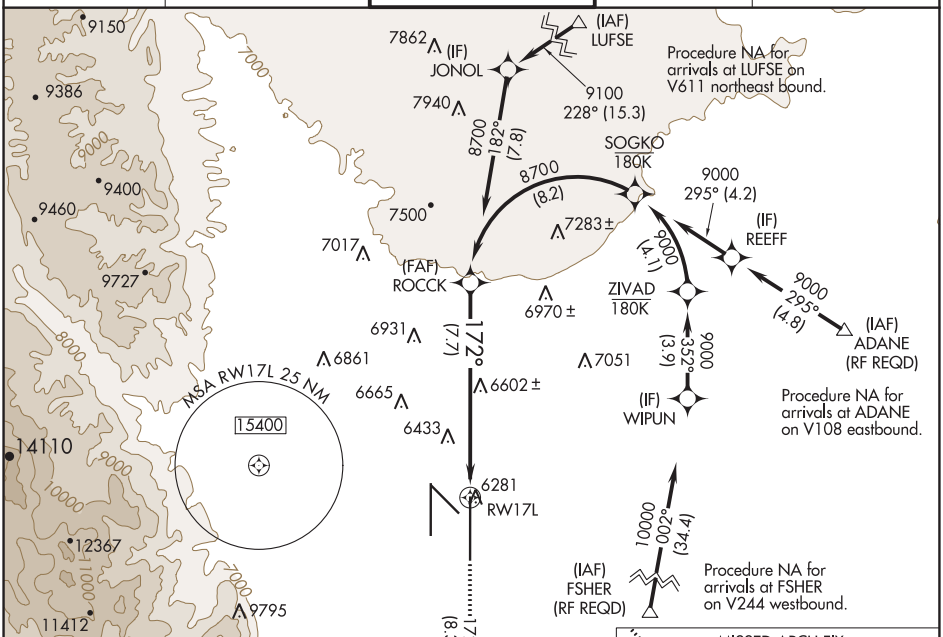
RNAV (RNP) Z RWY 17L
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 44°C (112°F). GPS required.

MALSR

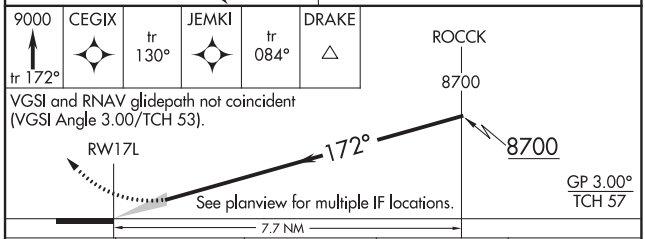
MISSED APPROACH: Climb to 9000 on track 172° to CEGIX and on track 130° to JEMKI and on track 084° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



9000	CEGIX	tr 130°	JEMKI	tr 084°	DRAKE
tr 172°					

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

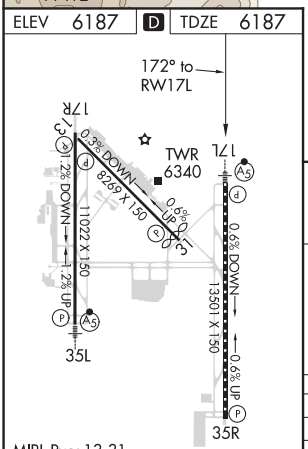


GP 3.00°
TCH 57

CATEGORY	A	B	C	D
RNP 0.15 DA	6557/40	370 (400-¾)		
RNP 0.25 DA	6644/50	457 (500-1)		
RNP 0.30 DA	6920-2	733 (800-2)		

AUTHORIZATION REQUIRED

ELEV 6187 D TDZE 6187



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

COLORADO SPRINGS, COLORADO | AL-87 (FAA) | 21056

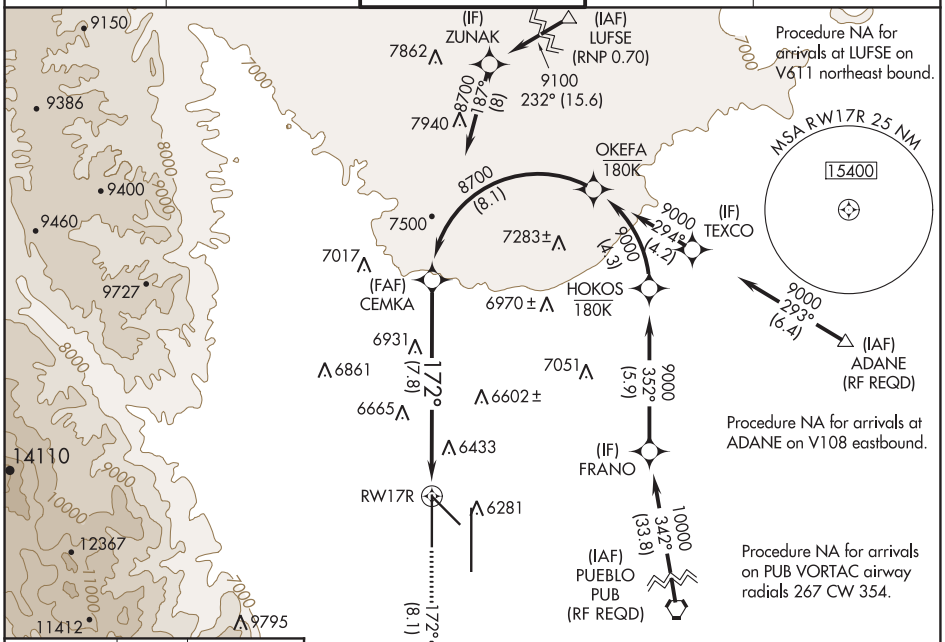
APP CRS	Rwy ldg	11022
172°	TDZE	6177
	Apt Elev	6187

RNAV (RNP) Z RWY 17R
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F).
GPS required. Simultaneous approach authorized.

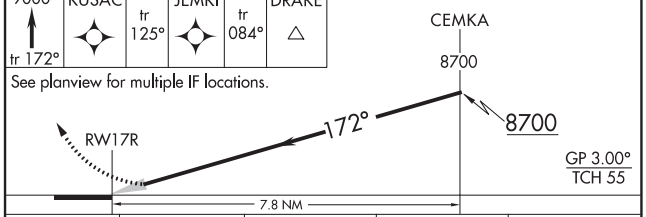
MISSED APPROACH: Climb to 9000 on track 172° to KUSAC and on track 125° to JEMKI and on track 084° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125

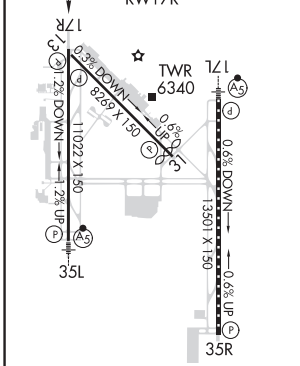


9000	KUSAC	tr 125°	JEMKI	tr 084°	DRAKE
tr 172°					

See planview for multiple IF locations.



ELEV 6187 | D | TDZE 6177



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

CATEGORY	A	B	C	D
RNP 0.22 DA	6659-1⅝ 482 (500-1⅝)			
RNP 0.30 DA	6902-2½ 725 (800-2½)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	11022
352°	TDZE	6075
	Apt Elev	6187

RNAV (RNP) Z RWY 35L

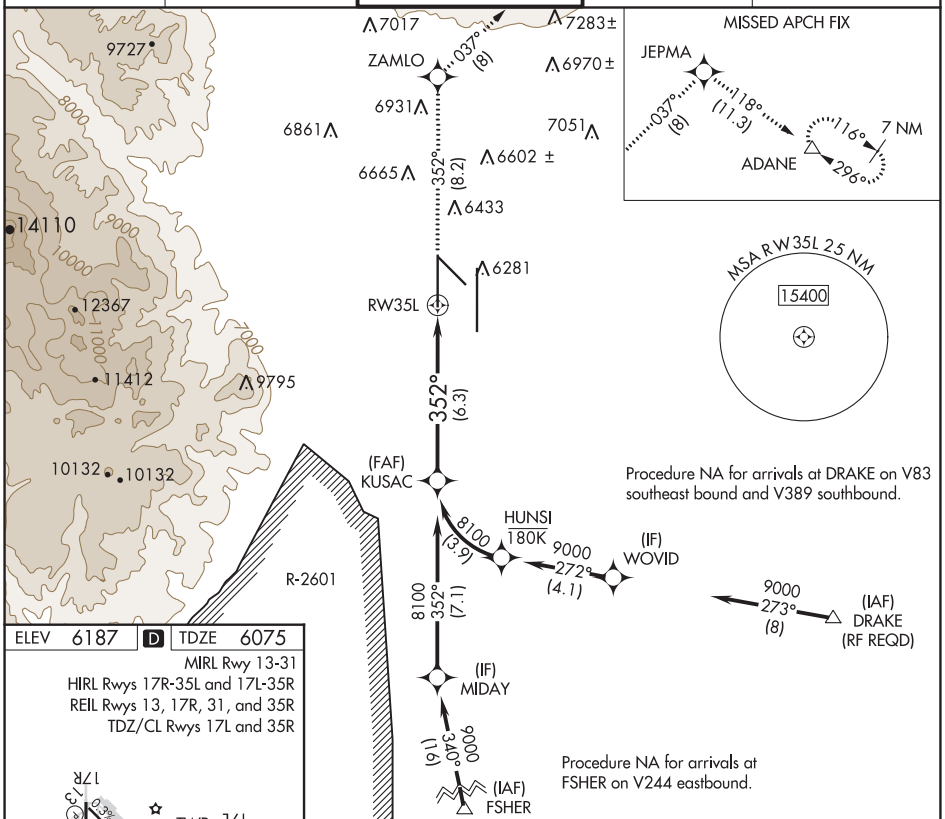
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required. For inop MALSR increase RNP 0.15 visibility all Cats to RVR 5000. RADAR monitoring required when R-2601 in use.

MALSR

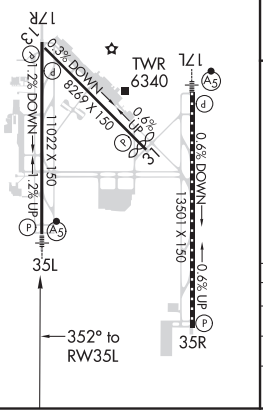
MISSED APPROACH: Climb to 9000 on track 352° to ZAMLO and on track 037° to JEPMA and on track 118° to ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6075

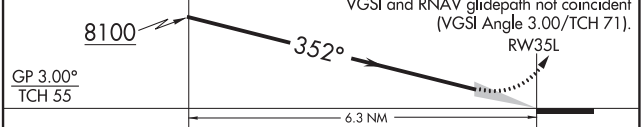
MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R



See planview for multiple IF locations.

9000 tr 352°	ZAMLO	tr 037°	JEPMA	tr 118°	ADANE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.15 DA	6372/30	297 (200-5/8)		
RNP 0.30 DA	6427/40	352 (300-3/4)		

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

COLORADO SPRINGS, COLORADO | AL-87 (FAA) | 21056

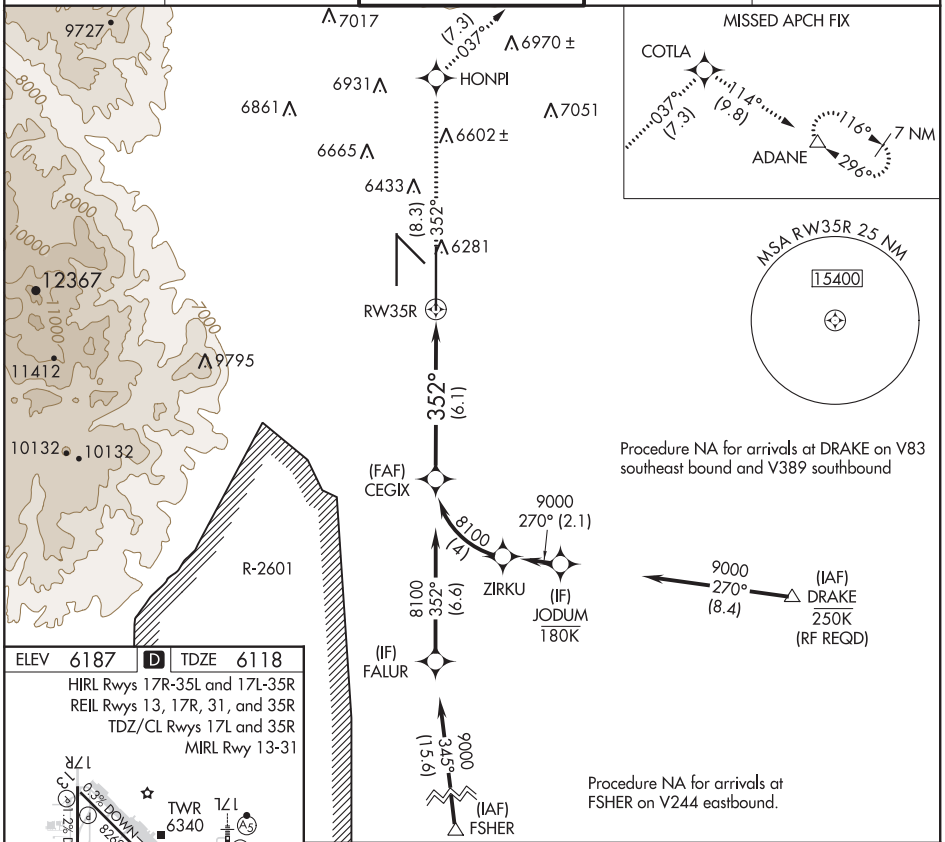
APP CRS	Rwy ldg	13501
352°	TDZE	6118
	Apt Elev	6187

RNAV (RNP) Z RWY 35R
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required.

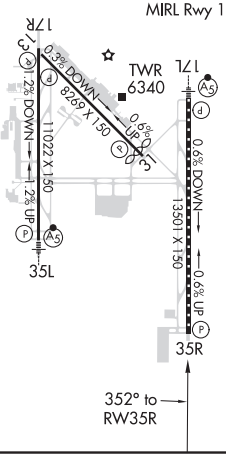
MISSED APPROACH: Climb to 9000 on track 352° to HONPI and track 037° to COTLA and track 114° to ADANE and hold.

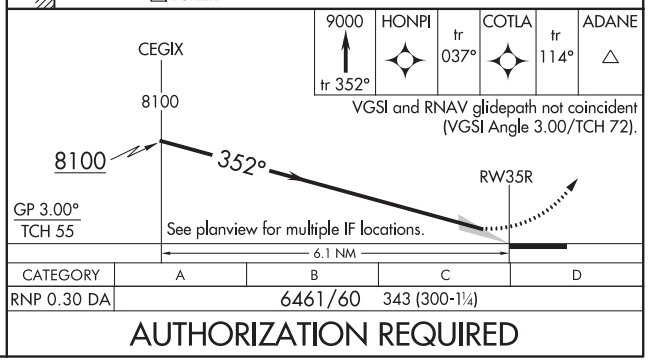
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 | D | TDZE 6118

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31





VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

CATEGORY	A	B	C	D
RNP 0.30 DA	6461/60 343 (300-1¼)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

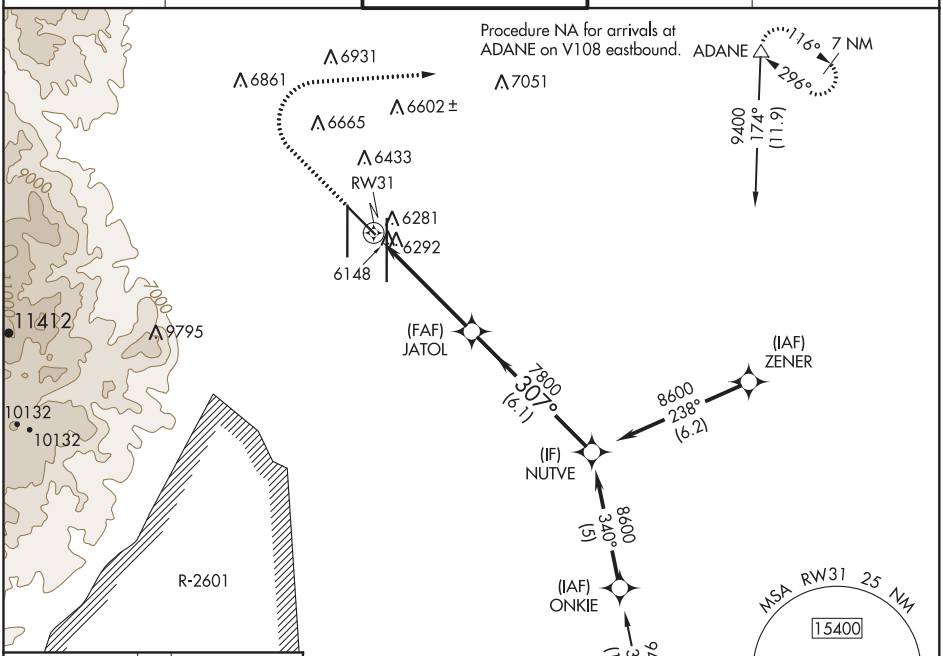
WAAS CH 40040 W31A	APP CRS 307°	Rwy ldg 7913 TDZE 6156 Apt Elev 6187

RNAV (GPS) RWY 31
CITY OF COLORADO SPRINGS MUNI (COS)

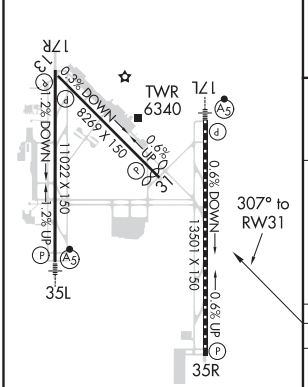
DME/DME RNP-0.3 NA.

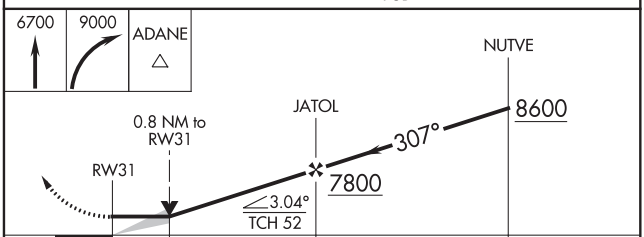
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6156





CATEGORY	A	B	C	D
LP MDA	6440-1	284 (300-1)	6440-⅞	284 (300-⅞)
LNAV MDA	6560-1	404 (400-1)	6560-1⅛	404 (400-1⅛)
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 69618 W17A	APP CRS 172°	Rwy ldg 13501 TDZE 6187 Apt Elev 6187

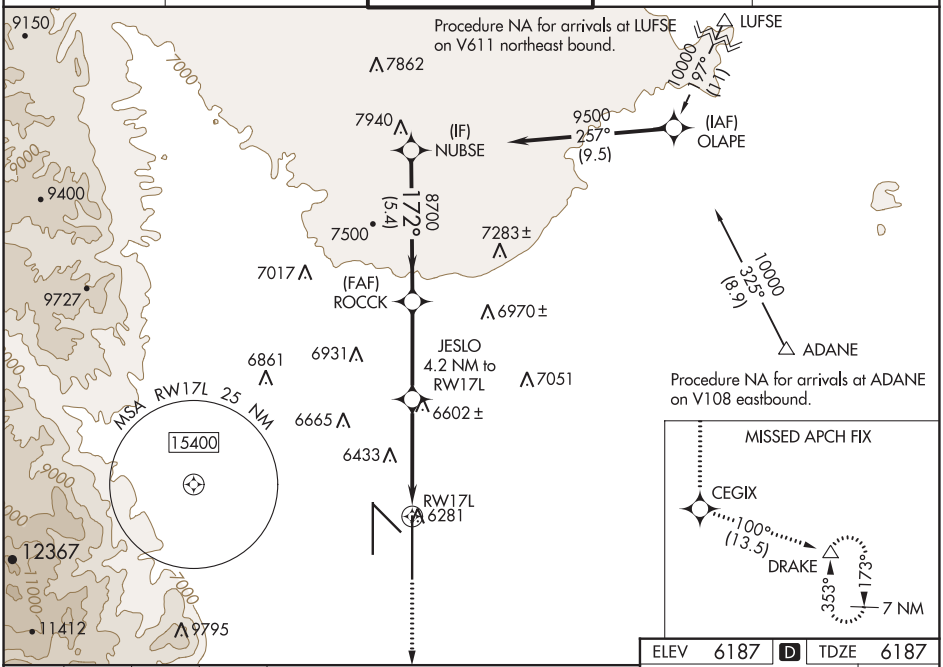
RNAV (GPS) Y RWY 17L
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 44°C (112°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ SM.

MALSR

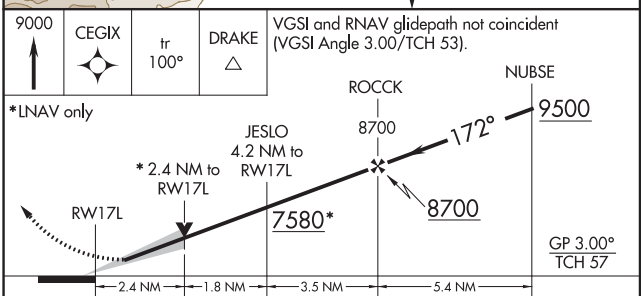
MISSED APPROACH: Climb to 9000 direct CEGIX and on track 100° to DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125

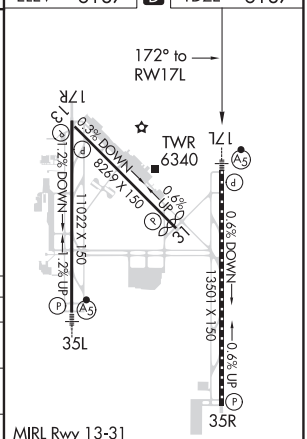


SW-1, 25 FEB 2021 to 22 APR 2021

ELEV	6187	D	TDZE	6187



CATEGORY	A	B	C	D
LPV DA	6387/18 200 (200-½)			
LNAV/VNAV DA	6602/45 415 (500-⅞)			
LNAV MDA	7000/24 813 (900-½)	7000/40 813 (900-¾)	7000-1⅞ 813 (900-1⅞)	
C CIRCLING	7000-1¼ 813 (900-1¼)		7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R

SW-1, 25 FEB 2021 to 22 APR 2021

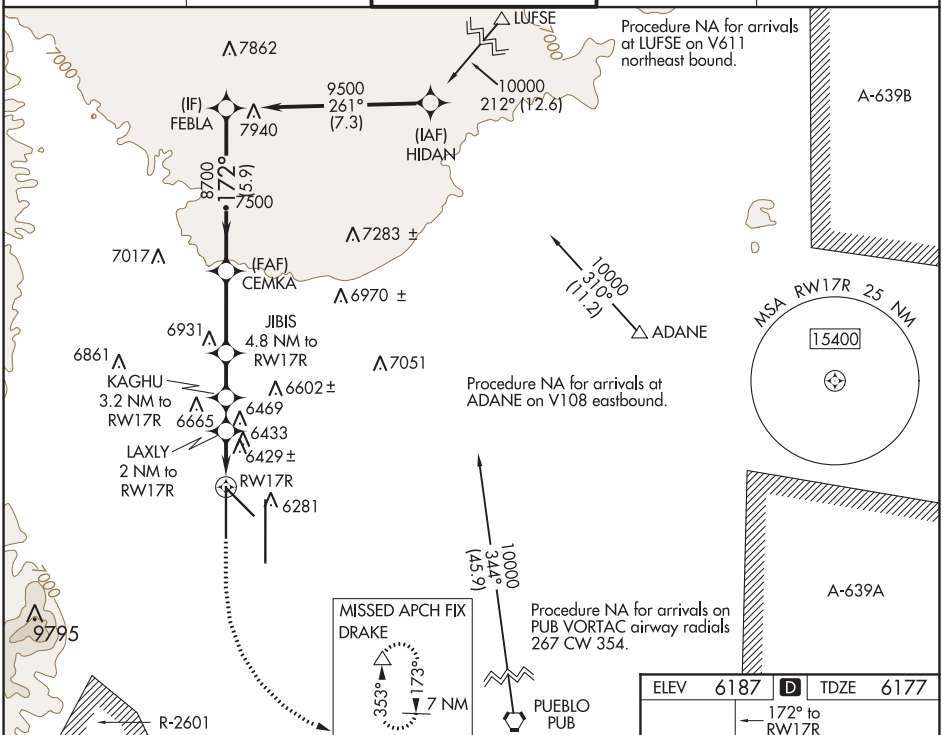
WAAS CH 72800 W17B	APP CRS 172°	Rwy ldg 11022 TDZE 6177 Apt Elev 6187

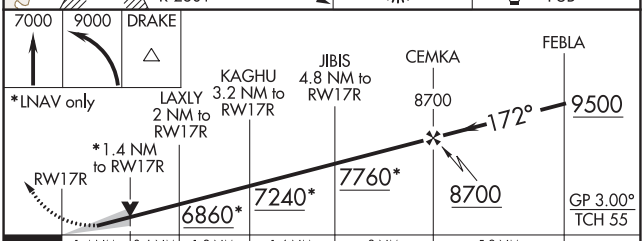
RNAV (GPS) Y RWY 17R
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 17L and ILS RWY 17L (SA CAT I). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

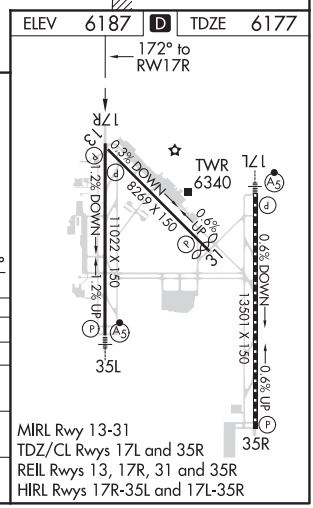
MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 direct DRAKE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125





CATEGORY	A	B	C	D
LPV DA	6377/40 200 (200-¾)			
LNAV/VNAV DA	6752-2 575 (600-2)			
LNAV MDA	6680/55 503 (500-1)		6680-1⅜ 503 (500-1⅜)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)



MIRL Rwy 13-31
TDZ/CL Rwys 17L and 35R
REIL Rwys 13, 17R, 31 and 35R
HIRL Rwys 17R-35L and 17L-35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

COLORADO SPRINGS, COLORADO — AL-87 (FAA) — 21056

WAAS CH 49112 W35A	APP CRS 352°	Rwy ldg 11022 TDZE 6075 Apt Elev 6187

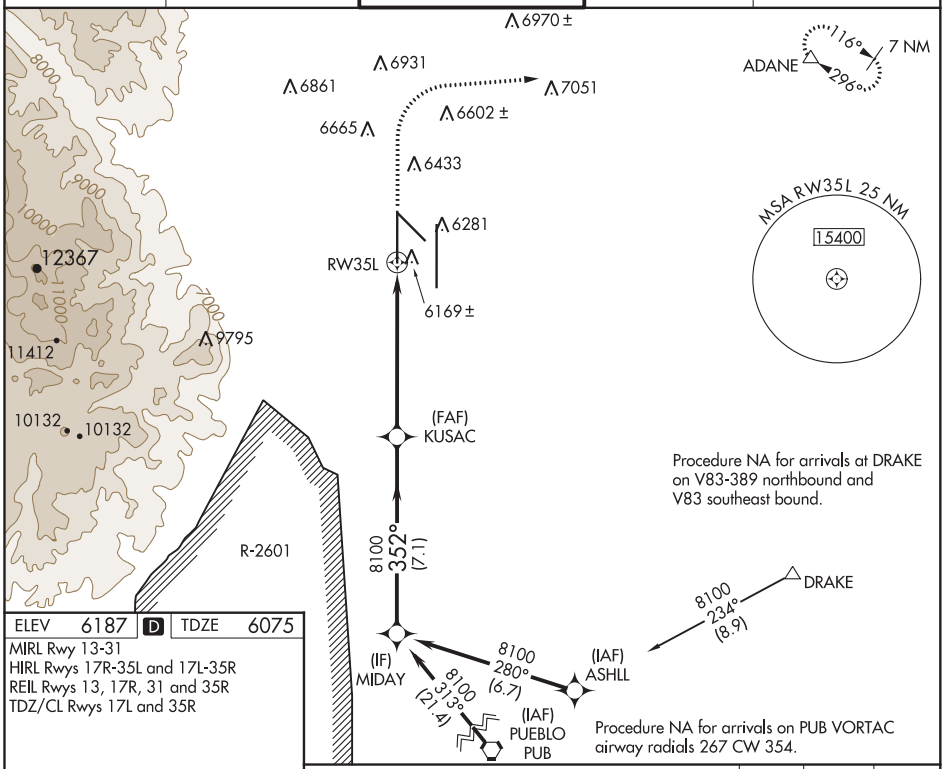
RNAV (GPS) Y RWY 35L
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. For inop MALSR increase LNAV Cat C and D visibility to RVR 5500. RADAR monitoring required when R-2601 in use. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

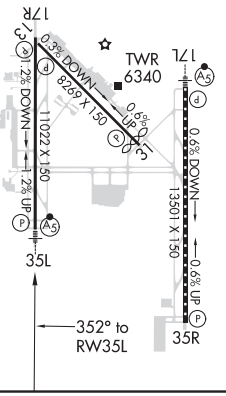
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125

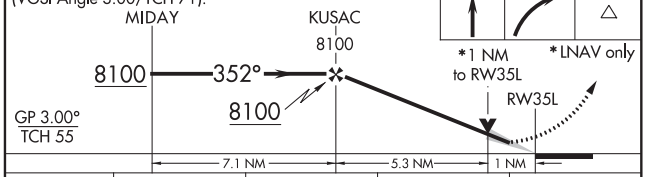


ELEV 6187 D TDZE 6075

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA #	6275/24 200 (100-½)			
LNAV/VNAV DA	6380/30 305 (200-⅝)			
LNAV MDA	6440/24 365 (300-½)		6440/35 365 (300-⅝)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

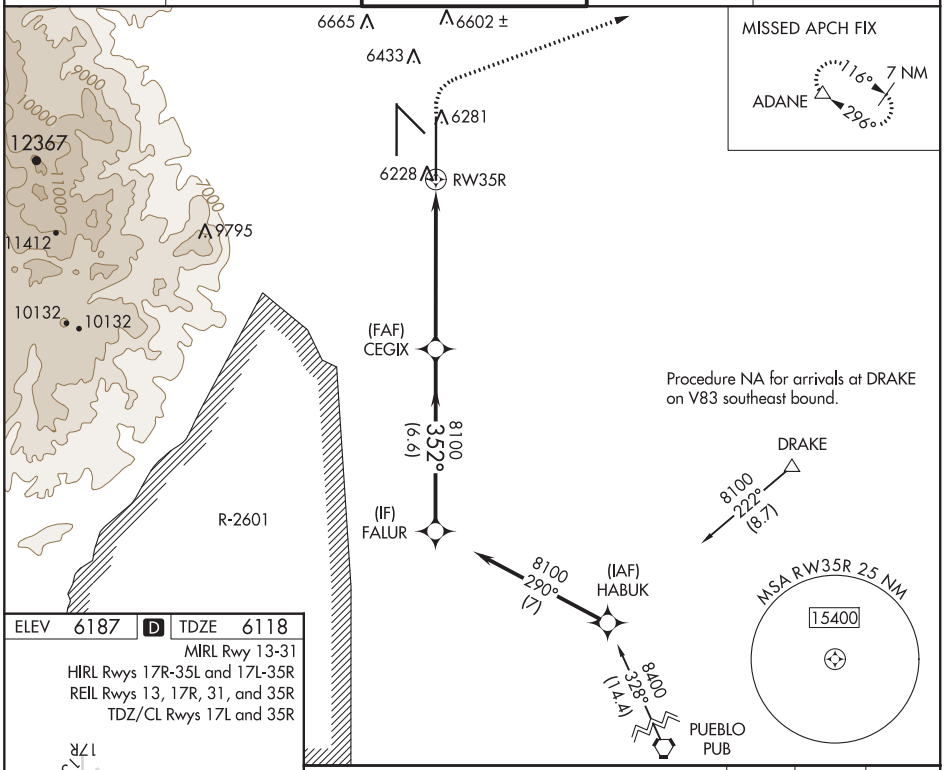
WAAS CH 53602 W35B	APP CRS 352°	Rwy ldg 13501 TDZE 6118 Apt Elev 6187

RNAV (GPS) Y RWY 35R
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 39°C (103°F). DME/DME RNP-0.3 NA. RADAR monitoring required when R-2601 in use.

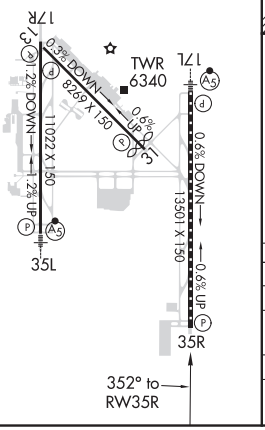
MISSED APPROACH: Climb to 6600 then climbing right turn to 9000 direct ADANE and hold.

ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6118

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R

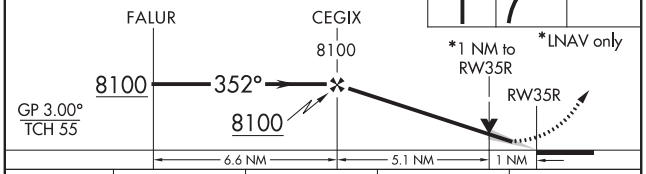


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

6600 | 9000 | ADANE

*1 NM to RW35R

*LNAV only



CATEGORY	A	B	C	D
LPV DA	6318/40 200 (200-¾)			
LNAV/VNAV DA	6399/45 281 (300-⅞)			
LNAV MDA	6500/55 382 (400-1)		6500/60 382 (400-1¼)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LOM CO	APP CRS	Rwy ldg	11022
407	352°	TDZE	6075
		Apt Elev	6187

NDB RWY 35L

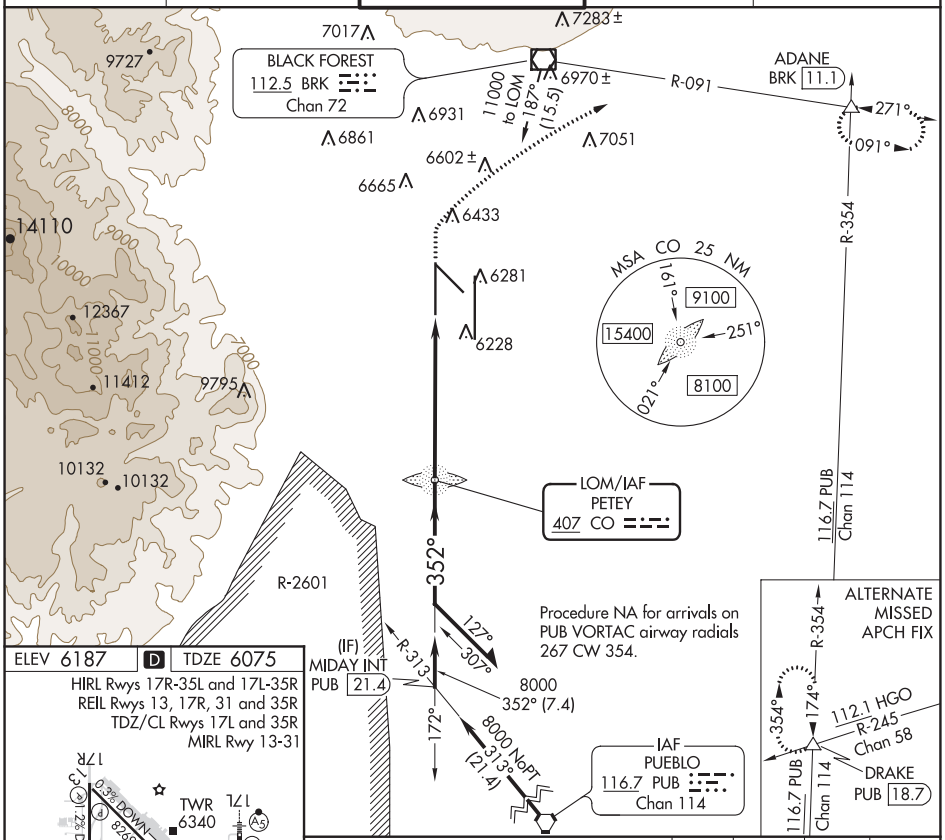
CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use.
For inop MALSR, increase S-35L Cats C and D visibility to 1 3/8 mile.

MALSR

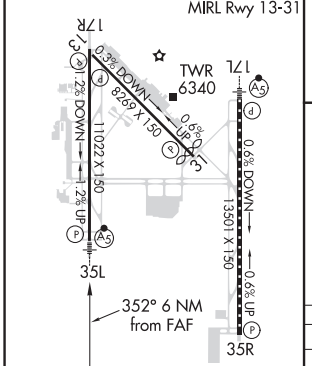
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 051° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

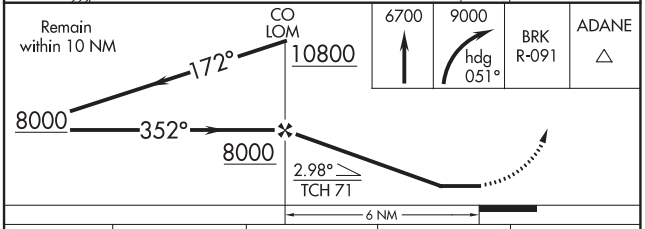
ATIS	SPRINGS APP CON	SPRINGS TOWER	GND CON	CLNC DEL
125.0 254.3	124.0 257.875	119.9 360.6	121.7 348.6	134.45 363.125



ELEV 6187 D TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31



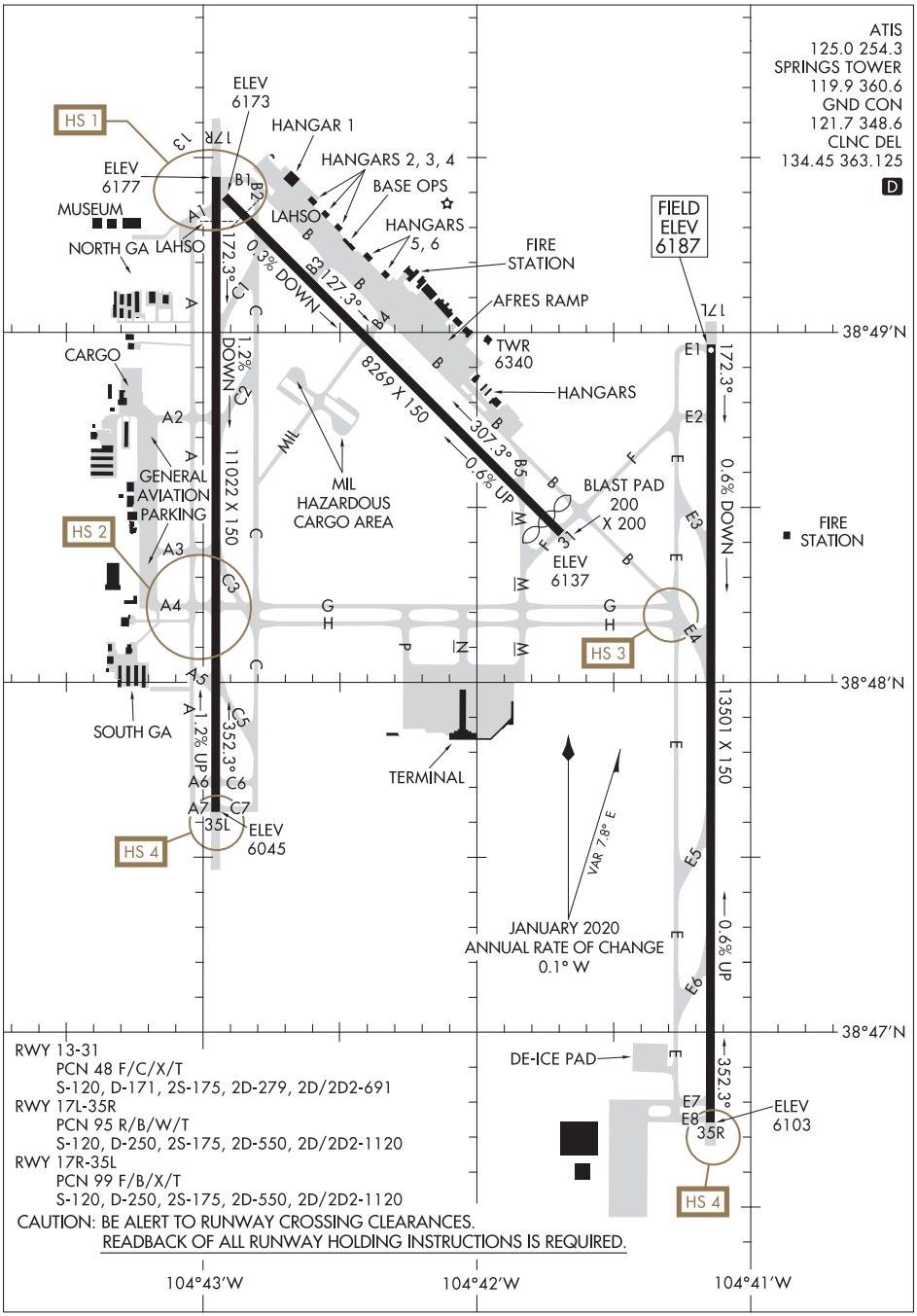


CATEGORY	A	B	C	D
S-35L	6540/40 465 (400-¾)		6540/50 465 (400-1)	
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SW-1, 25 FEB 2021 to 22 APR 2021



RWY 13-31
PCN 48 F/C/X/T
S-120, D-171, 2S-175, 2D-279, 2D/2D2-691
RWY 17L-35R
PCN 95 R/B/W/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120
RWY 17R-35L
PCN 99 F/B/X/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

(COS6.BRK) 20366

SPRINGS SIX DEPARTURE

AL-87 (FAA)

CITY OF COLORADO SPRINGS MUNI (COS)
COLORADO SPRINGS, COLORADO

ATIS 125.0 254.3
SPRINGS TOWER 119.9 360.6
SPRINGS DEP CON 124.0 257.875

HUGO 112.1 HGO Chan 58 N38°49.05'-W103°37.28' L-10, H-5

N

JEWELS N38°31.97' W103°49.91' L-10

LAMAR 116.9 LAA Chan 116 N38°11.83'-W102°41.25' L-10, H-5

TOBE 114.05 TBE Chan 87(Y) N37°15.52'-W103°36.00' L-15, H-5

DRAKE N38°36.40' W104°24.85' L-10

BRESH N38°18.41' W104°07.71' L-10

FALCON 116.3 FQF Chan 110 N39°41.41'-W104°37.26' L-10, H-3-5

TRAIN

MASHD

ELLZA

BLACK FOREST 112.5 BRK Chan 72 N38°56.67'-W104°38.01' L-10, H-3-5

PUEBLO 116.7 PUB Chan 114 N38°17.66'-W104°25.77' L-10, H-5

339°

159°

R-339

352°

127°

172°

352°

172°

050°

R-278

R-267

J28

MILE HIGH 114.7 DVV Chan 94 N39°53.68'-W104°37.46' L-10, H-3-5

V108

R-260 A&B

RED TABLE 113.0 DBL Chan 77 N39°26.36' W106°53.68' L-9, H-3

R-093

ALAMOSA 113.9 ALS Chan 86 N37°20.95'-W105°48.93' L-8-9, H-4-5

RODDY N38°21.51' W105°22.74' L-10, H-3-5

(NARRATIVE ON FOLLOWING PAGE)

TOP ALTITUDE: 10000

RIFLE 110.6 RIL Chan 43 N39°31.70' W107°43.18' L-9

TAKEOFF MINIMUMS

Rwys 17L, 17R: Standard.

Rwy 13: Standard with minimum climb of 250' per NM to 6400, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.

Rwy 31: Standard with minimum climb of 260' per NM to 7300.

Rwy 35L: Standard with minimum climb of 283' per NM to 9000.

Rwy 35R: Standard with minimum climb of 282' per NM to 9000.

NOTE: RADAR required.

R-080

BLUE MESA 114.9 HBU Chan 96 N38°27.13'-W107°02.38' L-9, H-3

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

SPRINGS SIX DEPARTURE

(COS6.BRK) 29MAR18

COLORADO SPRINGS, COLORADO
CITY OF COLORADO SPRINGS MUNI (COS)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 127° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 17L: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 17R: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 35R: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 35L: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 31: Climbing right turn heading 050° for RADAR vectors to filed/assigned route, thence. . . .

. . . . maintain 10000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after departure from runways 13 and 17L/R turn left, from runway 31 and 35L/R turn right direct BRK VOR/DME, thence via filed/assigned route.
AIRCRAFT FILED V108 WESTBOUND: Continue climb in holding pattern to cross BRK VOR/DME at or above 14000.

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SW-1, 25 FEB 2021 to 22 APR 2021

CORTEZ, COLORADO | AL-112 (FAA) | 20254

APP CRS	Rwy ldg	7205
024°	TDZE	5918
	Apt Elev	5918

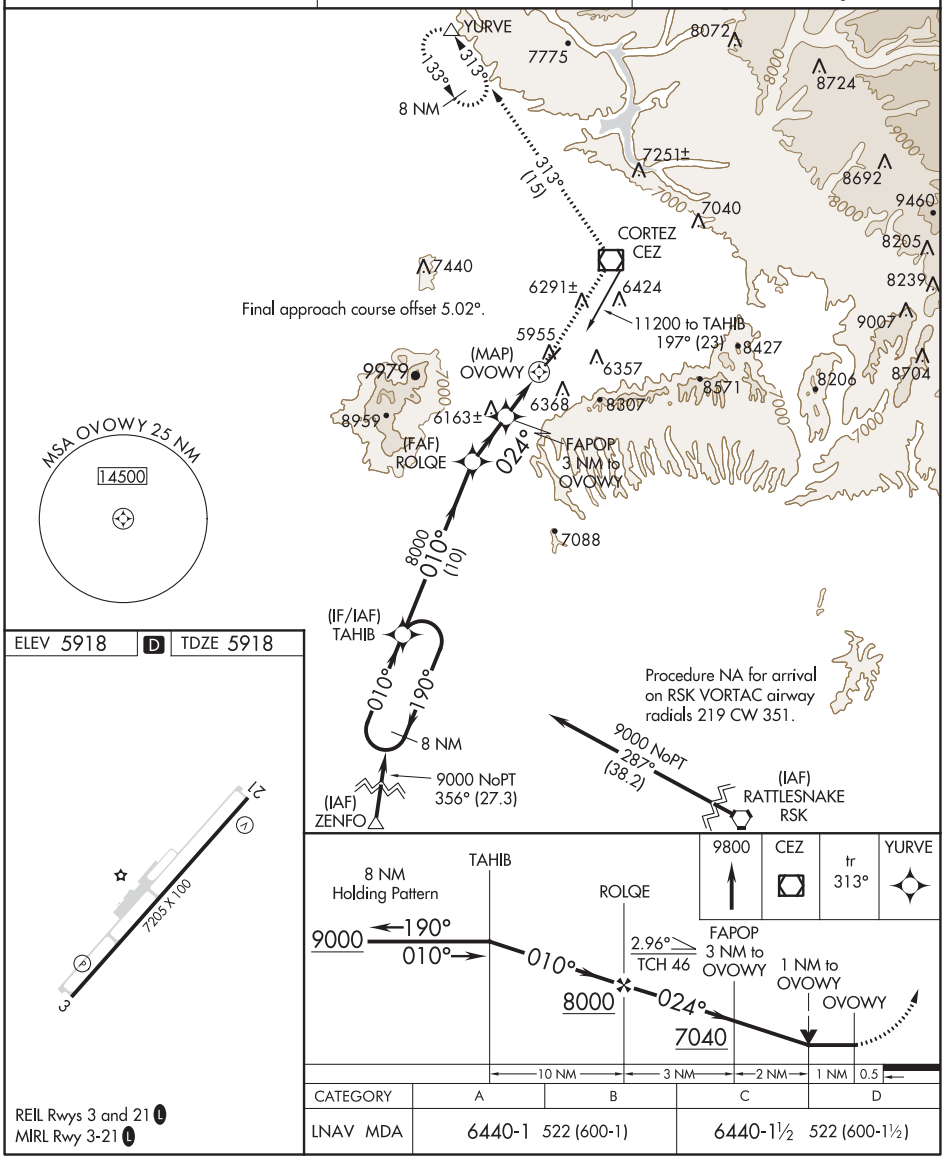
RNAV (GPS) RWY 3
CORTEZ MUNI (CEZ)

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 9800 direct CEZ VOR/DME and on track 313° to YURVE and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



ELEV 5918 | D | TDZE 5918

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

CATEGORY	A	B	C	D
LNAV MDA	6440-1 522 (600-1)		6440-1½ 522 (600-1½)	

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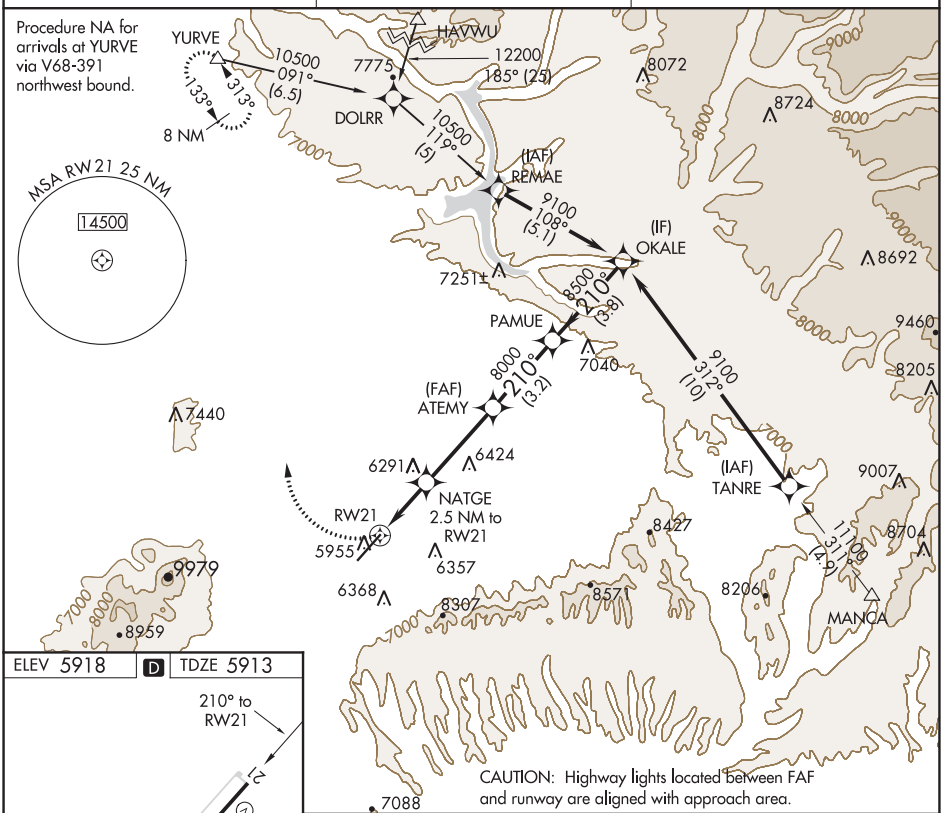
APP CRS	Rwy ldg	7205
210°	TDZE	5913
	Apt Elev	5918

RNAV (GPS) Y RWY 21
CORTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA.
When VGSI inop, procedure NA at night.

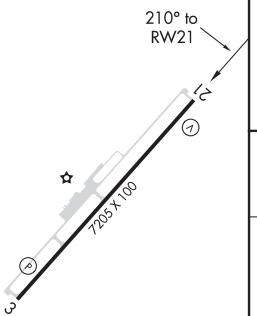
MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.

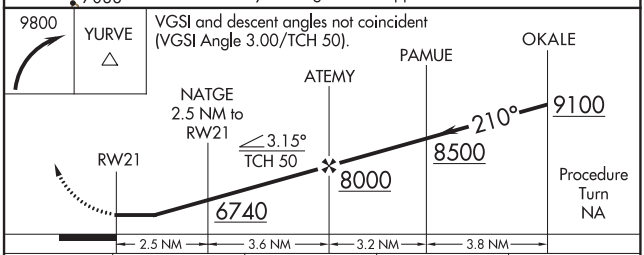
ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



CAUTION: Highway lights located between FAF and runway are aligned with approach area.

ELEV 5918 D TDZE 5913





CATEGORY	A	B	C	D
LNAV MDA	6560-1 647 (700-1)		6560-1¾ 647 (700-1¾)	6560-2 647 (700-2)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

CORTEZ, COLORADO | AL-112 (FAA) | 20254

RNAV (GPS) Z RWY 21
CORTEZ MUNI (CEZ)

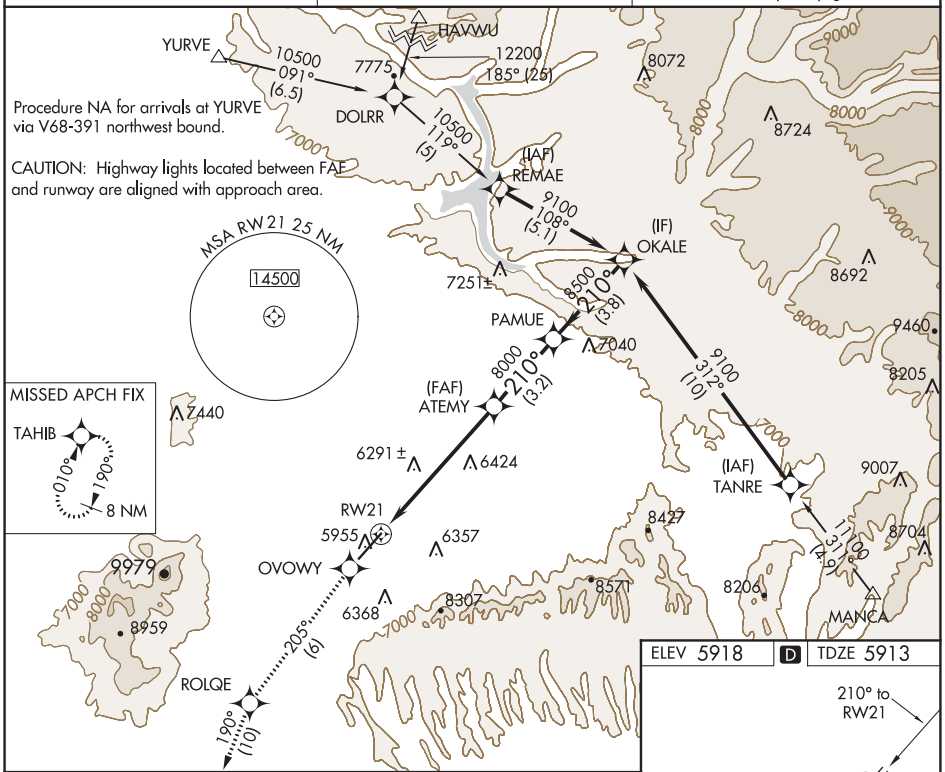
WAAS CH 99699 W21A	APP CRS 210°	Rwy ldg 7205 TDZE 5913 Apt Elev 5918

RNP APCH.

When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L

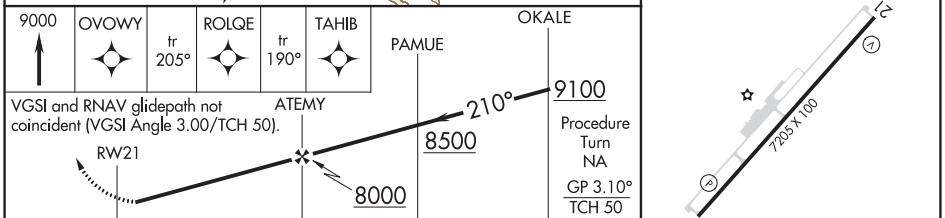


Procedure NA for arrivals at YURVE via V68-391 northwest bound.

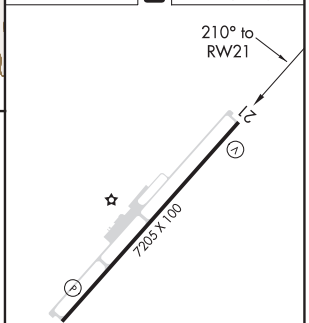
CAUTION: Highway lights located between FAF and runway are aligned with approach area.

9000	OVOWY	tr 205°	ROLQE	tr 190°	TAHIB

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).



ELEV 5918 D TDZE 5913



CATEGORY	A	B	C	D
LPV DA	6215-1 302 (300-1)			
LNAV/VNAV DA	NA			
LNAV MDA	7140-1¼ 1227 (1300-1¼)	7140-1½ 1227 (1300-1½)	7140-3 1227 (1300-3)	

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

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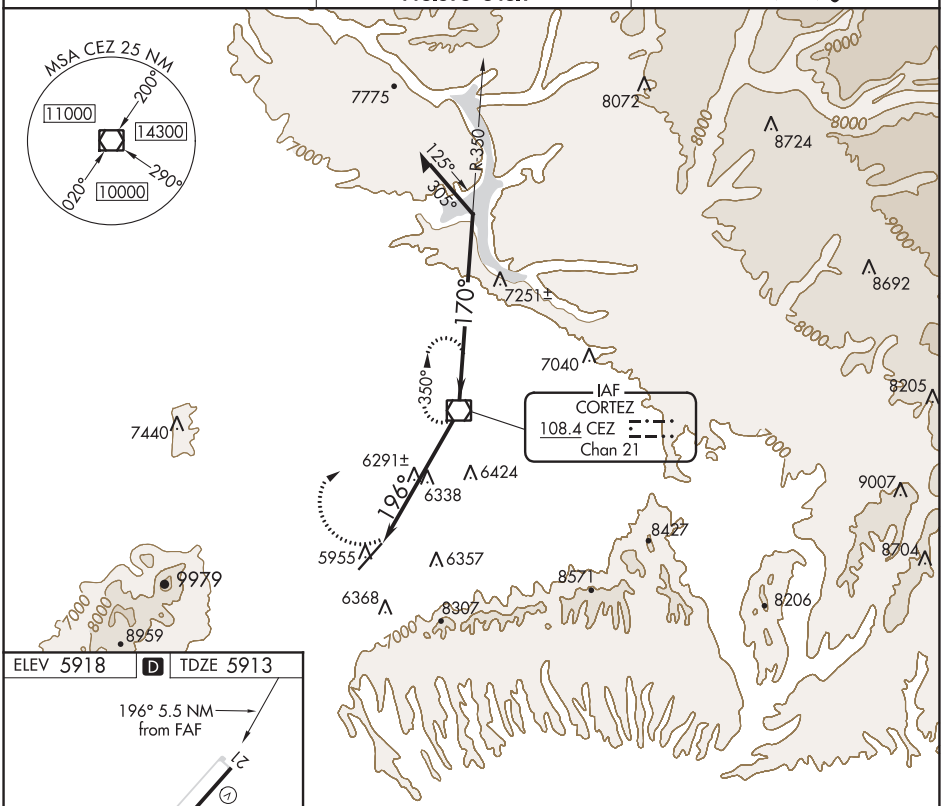
VOR/DME CEZ	APP CRS	Rwy ldg	7205
108.4	196°	TDZE	5913
Chan 21		Apt Elev	5918

VOR RWY 21
CORTEZ MUNI (CEZ)

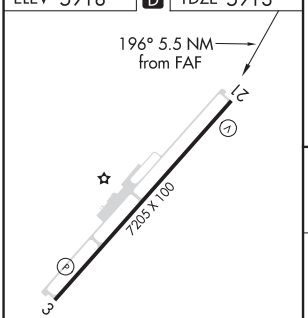
CAUTION: Highway lights located between facility and runway are aligned with approach area.
Rwy 21 helicopter visibility reduction below ¾ SM NA.

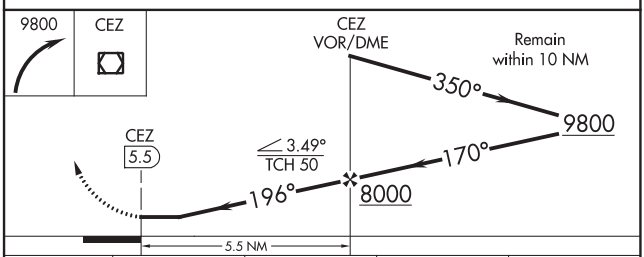
MISSED APPROACH: Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.625	118.575 348.7	122.8 (CTAF) L



ELEV 5918 D TDZE 5913





REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-21	6660-1 747 (800-1)	6660-1¼ 747 (800-1¼)	6660-2 747 (800-2)	6660-2¼ 747 (800-2¼)
CIRCLING	6660-1 742 (800-1)	6660-1¼ 742 (800-1¼)	6660-2¼ 742 (800-2¼)	6800-3 882 (900-3)

SW-1, 25 FEB 2021 to 22 APR 2021

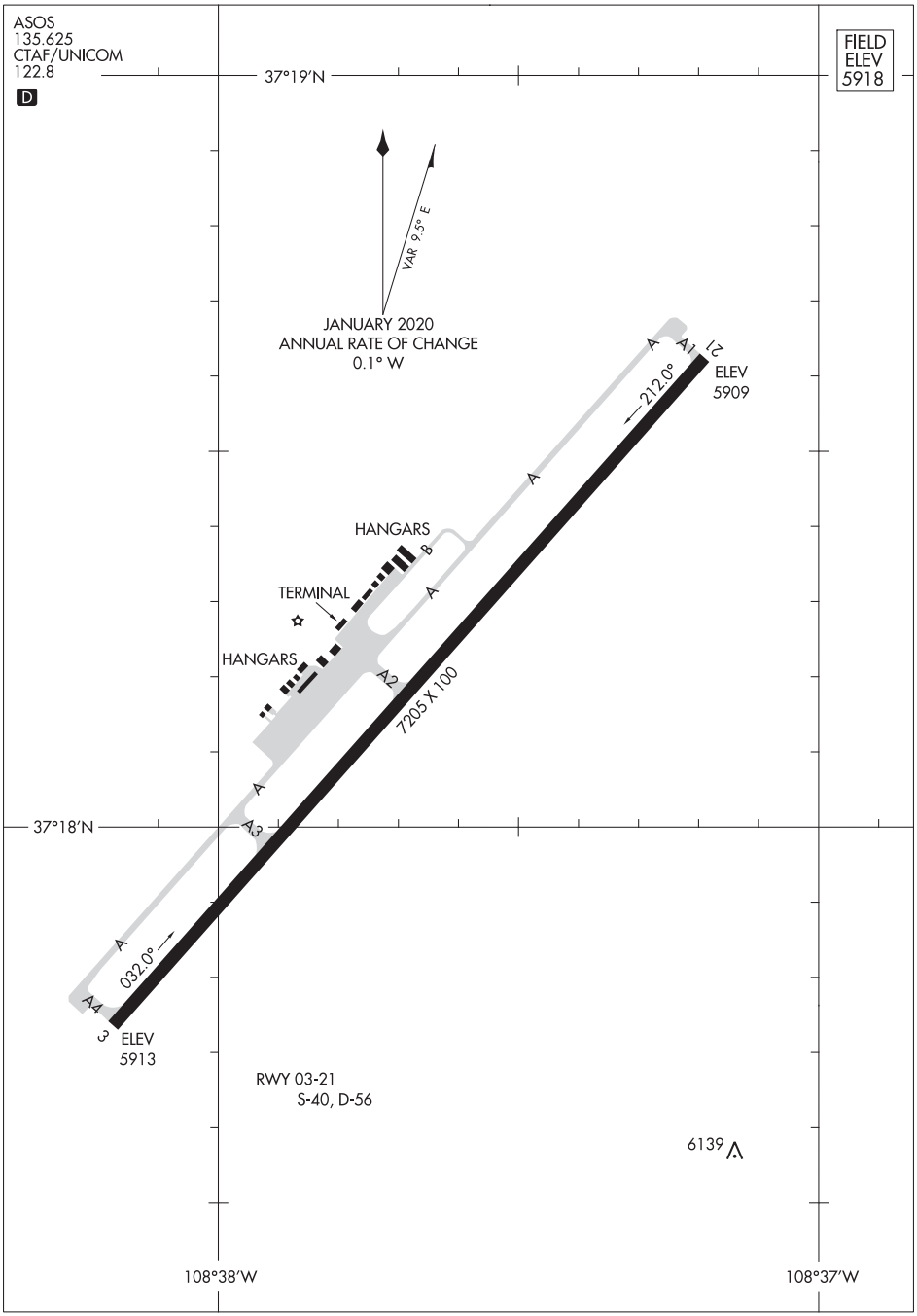
SW-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
CORTEZ, COLORADO
CORTEZ MUNI (CEZ)

LEDVE ONE DEPARTURE (OBSTACLE)

SL-112 (FAA)

ASOS
135.625
DENVER CENTER
118.575 348.7
CTAF
122.8

LEDVE
N37°27.61′
W108°40.73′

293°
7
R-293
113°

CORTEZ
108.4 CEZ
Chan 21
N37°23.39′-W108°33.71′

020°
013°
R-193
R-200
200°
17

ODROE
N37°09.34′
W108°45.73′

TAKEOFF OBSTACLE NOTES

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.
OL on pole 4573′ from DER, 493′ left of centerline, 26′ AGL/6045′ MSL.

NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 220′ per NM to 6300, or alternatively, with standard takeoff minimums 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, 4300-3 for climb in visual conditions.

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . .

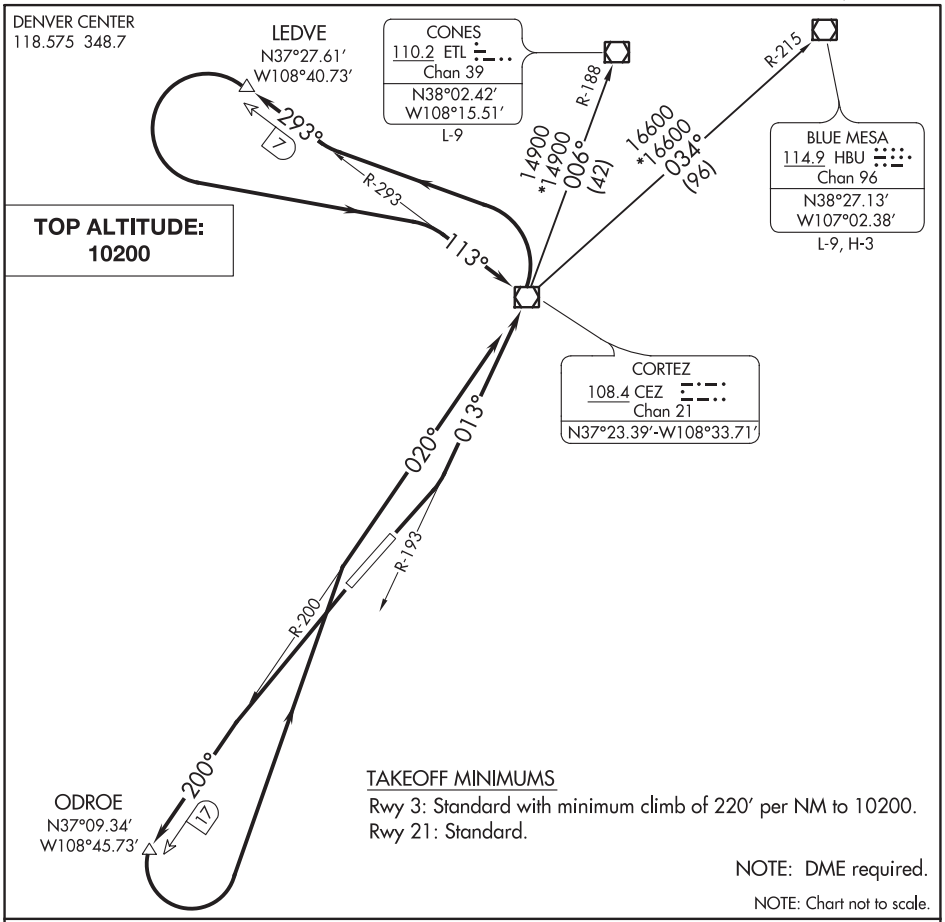
. . . .via (assigned route).

(CEZ2.CEZ) 18312

CORTEZ TWO DEPARTURE

AL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 7100 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8600 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 10200 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 10200 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 10200 for route of flight. Thence. . . .

. . . .via (transition) or (assigned route).

BLUE MESA TRANSITION (CEZ2.HBU): From over CEZ VOR/DME on CEZ R-034 and HBU R-215 to HBU VOR/DME.

CONES TRANSITION (CEZ2.ETL): From over CEZ VOR/DME on CEZ R-006 and ETL R-188 to ETL VOR/DME.

WAAS CH 61341 W07A	APP CRS 074°	Rwy ldg 5606 TDZE 6193 Apt Elev 6198

RNAV (GPS) RWY 7
CRAIG-MOFFAT (CAG)

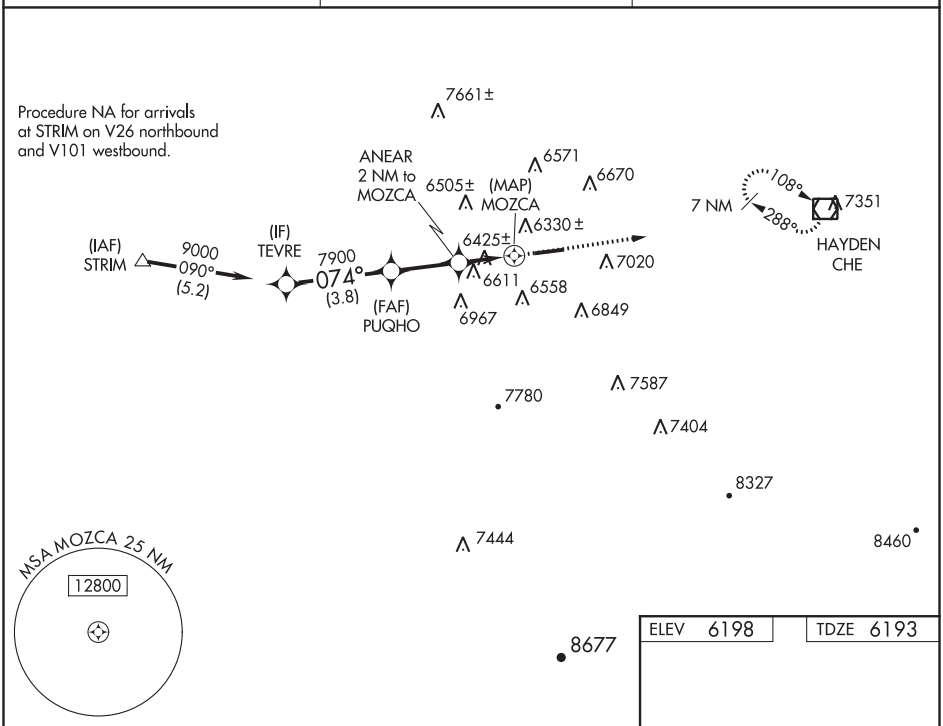
RNP APCH.

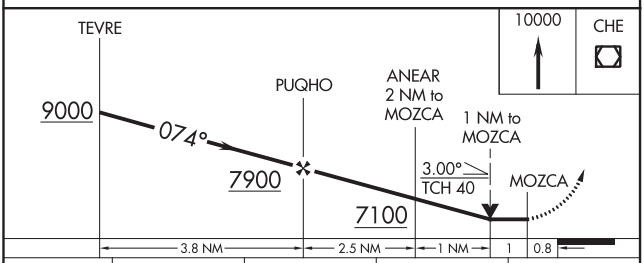
T A -31°C

Circling NA for Cat D south of Rwy 7-25.
Rwy 7 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 25 NA at night.

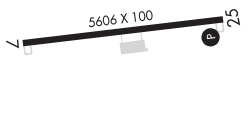
MISSED APPROACH: Climb to 10000 direct CHE VOR/DME and hold, continue climb-in-hold to 10000.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L





ELEV 6198 TDZE 6193



CATEGORY	A	B	C	D
LP MDA	6800-1 607 (700-1)		6800-1¾ 607 (700-1¾)	
LNAV MDA	6880-1 687 (700-1)		6880-2 687 (700-2)	
C CIRCLING	7180-1¼ 982 (1000-1¼)	7320-1½ 1122 (1200-1½)	7720-3 1522 (1600-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

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CRAIG, COLORADO | AL-6338 (FAA) | 20254

RNAV (GPS) RWY 25
CRAIG-MOFFAT (CAG)

WAAS CH 93841 W25A	APP CRS 254°	Rwy ldg 5606 TDZE 6198 Apt Elev 6198

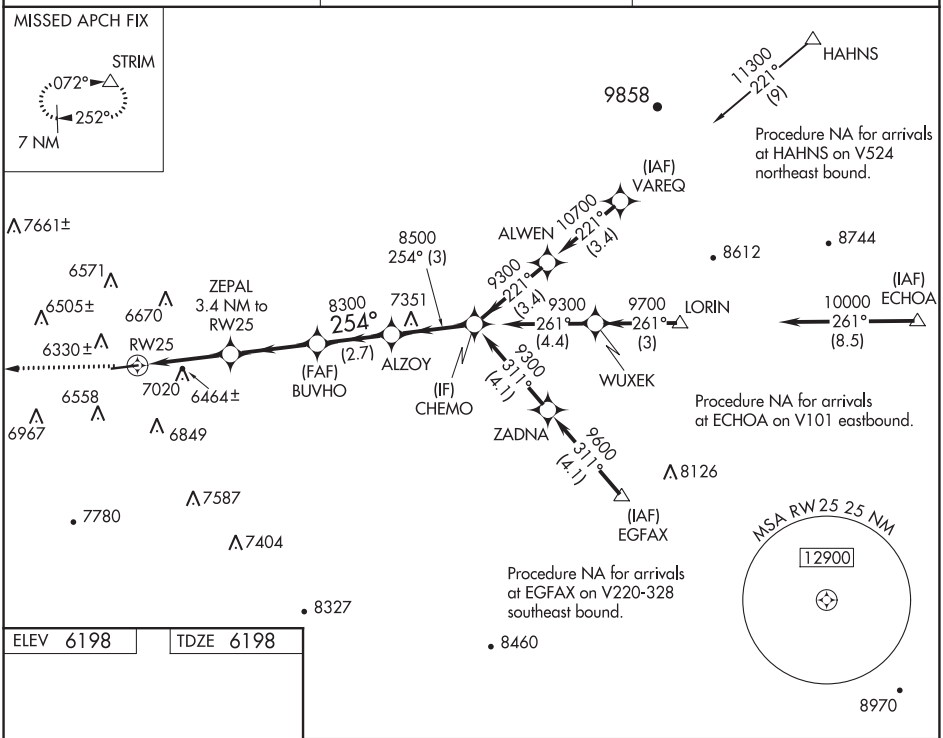
RNP APCH.

Circling NA for Cat D south of Rwy 7-25. Straight-in and Circling Rwy 25 NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.

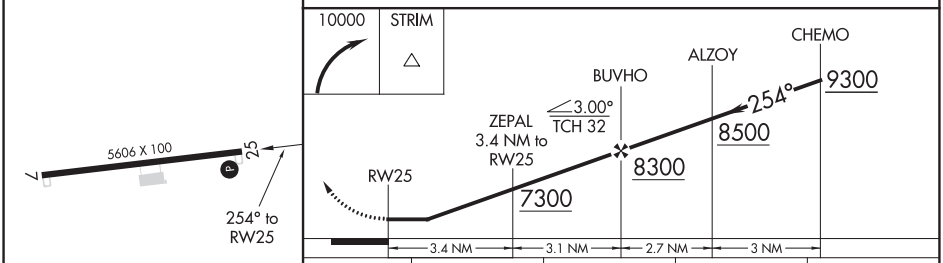
-31°C

MISSED APPROACH: Climbing right turn to 10000 direct STRIM and hold, continue climb-in-hold to 10000.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L



ELEV 6198	TDZE 6198



CATEGORY	A	B	C	D
LP MDA	6720-1 522 (600-1)		6720-1½ 522 (600-1½)	
LNAV MDA	7280-1¼ 1082 (1100-1¼)	7280-1½ 1082 (1100-1½)	7280-3 1082 (1100-3)	
C CIRCLING	7280-1¼ 1082 (1100-1¼)	7320-1½ 1122 (1300-1½)	7720-3 1522 (1600-3)	

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

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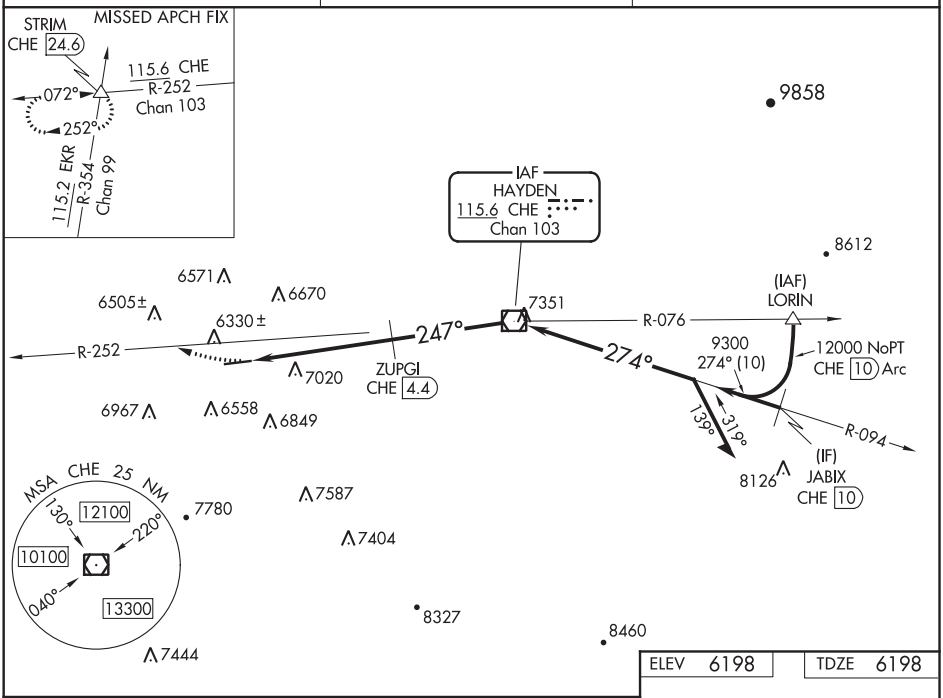
VOR/DME CHE	APP CRS	Rwy ldg	5606
115.6	247°	TDZE	6198
Chan 103		Apt Elev	6198

VOR RWY 25
CRAIG-MOFFAT (CAG)

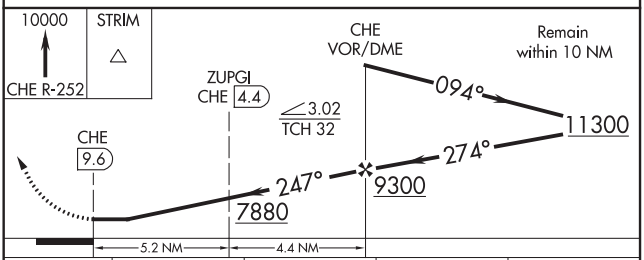
Rwy 25 helicopter visibility reduction below 1 SM NA.
Straight-in and Circling to Rwy 25 NA at night.
-31°C Circling NA for Cat D south of Rwy 7-25.

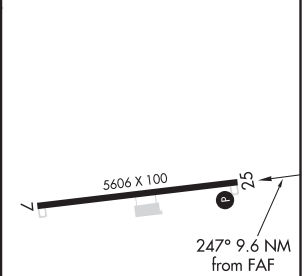
MISSED APPROACH: Climb to 10000 on CHE VOR/DME R-252 to STRIM INT/24.6 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.425	120.475 235.975	122.8 (CTAF) L



ELEV	6198	TDZE	6198





CATEGORY	A	B	C	D
S-25	7880-1¼ 1682 (1700-1¼)	7880-1½ 1682 (1700-1½)	7880-3	1682 (1700-3)
C CIRCLING	7880-1¼ 1682 (1700-1¼)	7880-1½ 1682 (1700-1½)	7880-3	1682 (1700-3)
ZUPGI FIX MINIMUMS				
S-25	7280-1¼ 1082 (1100-1¼)	7280-1½ 1082 (1100-1½)	7280-3	1082 (1100-3)
C CIRCLING	7280-1¼ 1082 (1100-1¼)	7320-1½ 1122 (1200-1½)	7720-3	1522 (1600-3)

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

FAF to MAP 9.6 NM					
Knots	60	90	120	150	180
Min:Sec	9:36	6:24	4:48	3:50	3:12

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEL NORTE, COLORADO | AL-11002 (FAA) | 18312

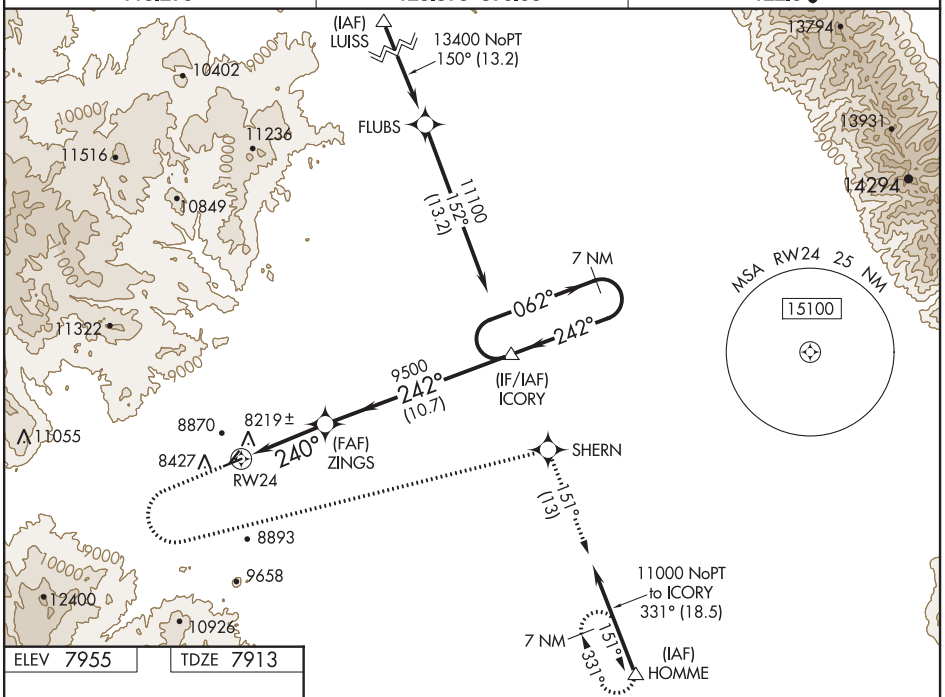
RNAV (GPS) RWY 24
ASTRONAUT KENT ROMINGER (RCV)

WAAS CH 93740 W24A	APP CRS 240°	Rwy ldg 6051	TDZE 7913	Apt Elev 7955

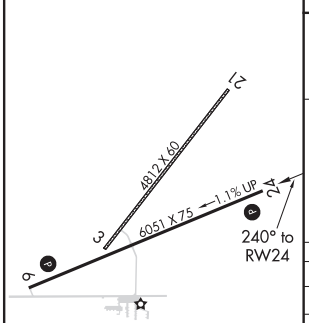
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). Circling NA northwest of Rwy 6-24. Circling Rwy 6 NA at night. DME/DME RNP-0.3 NA. Circling NA to Rwy 3/21.

MISSED APPROACH: Climb to 8600 then climbing left turn to 11100 direct SHERN and on track 151° to HOMME and hold. #Missed approach requires a minimum climb of 310 feet per NM to 9200.

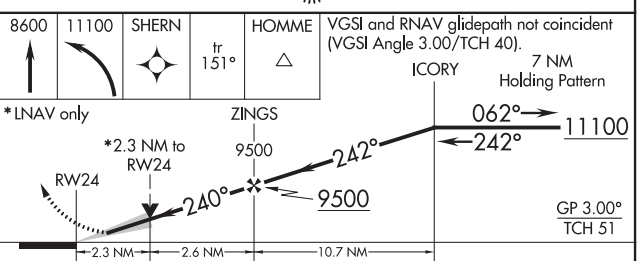
AWOS-3PT	DENVER CENTER	CTAF
118.275	128.375 379.95	122.9 L



ELEV 7955 | TDZE 7913



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
LPV DA #	8163-1	250 (300-1)	NA	
LPV DA	8220-1⅛	307 (300-1⅛)	NA	
LNAV/VNAV DA	8443-1⅞	530 (500-1⅞)	NA	
LNAV MDA	8680-1 767 (800-1)	8680-1¼ 767 (800-1¼)	NA	
C CIRCLING	8700-1 745 (800-1)	8840-1¼ 885 (900-1¼)	NA	

SW-1, 25 FEB 2021 to 22 APR 2021

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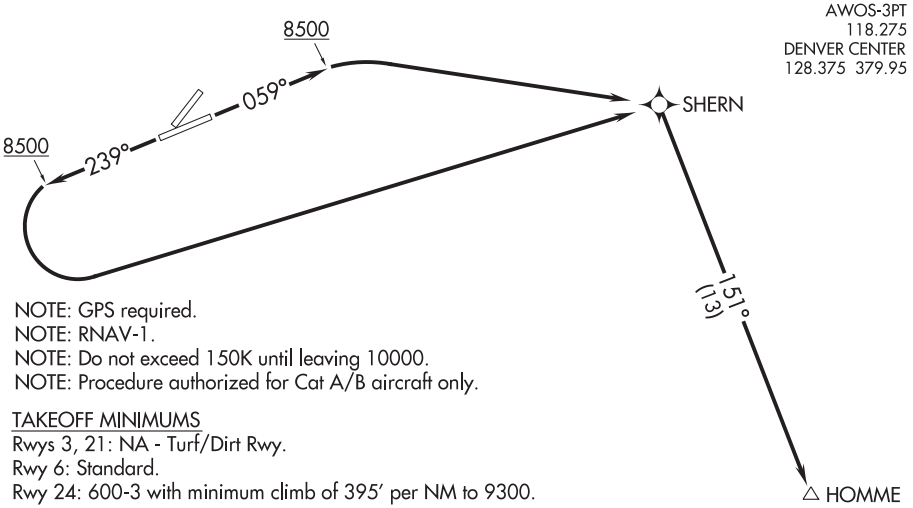
AWOS-3PT
118.275
DENVER CENTER
128.375 379.95



NOTE: GPS required.
NOTE: RNAV-1.
NOTE: Do not exceed 150K until leaving 10000.
NOTE: Procedure authorized for Cat A/B aircraft only.

TAKEOFF MINIMUMS
Rwys 3, 21: NA - Turf/Dirt Rwy.
Rwy 6: Standard.
Rwy 24: 600-3 with minimum climb of 395′ per NM to 9300.

TAKEOFF OBSTACLE NOTES

Rwy 6: REIL 38′ from DER, 76′ left of centerline, 3′ AGL/7891′ MSL. REIL 38′ from DER, 77′ right of centerline, 4′ AGL/7891′ MSL. Terrain 90′ from DER, 460′ left of centerline, 7892′ MSL. Bush 140′ from DER, 373′ left of centerline, 2′ AGL/7894′ MSL. Terrain 172′ from DER, 528′ left of centerline, 7895′ MSL. Bush 240′ from DER, 428′ left of centerline, 7896′ MSL. Terrain 4704′ from DER, 1659′ left of centerline, 8008′ MSL. Terrain 4729′ from DER, 1763′ left of centerline, 8014′ MSL. Terrain and tree beginning 4807′ from DER, 1468′ left of centerline, up to 8028′ MSL.

Rwy 24: Terrain 11′ from DER, 153′ right of centerline, 7958′ MSL. Terrain and bush beginning 15′ from DER, 243′ right of centerline, up to 7973′ MSL. Terrain and bush beginning 234′ from DER, 222′ right of centerline, up to 7976′ MSL. Terrain and bush beginning 518′ from DER, 428′ right of centerline, up to 7977′ MSL. Terrain 619′ from DER, 583′ right of centerline, 7979′ MSL. Terrain and bush beginning 703′ from DER, 514′ right of centerline, up to 7983′ MSL. Bush 818′ from DER, 654′ right of centerline, 7984′ MSL. Vehicles on road and terrain beginning 926′ from DER, 583′ right of centerline, up to 8002′ MSL. Terrain 1335′ from DER, 763′ left of centerline, 7999′ MSL. Terrain beginning 1389′ from DER, 591′ left of centerline, 8000′ MSL. Bush 1462′ from DER, 742′ left of centerline, 8037′ MSL. Terrain and tree beginning 1534′ from DER, 482′ left of centerline, up to 8065′ MSL. Terrain beginning 1683′ from DER, 413′ left of centerline, up to 8106′ MSL. Terrain beginning 1900′ from DER, 499′ left of centerline, up to 8147′ MSL. Terrain beginning 2006′ from DER, 400′ left of centerline, up to 8191′ MSL. Terrain beginning 2059′ from DER, 428′ left of centerline, up to 8195′ MSL. Terrain and bush beginning 2164′ from DER, 332′ left of centerline, up to 8210′ MSL. Terrain and bush beginning 2270′ from DER, 427′ left of centerline, up to 8228′ MSL. Terrain 5615′ from DER, 1931′ right of centerline, 8099′ MSL. Terrain, antenna and general utility beginning 5649′ from DER, 1089′ left of centerline, up to 5′ AGL/8274′ MSL. Terrain 6019′ from DER, 1834′ right of centerline, 8128′ MSL. Terrain 6019′ from DER, 1932′ right of centerline, 8141′ MSL. Terrain beginning 1 NM from DER, 1655′ right of centerline, up to 8208′ MSL. Terrain bush and tree beginning 1 NM from DER, 875′ right of centerline, up to 8435′ MSL. General utility and terrain beginning 1 NM from DER, 1840′ right of centerline, up to 5′ AGL/8427′ MSL. Terrain, fence, tree and transmission tower beginning 1.7 NM from DER, 295′ right of centerline, up to 8503′ MSL. Terrain beginning 1.9 NM from DER, 63′ left of centerline, up to 8352′ MSL. Terrain 2.5 NM from DER, 1386′ left of centerline, 8420′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 059° to 8500, then climbing right turn to 10000 direct SHERN, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 239° to 8500, then climbing left turn to 10000 direct SHERN, thence. . . .

. . . .on track 151° to HOMME, continue climb until reaching the MCA/MEA for direction of flight before proceeding on course.

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DELTA, COLORADO | AL-10760 (FAA) | 19283

RNAV (GPS) RWY 3
BLAKE FIELD (AJZ)

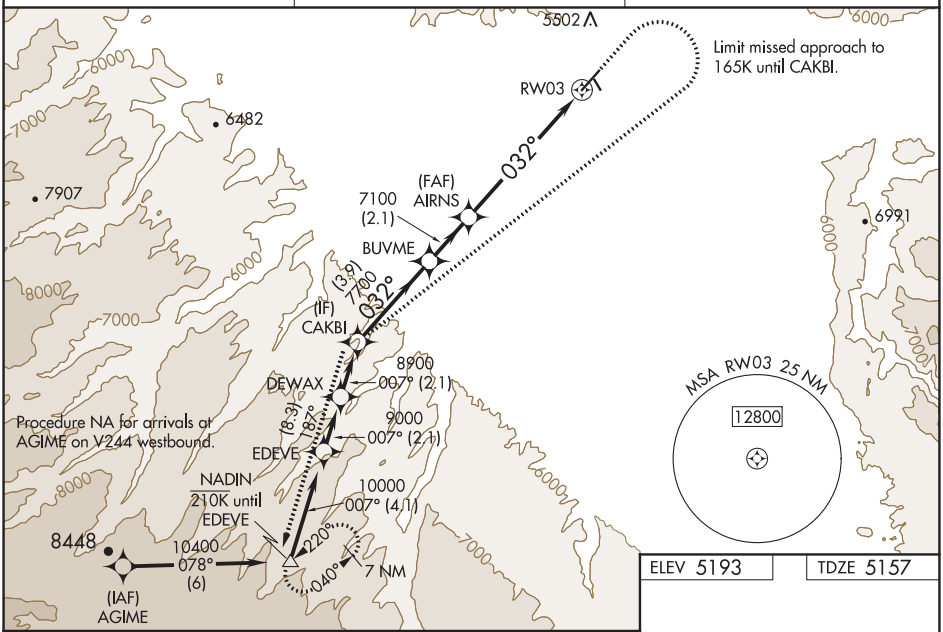
WAAS CH 90537 W03A	APP CRS 032°	Rwy ldg 5598 TDZE 5157 Apt Elev 5193

RNP APCH.

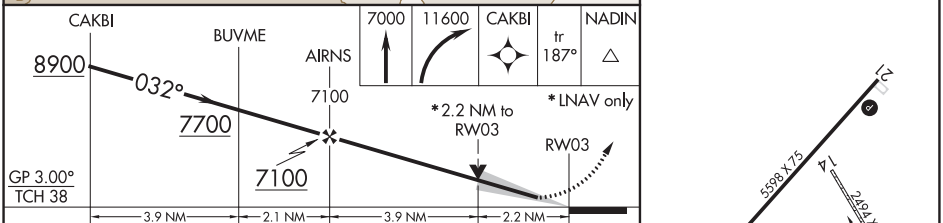
T A Baro-VNAV NA when using Montrose altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. When local altimeter setting not received, use Montrose altimeter setting: increase #LPV DA to 5529 feet and visibility all Cats ⅜ SM, increase LPV DA to 5670 feet and visibility all Cats ½ SM, increase LNAV/VNAV DA to 5979 feet and visibility all Cats ½ SM. Increase all MDA 140 feet and visibility Cat B ¼ SM, Cat C ½ SM and Circling Cat A ¼ SM. VDP NA when using Montrose altimeter setting.
Circling NA to Rwys 14 and 32.
Missed approach requires minimum climb of 250 feet per NM to 6900.

MISSED APPROACH: Climb to 7000 then climbing right turn to 11600 direct CAKBI and on track 187° to NADIN and hold, continue climb-in-hold to 11600.

AWOS-3	DENVER CENTER	UNICOM
134.0	127.1 343.65	122.8 (CTAF) L



ELEV 5193 | TDZE 5157



CATEGORY	A	B	C	D
#LPV DA	5407-1 250 (300-1)			NA
LPV DA	5548-1½ 391 (400-1½)			NA
LNAV/VNAV DA	5857-2 700 (700-2)			NA
LNAV MDA	5840-1 683 (700-1)		5840-2 683 (700-2)	NA
C CIRCLING	5900-1 707 (800-1)	6340-1½ 1147 (1200-1½)	6680-3 1487 (1500-3)	NA

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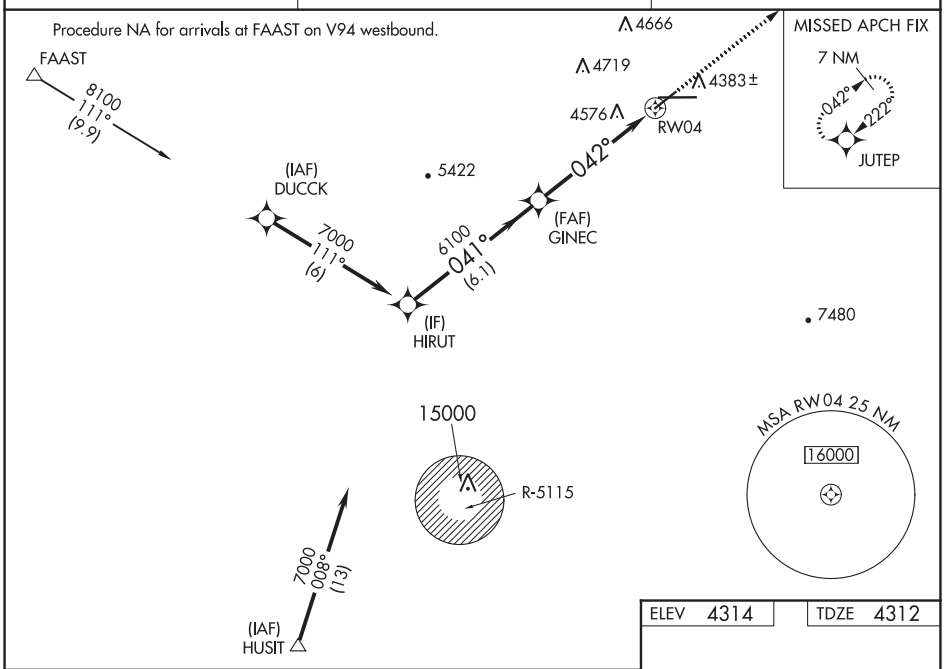
WAAS CH 99319 W04A	APP CRS 042°	Rwy ldg 5675 TDZE 4312 Apt Elev 4314

RNAV (GPS) RWY 4
DEMING MUNI (DMN)

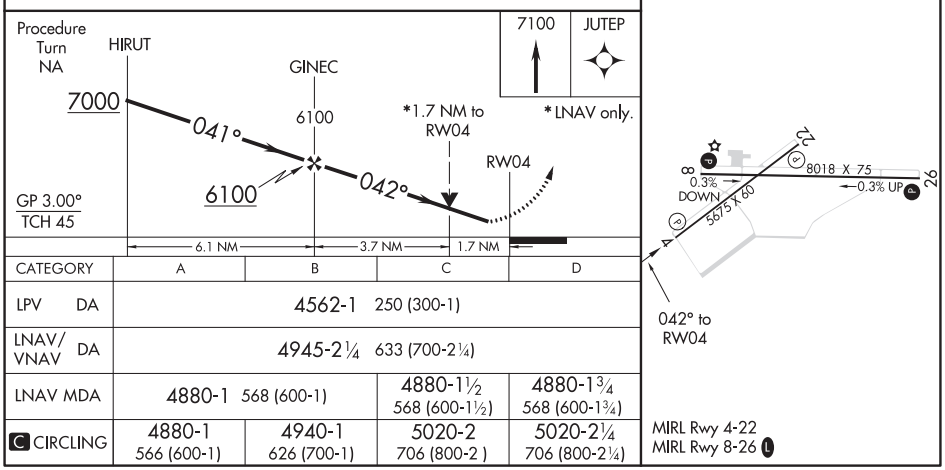
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). VDP and Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D visibility ½ mile, increase Circling Cat B visibility ¼ mile and Cats C and D visibility ½ mile. Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 8, 22 NA at night.

MISSED APPROACH: Climb to 7100 direct JUTEP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L



ELEV 4314	TDZE 4312



CATEGORY	A	B	C	D
LPV DA	4562-1 250 (300-1)			
LNAV/VNAV DA	4945-2¼ 633 (700-2¼)			
LNAV MDA	4880-1 568 (600-1)		4880-1½ 568 (600-1½)	4880-1¾ 568 (600-1¾)
C CIRCLING	4880-1 566 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

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APP CRS	Rwy ldg	8018
080°	TDZE	4314
	Apt Elev	4314

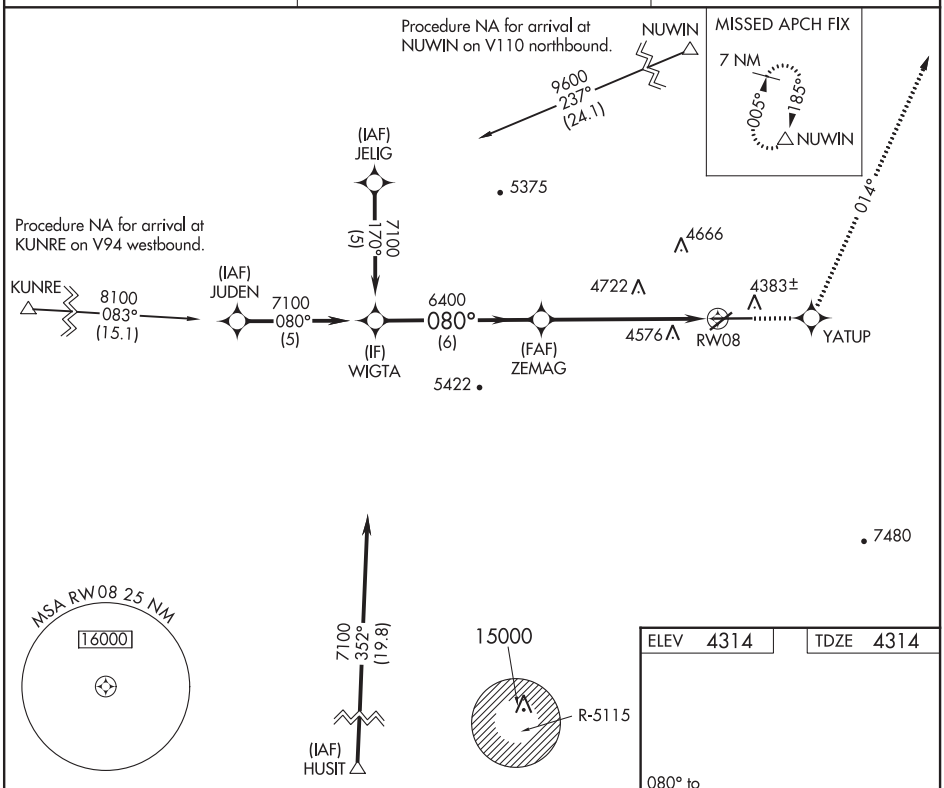
RNAV (GPS) RWY 8

DEMING MUNI (DMN)

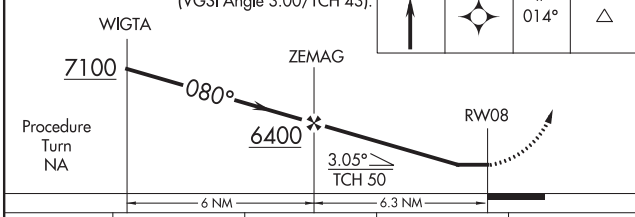
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet; increase LNAV Cats C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 8 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 8 NA at night, Circling Rwy 8, 22 NA at night.

MISSED APPROACH: Climb to 8000 direct YATUP and on track 014° to NUWIN and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L

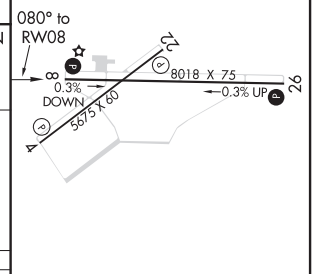


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).



CATEGORY	A	B	C	D
LNAV MDA	4920-1 606 (700-1)		4920-1¾ 606 (700-1¾)	4920-2 606 (700-2)
C CIRCLING	4920-1 606 (700-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

ELEV 4314 TDZE 4314



MIRL Rwy 4-22
MIRL Rwy 8-26 L

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WAAS CH 70419 W22A	APP CRS 222°	Rwy ldg 5675 TDZE 4310 Apt Elev 4314

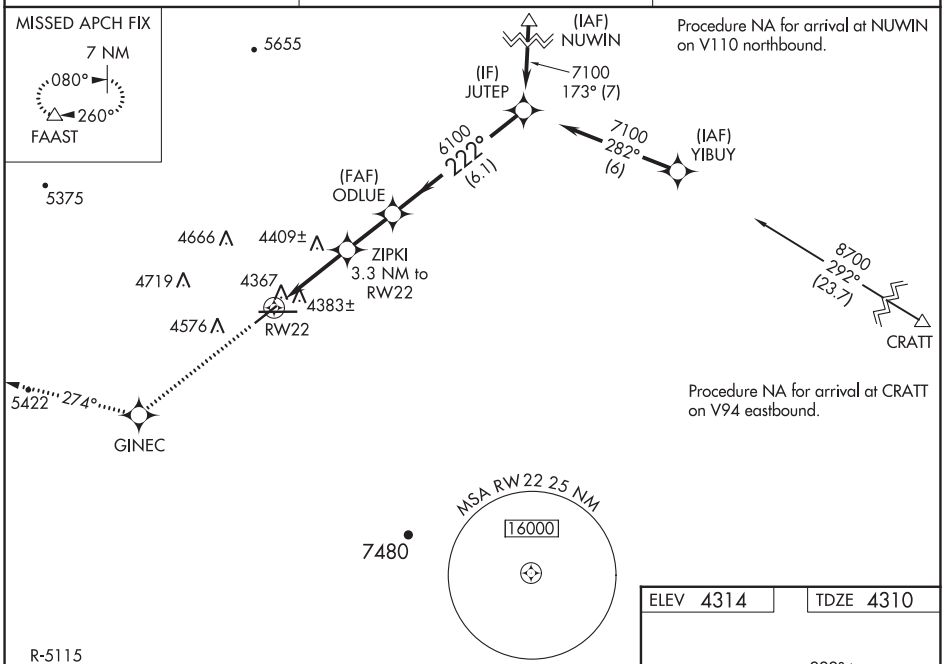
RNAV (GPS) RWY 22

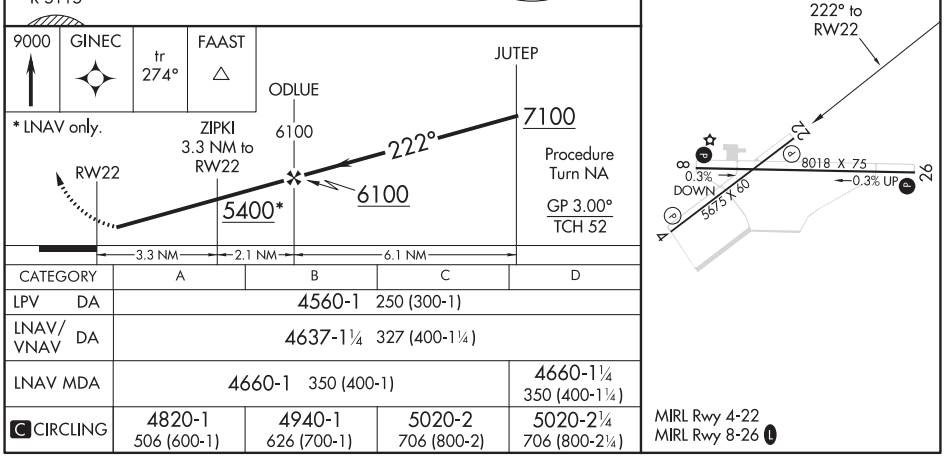
DEMING MUNI (DMN)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C and D visibility ¼ mile, increase Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 8, 22 NA at night.

MISSED APPROACH: Climb to 9000 direct GINEC and on track 274° to FAAST and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4560-1 250 (300-1)			
LNAV/VNAV DA	4637-1¼ 327 (400-1¼)			
LNAV MDA	4660-1 350 (400-1)			4660-1¼ 350 (400-1¼)
C CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

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DEMING, NEW MEXICO | AL-478 (FAA) | 19115

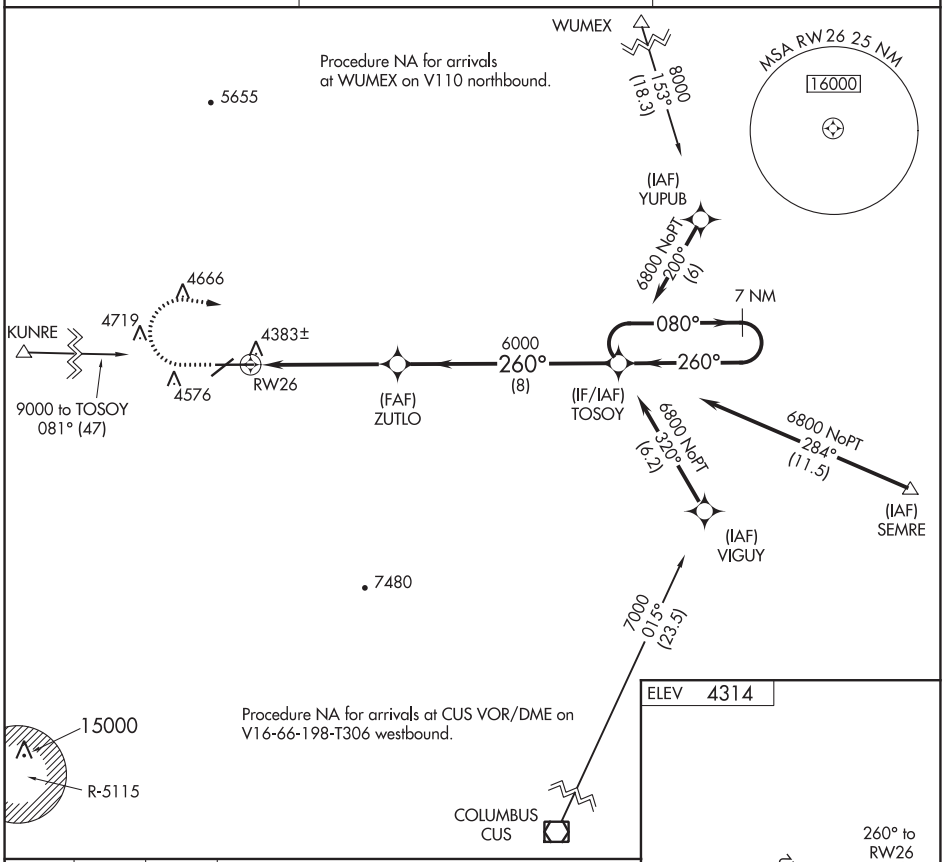
APP CRS	Rwy ldg	N/A
260°	TDZE	N/A
	Apt Elev	4314

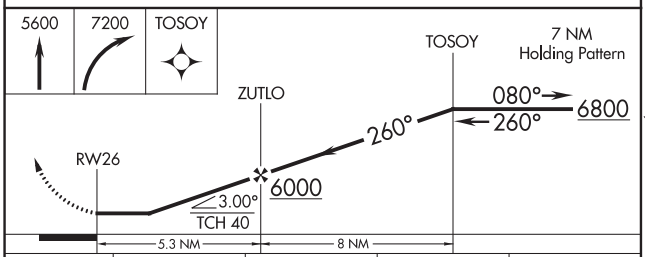
RNAV (GPS)-A
DEMING MUNI (DMN)

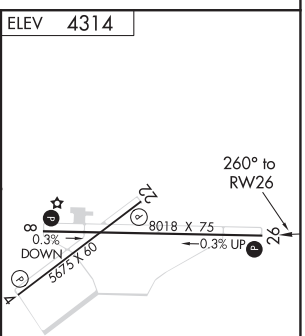
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climb to 5600 then climbing right turn to 7200 direct TOSOY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

MIRL Rwy 4-22
MIRL Rwy 8-26 L

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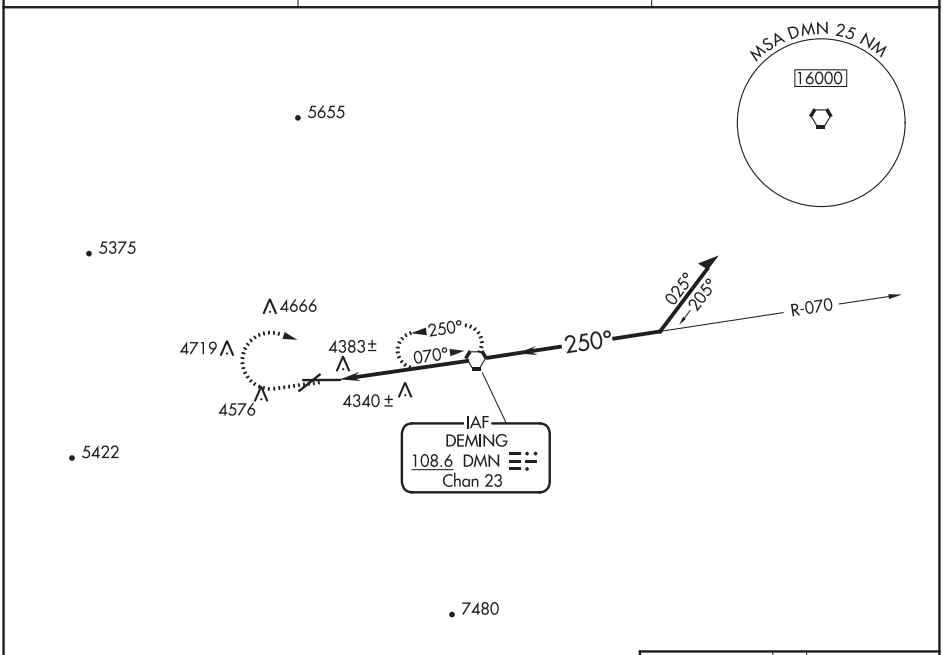
VORTAC DMN	APP CRS	Rwy ldg	8018
108.6	250°	TDZE	4297
Chan 23		Apt Elev	4314

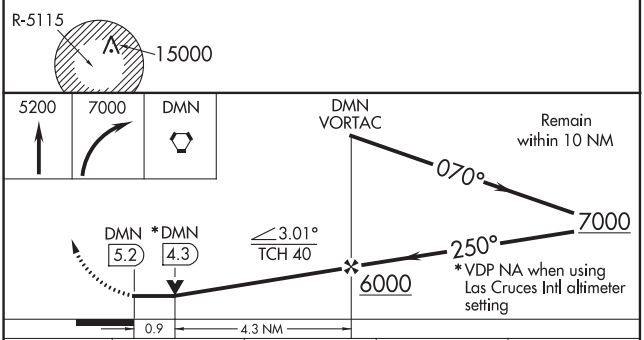
VOR RWY 26
DEMING MUNI (DMN)

If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet and increase Circling Cat C/D visibility by ½ SM. Circling Rwy 8, 22 NA at night.

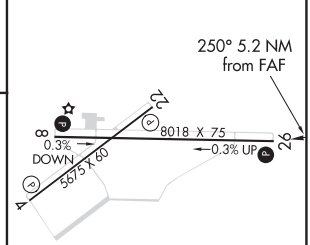
MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct DMN VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	128.2 285.5	122.8 (CTAF) L





ELEV 4314	TDZE 4297



MIRL Rwy 4-22
MIRL Rwy 8-26 L

CATEGORY	A	B	C	D
S-26	4640-1 343 (400-1)			
C CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2¼ 706 (800-2¼)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

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DENVER, COLORADO

AL-5715 (FAA)

20142

ILS or LOC RWY 35R
CENTENNIAL (APA)

LOC/DME I-APA	APP CRS		35R	35L
111.3	350°	Rwy ldg	10001	7001
Chan 50		TDZE	5885	5869
		Apt Elev	5885	5885

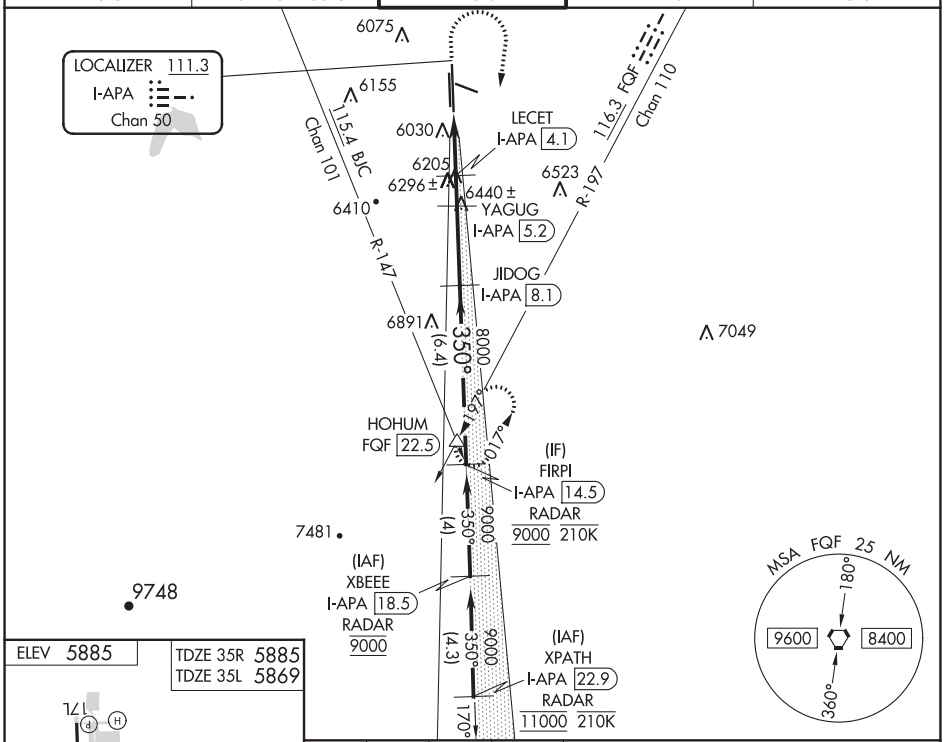
RADAR and DME required.

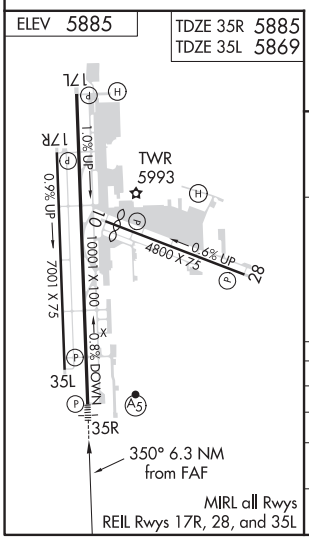
Rwy 35L helicopter visibility reduction below 1 SM NA. For inop ALS, increase S-LOC 35R Cat C/D visibility to 1⅝ SM. Sidestep and Circling Rwy 35L NA at night.

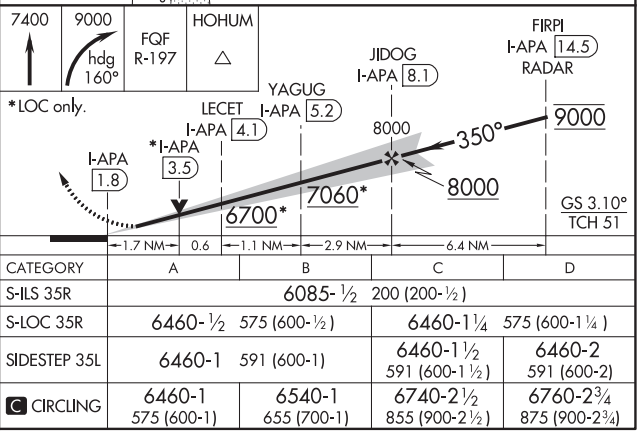
MALSR

MISSED APPROACH: Climb to 7400 then climbing right turn to 9000 on heading 160° and FQF VORTAC R-197 to HOHUM INT/FQF 22.5 DME and hold.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6







CATEGORY	A	B	C	D
S-ILS 35R	6085-½ 200 (200-½)			
S-LOC 35R	6460-½ 575 (600-½)		6460-1¼ 575 (600-1¼)	
SIDESTEP 35L	6460-1 591 (600-1)		6460-1½ 591 (600-1½)	6460-2 591 (600-2)
C CIRCLING	6460-1 575 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6760-2¾ 875 (900-2¾)

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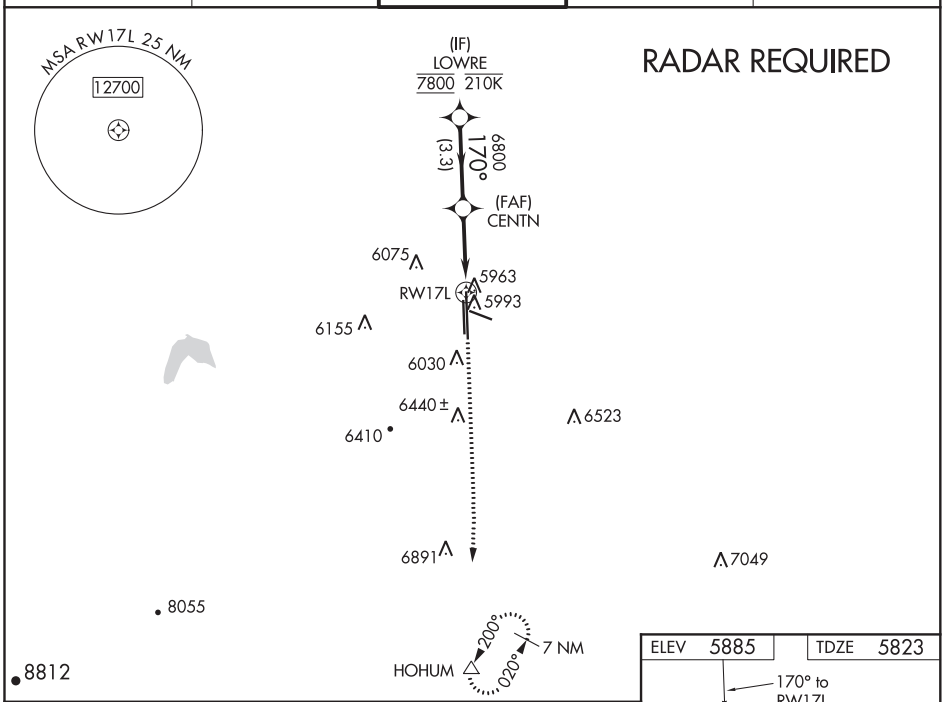
WAAS CH 72930 W17A	APP CRS 170°	Rwy ldg 10000 TDZE 5823 Apt Elev 5885

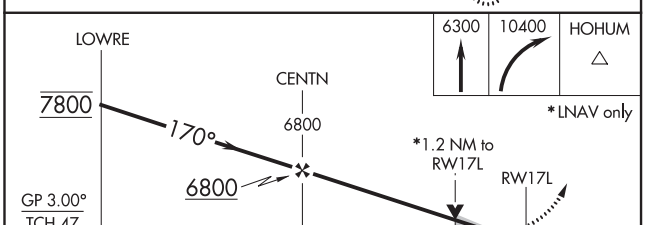
RNAV (GPS) RWY 17L
CENTENNIAL (APA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.
Night Landing: Rwy 35L NA.

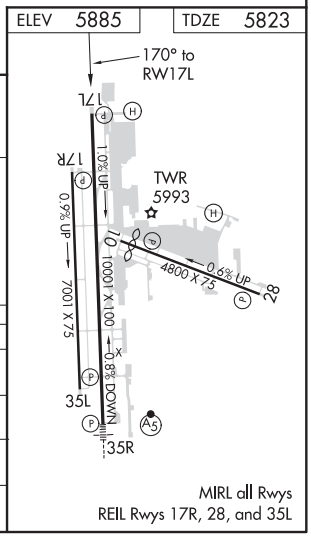
MISSED APPROACH: Climb to 6300 then climbing right turn to 10400 direct HOHUM and hold, continue climb-in-hold to 10400.

ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6





CATEGORY	A	B	C	D
LPV DA	6023-¾ 200 (200-¾)			
LNAV/VNAV DA	6154-1¼ 331 (300-1¼)			
LNAV MDA	6220-1 397 (400-1)		6220-1⅛ 397 (400-1⅛)	
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6900-3 1015 (1100-3)



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DENVER, COLORADO AL-5715 (FAA) 19283

WAAS CH 82107 W28A	APP CRS 283°	Rwy ldg 4800 TDZE 5813 Apt Elev 5885

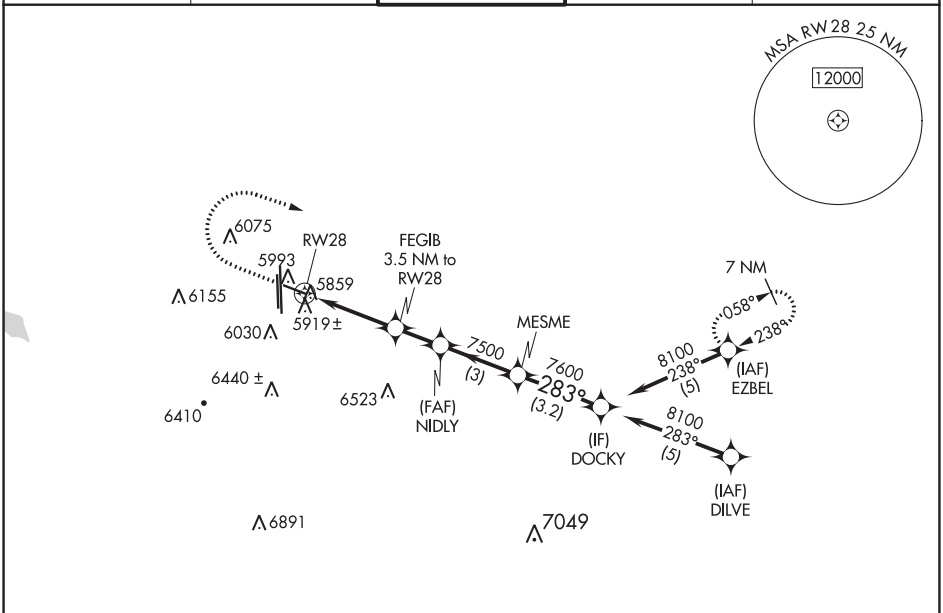
RNAV (GPS) RWY 28
CENTENNIAL (APA)

RNP APCH.

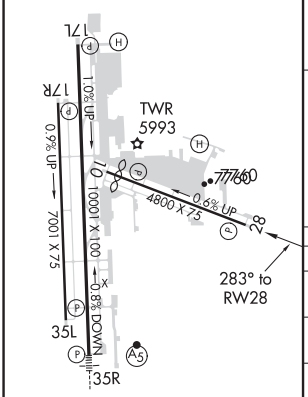
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 49°C. Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 35L NA at night.

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct EZBEL and hold.

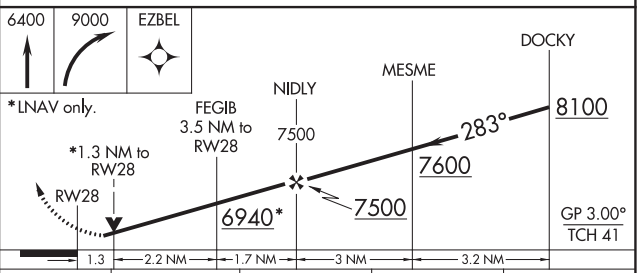
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6



ELEV 5885 TDZE 5813



MIRL all Rwys
REIL Rwys 17R, 28, and 35L



CATEGORY	A	B	C	D
LPV DA	6079-⅞ 266 (200-⅞)			
LNAV/VNAV DA	6119-1 306 (300-1)			
LNAV MDA	6260-1 447 (400-1)		6260-1⅜ 447 (400-1⅜)	
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6900-3 1015 (1100-3)

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WAAS CH 40339 W35A	APP CRS 350°	Rwy ldg 10001 TDZE 5885 Apt Elev 5885

RNAV (GPS) RWY 35R
CENTENNIAL (APA)

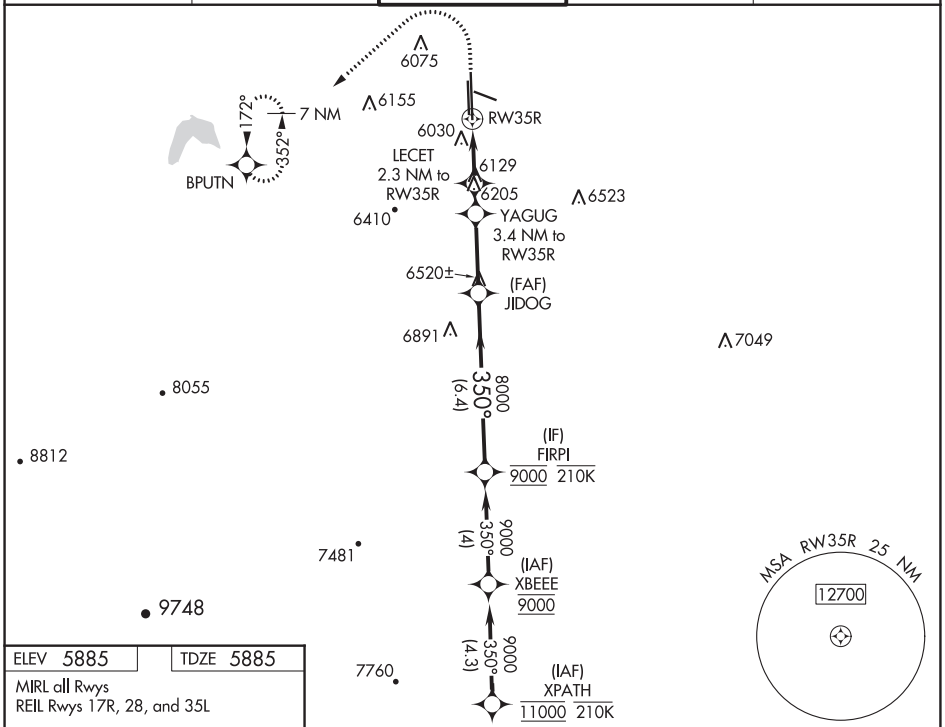
RNP APCH.

Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

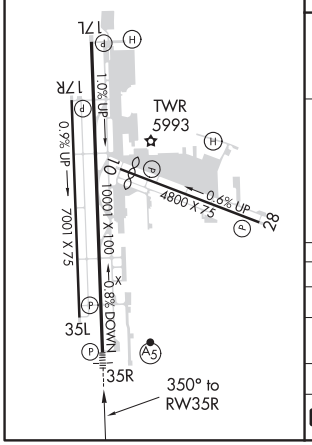
MISSED APPROACH: (Do not exceed 240K until BPTUN) Climb to 8200 then climbing left turn to 9600 direct BPUTN and hold.

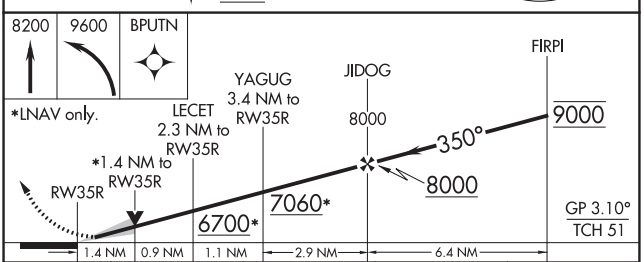
ATIS	DENVER APP CON	CENTENNIAL TOWER	GND CON	CLNC DEL
120.3	132.75 269.3	118.9	121.8	128.6



ELEV 5885 TDZE 5885

MIRL all Rwys
REIL Rwys 17R, 28, and 35L





CATEGORY	A	B	C	D
LPV DA	6085-½ 200 (200-½)			
LNAV/VNAV DA	6324-¾ 439 (500-¾)			
LNAV MDA	6380-½ 495 (500-½)		6380-1 495 (500-1)	
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2½ 855 (900-2½)	6760-2¾ 875 (900-2¾)

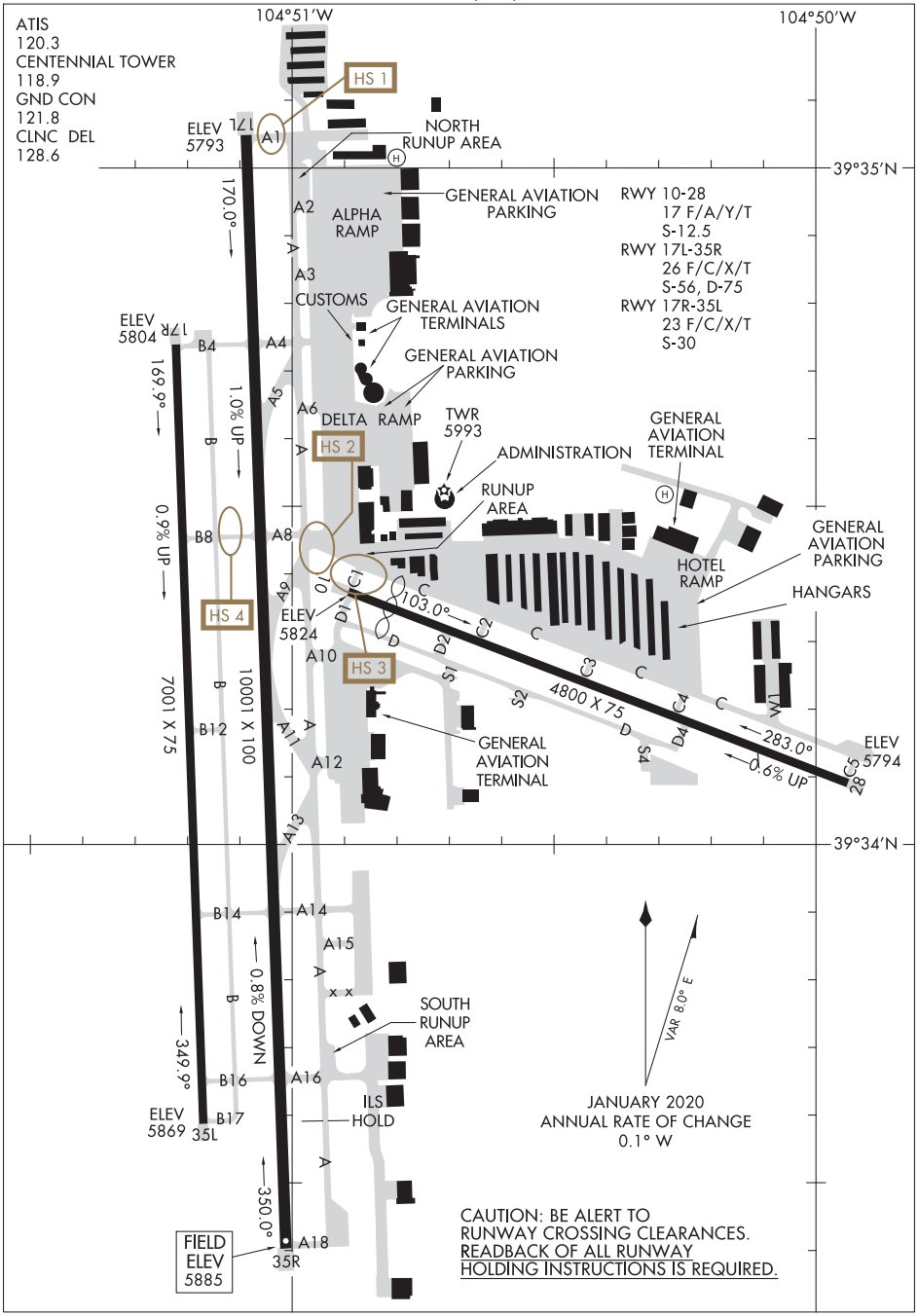
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

20310

AIRPORT DIAGRAM

AL-5715 (FAA)

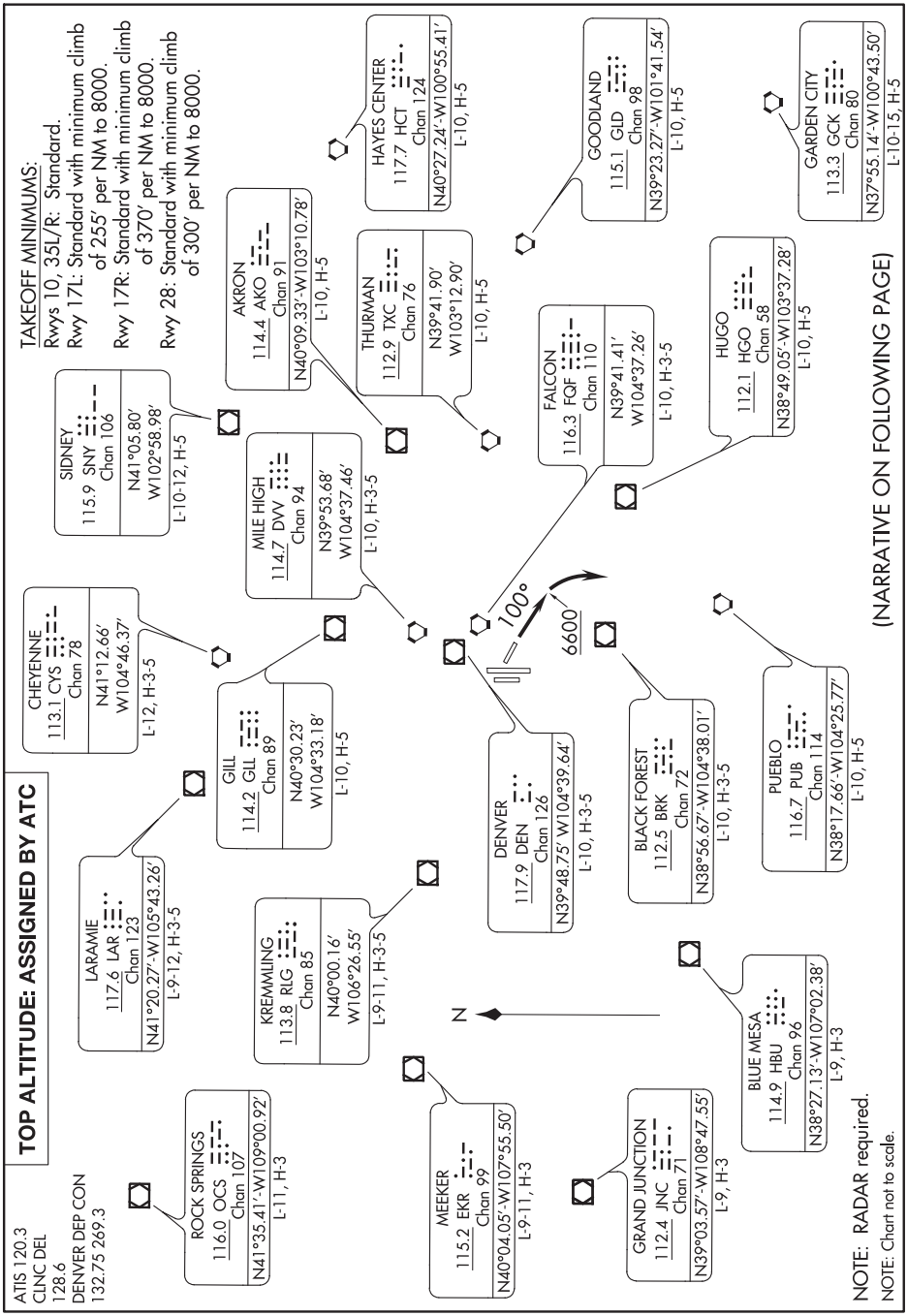
CENTENNIAL (APA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20310
DENVER, COLORADO
CENTENNIAL (APA)


TAKEOFF MINIMUMS:
Rwys 10, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255' per NM to 8000.
Rwy 17R: Standard with minimum climb of 370' per NM to 8000.
Rwy 28: Standard with minimum climb of 300' per NM to 8000.
TOP ALTITUDE: ASSIGNED BY ATC
ATIS 120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3
HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.41'
L-10, H-5
GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5
GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5
AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.78'
L-10, H-5
THURMAN
112.9 TXC
Chan 76
N39°41.90'
W103°12.90'
L-10, H-5
SIDNEY
115.9 SNY
Chan 106
N41°05.80'
W102°58.98'
L-10-12, H-5
FALCON
116.3 FQF
Chan 110
N39°41.41'
W104°37.26'
L-10, H-3-5
HUGO
112.1 HGO
Chan 58
N38°49.05'-W103°37.28'
L-10, H-5
MILE HIGH
114.7 DVV
Chan 94
N39°53.68'
W104°37.46'
L-10, H-3-5
CHEYENNE
113.1 CYS
Chan 78
N41°12.66'
W104°46.37'
L-12, H-3-5
GILL
114.2 GIL
Chan 89
N40°30.23'
W104°33.18'
L-10, H-5
100°
6600
DENVER
117.9 DEN
Chan 126
N39°48.75' W104°39.64'
L-10, H-3-5
BLACK FOREST
112.5 BRK
Chan 72
N38°56.67'-W104°38.01'
L-10, H-3-5
PUEBLO
116.7 PUB
Chan 114
N38°17.66'-W104°25.77'
L-10, H-5
LARAMIE
117.6 LAR
Chan 123
N41°20.27'-W105°43.26'
L-9-12, H-3-5
KREMMLING
113.8 RLG
Chan 85
N40°00.16'
W106°26.55'
L-9-11, H-3-5
N
ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41'-W109°00.92'
L-11, H-3
MEEKER
115.2 EKR
Chan 99
N40°04.05'-W107°55.50'
L-9-11, H-3
GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57'-W108°47.55'
L-9, H-3
BLUE MESA
114.9 HBU
Chan 96
N38°27.13'-W107°02.38'
L-9, H-3
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

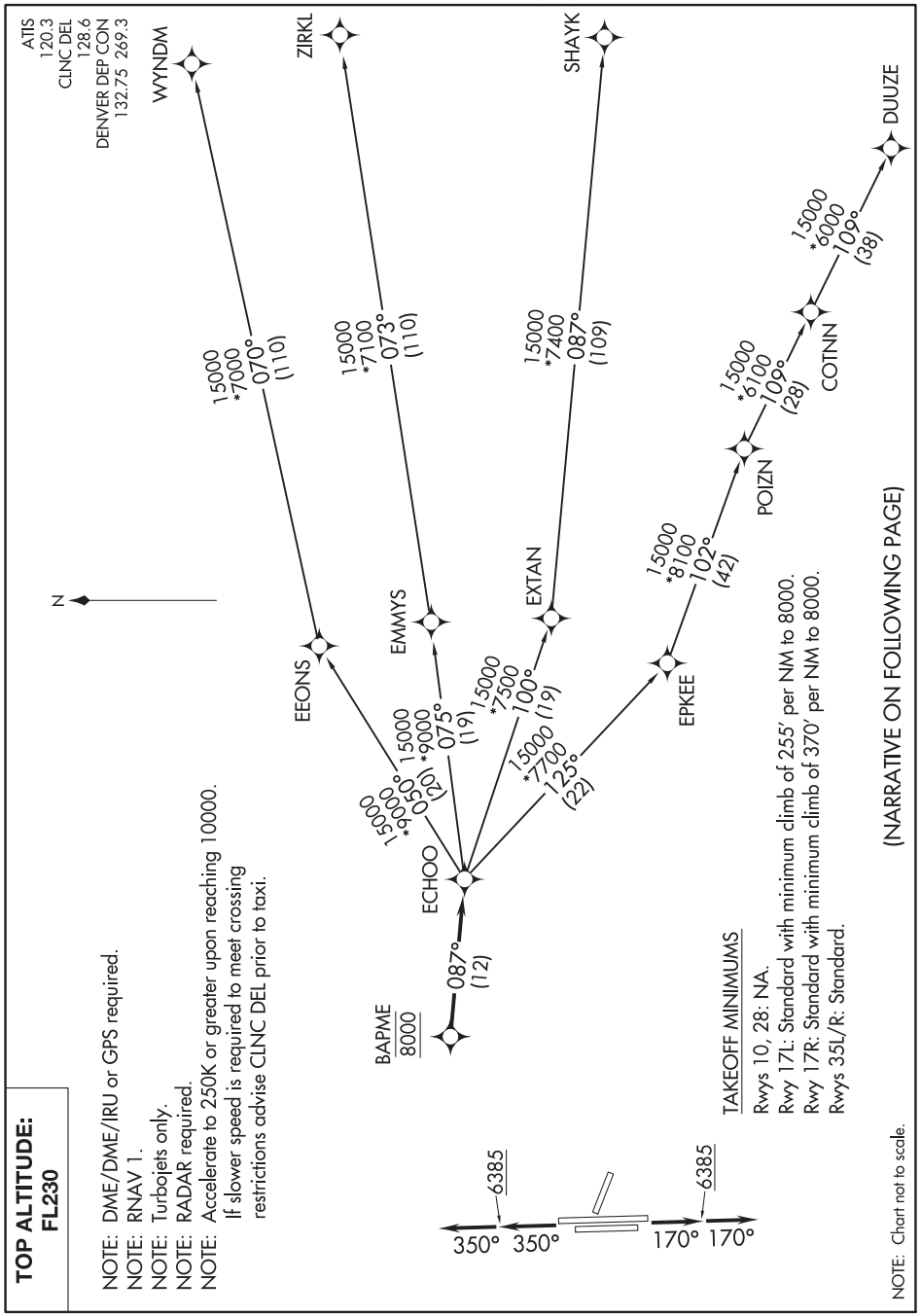
TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

RUNWAY 10: Climb heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021



TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

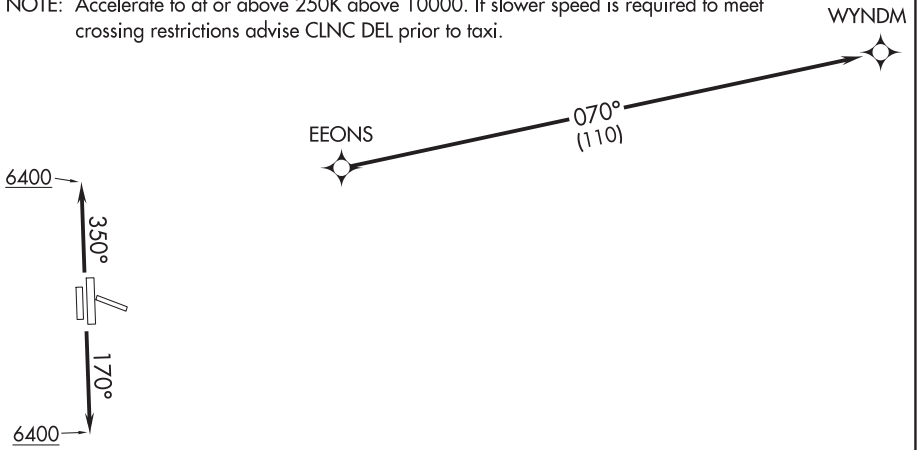
SW-1, 25 FEB 2021 to 22 APR 2021

EEONS SEVEN DEPARTURE (RNAV)

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS
Rwys 10, 28: NA - ATC.
Rwys 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6400, then continue climb on heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6400, then continue climb on heading 350° or as assigned by ATC, thence. . . .

. . . .RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(EMMYS7.ZIRKL) 20030

EMMYS SEVEN DEPARTURE (RNAV)

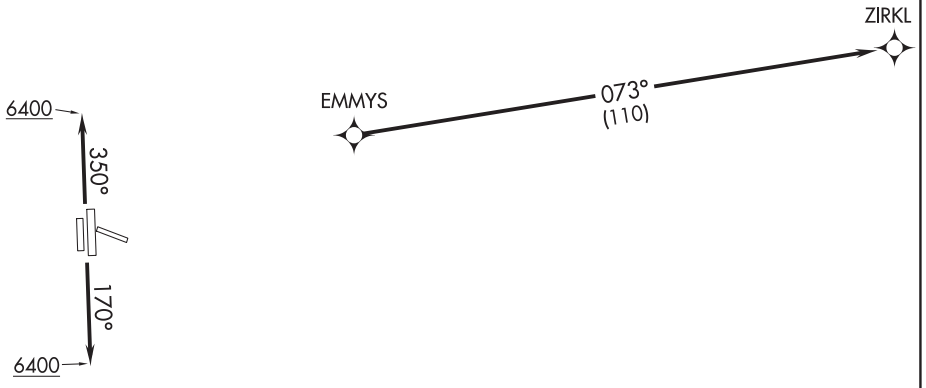
AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: RADAR required.



TAKEOFF MINIMUMS
Rwys 10, 28: NA - ATC.
Rwys 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6400, then continue climb on heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6400 then continue climb on heading 350° or as assigned by ATC, thence. . . .

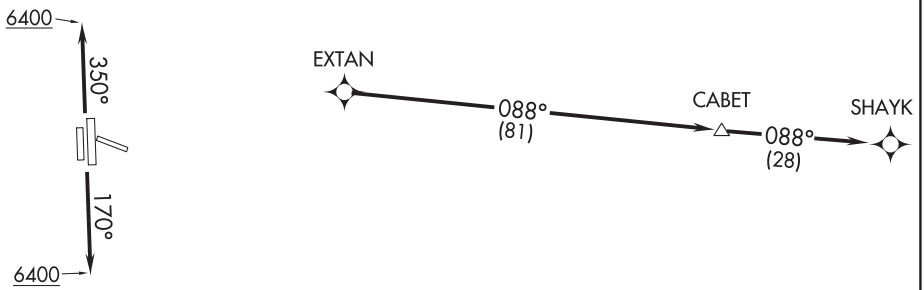
. . . .RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: For non-GPS equipped aircraft TXC DME must be operational.



TAKEOFF MINIMUMS
Rwys 10, 28: NA-ATC.
Rwys 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6400, then continue climb on heading 170° or as assigned by ATC, thence . . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6400, then continue climb on heading 350° or as assigned by ATC, thence . . . .

. . . .RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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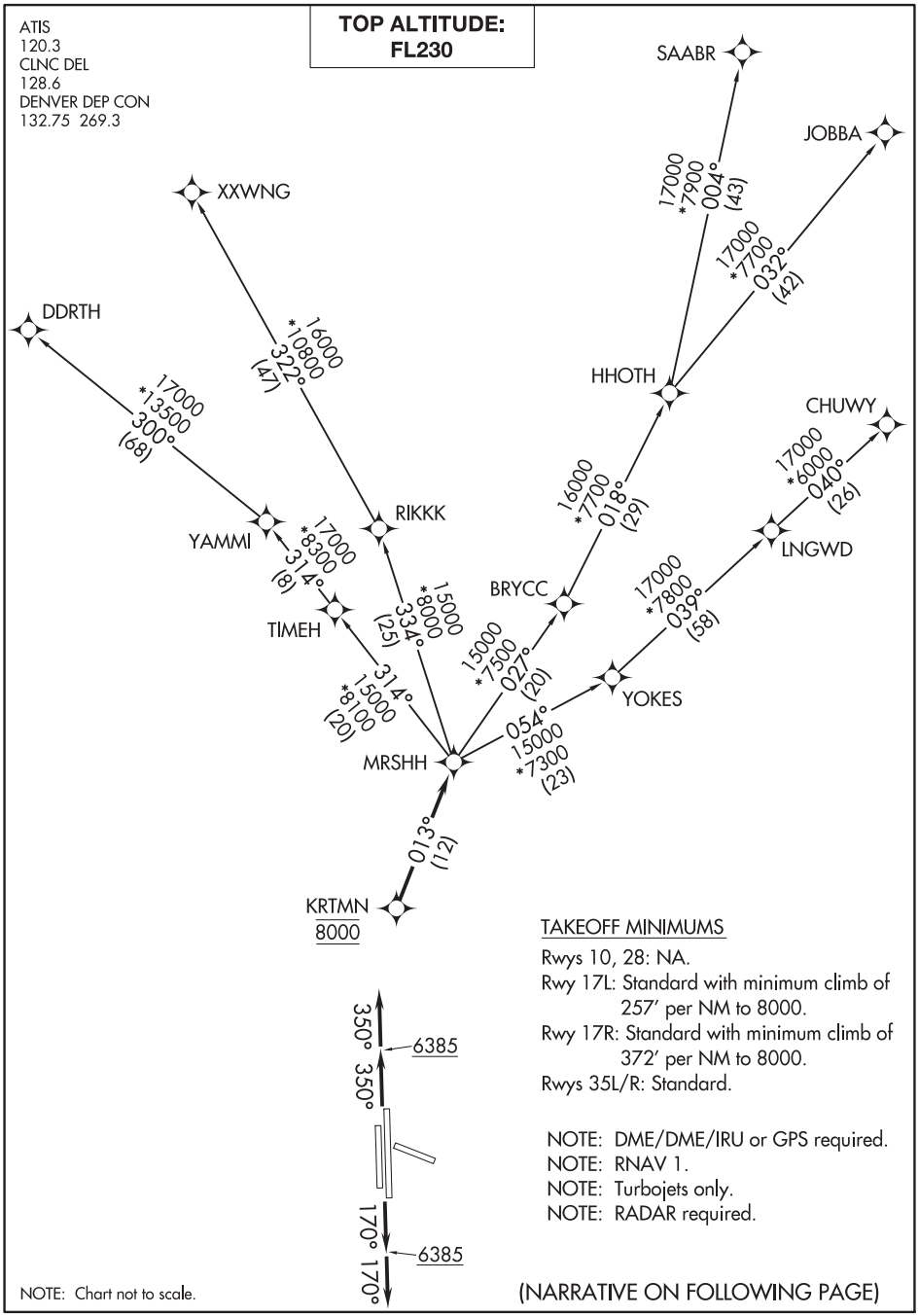
(MRSHH2.MRSHH) 20366

MRSHH TWO DEPARTURE (RNAV)

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



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SW-1, 25 FEB 2021 to 22 APR 2021

MRSHH TWO DEPARTURE (RNAV)

(MRSHH2.MRSHH) 31DEC20

DENVER, COLORADO
CENTENNIAL (APA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

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(PIKES2.DEN) 20030

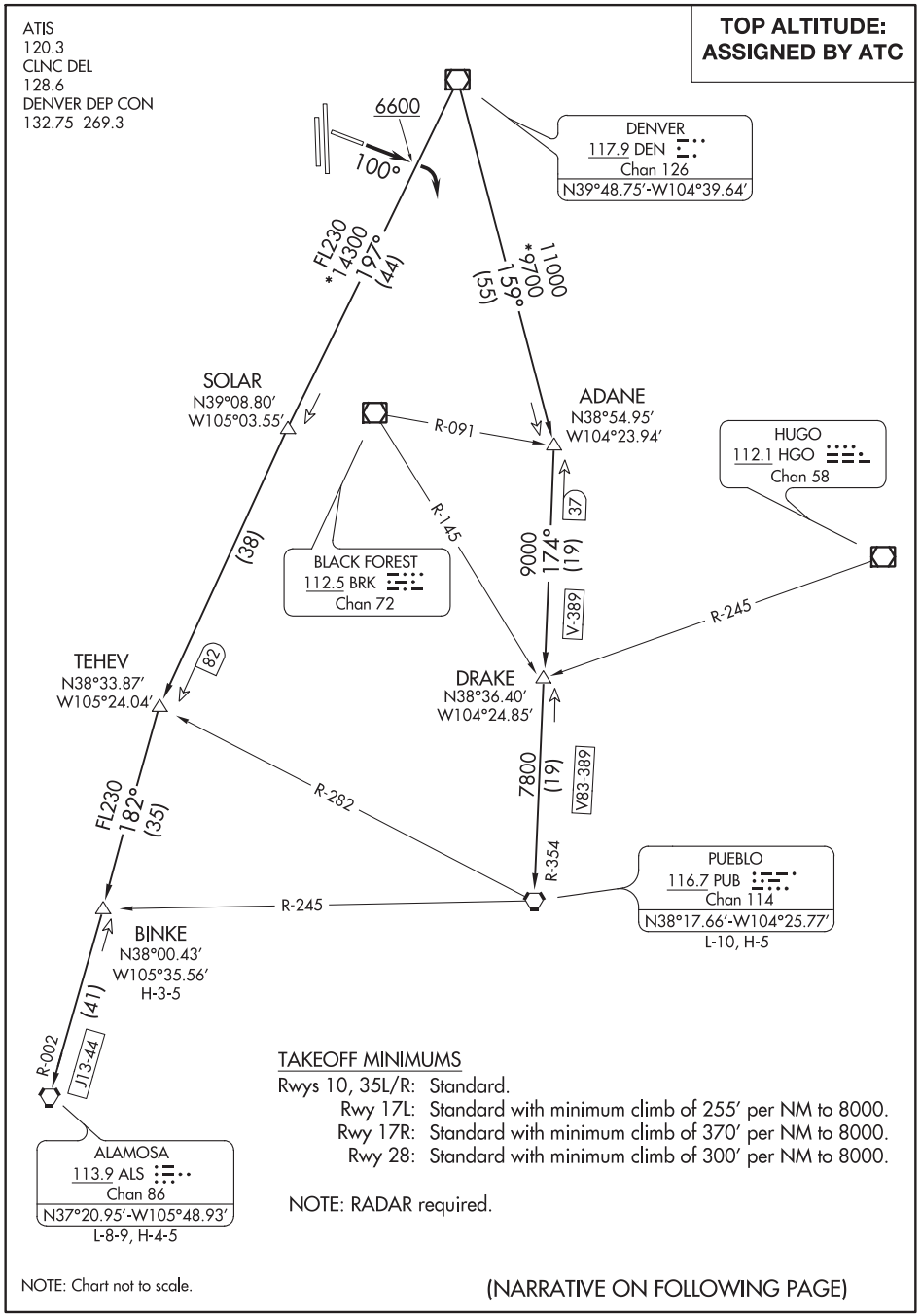
PIKES TWO DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

TOP ALTITUDE: ASSIGNED BY ATC

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3



TAKEOFF MINIMUMS

Rwys 10, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.
Rwy 28: Standard with minimum climb of 300′ per NM to 8000.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

PIKES TWO DEPARTURE
(PIKES2.DEN) 30JAN20
DENVER, COLORADO
CENTENNIAL (APA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 10: Climb on heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

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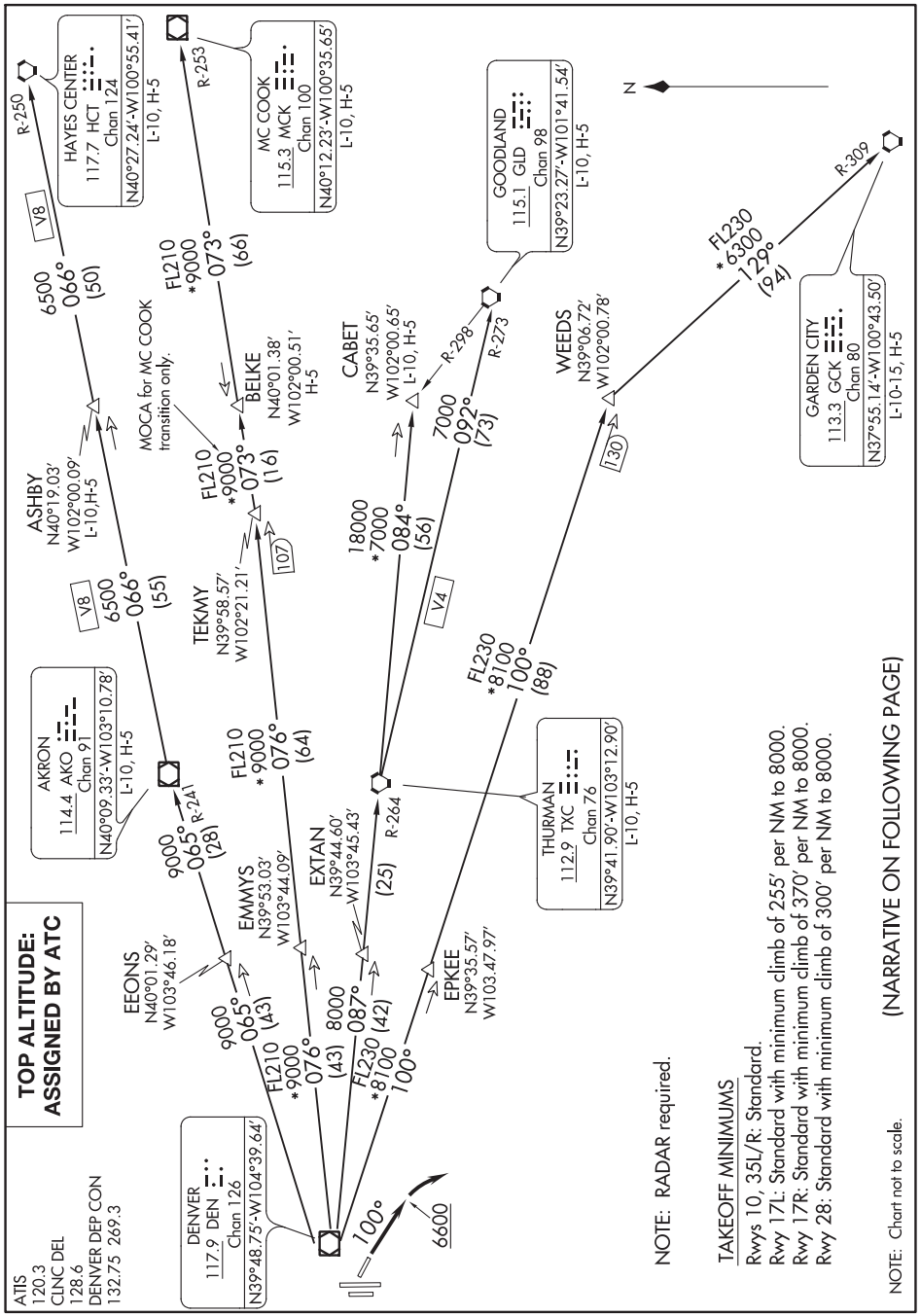
(PLAIN1.DEN) 20030

PLAINS ONE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

PLAINS ONE DEPARTURE

(PLAIN1.DEN) 30JAN20

DENVER, COLORADO
CENTENNIAL (APA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.
RUNWAY 10: Climb on heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.
BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.
GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 25 FEB 2021 to 22 APR 2021
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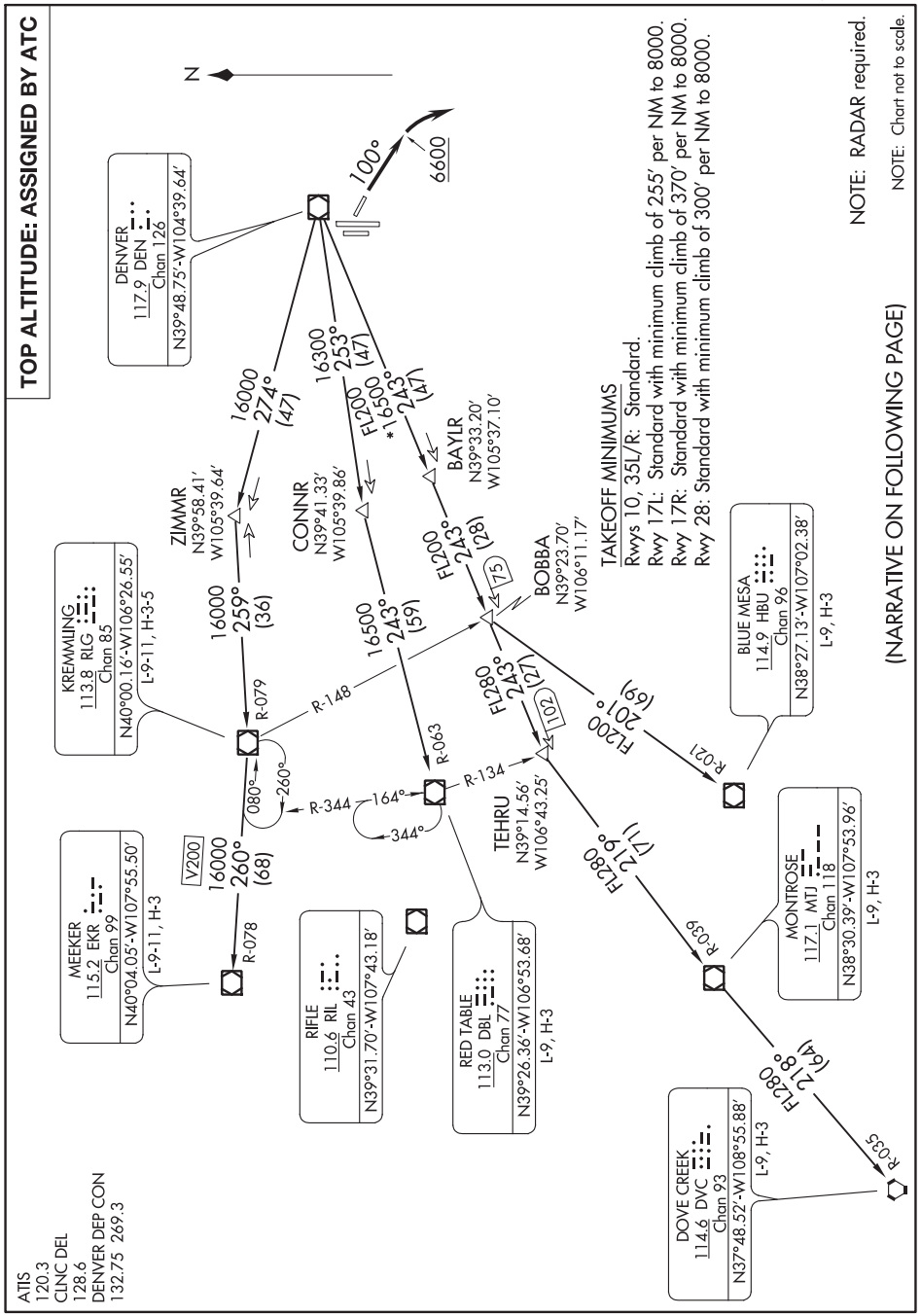
(ROCKI5.DEN) 20086

ROCKIES FIVE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ROCKIES FIVE DEPARTURE

DENVER, COLORADO
CENTENNIAL (APA)

(ROCKI5.DEN) 26MAR20

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.
RUNWAY 10: Climb heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.
KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.
MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 25 FEB 2021 to 22 APR 2021

(SKYEE1.SKYEE) 20086

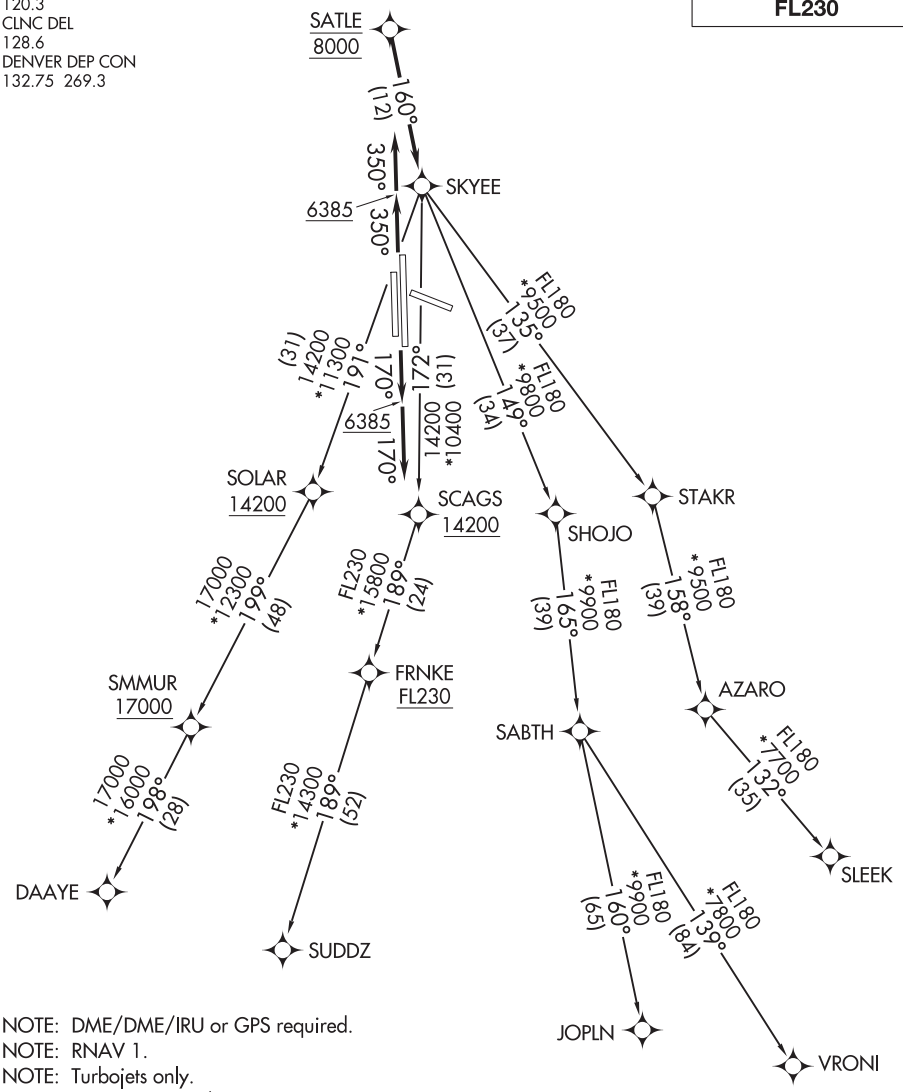
SKYEE ONE DEPARTURE (RNAV)

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 10, 28: NA.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.
Rwys 35L/R: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

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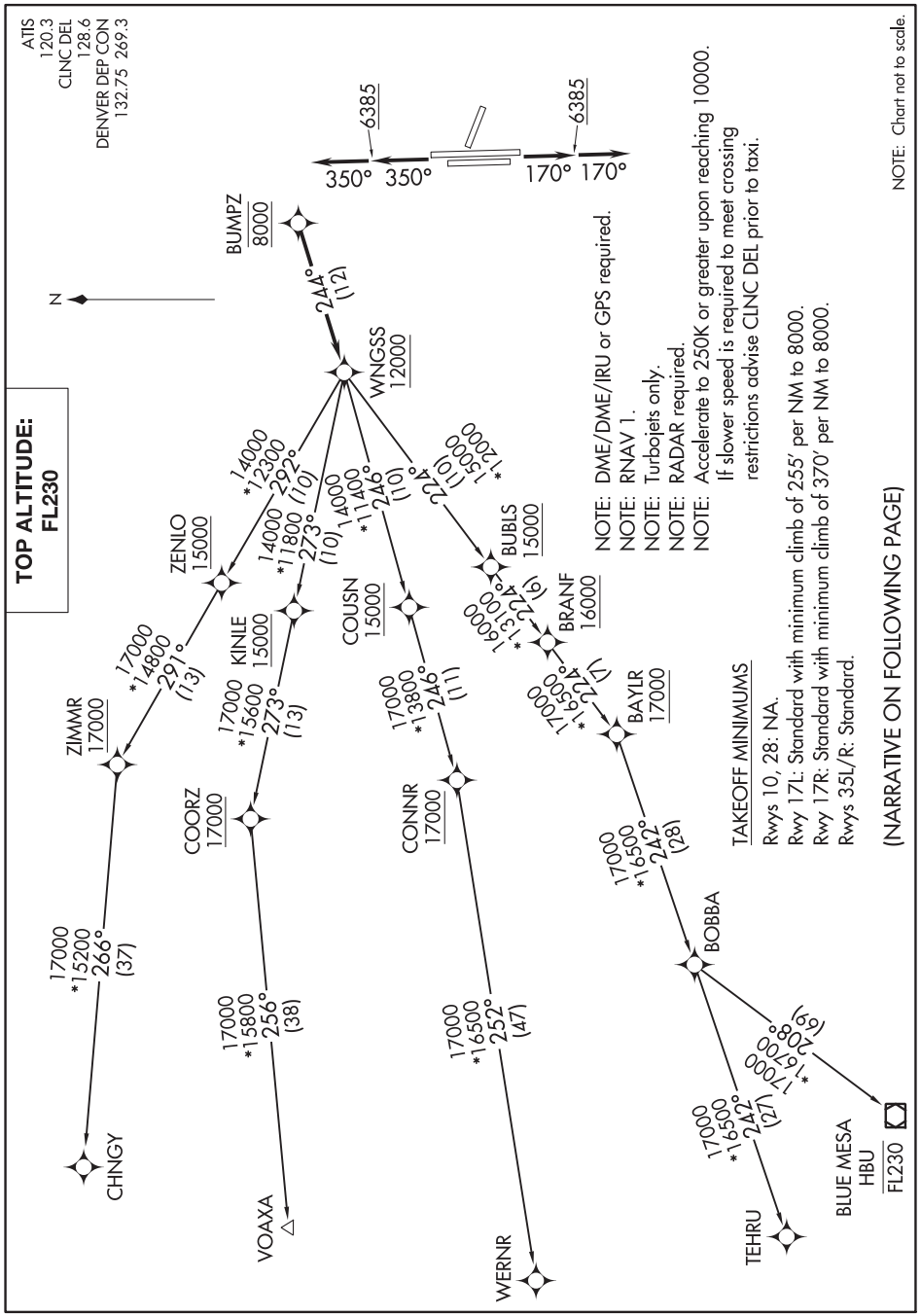
SW-1, 25 FEB 2021 to 22 APR 2021

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



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SW-1, 25 FEB 2021 to 22 APR 2021

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

DENVER, COLORADO
CENTENNIAL (APA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

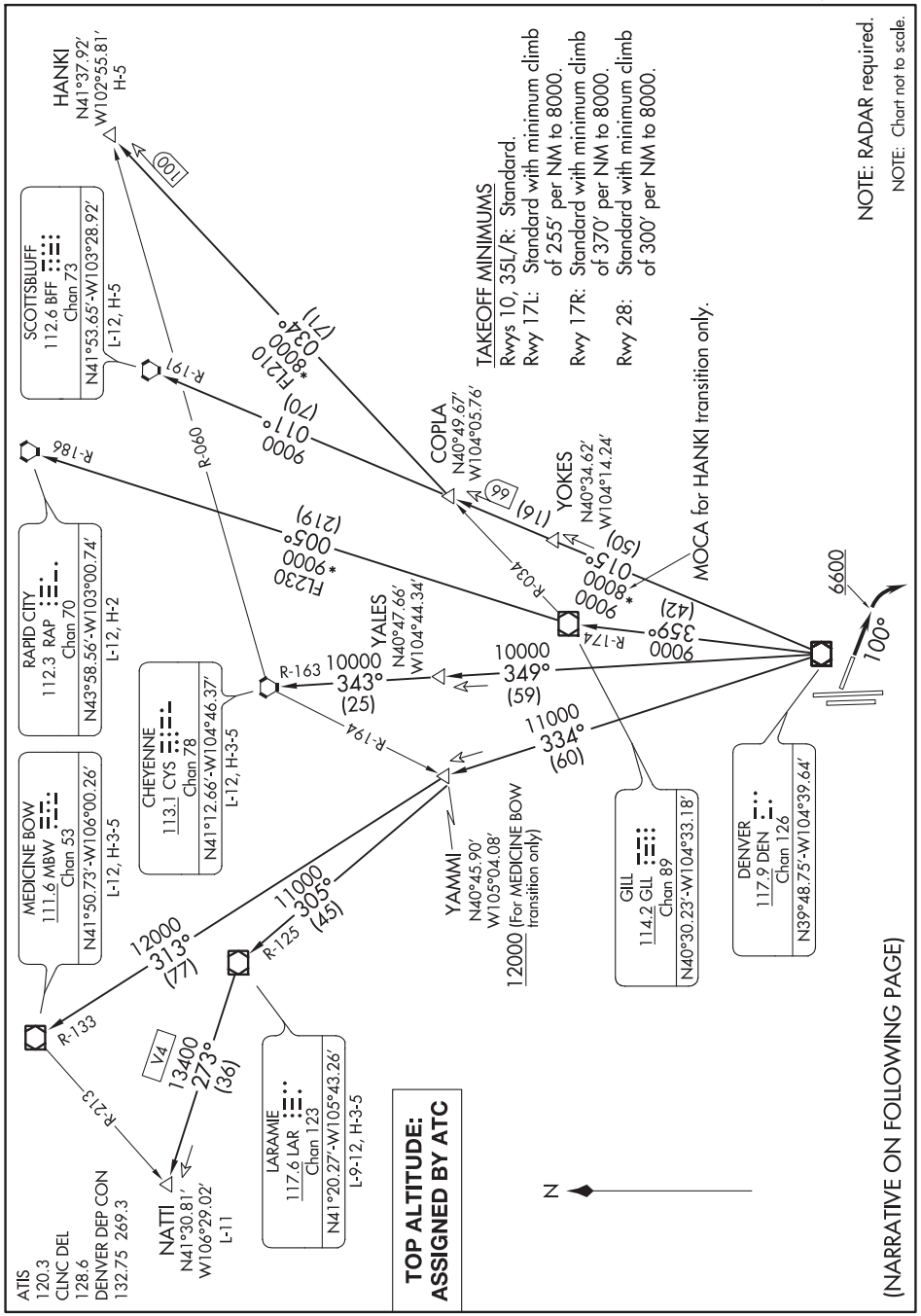
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(YELLO4.DEN) 20198

YELLOWSTONE FOUR DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

YELLOWSTONE FOUR DEPARTURE

(YELLO4.DEN) 16JUL20

DENVER, COLORADO
CENTENNIAL (APA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.
RUNWAY 10: Climb heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

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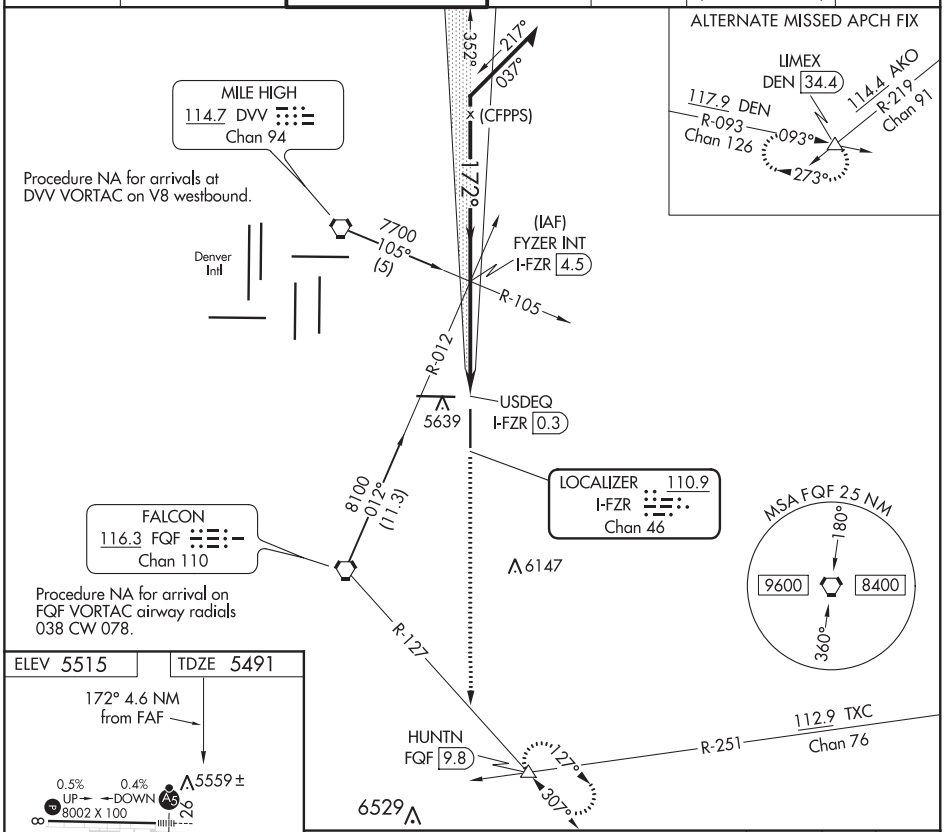
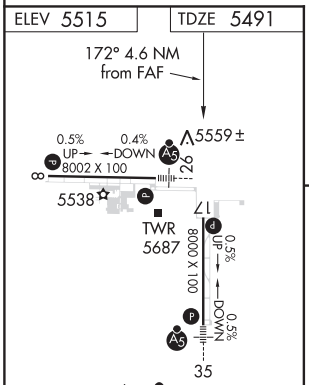
LOC/DME I-FZR	APP CRS	Rwy ldg	8000
110.9	172°	TDZE	5491
Chan 46		Apt Elev	5515

ILS or LOC RWY 17
COLORADO AIR AND SPACE PORT (CFO)

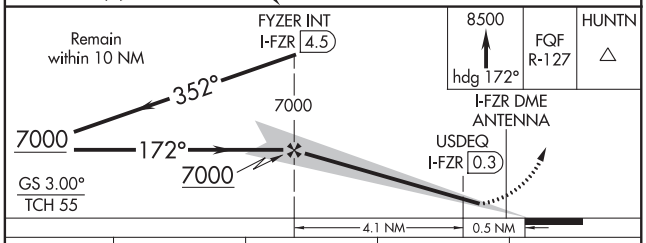
MISSED APPROACH: Climb to 8500 on heading 172° and FQF VORTAC R-127 to HUNTN INT/FQF 9.8 DME and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95





REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-ILS 17	5691-¾ 200 (200-¾)			
S-LOC 17	5820-1 329 (400-1)			
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-FTG	APP CRS	Rwy ldg	8002
109.3	263°	TDZE	5489
Chan 30		Apt Elev	5515

ILS or LOC RWY 26
COLORADO AIR AND SPACE PORT (CFO)

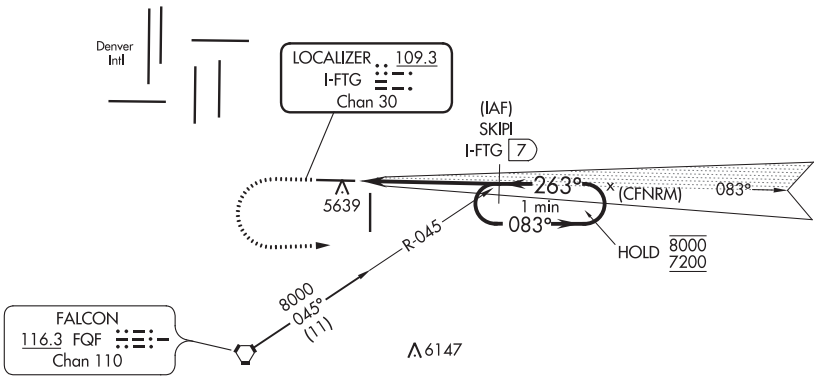
DME required.

For inop ALS, increase S-LOC 26 Cat C/D visibility to 1⅛ SM. Autopilot coupled approach NA below 6250 MSL.

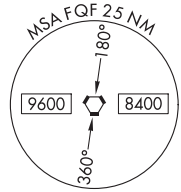
MALSR

MISSED APPROACH: Climb to 6100 then climbing left turn to 7200 on heading 080° and on FQF VORTAC R-045 to SKIPI/I-FTG 7 DME and hold.

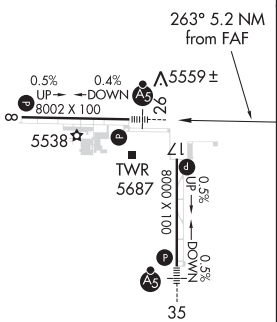
ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75	122.95

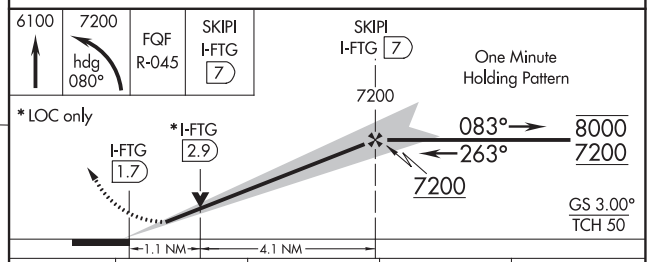


Procedure NA for arrival on FQF VORTAC airway radials 038 CW 078.



ELEV 5515	TDZE 5489





REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

CATEGORY	A	B	C	D
S-ILS 26	5689-½ 200 (200-½)			
S-LOC 26	5900-½ 411 (400-½)		5900-¾ 411 (400-¾)	
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-VWT	APP CRS	Rwy ldg	8000
110.9	352°	TDZE	5515
Chan 46		Apt Elev	5515

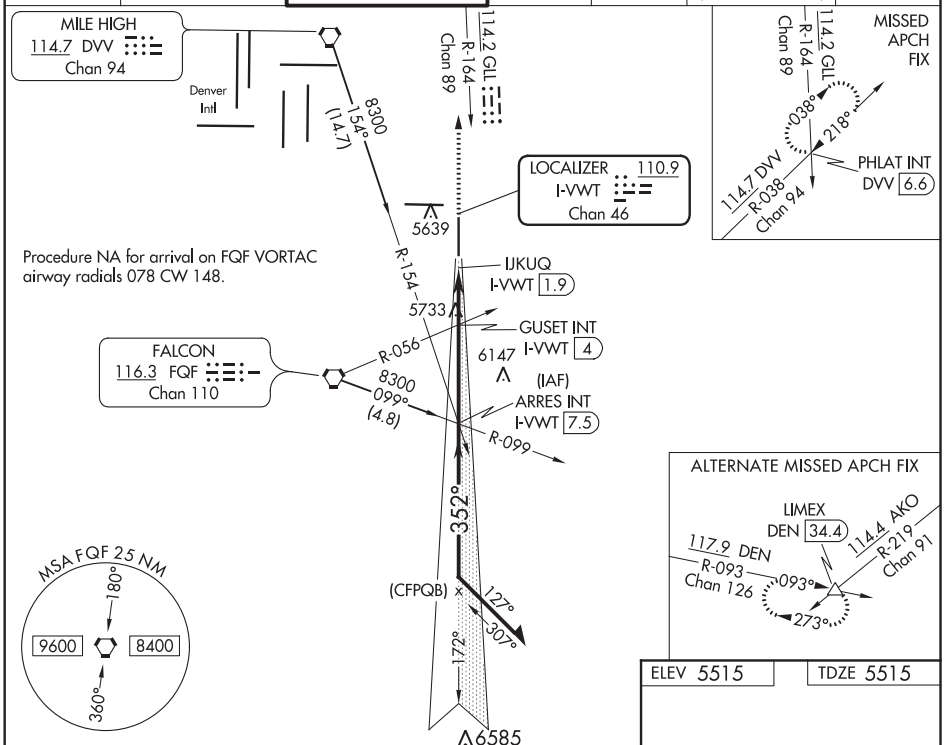
ILS or LOC RWY 35
COLORADO AIR AND SPACE PORT (CFO)

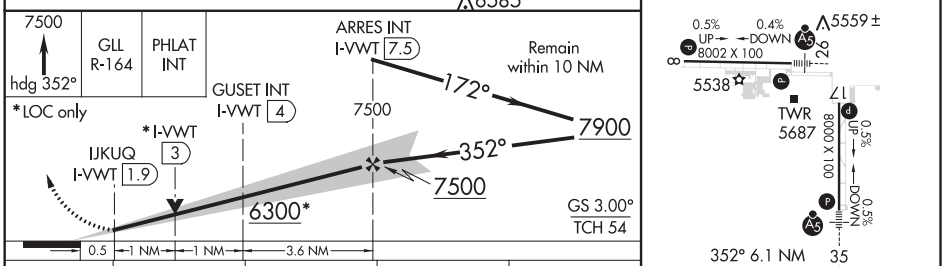
For inop ALS, increase S-LOC 35 Cats C and D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 7500 on heading 352° and on GLL VOR/DME R-164 to PHLAT INT/DVV 6.6 DME and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER ★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75	122.95





CATEGORY	A	B	C	D
S-ILS 35	5715-½ 200 (200-½)			
S-LOC 35	6300-½ 785 (800-½)	6300-¾ 785 (800-¾)	6300-1¾ 785 (800-1¾)	
GUSET FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 35	6040-½ 525 (600-½)		6040-1 525 (600-1)	

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

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WAAS CH 82209 W17A	APP CRS 172°	Rwy ldg 8000 TDZE 5491 Apt Elev 5515

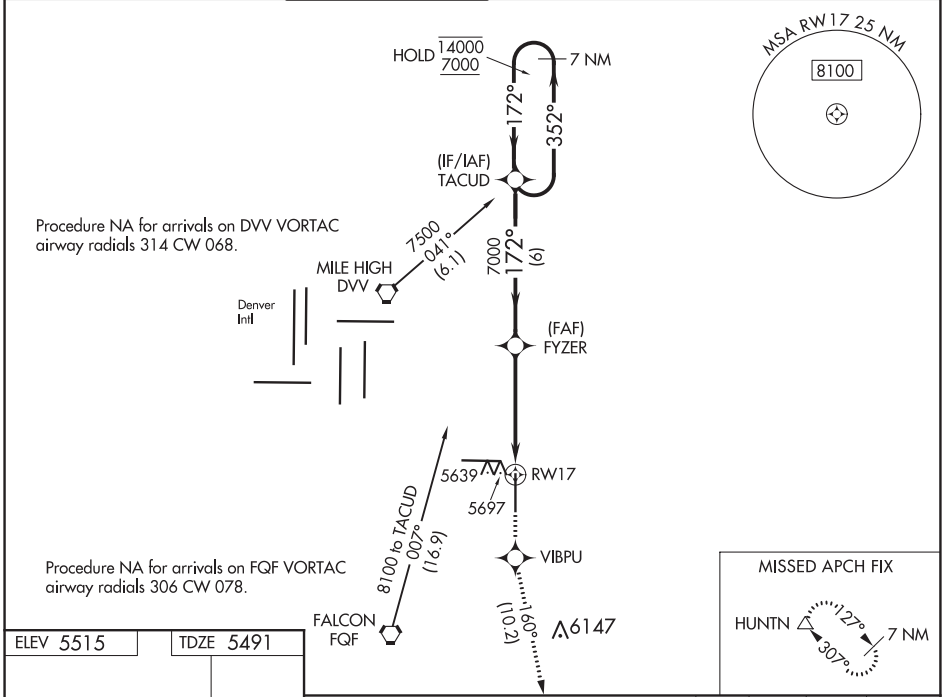
RNAV (GPS) RWY 17
COLORADO AIR AND SPACE PORT (CFO)

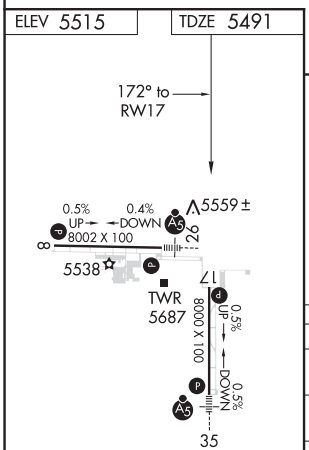
RNP APCH.

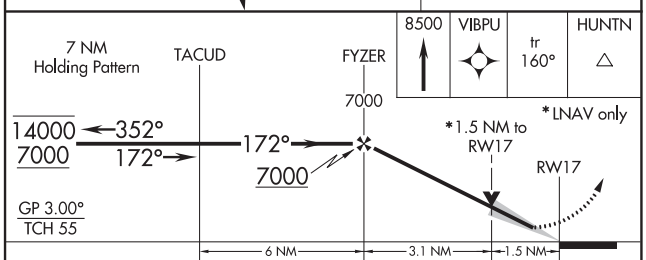
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C.

MISSED APPROACH: Climb to 8500 direct VIBPU and on track 160° to HUNTN and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER★	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75	122.95







CATEGORY	A	B	C	D
LPV DA	5691-¾ 200 (200-¾)			
LNAV/VNAV DA	5916-1⅜ 425 (500-1⅜)			
LNAV MDA	6000-1 509 (500-1)		6000-1½ 509 (500-1½)	
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

SW-1, 25 FEB 2021 to 22 APR 2021
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WAAS CH 93909 W26A	APP CRS 263°	Rwy ldg 8002 TDZE 5489 Apt Elev 5515

RNAV (GPS) RWY 26
COLORADO AIR AND SPACE PORT (CFO)

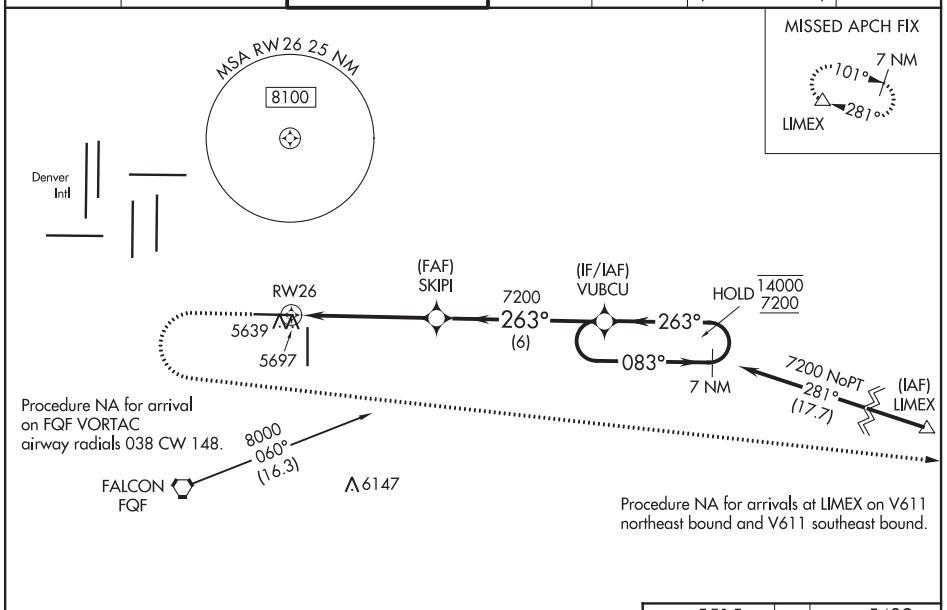
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM, and increase LNAV Cat C/D visibility to 1⅜ SM.

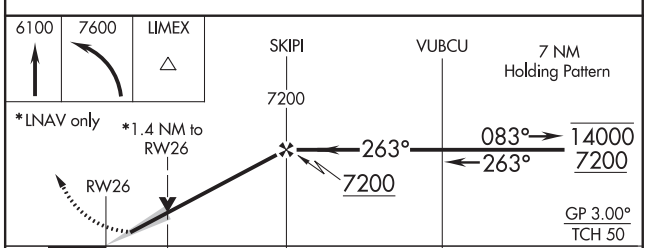
MALSR

MISSED APPROACH: (Do not exceed 200K until LIMEX) Climb to 6100 then climbing left turn to 7600 direct LIMEX and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER *	GND CON	CLNC DEL	CLNC DEL (When twr closed)	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75	122.95

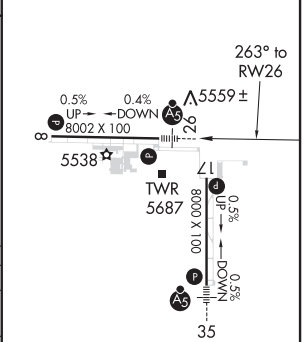


6270±



CATEGORY	A	B	C	D
LPV DA	5689-½ 200 (200-½)			
LNAV/VNAV DA	5858-¾ 369 (400-¾)			
LNAV MDA	5960-½ 471 (500-½)		5960-1 471 (500-1)	
C CIRCLING	6000-1 485 (500-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

ELEV 5515 TDZE 5489



REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 93809 W35A	APP CRS 352°	Rwy ldg 8000 TDZE 5515 Apt Elev 5515

RNAV (GPS) RWY 35
COLORADO AIR AND SPACE PORT (CFO)

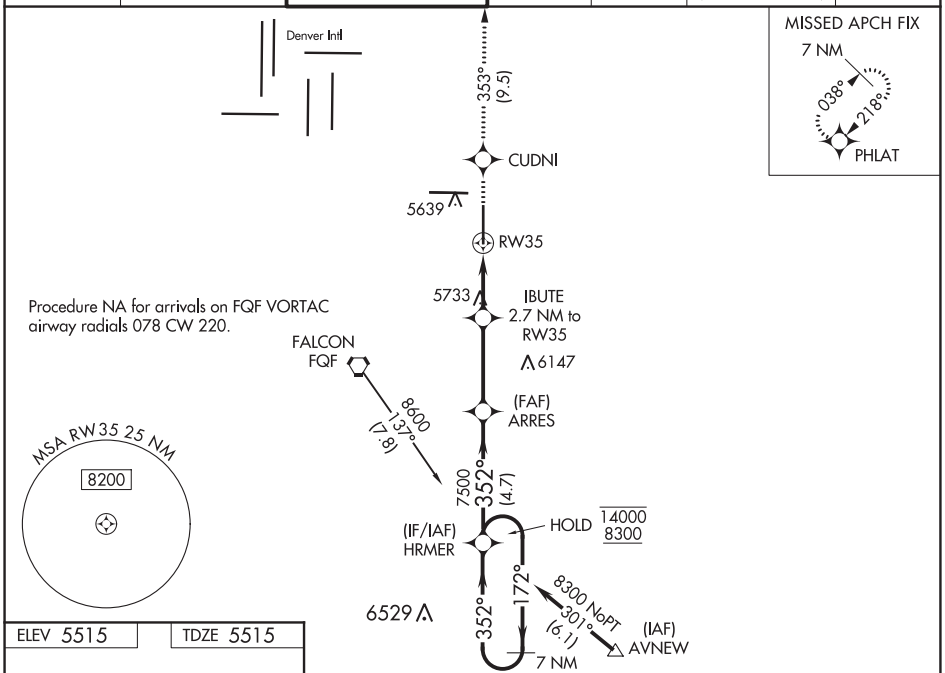
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

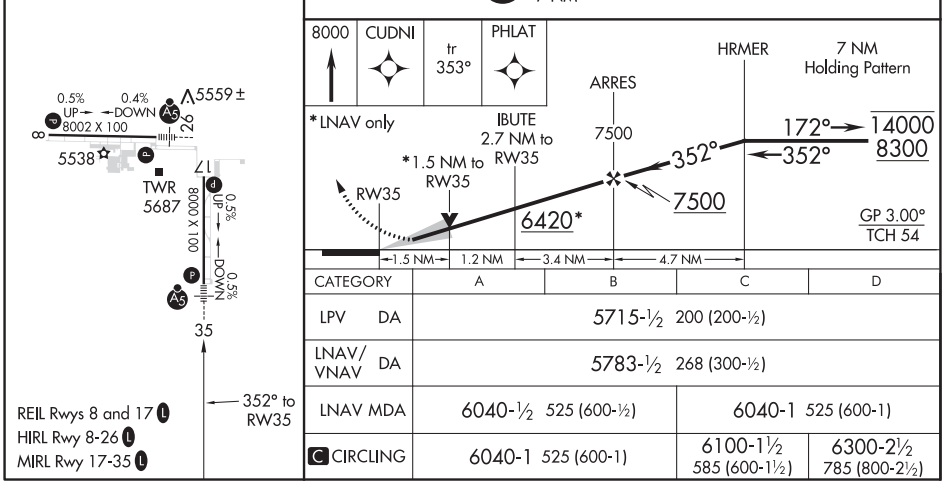
MALSR

MISSED APPROACH: Climb to 8000 direct CUDNI and on track 353° to PHLAT and hold.

ATIS	DENVER APP CON	SPACE PORT TOWER*	GND CON	CLNC DEL	CLNC DEL	UNICOM
119.025	128.25 371.95	120.2 (CTAF) L	124.7	124.7	121.75 (When twr closed)	122.95



ELEV 5515 TDZE 5515



CATEGORY	A	B	C	D
LPV DA	5715-½ 200 (200-½)			
LNAV/VNAV DA	5783-½ 268 (300-½)			
LNAV MDA	6040-½ 525 (600-½)		6040-1 525 (600-1)	
C CIRCLING	6040-1 525 (600-1)		6100-1½ 585 (600-1½)	6300-2½ 785 (800-2½)

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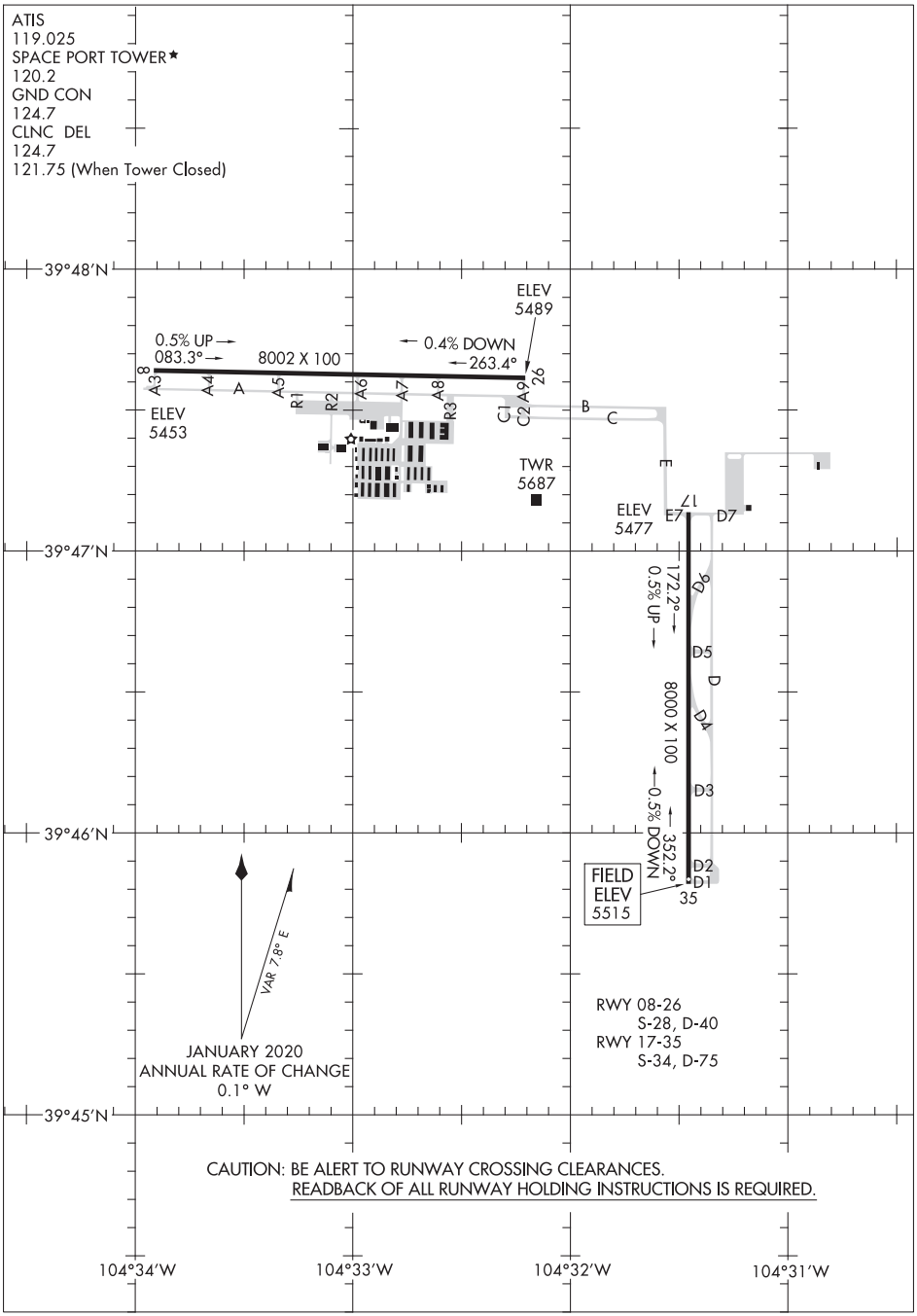
20310

AIRPORT DIAGRAM

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)

DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

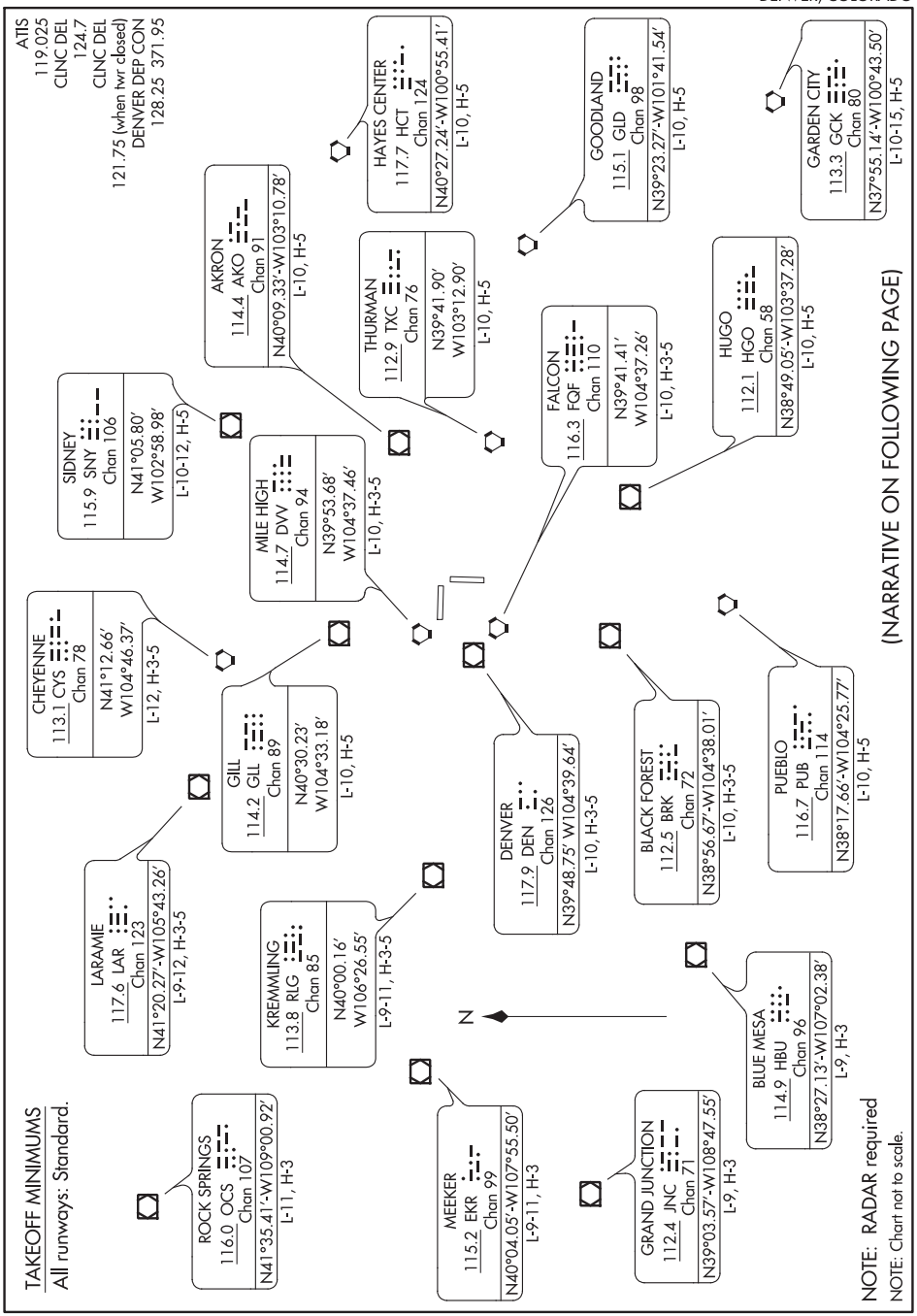
SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20310
DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)

DENVER TWO DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

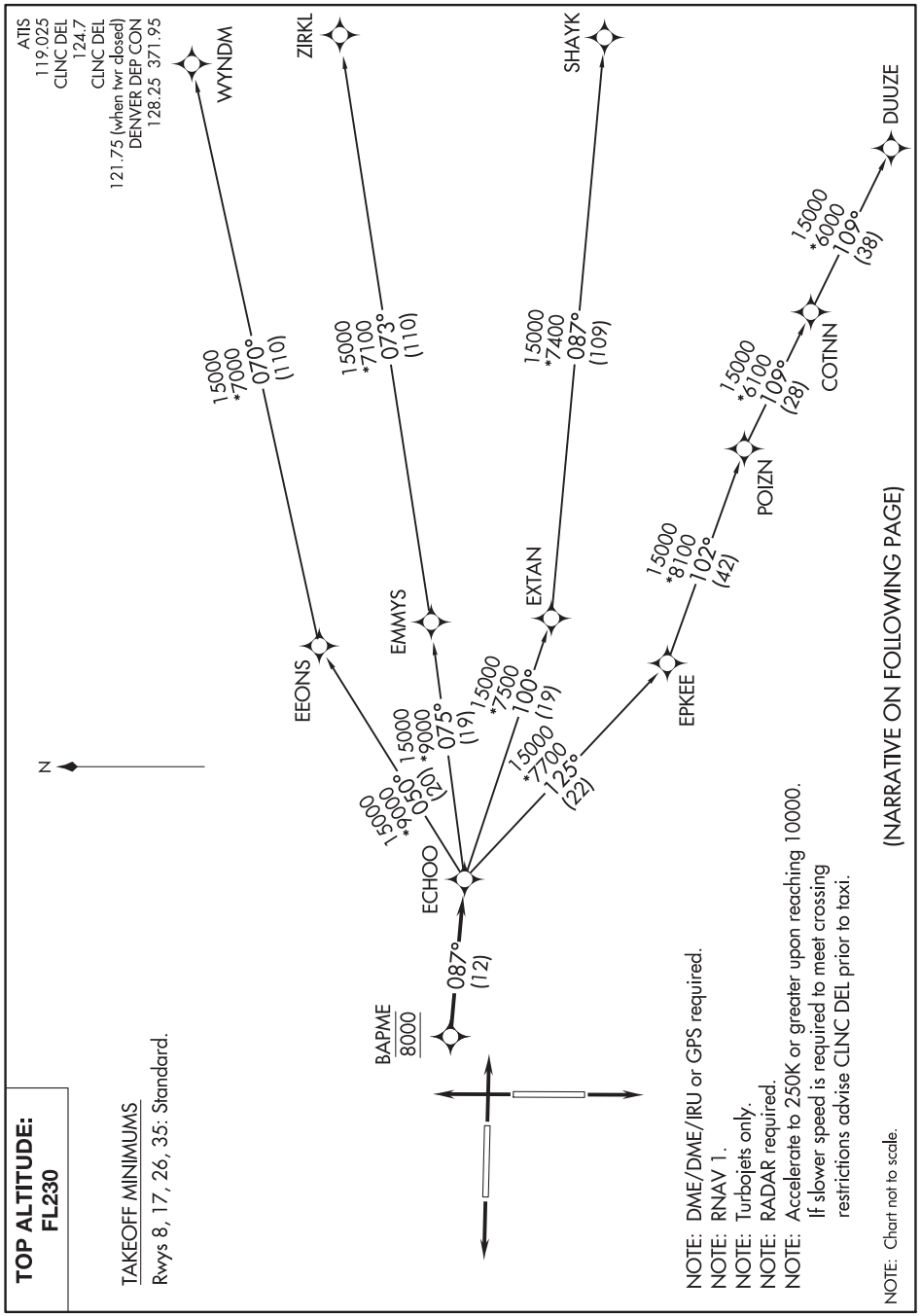
TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 25 FEB 2021 to 22 APR 2021

ECHOO ONE DEPARTURE (RNAV)

AL-6851 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 25 FEB 2021 to 22 APR 2021

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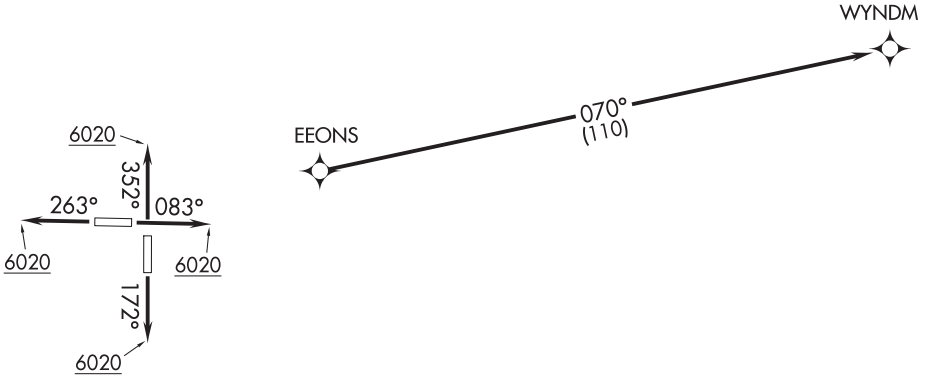
EEONS SEVEN DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95



TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to 6020, then continue climb on heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb on heading 172° to 6020, then continue climb on heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 263° to 6020, then continue climb on heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb on heading 352° to 6020, then continue climb on heading 352° or as assigned by ATC, thence. . . .

. . . .RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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(EMMYS7.ZIRKL) 20030 AL-6851 (FAA)

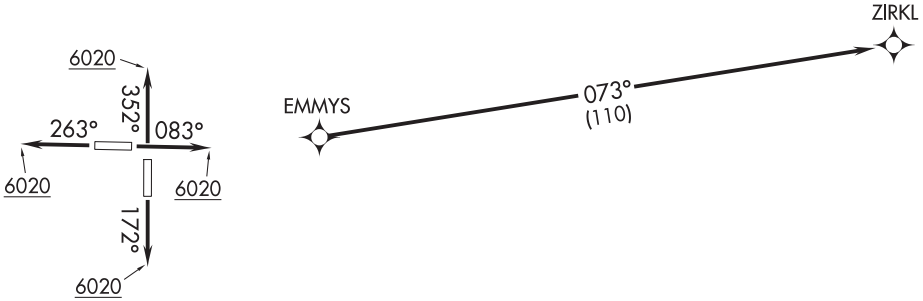
EMMYS SEVEN DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: RADAR required.



TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to 6020, then continue climb on heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb on heading 172° to 6020, then continue climb on heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 263° to 6020, then continue climb on heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb on heading 352° to 6020, then continue climb on heading 352° or as assigned by ATC, thence. . . .

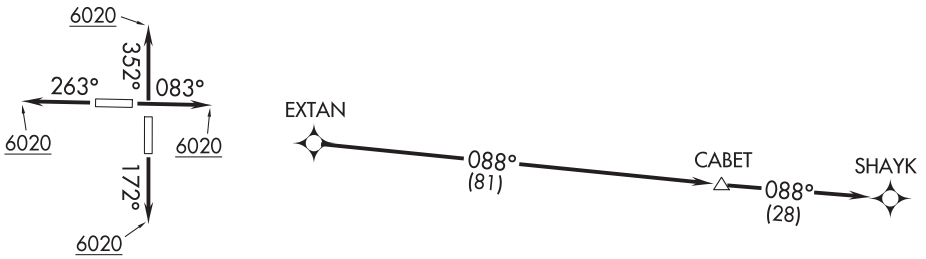
. . . .RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

TOP ALTITUDE: FL230

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: For non-GPS equipped aircraft TXC DME must be operational.



TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to 6020, then continue climb on heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb on heading 172° to 6020, then continue climb on heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb on heading 263° to 6020, then continue climb on heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb on heading 352° to 6020, then continue climb on heading 352° or as assigned by ATC, thence. . . .

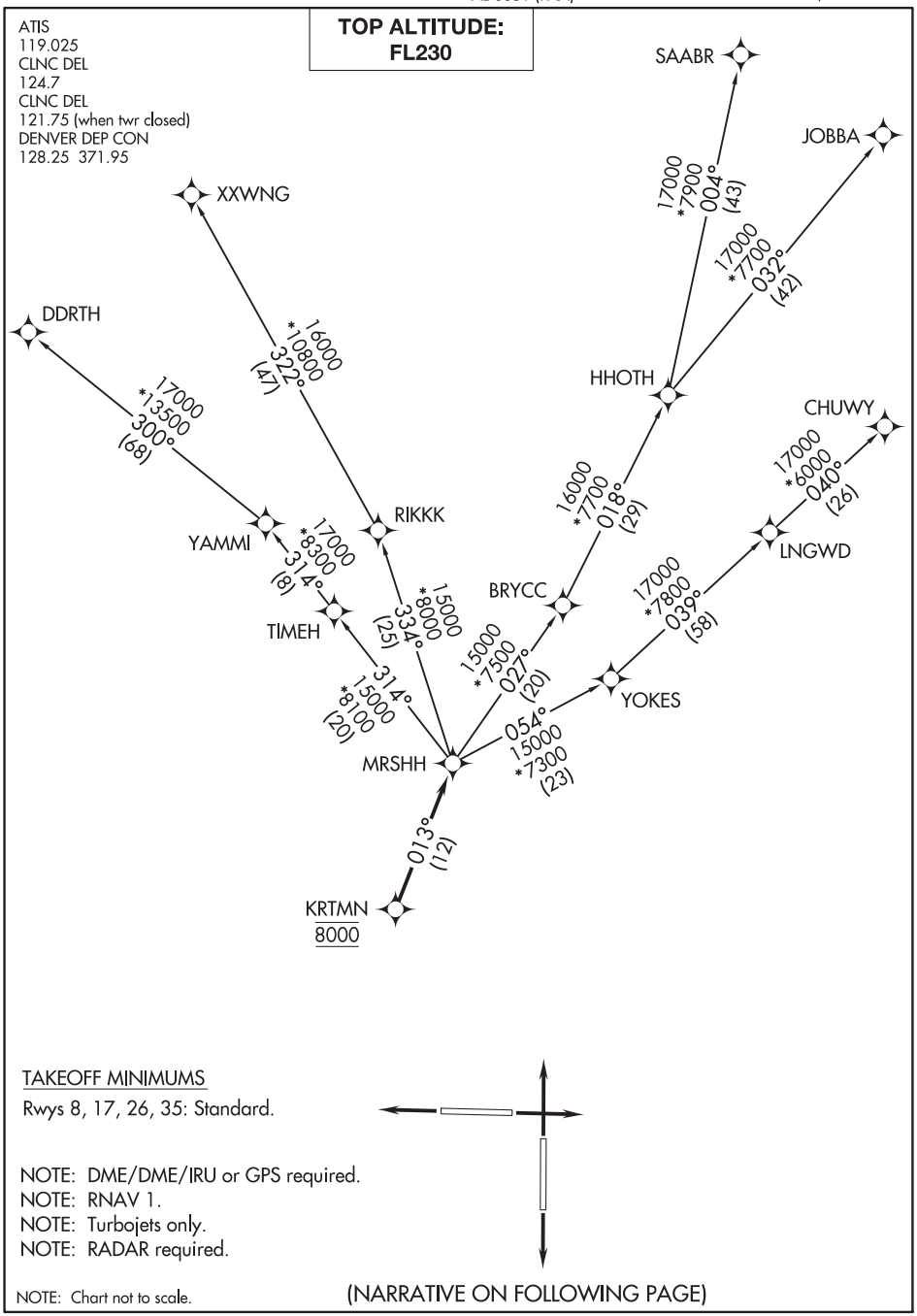
. . . .RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(MRSHH2.MRSHH) 20366

MRSHH TWO DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA)
DENVER, COLORADO



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(PIKES2.DEN) 20030

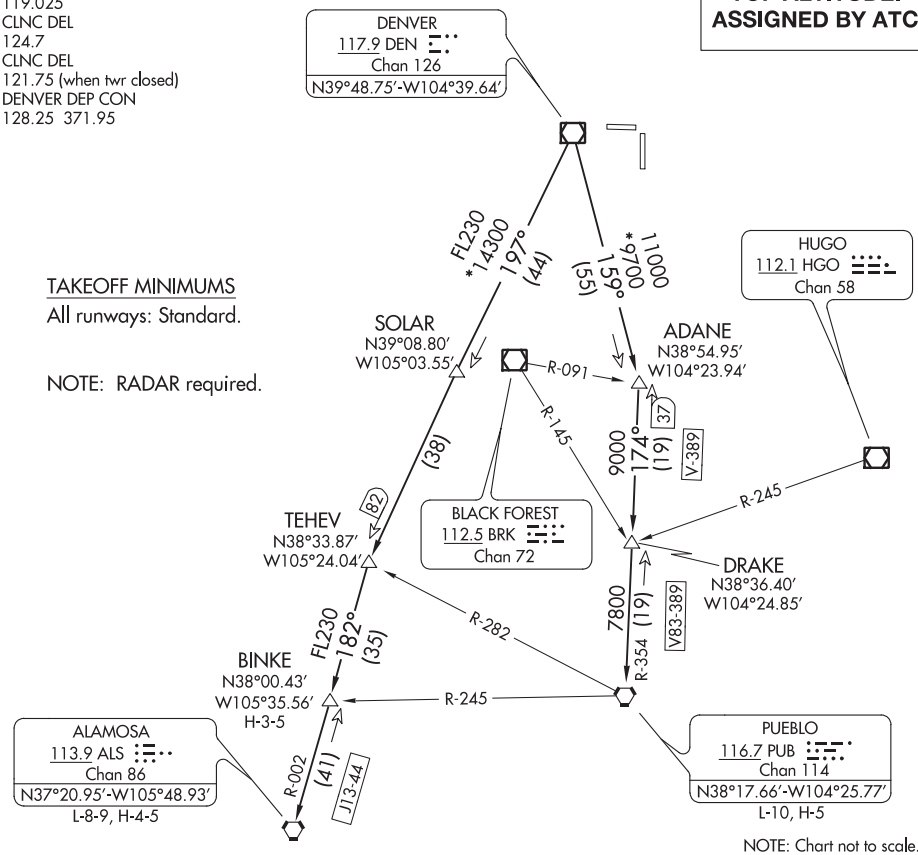
PIKES TWO DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS

All runways: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

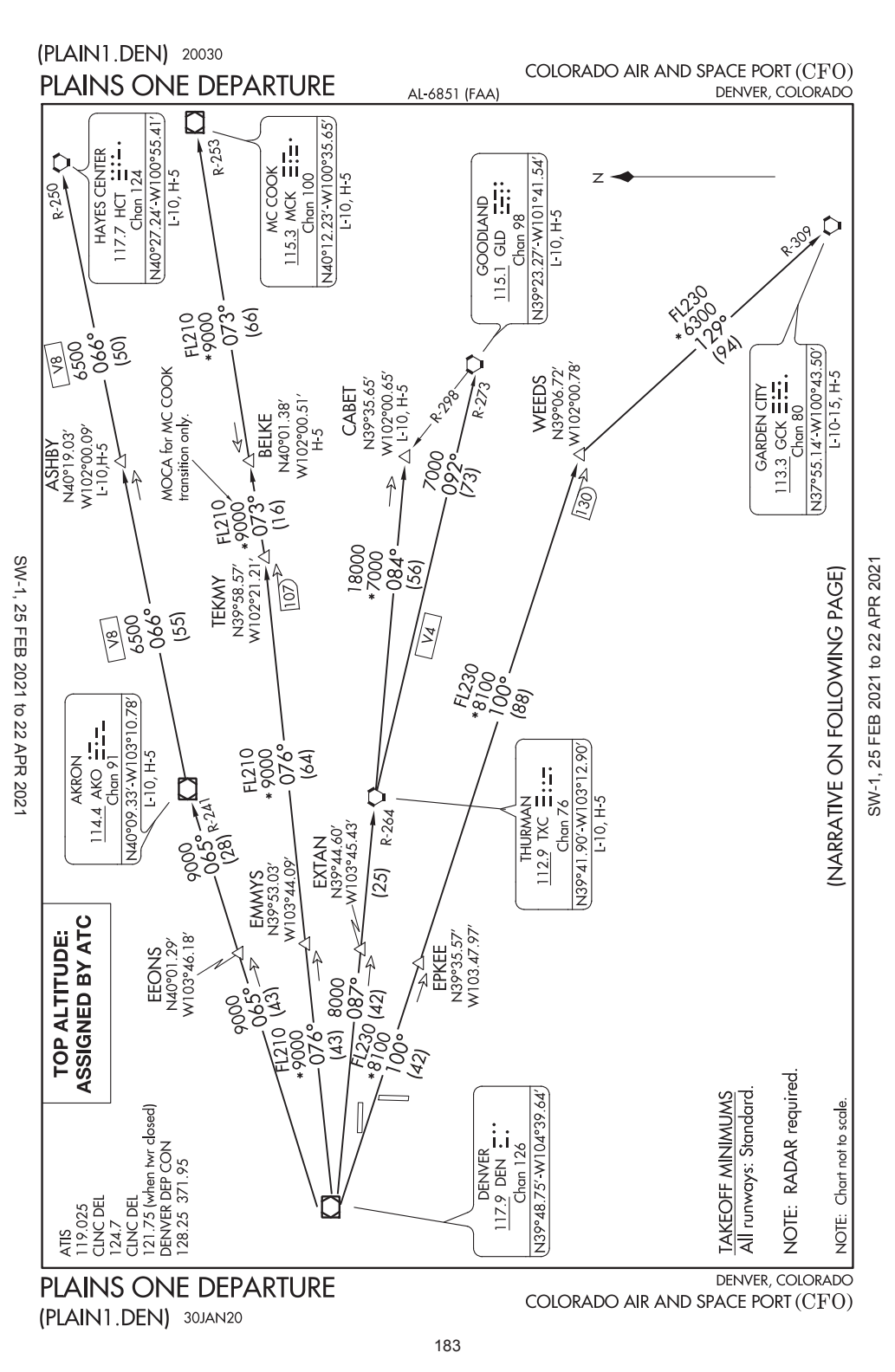
PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021

PLAINS ONE DEPARTURE

AL-6851 (FAA)

DENVER, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

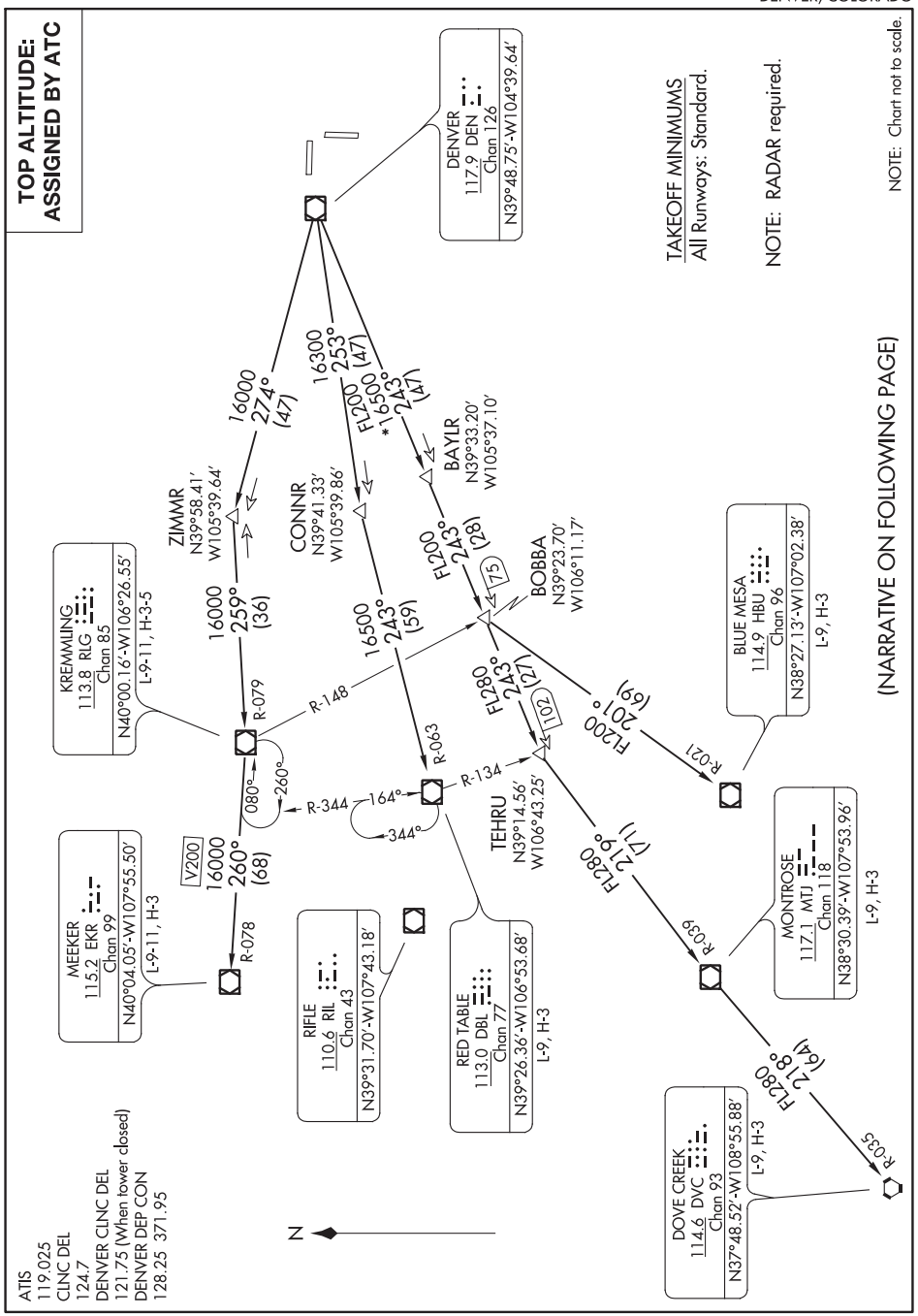
GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.


TOP ALTITUDE: ASSIGNED BY ATC
DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.64'
TAKEOFF MINIMUMS
All Runways: Standard.
NOTE: RADAR required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
16000
274°
(47)
16300
253°
(47)
FL200
*16500
243°
(47)
BAYLR
N39°33.20'
W105°37.10'
ZIMMR
N39°58.41'
W105°39.64'
CONNR
N39°41.33'
W105°39.86'
FL200
243°
(28)
BOBBA
N39°23.70'
W106°11.17'
75
KREMMLING
113.8 RLG
Chan 85
N40°00.16'-W106°26.55'
L-9-11, H-3-5
16000
259°
(36)
16500
243°
(59)
R-148
R-079
R-063
FL280
243°
(27)
102
FL200
201°
(69)
BLUE MESA
114.9 HBU
Chan 96
N38°27.13'-W107°02.38'
L-9, H-3
080°
260°
R-344
164°
344°
R-134
TEHRU
N39°14.56'
W106°43.25'
R-021
V200
16000
260°
(68)
R-078
MEEKER
115.2 EKR
Chan 99
N40°04.05'-W107°55.50'
L-9-11, H-3
RIFLE
110.6 RIL
Chan 43
N39°31.70'-W107°43.18'
RED TABLE
113.0 DBL
Chan 77
N39°26.36'-W106°53.68'
L-9, H-3
FL280
219°
(71)
R-039
MONTROSE
117.1 MTJ
Chan 118
N38°30.39'-W107°53.96'
L-9, H-3
FL280
218°
(64)
R-035
DOVE CREEK
114.6 DVC
Chan 93
N37°48.52'-W108°55.88'
L-9, H-3
N
ATIS
119.025
CLNC DEL
124.7
DENVER CLNC DEL
121.75 (When tower closed)
DENVER DEP CON
128.25 371.95

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 25 FEB 2021 to 22 APR 2021

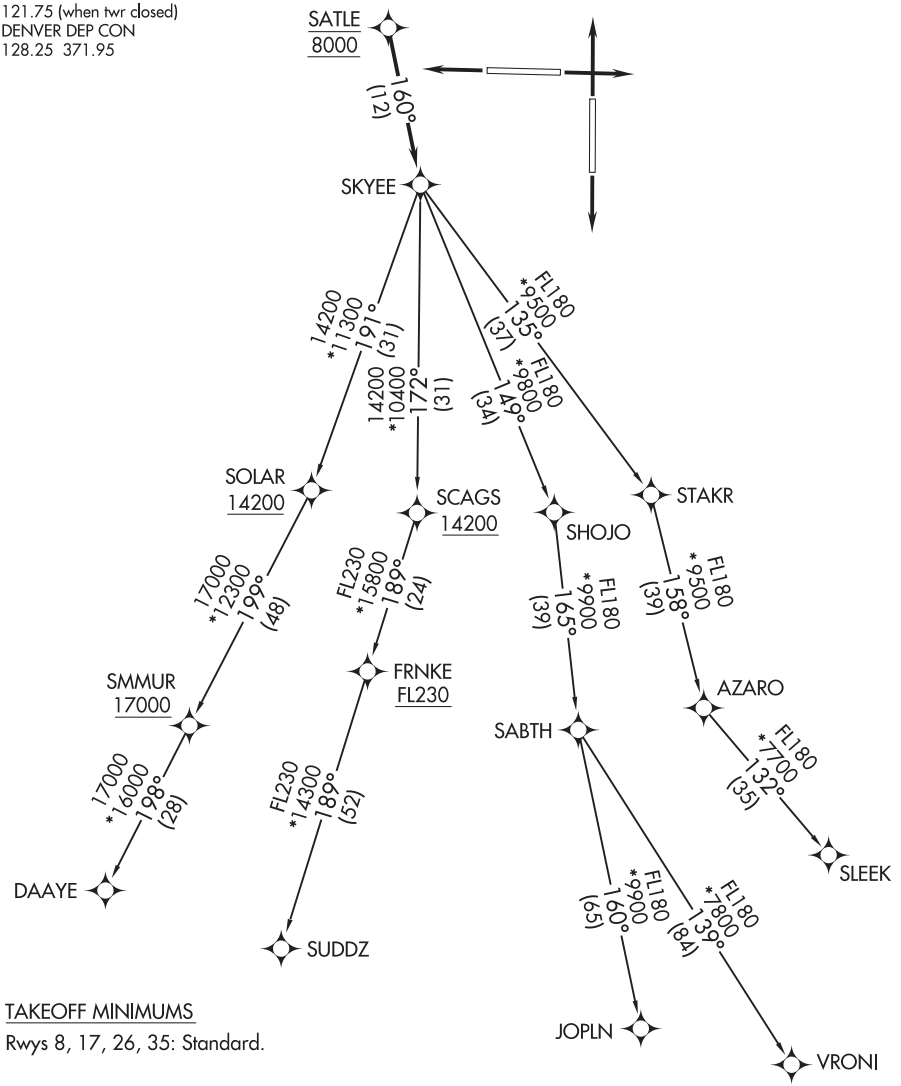
SKYEE ONE DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO

AL-6851 (FAA)

TOP ALTITUDE: FL230

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

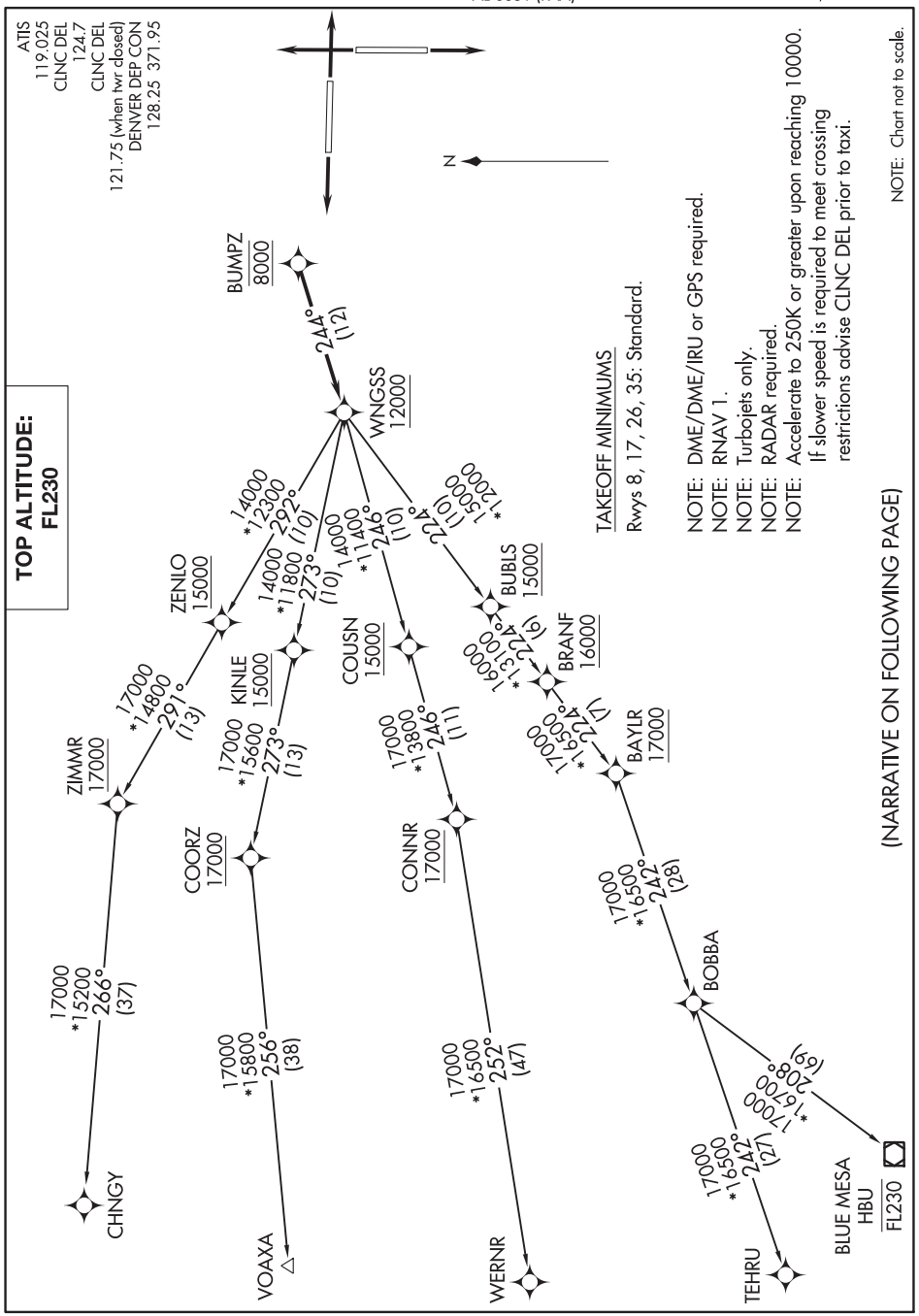
DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)


ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95
TOP ALTITUDE:
FL230
N
BUMPZ
8000
244°
(12)
WNGSS
12000
14000
*12300
292°
(10)
14000
*11800
273°
(10)
14000
*11400
246°
(10)
224°
(10)
15000
*12000
ZENLIO
15000
KINLE
15000
COUSN
15000
BUBLS
15000
BRANF
16000
17000
*14800
291°
(13)
17000
*15600
273°
(13)
17000
*13800
246°
(11)
16000
*13100
224°
(9)
17000
*12500
224°
(7)
ZIMMR
17000
COORZ
17000
CONNR
17000
BAYLR
17000
17000
*15200
266°
(37)
17000
*15800
256°
(38)
17000
*16500
252°
(47)
17000
*16500
242°
(28)
BOBBA
17000
*16500
242°
(27)
17000
*16700
208°
(69)
CHINGY
VOAXA
WERNR
TEHRU
BLUE MESA
HBU
FL230
TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000.
If slower speed is required to meet crossing
restrictions advise CLNC DEL prior to taxi.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

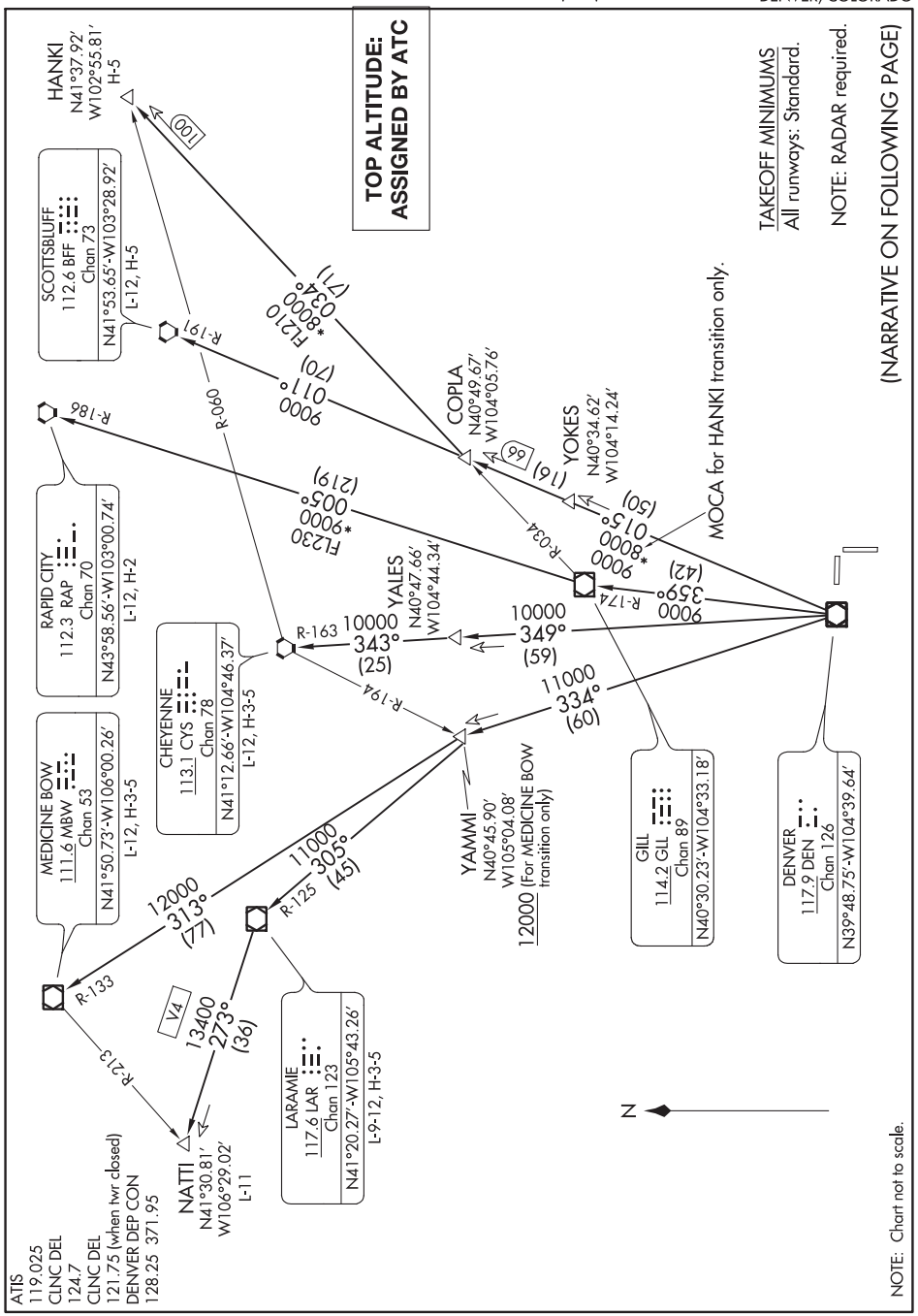
VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 25 FEB 2021 to 22 APR 2021

YELLOWSTONE FOUR DEPARTURE

COLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

YELLOWSTONE FOUR DEPARTURE

DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)

(YELLO4.DEN) 20198

YELLOWSTONE FOUR DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

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LOC/DME I-DZG 111.55 Chan 52 (Y)	APP CRS 082°	Rwy ldg 12000 TDZE 5352 Apt Elev 5434

ILS or LOC RWY 7

DENVER INTL (DEN)

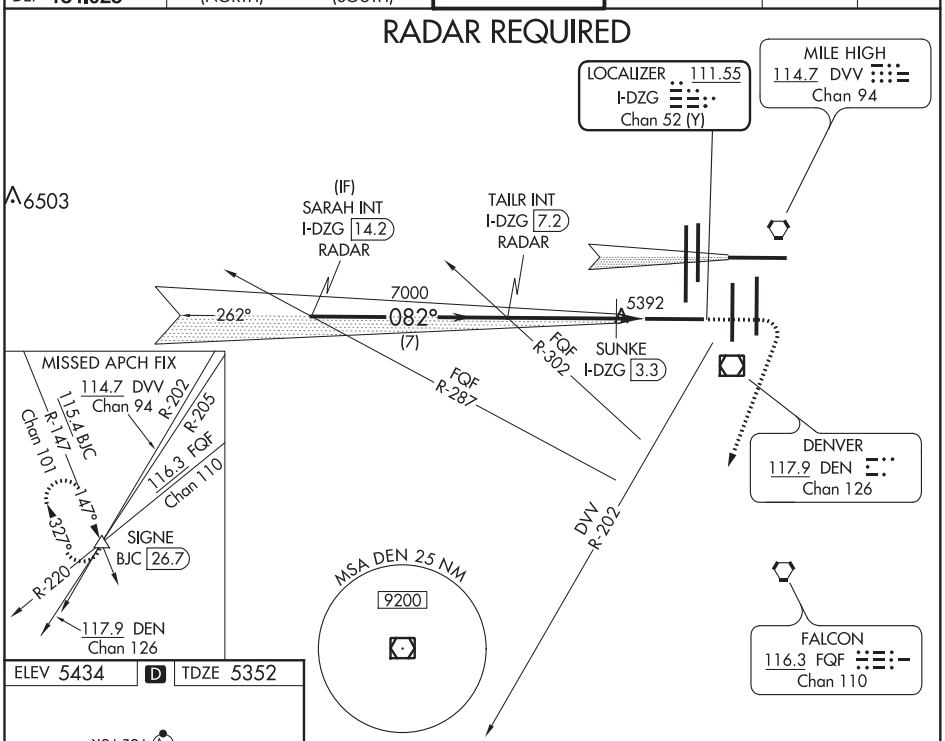
Simultaneous approach authorized with Rwy 8. For inoperative ALS, increase SUNKE FIX Cat C/D visibility to RVR 4500.

MALSR A5

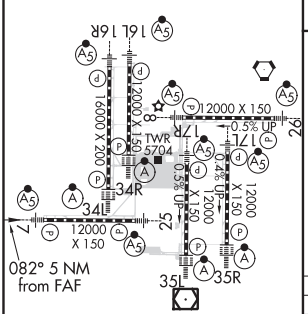
MISSED APPROACH: Climb to 5900, then climbing right turn to 11000 on heading 193° and on DVV VORTAC R-202 to SIGNE INT/BJC 26.7 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

RADAR REQUIRED



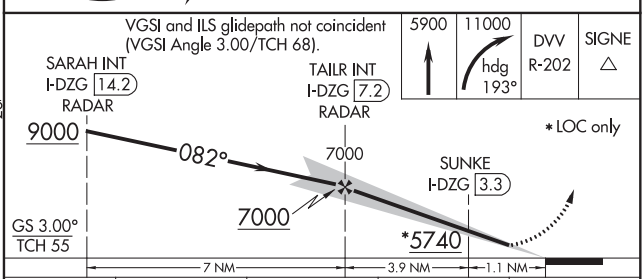
ELEV 5434 D TDZE 5352



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
S-ILS 7	5552/18 200 (200-½)			
S-LOC 7	5740/24 388 (400-½)		5740/35 388 (400-⅝)	
SUNKE FIX MINIMUMS				
S-LOC 7	5660/24 308 (300-½)			

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 8
DENVER INTL (DEN)

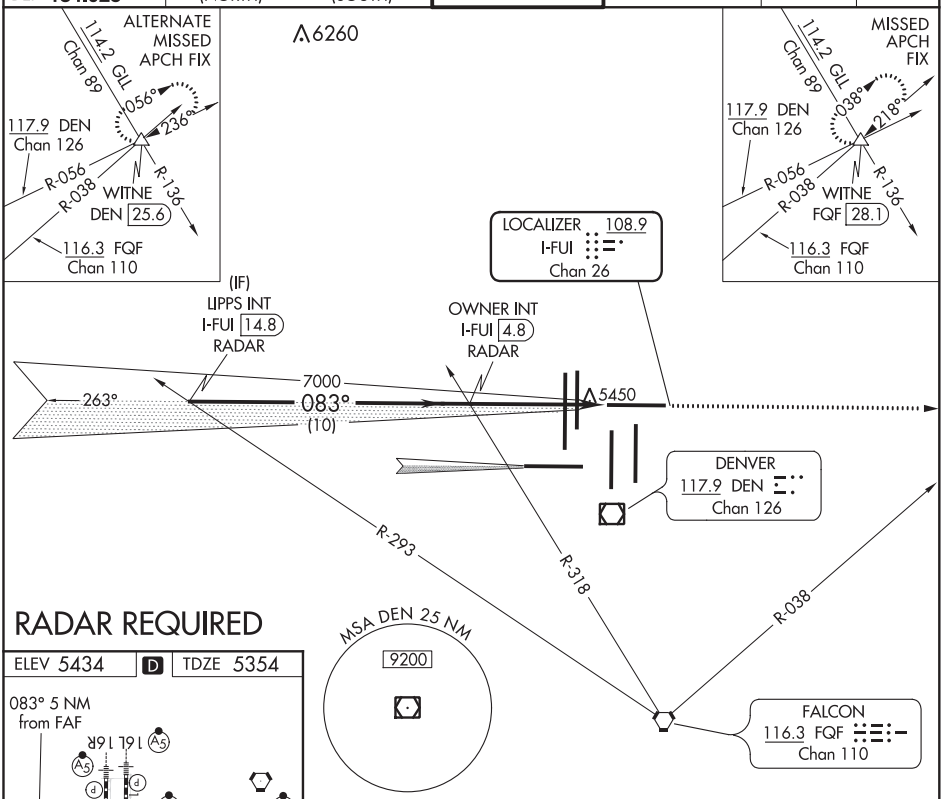
LOC/DME I-FUI	APP CRS	Rwy ldg	12000
108.9	083°	TDZE	5354
Chan 26		Apt Elev	5434

Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 10000 on heading 083° and on FQF VORTAC R-038 to WITNE INT/FQF 28.1 DME and hold.

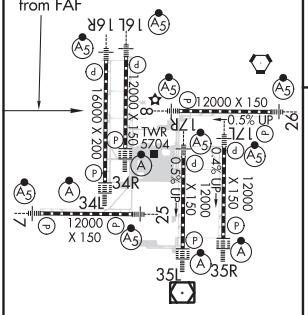
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



RADAR REQUIRED

ELEV 5434 D TDZE 5354

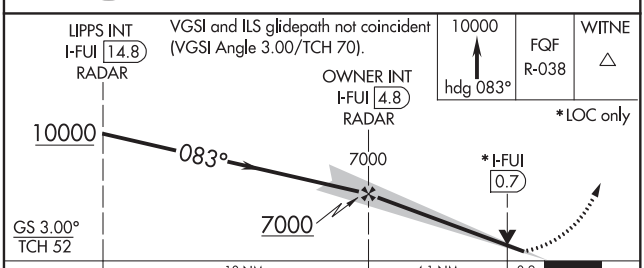
083° 5 NM from FAF



TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 8**	5554/24 200 (200-½)			
S-LOC 8	5700/24 346 (300-½)		5700/30 346 (300-⅝)	

SW-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 16L
DENVER INTL (DEN)

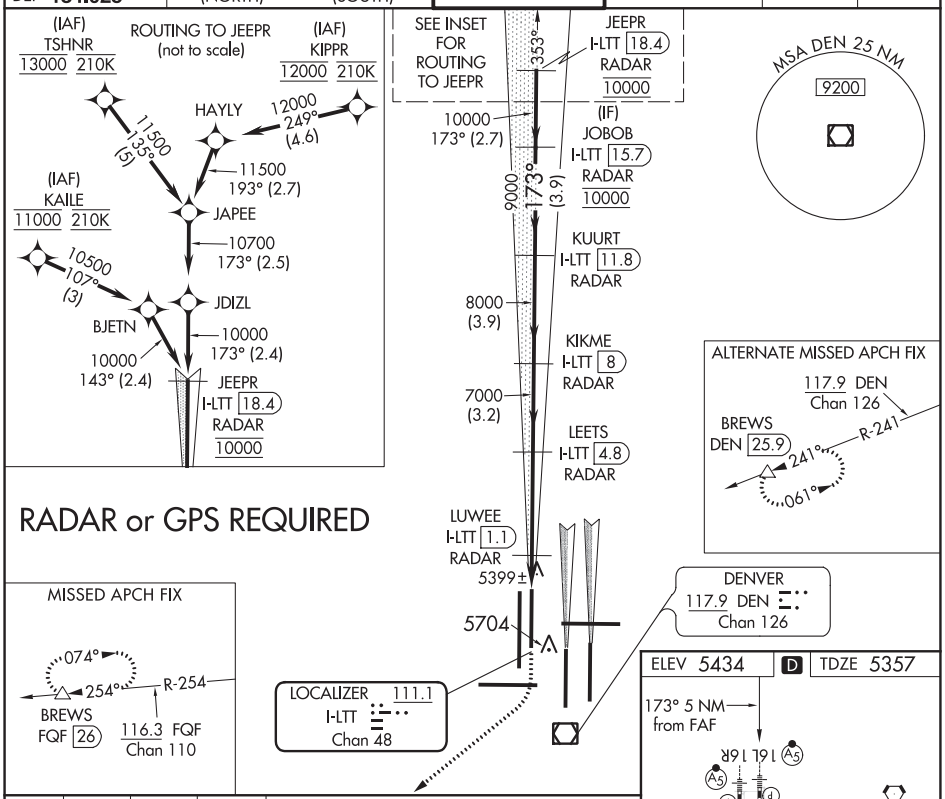
LOC/DME I-LTT	APP CRS	Rwy ldg	12000
111.1	173°	TDZE	5357
Chan 48		Apt Elev	5434

Simultaneous approach authorized with Rwy 17L/17R. DME required. S-LOC 16L DME or RADAR required. For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	



CATEGORY	A	B	C	D
S-ILS 16L	5557/18 200 (200-½)			
S-LOC 16L	5660/24 303 (300-½)			

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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DENVER, COLORADO | AL-9077 (FAA) | 17341

ILS or LOC RWY 16R

DENVER INTL (DEN)

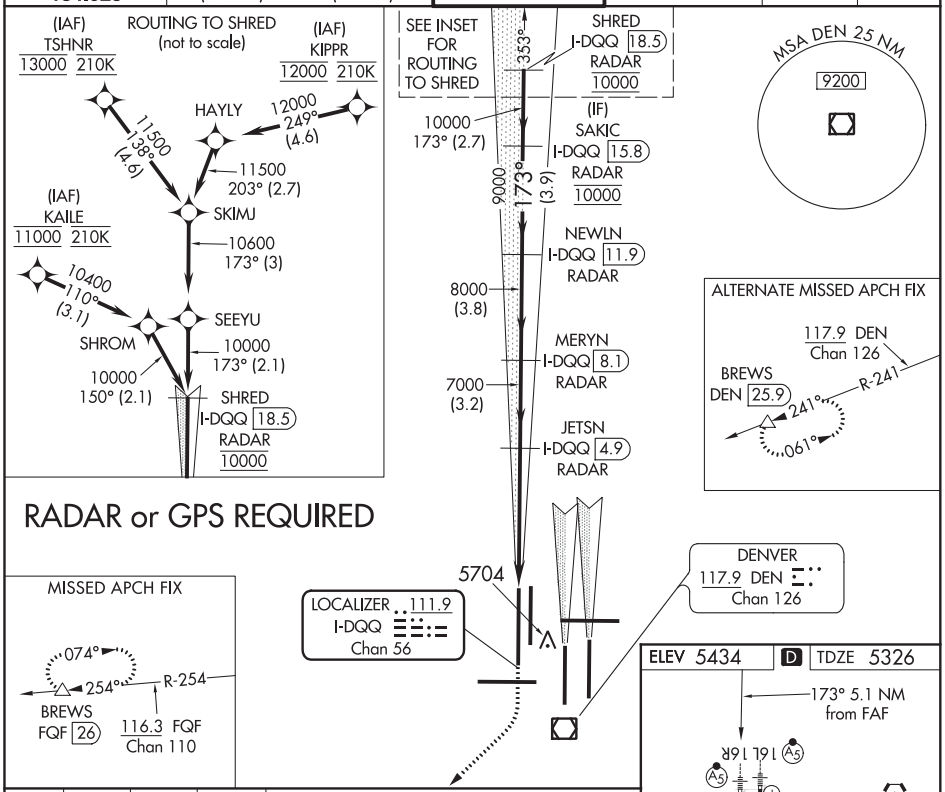
LOC/DME I-DQQ	APP CRS	Rwy ldg	16000
111.9	173°	TDZE	5326
Chan 56		Apt Elev	5434

For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	135.3 351.95	127.5 379.175	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



CATEGORY	A	B	C	D
S-ILS 16R	5526/18 200 (100-½)			
S-LOC 16R	5640/24 314 (300-½)			

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

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ILS or LOC RWY 17L

DENVER INTL (DEN)

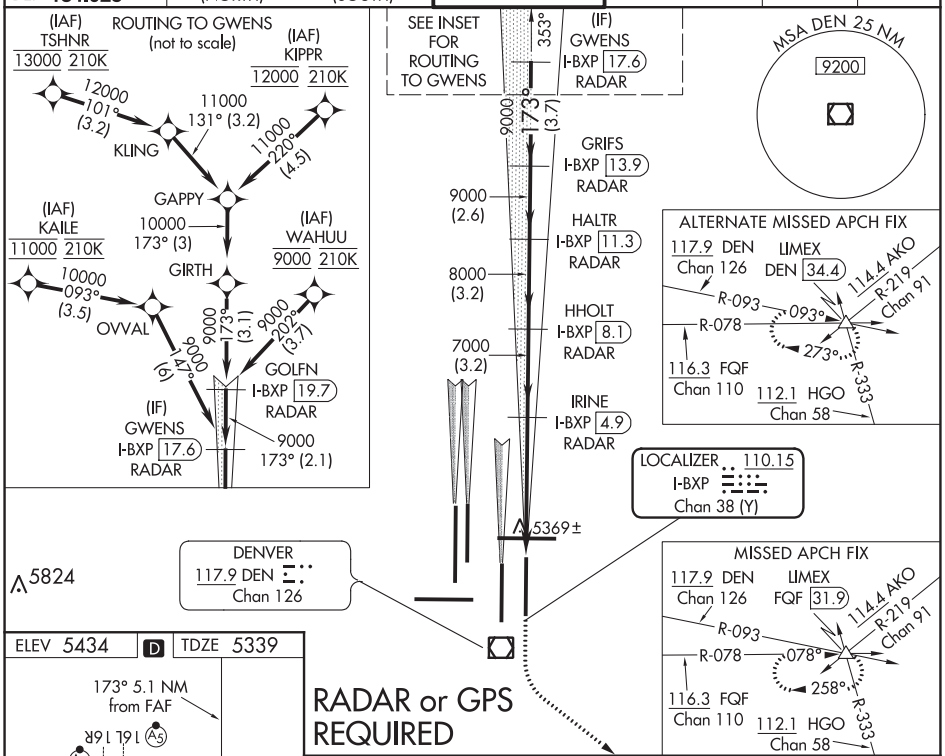
LOC/DME I-BXP	APP CRS	Rwy ldg	12000
110.15	173°	TDZE	5339
Chan 38 (Y)		Apt Elev	5434

For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500. S-LOC 17L DME or RADAR required. Simultaneous approaches authorized with Rwy 17R and 16L/16R.
#RVR 1800 authorized with the use of FD or AP or HUD to DA.

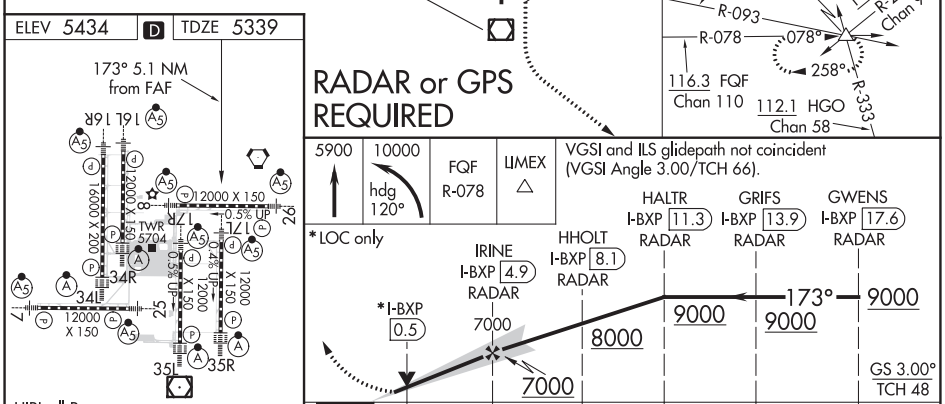
MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	132.35 239.275	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



RADAR or GPS REQUIRED



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

CATEGORY	A	B	C	D
S-ILS 17L	# 5539/24 200 (200-½)			
S-LOC 17L	5620/24 281 (200-½)			

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ILS or LOC RWY 17R

DENVER INTL (DEN)

LOC/DME I-ACX	APP CRS	Rwy ldg	12000
108.5	173°	TDZE	5392
Chan 22		Apt Elev	5434

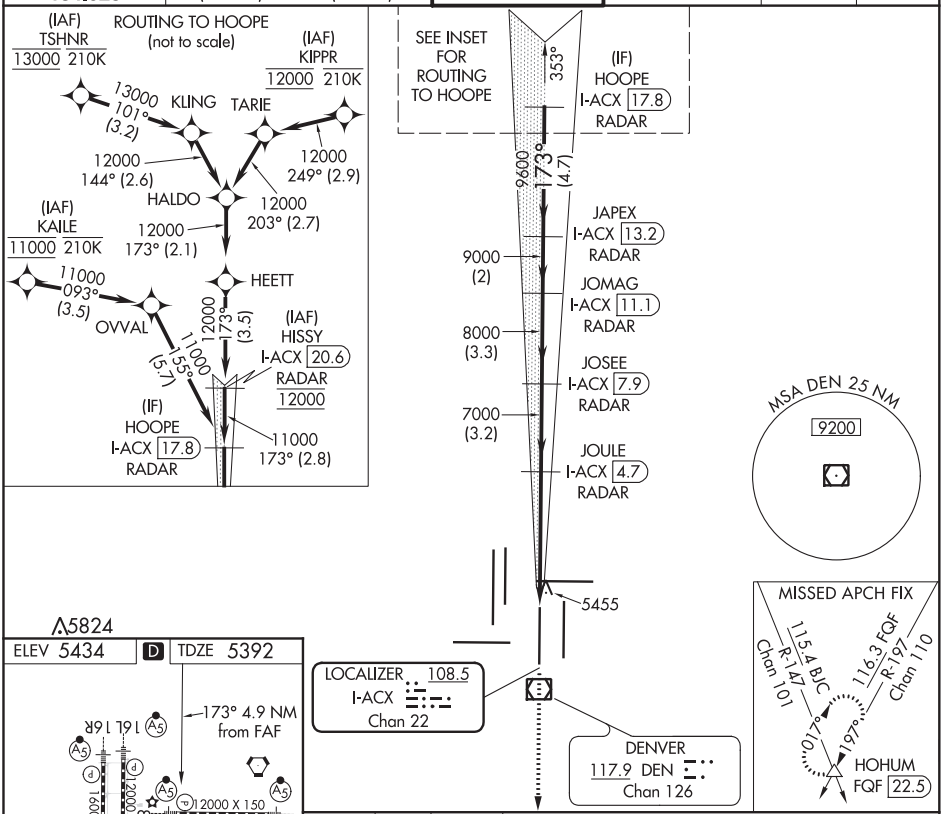
DME or RADAR required for LOC only.
RNAV 1-GPS or RADAR required for procedure entry.

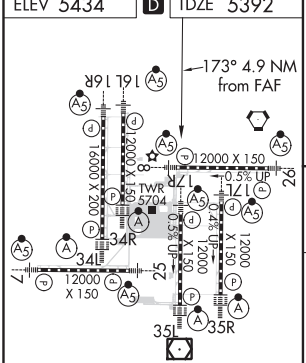
T Simultaneous approach authorized. For inop ALS, increase S-17R LOC Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 10000 on heading 173° and on FQF VORTAC R-197 to HOHUM INT/ FQF 22.5 DME and hold.

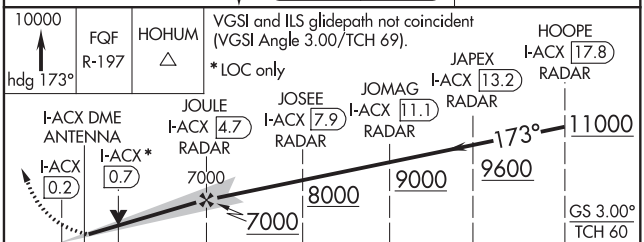
D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				





TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17R	5592/18 200 (200-½)			
S-LOC 17R	5720/24 328 (300-½)		5720/30 328 (300-⅝)	

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LOC/DME I-ERP	APP CRS	Rwy ldg	12000
111.55	263°	TDZE	5355
Chan 52 (Y)		Apt Elev	5434

ILS or LOC RWY 25

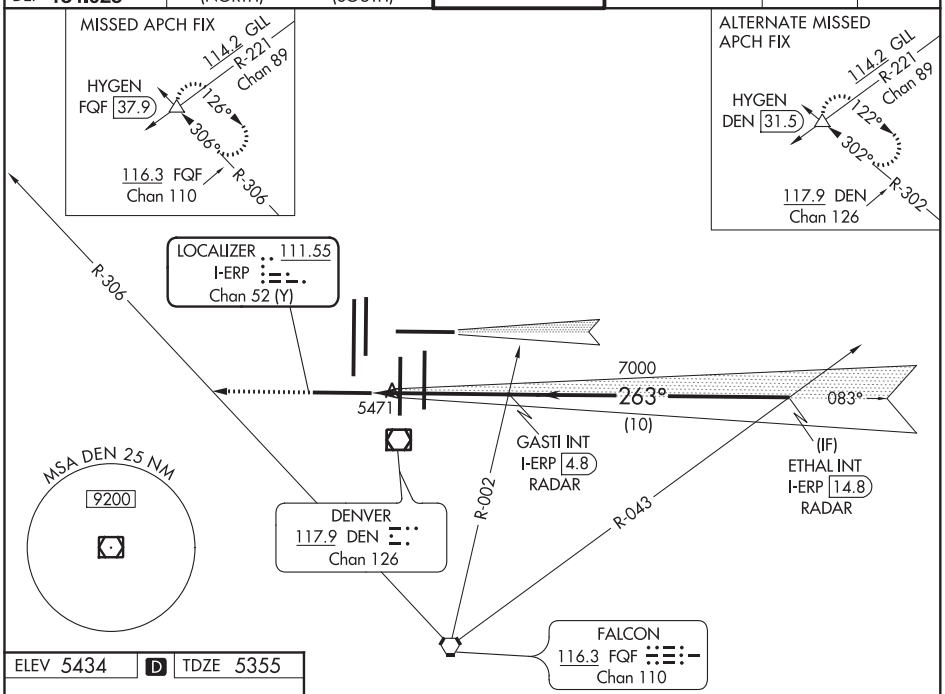
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 26. For inoperative MALSR, increase S-LOC 25 Cat C and D visibility to RVR 5500.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

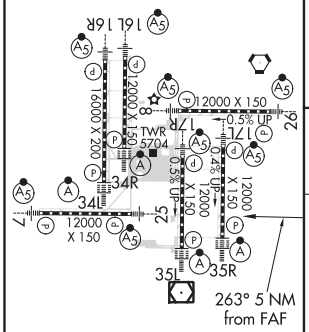
MALSR

MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	



ELEV 5434 D TDZE 5355

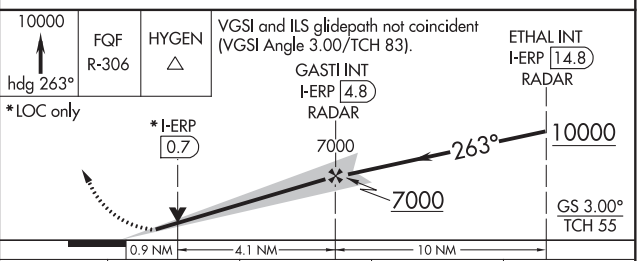


HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

6270 ±

RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 25 **	5555/24 200 (200-½)			
S-LOC 25	5720/24 365 (300-½)		5720/35 365 (300-⅝)	

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LOC/DME I-JOY 108.9 Chan 26	APP CRS 263°	Rwy ldg 12000 TDZE 5309 Apt Elev 5434

ILS or LOC RWY 26

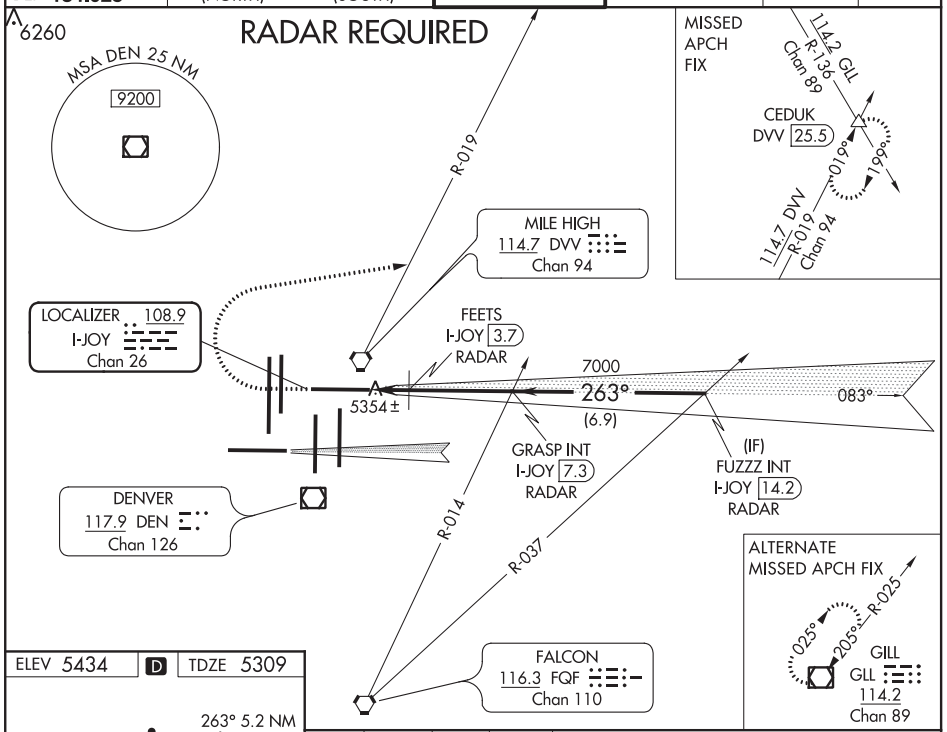
DENVER INTL (DEN)

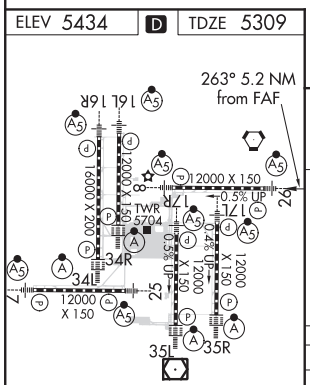
Simultaneous approach authorized with Rwy 25.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 9000 on heading 070° and on DVV VORTAC R-019 to CEDUK INT/DVV 25.5 DME and hold.

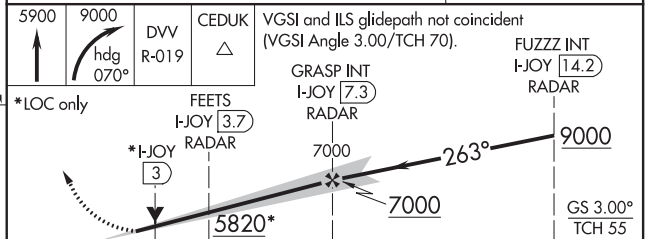
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	





HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 26	5509/18 200 (100-½)			
S-LOC 26	5820/24 511 (400-½)		5820/55 511 (400-1)	
FEETS FIX MINIMUMS				
S-LOC 26	5620/24 311 (200-½)		5620/26 311 (200-½)	

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ILS or LOC RWY 34L

DENVER INTL (DEN)

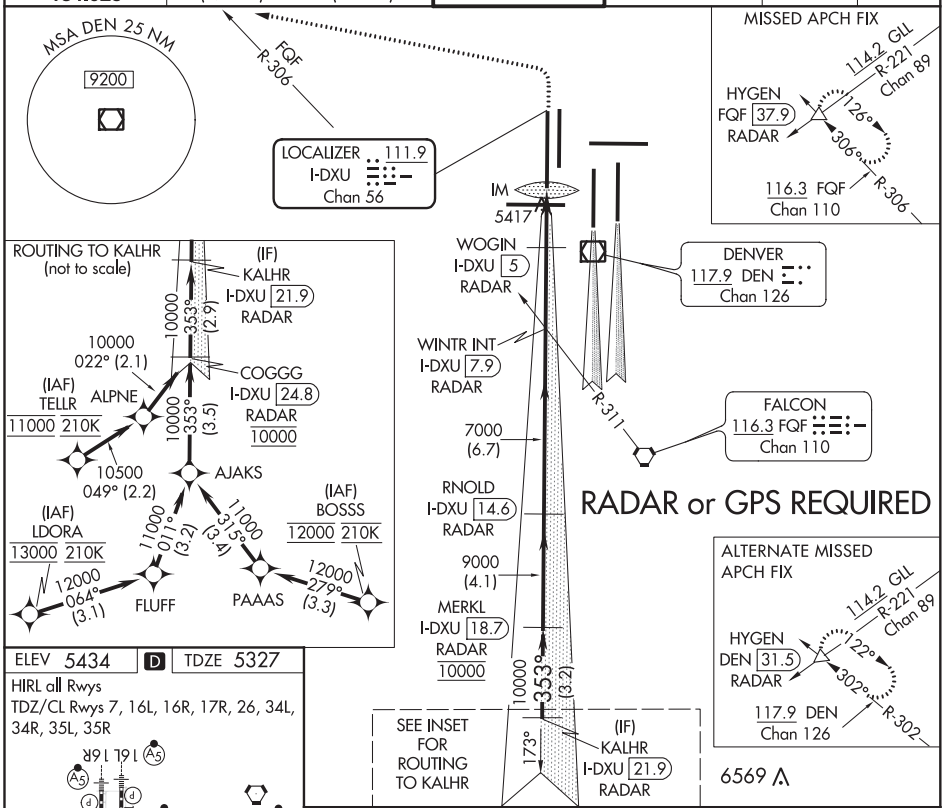
LOC/DME I-DXU	APP CRS	Rwy ldg	16000
111.9	353°	TDZE	5327
Chan 56		Apt Elev	5434

RADAR or DME required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cats C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

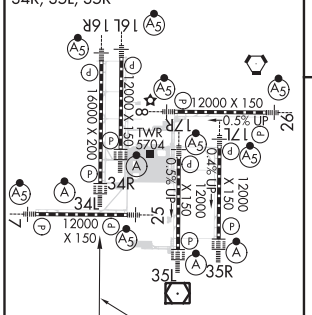
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	



ELEV 5434 D TDZE 5327

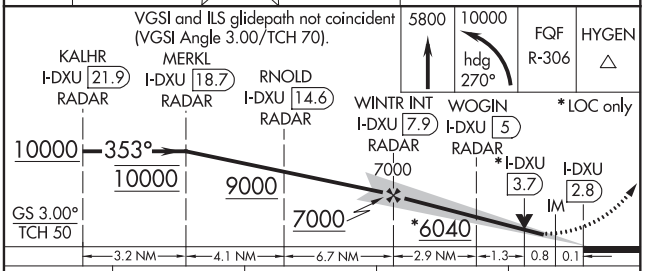
HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-½)			
S-LOC 34L	5680/24 353 (300-½)		5680/30 353 (300-⅝)	

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ILS or LOC RWY 34R

DENVER INTL (DEN)

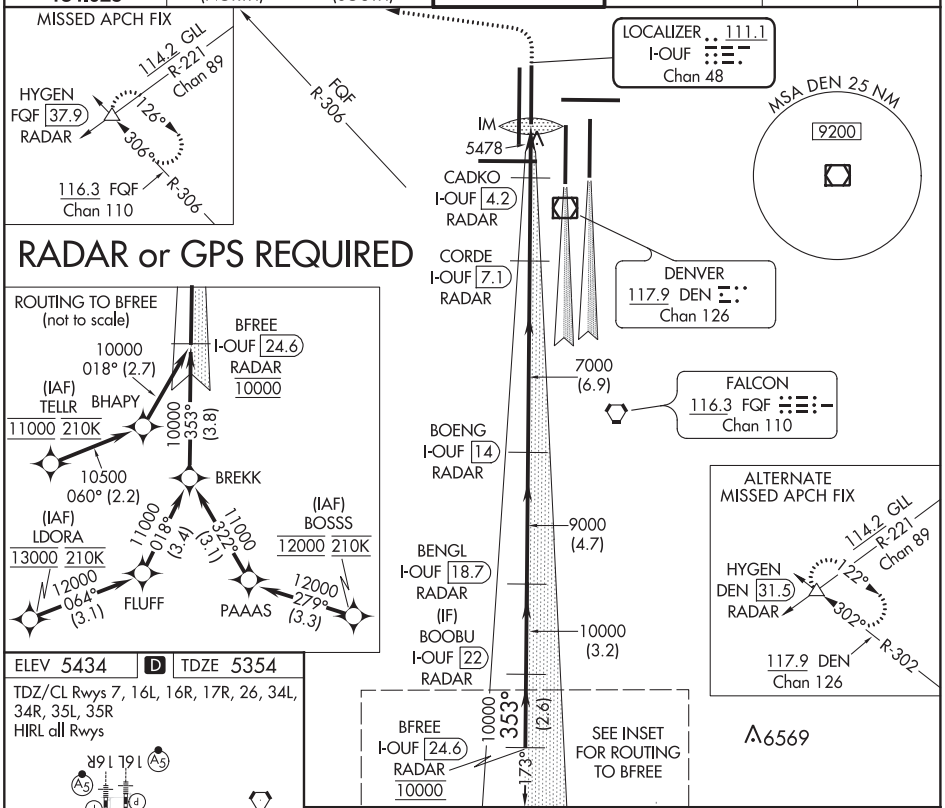
LOC/DME I-OUF	APP CRS	Rwy ldg	12000
111.1	353°	TDZE	5354
Chan 48		Apt Elev	5434

S-LOC 34R DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cat C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

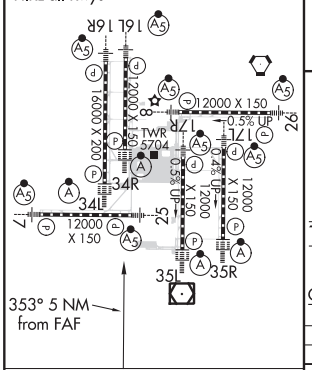
D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	135.3 351.95	127.5 379.175	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



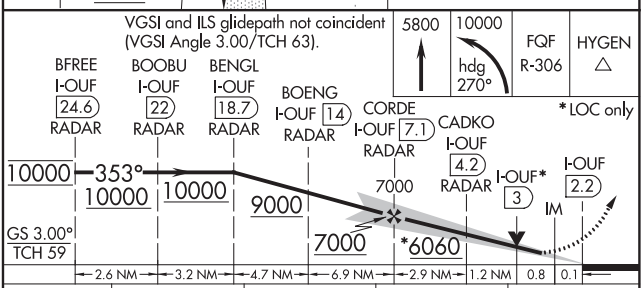
RADAR or GPS REQUIRED

ELEV 5434 | D | TDZE 5354

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).



CATEGORY	A	B	C	D
S-ILS 34R	5554/18 200 (200-½)			
S-LOC 34R	5700/24 346 (300-½)		5700/30 346 (300-⅝)	

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

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ILS or LOC RWY 35L
DENVER INTL (DEN)

LOC/DME I-AQD	APP CRS	Rwy ldg	12000
108.5	353°	TDZE	5434
Chan 22		Apt Elev	5434

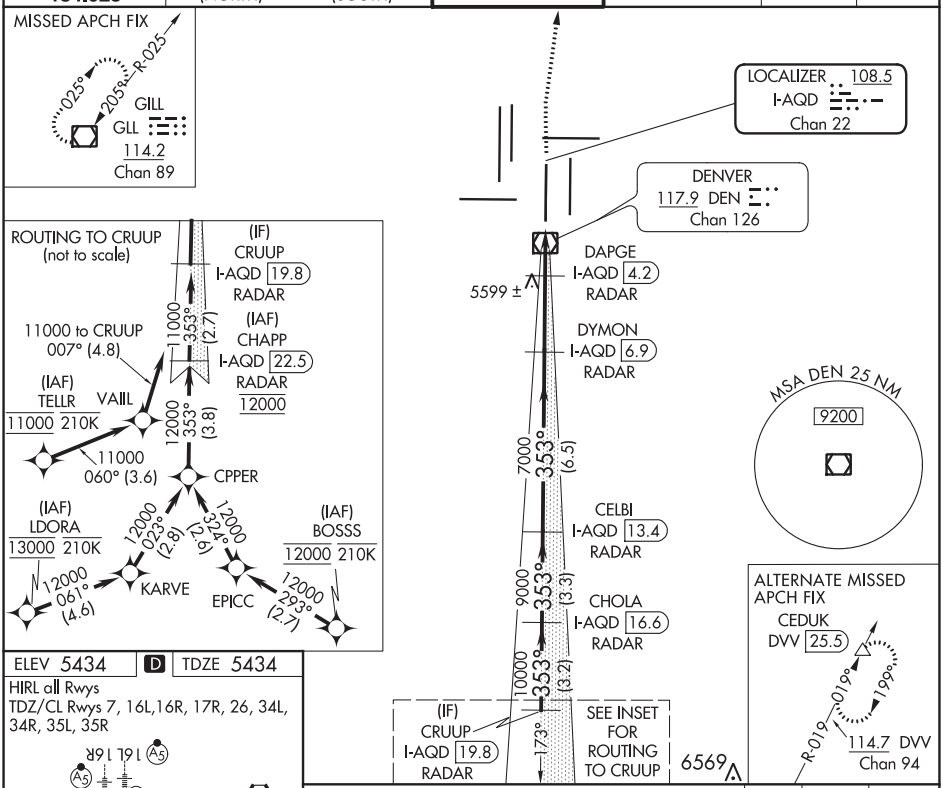
DME or RADAR required for LOC only.
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

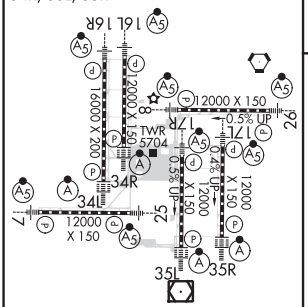
MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

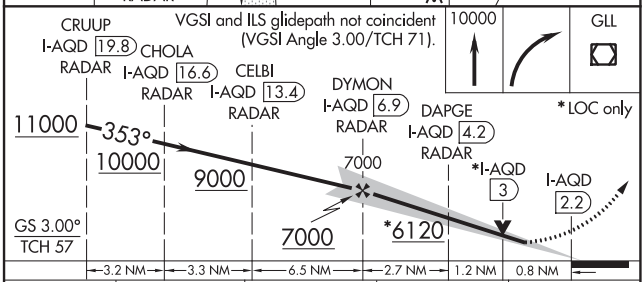
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	



ELEV 5434 D TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
S-ILS 35L	5634/18 200 (200-½)			
S-LOC 35L	5760/24 326 (400-½)		5760/26 326 (400-½)	

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

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ILS or LOC RWY 35R
DENVER INTL (DEN)

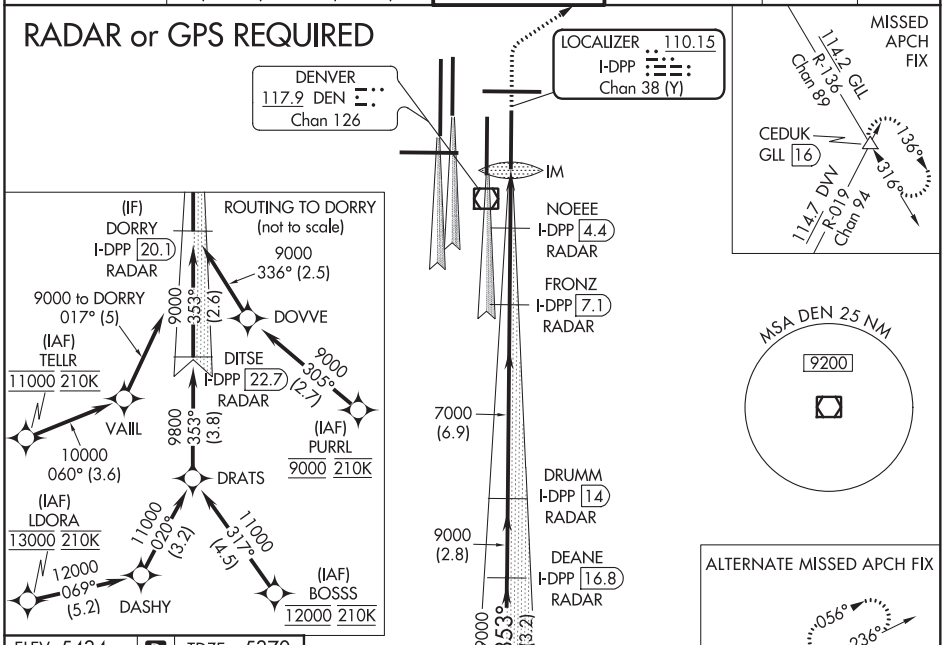
LOC/DME I-DPP	APP CRS	Rwy ldg / TDZE / Apt Elev
110.15 Chan 38(Y)	353°	12000 / 5370 / 5434

S-LOC 35R DME or RADAR required.
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

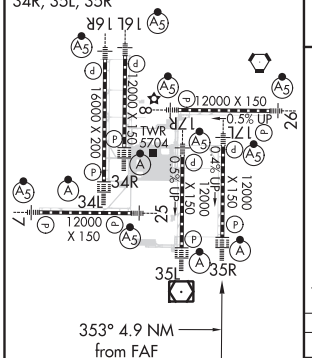
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



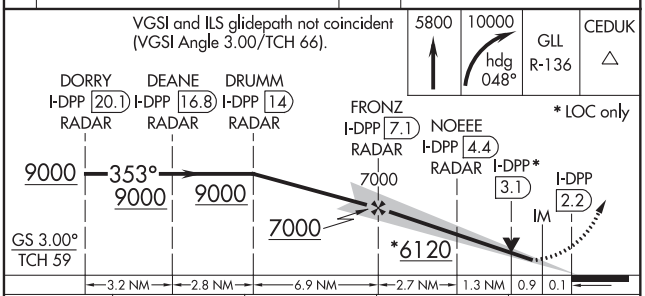
ELEV 5434 | D | TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R



FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
S-ILS 35R	5570/18 200 (200-½)			
S-LOC 35R	5740/24 370 (400-½)		5740/35 370 (400-⅝)	

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LOC/DME I-DXU	APP CRS	Rwy ldg 16000
111.9	353°	TDZE 5327
Chan 56		Apt Elev 5434

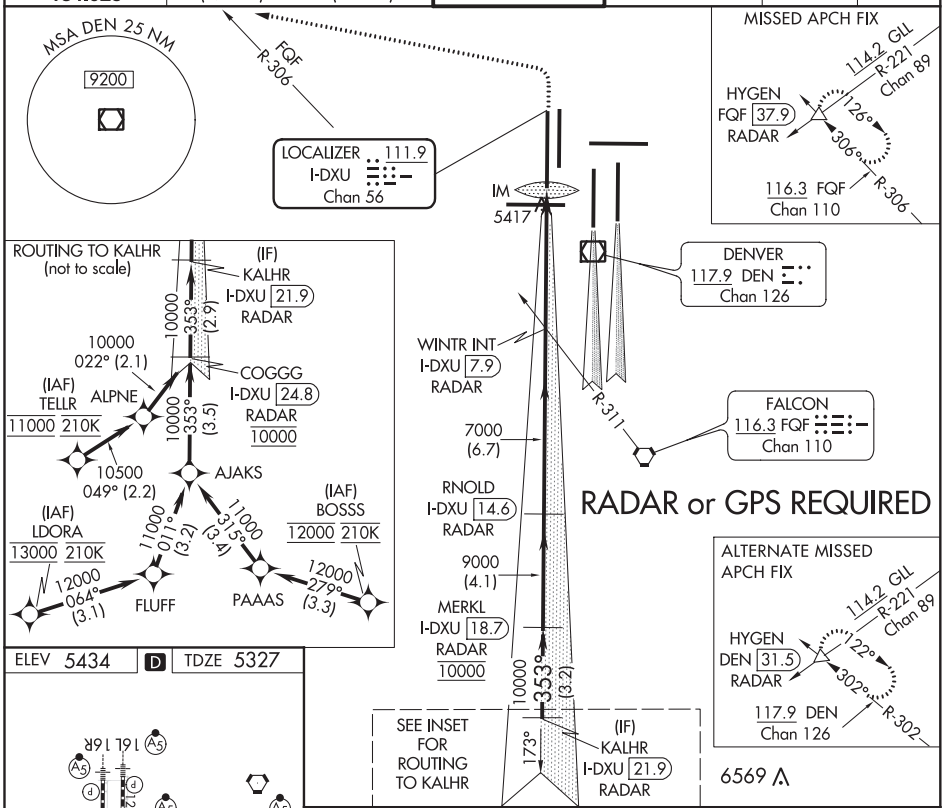
ILS RWY 34L (SA CAT I)
DENVER INTL (DEN)

RADAR or DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.

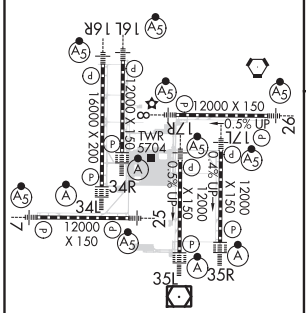
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	



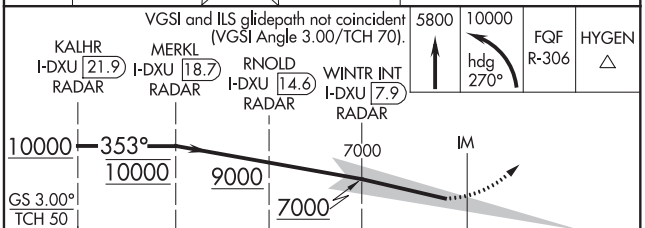
ELEV 5434 D TDZE 5327



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

5800	10000 hdg 270°	FQF R-306	HYGEN



CATEGORY	A	B	C	D
S-ILS 34L	RA 148/14 150 DA 5477			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO | AL-9077 (FAA) | 17341

ILS RWY 34R (SA CAT I)

DENVER INTL (DEN)

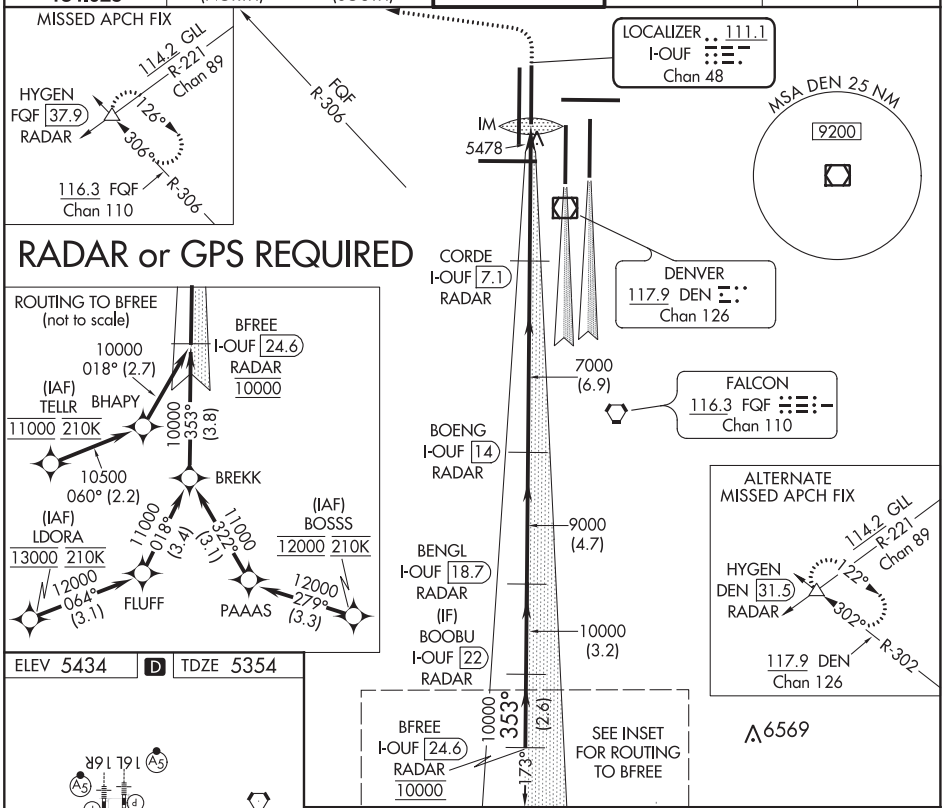
LOC/DME I-OUF	APP CRS	Rwy ldg	12000
111.1	353°	TDZE	5354
Chan 48		Apt Elev	5434

T Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.

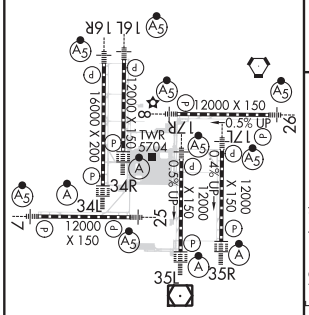
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	135.3 351.95	127.5 379.175	118.75	
DEP 134.025	(NORTH)	(SOUTH)				

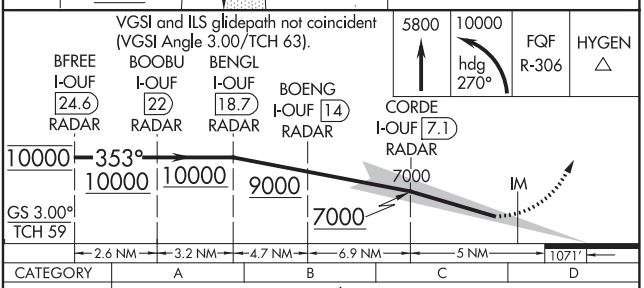


ELEV 5434 | D | TDZE 5354



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).



CATEGORY	A	B	C	D
S-ILS 34R	RA 175/14 150 DA 5504			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 34R (SA CAT I)

ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

LOC/DME I-AQD	APP CRS	Rwy ldg	12000
108.5	353°	TDZE	5434
Chan 22		Apt Elev	5434

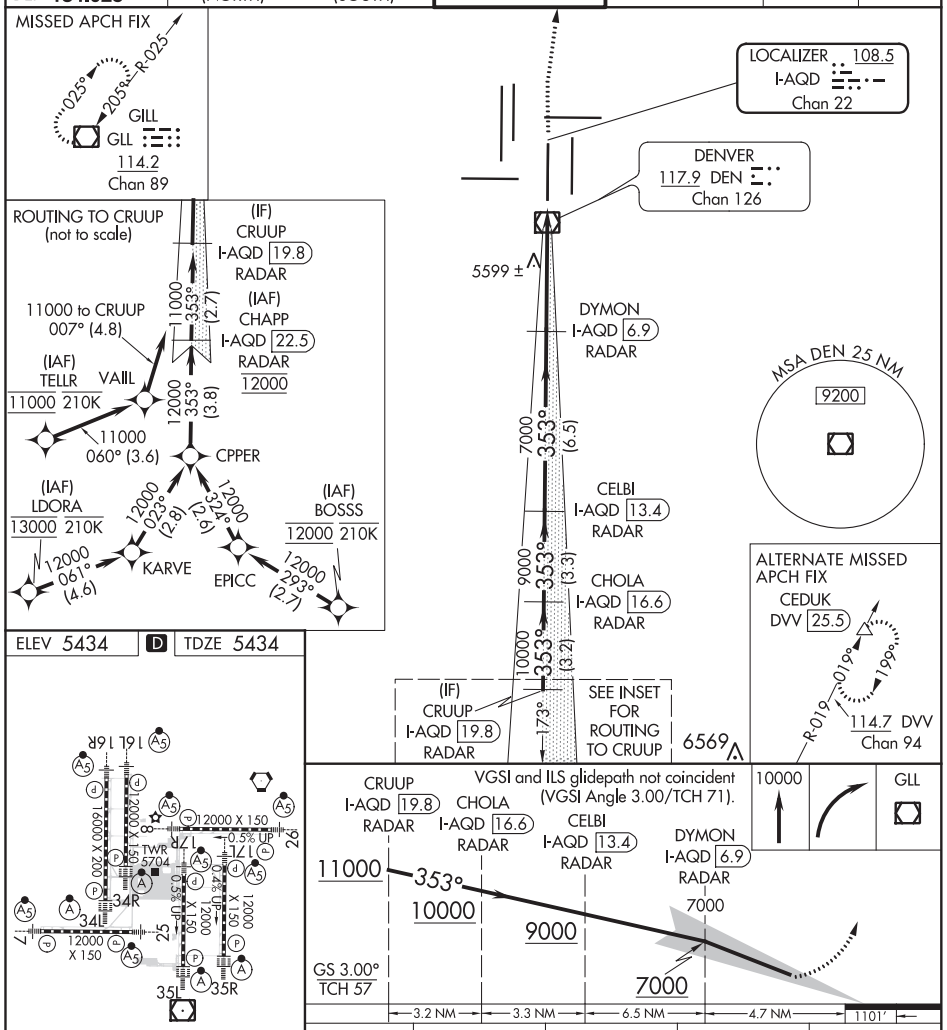
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	353°	TDZE	5370
Chan 38(Y)		Apt Elev	5434

ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

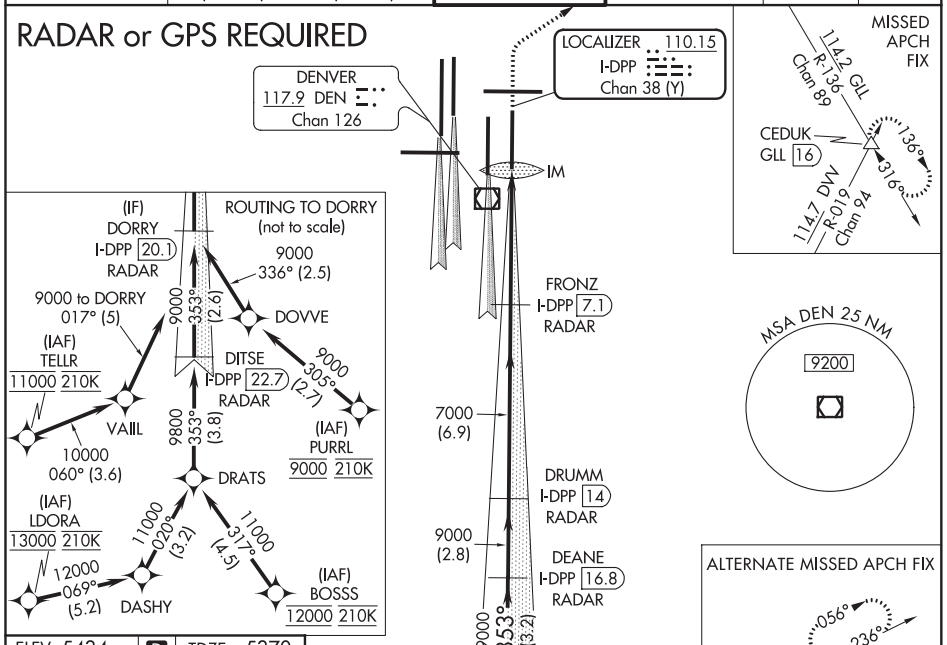
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

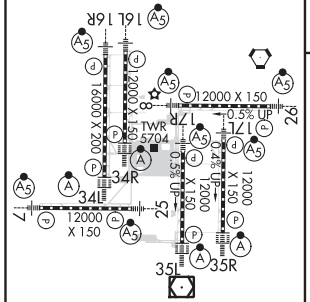
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR or GPS REQUIRED

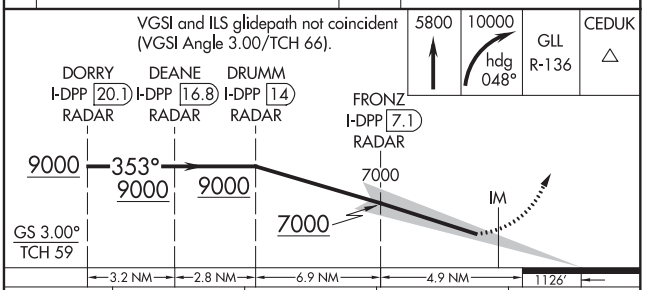


ELEV 5434	D	TDZE 5370



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
S-ILS 35R	RA 161/14 150 DA 5520			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-DXU	APP CRS	Rwy ldg	16000
111.9	353°	TDZE	5327
Chan 56		Apt Elev	5434

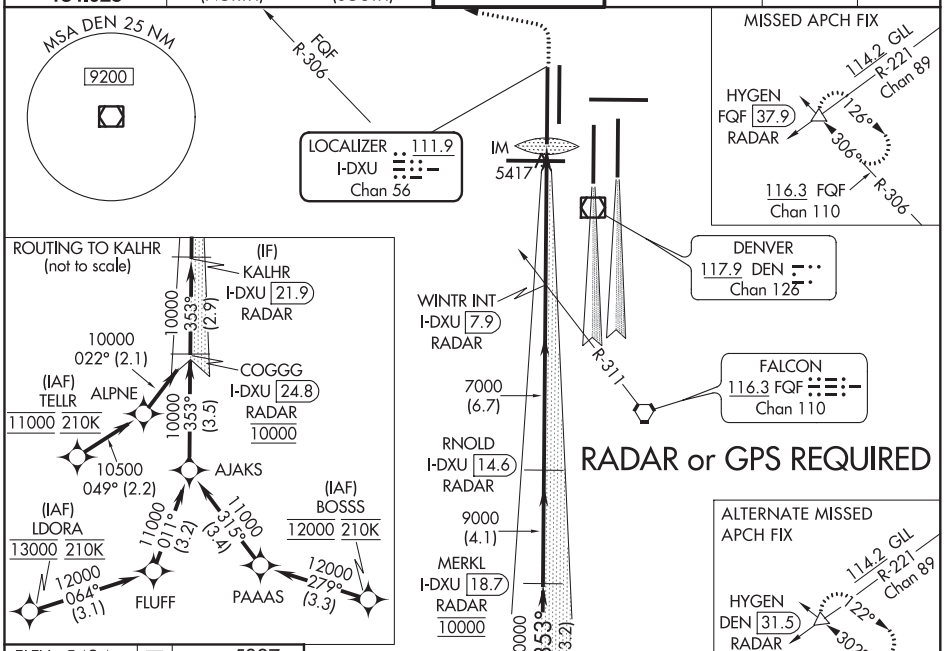
ILS RWY 34L (CAT II & III)
DENVER INTL (DEN)

RADAR or DME required. Simultaneous approach authorized with Rwy 35L/R. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

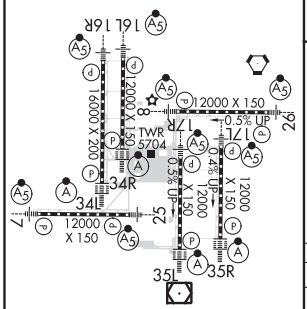
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	

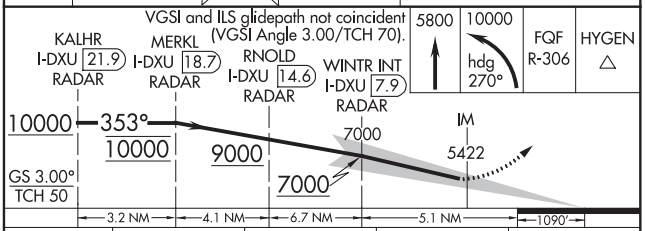


ELEV 5434 D TDZE 5327



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 108/12 100 DA 5427			
S-ILS 34L	CAT IIIa RVR 07			
S-ILS 34L	CAT IIIb RVR 03			
S-ILS 34L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-OUF 111.1 Chan 48	APP CRS 353°	Rwy ldg 12000 TDZE 5354 Apt Elev 5434

ILS RWY 34R (CAT II & III)

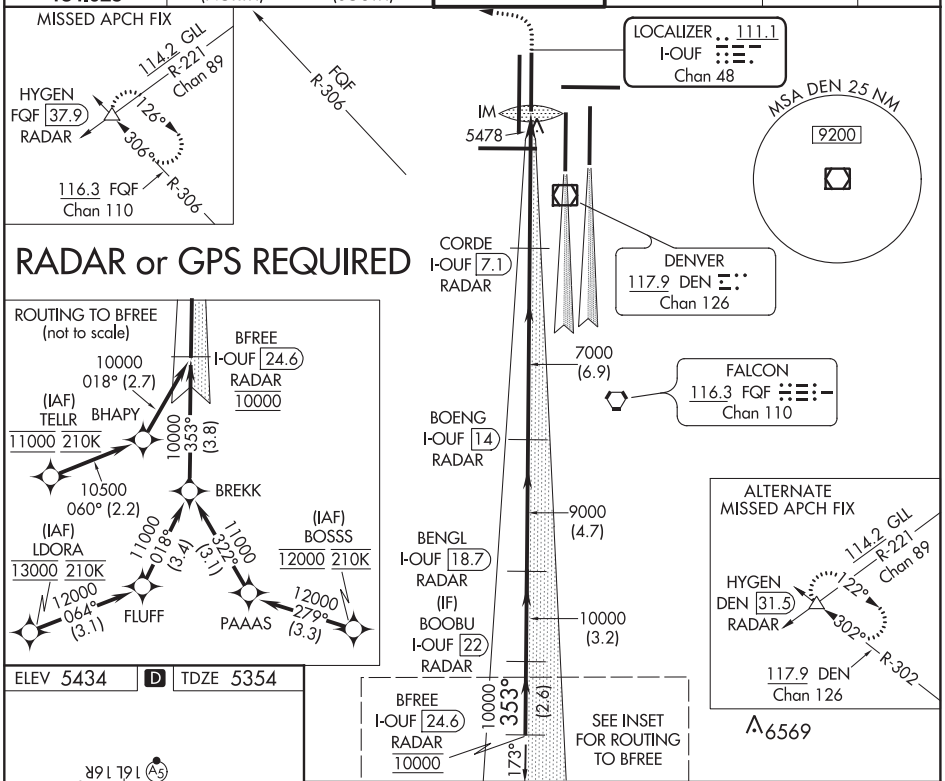
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 35L/R.
CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

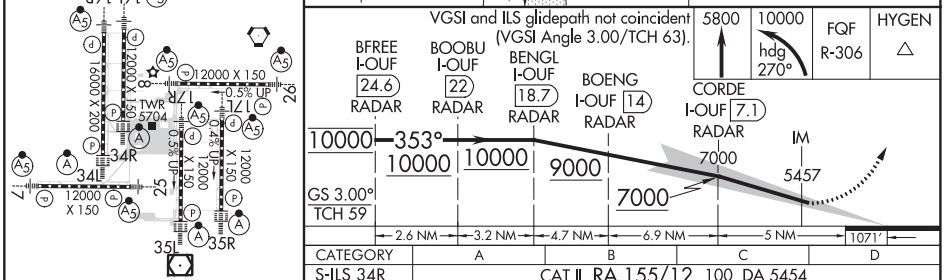
ALSF-2

MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	



ELEV 5434 D TDZE 5354



CATEGORY				
S-ILS 34R	CAT II	RA 155/12	100	DA 5454
S-ILS 34R	CAT IIIa	RVR 07		
S-ILS 34R	CAT IIIb	RVR 03		
S-ILS 34R	CAT IIIc	NA		

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-AQD 108.5 Chan 22	APP CRS 353°	Rwy ldg 12000 TDZE 5434 Apt Elev 5434

ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

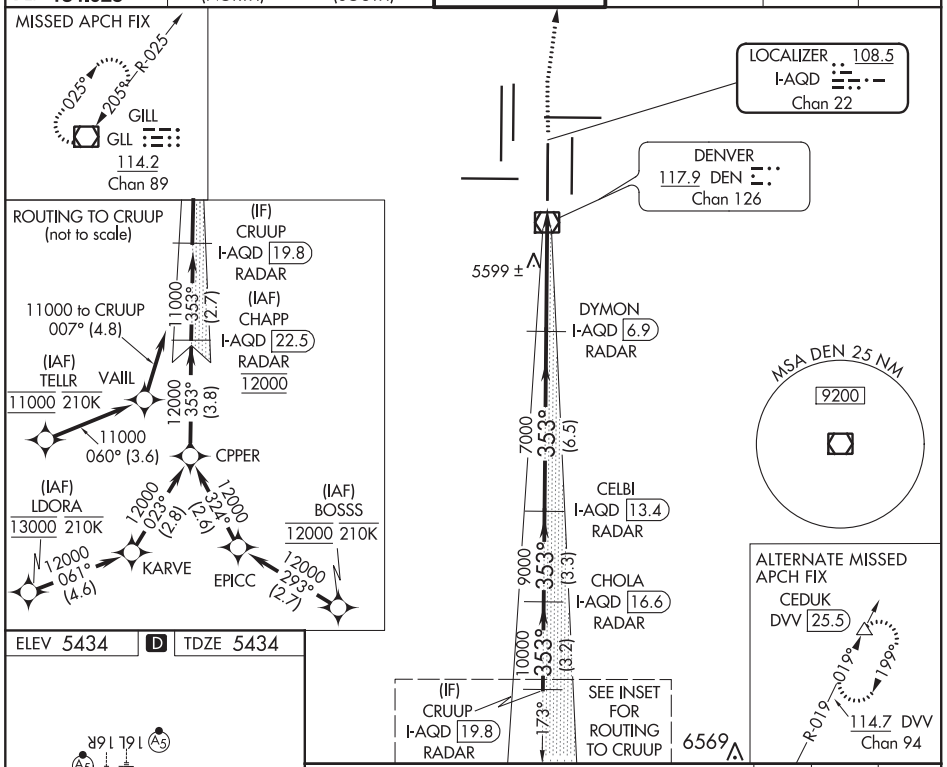
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

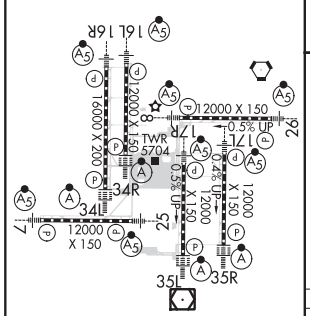
ALSF-2

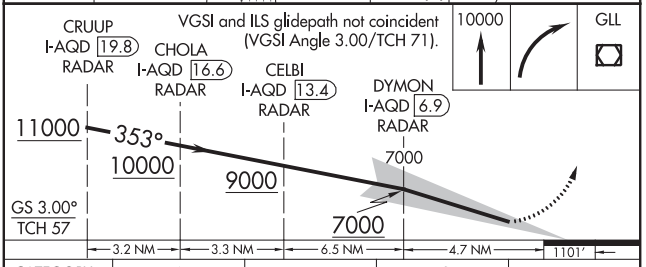
MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	



ELEV 5434 D TDZE 5434





CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT III RVR 03			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-DPP	APP CRS	Rwy ldg	12000
110.15	353°	TDZE	5370
Chan 38 (Y)		Apt Elev	5434

ILS RWY 35R (CAT II & III)

DENVER INTL (DEN)

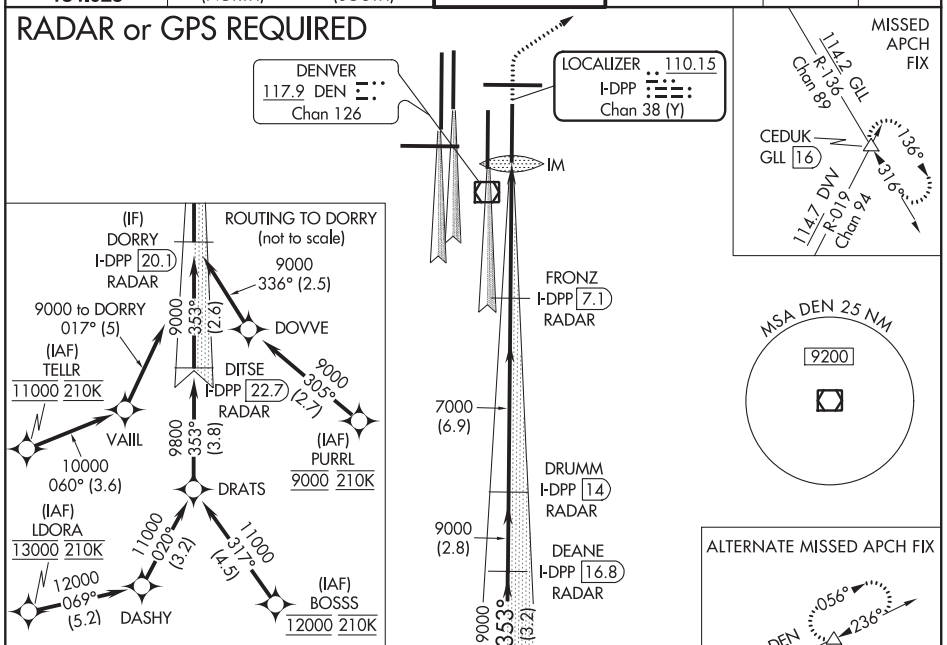
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

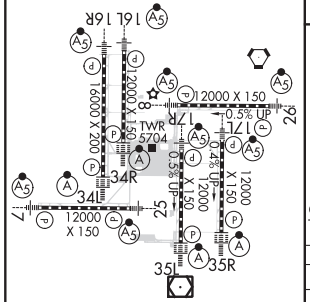
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR or GPS REQUIRED

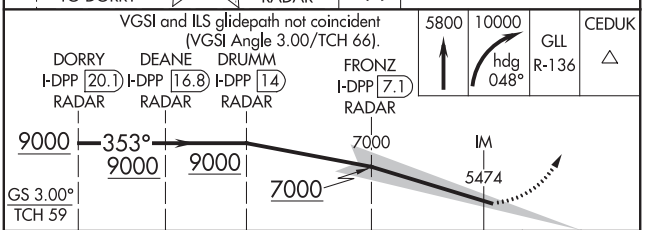


ELEV 5434 D TDZE 5370



HIRL all Rwys
TDZ/CL Rwys 7, 16L,16R, 17R, 26, 34L, 34R, 35L, 35R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
S-ILS 35R	CAT II RA 111/12 100 DA 5470			
S-ILS 35R	CAT IIIa RVR 07			
S-ILS 35R	CAT IIIb RVR 03			
S-ILS 35R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	12000
082°	TDZE	5352
	Apt Elev	5434

RNAV (RNP) Z RWY 7

DENVER INTL (DEN)

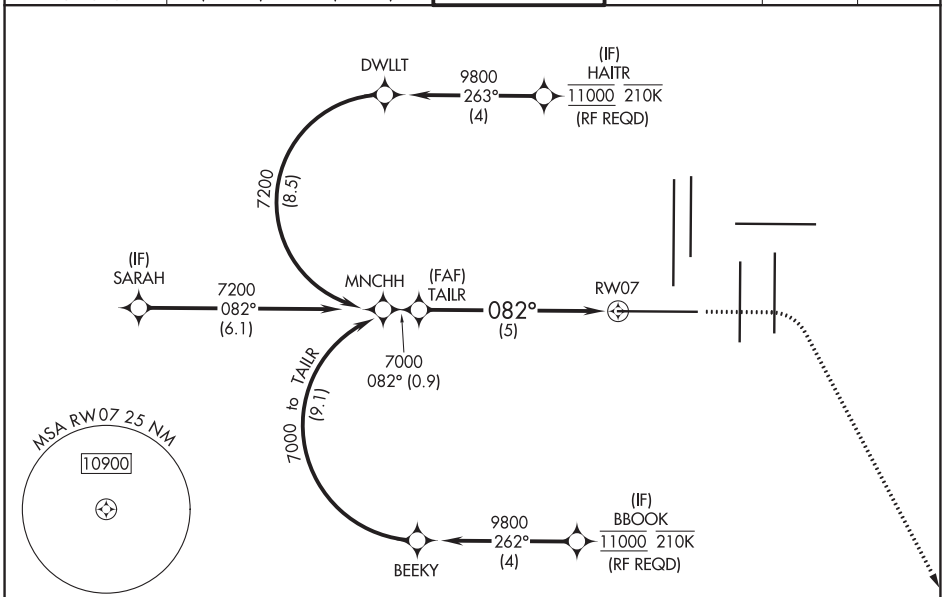
RNP AR APCH.

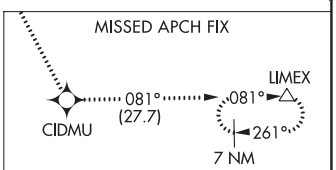
T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

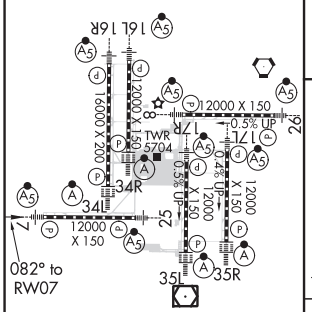
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and track 081° to LIMEX and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

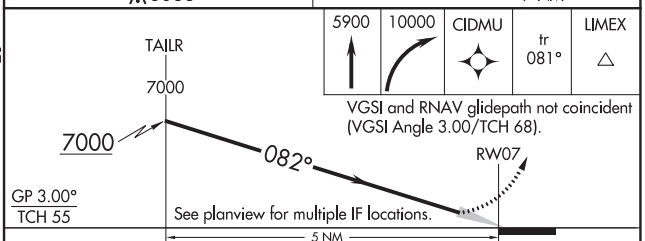




ELEV 5434 D TDZE 5352



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).

CATEGORY	A	B	C	D
RNP 0.15 DA	5602/24 250 (200-½)			
RNP 0.30 DA	5753/40 401 (400-¾)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO AL-9077 (FAA) 18032

RNAV (RNP) Z RWY 16L

DENVER INTL (DEN)

APP CRS	Rwy ldg	12000
173°	TDZE	5357
	Apt Elev	5434

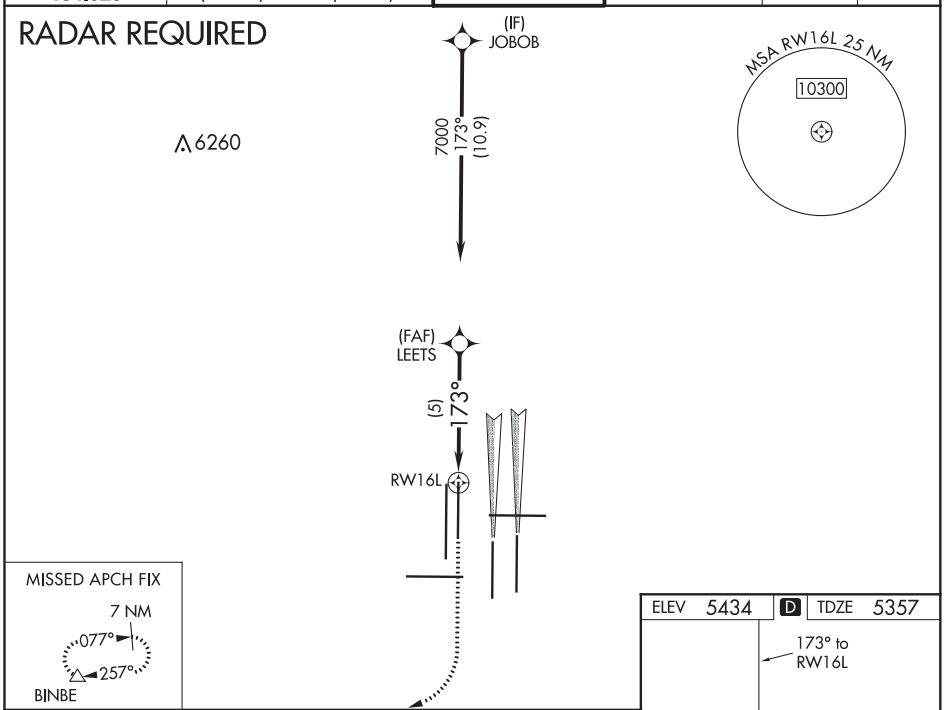
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	

RADAR REQUIRED



CATEGORY	A	B	C	D
RNP 0.10 DA	5617/24 260 (200-½)			
RNP 0.30 DA	5683/32 326 (300-⅝)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 16R

DENVER INTL (DEN)

APP CRS	Rwy ldg	16000
173°	TDZE	5326
	Apt Elev	5434

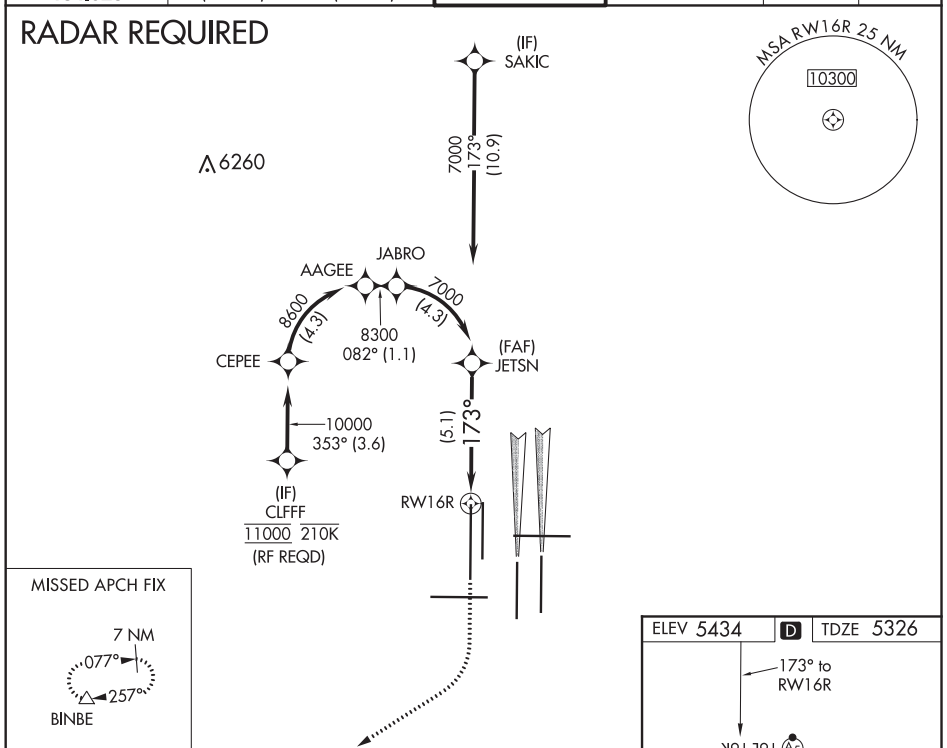
GPS required. Simultaneous approach authorized.
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (116°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

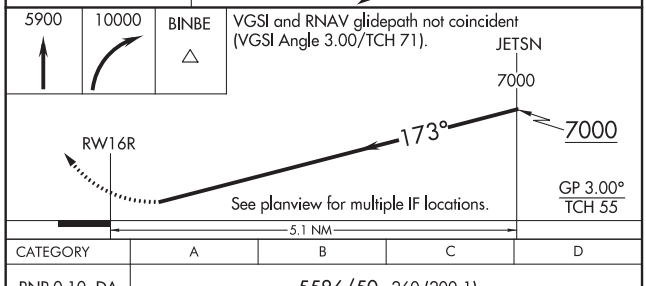
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	

RADAR REQUIRED



5900	10000	BINBE

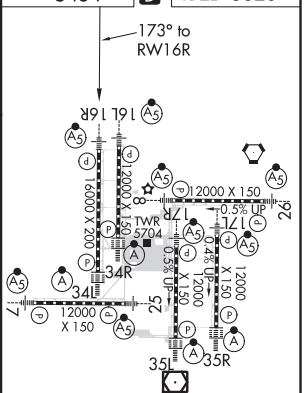
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
RNP 0.10 DA	5586/50 260 (200-1)			
RNP 0.30 DA	5651/50 325 (300-1)			

AUTHORIZATION REQUIRED

ELEV 5434 D TDZE 5326



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO AL-9077 (FAA) 18032

APP CRS	Rwy ldg	12000
173°	TDZE	5339
	Apt Elev	5434

RNAV (RNP) Z RWY 17L

DENVER INTL (DEN)

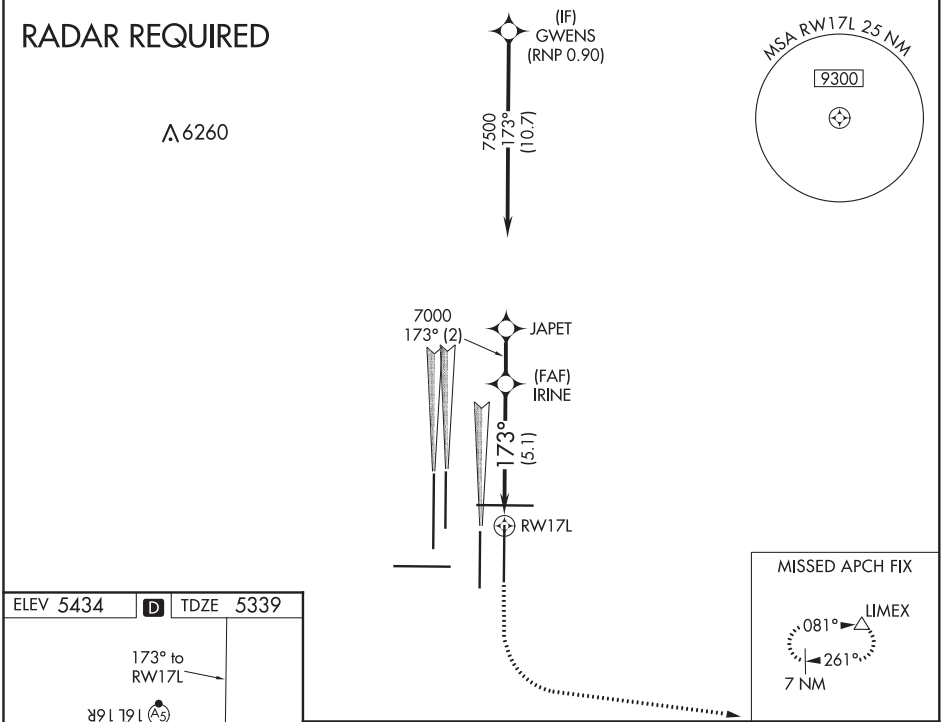
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F).

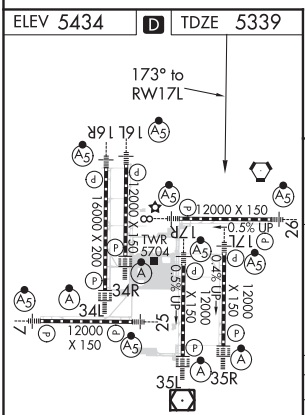
MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

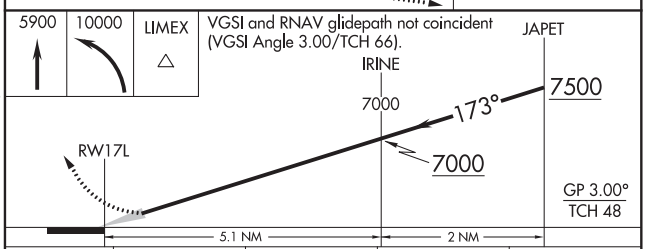
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA	5600/24 261 (200-½)			
RNP 0.30 DA	5716/40 377 (300-¾)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO
Orig-C 01FEB18

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (RNP) Z RWY 17L

APP CRS	Rwy ldg	12000
173°	TDZE	5392
	Apt Elev	5434

RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

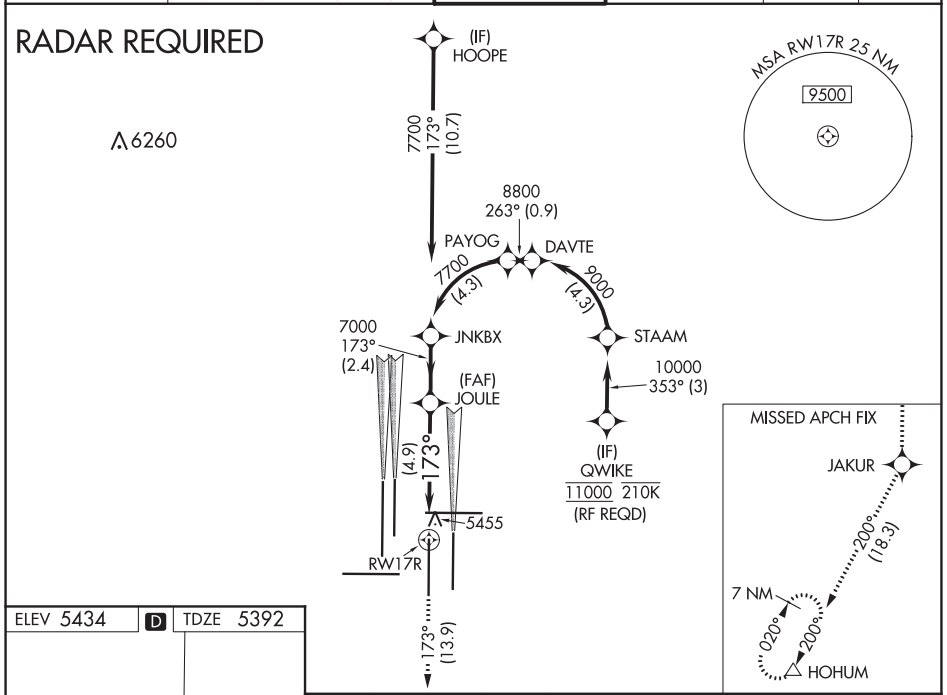
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1⅝ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).

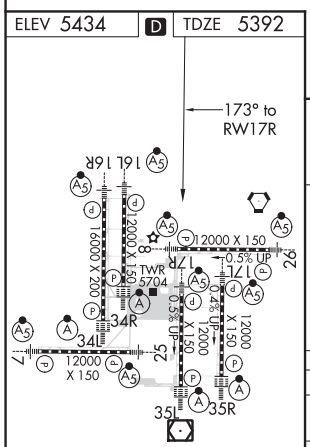
MALSR

MISSED APPROACH: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

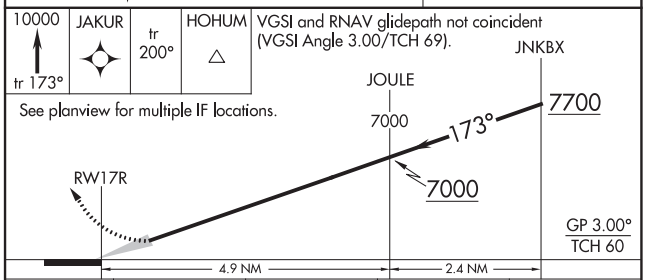
D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				

RADAR REQUIRED





HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA	5722/32 330 (300-⅝)			
RNP 0.30 DA	5894/60 502 (500-1¼)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO | AL-9077 (FAA) | 20086

APP CRS	Rwy ldg	12000
263°	TDZE	5309
	Apt Elev	5434

RNAV (RNP) Z RWY 26

DENVER INTL (DEN)

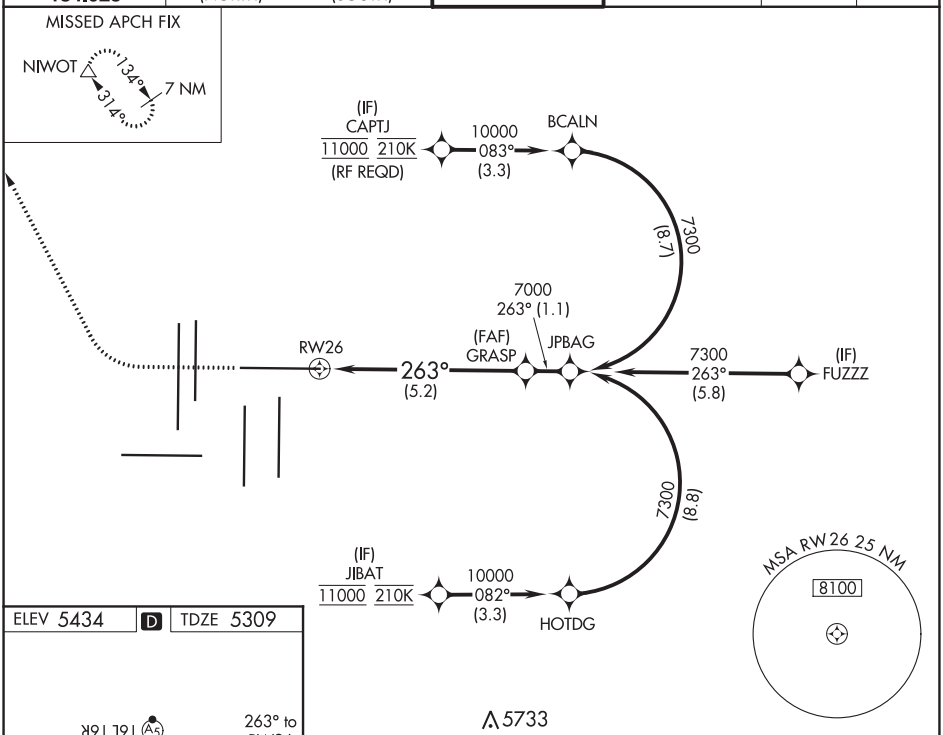
RNP AR APCH.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 4500.

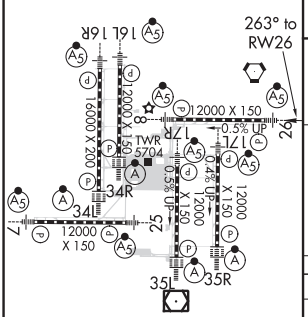
MALSR

MISSED APPROACH: Climb to 6000 then climbing right turn to 10000 direct NIWOT and hold.

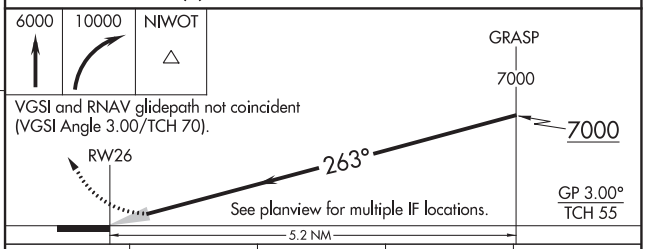
D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	132.35 239.275	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



ELEV 5434 | D | TDZE 5309



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 70).

CATEGORY	A	B	C	D
RNP 0.15 DA	5566/24 257 (200-½)			
RNP 0.30 DA	5611/24 302 (200-½)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	16000
353°	TDZE	5327
	Apt Elev	5434

RNAV (RNP) Z RWY 34L

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.20 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	

MISSED APCH FIX

HYGEN 129° 309° 7 NM

RW34L

5417

353° (5.1)

(FAF) WINTR

7000

353° (2.1)

TUGGL

7600 353° (4.6)

RNOLD

9000 353° (4.1)

MERKL

10000

353° (3.2)

(IF) KALHR

6529

MSA RW34L 25 NM

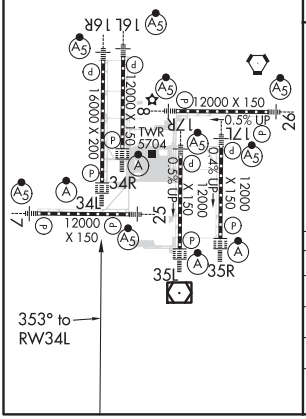
10300

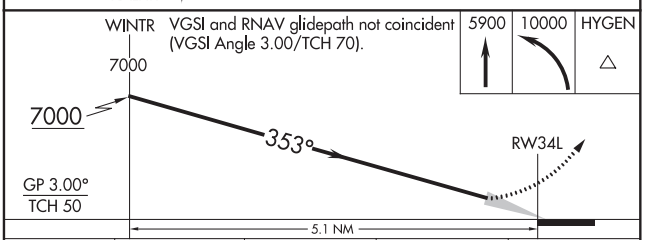
RADAR REQUIRED

ELEV 5434	D	TDZE 5327

HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
RNP 0.10 DA	5587/24 260 (200-½)			
RNP 0.20 DA	5720/45 393 (300-⅞)			
RNP 0.30 DA	5782/60 455 (400-1¼)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO AL-9077 (FAA) 18032

RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

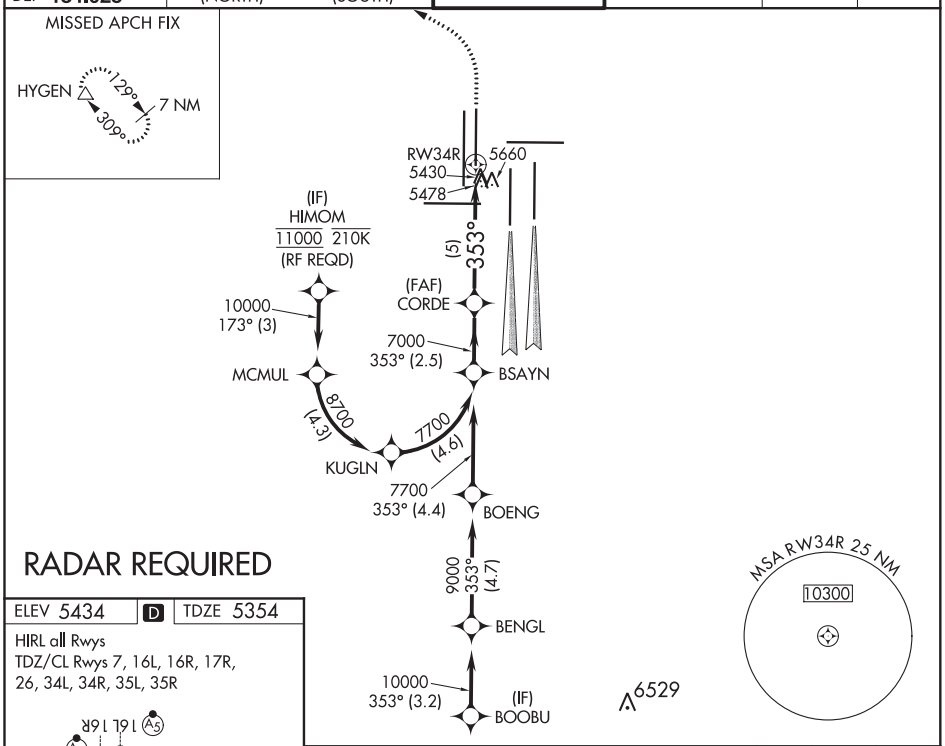
APP CRS	Rwy ldg	12000
353°	TDZE	5354
	Apt Elev	5434

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.20 all Cats visibility to 1⅝ mile and RNP 0.30 all Cats visibility to 2¼ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	



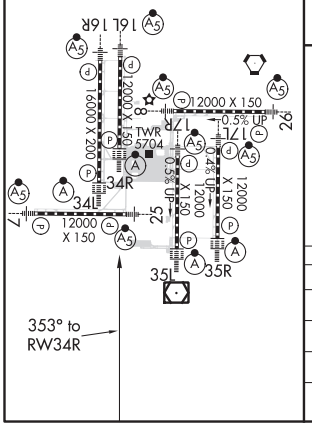
SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

RADAR REQUIRED

ELEV 5434 D TDZE 5354

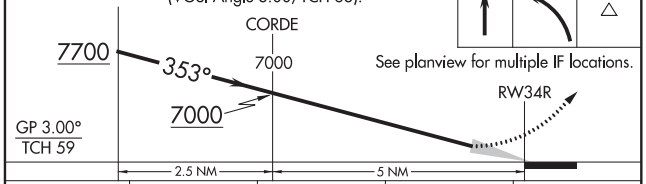
HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

6000	10000	HYGEN
↑	↰	△

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	5739/40 385 (400-¾)			
RNP 0.20 DA	5849/60 495 (500-1¼)			
RNP 0.30 DA	5980-1⅝ 626 (600-1⅝)			

AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	12000
353°	TDZE	5434
	Apt Elev	5434

RNAV (RNP) Z RWY 35L

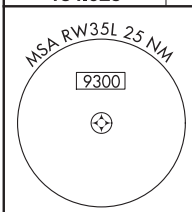
DENVER INTL (DEN)

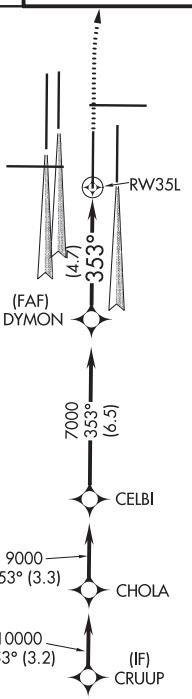
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (115°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3	120.35 379.3	133.3 322.45	121.85 377.1	118.75	
DEP 134.025	(NORTH)	(SOUTH)				



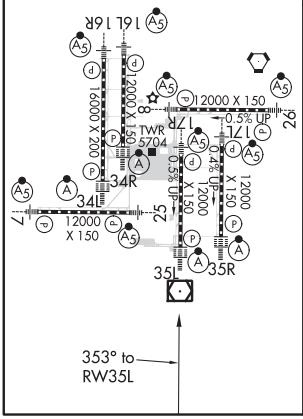


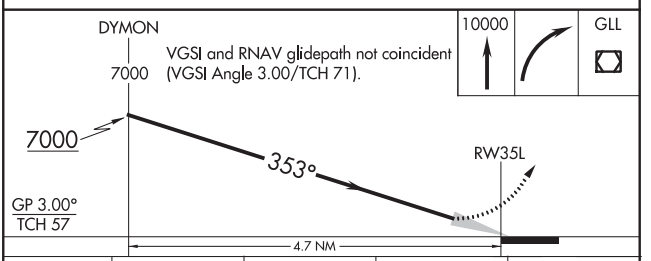
MISSED APCH FIX

RADAR REQUIRED

ELEV 5434 D TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
RNP 0.10 DA	5695/24	261 (300-½)		
RNP 0.30 DA	5760/32	326 (400-⅝)		

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO | AL-9077 (FAA) | 18032

RNAV (RNP) Z RWY 35R
DENVER INTL (DEN)

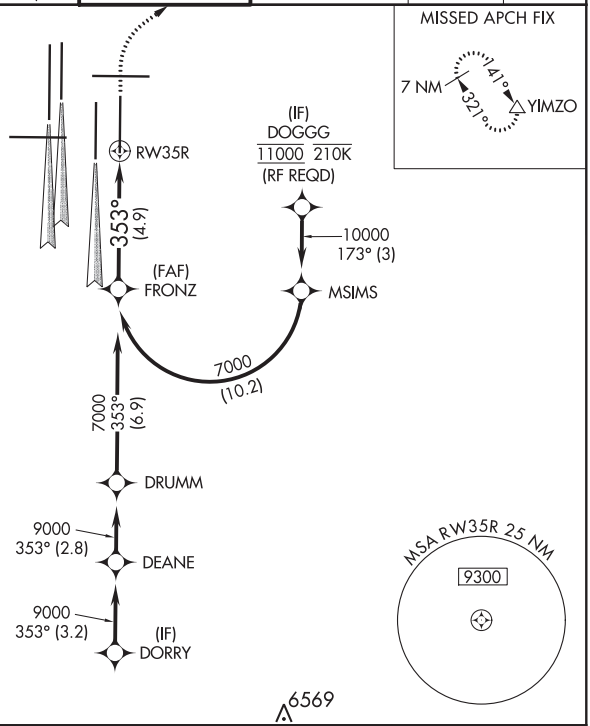
APP CRS	Rwy ldg	12000
353°	TDZE	5370
	Apt Elev	5434

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

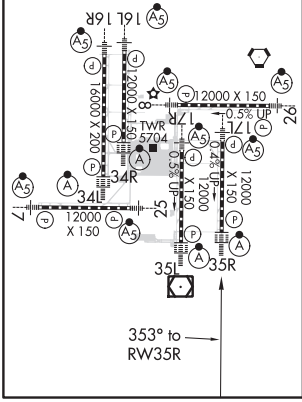
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	



RADAR REQUIRED

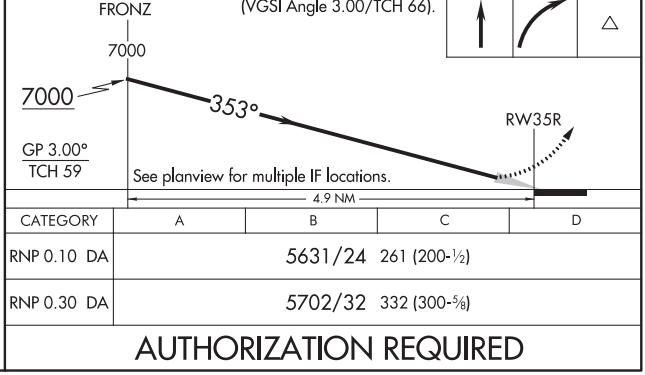
ELEV 5434 | D | TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

5900	8000	YIMZO



CATEGORY	A	B	C	D
RNP 0.10 DA	5631/24 261 (200-½)			
RNP 0.30 DA	5702/32 332 (300-⅝)			

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 87128 W07A	APP CRS 082°	Rwy ldg 12000 TDZE 5352 Apt Elev 5434

RNAV (GPS) Y RWY 7

DENVER INTL (DEN)

RNP APCH.

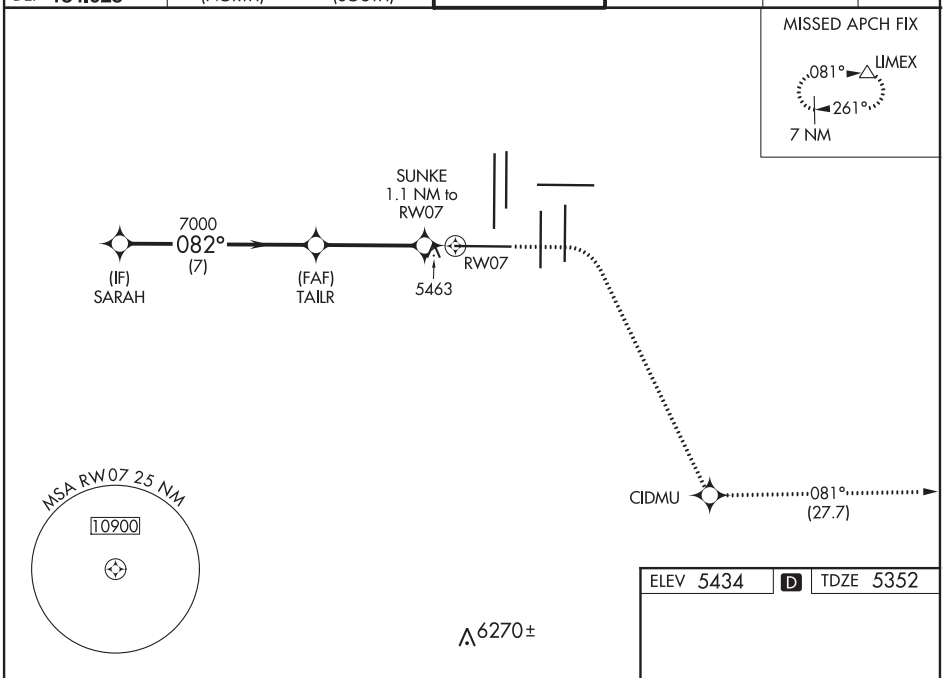
RADAR required.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 8. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cat C/D visibility to RVR 5500.

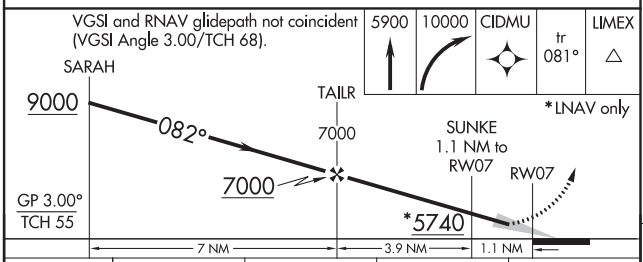
MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

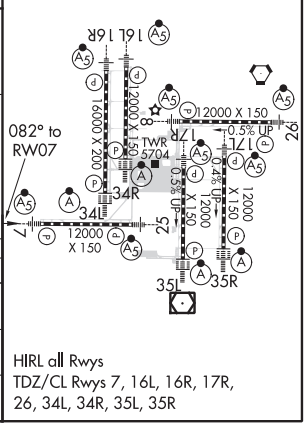


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).



CATEGORY	A	B	C	D
LPV DA	5552/18 200 (200-½)			
LNAV/VNAV DA	5626/24 274 (200-½)			
LNAV MDA	5720/24 368 (300-½)		5720/26 368 (300-½)	

ELEV 5434 D TDZE 5352



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO | AL-9077 (FAA) | 18312

RNAV (GPS) Y RWY 8
DENVER INTL (DEN)

WAAS CH 82228 W08A	APP CRS 082°	Rwy ldg 12000 TDZE 5354 Apt Elev 5434

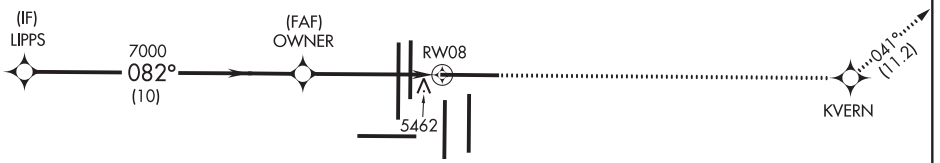
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 47°C (117°F). Simultaneous approach authorized with Rwy 7. DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

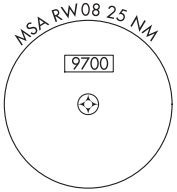
MALSR

MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

MISSED APCH FIX

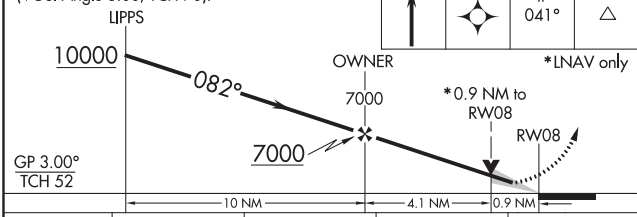




RADAR REQUIRED

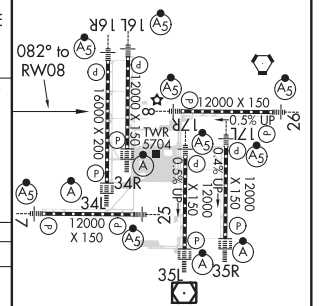
6239

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).



CATEGORY	A	B	C	D
LPV DA #	5554/24 200 (200-½)			
LNAV/VNAV DA	5833/60 479 (400-1¼)			
LNAV MDA	5720/24 366 (300-½)		5720/35 366 (300-⅝)	

ELEV 5434 | D | TDZE 5354



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DENVER, COLORADO
Amdt 1C 07DEC17

39°52'N-104°40'W

DENVER INTL (DEN)
RNAV (GPS) Y RWY 8

WAAS CH 99307 W16A	APP CRS 173°	Rwy ldg 12000 TDZE 5357 Apt Elev 5434

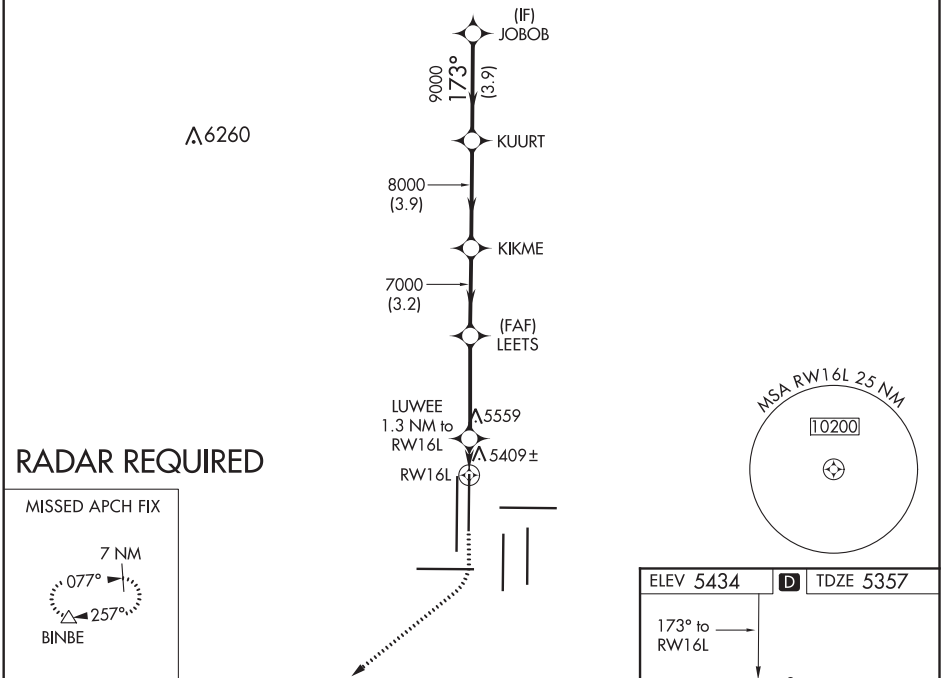
RNAV (GPS) Y RWY 16L
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats, and LNAV Cats C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	



CATEGORY	A	B	C	D
LPV DA	5557/18 200 (200-½)			
LNAV/VNAV DA	5647/24 290 (300-½)			
LNAV MDA	5660/24 303 (300-½)			

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DENVER, COLORADO | AL-9077 (FAA) | 19003

RNAV (GPS) Y RWY 16R
DENVER INTL (DEN)

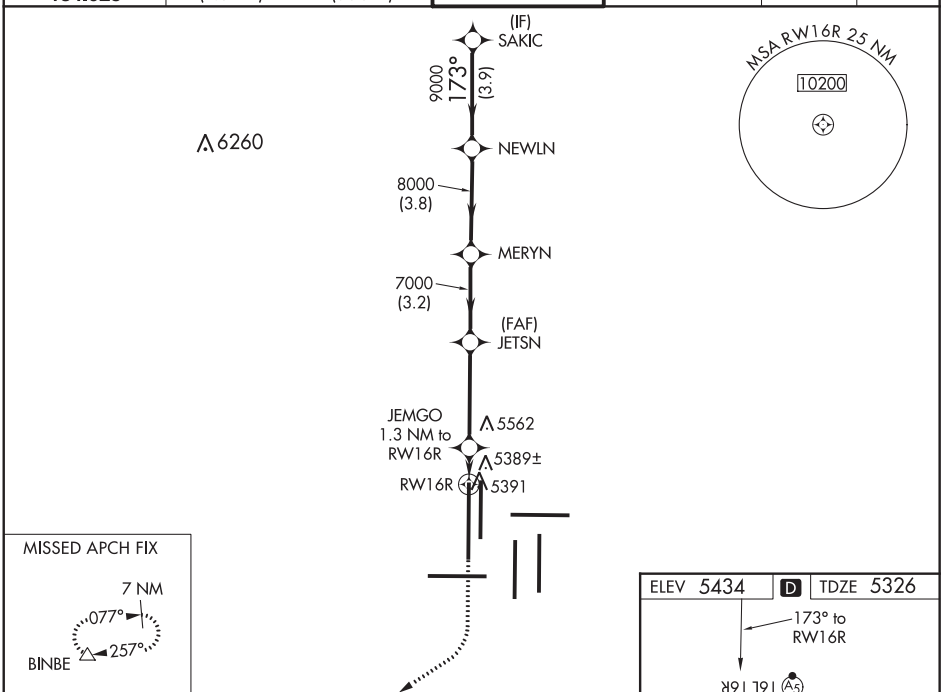
WAAS CH 82628 W16B	APP CRS 173°	Rwy ldg 16000 TDZE 5326 Apt Elev 5434

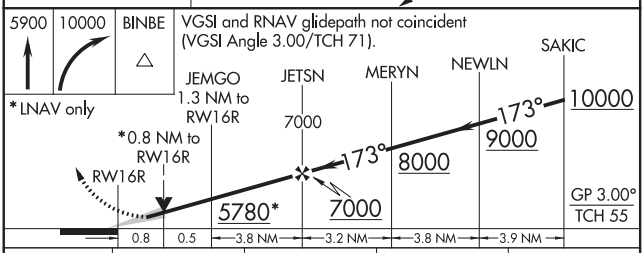
RNP APCH.
RADAR required.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500, LNAV Cat C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

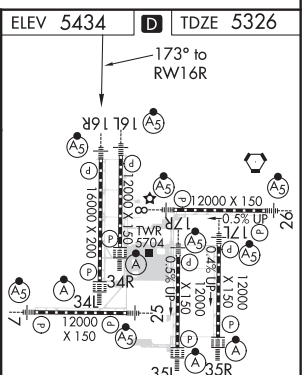
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	





CATEGORY	A	B	C	D
LPV DA	5526/18 200 (100-½)			
LNAV/VNAV DA	5589/24 263 (200-½)			
LNAV MDA	5660/24 334 (300-½)		5660/26 334 (300-½)	



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

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WAAS CH 81830 W17A	APP CRS 173°	Rwy ldg 12000 TDZE 5339 Apt Elev 5434

RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

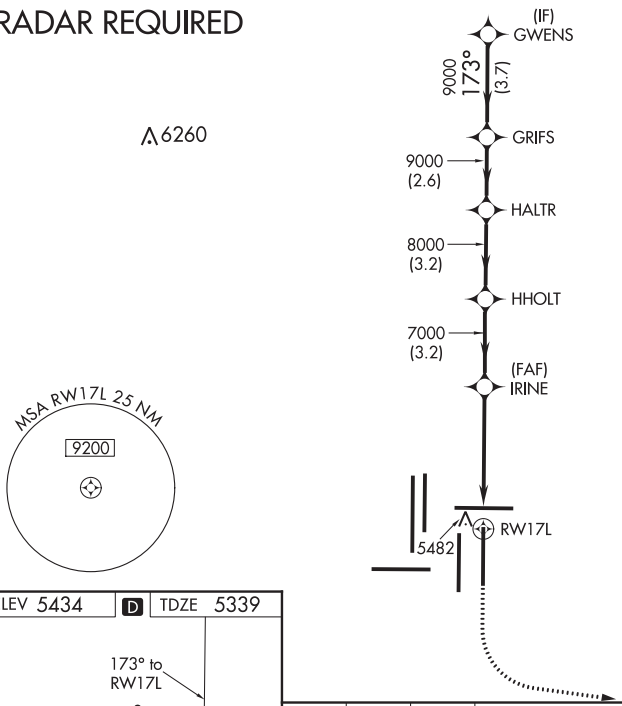
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

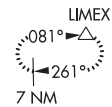
MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

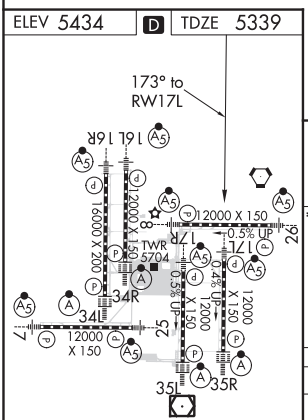
RADAR REQUIRED



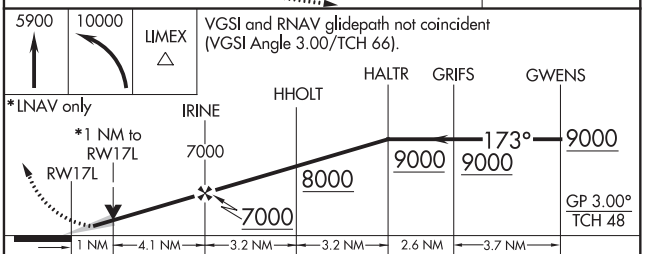
MISSED APCH FIX



ELEV 5434 D TDZE 5339



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA #	5539/24 200 (200-½)			
LNAV/VNAV DA	5648/24 309 (300-½)			
LNAV MDA	5700/24 361 (300-½)		5700/35 361 (300-⅝)	

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DENVER, COLORADO | AL-9077 (FAA) | 17341

WAAS CH 93529 W17B	APP CRS 173°	Rwy ldg 12000 TDZE 5392 Apt Elev 5434

RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

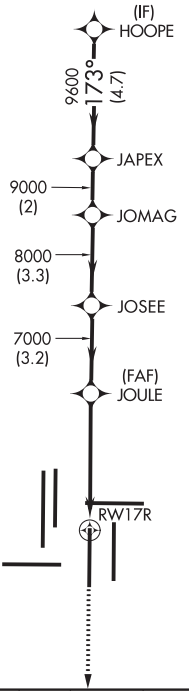
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1⅝ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

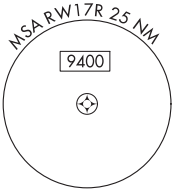
MALSR

MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

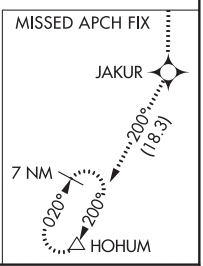
D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	

RADAR REQUIRED

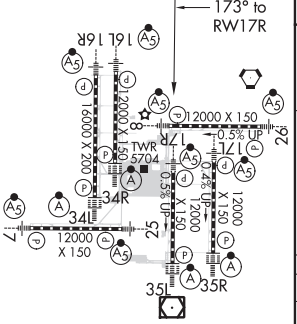




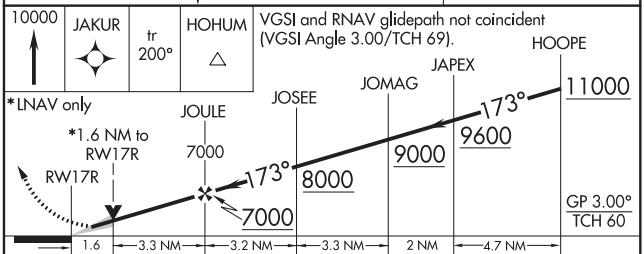
6260



ELEV 5434 | D | TDZE 5392



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA	5592/18 200 (200-½)			
LNAV/VNAV DA	5857/60 465 (500-1¼)			
LNAV MDA	5940/24 548 (600-½)		5940-1¼ 548 (600-1¼)	

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WAAS CH 40428 W25A	APP CRS 263°	Rwy ldg 12000 TDZE 5355 Apt Elev 5434

RNAV (GPS) Y RWY 25
DENVER INTL (DEN)

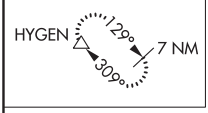
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

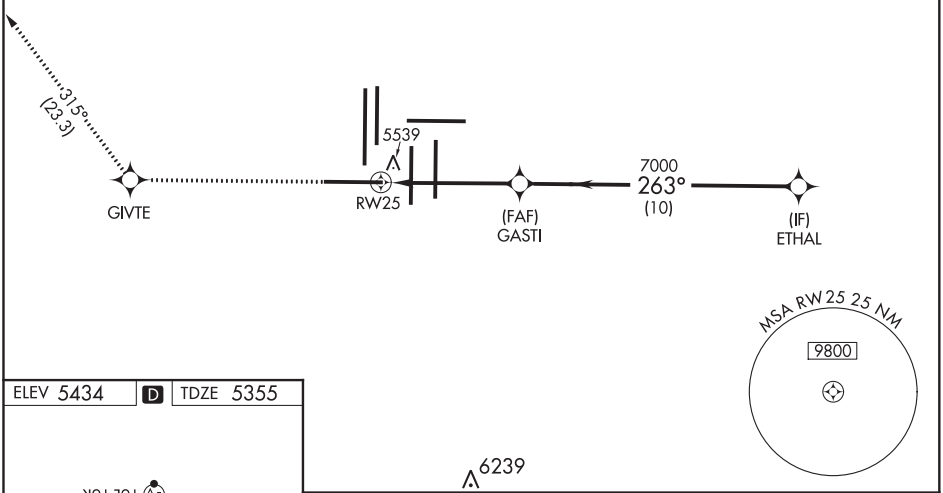
MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	128.75 273.55	127.5 379.175	118.75	

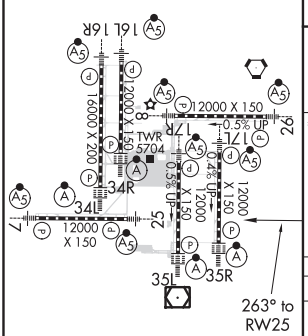
MISSED APCH FIX



RADAR REQUIRED



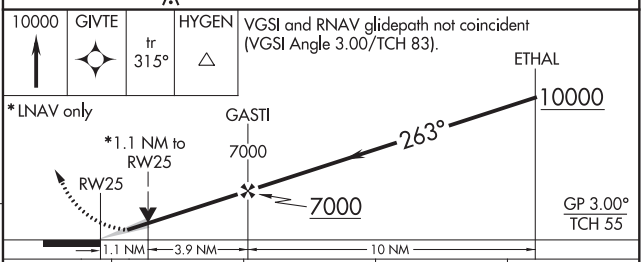
ELEV 5434 D TDZE 5355



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

10000	GIVTE	tr 315°	HYGEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).



* LNAV only

CATEGORY	A	B	C	D
LPV DA #	5555/24 200 (200-½)			
LNAV/VNAV DA	5700/30 345 (300-⅝)			
LNAV MDA	5800/24 445 (400-½)		5800/45 445 (400-⅞)	

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DENVER, COLORADO | AL-9077 (FAA) | 19003

RNAV (GPS) Y RWY 26
DENVER INTL (DEN)

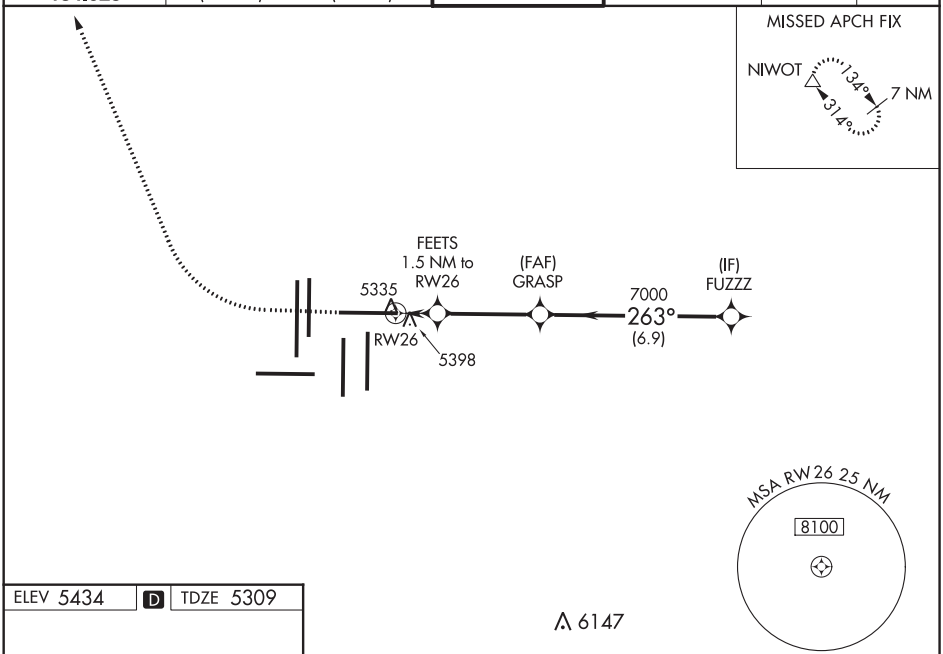
WAAS CH 58128 W26A	APP CRS 263°	Rwy ldg 12000 TDZE 5309 Apt Elev 5434

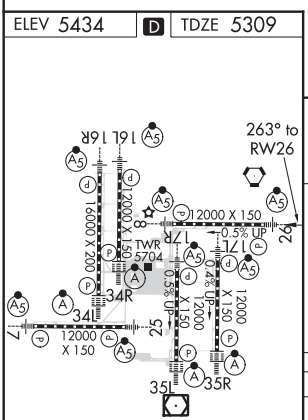
RNP APCH.
RADAR required.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 25. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 5500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

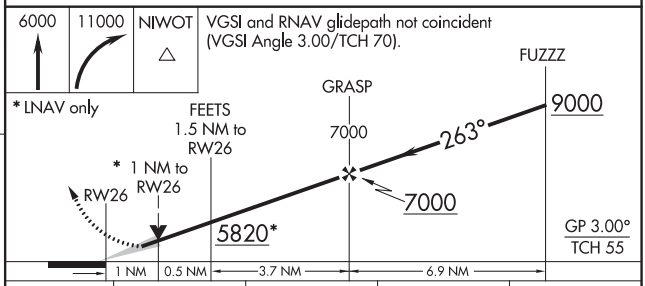
MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	





HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
LPV DA	5509/18 200 (100-½)			
LNAV/VNAV DA	5559/24 250 (200-½)			
LNAV MDA	5660/24 351 (300-½)		5660/30 351 (300-⅝)	

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WAAS CH 45619 W34A	APP CRS 353°	Rwy ldg 16000 TDZE 5327 Apt Elev 5434

RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	

MISSED APCH FIX

HYGEN 129° 300° 7 NM

RW34L 5478

5459± WOGIN 2.2 NM to RW34L

(FAF) WINTR

7000 (6.7)

RNOLD

9000 (4.1)

MERKL

10000 353° (3.2)

(IF) KALHR 6529

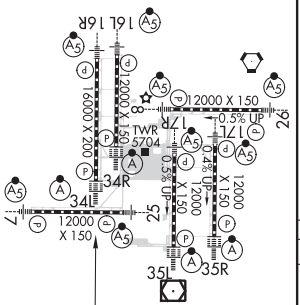
MSA RW34L 25 NM 10200

RADAR REQUIRED

ELEV 5434 D TDZE 5327

HIRL all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).

5900 10000 HYGEN

KALHR MERKL RNOLD WINTR WOGIN 2.2 NM to RW34L *LNAV only

10000 353° 10000 9000 353° 7000 *1 NM to RW34L RW34L

7000 *6060

GP 3.00° TCH 50

3.2 NM 4.1 NM 6.7 NM 2.9 NM 1.2 NM 1 NM

CATEGORY	A	B	C	D
LPV DA	5527/18 200 (100-½)			
LNAV/VNAV DA	5660/30 333 (300-⅝)			
LNAV MDA	5720/24 393 (300-½)		5720/35 393 (300-⅝)	

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DENVER, COLORADO AL-9077 (FAA) 17341

WAAS CH 90318 W34B	APP CRS 353°	Rwy ldg 12000 TDZE 5354 Apt Elev 5434

RNAV (GPS) Y RWY 34R
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEN and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	135.3 351.95	127.5 379.175	118.75	

MISSED APCH FIX

HYGEN 129° 309° 7 NM

MSA RW34R 25 NM 10200

RW34R

CADKO 2 NM to RW34R

(FAF) CORDE

7000 (6.9)

BOENG

9000 (4.7)

BENGL

10000 353° (3.2)

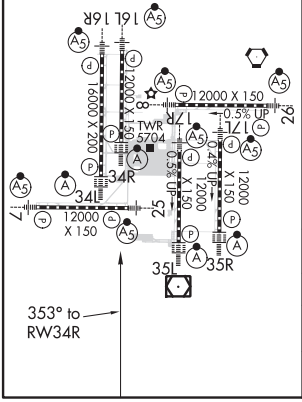
(IF) BOOBU

6529

RADAR REQUIRED

ELEV 5434 D TDZE 5354

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

6000 10000 HYGEN

BOOBU BENGL BOENG CORDE CADKO 2 NM to RW34R RW34R

10000 353° 10000 9000 353° 7000 7000 *6040

*LNAV only

GP 3.00° TCH 59

3.2 NM 4.7 NM 6.9 NM 3 NM 2 NM

CATEGORY	A	B	C	D
LPV DA	5554/18 200 (200-½)			
LNAV/VNAV DA	5838/60 484 (500-1¼)			
LNAV MDA	5940/24 586 (600-½)		5940-1¼ 586 (600-1¼)	

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WAAS CH 53419 W35A	APP CRS 353°	Rwy ldg 12000 TDZE 5434 Apt Elev 5434

RNAV (GPS) Y RWY 35L

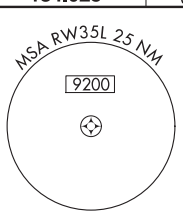
DENVER INTL (DEN)

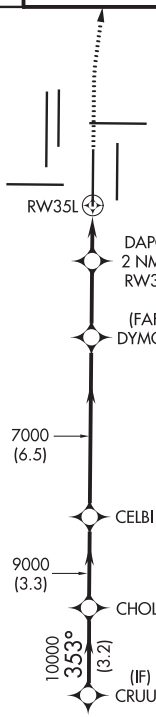
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

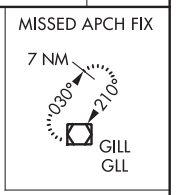
ALSF-2

MISSED APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

D-ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	133.3 322.45	121.85 377.1	118.75	



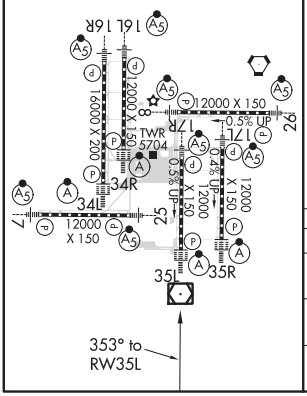


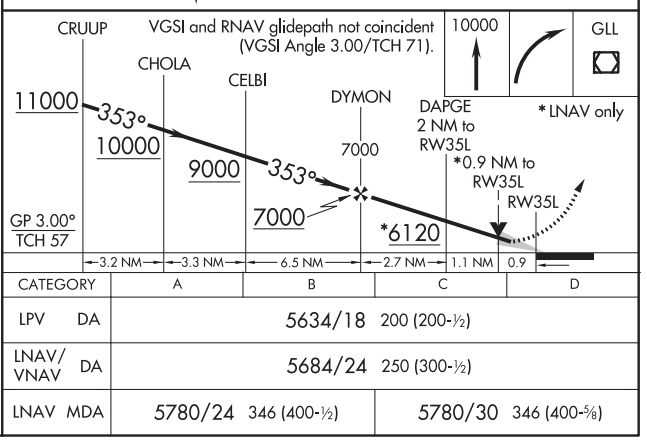


RADAR REQUIRED

ELEV 5434 D TDZE 5434

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R





CATEGORY	A	B	C	D
LPV DA	5634/18 200 (200-½)			
LNAV/VNAV DA	5684/24 250 (300-½)			
LNAV MDA	5780/24 346 (400-½)		5780/30 346 (400-⅝)	

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SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 45719 W35B	APP CRS 353°	Rwy ldg 12000 TDZE 5370 Apt Elev 5434

RNAV (GPS) Y RWY 35R

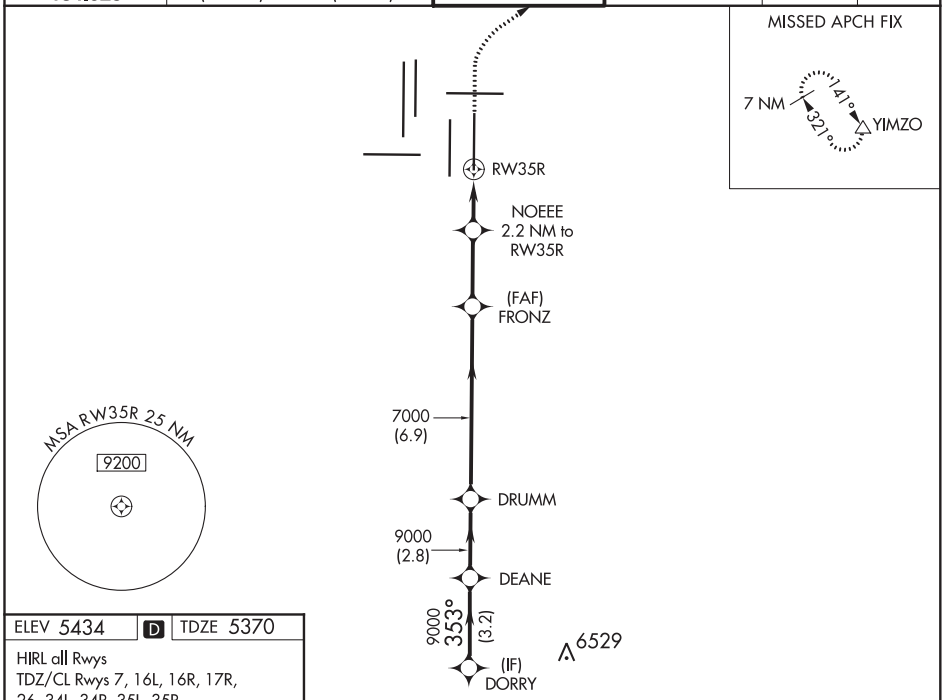
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

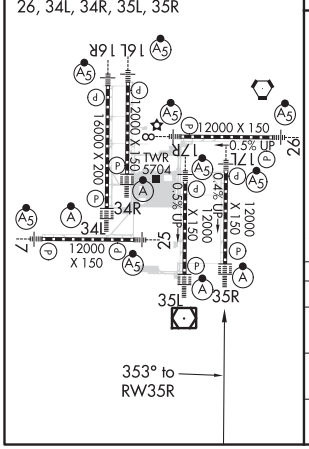
MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct YIMZO and hold.

D-ATIS	DENVER APP CON		DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9 DEP 134.025	119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	132.35 239.275	121.85 377.1	118.75	

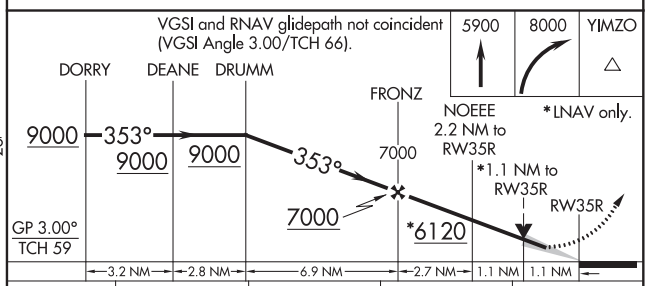


ELEV 5434 D TDZE 5370

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
LPV DA	5570/18 200 (200-½)			
LNAV/VNAV DA	5620/24 250 (200-½)			
LNAV MDA	5800/24 430 (400-½)			5800/40 430 (400-¾)

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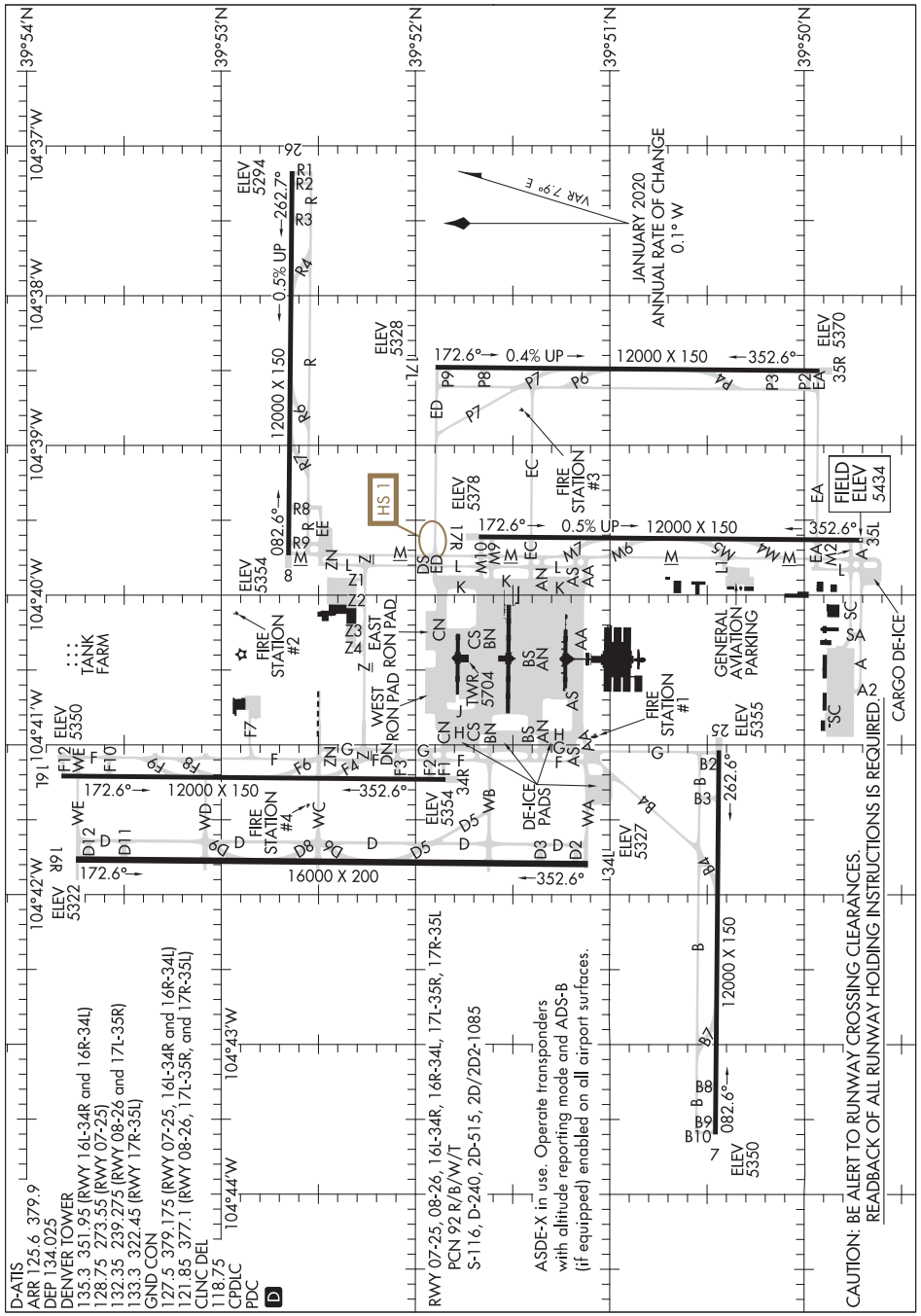
39°54'N
39°53'N
39°52'N
39°51'N
39°50'N
104°37'W
104°38'W
104°39'W
104°40'W
104°41'W
104°42'W
104°43'W
104°44'W
D-ATIS
ARR 125.6 379.9
DEP 134.025
DENVER TOWER
135.3 351.95 (RWY 16L-34R and 16R-34L)
128.75 273.55 (RWY 07-25)
132.35 239.275 (RWY 08-26 and 17L-35R)
133.3 322.45 (RWY 17R-35L)
GND CON
127.5 379.175 (RWY 07-25, 16L-34R and 16R-34L)
121.85 377.1 (RWY 08-26, 17L-35R, and 17R-35L)
CLNC DEL
118.75
CPDLC
PDC
D
RWY 07-25, 08-26, 16L-34R, 16R-34L, 17L-35R, 17R-35L
PCN 92 R/B/W/T
S-116, D-240, 2D-515, 2D/2D2-1085
ASDE-X in use. Operate transponders
with altitude reporting mode and ADS-B
(if equipped) enabled on all airport surfaces.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES,
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
VAR 7.9° E
12000 X 150
16000 X 200
172.6°
352.6°
262.7°
082.6°
0.5% UP
0.4% UP
ELEV 5294
ELEV 5328
ELEV 5378
ELEV 5370
ELEV 5354
ELEV 5350
ELEV 5322
ELEV 5354
ELEV 5327
ELEV 5355
FIELD ELEV 5434
HS 1
FIRE STATION #1
FIRE STATION #2
FIRE STATION #3
FIRE STATION #4
TANK FARM
WEST RON PAD
EAST RON PAD
TWR 5704
DE-ICE PADS
GENERAL AVIATION PARKING
CARGO DE-ICE
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ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS RNAV DEPARTURES

1. **PREFLIGHT:** upon review of initial clearance, consider the following:

   a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.

   b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.

   c. Advise ATC if unable to meet any speed requirements or crossing restriction on the SID.

2. **BEFORE TAKEOFF:**
   a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.

   b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.

3. **LINE UP/TAKEOFF:**
   a. EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE GROUND) OR A HEADING. Additionally, ATC may be assigning both on the same frequency.

   b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.

   c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin SID, either with tower or departure.

   d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."

4. **AFTER TAKEOFF:**
   a. If assigned an "RNAV off the ground" take off clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.

   b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.

   c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.

5. **SPECIFIC INFORMATION:**
   1. Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.

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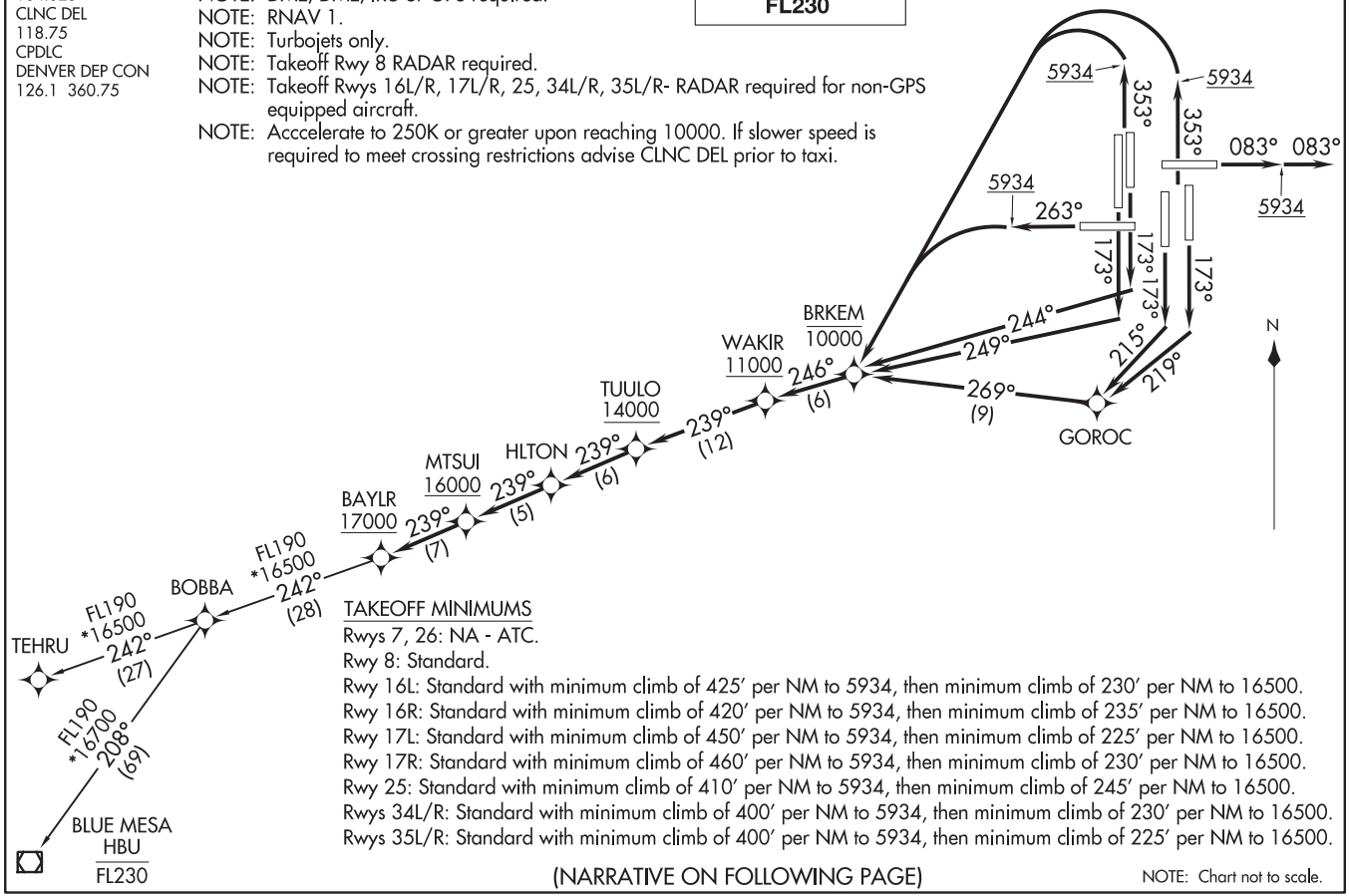
(BAYLR6.BAYLR) 20086
BAYLR SIX DEPARTURE (RNAV)
AL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
126.1 360.75

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R- RADAR required for non-GPS equipped aircraft.
NOTE: Acccelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS
Rwys 7, 26: NA - ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb of 425′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwy 16R: Standard with minimum climb of 420′ per NM to 5934, then minimum climb of 235′ per NM to 16500.
Rwy 17L: Standard with minimum climb of 450′ per NM to 5934, then minimum climb of 225′ per NM to 16500.
Rwy 17R: Standard with minimum climb of 460′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwy 25: Standard with minimum climb of 410′ per NM to 5934, then minimum climb of 245′ per NM to 16500.
Rwys 34L/R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwys 35L/R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 225′ per NM to 16500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross WAKIR at or above 11000, thence . . . .

TAKEOFF RUNWAY 16L: Climb on heading 173° to intercept course 244° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 16R: Climb on heading 173° to intercept course 249° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 219° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to intercept course 215° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

. . . . on track 239° to cross TUULO at or above 14000, then on track 239° to HLTON, then on track 239° to cross MTSUI at or above 16000, then on track 239° to cross BAYLR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (BAYLR6.HBU)

TEHRU TRANSITION (BAYLR6.TEHRU)

CHUWY ONE DEPARTURE (RNAV)

AL-9077 (FAA)

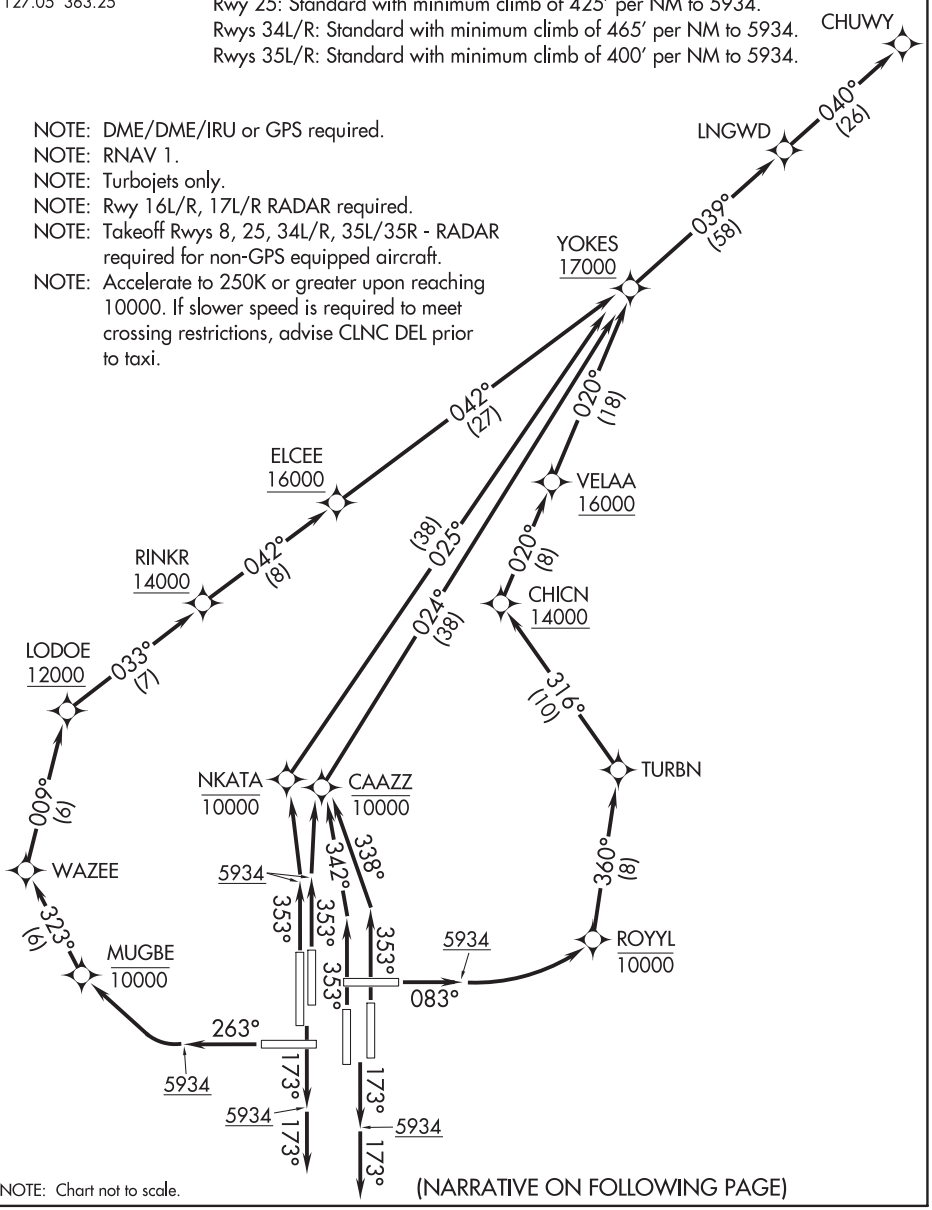
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 400′ per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwy 25: Standard with minimum climb of 425′ per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 465′ per NM to 5934.
Rwys 35L/R: Standard with minimum climb of 400′ per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

CHUWY ONE DEPARTURE (RNAV)

DENVER, COLORADO
DENVER INTL (DEN)

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 020° to cross VELAA at or above 16000, then on track 020° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 042° to cross ELCEE at or above 16000, then on track 042° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 025° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 342° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

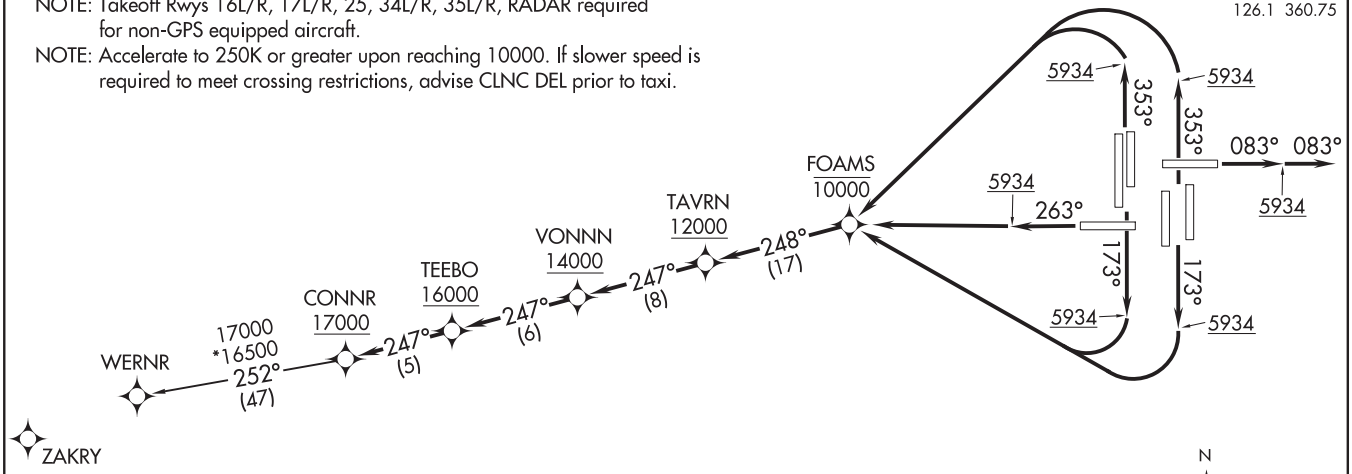
TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 338° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

. . . .on track 039° to LNGWD, then on track 040° to CHUWY. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

TOP ALTITUDE: FL230

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
126.1 360.75

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS
Rwys 7, 26: NA - ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb 425′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwy 16R: Standard with minimum climb 420′ per NM to 5934, then minimum climb of 250′ per NM to 16000.
Rwy 17L: Standard with minimum climb 450′ per NM to 5934.
Rwy 17R: Standard with minimum climb 460′ per NM to 5934, then minimum climb of 205′ per NM to 16000.
Rwy 25: Standard with minimum climb 400′ per NM to 5934, then minimum climb of 225′ per NM to 16000.
Rwys 34L/R: Standard with minimum climb 400′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwys 35L/R: Standard with minimum climb 400′ per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 16L/R, 17L/R: Climb on heading 173° to 5934, then climbing right turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

. . . .on track 247° to cross VONNN at or above 14000, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

WERNR TRANSITION (CONNR7.WERNR)

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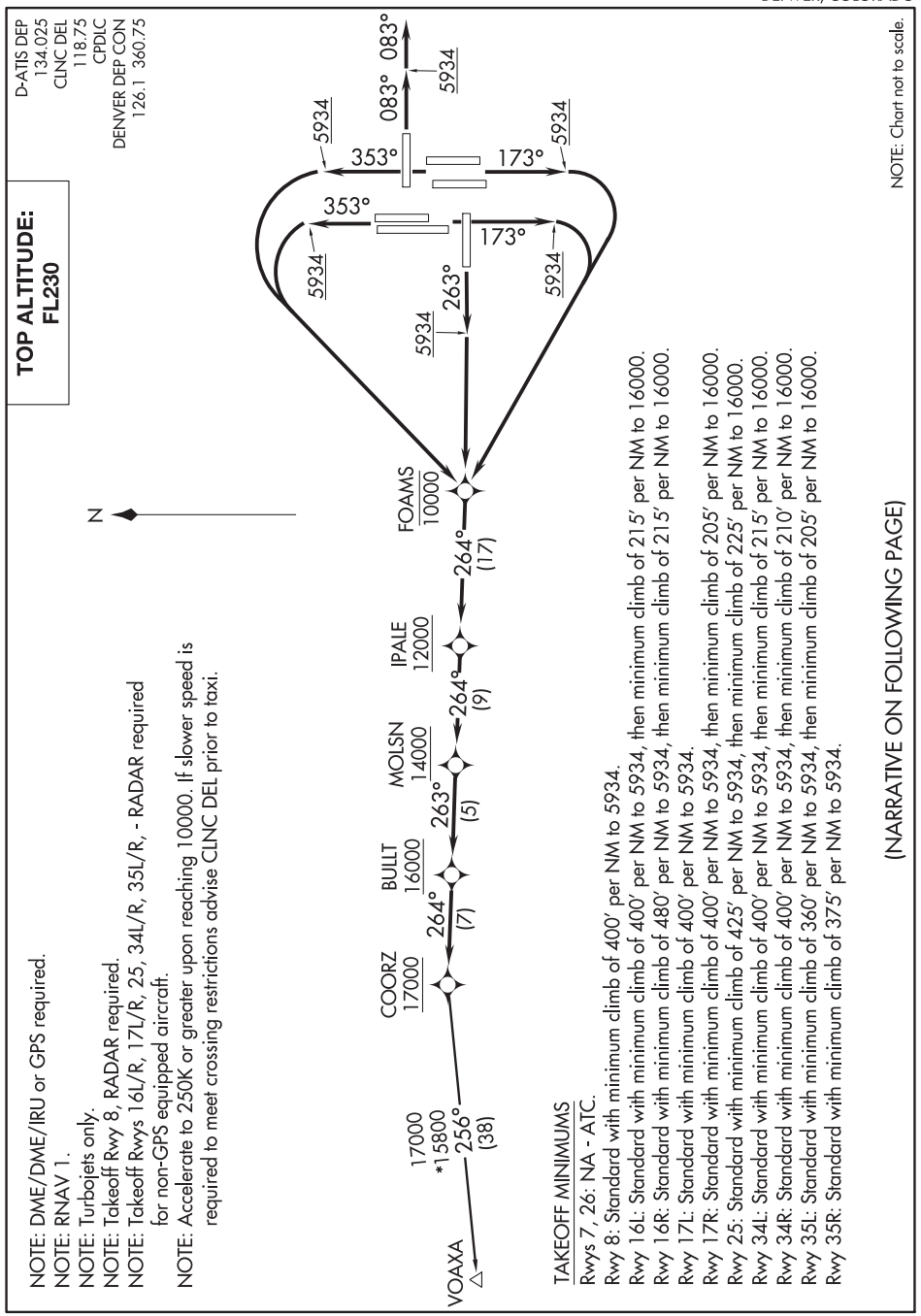


NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8, RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS
Rwys 7, 26: NA - ATC.
Rwy 8: Standard with minimum climb of 400' per NM to 5934.
Rwy 16L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 16000.
Rwy 16R: Standard with minimum climb of 480' per NM to 5934, then minimum climb of 215' per NM to 16000.
Rwy 17L: Standard with minimum climb of 400' per NM to 5934.
Rwy 17R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 205' per NM to 16000.
Rwy 25: Standard with minimum climb of 425' per NM to 5934, then minimum climb of 225' per NM to 16000.
Rwy 34L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 16000.
Rwy 34R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 210' per NM to 16000.
Rwy 35L: Standard with minimum climb of 360' per NM to 5934, then minimum climb of 205' per NM to 16000.
Rwy 35R: Standard with minimum climb of 375' per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross IPALE at or above 12000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then climbing right turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross FOAMS at or below 10000, then on track 264° to cross IPALE at or above 12000, thence. . . .

. . . .on track 264° to cross MOLSN at or above 14000, then on track 263° to cross BULLT at or above 16000, then on track 264° to cross COORZ at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

VOAXA TRANSITION (COORZ6.VOAXA)

DDRTH ONE DEPARTURE (RNAV)

AL-9077 (FAA)

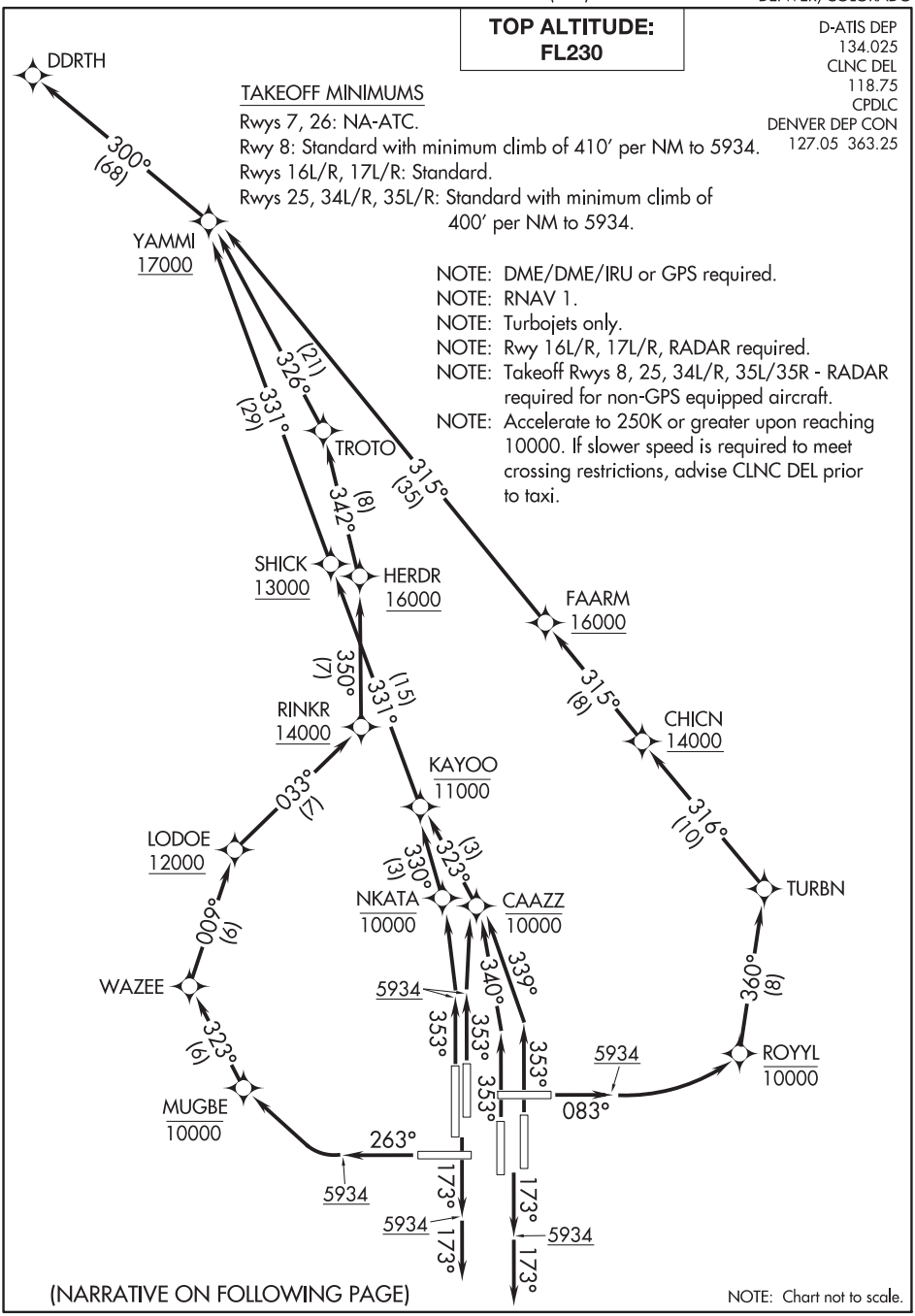
DENVER INTL (DEN)
DENVER, COLORADO

TOP ALTITUDE: FL230

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 127.05 363.25

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 410′ per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwys 25, 34L/R, 35L/R: Standard with minimum climb of 400′ per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 16L/R, 17L/R, RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

V

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 315° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 342° to TROTO, then on track 326° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 330° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

. . . . on track 300° to DDRTH, maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

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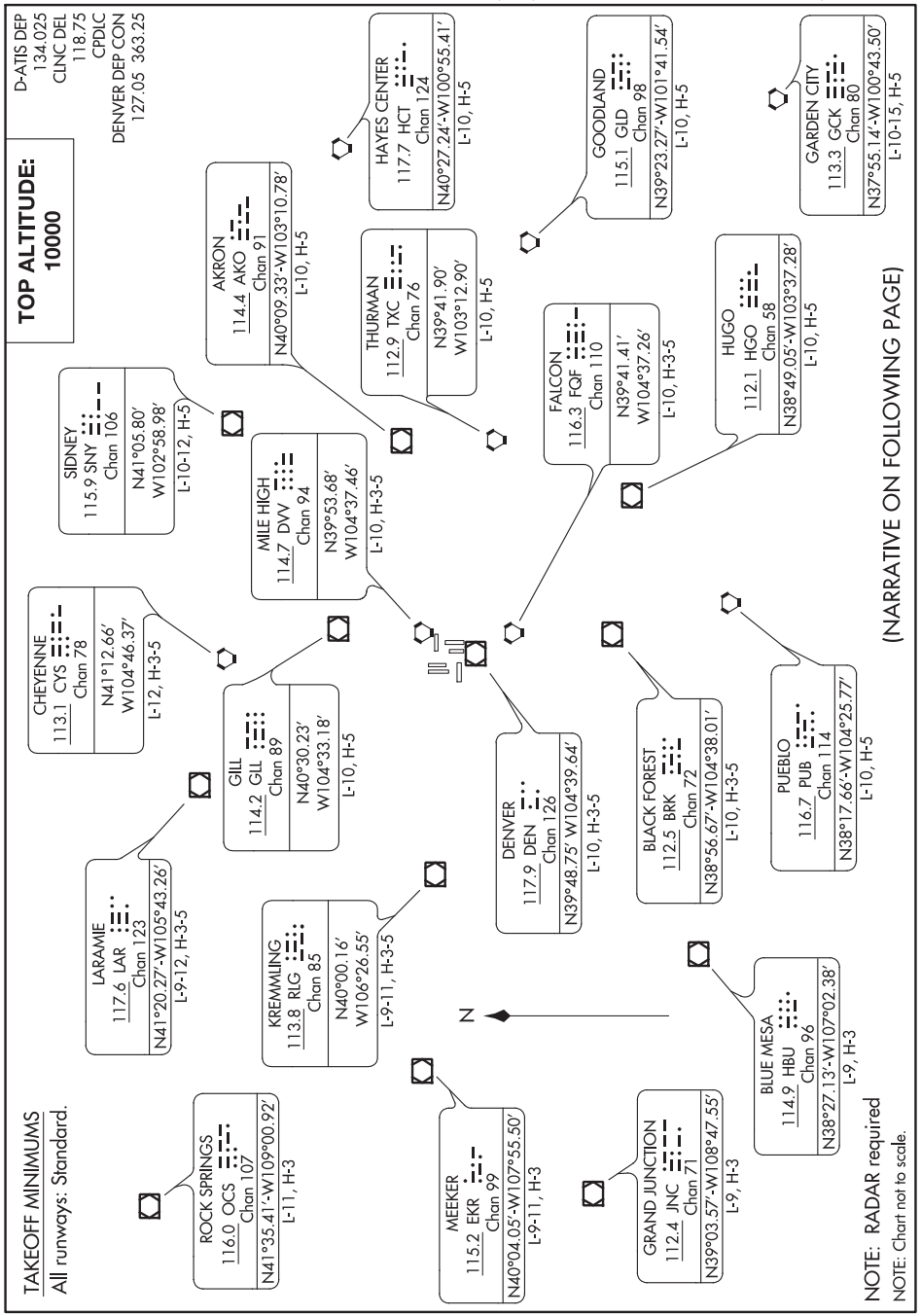
SW-1, 25 FEB 2021 to 22 APR 2021



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SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 25 FEB 2021 to 22 APR 2021

EEONS SEVEN DEPARTURE (RNAV)

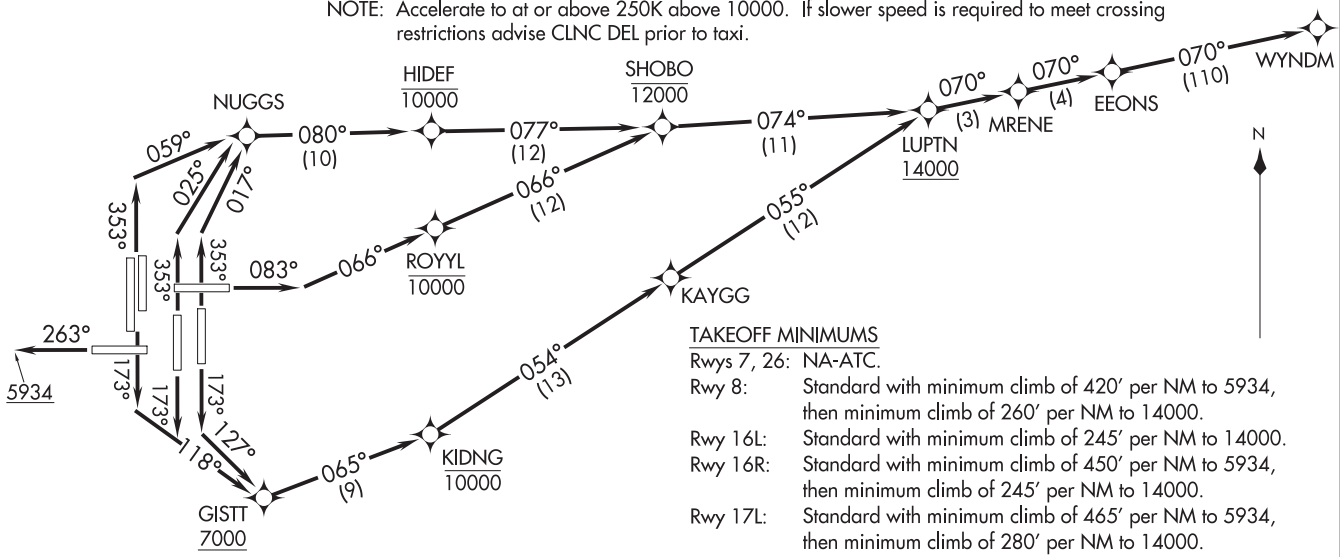
(EEONS7.WYNDM) 30JAN20

DENVER, COLORADO
DENVER INTL (DEN)

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Rwy 25 Departures - RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 7, 26:	NA-ATC.
Rwy 8:	Standard with minimum climb of 420′ per NM to 5934, then minimum climb of 260′ per NM to 14000.
Rwy 16L:	Standard with minimum climb of 245′ per NM to 14000.
Rwy 16R:	Standard with minimum climb of 450′ per NM to 5934, then minimum climb of 245′ per NM to 14000.
Rwy 17L:	Standard with minimum climb of 465′ per NM to 5934, then minimum climb of 280′ per NM to 14000.
Rwy 17R:	Standard with minimum climb of 465′ per NM to 5934, then minimum climb of 250′ per NM to 14000.
Rwy 25:	Standard with minimum climb of 400′ per NM to 5934.
Rwys 34L/R:	Standard with minimum climb of 500′ per NM to 5934, then minimum climb of 230′ per NM to 14000.
Rwy 35L:	Standard with minimum climb of 320′ per NM to 8400.
Rwy 35R:	Standard with minimum climb of 300′ per NM to 5934, then minimum climb of 230′ per NM to 14000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(EEONS7.WYNDM) 20030
EEONS SEVEN DEPARTURE (RNAV)
AL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 066° to cross ROYYL at/below 10000, then on track 066° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at/above 7000, then on track 065° to cross KIDNG at/below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at/above 7000, then on track 065° to cross KIDNG at/below 10000, then on track 054° to KAYGG, then on track 055° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EEONS, thence . . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 059° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at/below 10000, then on track 077° to cross SHOBO at/below 12000, then on track 074° to cross LUPTN at/above 14000, thence . . . .

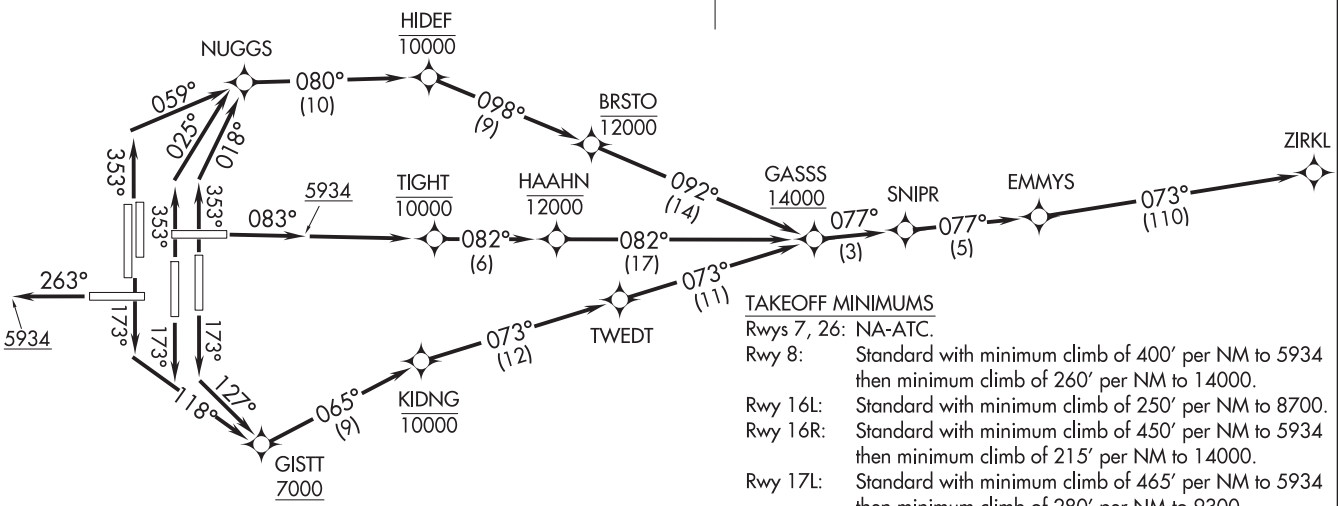
. . . . on depicted route to WYNDM, maintain FL230 or lower filed altitude. Expect higher filed altitude 10 minutes after departure.

(EMMYS7.ZIRKL) 20030
EMMYS SEVEN DEPARTURE (RNAV)
AL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 16L/R, 17L/R, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: Rwy 25 Departures - RADAR required.

TOP ALTITUDE: FL230

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95



TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 400′ per NM to 5934 then minimum climb of 260′ per NM to 14000.
Rwy 16L: Standard with minimum climb of 250′ per NM to 8700.
Rwy 16R: Standard with minimum climb of 450′ per NM to 5934 then minimum climb of 215′ per NM to 14000.
Rwy 17L: Standard with minimum climb of 465′ per NM to 5934 then minimum climb of 280′ per NM to 9300.
Rwy 17R: Standard with minimum climb of 465′ per NM to 5934 then minimum climb of 235′ per NM to 14000.
Rwy 25: Standard with minimum climb of 400′ per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 500′ per NM to 5934 then minimum climb of 220′ per NM to 14000.
Rwy 35L: Standard with minimum climb of 320′ per NM to 5934 then minimum climb of 220′ per NM to 14000.
Rwy 35R: Standard with minimum climb of 285′ per NM to 9000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then direct to cross TIGHT at or below 10000, then on track 082° to cross HAAHN at or below 12000, then on track 082° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR , then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EMMYS, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 059° to NUGGS then on track 080° to cross HIDEF at/below 10000, then on track 098° to cross BRSTO at/or below 12000, then on track 092° to cross GASSS at/above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track to 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track to 077° to EMMYS, thence. . . .

. . . .on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

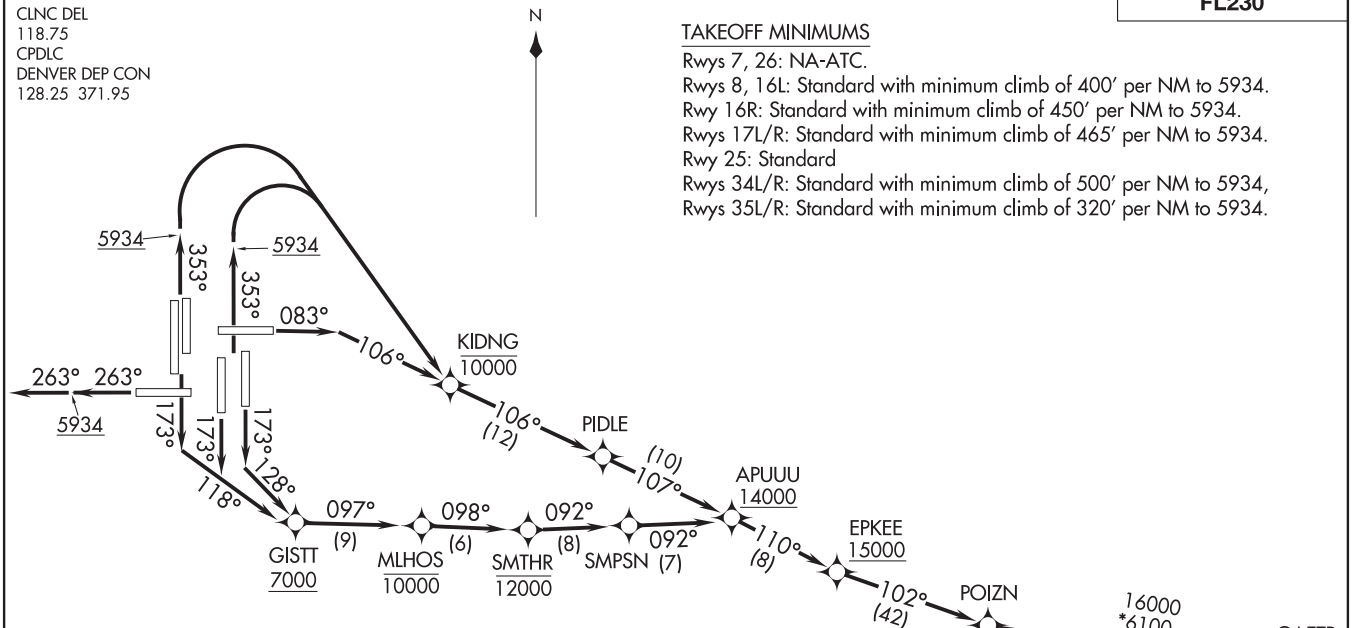
(EPKEE7.EPKEE) 20142
EPKEE SEVEN DEPARTURE (RNAV)
AL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 8, 16L: Standard with minimum climb of 400′ per NM to 5934.
Rwy 16R: Standard with minimum climb of 450′ per NM to 5934.
Rwys 17L/R: Standard with minimum climb of 465′ per NM to 5934.
Rwy 25: Standard
Rwys 34L/R: Standard with minimum climb of 500′ per NM to 5934,
Rwys 35L/R: Standard with minimum climb of 320′ per NM to 5934.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 25 RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(EPKEE7.EPKEE) 20086

EPKEE SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then on heading 263° or as assigned by ATC, expect vectors to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

. . . . on track 102° to POIZN. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

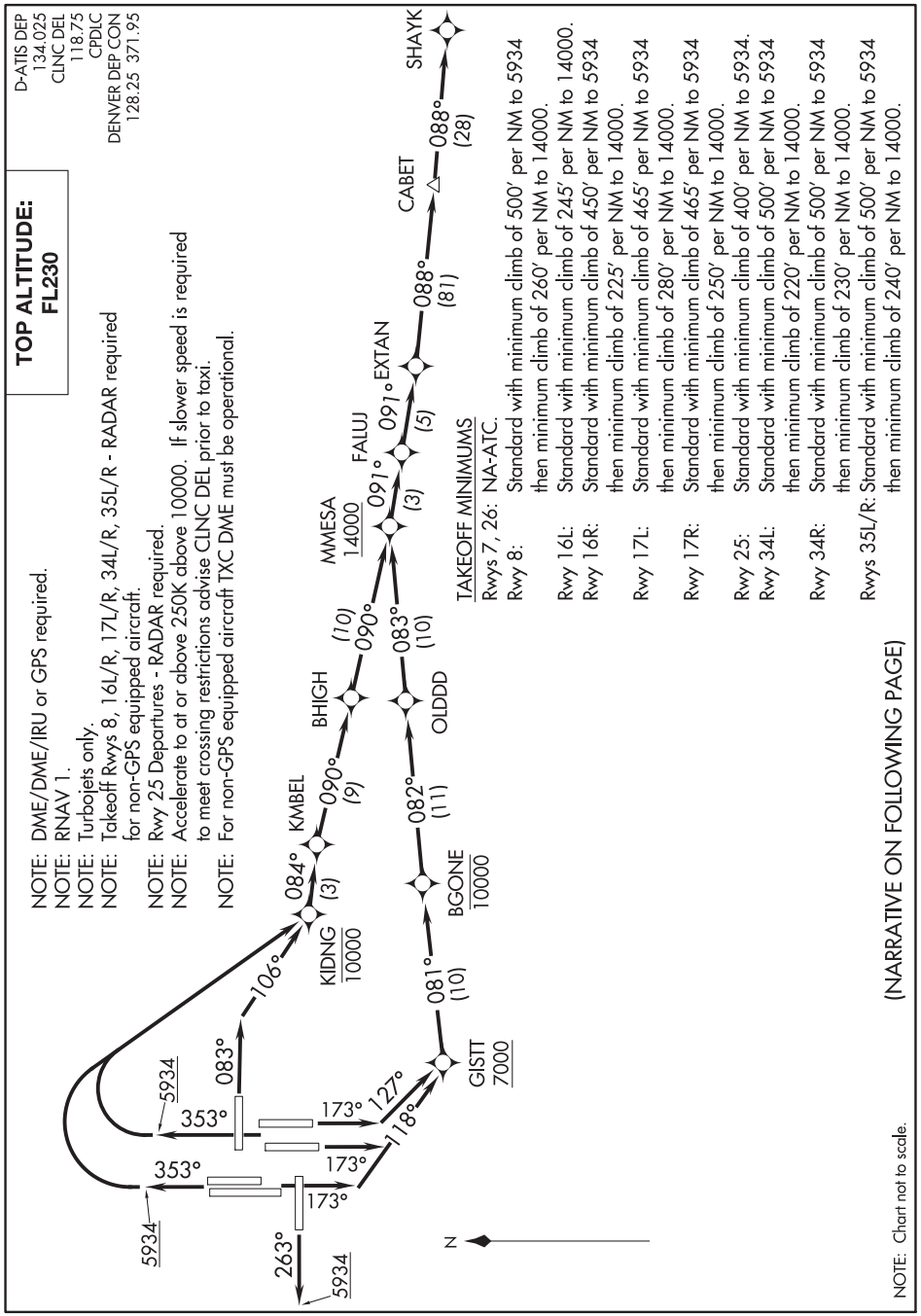
DUUZE TRANSITION (EPKEE7.DUUZE)

GAETR TRANSITION (EPKEE7.GAETR)

SW-1, 25 FEB 2021 to 22 APR 2021

EXTAN SIX DEPARTURE (RNAV)

AL-9077 (FAA)



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EXTAN, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

. . . . on depicted route to SHAYK, maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

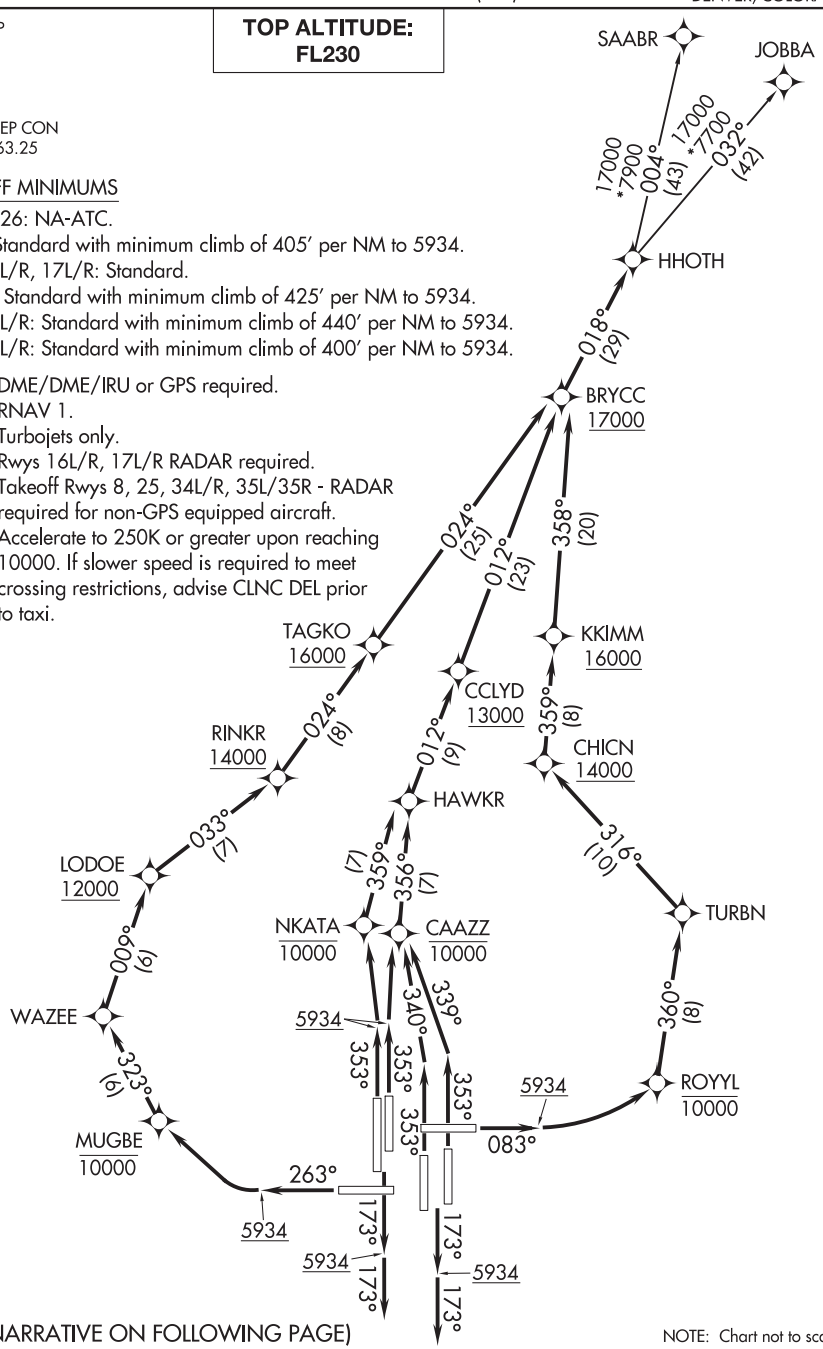
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 405′ per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwy 25: Standard with minimum climb of 425′ per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 440′ per NM to 5934.
Rwys 35L/R: Standard with minimum climb of 400′ per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then left turn direct ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 359° to cross KKIMM at or above 16000, then on track 358° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 024° to cross TAGKO at or above 16000, then on track 024° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then direct NKATA at or below 10000, then on track 359° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then direct CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

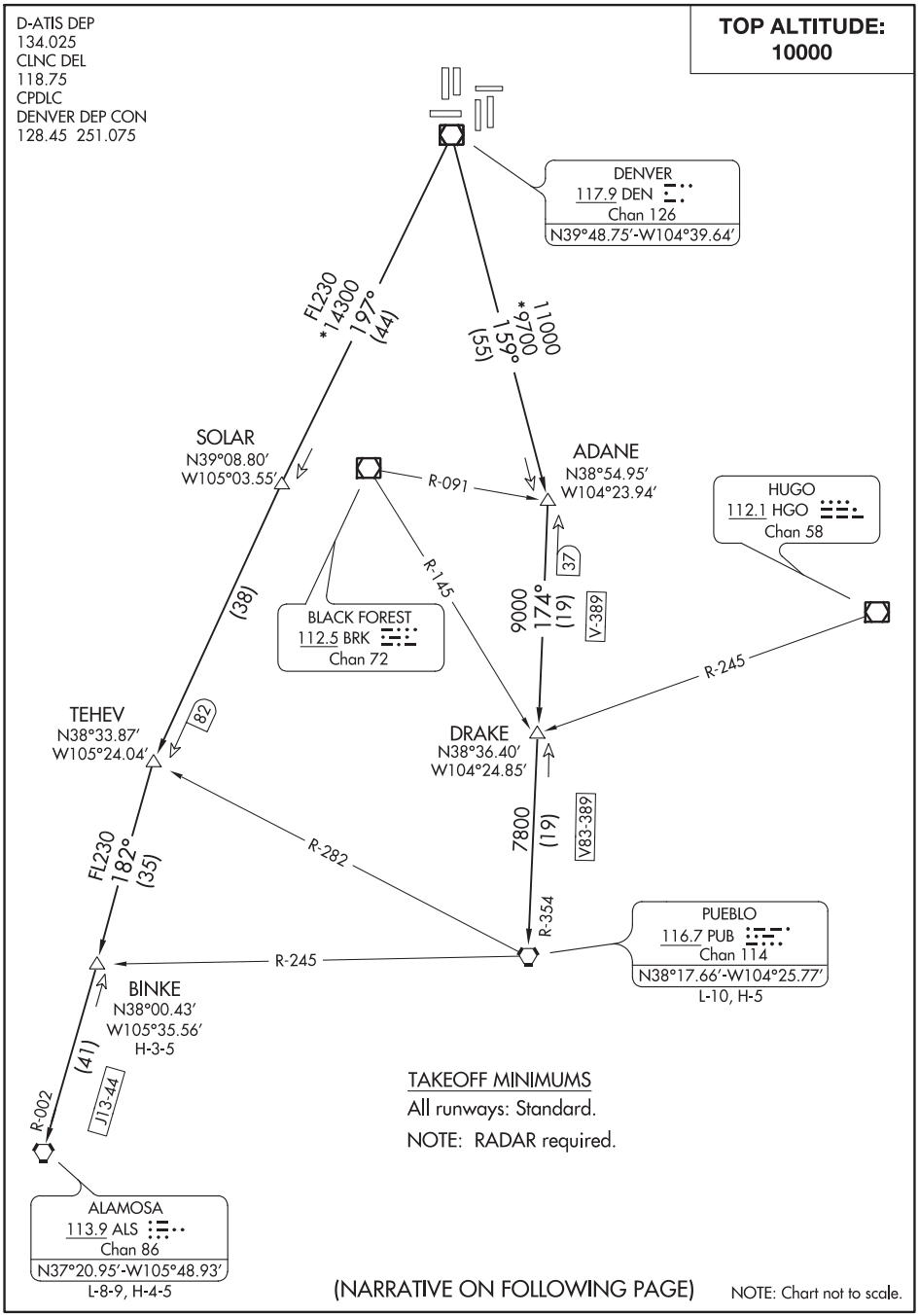
TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

. . . .on track 018° to HHOTH. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOBBA TRANSITION (HHOTH2.JOBBA)

SAABR TRANSITION (HHOTH2.SAABR)


D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.45 251.075
TOP ALTITUDE:
10000
DENVER
117.9 DEN
Chan 126
N39°48.75′-W104°39.64′
FI230
*14300
197°
(44)
11000
*9700
159°
(55)
SOLAR
N39°08.80′
W105°03.55′
R-091
ADANE
N38°54.95′
W104°23.94′
HUGO
112.1 HGO
Chan 58
37
R-145
BLACK FOREST
112.5 BRK
Chan 72
9000
174°
(19)
V-389
(38)
R-245
TEHEV
N38°33.87′
W105°24.04′
82
DRAKE
N38°36.40′
W104°24.85′
7800
(19)
V83-389
FI230
182°
(35)
R-282
R-354
PUEBLO
116.7 PUB
Chan 114
N38°17.66′-W104°25.77′
L-10, H-5
R-245
BINKE
N38°00.43′
W105°35.56′
H-3-5
(41)
J13-44
R-002
TAKEOFF MINIMUMS
All runways: Standard.
NOTE: RADAR required.
ALAMOSA
113.9 ALS
Chan 86
N37°20.95′-W105°48.93′
L-8-9, H-4-5
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

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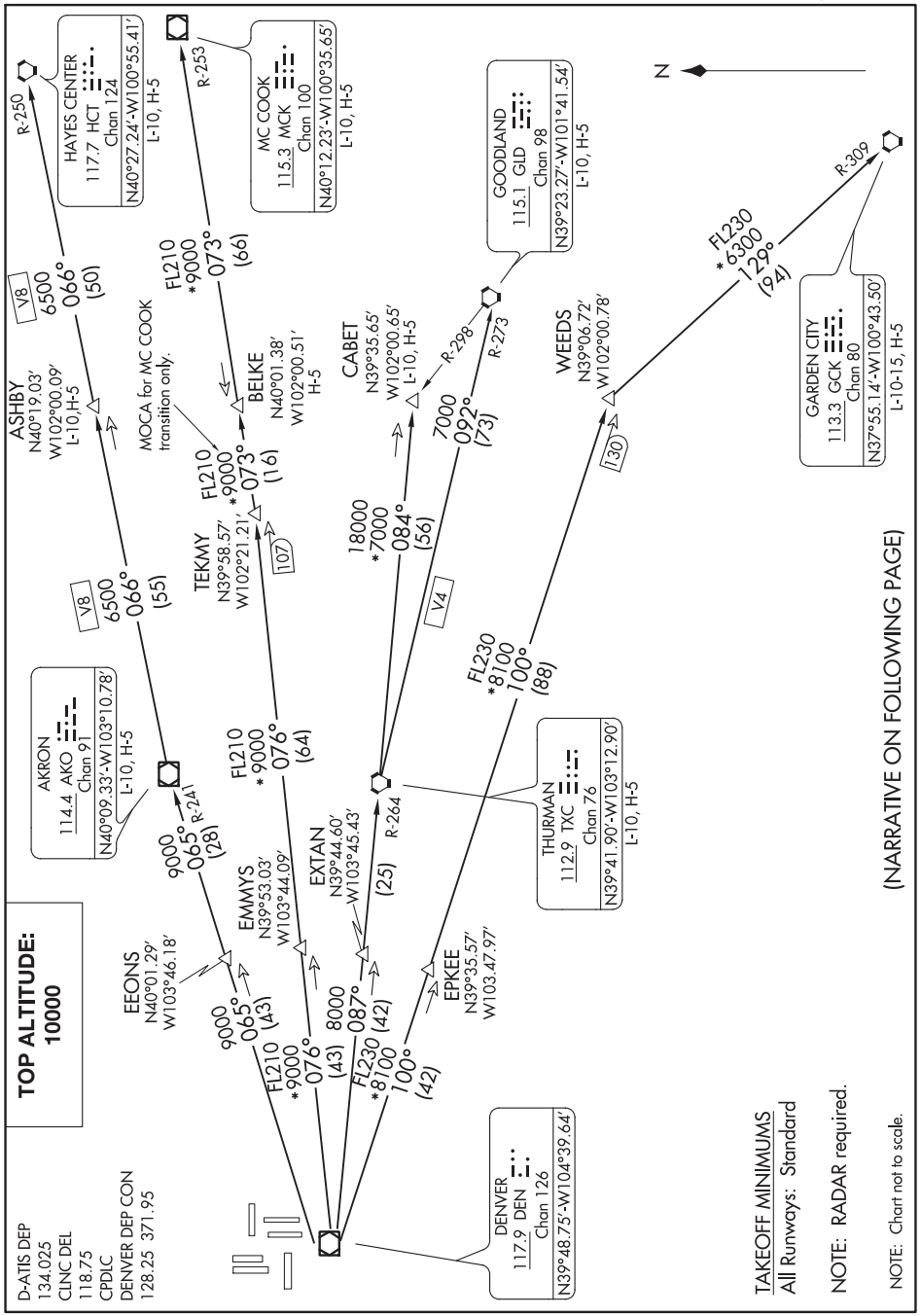


SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:
If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

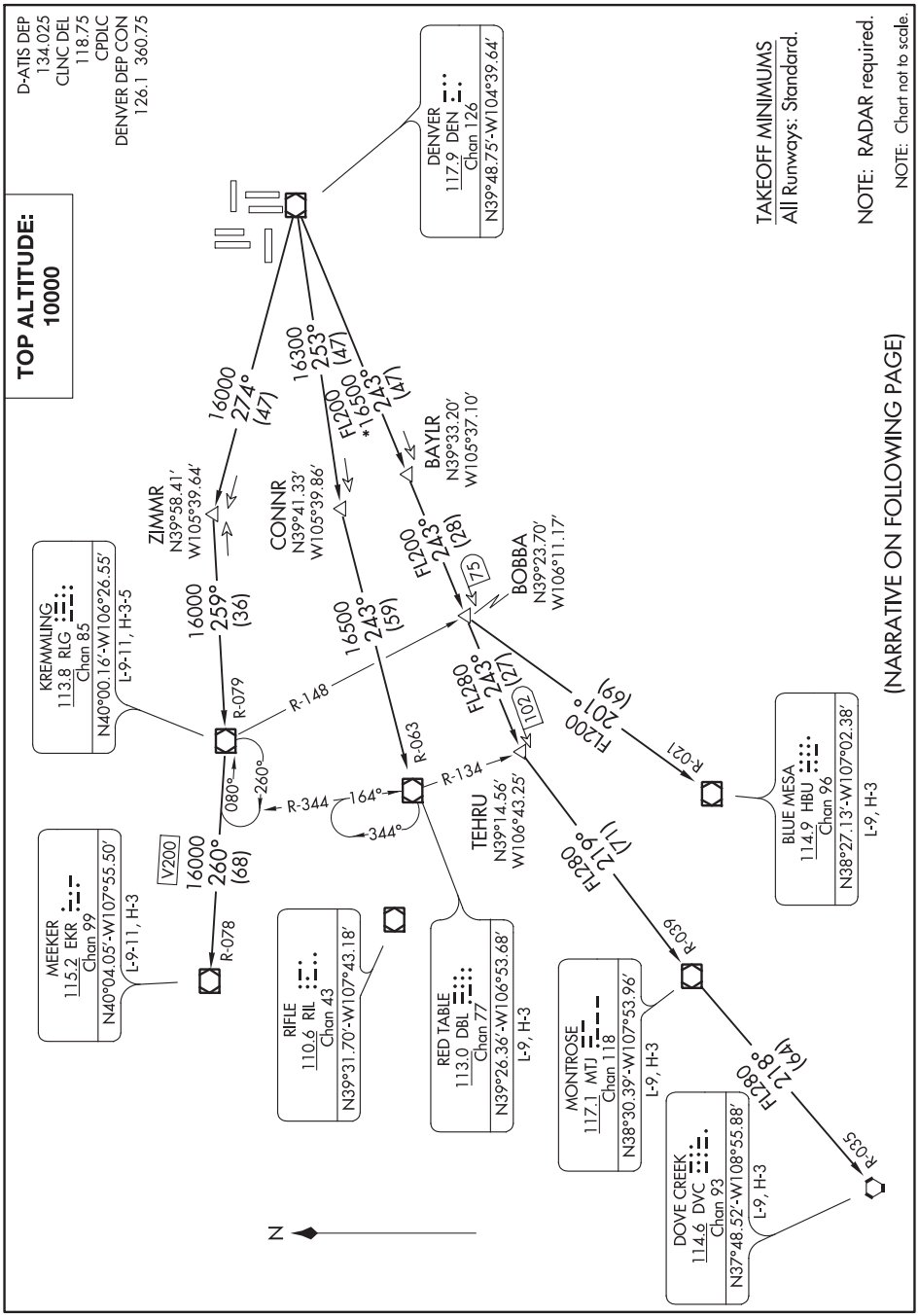
GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

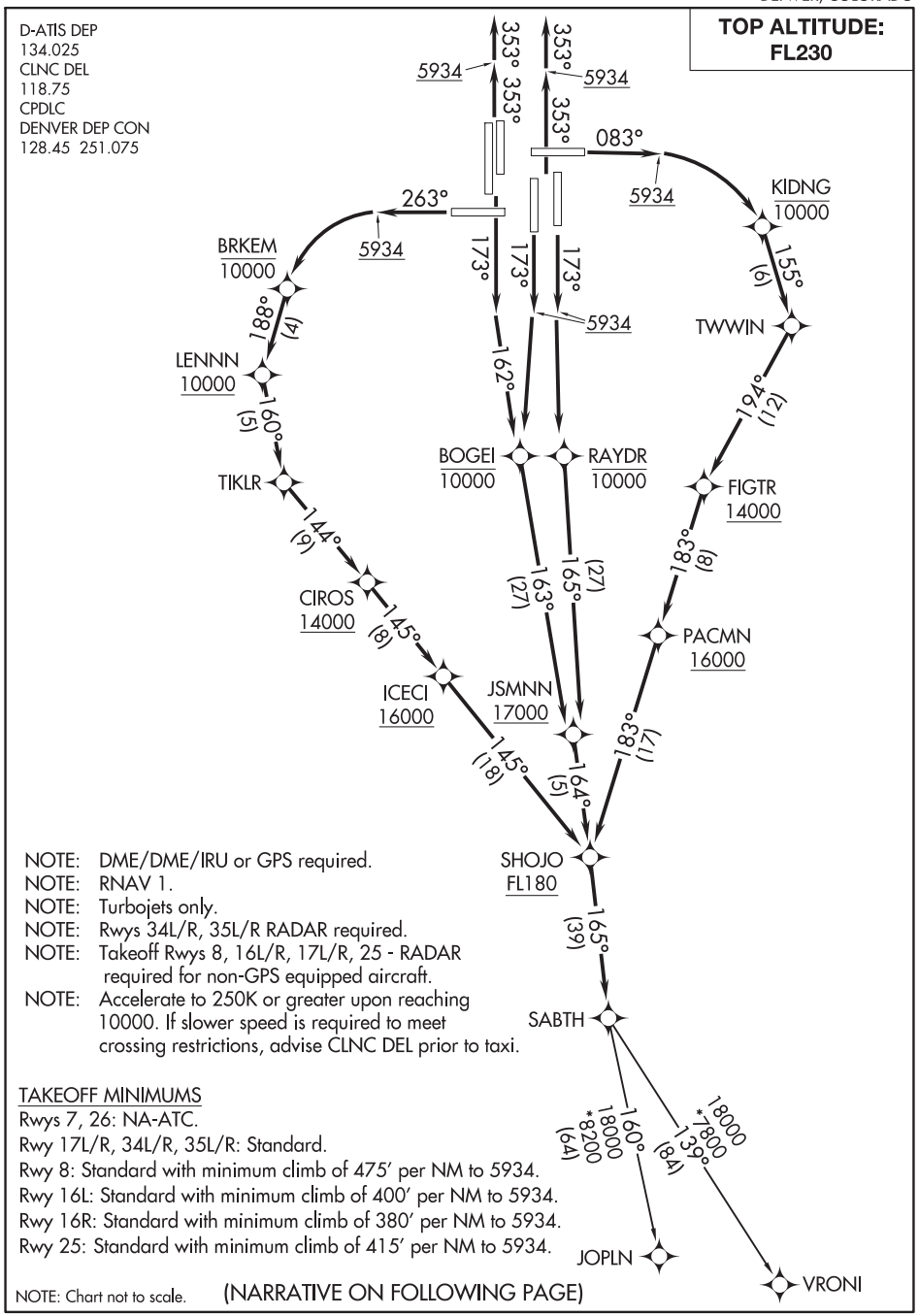
DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25 - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 475′ per NM to 5934.
Rwy 16L: Standard with minimum climb of 400′ per NM to 5934.
Rwy 16R: Standard with minimum climb of 380′ per NM to 5934.
Rwy 25: Standard with minimum climb of 415′ per NM to 5934.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 183° to cross PACMN at or above 16000, then on track 183° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 165° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 163° to cross JSMNN at or above 17000, then on track 164° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 145° to cross ICECI at or above 16000, then on track 145° to cross SHOJO at or above FL180, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SHOJO at or above FL180, thence. . . .

. . . .on track 165° to SABTH. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOPLN TRANSITION (SABTH2.JOPLN)

VRONI TRANSITION (SABTH2.VRONI)

SLEEK TWO DEPARTURE (RNAV)

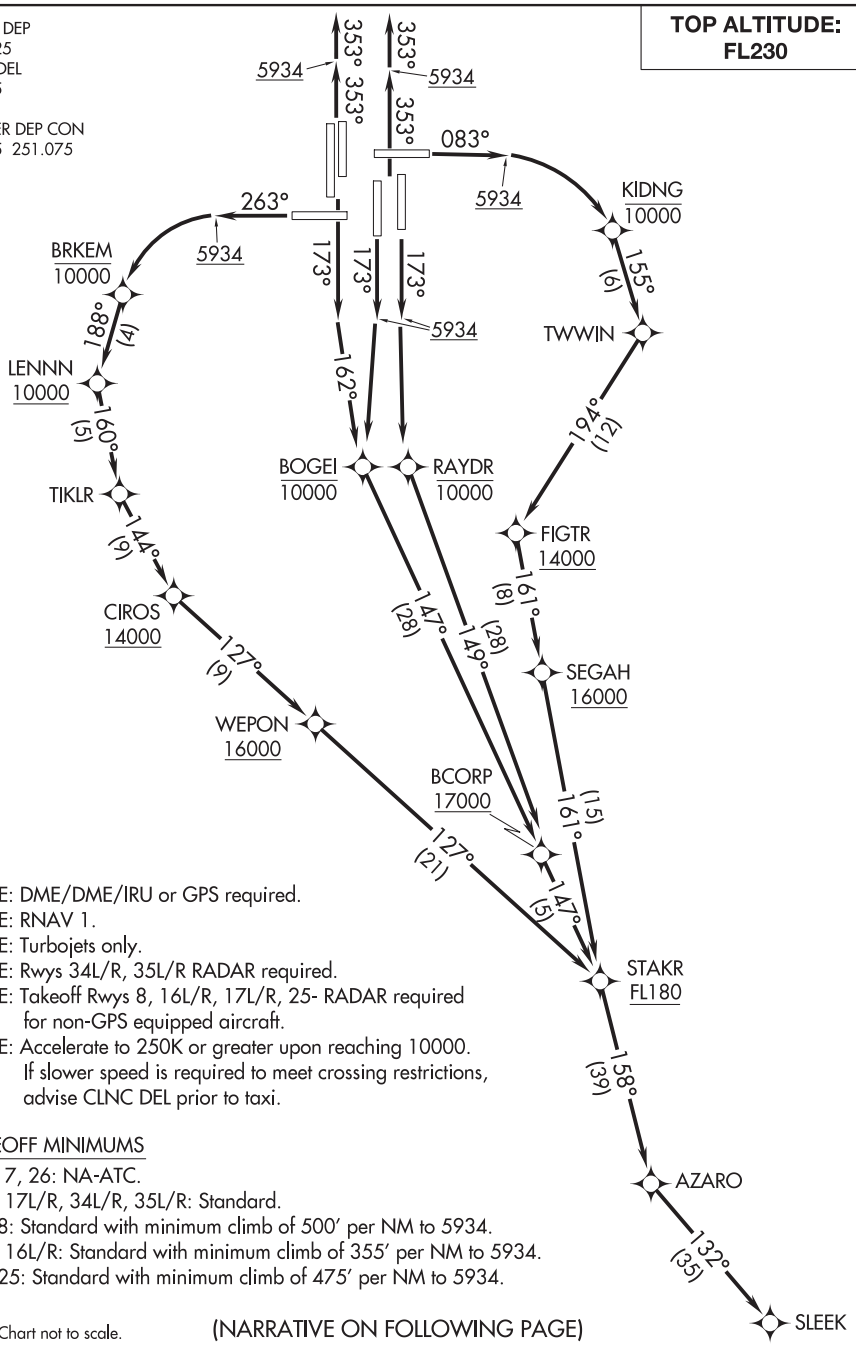
AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 25 FEB 2021 to 22 APR 2021

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.45 251.075

TOP ALTITUDE: FL230



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25- RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 500′ per NM to 5934.
Rwys 16L/R: Standard with minimum climb of 355′ per NM to 5934.
Rwy 25: Standard with minimum climb of 475′ per NM to 5934.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

SLEEK TWO DEPARTURE (RNAV)
(SLEEK2.SLEEK) 10SEP20

DENVER, COLORADO
DENVER INTL (DEN)

267

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 161° to cross SEGAH at or above 16000, then on track 161° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

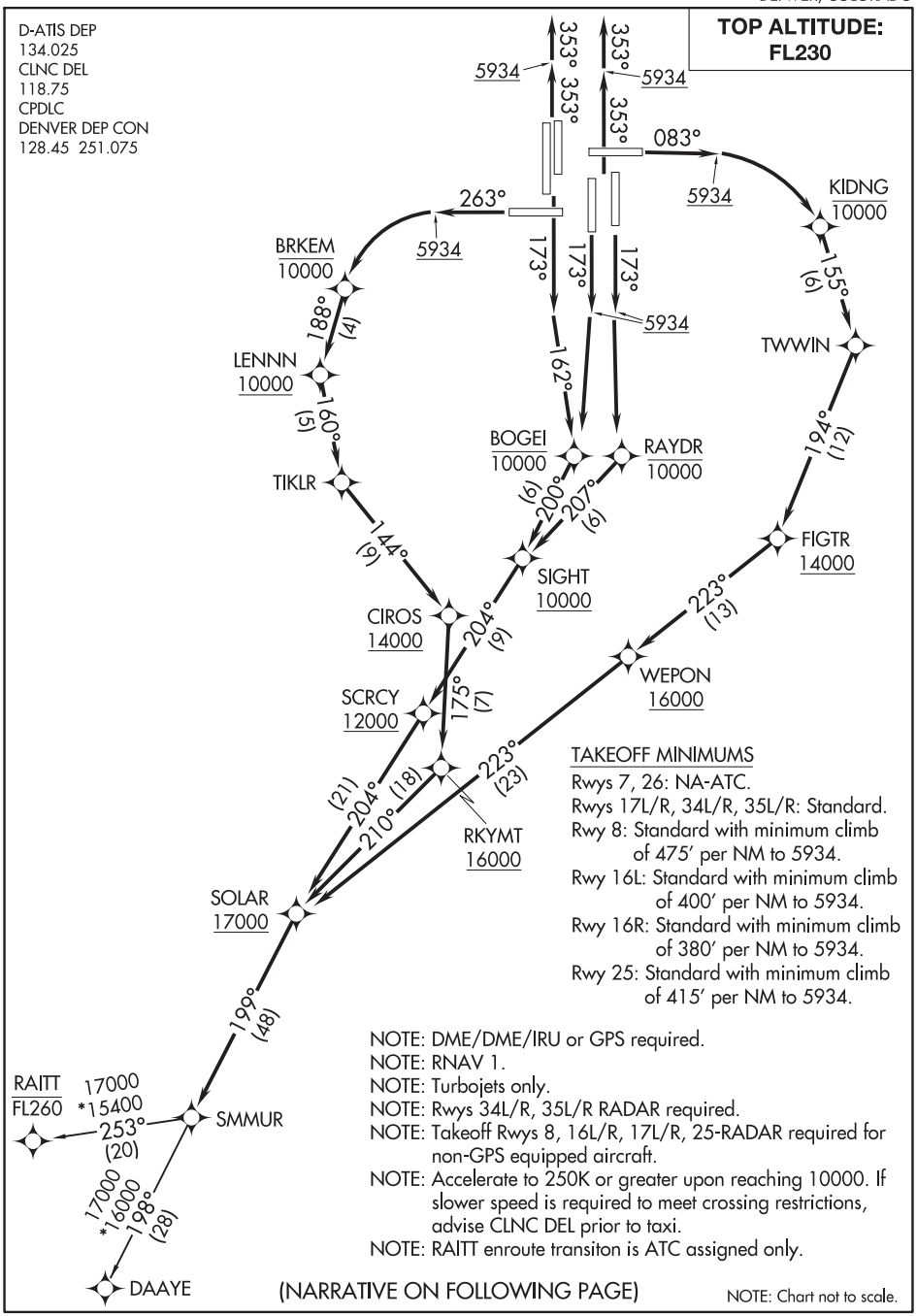
TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 149° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 127° to cross WEPON at or above 16000, then on track 127° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross STAKR at or above FL180, thence . . . .

. . . . on track 158° to AZARO, then on track 132° to SLEEK. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 223° to cross WEPON at or above 16000, then on track 223° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 207° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 200° to cross SIGHT at or above 10000, then on track 204° to cross SCRCY at or above 12000, then on track 204° to cross SOLAR at or above 17000, thence . . . .

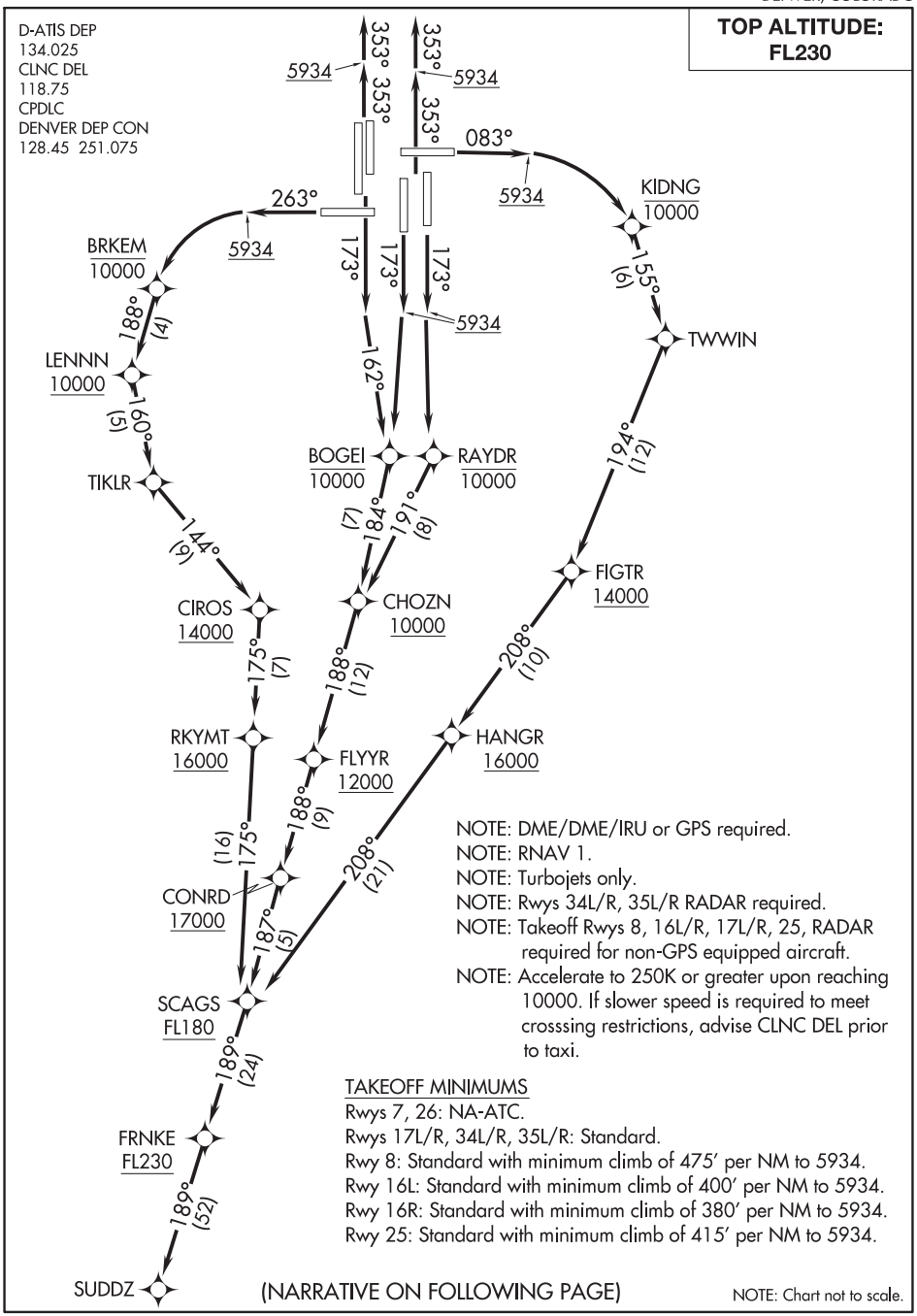
TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 210° to cross SOLAR at or above 17000, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SOLAR at or above 17000, thence . . . .

. . . . on track 199° to SMMUR. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SMMUR2.DAAYE)

RAITT TRANSITION (SMMUR2.RAITT)



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crosssing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwys 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 475′ per NM to 5934.
Rwy 16L: Standard with minimum climb of 400′ per NM to 5934.
Rwy 16R: Standard with minimum climb of 380′ per NM to 5934.
Rwy 25: Standard with minimum climb of 415′ per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 208° to cross HANGR at or above 16000, then on track 208° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 191° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 175° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SCAGS at or above FL180, thence . . . .

. . . . on track 189° to cross FRNKE at or above FL230, then on track 189° to SUDDZ. Maintain FL230. Expect higher filed altitude ten minutes after departure.

XXWNG ONE DEPARTURE (RNAV)

AL-9077 (FAA)

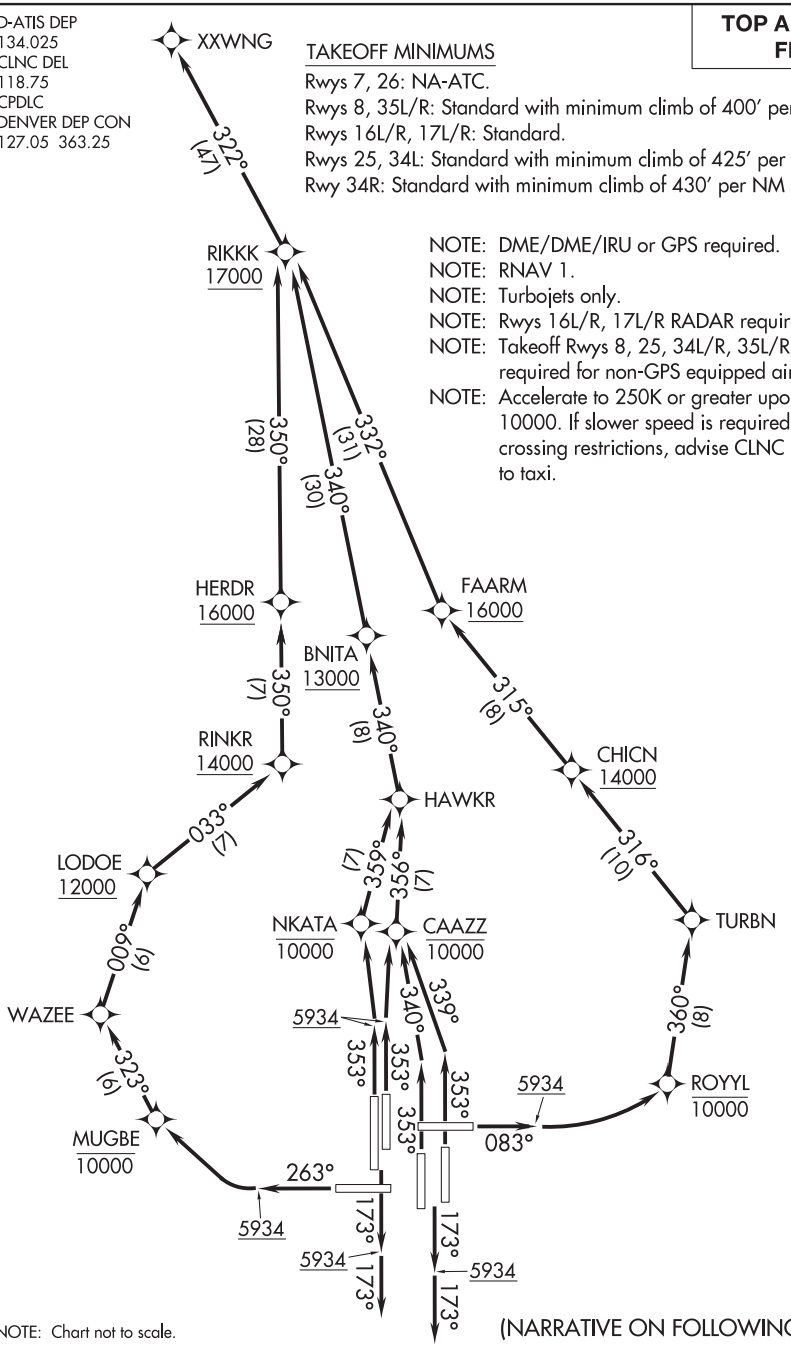
TOP ALTITUDE: FL230

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 8, 35L/R: Standard with minimum climb of 400′ per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwys 25, 34L: Standard with minimum climb of 425′ per NM to 5934.
Rwy 34R: Standard with minimum climb of 430′ per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 332° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 350° to cross RIKKK at or above 17000, thence. . . .

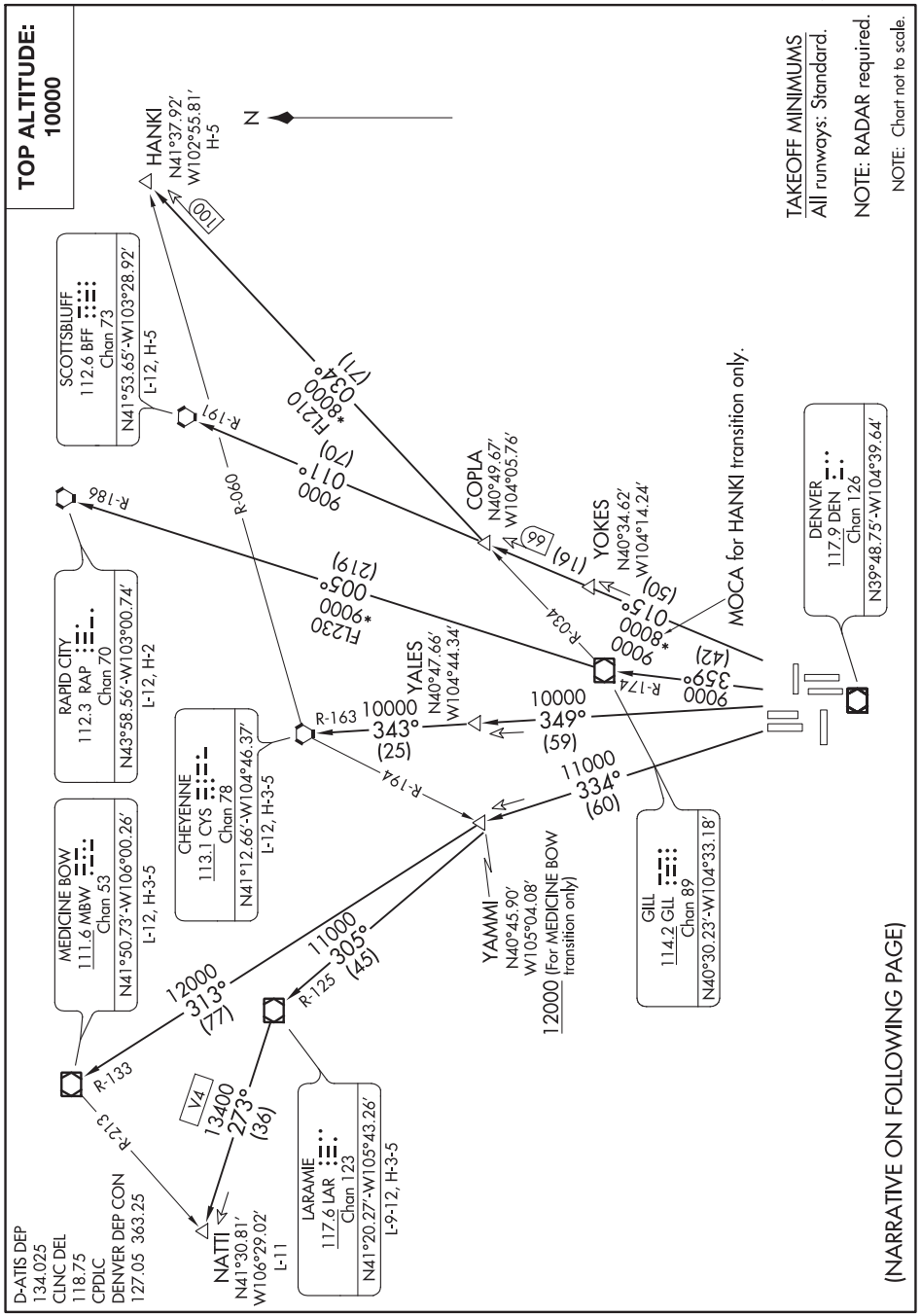
TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 359° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

. . . .on track 322° to XXWNG, maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.



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SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned transition. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

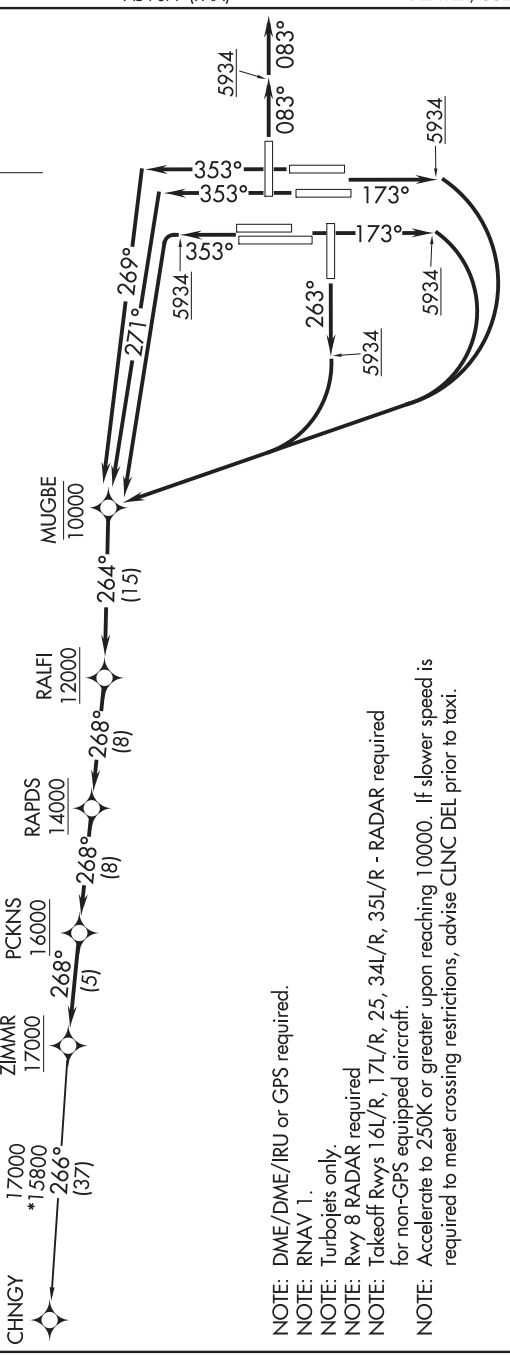
SW-1, 25 FEB 2021 to 22 APR 2021

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 126.1 360.75

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 220′ per NM to 14000.
Rwy 16R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 220′ per NM to 14800.
Rwy 17L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 205′ per NM to 15500.
Rwy 17R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 210′ per NM to 14300.
Rwy 25: Standard with minimum climb of 425′ per NM to 5934, then minimum climb of 230′ per NM to 15400.
Rwy 34L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 225′ per NM to 14600.
Rwy 34R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 220′ per NM to 15500.
Rwy 35L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 215′ per NM to 14000.
Rwy 35R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 210′ per NM to 14500.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 8 RADAR required
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross RALFI at or above 12000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then right turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to 5934, then left turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 271° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 269° to cross MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . . .

. . . .on track 268° to cross RAPDS at or above 14000, then on track 268° to cross PCKNS at or above 16000, then on track 268° to cross ZIMMR at or above 17000. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHNGY TRANSITION (ZIMMR2.CHNGY)

LOC I-BJC	APP CRS		30R	30L
111.7	295°	Rwy ldg	9000	7002
		TDZE	5599	5628
		Apt Elev	5673	5673

20366

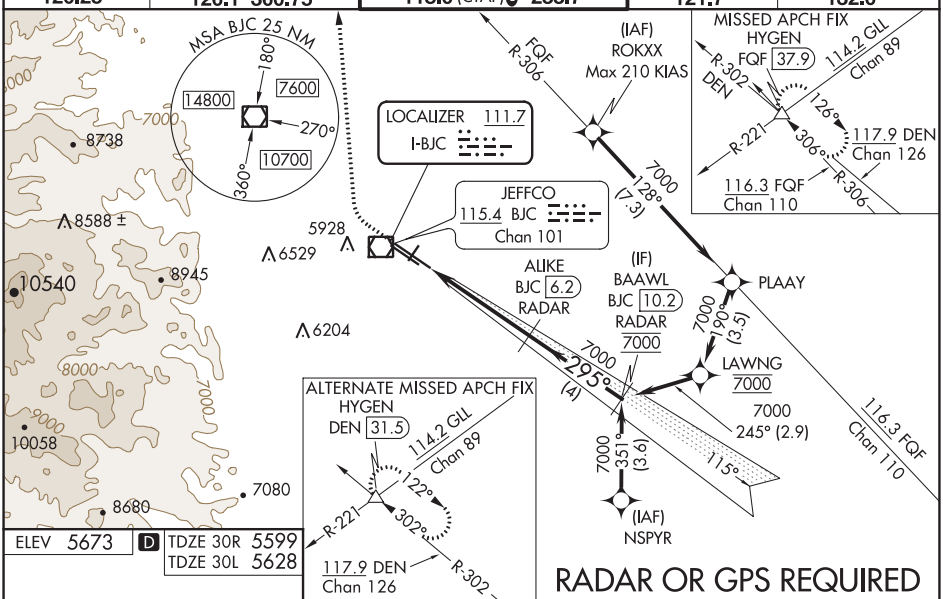
ILS or LOC RWY 30R
ROCKY MOUNTAIN METROPOLITAN (BJC)

T A NA DME from BJC VOR/DME. Simultaneous reception of I-BJC and BJC DME required. DME or RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS 30R all Cats visibility ⅜ mile. Increase S-LOC 30R Cats B/C/D visibility ¼ mile. Increase Sidestep R30L Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-ILS 30R all Cats visibility ½ mile and increase S-LOC 30R Cat C/D visibility ⅜ mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R all Cats visibility to 2¼ miles. Increase S-LOC 30R Cat B visibility to 1¼ mile and Cats C/D visibility to 2½ miles. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R* all Cats visibility to 1 mile.
*Missed approach requires a minimum climb of 240 feet per NM to 9700.

MALSR A5

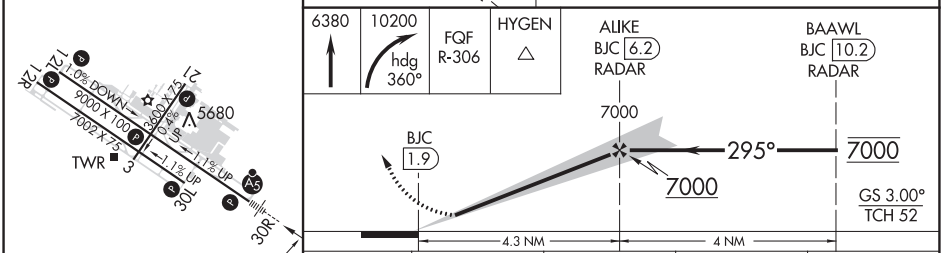
MISSED APPROACH: Climb to 6380 then climbing right turn to 10200 on heading 360° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 10200.

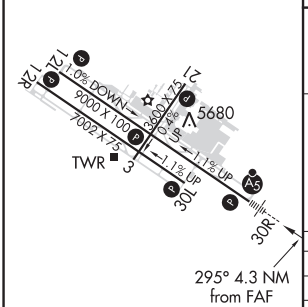
ATIS	DENVER APP CON	METRO TOWER*	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 | D TDZE 30R 5599 | TDZE 30L 5628

RADAR OR GPS REQUIRED





HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-ILS 30R	*5799-½ 200 (200-½)			
S-ILS 30R	6124-1⅜ 525 (500-1⅜)			
S-LOC 30R	6300-½ 701 (700-½)		6300-1⅝ 701 (700-1⅝)	
SIDESTEP 30L	6340-1 712 (700-1)		6340-2 712 (700-2)	6340-2¼ 712 (700-2¼)
C CIRCLING	6340-1 667 (700-1)		6360-2 687 (700-2)	6860-3 1187 (1200-3)

SW-1, 25 FEB 2021 to 22 APR 2021

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DENVER, COLORADO AL-5612 (FAA) 20366

RNAV (GPS) RWY 12L
ROCKY MOUNTAIN METROPOLITAN (BJC)

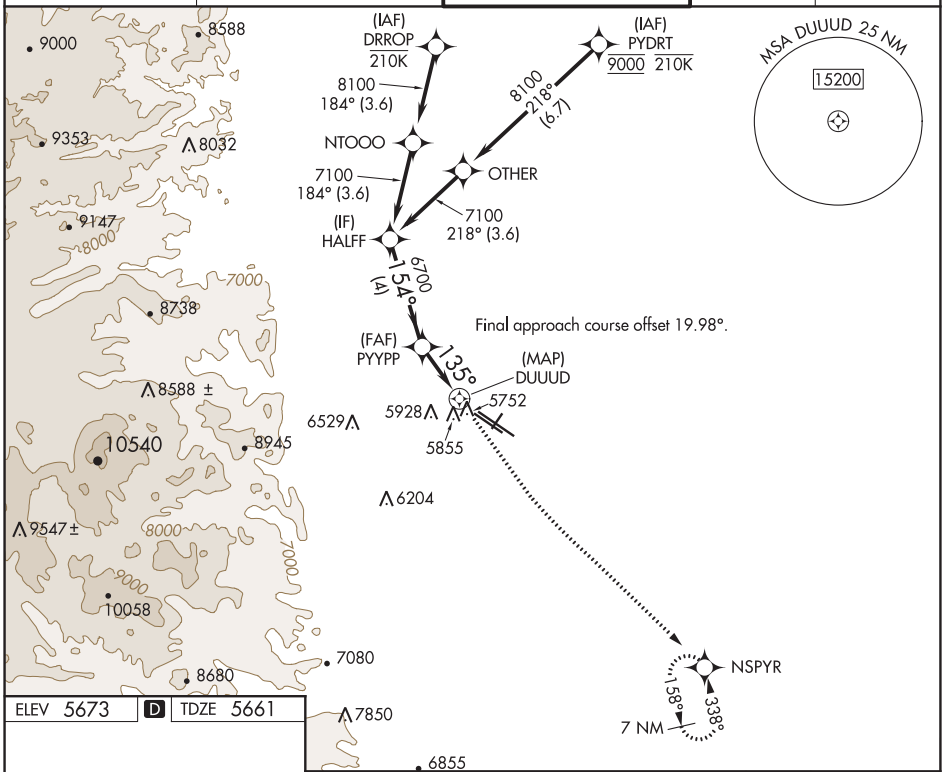
WAAS CH 77938 W12A	APP CRS 135°	Rwy ldg 9000 TDZE 5661 Apt Elev 5673

RNP APCH.

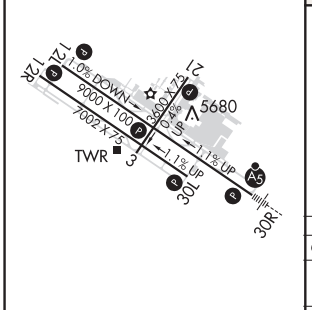
Circling NA for Cat D southwest of Rwy 12R-30L

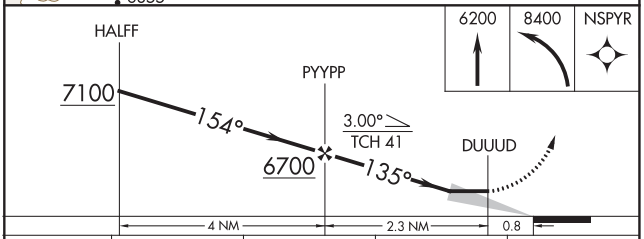
MISSED APPROACH: Climb to 6200 then climbing left turn to 8400 direct NSPYR and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 D TDZE 5661





CATEGORY	A	B	C	D
LP MDA	6020-1 359 (400-1)			
LNAV MDA	6120-1 459 (500-1)		6120-1⅜ 459 (500-1⅜)	
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6360-2¼ 687 (700-2¼)

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

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SW-1, 25 FEB 2021 to 22 APR 2021

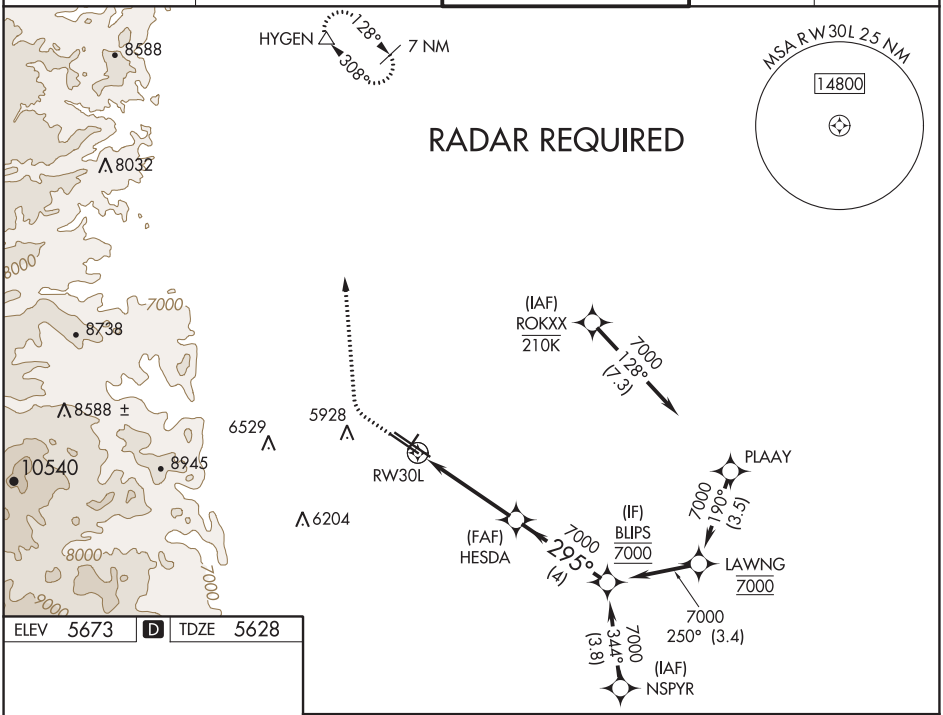
WAAS CH 42508 W30A	APP CRS 295°	Rwy ldg 7002 TDZE 5628 Apt Elev 5673

RNAV (GPS) RWY 30L
ROCKY MOUNTAIN METROPOLITAN (BJC)

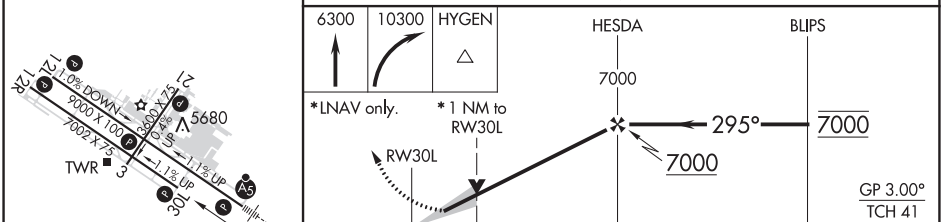
T A NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 D TDZE 5628



HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

CATEGORY	A	B	C	D
LPV DA	5828-¾ 200 (200-¾)			
LNAV/VNAV DA	5926-1⅛ 298 (300-1⅛)			
LNAV MDA	5960-1 332 (300-1)			
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

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DENVER, COLORADO AL-5612 (FAA) 20366

WAAS CH 82707 W30B	APP CRS 295°	Rwy ldg 9000 TDZE 5599 Apt Elev 5673

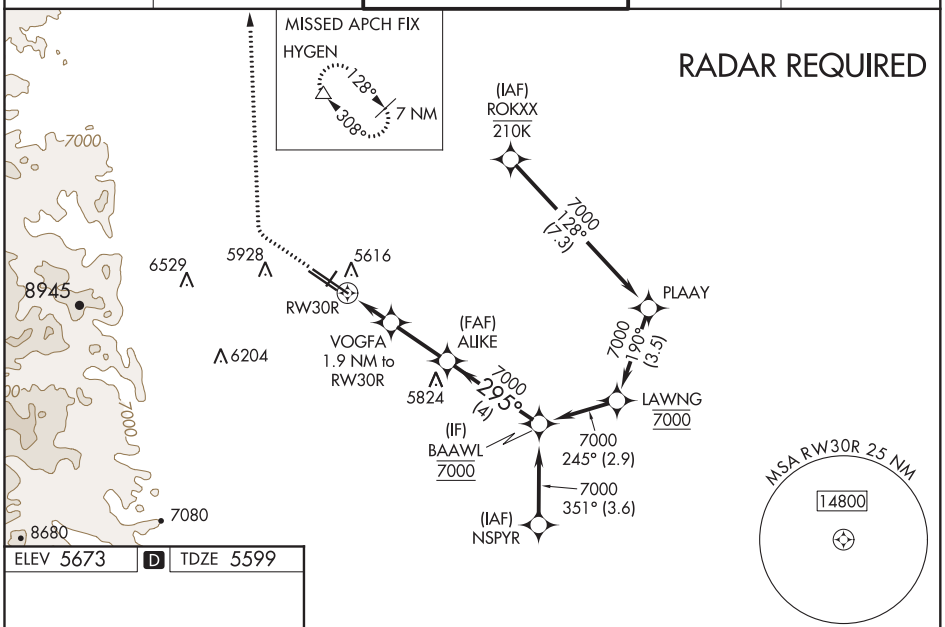
RNAV (GPS) RWY 30R
ROCKY MOUNTAIN METROPOLITAN (BJC)

T A NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1⅜ mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1⅜ mile.

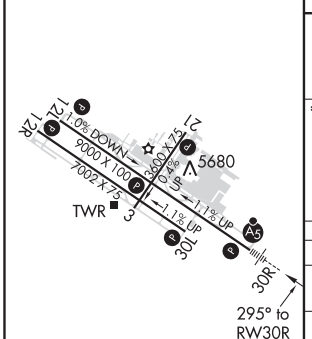
MALSR A5

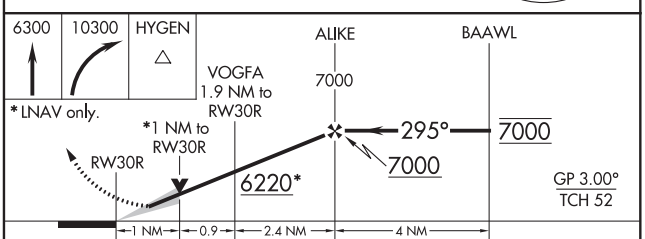
MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 D TDZE 5599





CATEGORY	A	B	C	D
LPV DA	5799-½ 200 (200-½)			
LNAV/VNAV DA	5900-⅝ 301 (300-⅝)			
LNAV MDA	5940-½ 341 (300-½)		5940-⅝ 341 (300-⅝)	
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

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VOR/DME BJC 115.4 Chan 101	APP CRS 284°		30L	30R
		Rwy ldg	7002	9000
		TDZE	5628	5599
		Apt Elev	5673	5673

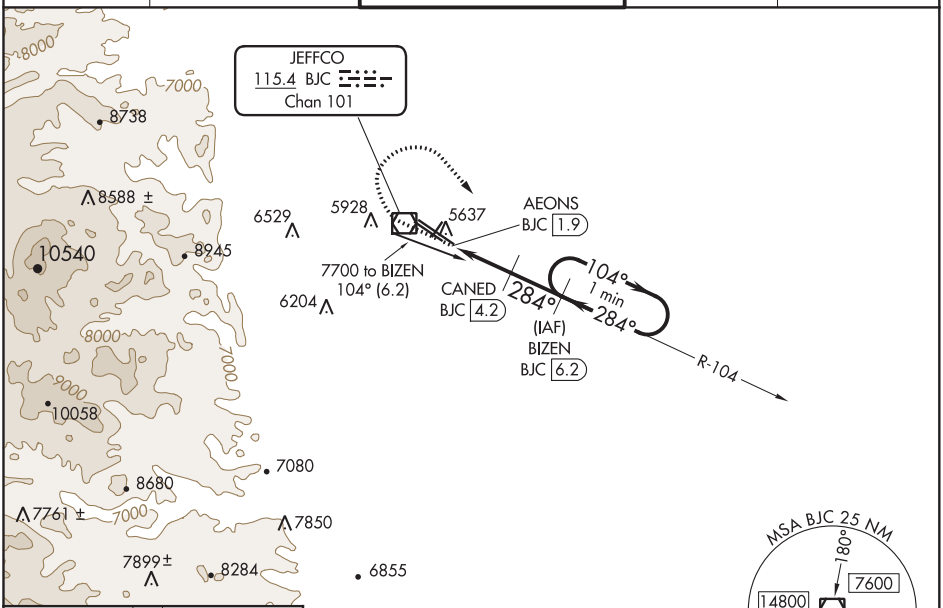
VOR/DME RWY 30L/R
ROCKY MOUNTAIN METROPOLITAN (BJC)

T A NA When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 100 feet. Increase S-30L Cats C/D visibility to 1 mile and Circling Cat C to 2¼ mile. For inoperative MALSR, increase S-30R all Cats visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-30R Cats C/D visibility to 1⅛ mile.

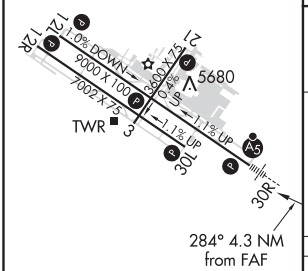
MALSR Rwy 30R A5

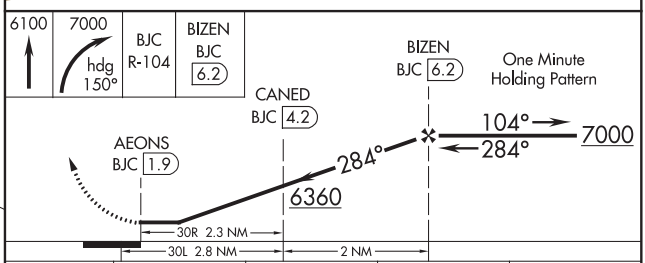
MISSED APPROACH: Climb to 6100 then climbing right turn to 7000 on heading 150° and on BJC VOR/DME R-104 to BIZEN/BJC 6.2 DME and hold.

ATIS	DENVER APP CON	METRO TOWER ★	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) L 233.7	121.7	132.6



ELEV 5673 D TDZE 30L 5628
TDZE 30R 5599





CATEGORY	A	B	C	D
S-30R	5920-½ 321 (300-½)		5920-¾ 321 (300-¾)	
S-30L	5920-1 292 (300-1)		5920-⅞ 292 (300-⅞)	
C CIRCLING	6180-1 507 (600-1)	6240-1 567 (600-1)	6360-2 687 (700-2)	6860-3 1187 (1200-3)

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

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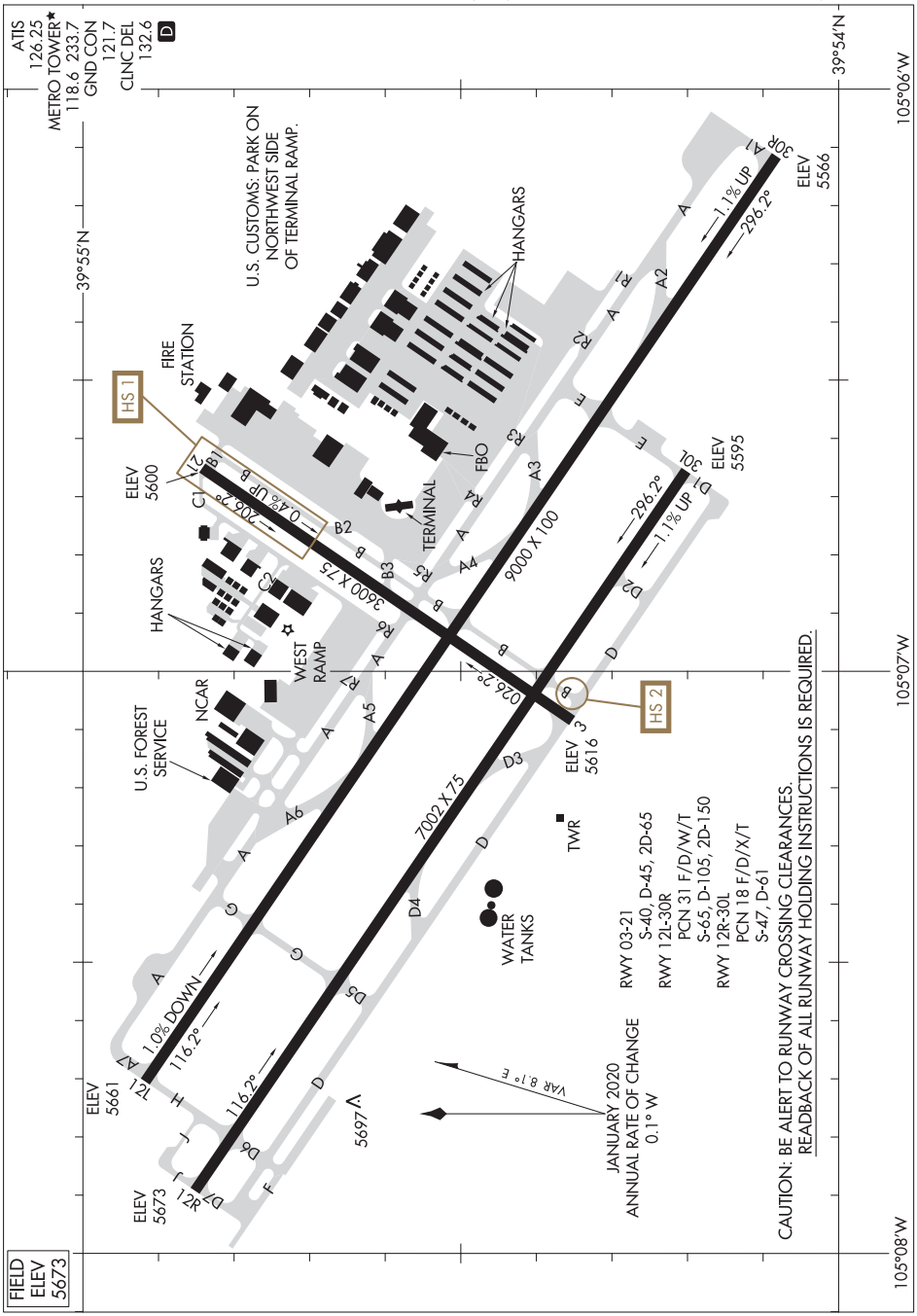
20366

AIRPORT DIAGRAM

ROCKY MOUNTAIN METROPOLITAN (BJC)

AL-5612 (FAA)

DENVER, COLORADO



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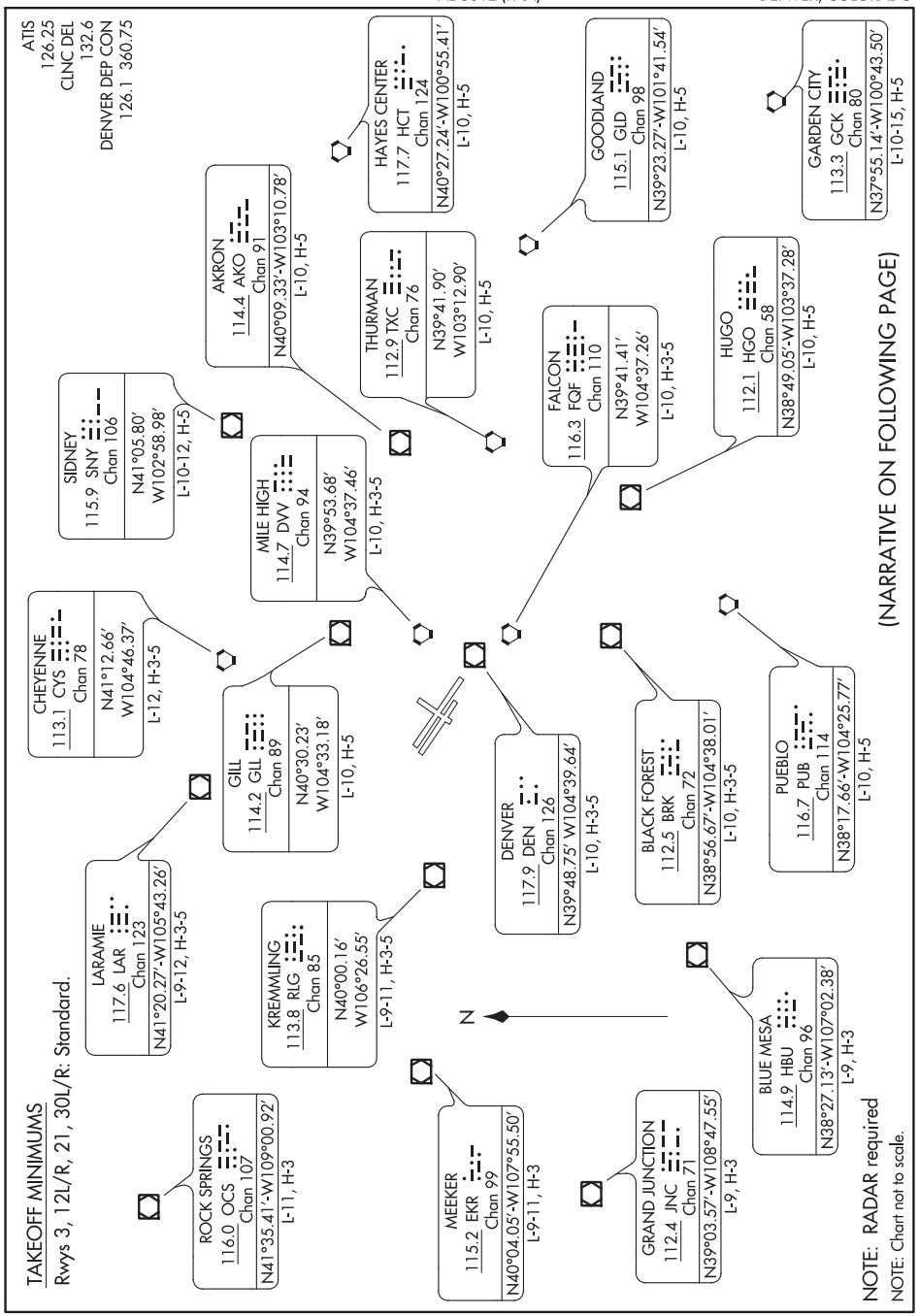
AIRPORT DIAGRAM

DENVER, COLORADO

ROCKY MOUNTAIN METROPOLITAN (BJC)

20366


ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75
HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.41'
L-10, H-5
GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5
GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5
AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.78'
L-10, H-5
THURMAN
112.9 TXC
Chan 76
N39°41.90'
W103°12.90'
L-10, H-5
FALCON
116.3 FQF
Chan 110
N39°41.41'
W104°37.26'
L-10, H-3-5
HUGO
112.1 HGO
Chan 58
N38°49.05'-W103°37.28'
L-10, H-5
SIDNEY
115.9 SNY
Chan 106
N41°05.80'
W102°58.98'
L-10-12, H-5
MILE HIGH
114.7 DVV
Chan 94
N39°53.68'
W104°37.46'
L-10, H-3-5
(NARRATIVE ON FOLLOWING PAGE)
CHEYENNE
113.1 CYS
Chan 78
N41°12.66'
W104°46.37'
L-12, H-3-5
GILL
114.2 GIL
Chan 89
N40°30.23'
W104°33.18'
L-10, H-5
DENVER
117.9 DEN
Chan 126
N39°48.75' W104°39.64'
L-10, H-3-5
BLACK FOREST
112.5 BRK
Chan 72
N38°56.67'-W104°38.01'
L-10, H-3-5
PUEBLO
116.7 PUB
Chan 114
N38°17.66'-W104°25.77'
L-10, H-5
LARAMIE
117.6 LAR
Chan 123
N41°20.27'-W105°43.26'
L-9-12, H-3-5
KREMMLING
113.8 RLG
Chan 85
N40°00.16'
W106°26.55'
L-9-11, H-3-5
N
BLUE MESA
114.9 HBU
Chan 96
N38°27.13'-W107°02.38'
L-9, H-3
TAKEOFF MINIMUMS
Rwys 3, 12L/R, 21, 30L/R: Standard.
ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41'-W109°00.92'
L-11, H-3
MEEKER
115.2 EKR
Chan 99
N40°04.05'-W107°55.50'
L-9-11, H-3
GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57'-W108°47.55'
L-9, H-3
NOTE: RADAR required
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

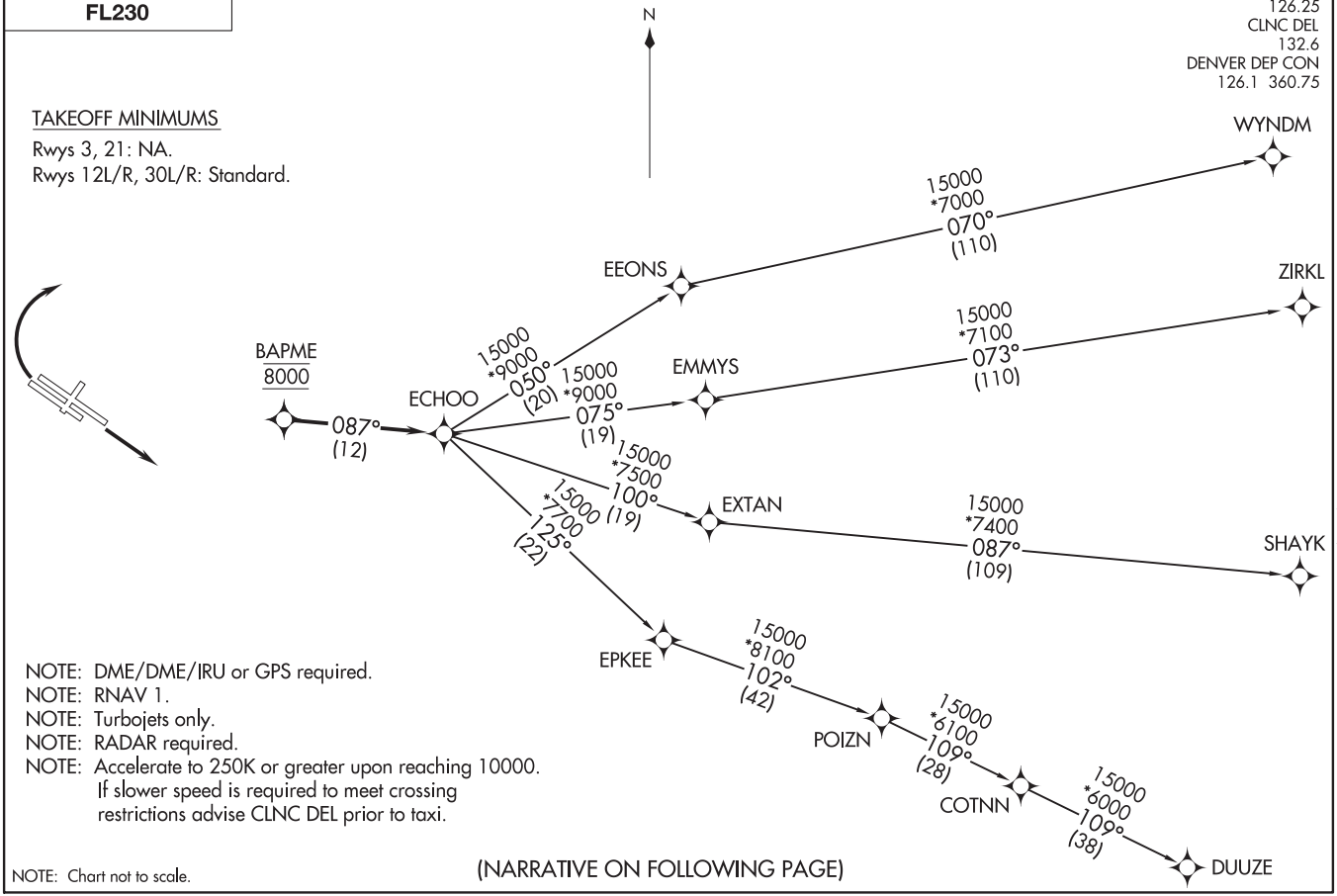
(ECHOO1.ECHOO) 20086
ECHOO ONE DEPARTURE (RNAV)
ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

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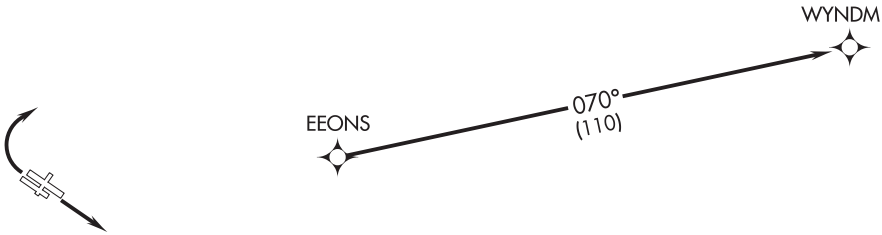
EEONS SEVEN DEPARTURE (RNAV)

TOP ALTITUDE: FL230

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS
Rwys 3, 21: NA - ATC.
Rwys 12L/R, 30L/R: Standard.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on heading between 150° CCW 350° as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn heading between 350° CW 113° as assigned by ATC, thence. . . .

. . . .RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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(EMMYS7.ZIRKL) 20030

EMMYS SEVEN DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (BJC)
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS
Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

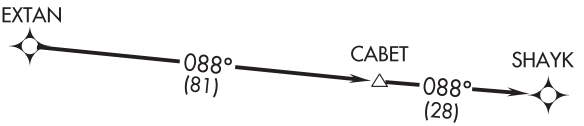
TAKEOFF RUNWAYS 12L/R: Climb on heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

TOP ALTITUDE: FL230

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75



TAKEOFF MINIMUMS
Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: For non-GPS equipped aircraft TXC DME must be operational.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on heading between 150° CCW 350° as assigned by ATC, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence . . . .

. . . .RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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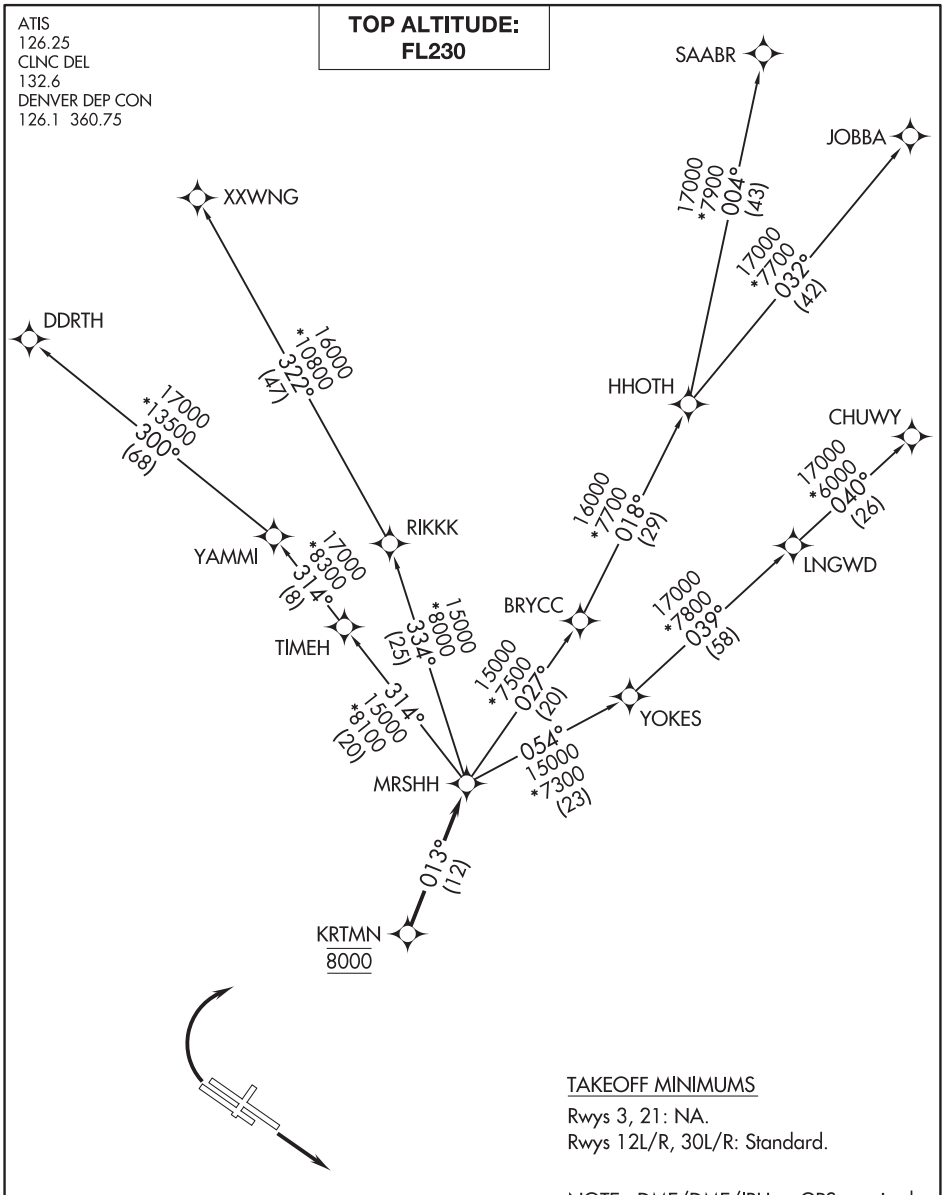
(MRSHH2.MRSHH) 20366

MRSHH TWO DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO



TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

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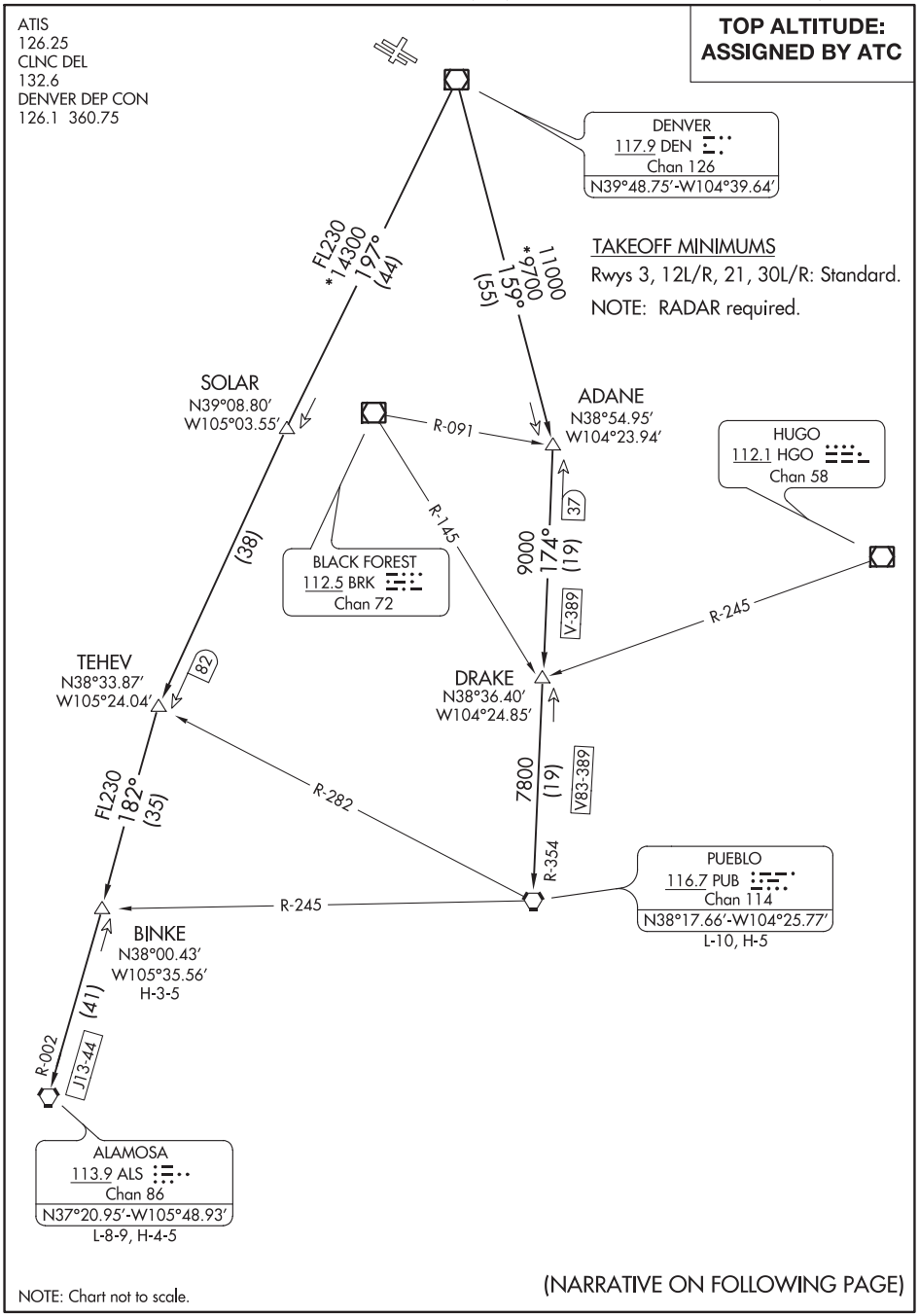
(PIKES2.DEN) 20030

PIKES TWO DEPARTURE

AL-5612 (FAA)

ROCKY MOUNTAIN METROPOLITAN (BJC)
DENVER, COLORADO



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PIKES TWO DEPARTURE

(PIKES2.DEN) 30JAN20

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence . . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW 024° from DER, thence . . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence . . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

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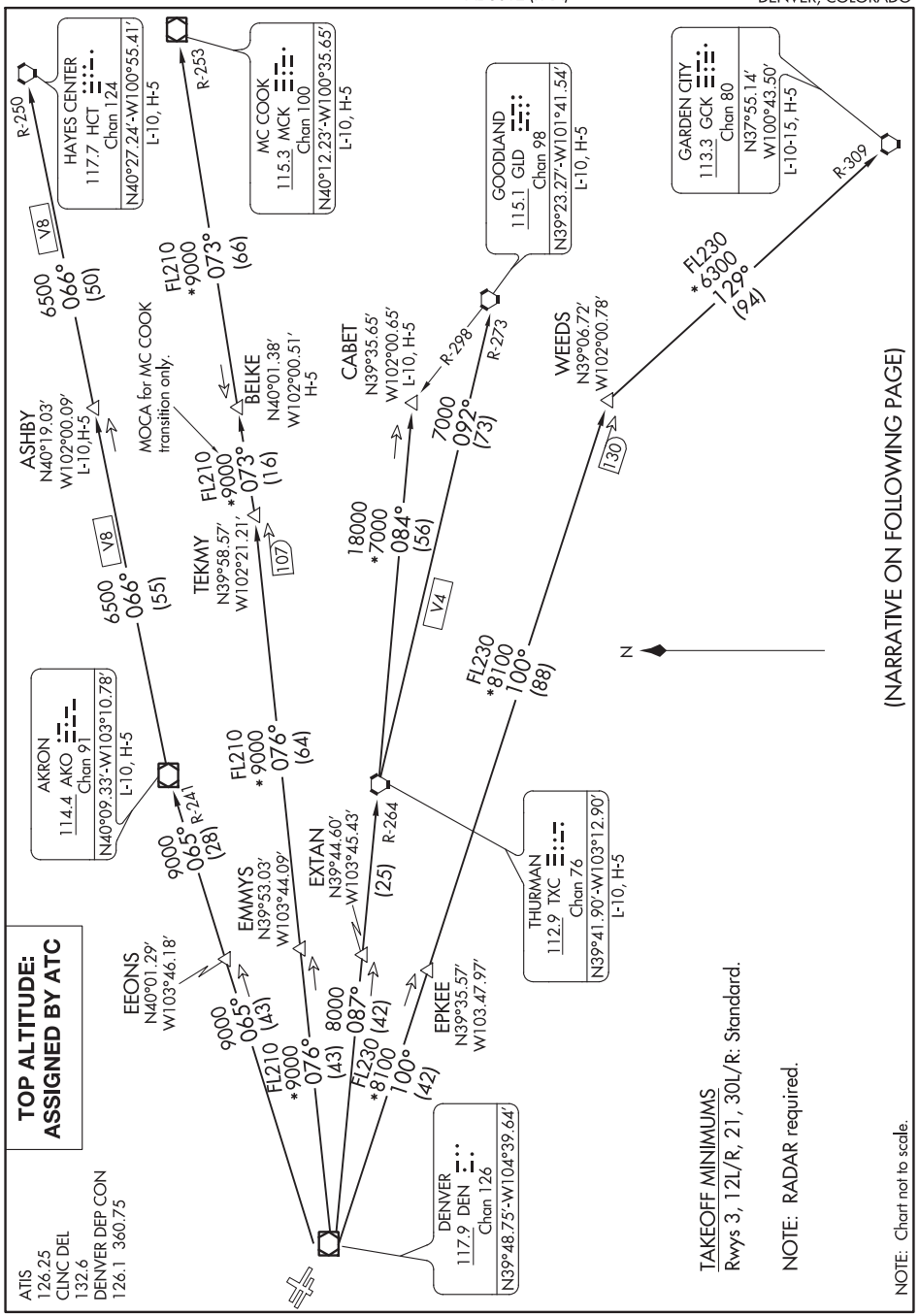
(PLAIN1.DEN) 20030

PLAINS ONE DEPARTURE

ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO



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SW-1, 25 FEB 2021 to 22 APR 2021

PLAINS ONE DEPARTURE

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

(PLAIN1.DEN) 30JAN20

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, Thence. . . .
TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER. Thence. . . .
TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER. Thence. . . .
TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER. Thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

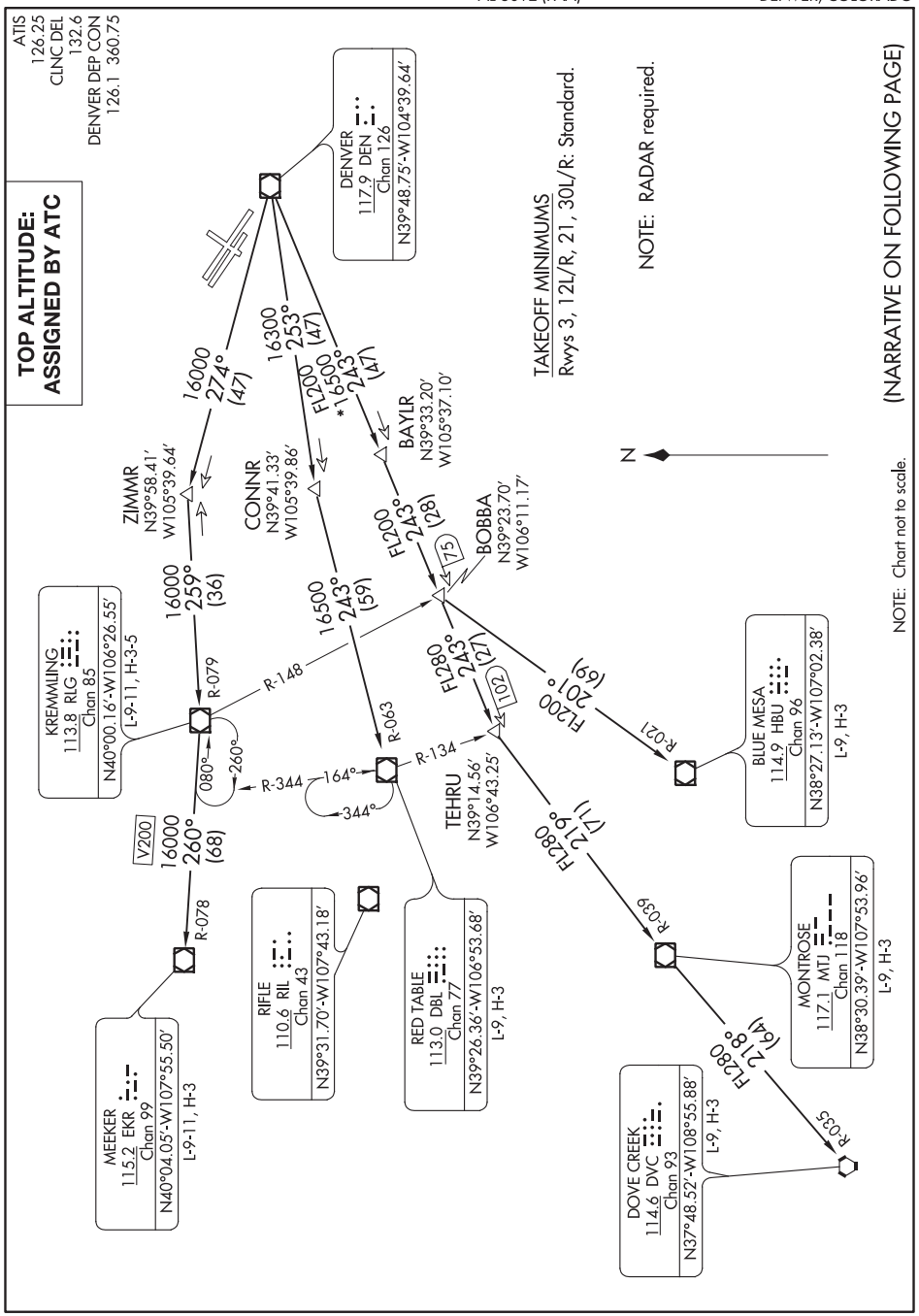
AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.
BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.
GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(ROCKI5.DEN) 20086

ROCKIES FIVE DEPARTURE

ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

ROCKIES FIVE DEPARTURE

(ROCKI5.DEN) 26MAR20

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

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SW-1, 25 FEB 2021 to 22 APR 2021

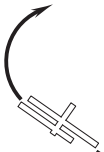
(SKYEE1.SKYEE) 20086

SKYEE ONE DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO

TOP ALTITUDE: FL230

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75



SATLE
8000

160°
(12)

SKYEE

TAKEOFF MINIMUMS
Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.

14200
*11300
191°
(31)

14200
*10400
172°
(31)

FL180
*9500
135°
(37)

FL180
*9800
149°
(34)

SOLAR
14200

SCAGS
14200

SHOJO

STAKR

17000
*12300
199°
(48)

FL230
*15800
189°
(24)

FL180
*9900
165°
(39)

FL180
*9500
158°
(39)

SMMUR
17000

FRNKE
FL230

SABTH

AZARO

17000
*16000
198°
(28)

FL230
*14300
189°
(52)

FL180
*7700
132°
(35)

DAAYE

SUDDZ

SLEEK

FL180
*9900
160°
(65)

FL180
*7800
139°
(84)

JOPLN

VRONI

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

SKYEE ONE DEPARTURE (RNAV)

(SKYEE1.SKYEE) 26MAR20

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

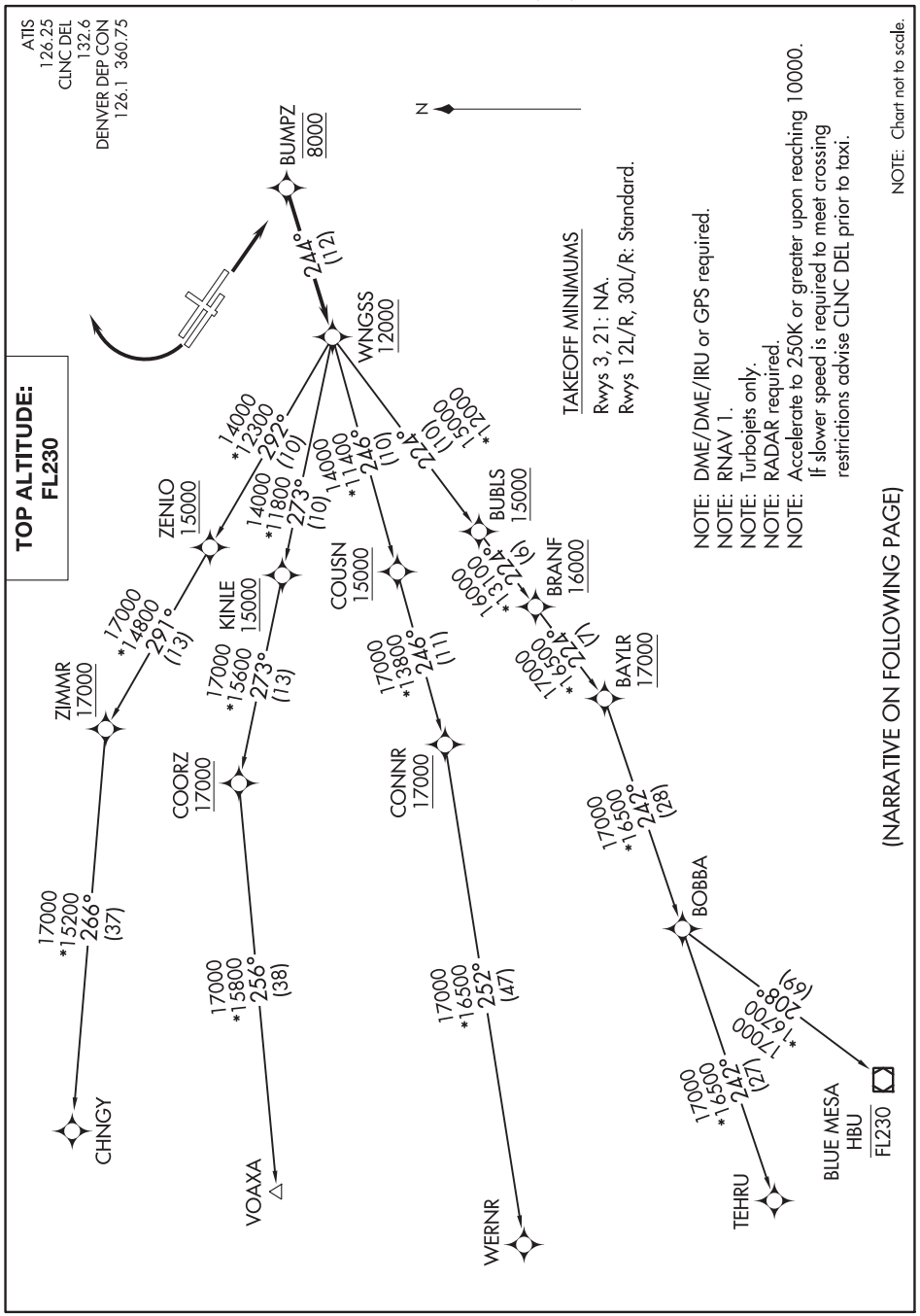
VRONI TRANSITION (SKYEE1.VRONI)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

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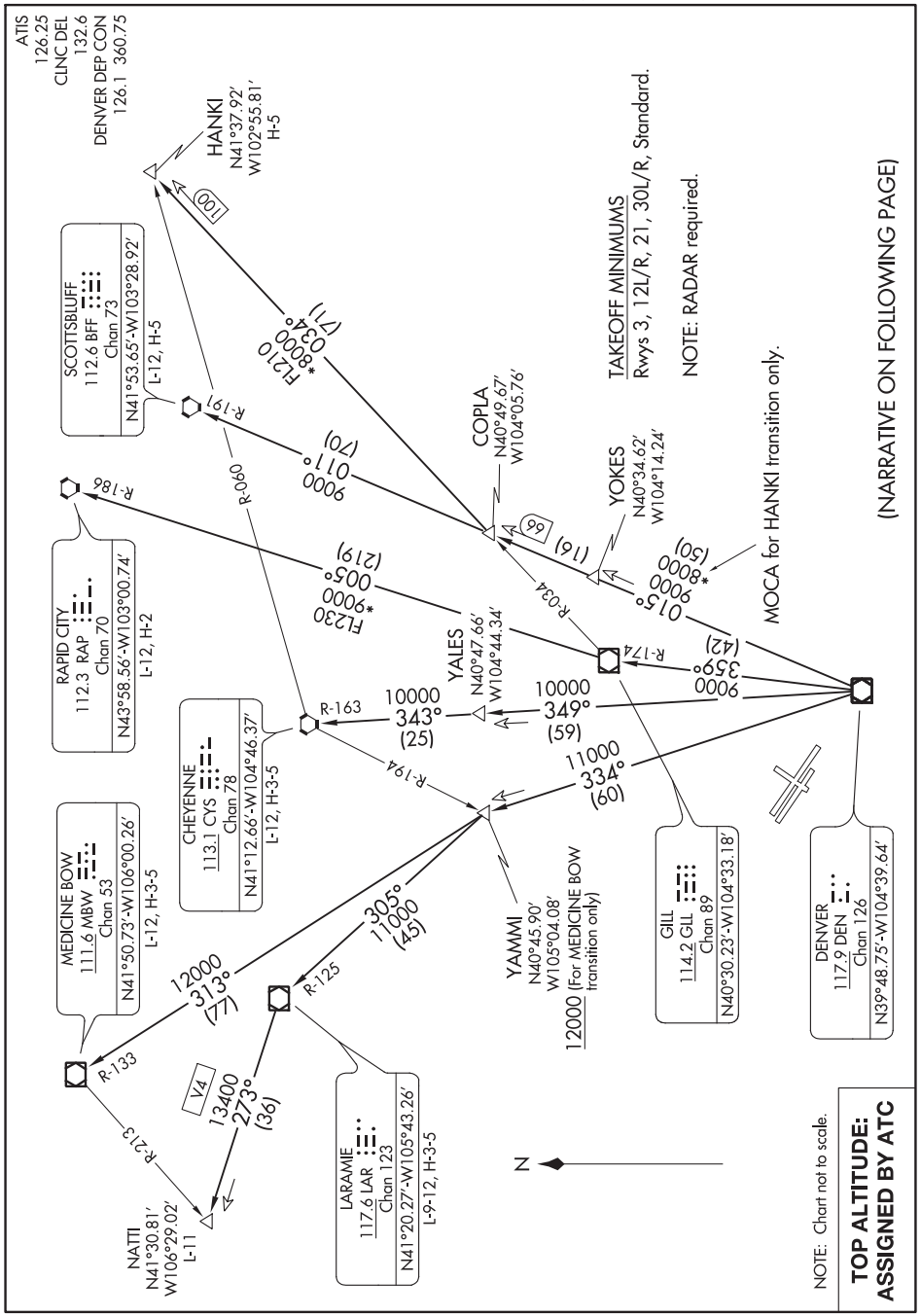
(YELLO4.DEN) 20198

YELLOWSTONE FOUR DEPARTURE

ROCKY MOUNTAIN METROPOLITAN (BJC)
AL-5612 (FAA)
DENVER, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

YELLOWSTONE FOUR DEPARTURE

(YELLO4.DEN) 16JUL20

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L/R: Climb to assigned altitude and heading between 150° CCW 350° from DER, thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW to 024° from DER, thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

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DURANGO, COLORADO — AL-480 (FAA) — 20366

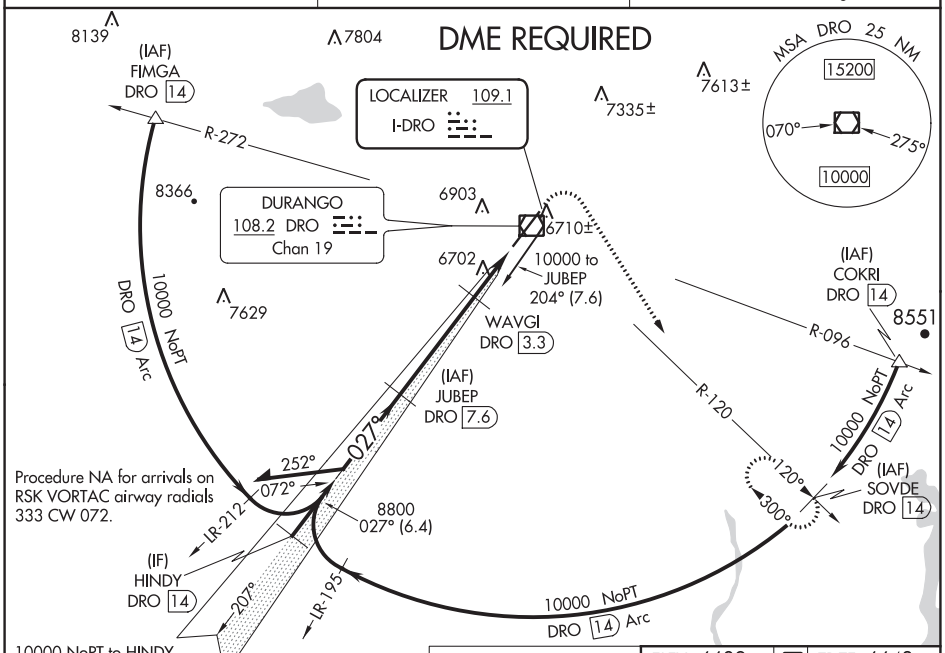
LOC I-DRO	APP CRS	Rwy ldg	9201
109.1	027°	TDZE	6643
		Apt Elev	6689

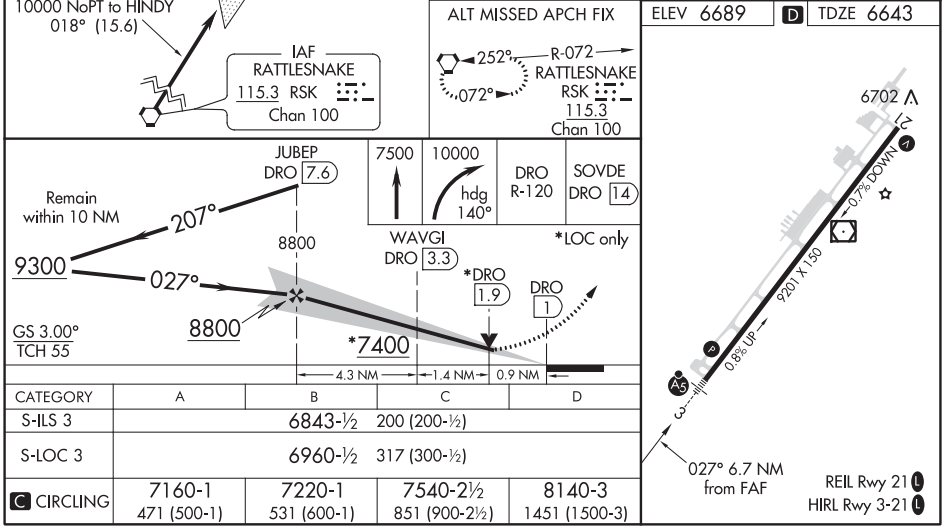
ILS or LOC/DME RWY 3
DURANGO-LA PLATA COUNTY (DRO)

T A NA — DME required. DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required. For inop MALSR, increase S-LOC 3 Cat C/D visibility to ⅞ mile.

MALSR A5 — MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 on heading 140°and on DRO VOR/DME R-120 to SOVDE/DRO 14 DME and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 3	6843-½ 200 (200-½)			
S-LOC 3	6960-½ 317 (300-½)			
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2½ 851 (900-2½)	8140-3 1451 (1500-3)

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WAAS CH 53710 W03A	APP CRS 027°	Rwy ldg 9201 TDZE 6643 Apt Elev 6689

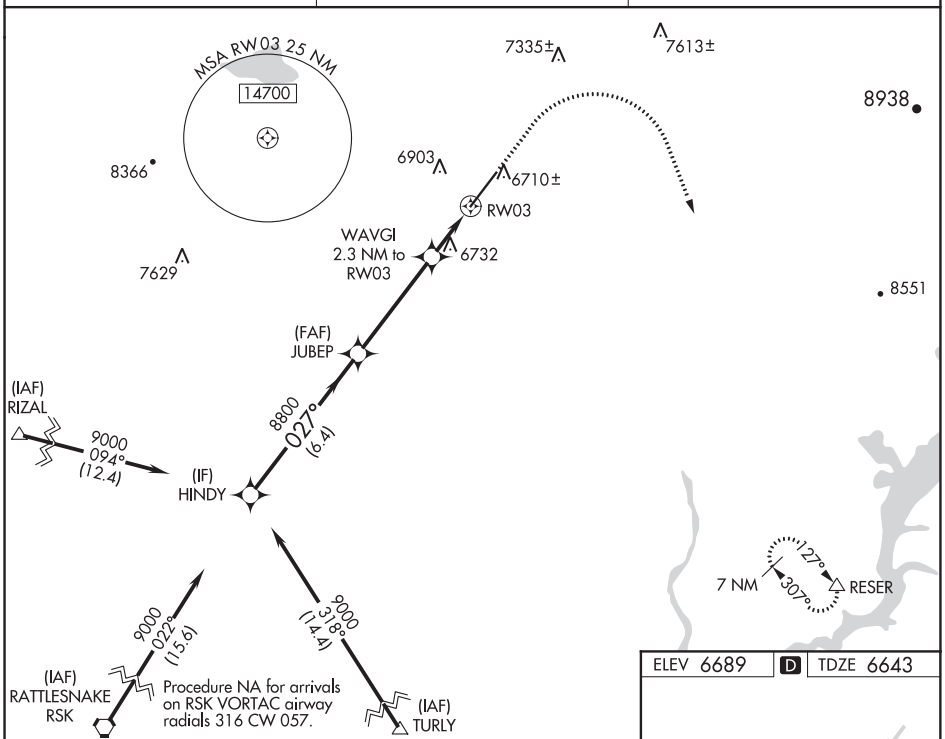
RNAV (GPS) RWY 3
DURANGO-LA PLATA COUNTY (DRO)

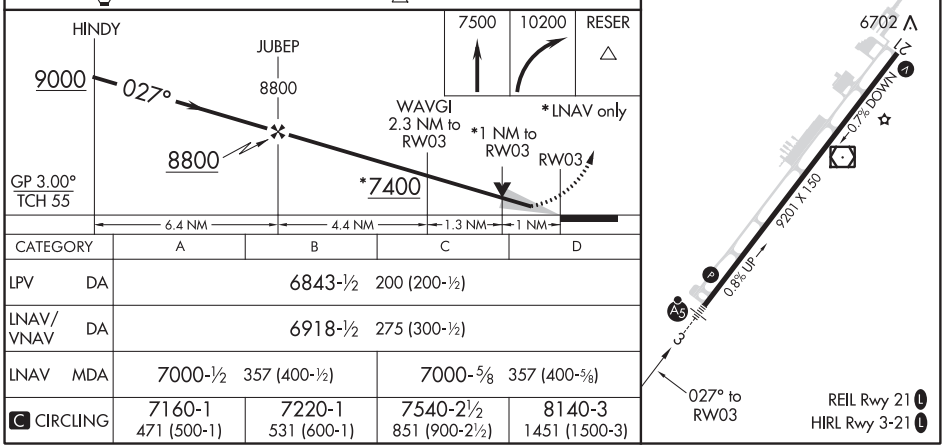
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 7500 then climbing right turn to 10200 direct RESER and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L





CATEGORY		A	B	C	D
LPV	DA	6843-½ 200 (200-½)			
LNAV/VNAV	DA	6918-½ 275 (300-½)			
LNAV	MDA	7000-½ 357 (400-½)		7000-⅝ 357 (400-⅝)	
C CIRCLING		7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2½ 851 (900-2½)	8140-3 1451 (1500-3)

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DURANGO, COLORADO | AL-480 (FAA) | 20366

APP CRS	Rwy ldg	9201
210°	TDZE	6689
	Apt Elev	6689

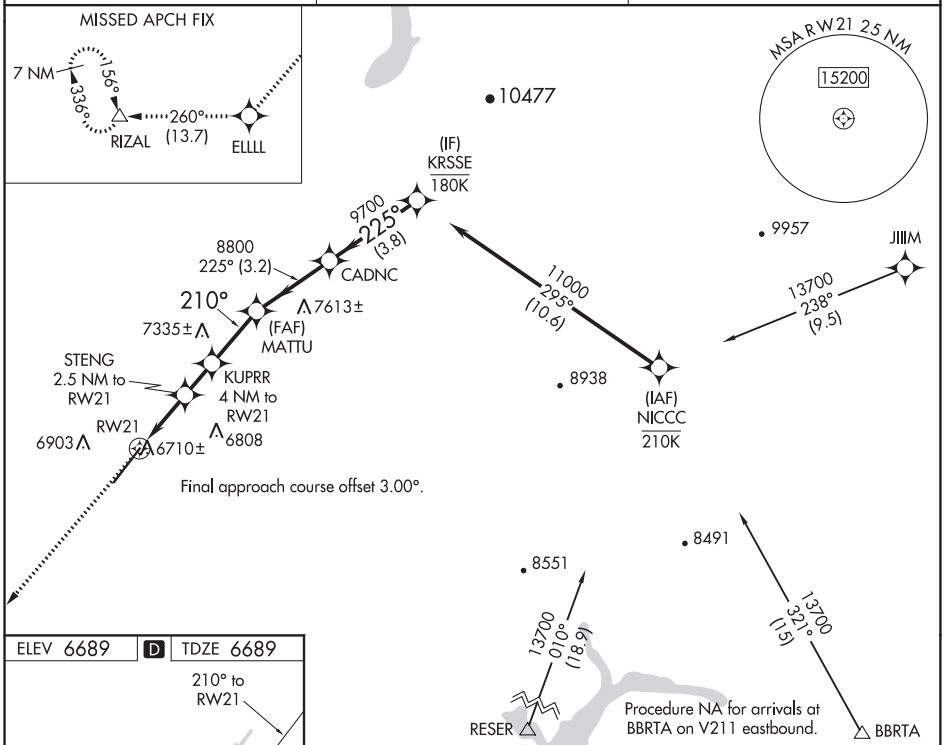
RNAV (GPS) RWY 21
DURANGO-LA PLATA COUNTY (DRO)

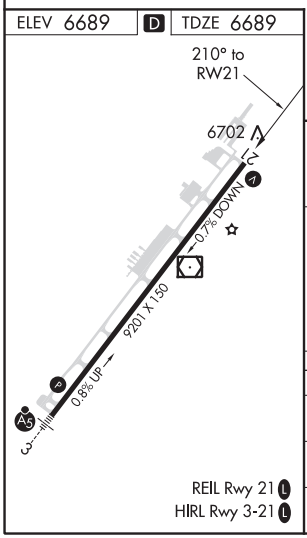
RNP APCH.

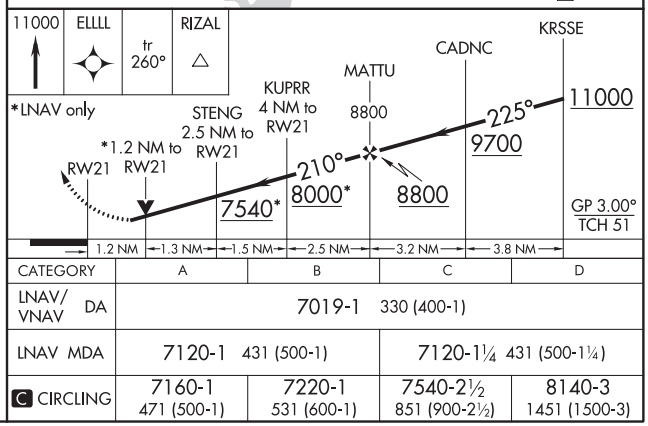
Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 11000 direct ELLLL and on track 260° to RIZAL and hold.

ASOS	DENVER CENTER	UNICOM
120.625	118.575 348.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	7019-1 330 (400-1)			
LNAV MDA	7120-1 431 (500-1)		7120-1¼ 431 (500-1¼)	
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2½ 851 (900-2½)	8140-3 1451 (1500-3)

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APP CRS	Rwy ldg	N/A
251°	TDZE	N/A
	Apt Elev	6547

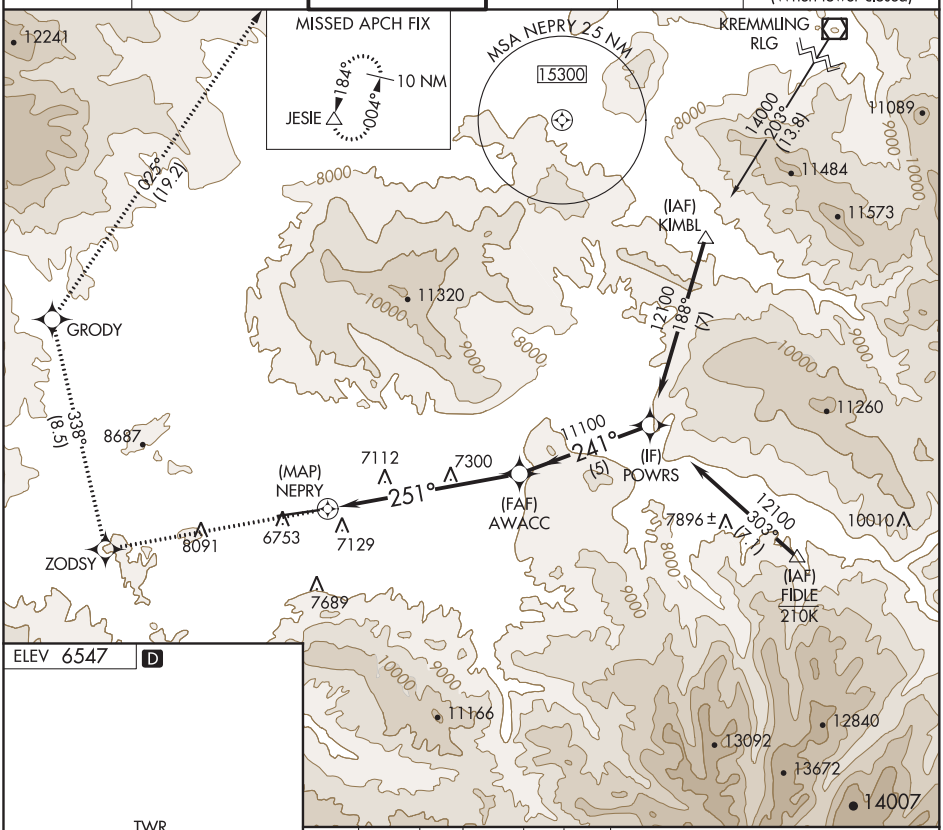
RNAV (GPS)-D
EAGLE COUNTY RGNL (EGE)

RNP APCH.

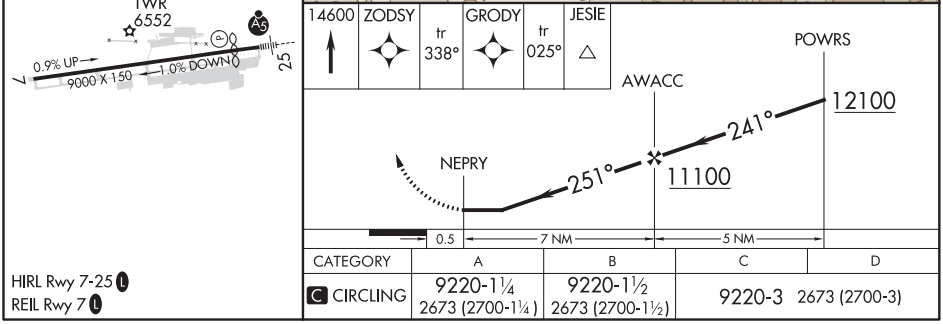
Circling to Rwy 7 NA at night. Circling NA for Cats C and D south of Rwy 7-25. Rwy 7 helicopter visibility reduction below 1 SM NA. Rwy 25 helicopter visibility reduction below ¾ SM NA. Inoperative table does not apply. -21°C

MISSED APPROACH: (Do not exceed 185K until GRODY) Climb to 14600 direct ZODSY then on track 338° to GRODY and on track 025° to JESIE and hold, continue climb in-hold to 14600.

ATIS	DENVER CENTER	EAGLE TOWER ★	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)



ELEV 6547 D



CATEGORY	A	B	C	D
C CIRCLING	9220-1¼ 2673 (2700-1¼)	9220-1½ 2673 (2700-1½)	9220-3 2673 (2700-3)	

HIRL Rwy 7-25 L
REIL Rwy 7 L

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SW-1, 25 FEB 2021 to 22 APR 2021

EAGLE, COLORADO | AL-6403 (FAA) | 20254

LDA RWY 25
EAGLE COUNTY RGNL (EGE)

LOC/DME I-ESJ	APP CRS	Rwy ldg	8000
109.75	250°	TDZE	6540
Chan 34 (Y)		Apt Elev	6547

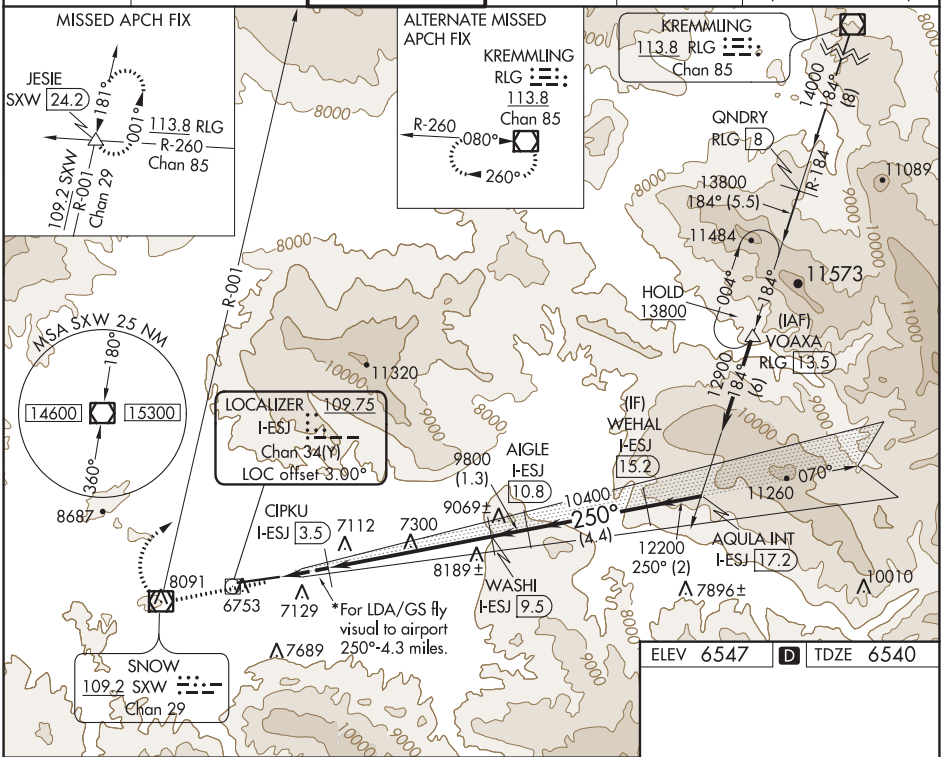
DME required.

Inoperative table does not apply.
At night increase LDA/GS visibility to 5 SM.
*Fly visual to airport authorized during day only.
-21°C

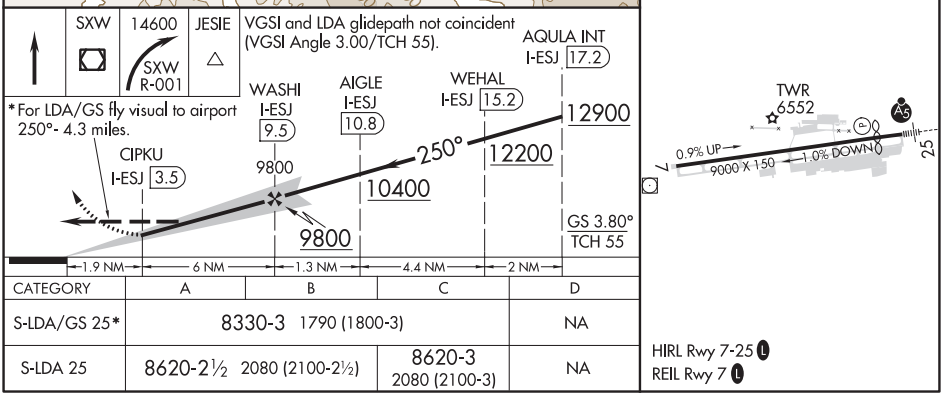
MALSR

MISSED APPROACH: Climb direct SXW VOR/DME, cross SXW VOR/DME, then climbing right turn to 14600 on SXW VOR/DME R-001 to JESIE SXW 24.2 DME and hold, continue climb-in-hold to 14600. *Missed approach requires minimum climb of 275 feet per NM to 11700.

ATIS	DENVER CENTER	EAGLE TOWER*	GND CON	CLNC DEL	DENVER CLNC DEL
135.575	128.65 282.2	119.8 (CTAF) L	121.8	124.75	124.75 (When tower closed)



ELEV 6547 | D | TDZE 6540



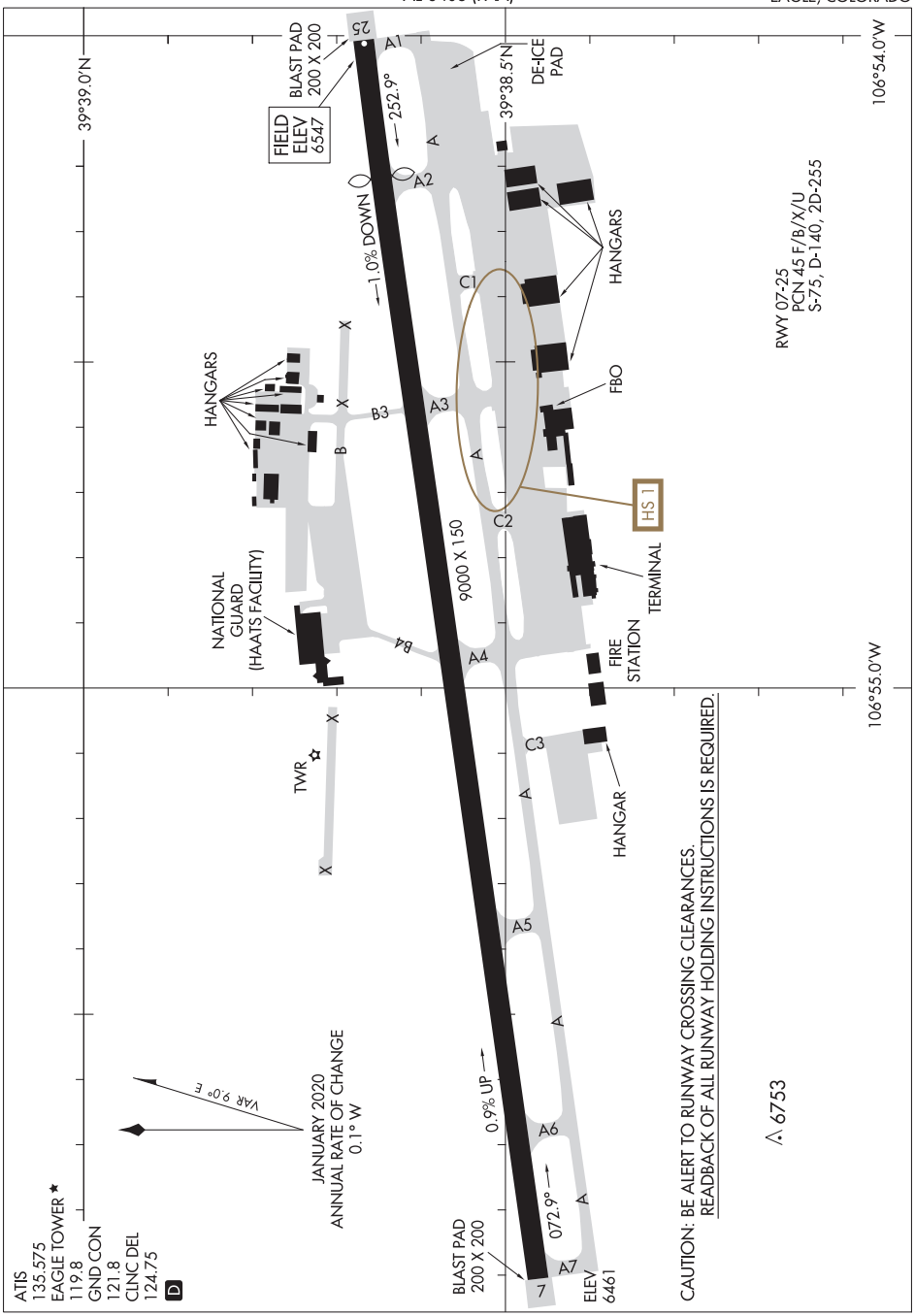
CATEGORY	A	B	C	D
S-LDA/GS 25*	8330-3 1790 (1800-3)			NA
S-LDA 25	8620-2½ 2080 (2100-2½)		8620-3 2080 (2100-3)	NA

HIRL Rwy 7-25 L
REIL Rwy 7 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AL-6403 (FAA)



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

(BEVVR1.BEVVR) 18312

BEVVR ONE DEPARTURE (RNAV)

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

DEPARTURE ROUTE DESCRIPTION

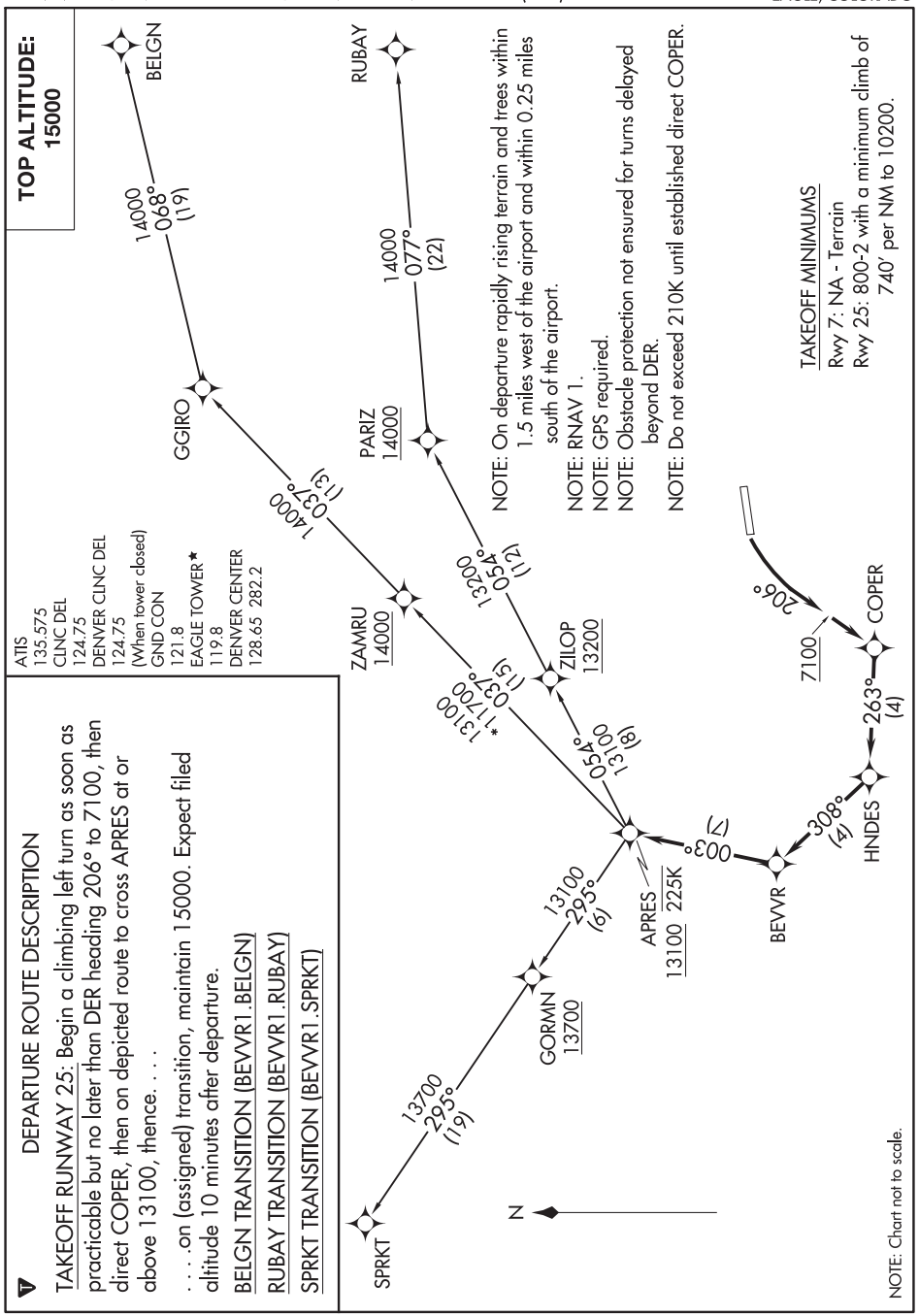
TAKEOFF RUNWAY 25: Begin a climbing left turn as soon as practicable but no later than DER heading 206° to 7100, then direct COPER, then on depicted route to cross APRES at or above 13100, thence. . . .

. . . .on (assigned) transition, maintain 15000. Expect filed altitude 10 minutes after departure.

BELGN TRANSITION (BEVVR1.BELGN)

RUBAY TRANSITION (BEVVR1.RUBAY)

SPRKT TRANSITION (BEVVR1.SPRKT)



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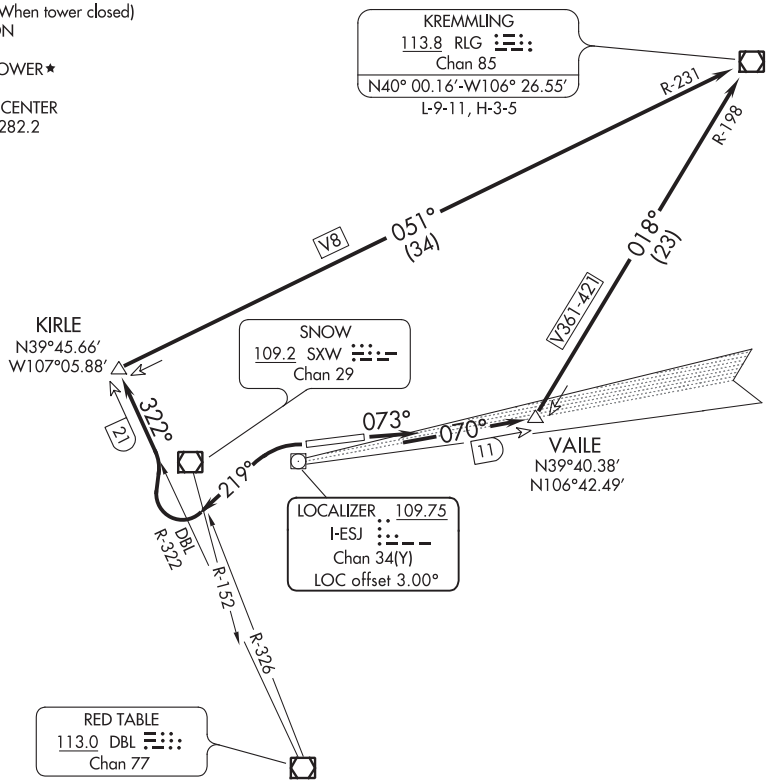
SW-1, 25 FEB 2021 to 22 APR 2021

BEVVR ONE DEPARTURE (RNAV)

(BEVVR1.BEVVR) 19JUL18

EAGLE, COLORADO
EAGLE COUNTY RGNL (EGE)

ATIS
135.575
CLNC DEL
124.75
DENVER CLNC DEL
124.75 (When tower closed)
GND CON
121.8
EAGLE TOWER★
119.8
DENVER CENTER
128.65 282.2



TAKEOFF MINIMUMS

Rwy 7: Standard with minimum climb of 580′ per NM to 12000.

Rwy 25: Standard with minimum climb of 815′ per NM to 9200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 073° and I-ESJ east course to VAILE INT/ESJ 11 DME then left turn on RLG R-198 to RLG VOR/DME.

TAKEOFF RUNWAY 25: Climbing left turn heading 219°, until crossing SXW R-152 or DBL R-326, then turn right on DBL R-322 to KIRLE INT/DBL 21 DME then turn right on RLG R-231 to RLG VOR/DME.

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SW-1, 25 FEB 2021 to 22 APR 2021

(EKR3.EKR) 18200

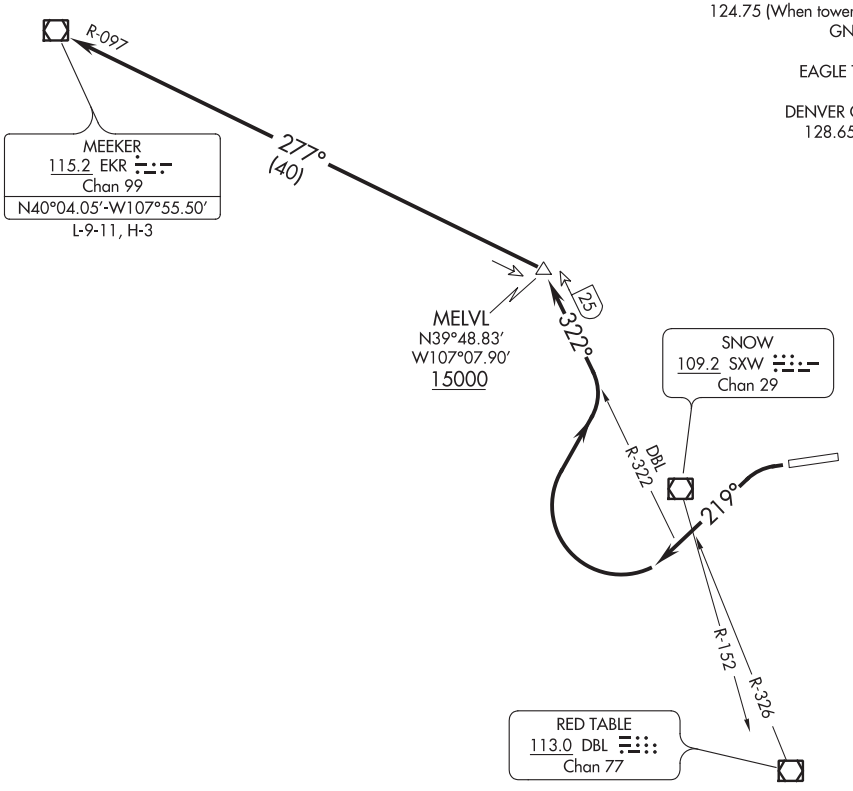
MEEKER THREE DEPARTURE

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO

TOP ALTITUDE: 15000

ATIS
135.575
CLNC DEL
124.75
DENVER CLNC DEL
124.75 (When tower closed)
GND CON
121.8
EAGLE TOWER★
119.8
DENVER CENTER
128.65 282.2



TAKEOFF MINIMUMS

Rwy 7: NA - ATC

Rwy 25: Standard with minimum climb of 815′ per NM to 15000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climbing left turn heading 219°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to MELVL INT/DBL 25 DME then turn left via EKR R-097 to EKR VOR/DME. Cross MELVL at or above 15000, expect filed altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021

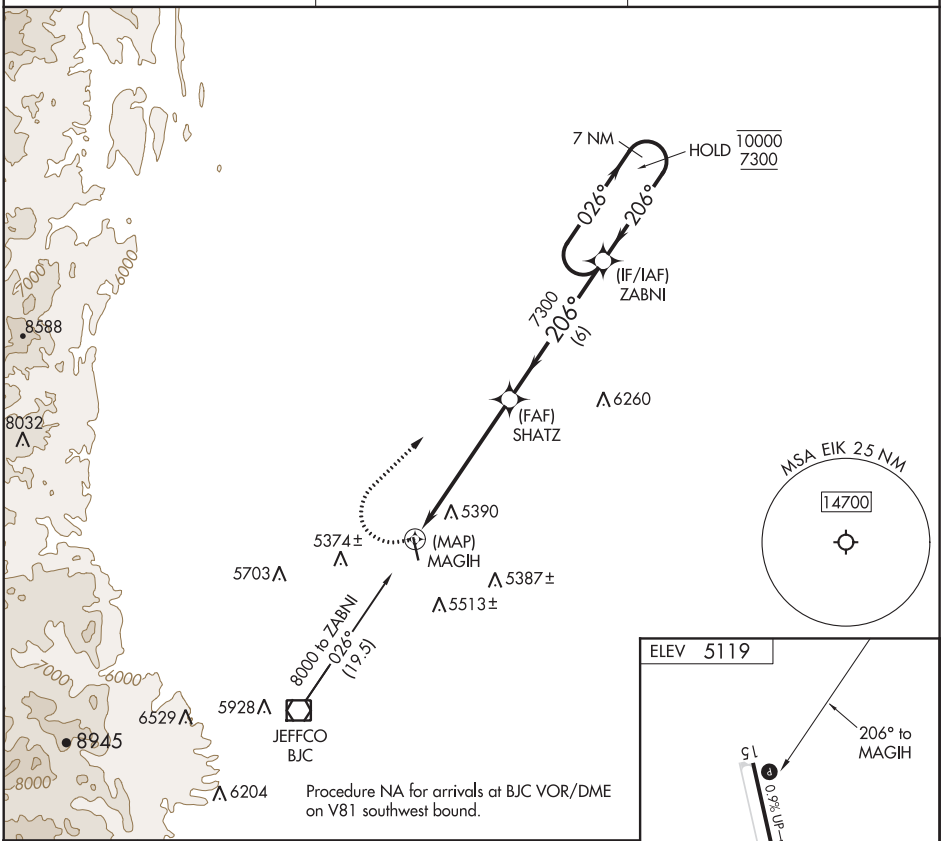
APP CRS	Rwy ldg	N/A
206	TDZE	N/A
	Apt Elev	5119

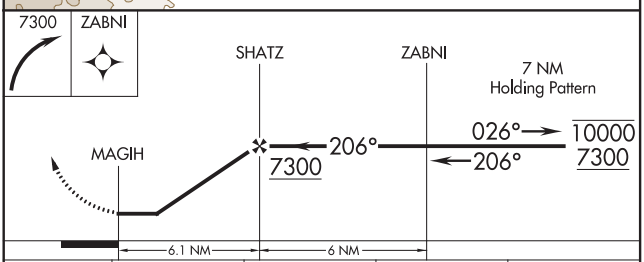
RNAV (GPS)-B
ERIE MUNI (EIK)

RNP APCH.

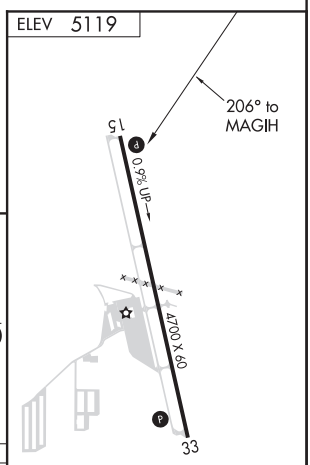
MISSED APPROACH: Climbing right turn to 7300 direct ZABNI and hold.

AWOS-3	DENVER APP CON	UNICOM
133.825	126.1 360.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	5700-1 581 (600-1)	5880-1 761 (800-1)	5880-2¼ 761 (800-2¼)	NA



REIL Rwy 15 L
MIRL Rwy 15-33 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ERIE, COLORADO | AL-6664 (FAA) | 21056

VOR-A
ERIE MUNI (EIK)

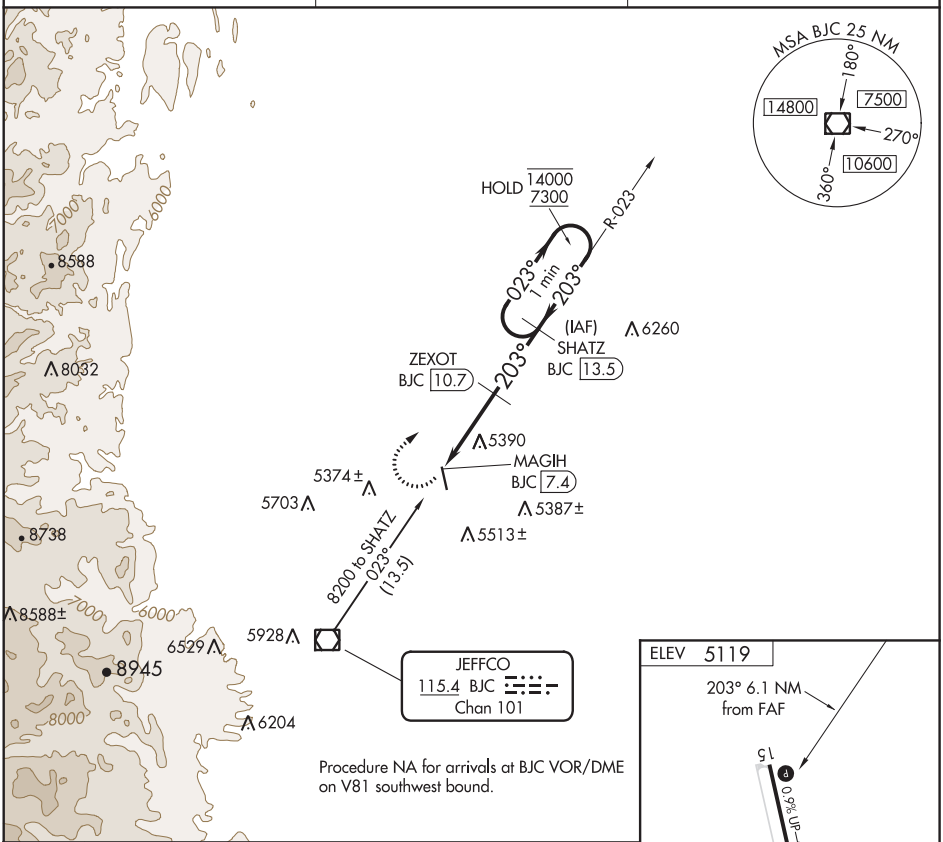
VOR/DME BJC 115.4 Chan 101	APP CRS 203°	Rwy ldg N/A TDZE N/A Apt Elev 5119

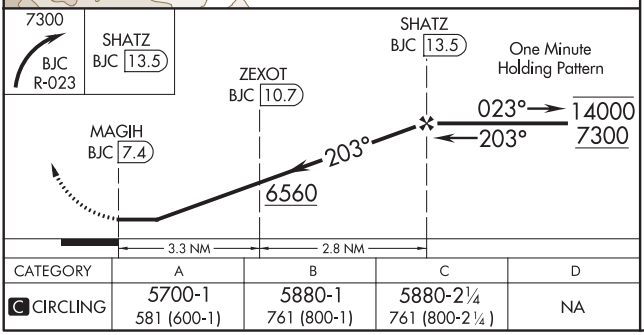
DME required.

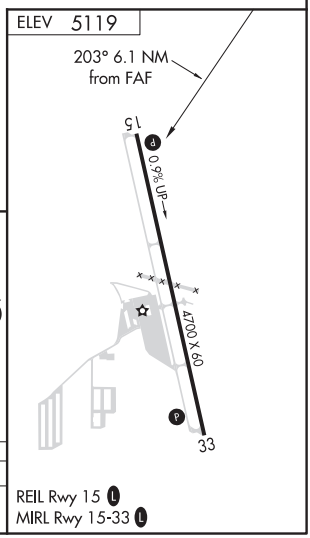
T
A

MISSED APPROACH: Climbing right turn to 7300 on BJC VOR/DME R-023 to SHATZ/13.5 DME and hold, continue climb-in-hold to 7300.

AWOS-3	DENVER APP CON	UNICOM
133.825	126.1 360.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	5700-1 581 (600-1)	5880-1 761 (800-1)	5880-2¼ 761 (800-2¼)	NA

REIL Rwy 15 L
MIRL Rwy 15-33 L

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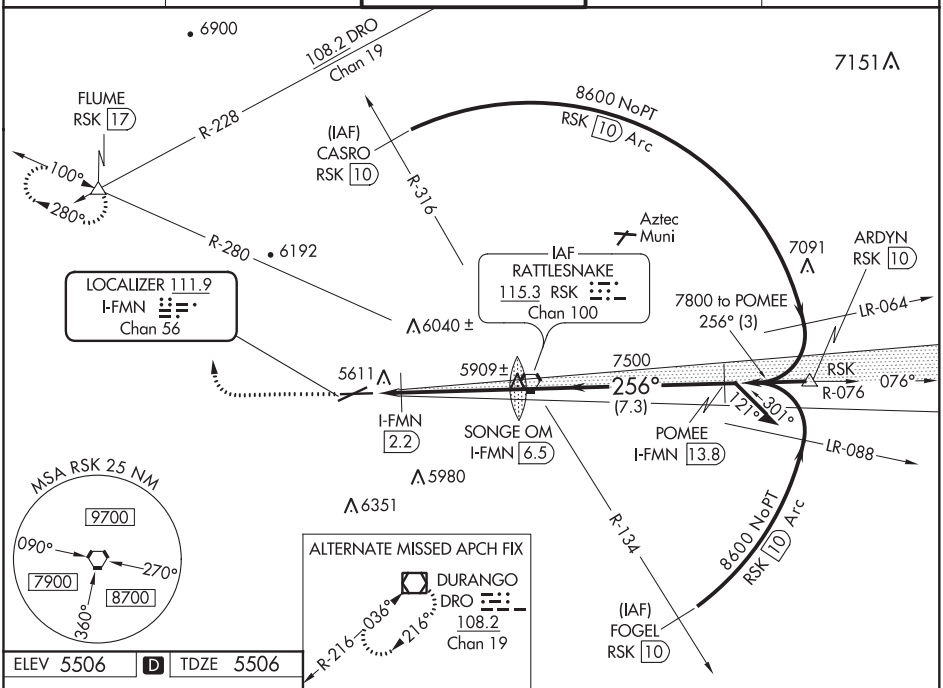
LOC/DME I-FMN	APP CRS	Rwy ldg	6248
111.9	256°	TDZE	5506
Chan 56		Apt Elev	5506

ILS or LOC RWY 25
FOUR CORNERS RGNL (FMN)

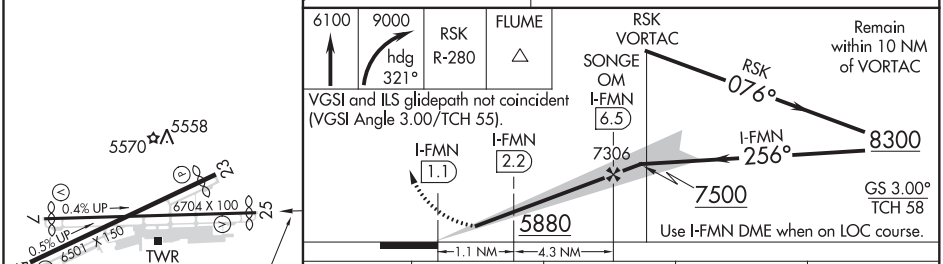
Cat D Circling not authorized southeast of Rwy 5 and 25.

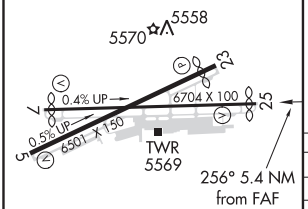
MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 via heading 321° and RSK R-280 to FLUME INT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5506 D TDZE 5506





CATEGORY	A	B	C	D
S-ILS 25	5706-¾ 200 (200-¾)			
S-LOC 25	5880-1 374 (400-1)			5880-1¼ 374 (400-1¼)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
DME MINIMUMS				
S-LOC 25	5780-1 274 (300-1)			
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

FARMINGTON, NEW MEXICO — AL-493 (FAA) — 20366

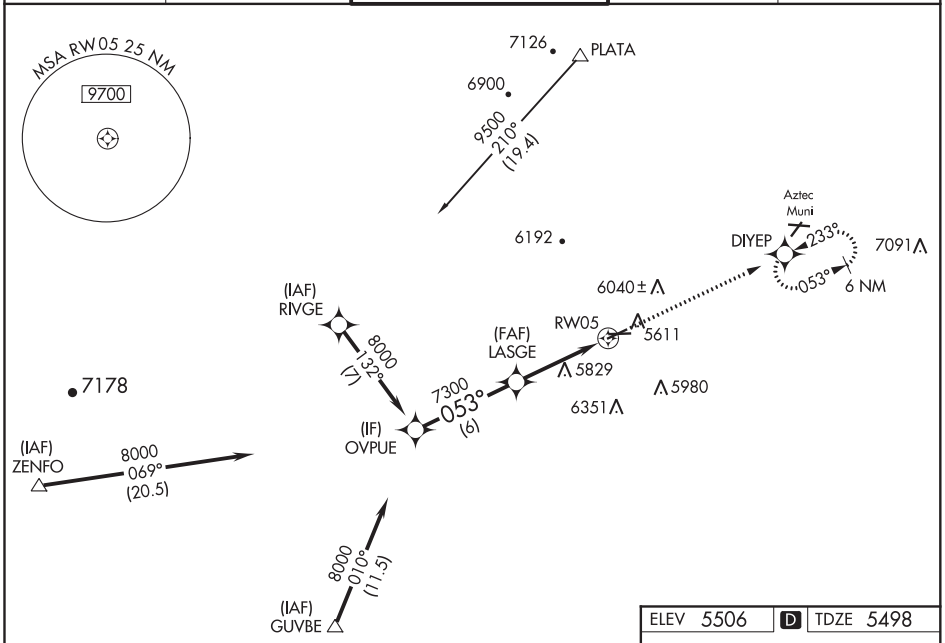
RNAV (GPS) RWY 5
FOUR CORNERS RGNL (FMN)

WAAS CH 86210 W05A	APP CRS 053°	Rwy ldg 5590 TDZE 5498 Apt Elev 5506

Cat D Circling not authorized southeast of Rwys 5 and 25.
Baro-VNAV NA below -26°C (-14°F).
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8400 direct DIYEP and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95

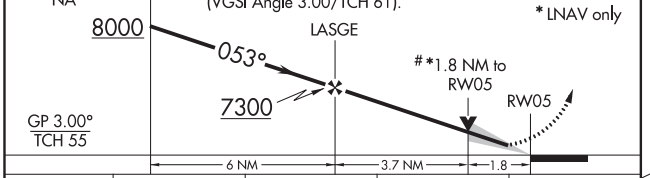


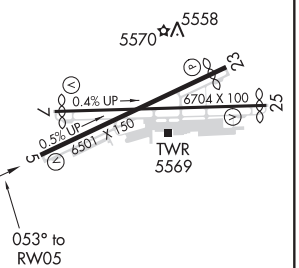
ELEV 5506 D TDZE 5498

VDP and Baro/VNAV NA when using Durango-La Plata County, CO altimeter setting.
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 61).

8400 DIYEP

* LNAV only





CATEGORY	A	B	C	D
LPV DA	5750-1 252 (300-1)			
LNAV/VNAV DA	5920-1½ 422 (500-1½)			
LNAV MDA	6100-1 602 (600-1)		6100-1¾ 602 (600-1¾)	6100-2 602 (600-2)
CIRCLING	6100-1½ 594 (600-1½)	6120-1½ 614 (700-1½)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

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SW-1, 25 FEB 2021 to 22 APR 2021

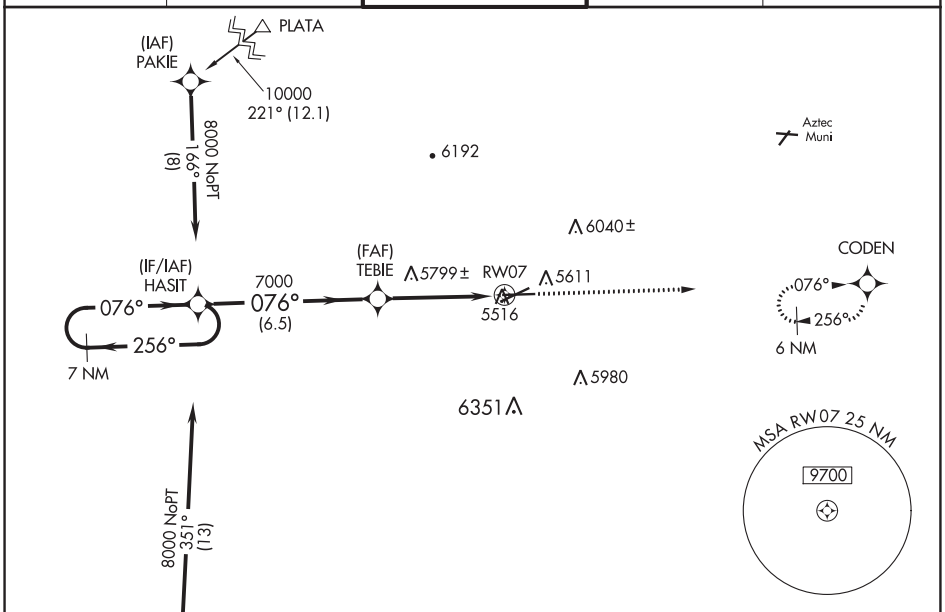
WAAS CH 90110 W07A	APP CRS 076°	Rwy ldg 6248 TDZE 5502 Apt Elev 5506

RNAV (GPS) RWY 7
FOUR CORNERS RGNL (FMN)

Cat D Circling not authorized southeast of Rwys 5 and 25.
Baro-VNAV NA below -26°C (-14°F). DME/DME RNP- 0.3 NA.
If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

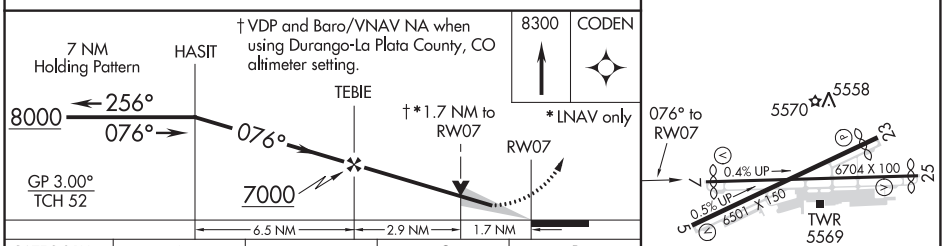
MISSED APPROACH: Climb to 8300 direct CODEN and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER*	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



Procedure NA for arrivals at DERMA via V95 southwest bound.

ELEV 5506 D TDZE 5502



CATEGORY	A	B	C	D
LPV DA	5760-1 258 (300-1)			
LNAV/VNAV DA	5980-1¾ 478 (500-1¾)			
LNAV MDA	6060-1 558 (600-1)		6060-1½ 558 (600-1½)	6060-1¾ 558 (600-1¾)
CIRCLING	6060-1¾ 554 (600-1¾)	6120-1¾ 614 (700-1¾)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

FARMINGTON, NEW MEXICO — AL-493 (FAA) — 20366

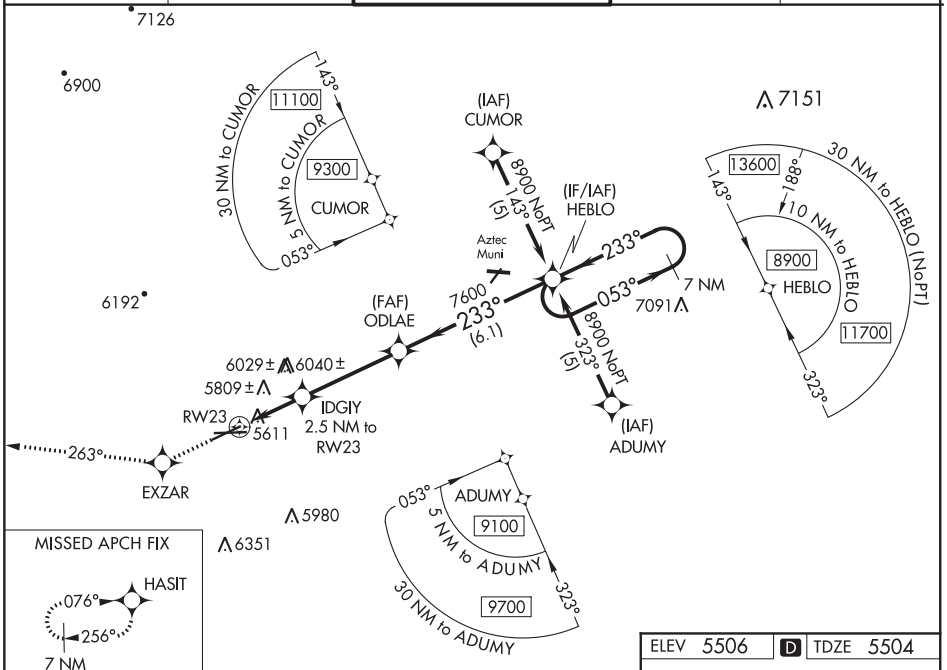
WAAS CH 70714 W23A	APP CRS 233°	Rwy ldg 5590 TDZE 5504 Apt Elev 5506

RNAV (GPS) RWY 23
FOUR CORNERS RGNL (FMN)

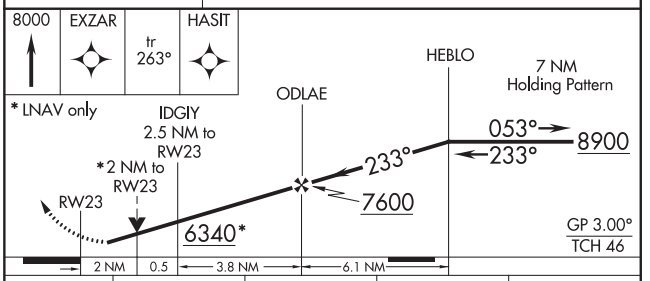
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). Circling NA Cat D southeast of Rwys 5 and 25. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8000 direct EXZAR and via track 263° to HASIT and hold.

ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95

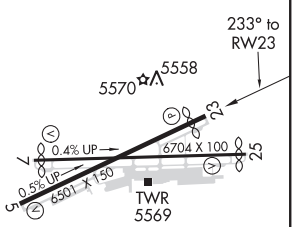


MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	5798-1 294 (300-1)			
LNAV/VNAV DA	6138-2¼ 634 (700-2¼)			
LNAV MDA	6180-1 676 (700-1)		6180-2 676 (700-2)	6180-2¼ 676 (700-2¼)
CIRCLING	6180-1 674 (700-1)		6180-2 674 (700-2)	6180-2¼ 674 (700-2¼)

ELEV 5506 D TDZE 5504



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

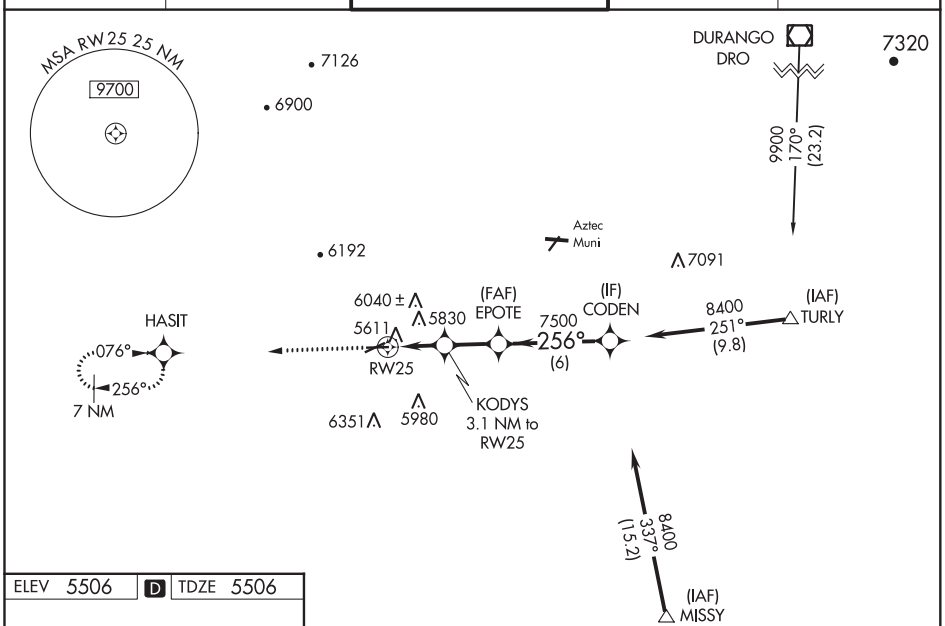
WAAS CH 97518 W25A	APP CRS 256°	Rwy ldg 6248 TDZE 5506 Apt Elev 5506

RNAV (GPS) RWY 25
FOUR CORNERS RGNL (FMN)

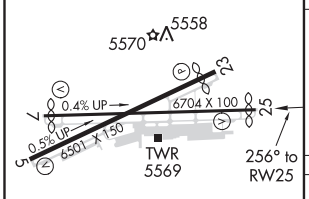
Baro-VNAV NA when using Durango-La Plata County, CO altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
DME/DME RNP 0.3 NA. Cat. D Circling NA SE of Rwys 5 and 25. When local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DA 243 feet and all MDA 260 feet. Increase LPV visibility ¾ mile all Cats., LNAV/VNAV visibility 1 mile all Cats., LNAV and Circling visibility Cats. A-B ¼ mile, Cats. C-D visibility 1 mile. VDP NA with Durango-La Plata County, CO altimeter setting.

MISSED APPROACH: Climb to 8000 direct HASIT and hold.

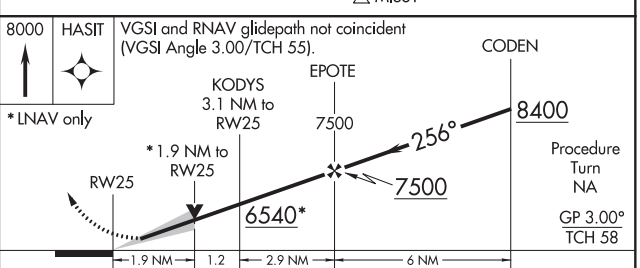
ATIS	DENVER CENTER	FARMINGTON TOWER*	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5506 D TDZE 5506



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



CATEGORY	A	B	C	D
LPV DA	5706-¾ 200 (200-¾)			
LNAV/VNAV DA	6068-2 562 (600-2)			
LNAV MDA	6160-1 654 (700-1)		6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
CIRCLING	6160-1 654 (700-1)		6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

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FARMINGTON, NEW MEXICO AL-493 (FAA) 20366

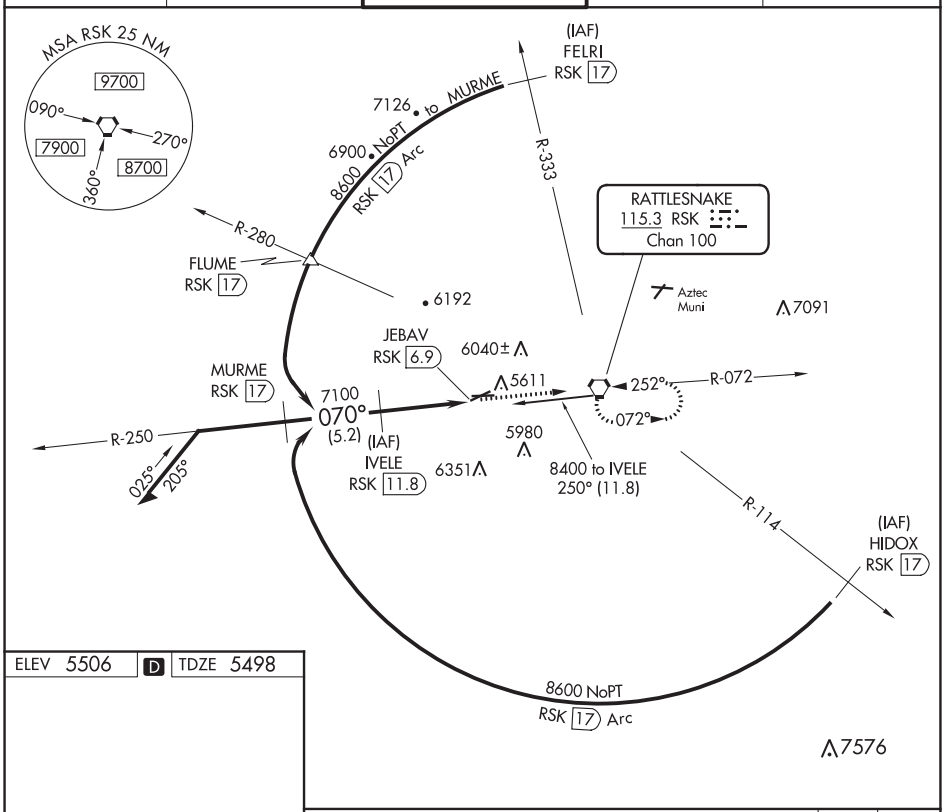
VORTAC RSK 115.3 Chan 100	APP CRS 070°	Rwy ldg 5590 TDZE 5498 Apt Elev 5506

VOR/DME RWY 5
FOUR CORNERS RGNL (FMN)

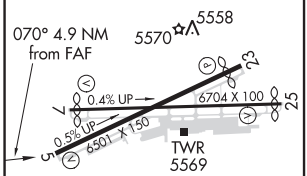
T A NA Cat D Circling NA southeast of Rwys 5 and 25.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

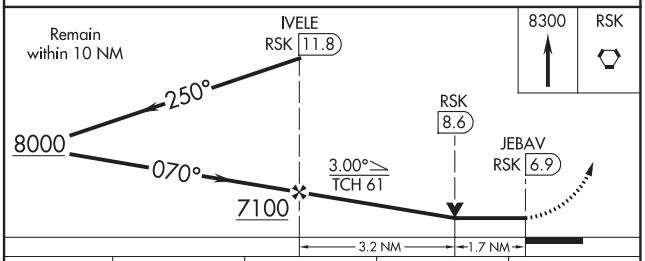
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5506 D TDZE 5498



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



CATEGORY	A	B	C	D
S-5	6060-1 562 (600-1)		6060-1½ 562 (600-1½)	6060-1¾ 562 (600-1¾)
CIRCLING	6060-1 554 (600-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

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SW-1, 25 FEB 2021 to 22 APR 2021

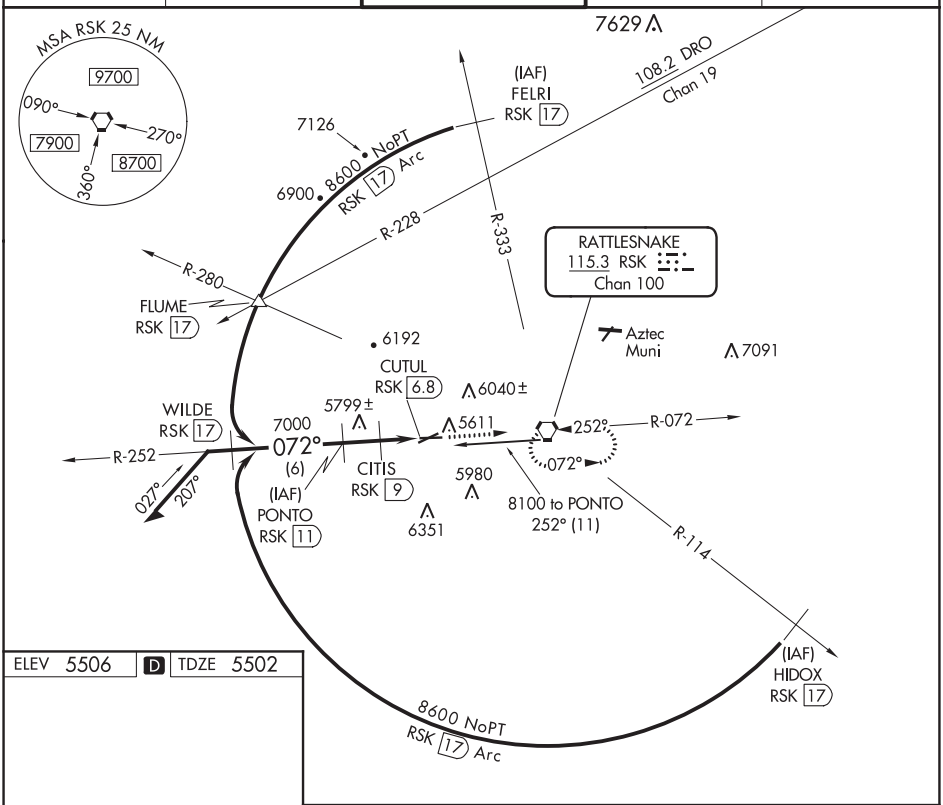
VORTAC RSK 115.3 Chan 100	APP CRS 072°	Rwy ldg 6248 TDZE 5502 Apt Elev 5506

VOR/DME RWY 7
FOUR CORNERS RGNL (FMN)

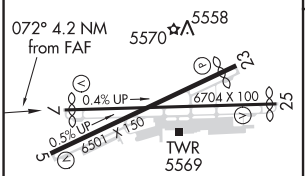
Cat D Circling not authorized southeast of Rwys 5 and 25.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

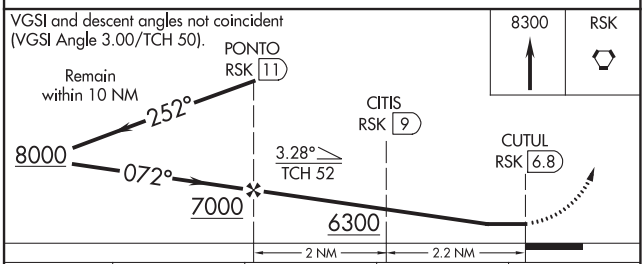
ATIS	DENVER CENTER	FARMINGTON TOWER★	GND CON	UNICOM
127.15	118.575 348.7	118.9 (CTAF) L 257.8	121.7	122.95



ELEV 5506 | D | TDZE 5502



REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



CATEGORY	A	B	C	D
S-7	5920-1 418 (500-1)		5920-1¼ 418 (500-1¼)	
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

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SW-1, 25 FEB 2021 to 22 APR 2021

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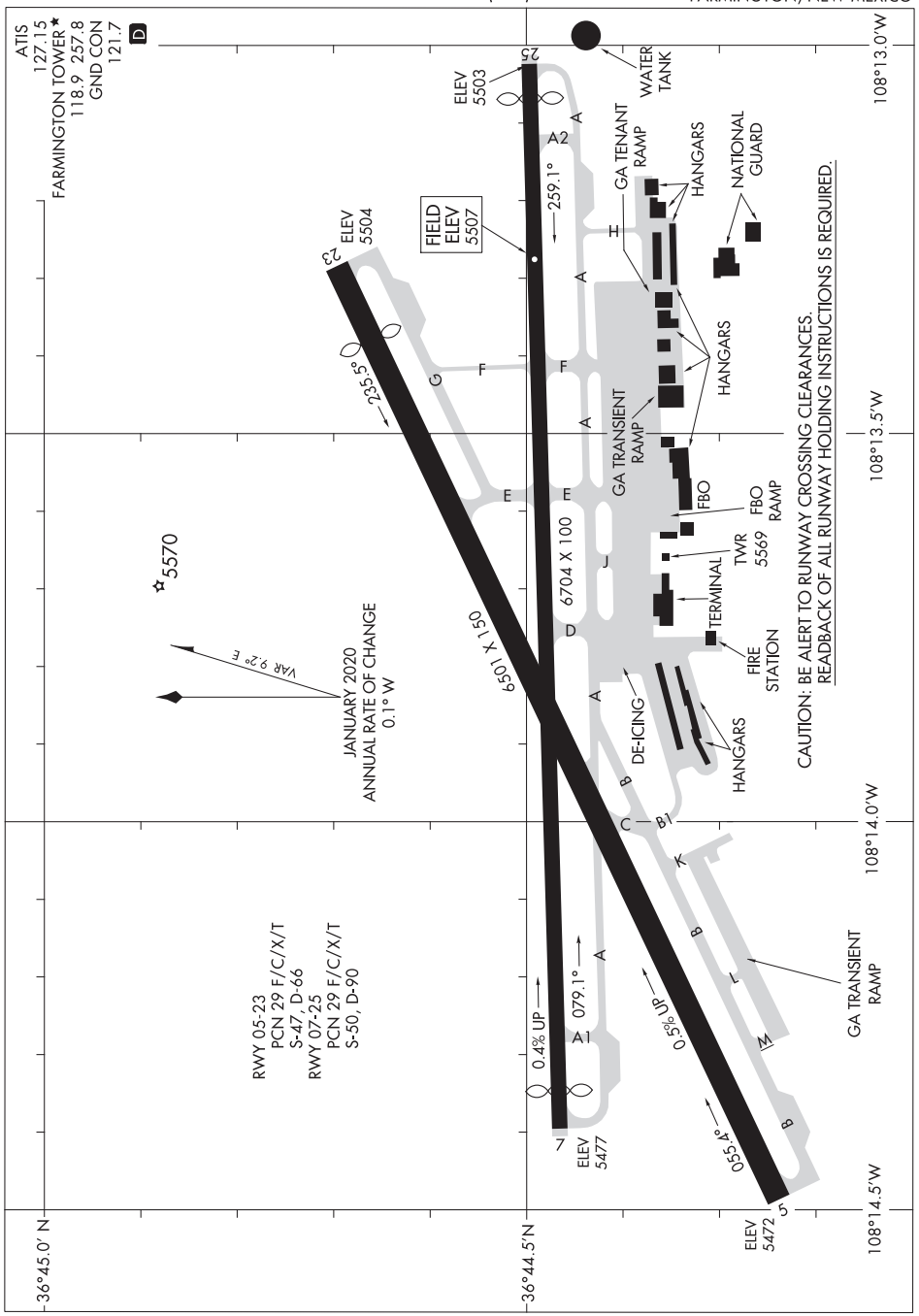
AIRPORT DIAGRAM

AL-493 (FAA)

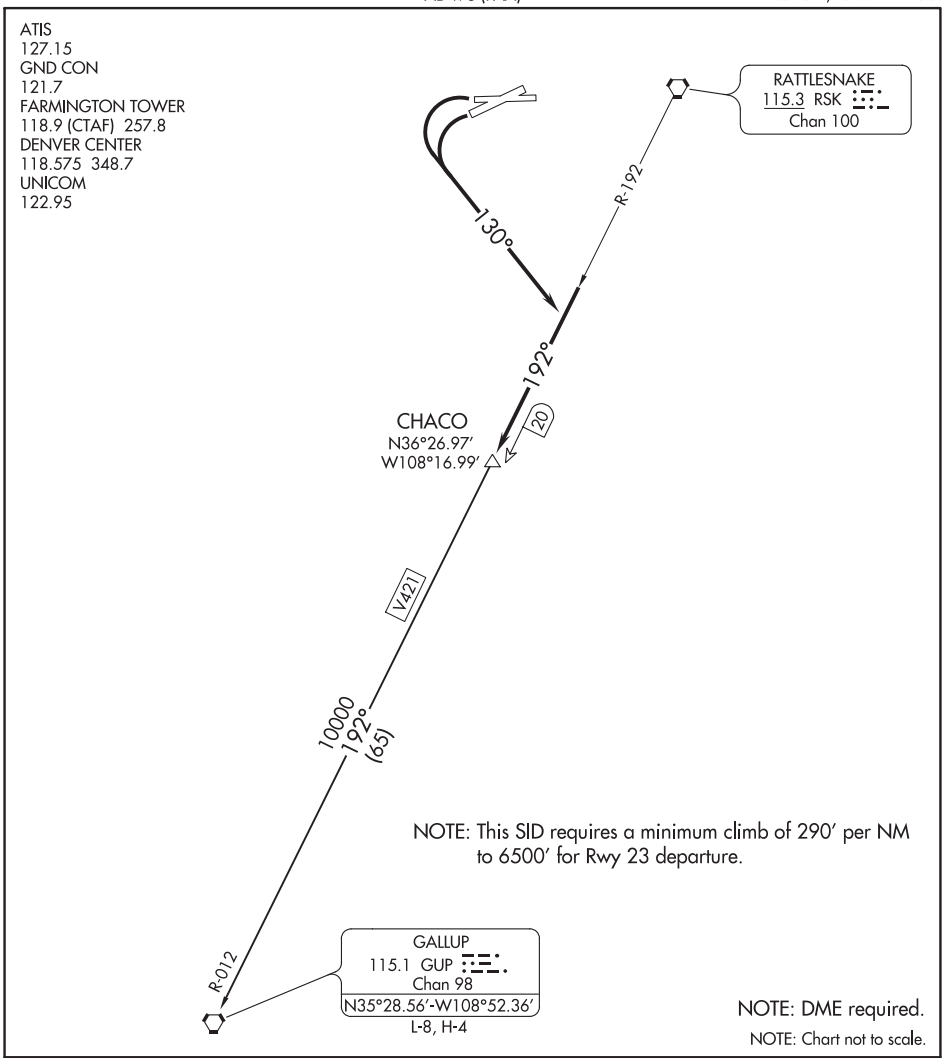
FOUR CORNERS RGNL (FMN)
FARMINGTON, NEW MEXICO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)
20366



DEPARTURE ROUTE DESCRIPTION

Aircraft departing Runways 23 or 25 turn left heading 130° to intercept RSK R-192 to CHACO. Thence via (assigned route).

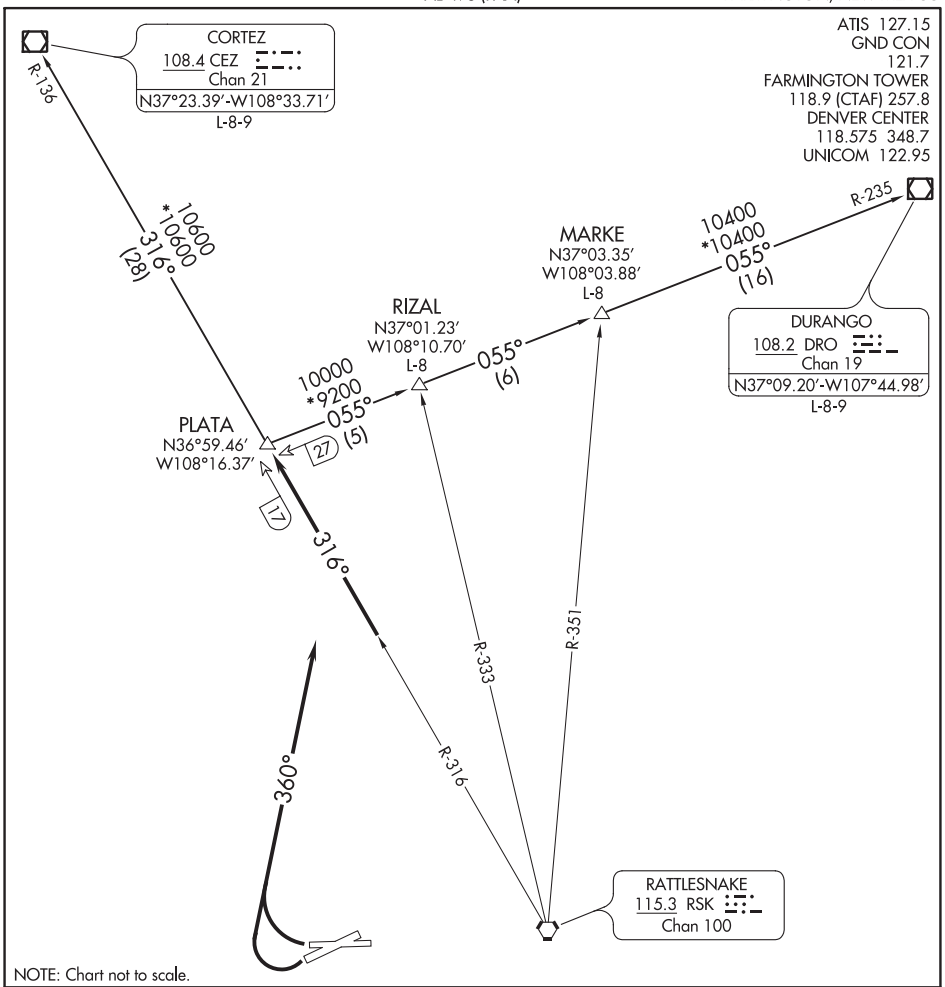
GALLUP TRANSITION (CHACO1.GUP): From over CHACO via RSK R-192 and GUP R-012 to GUP VORTAC.

(PLATA1.PLATA) 17229

PLATA ONE DEPARTURE

AL-493 (FAA)

FOUR CORNERS RGNL (FMN)
FARMINGTON, NEW MEXICO



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Aircraft departure Runways 23 and 25 turn right heading 360° to intercept RSK R-316 to PLATA INT. Thence via (transition) or (assigned route).

CORTEZ TRANSITION (PLATA1.CEZ): From over PLATA INT via RSK R-316 and CEZ R-136 to CEZ VOR/DME.

DURANGO TRANSITION (PLATA1.DRO): From over PLATA INT via DRO R-235 to DRO VOR/DME.

MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.

RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

SW-1, 25 FEB 2021 to 22 APR 2021

PLATA ONE DEPARTURE
(PLATA1.PLATA) 05DEC96

FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

LOC I-FNL	APP CRS	Rwy ldg	8500
109.5	331°	TDZE	5016
		Apt Elev	5016

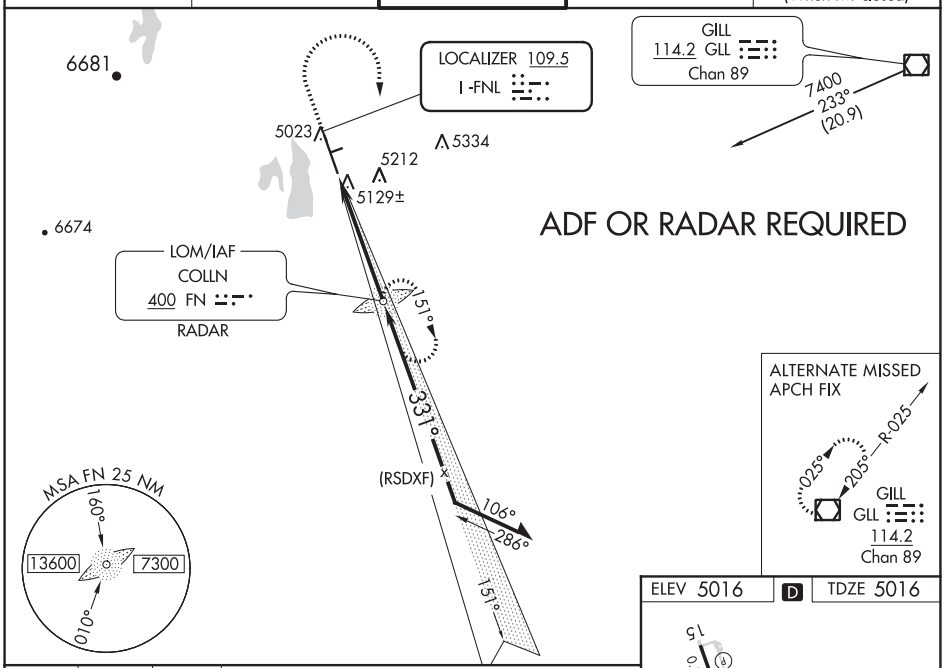
ILS or LOC RWY 33
NORTHERN COLORADO RGNL (FNL)

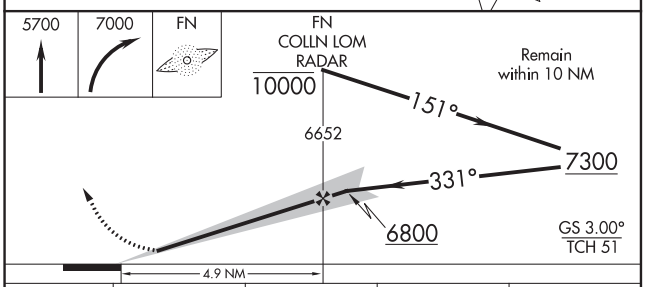
T A NA — Circling to Rwy 6/24 NA at night. ADF required. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ¼ SM, S-LOC 33 Cat C/D visibility ½ SM, and Circling Cat C/D visibility ½ SM. For inop ALS, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM/RADAR and hold.

ATIS	DENVER APP CON	NOCO TOWER ★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)





CATEGORY	A	B	C	D
S-ILS 33	5216-½ 200 (200-½)			
S-LOC 33	5380-½ 364 (400-½)			5380-¾ 364 (400-¾)
C CIRCLING	5500-1 484 (500-1)	5580-1 564 (600-1)	5580-1½ 564 (600-1½)	5760-2½ 744 (600-2½)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

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FORT COLLINS/LOVELAND, COLORADO AL-5677 (FAA) 20310

APP CRS	Rwy ldg	8500
151°	TDZE	4985
	Apt Elev	5016

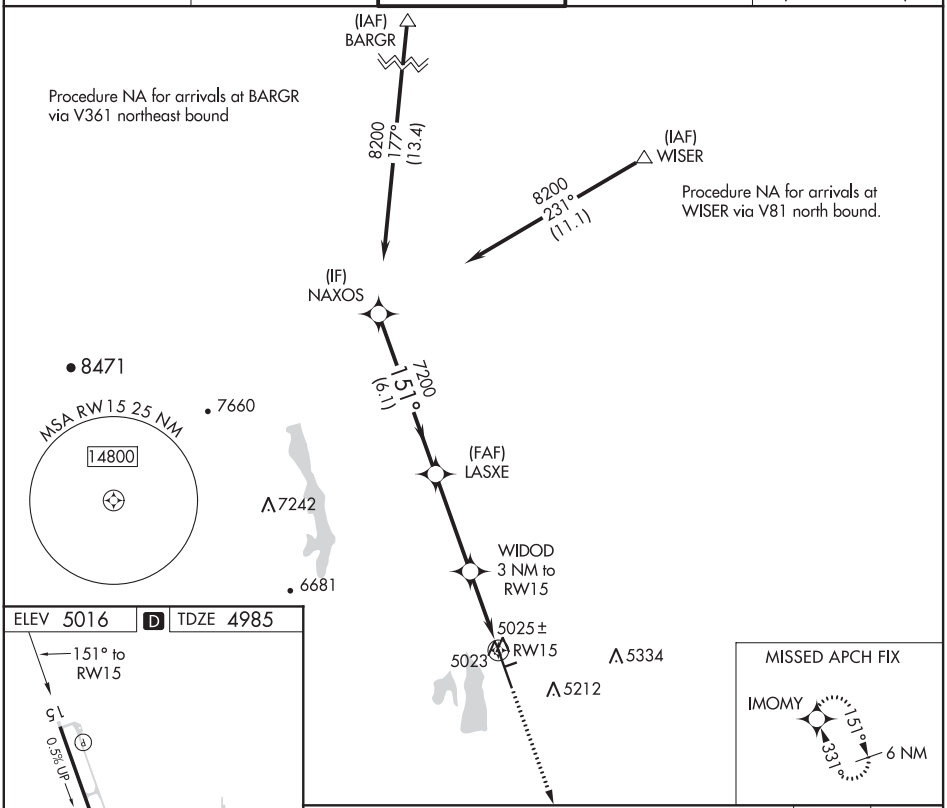
RNAV (GPS) RWY 15
NORTHERN COLORADO RGNL (FNL)

RNP APCH.

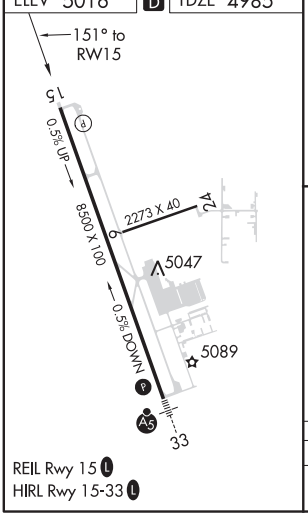
VDP NA when using Denver Intl altimeter setting.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and visibility Cat C and D ⅜ SM.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

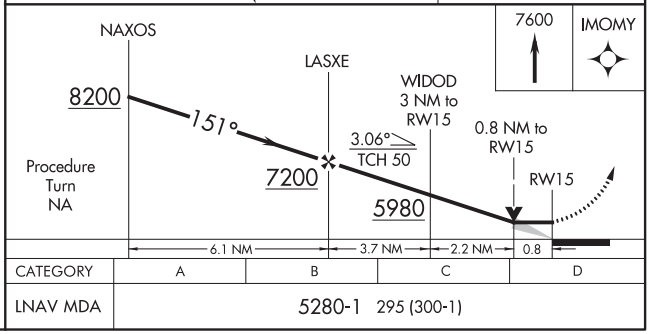
ATIS	DENVER APP CON	NOCO TOWER★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)



ELEV 5016 D TDZE 4985



REIL Rwy 15 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	5280-1 295 (300-1)			

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WAAS CH 97511 W33A	APP CRS 331°	Rwy ldg 8500 TDZE 5016 Apt Elev 5016

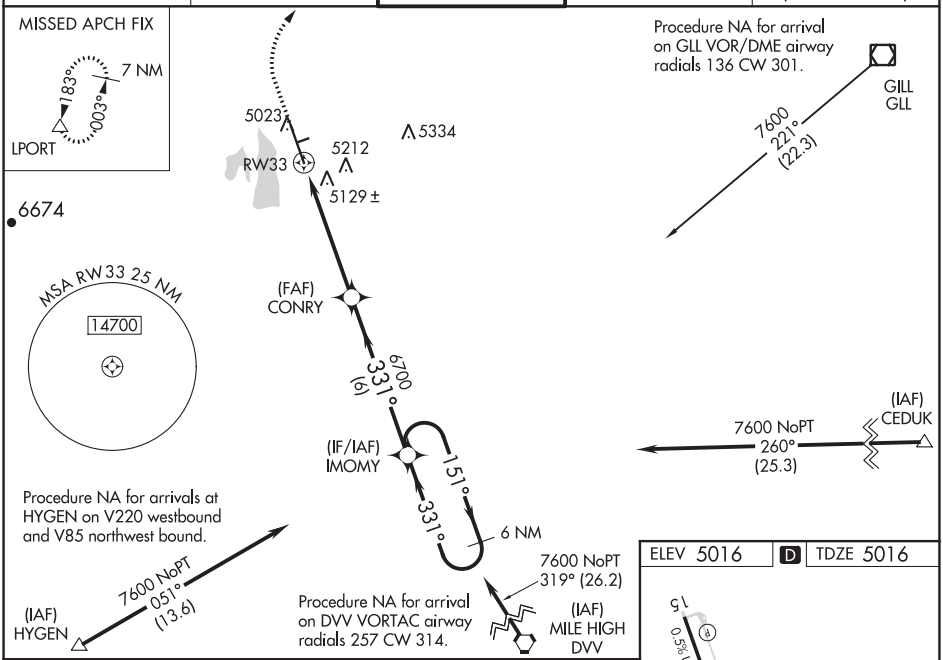
RNAV (GPS) RWY 33
NORTHERN COLORADO RGNL (FNL)

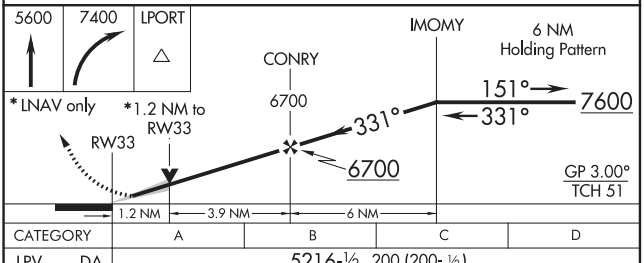
Circling to Rwy 6/24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Denver Intl altimeter setting. For inop ALS when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1⅛ mile. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 148 feet and all MDA 160 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅝ mile, LNAV and Circling Cats C/D visibility ½ mile.

MALSR

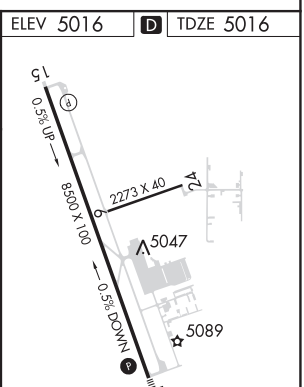
MISSED APPROACH: Climb to 5600 then climbing right turn to 7400 direct LPORT and hold. When authorized by ATC, continue climb-in-hold to 8000.

ATIS	DENVER APP CON	NOCO TOWER*	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)





CATEGORY	A	B	C	D
LPV DA	5216-½ 200 (200-½)			
LNAV/VNAV DA	5430-⅞ 414 (500-⅞)			
LNAV MDA	5460-½ 444 (500-½)		5460-⅞ 444 (500-⅞)	
C CIRCLING	5500-1 484 (500-1)	5580-1 564 (600-1)	5580-1½ 564 (600-1½)	5760-2½ 744 (800-2½)



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VOR-A

NORTHERN COLORADO RGNL (FNL)

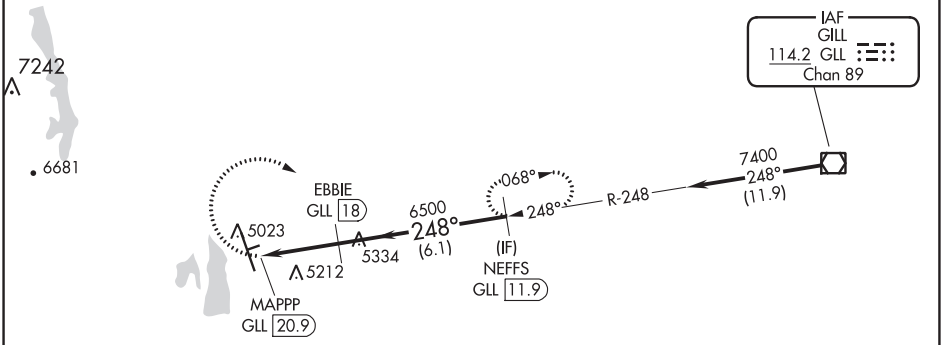
VOR/DME GLL	APP CRS	Rwy ldg	N/A
114.2	248°	TDZE	N/A
Chan 89		Apt Elev	5016

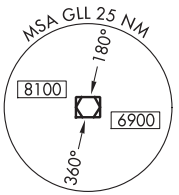
Circling to Rwy 6/24 NA at night.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ½ SM. DME required.

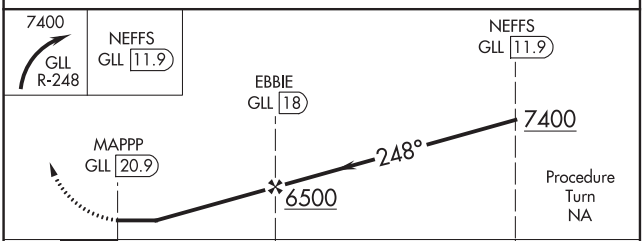
MISSED APPROACH: Climbing right turn to 7400 via GLL VOR/DME R-248 to NEFFS/GLL 11.9 DME and hold.

ATIS	DENVER APP CON	NOCO TOWER★	GND CON	CLNC DEL
135.075	134.85 251.125	118.4 (CTAF) L	121.65	120.25 (When twr closed)

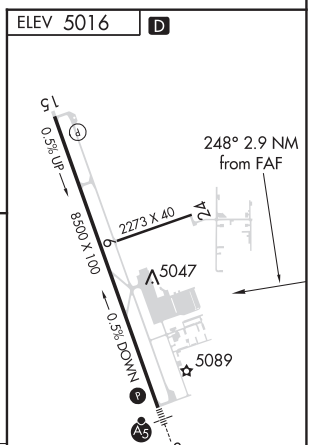
Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.







CATEGORY	A	B	C	D
C CIRCLING	5500-1 484 (500-1)	5580-1 564 (600-1)	5580-1½ 564 (600-1½)	5760-2½ 744 (800-2½)



REIL Rwy 15 L
HIRL Rwy 15-33 L

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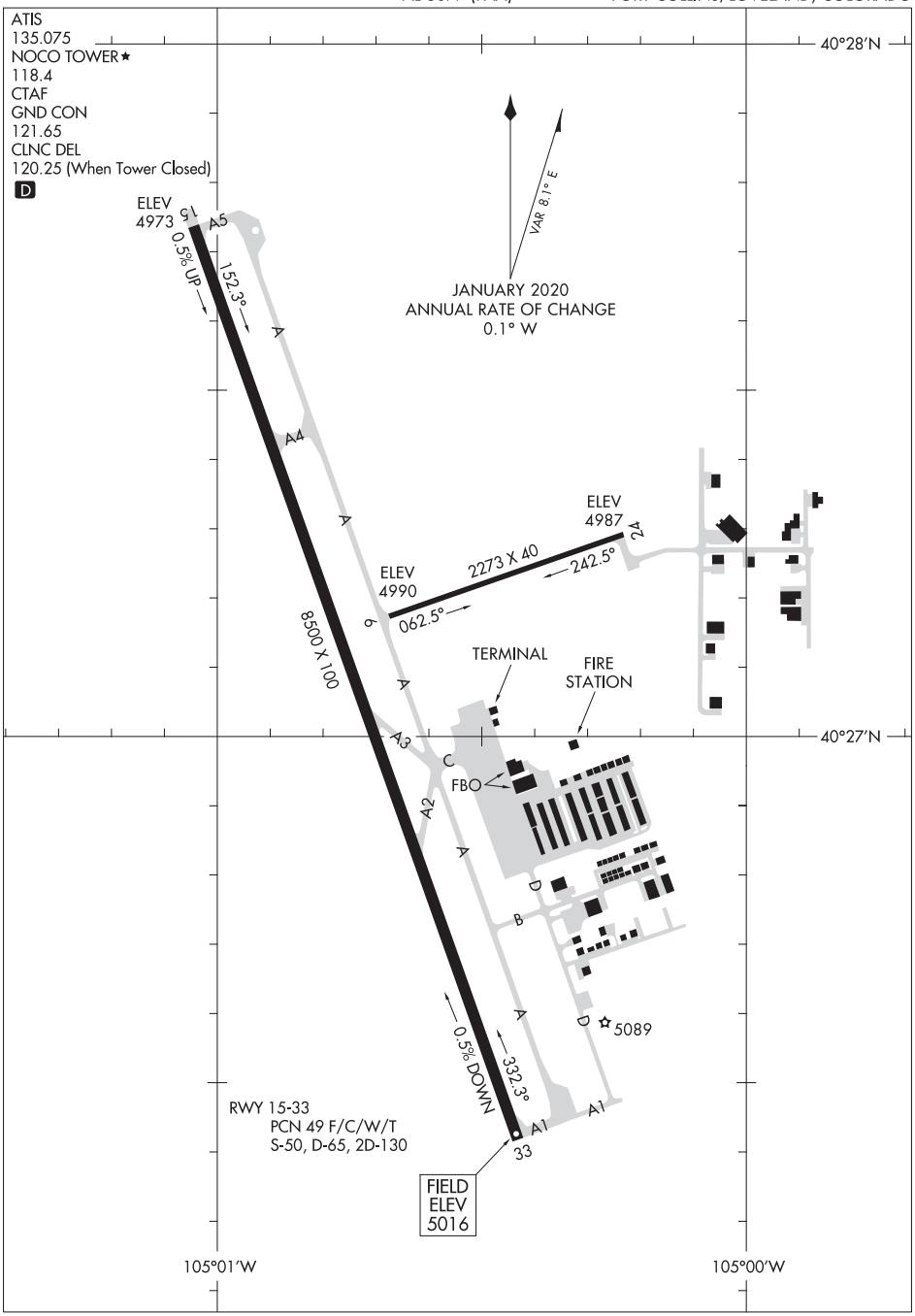
AIRPORT DIAGRAM

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO



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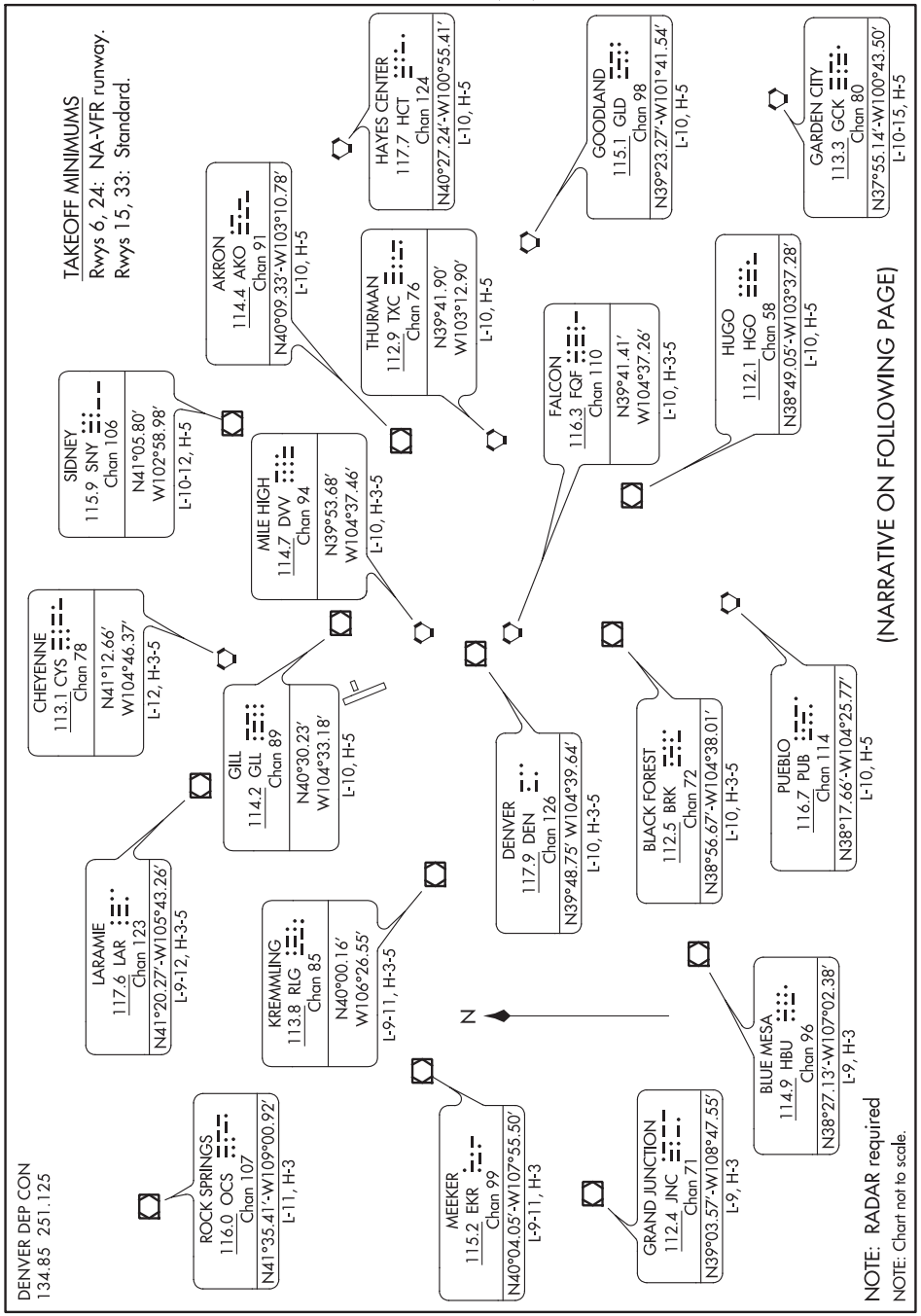
AIRPORT DIAGRAM

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

20310


TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.
HAYES CENTER
117.7 HCT
Chan 124
N40°27.24'-W100°55.41'
L-10, H-5
GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'
L-10, H-5
GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'
L-10-15, H-5
AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.78'
L-10, H-5
THURMAN
112.9 TXC
Chan 76
N39°41.90'
W103°12.90'
L-10, H-5
FALCON
116.3 FQF
Chan 110
N39°41.41'
W104°37.26'
L-10, H-3-5
HUGO
112.1 HGO
Chan 58
N38°49.05'-W103°37.28'
L-10, H-5
SIDNEY
115.9 SNY
Chan 106
N41°05.80'
W102°58.98'
L-10-12, H-5
MILE HIGH
114.7 DVV
Chan 94
N39°53.68'
W104°37.46'
L-10, H-3-5
CHEYENNE
113.1 CYS
Chan 78
N41°12.66'
W104°46.37'
L-12, H-3-5
GILL
114.2 GIL
Chan 89
N40°30.23'
W104°33.18'
L-10, H-5
DENVER
117.9 DEN
Chan 126
N39°48.75' W104°39.64'
L-10, H-3-5
BLACK FOREST
112.5 BRK
Chan 72
N38°56.67'-W104°38.01'
L-10, H-3-5
PUEBLO
116.7 PUB
Chan 114
N38°17.66'-W104°25.77'
L-10, H-5
LARAME
117.6 LAR
Chan 123
N41°20.27'-W105°43.26'
L-9-12, H-3-5
KREMMLING
113.8 RLG
Chan 85
N40°00.16'
W106°26.55'
L-9-11, H-3-5
N
BLUE MESA
114.9 HBU
Chan 96
N38°27.13'-W107°02.38'
L-9, H-3
ROCK SPRINGS
116.0 OCS
Chan 107
N41°35.41'-W109°00.92'
L-11, H-3
MEEKER
115.2 EKR
Chan 99
N40°04.05'-W107°55.50'
L-9-11, H-3
GRAND JUNCTION
112.4 JNC
Chan 71
N39°03.57'-W108°47.55'
L-9, H-3
(NARRATIVE ON FOLLOWING PAGE)
NOTE: RADAR required
NOTE: Chart not to scale.
DENVER DEP CON
134.85 251.125

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

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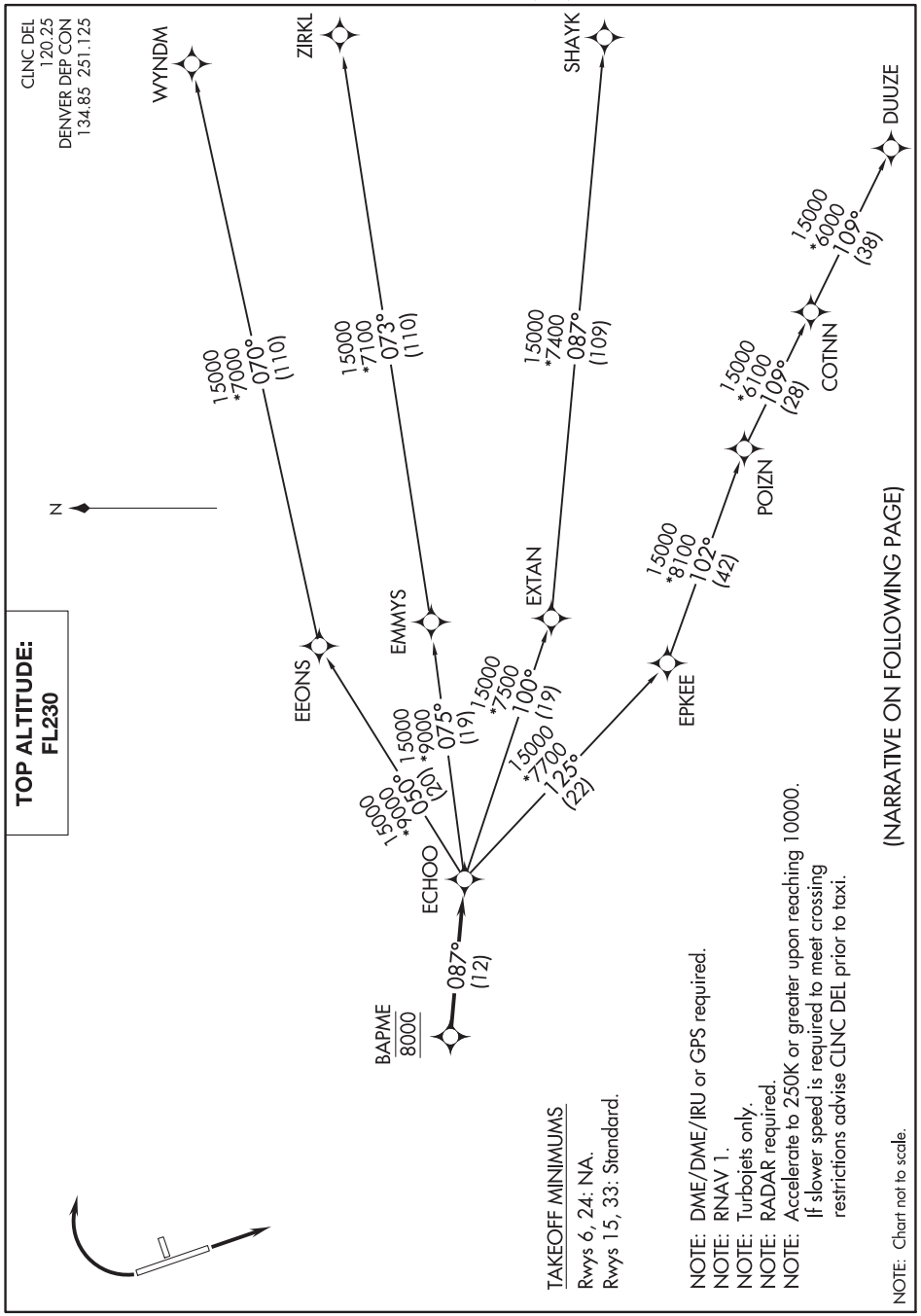
(ECHOO1.ECHOO) 20086

ECHOO ONE DEPARTURE (RNAV)

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO



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ECHOO ONE DEPARTURE (RNAV)

(ECHOO1.ECHOO) 26MAR20

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

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(EEONS7.WYNDM) 20030 AL-5677 (FAA)

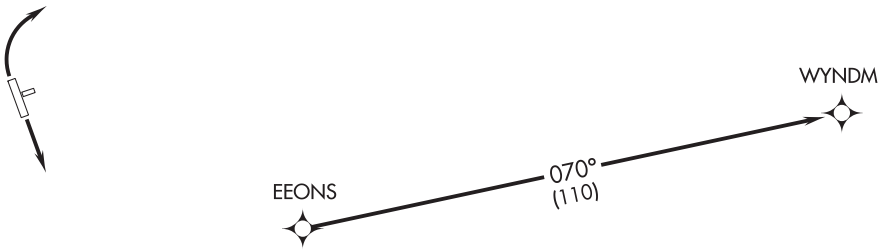
EEONS SEVEN DEPARTURE (RNAV)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading between 180° CCW 350° as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC, thence. . . .

. . . .RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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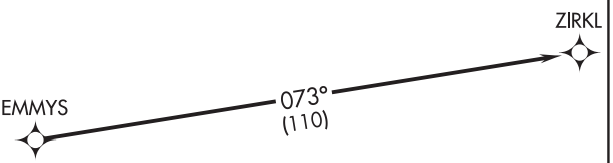
EMMYS SEVEN DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: RADAR required.



TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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(EXTAN6.SHAYK) 20030

EXTAN SIX DEPARTURE (RNAV)

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: For non-GPS equipped aircraft TXC DME must be operational.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading between 180° CCW 350° as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC, thence . . . .

. . . .RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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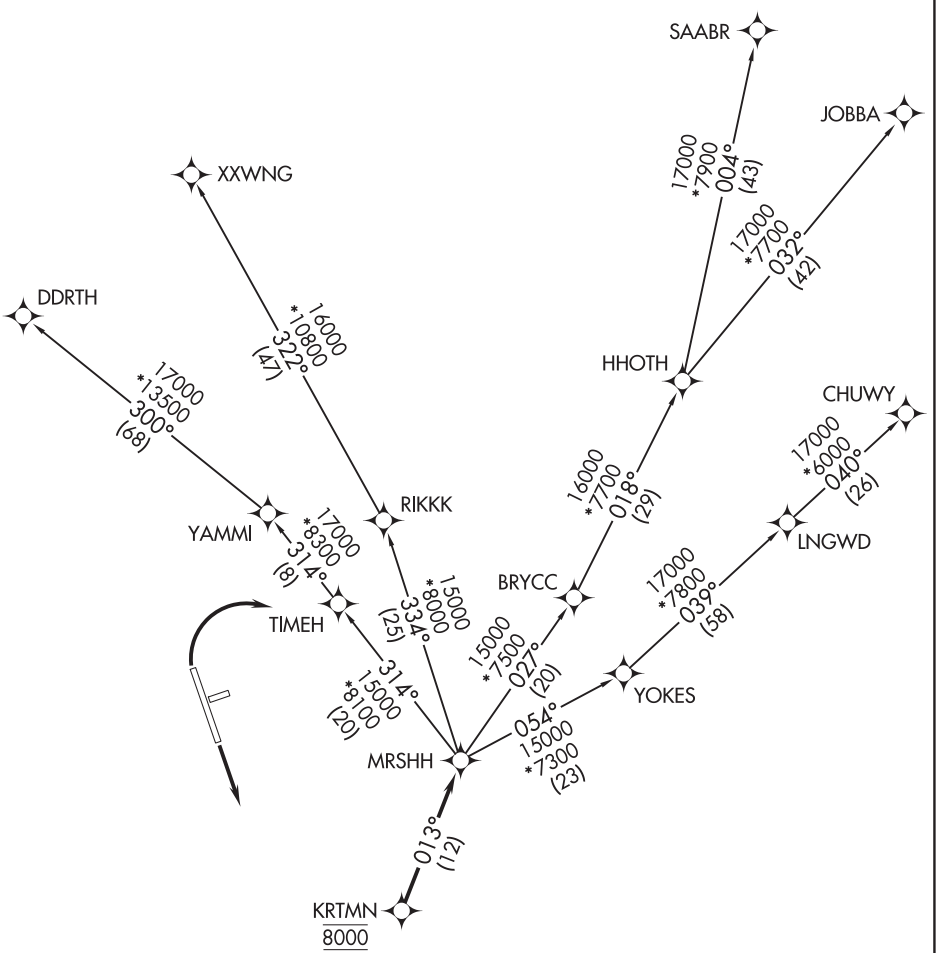
CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

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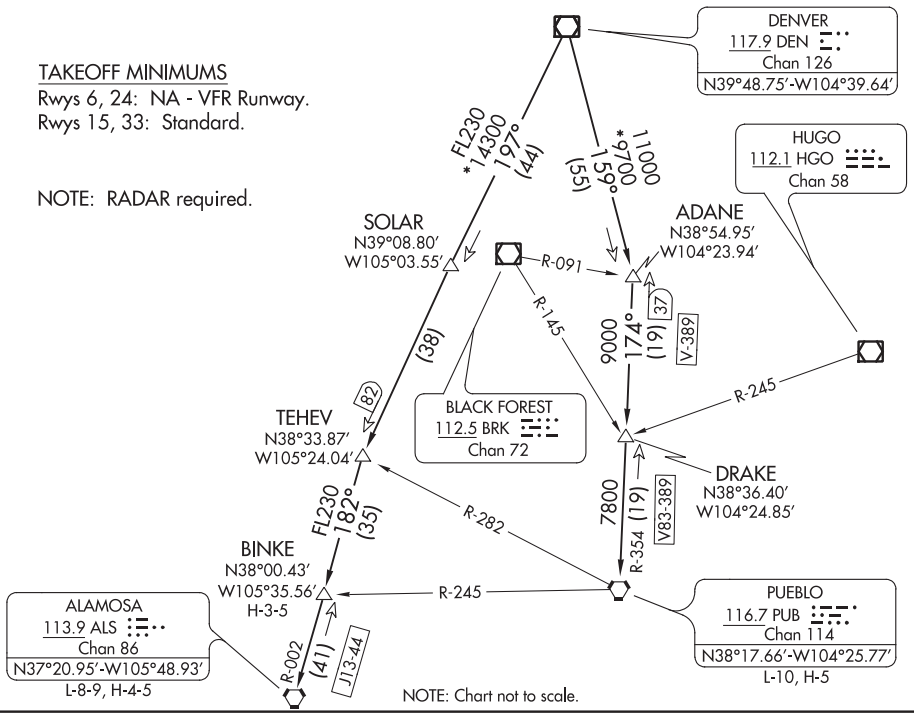
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwys 6, 24: NA - VFR Runway.
Rwys 15, 33: Standard.

NOTE: RADAR required.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence . . . .
TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence . . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

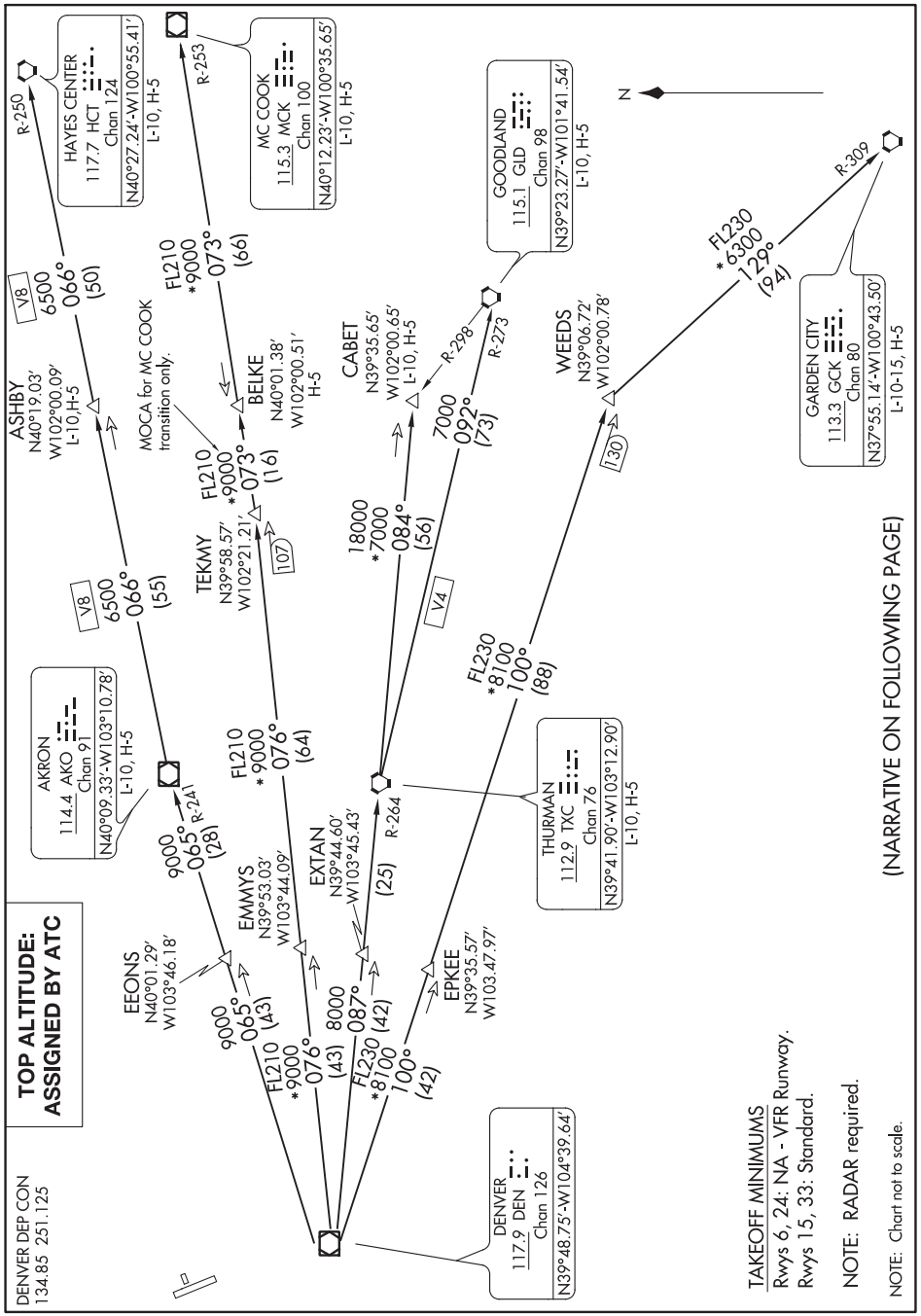
PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

(PLAIN1.DEN) 20030

PLAINS ONE DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO



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PLAINS ONE DEPARTURE

(PLAIN1.DEN) 30JAN20

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway. Thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER. Thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.
BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.
GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.
HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.
MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

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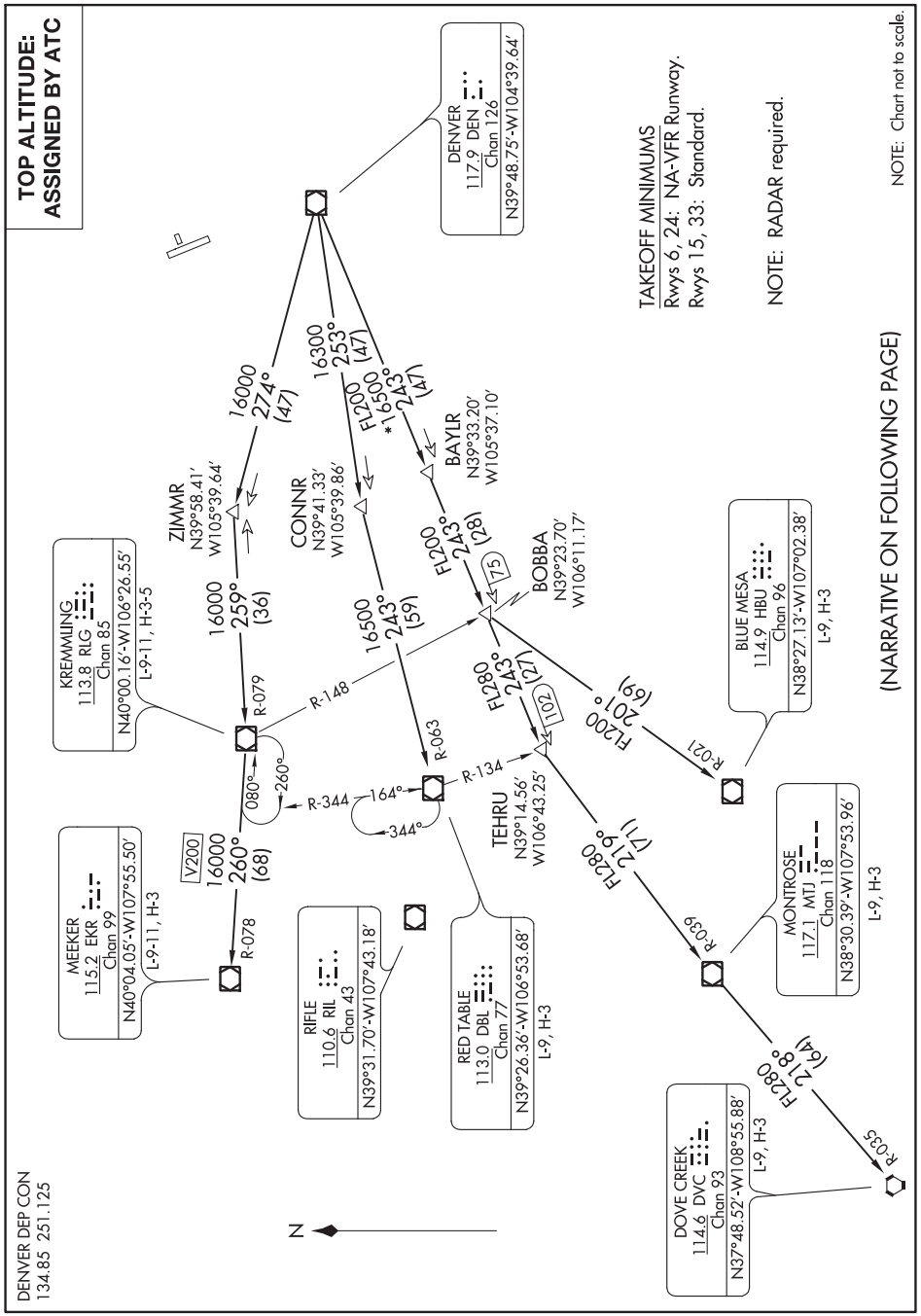
(ROCKI5.DEN) 20086

ROCKIES FIVE DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ROCKIES FIVE DEPARTURE

(ROCKI5.DEN) 26MAR20

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.
KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.
MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

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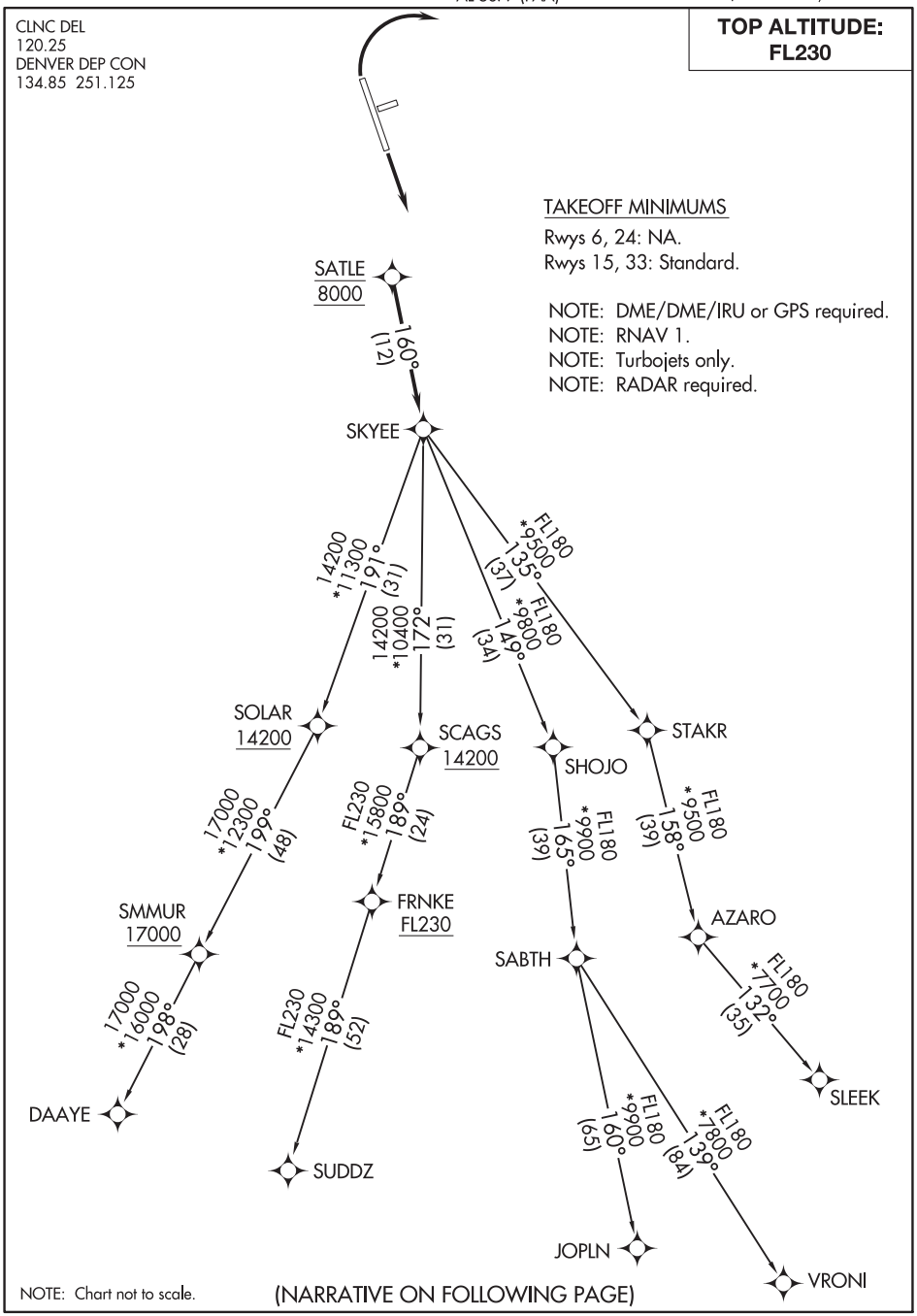
(SKYEE1.SKYEE) 20086

SKYEE ONE DEPARTURE (RNAV)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

AL-5677 (FAA)



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

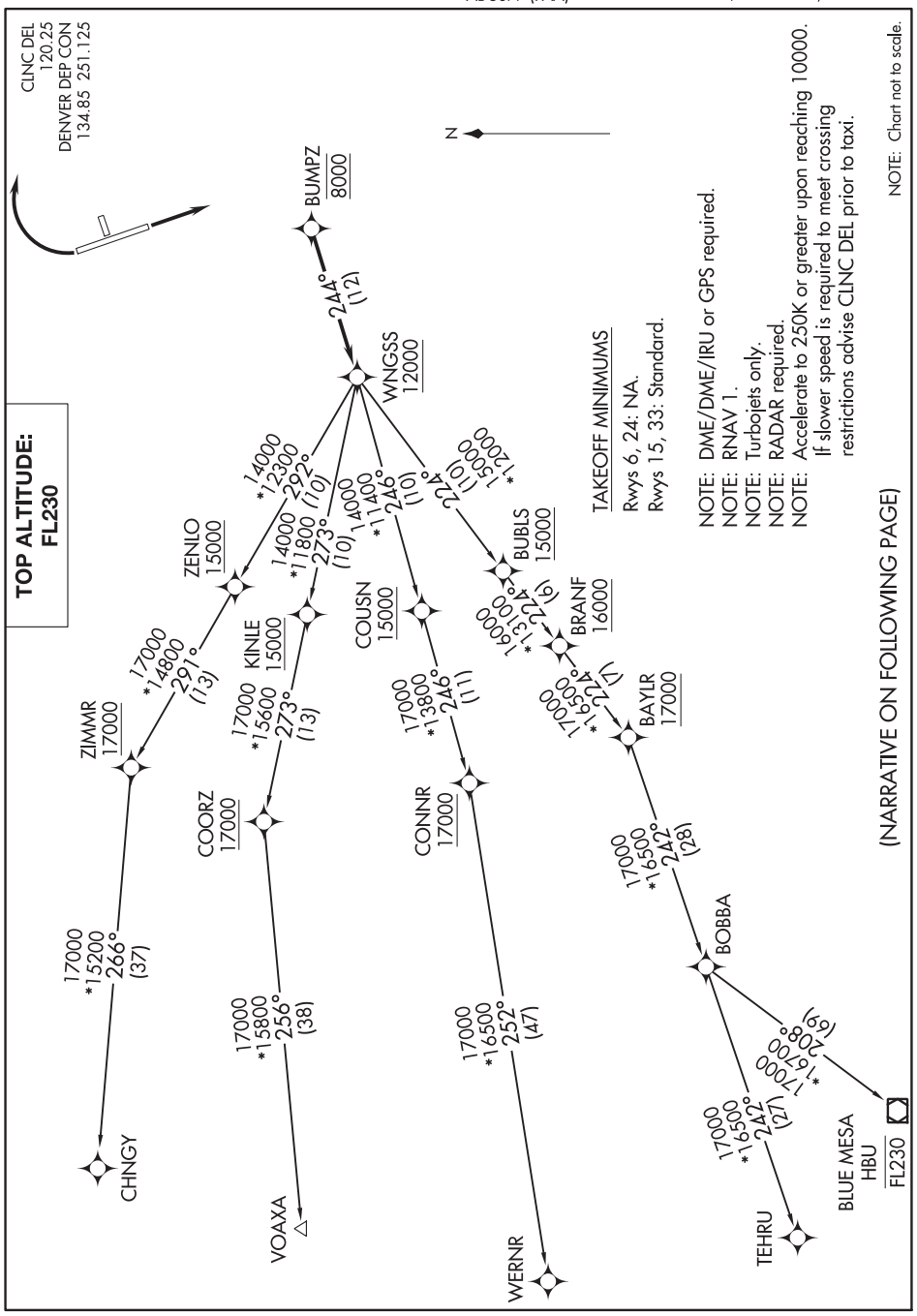
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

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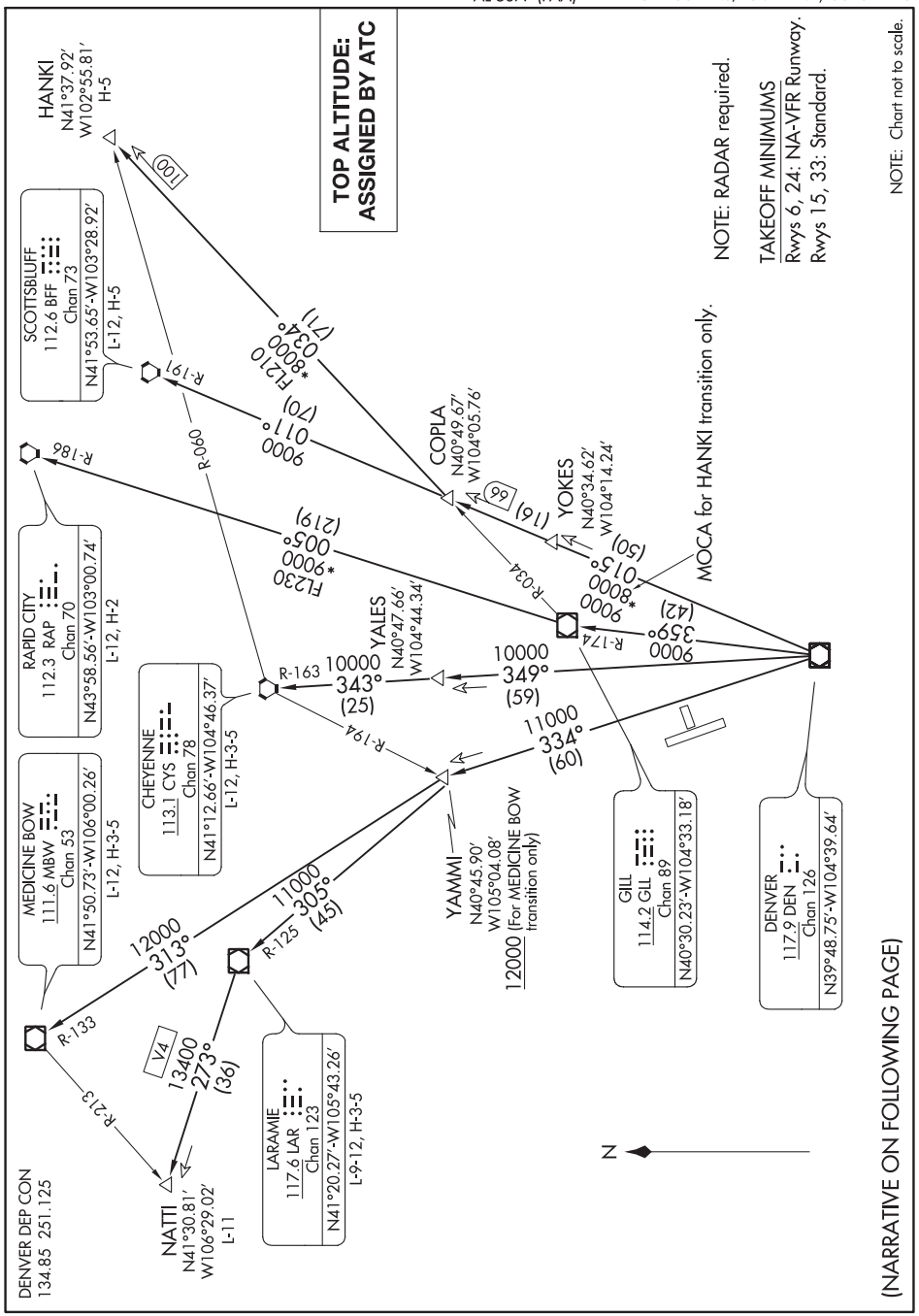
(YELLO4.DEN) 20198

YELLOWSTONE FOUR DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO



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YELLOWSTONE FOUR DEPARTURE

(YELLO4.DEN) 16JUL20

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

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FORT MORGAN, COLORADO | AL-10684 (FAA) | 19003

WAAS CH 86330 W14A	APP CRS 144°	Rwy ldg 5731 TDZE 4595 Apt Elev 4595

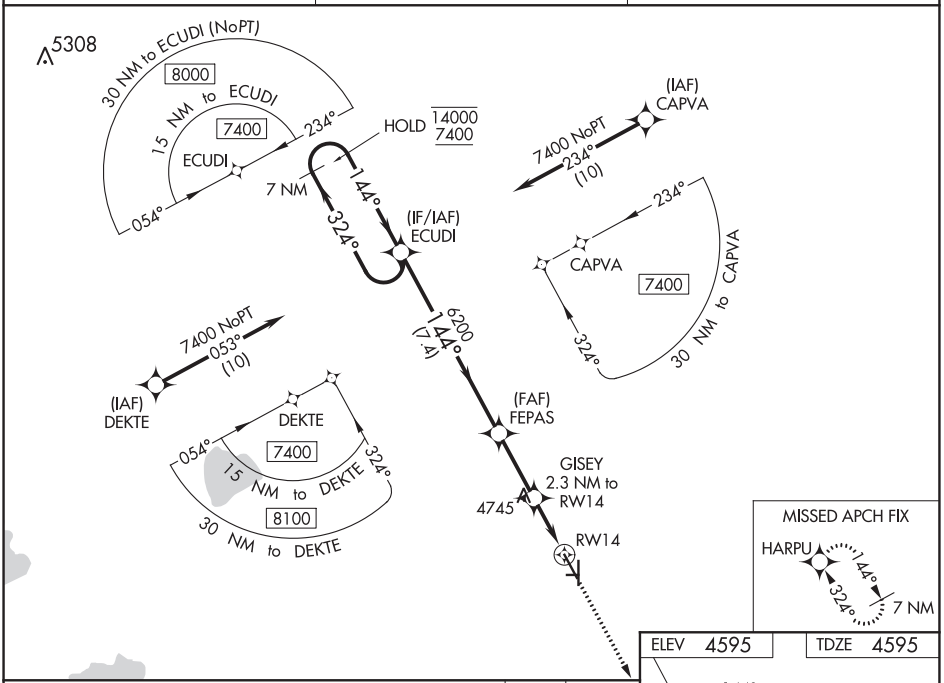
RNAV (GPS) RWY 14
FORT MORGAN MUNI (FMM)

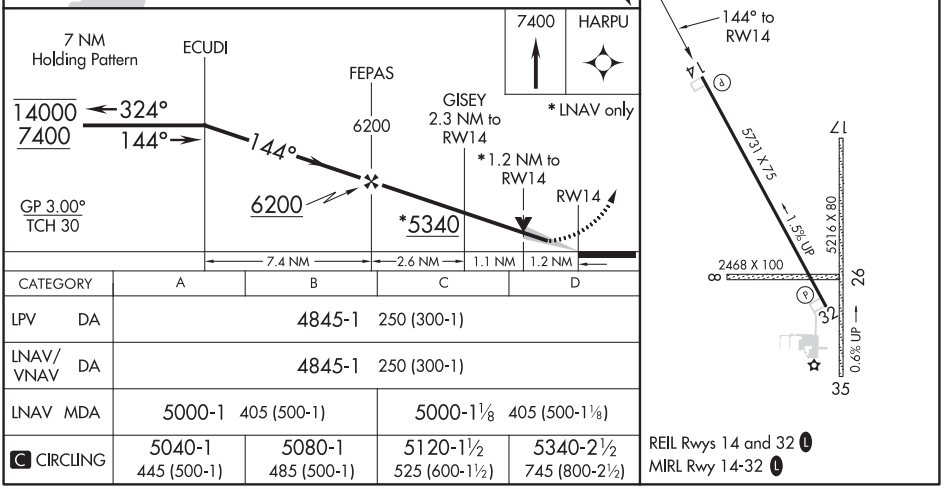
RNP APCH.

Circling Rwy 8, 17, 26, 32, 35 NA at night.

MISSED APPROACH: Climb to 7400 direct HARPU and hold.

AWOS-3	DENVER CENTER	UNICOM
132.95	118.475 225.4	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4845-1 250 (300-1)			
LNAV/VNAV DA	4845-1 250 (300-1)			
LNAV MDA	5000-1 405 (500-1)		5000-1⅛ 405 (500-1⅛)	
C CIRCLING	5040-1 445 (500-1)	5080-1 485 (500-1)	5120-1½ 525 (600-1½)	5340-2½ 745 (800-2½)

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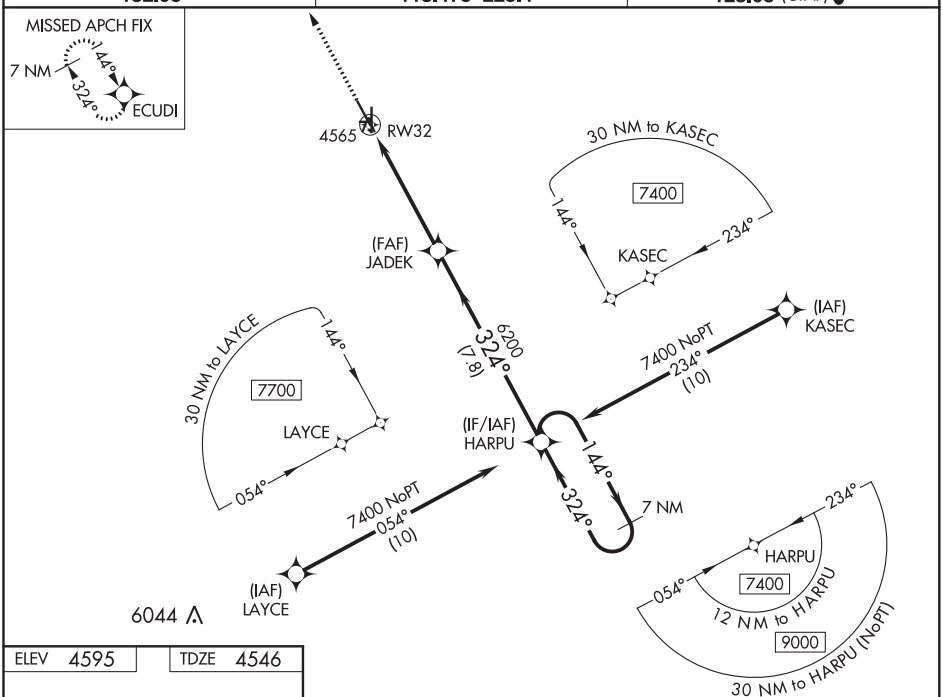
WAAS CH 86438 W32A	APP CRS 324°	Rwy ldg 5731 TDZE 4546 Apt Elev 4595

RNAV (GPS) RWY 32
FORT MORGAN MUNI (FMM)

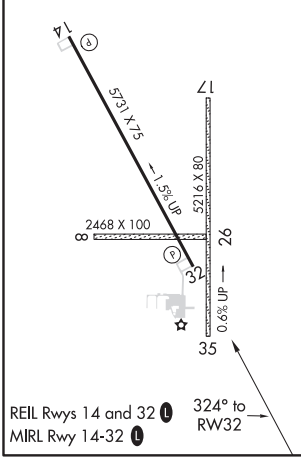
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron altimeter setting: increase all DA to 4879 feet and all visibilities ⅛ mile; increase all MDA 100 feet and all Cat C and D visibilities ¼ mile. Night landing: Rwy 8, 17, 26, 32, 35 NA. Helicopter visibility reduction below 1 SM NA.

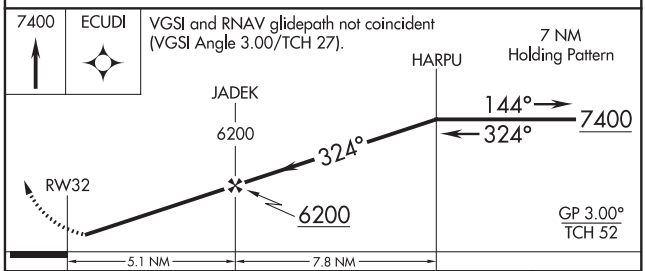
MISSED APPROACH: Climb to 7400 direct ECUDI and hold.

AWOS-3	DENVER CENTER	UNICOM
132.95	118.475 225.4	123.05 (CTAF) L



ELEV 4595	TDZE 4546





CATEGORY	A	B	C	D
LPV DA	4796-1 250 (300-1)			
LNAV/VNAV DA	4796-1 250 (300-1)			
LNAV MDA	4820-1 274 (300-1)			
C CIRCLING	5040-1 445 (500-1)	5080-1 485 (500-1)	5120-1½ 525 (600-1½)	5340-2½ 745 (800-2½)

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GALLUP, NEW MEXICO | AL-526 (FAA) | 20086

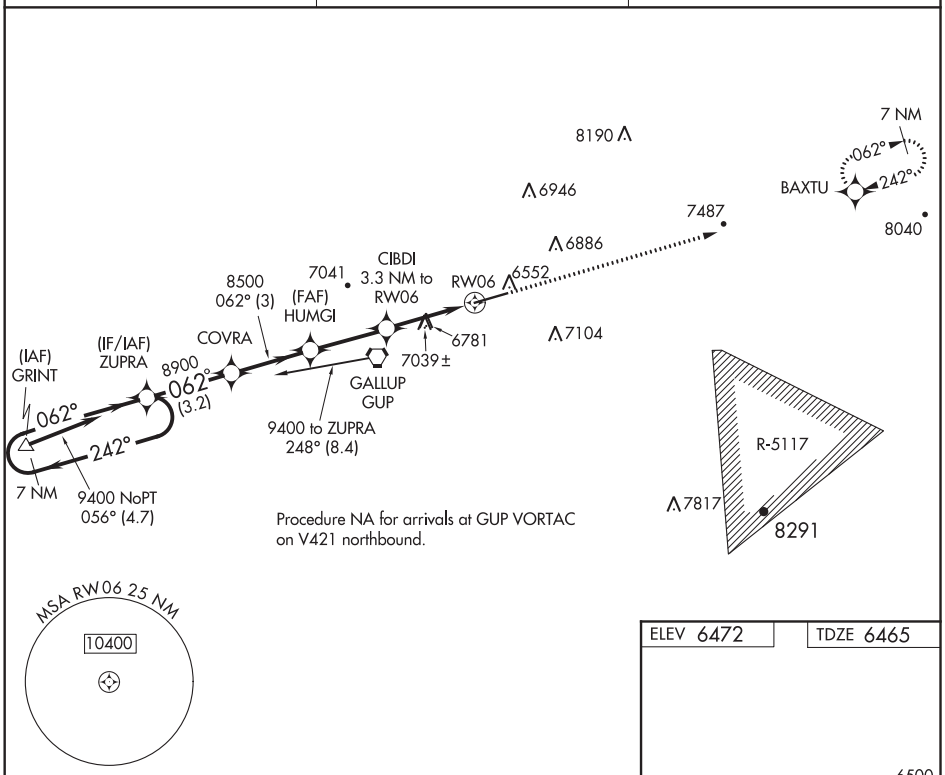
RNAV (GPS) RWY 6
GALLUP MUNI (GUP)

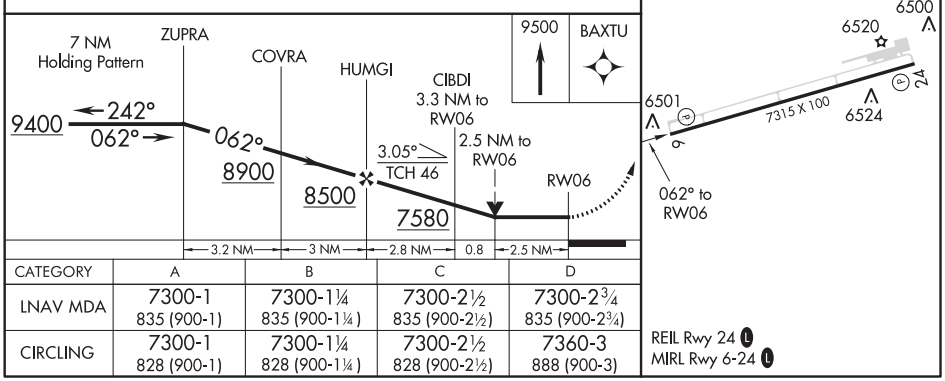
APP CRS	Rwy ldg	7315
062°	TDZE	6465
	Apt Elev	6472

DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Window Rock altimeter setting and increase all MDAs 80 feet, increase LNAV Cats A, C, D visibility and Circling Cats A, C visibility ¼ mile. VDP NA with Window Rock altimeter setting.

MISSED APPROACH: Climb to 9500 direct BAXTU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7300-1 835 (900-1)	7300-1¼ 835 (900-1¼)	7300-2½ 835 (900-2½)	7300-2¾ 835 (900-2¾)
CIRCLING	7300-1 828 (900-1)	7300-1¼ 828 (900-1¼)	7300-2½ 828 (900-2½)	7360-3 888 (900-3)

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APP CRS	Rwy ldg	7315
242°	TDZE	6472
	Apt Elev	6472

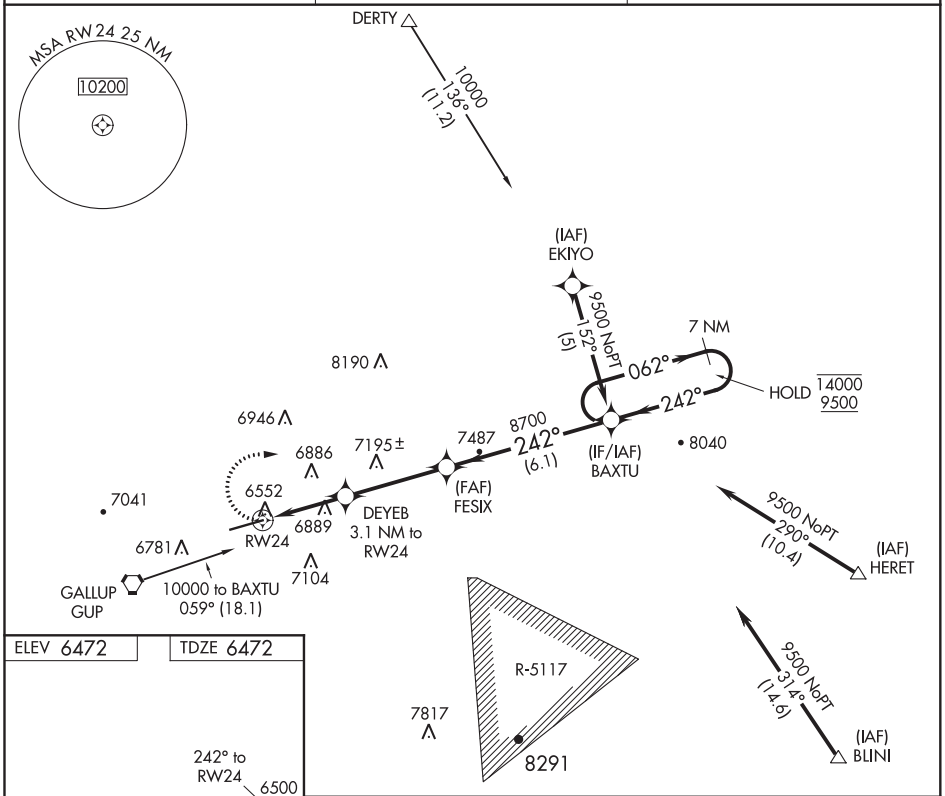
RNAV (GPS) RWY 24
GALLUP MUNI (GUP)

RNP APCH.

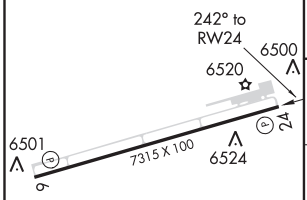
Rwy 24 helicopter visibility reduction below ¾ SM NA.

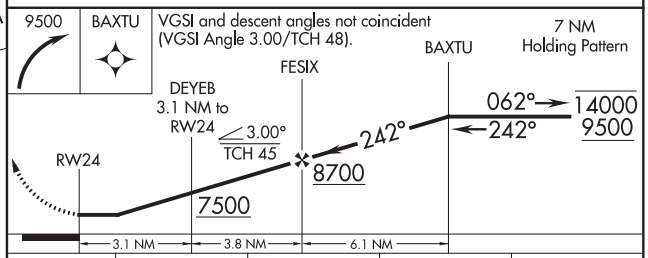
MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L



ELEV 6472 TDZE 6472





CATEGORY	A	B	C	D
LNAV MDA	7360-1¼ 888 (900-1¼)		7360-2½ 888 (900-2½)	
CIRCLING	7360-1¼ 888 (900-1¼)		7360-2¾ 888 (900-2¾)	7360-3 888 (900-3)

REIL Rwy 24 L
MIRL Rwy 6-24 L

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GALLUP, NEW MEXICO AL-526 (FAA) 20086

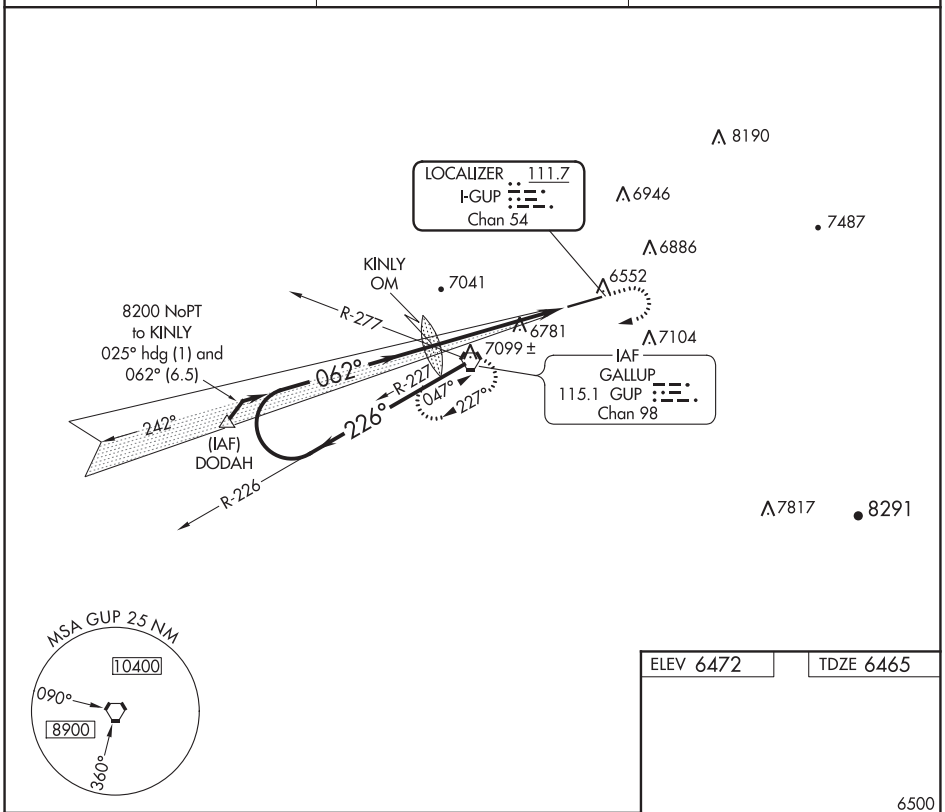
LOC/DME I-GUP 111.7 Chan 54	APP CRS 062°	Rwy ldg 7315 TDZE 6465 Apt Elev 6472

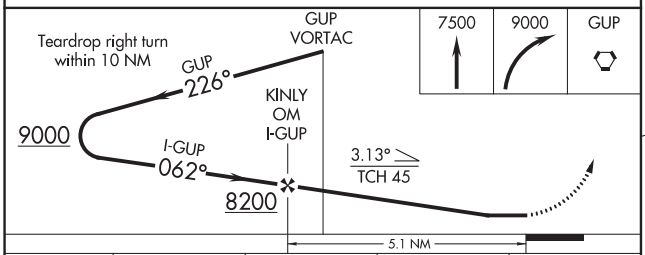
LOC RWY 6
GALLUP MUNI (GUP)

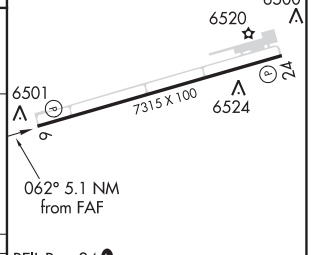
NA Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L







REIL Rwy 24 L
MIRL Rwy 6-24 L

CATEGORY	A	B	C	D
S-6	7280-1 815 (900-1)	7280-1¼ 815 (900-1¼)	7280-2½ 815 (900-2½)	7280-2¾ 815 (900-2¾)
CIRCLING	7280-1 808 (900-1)	7280-1¼ 808 (900-1¼)	7280-2½ 808 (900-2½)	7360-3 888 (900-3)

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

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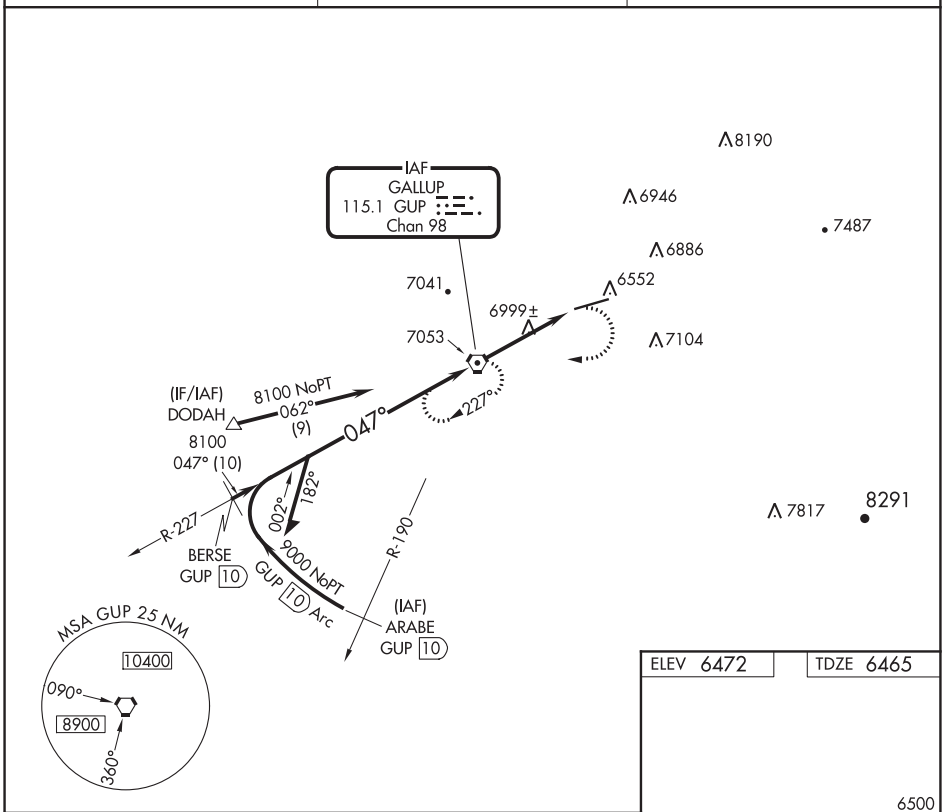
VORTAC GUP 115.1 Chan 98	APP CRS 047°	Rwy ldg 7315 TDZE 6465 Apt Elev 6472

VOR RWY 6
GALLUP MUNI (GUP)

Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	124.325 288.25	122.95 (CTAF) L



SW-1, 25 FEB 2021 to 22 APR 2021

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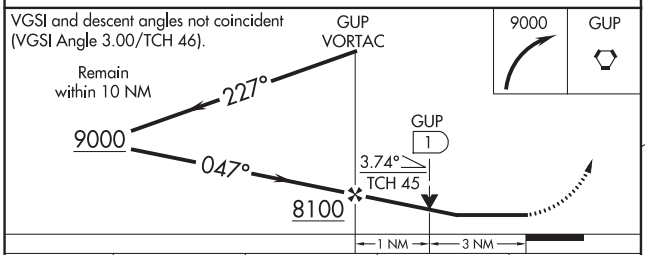
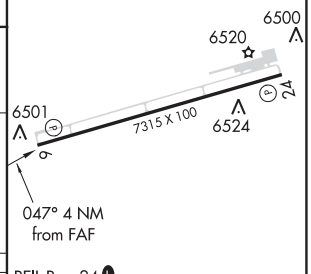
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).



CATEGORY	A	B	C	D
S-6	7460-1¼ 995 (1000-1¼)	7460-1½ 995 (1000-1½)	7460-3 995 (1000-3)	NA
CIRCLING	7460-1¼ 988 (1000-1¼)	7460-1½ 988 (1000-1½)	7460-3 988 (1000-3)	

ELEV 6472 TDZE 6465



REIL Rwy 24 L
MIRL Rwy 6-24 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

GRAND JUNCTION, COLORADO — AL-634 (FAA) — 20366

ILS or LOC RWY 11
GRAND JUNCTION RGNL (GJT)

LOC/DME I-GJT	APP CRS	Rwy ldg	10503
110.3	112°	TDZE	4833
Chan 40		Apt Elev	4858

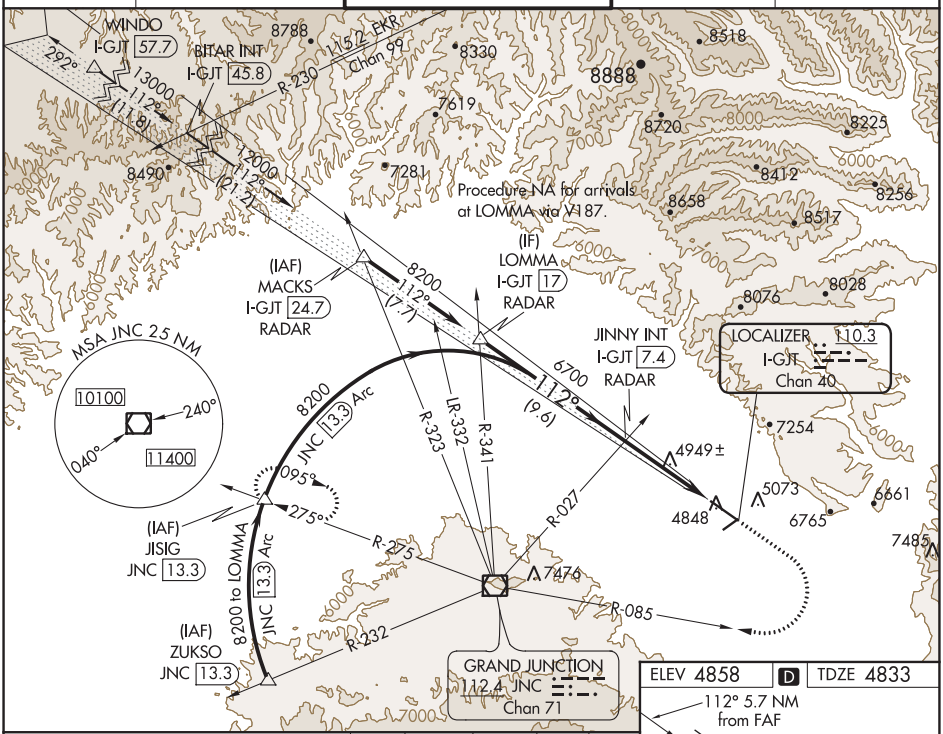
DME required.

For inop ALS, increase S-LOC 11 Cats C and D visibility to RVR 5500.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

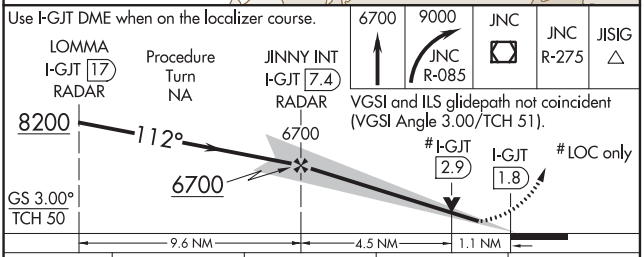
MALSR

MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 via JNC VOR/DME R-085 to JNC VOR/DME then via JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95

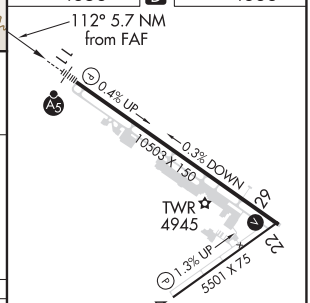


Use I-GJT DME when on the localizer course.



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).

ELEV 4858	D	TDZE 4833



HIRL Rwy 11-29 L
MIRL Rwy 4-22 L
REIL Rwys 4, 22 and 29

CATEGORY	A	B	C	D
S-ILS 11	*5033/24 200 (200-½)			
S-LOC 11	5200/24 367 (400-½)		5200/35 367 (400-⅝)	5200/40 367 (400-¾)
CIRCLING	5360-1 502 (600-1)	5420-1 562 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5.42	3:48	2:51	2:17	1:54

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 11
GRAND JUNCTION RGNL (GJT)

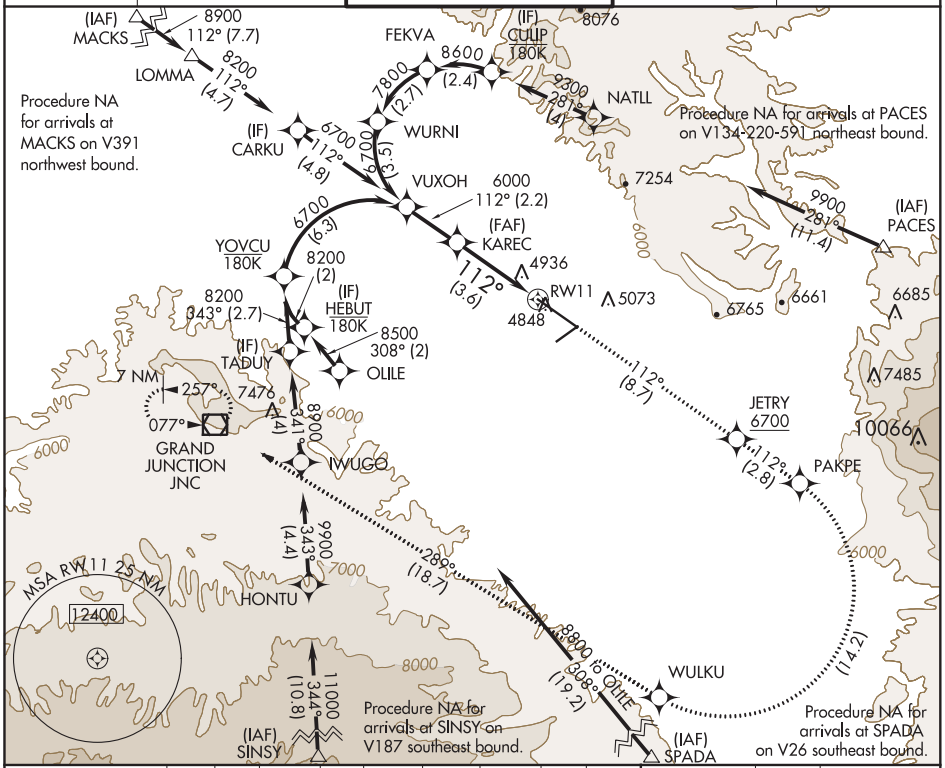
APP CRS	Rwy ldg	10503
112°	TDZE	4833
	Apt Elev	4858

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F). For inoperative MALSR, increase RNP 0.10 all Cats visibility to 1⅜ miles, and RNP 0.30 all Cats visibility to 1¾ miles.

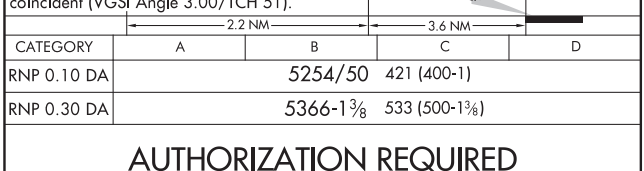
MALSR

MISSED APPROACH: 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/DME and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



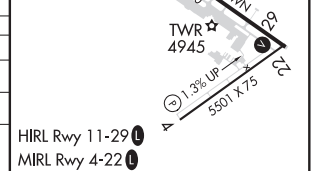
9000	tr 112°	JETRY 6700	tr 112°	PAKPE		WULKU	tr 289°	JNC



CATEGORY	A	B	C	D
RNP 0.10 DA	5254/50 421 (400-1)			
RNP 0.30 DA	5366-1⅜ 533 (500-1⅜)			

AUTHORIZATION REQUIRED

ELEV 4858 D TDZE 4833



HIRL Rwy 11-29 L
MIRL Rwy 4-22 L
REIL Rwys 4, 22 and 29

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

GRAND JUNCTION, COLORADO | AL-634 (FAA) | 20366

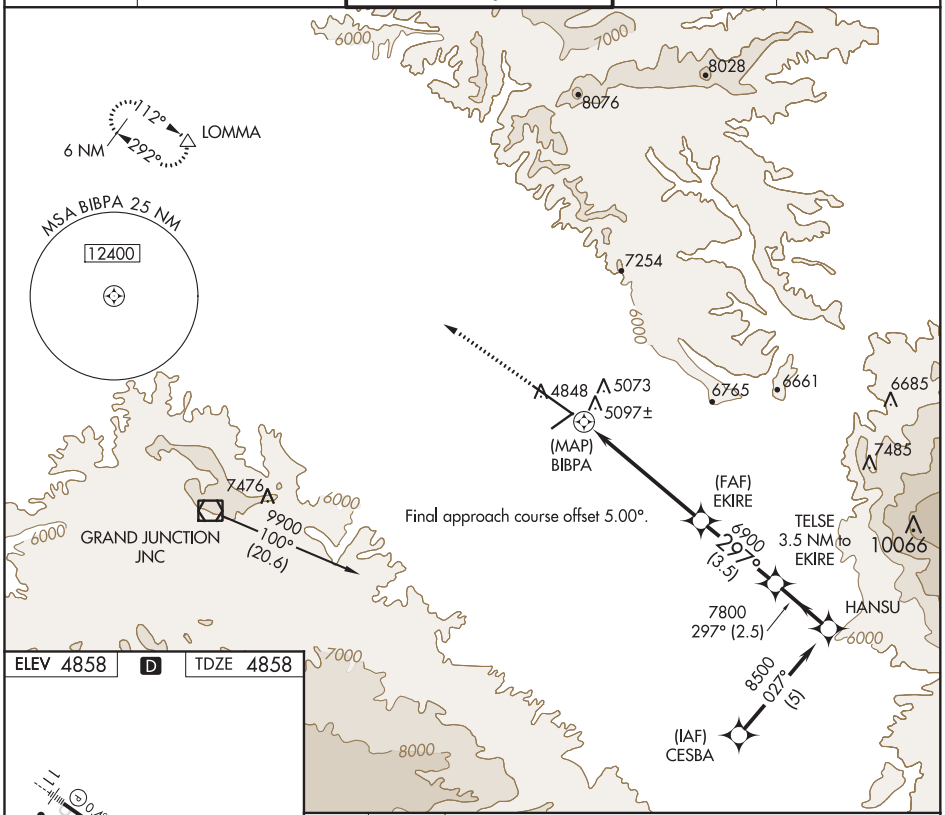
APP CRS	Rwy ldg	10503
297°	TDZE	4858
	Apt Elev	4858

RNAV (GPS) RWY 29
GRAND JUNCTION RGNL (GJT)

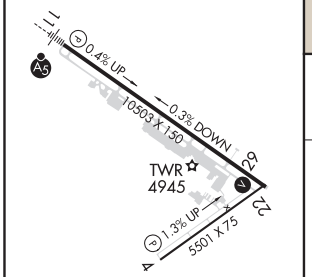
RNP APCH.

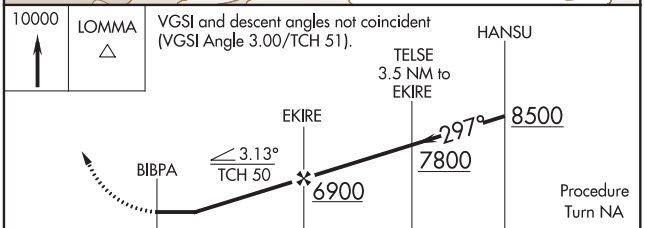
MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4858 D TDZE 4858





CATEGORY	A	B	C	D
LNAV MDA	5340-1 482 (500-1)		5340-1¼ 482 (500-1¼)	5340-1½ 482 (500-1½)
CIRCLING	5400-1 542 (600-1)	5420-1 562 (600-1)	5540-2 682 (700-2)	5640-2½ 782 (800-2½)

HIRL Rwy 11-29 L
MIRL Rwy 4-22 L
REIL Rwys 4, 22 and 29

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 97514 W11A	APP CRS 112°	Rwy ldg 10503 TDZE 4833 Apt Elev 4858

RNAV (GPS) Y RWY 11
GRAND JUNCTION RGNL (GJT)

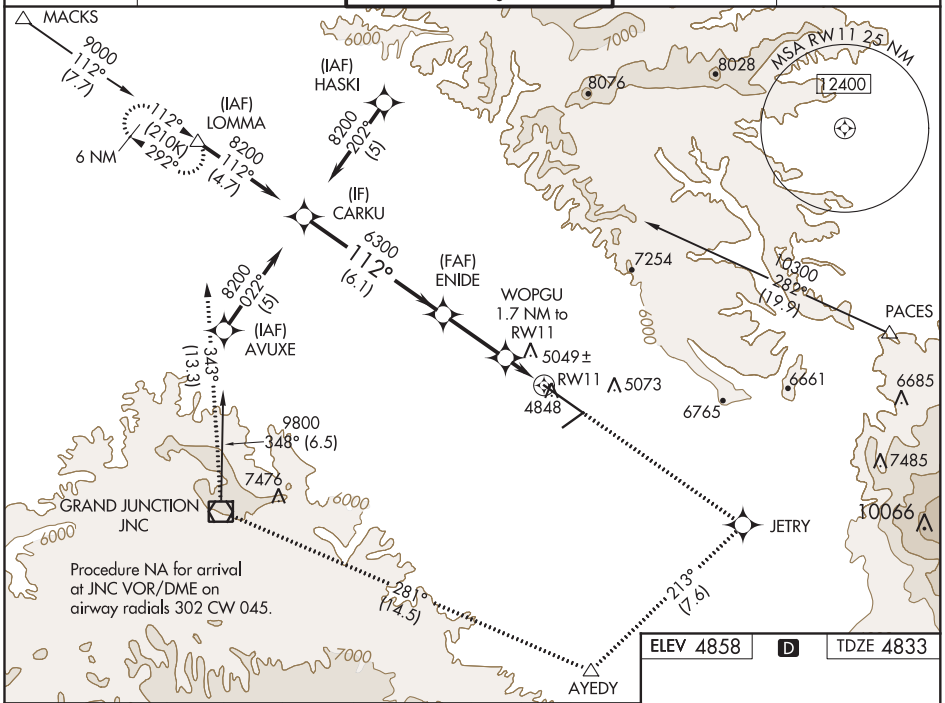
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).
When local altimeter setting not received, procedure NA.
#RVR 1800 authorized with use of FD or AP or HUD to DA.

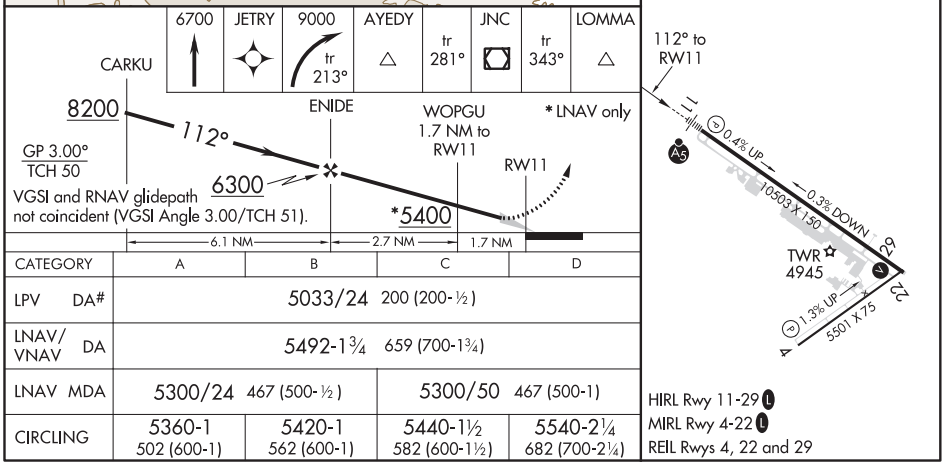
MALSR

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 on track 213° to AYEDY and on track 281° to JNC VOR/DME and on track 343° to LOMMA and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4858 D TDZE 4833



CATEGORY	A	B	C	D
LPV DA#	5033/24 200 (200-½)			
LNAV/VNAV DA	5492-1¾ 659 (700-1¾)			
LNAV MDA	5300/24 467 (500-½)		5300/50 467 (500-1)	
CIRCLING	5360-1 502 (600-1)	5420-1 562 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

HIRL Rwy 11-29 L
MIRL Rwy 4-22 L
REIL Rwys 4, 22 and 29

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

GRAND JUNCTION, COLORADO | AL-634 (FAA) | 20366

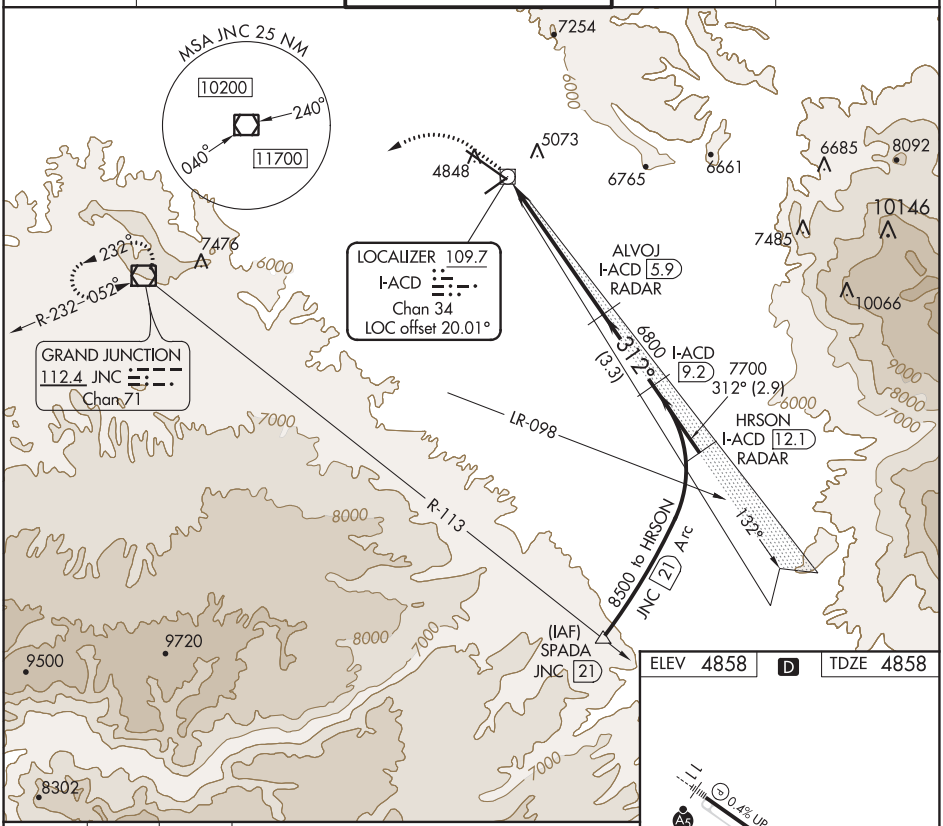
LDA/DME RWY 29
GRAND JUNCTION RGNL (GJT)

LOC/DME I-ACD	APP CRS	Rwy ldg	10503
109.7	312°	TDZE	4858
Chan 34		Apt Elev	4858

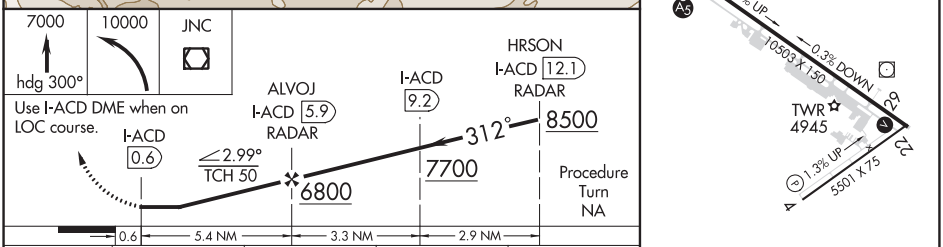
Autopilot coupled approach NA inside 2.0 DME.

MISSED APPROACH: Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VOR/DME and hold.

ATIS	DENVER APP CON ★	GRAND JUNCTION TOWER ★	GND CON	UNICOM
118.55	119.7 317.4	118.1 (CTAF) L 257.8	121.7 257.8	122.95



ELEV 4858 D TDZE 4858



CATEGORY	A	B	C	D
S-29	5400-1 542 (600-1)		5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)
CIRCLING	5400-1 542 (600-1)	5420-1 562 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

HIRL Rwy 11-29 L
MIRL Rwy 4-22 L
REIL Rwys 4, 22 and 29

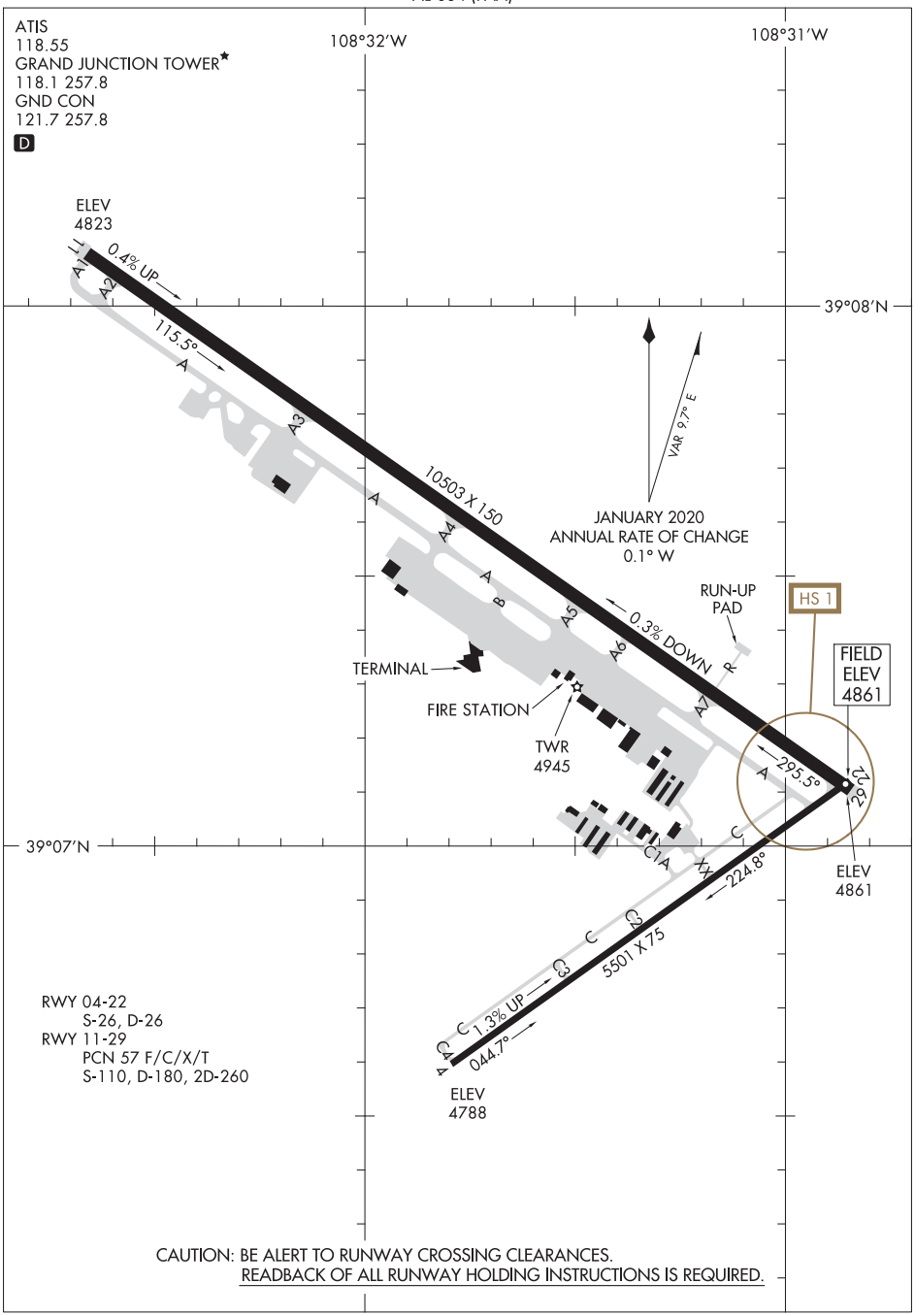
SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

AL-634 (FAA)



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

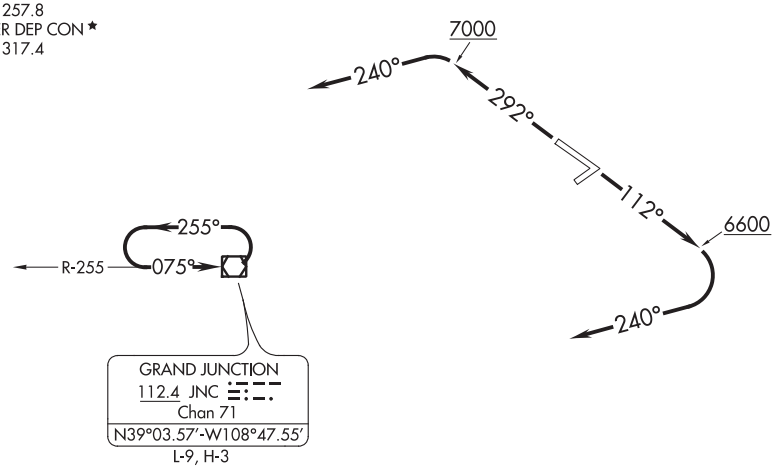
AIRPORT DIAGRAM
GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)
20366

(MONMT2.JNC) 16035 AL-634 (FAA)

MONUMENT TWO DEPARTURE (OBSTACLE)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4



TAKEOFF OBSTACLE NOTES

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.

TAKEOFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 11: Standard with minimum climb of 390′ per NM to 5100.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 29: Standard with minimum climb of 220′ per NM to 7000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . .

TAKEOFF RUNWAY 29: Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME. Thence . . . .

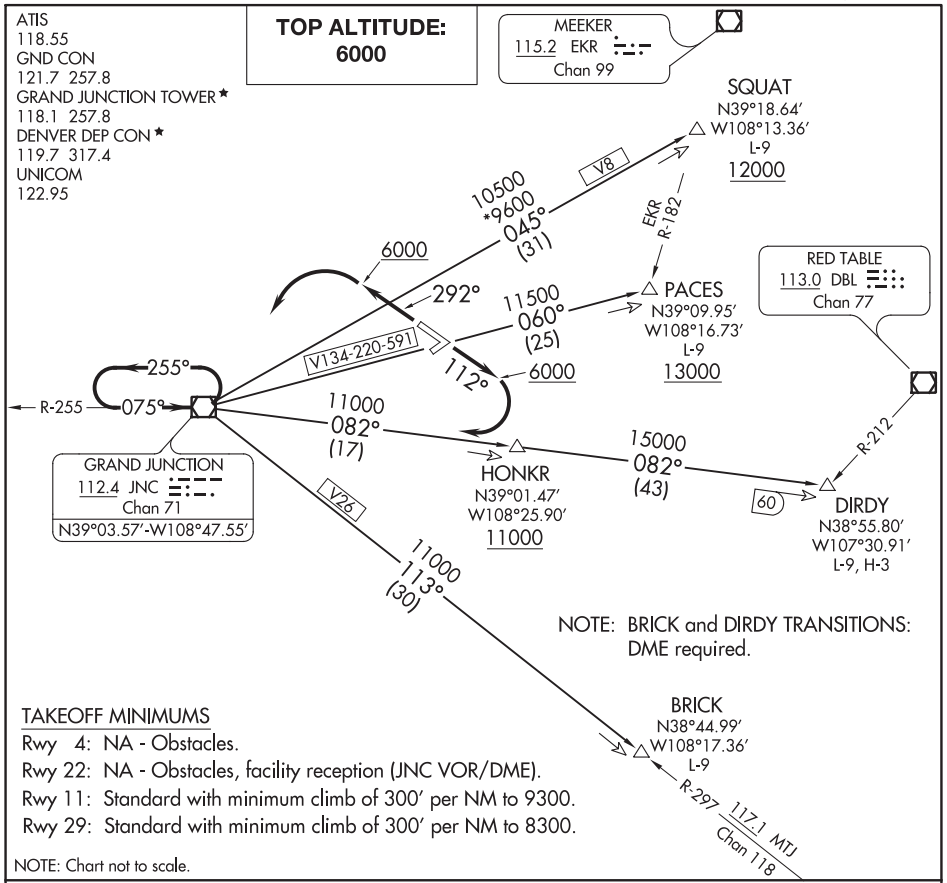
. . . . Cross JNC VOR/DME at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

SW-1, 25 FEB 2021 to 22 APR 2021

GRAND JUNCTION SEVEN DEPARTURE

ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM
122.95

TOP ALTITUDE: 6000



TAKEOFF MINIMUMS
Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with minimum climb of 300′ per NM to 9300.
Rwy 29: Standard with minimum climb of 300′ per NM to 8300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 112° to 6000, then climbing right turn direct JNC VOR/DME, thence. . . .
TAKEOFF RUNWAY 29: Climb heading 292° to 6000, then climbing left turn direct JNC VOR/DME, thence. . . .

. . . .on transition/route.

BRICK TRANSITION (JNC7.BRICK): From over JNC VOR/DME via JNC R-113 to BRICK/JNC 30 DME.

DIRDY TRANSITION (JNC7.DIRDY): From over JNC VOR/DME via JNC R-082 to DIRDY INT/JNC 60 DME.

PACES TRANSITION (JNC7.PACES): From over JNC VOR/DME via JNC R-060 to PACES INT/JNC 25 DME.

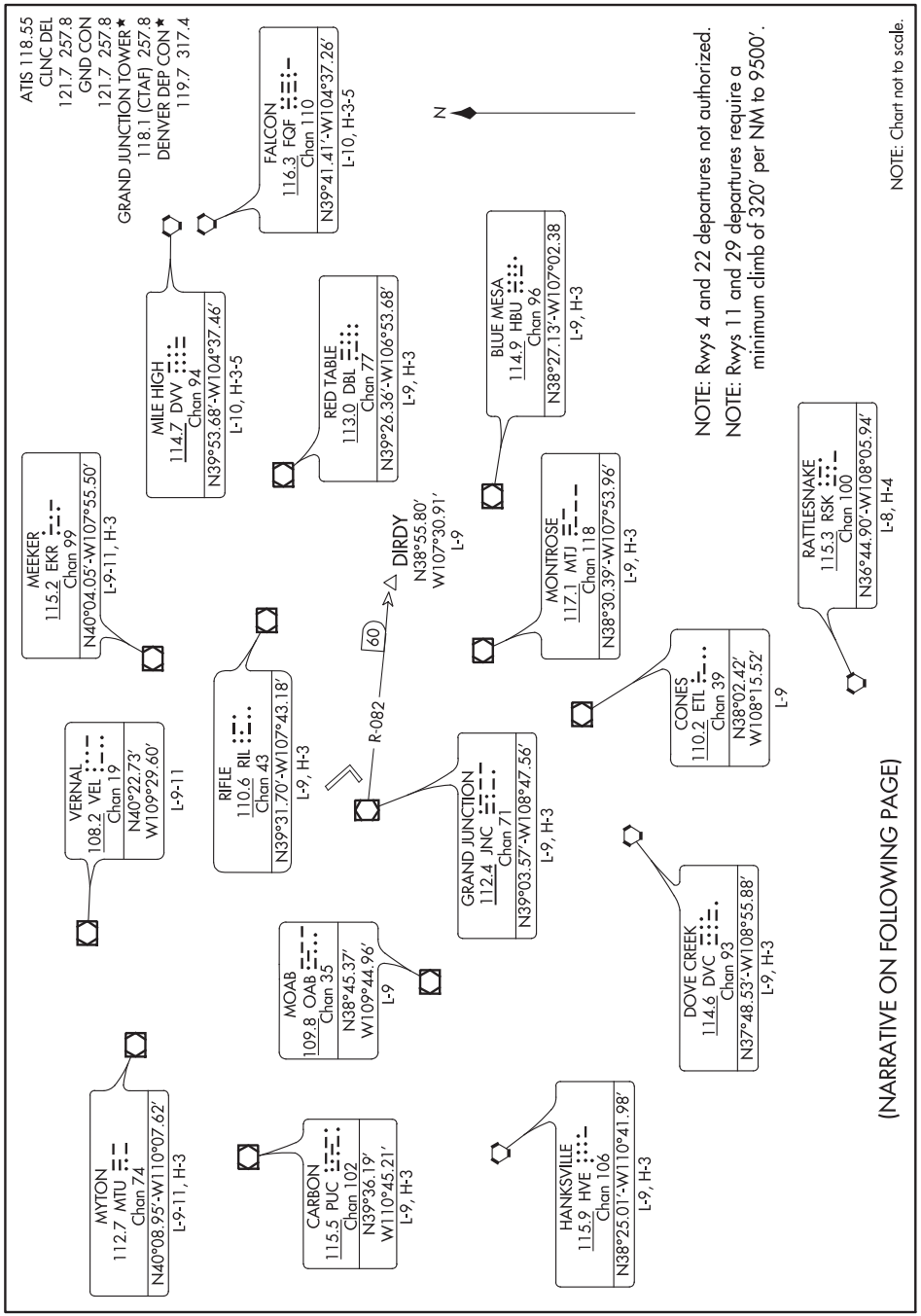
SQUAT TRANSITION (JNC7.SQUAT): From over JNC VOR/DME via JNC R-045 to SQUAT INT/JNC 31 DME.

(GRAND1.GRAND) 16035

GRAND MESA ONE DEPARTURE

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

GRAND MESA ONE DEPARTURE

GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

(GRAND1.GRAND) 03DEC98

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VOR/DME; Runway 29: Climb to 6000′ then climbing left turn direct to JNC VOR/DME. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VOR/DME on course. All other aircraft climb in JNC VOR/DME holding pattern (hold SW, left turns, 075° inbound) to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500′; R-131 clockwise R-220 10500′.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

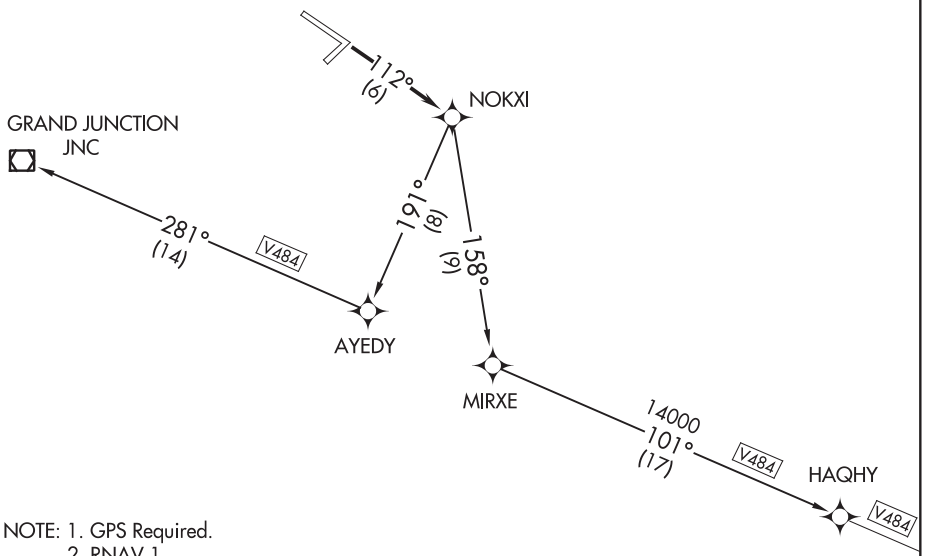
(NOKXI1.NOKXI) 16035

NOKXI ONE DEPARTURE (RNAV)

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

GRAND JUNCTION TOWER★
118.1 257.8
DENVER DEP CON★
119.7 317.4



NOTE: 1. GPS Required.
2. RNAV 1

TAKEOFF MINIMUMS:
Rwy 4, 22, 29: NA.
Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250′ per NM from takeoff to 8000′. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280′ per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200K until AYEDY WP, cross JNC VOR/DME at MEA/MCA for direction of flight.

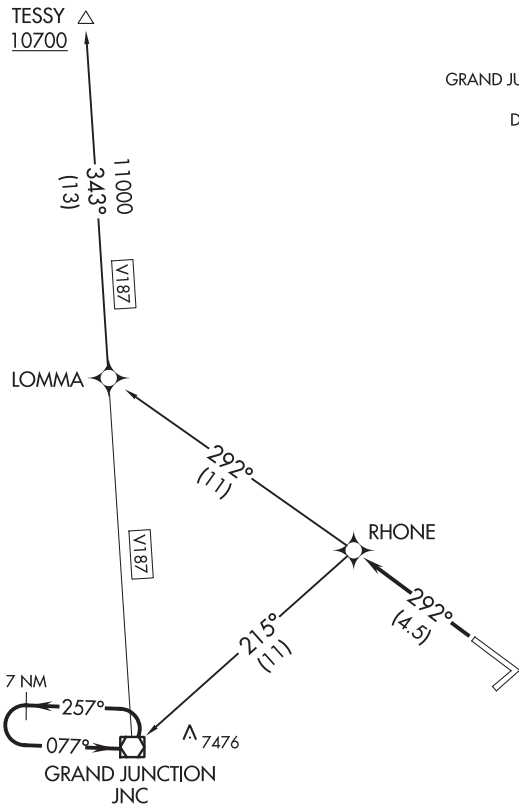
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)



ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
DENVER DEP CON ★
119.7 317.4
UNICOM
122.95

NOTE: GPS required.

NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 4, 11, 22: NA.

Rwy 29: GRAND JUNCTION TRANSITION: 2700-2 or standard with a minimum climb of 280′ per NM from take-off to 8000′

TESSY TRANSITION: 2700-2 or standard with a minimum climb of 220′ per NM from LOMMA WP to TESSY INT or 210′ per NM from take-off to 10700′.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb via 292° course to RHONE WP.

GRAND JUNCTION TRANSITION (RHONE2.JNC): Aircraft departing JNC VORTAC R-221 CW R-060 depart on course. All other aircraft climb in JNC VORTAC holding pattern to cross JNC VORTAC at or above: R-061 CW R-130 9500, R-131 CW R-220 10500, before proceeding en route.

TESSY TRANSITION (RHONE2.TESSY)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

GRANTS, NEW MEXICO | AL-9065 (FAA) | 19227

APP CRS	Rwy ldg	7172
137°	TDZE	6537
	Apt Elev	6537

RNAV (GPS) RWY 13
GRANTS-MILAN MUNI (GNT)

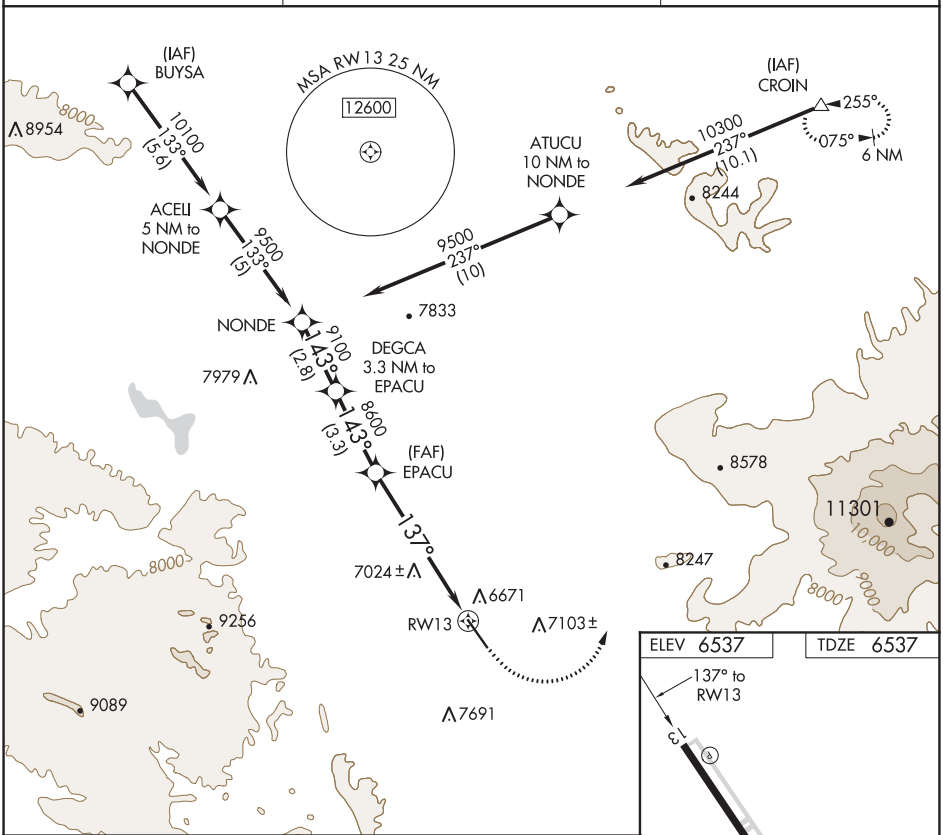
RNP APCH.

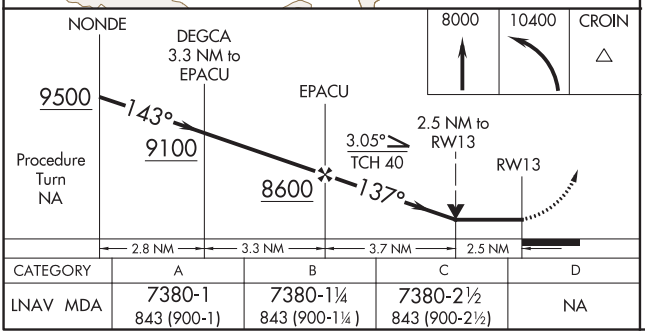
NA

If local altimeter setting not received, procedure NA.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

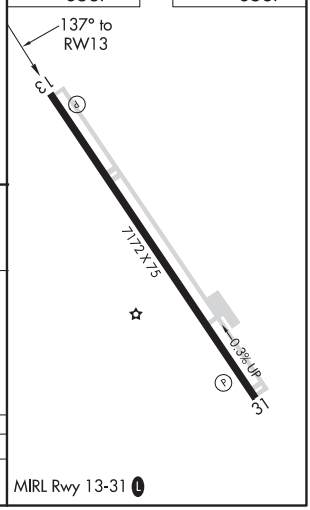
MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
118.3	124.325 288.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7380-1 843 (900-1)	7380-1¼ 843 (900-1¼)	7380-2½ 843 (900-2½)	NA



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

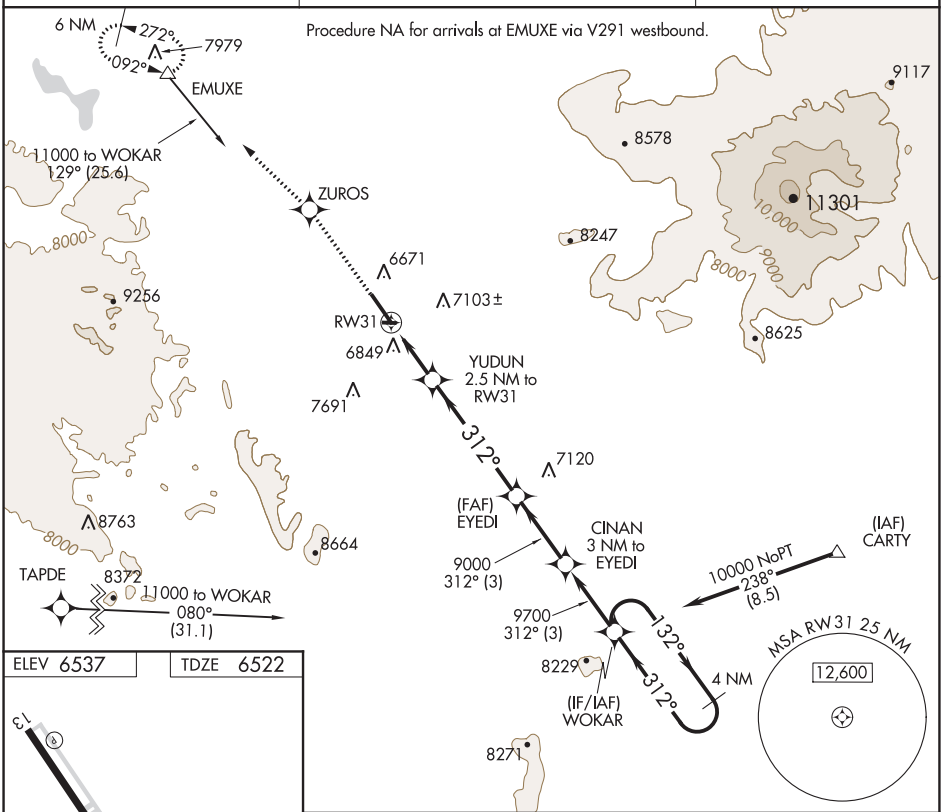
APP CRS	Rwy ldg	7172
312°	TDZE	6522
	Apt Elev	6537

RNAV (GPS) RWY 31
GRANTS-MILAN MUNI (GNT)

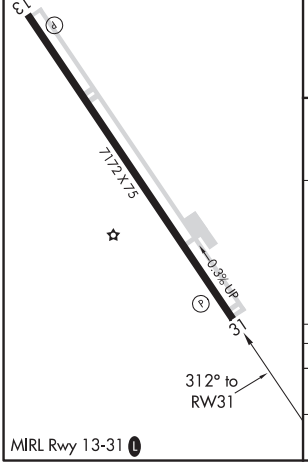
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.
NA Circling not authorized east of Rwys 13-31.

MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.

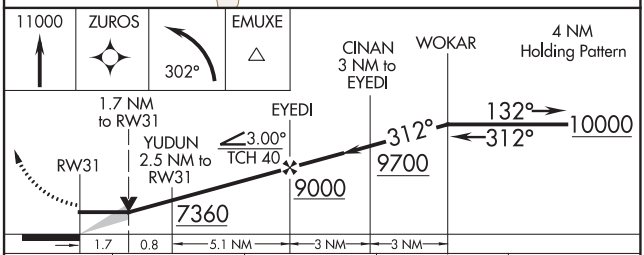
AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
118.3	124.325 288.25	122.8 (CTAF) L



ELEV 6537	TDZE 6522



MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	7100-1 578 (600-1)		7100-1½ 578 (600-1½)	NA
CIRCLING	7160-1 623 (700-1)		7160-1¾ 623 (700-1¾)	NA

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

GREELEY, COLORADO | AL-325 (FAA) | 18200

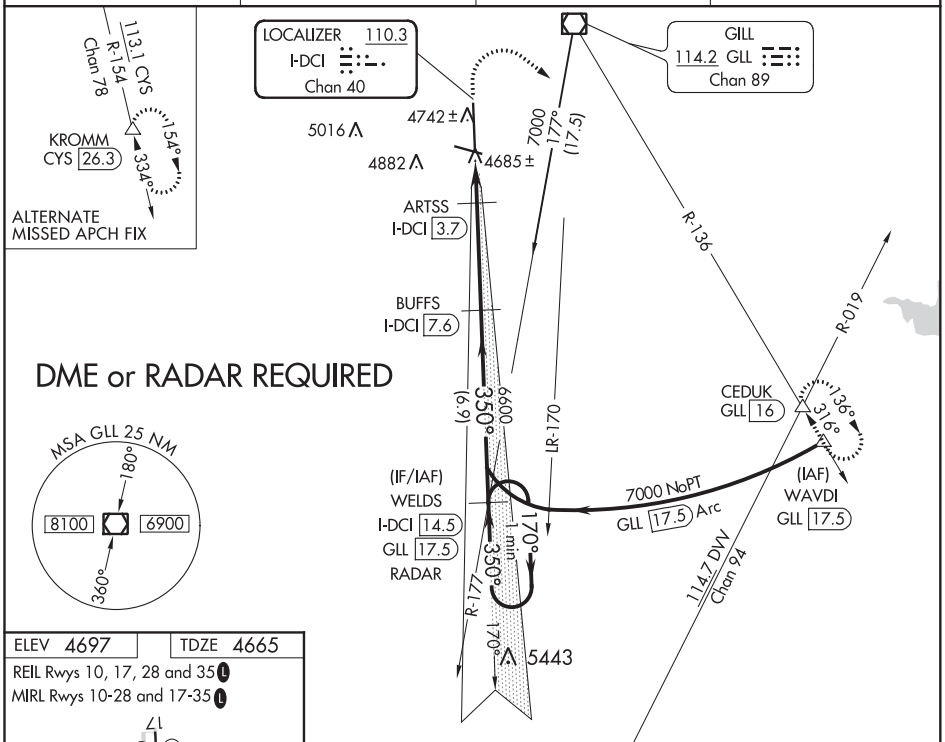
ILS or LOC RWY 35
GREELEY-WELD COUNTY (GXY)

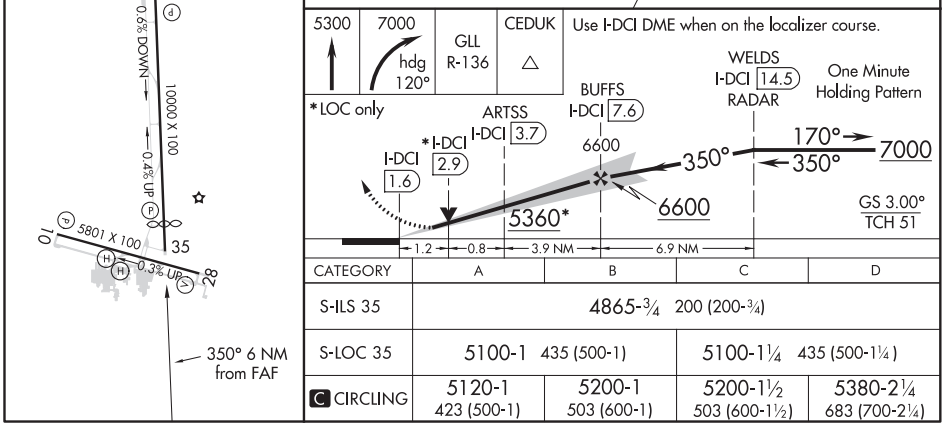
LOC/DME I-DCI	APP CRS	Rwy ldg	8900
110.3	350°	TDZE	4665
Chan 40		Apt Elev	4697

T A VDP NA when using Northern Colorado Rgnl altimeter setting. When local altimeter not received, use Northern Colorado Rgnl altimeter setting and increase DA to 4950 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 5300 then climbing right turn to 7000 on heading 120° and GLL VOR/DME R-136 to CEDUK INT/GLL 16 DME and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 35	4865-¾ 200 (200-¾)			
S-LOC 35	5100-1 435 (500-1)		5100-1¼ 435 (500-1¼)	
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

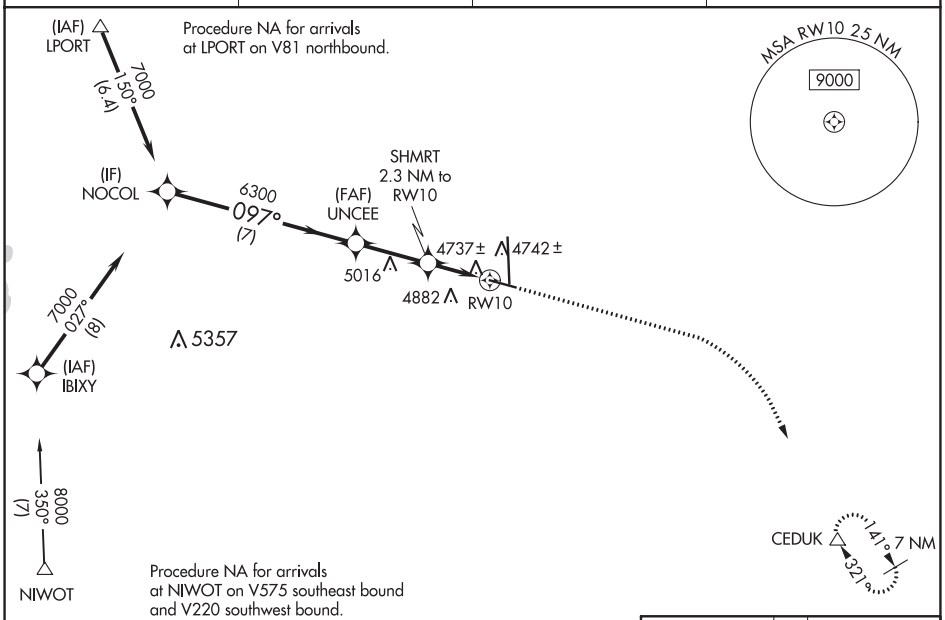
WAAS CH 62900 W10A	APP CRS 097°	Rwy ldg 5801 TDZE 4661 Apt Elev 4697

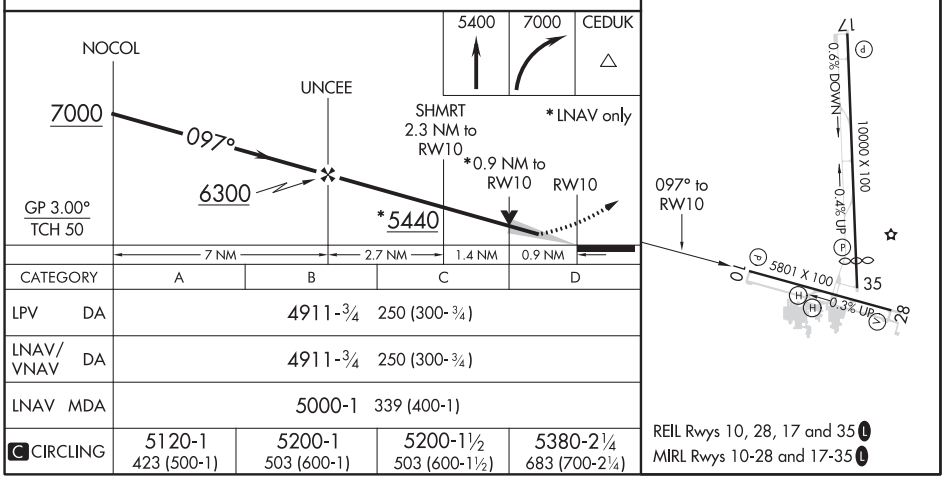
RNAV (GPS) RWY 10
GREELEY-WELD COUNTY (GXY)

T A Baro-VNAV and VDP NA when using Northern Colorado Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 49°C (121°F). When local altimeter setting not received, use Northern Colorado Rgnl altimeter setting: increase all DA to 4996 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 then climbing right turn to 7000 direct CEDUK and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4911-¾ 250 (300-¾)			
LNAV/VNAV DA	4911-¾ 250 (300-¾)			
LNAV MDA	5000-1 339 (400-1)			
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

GREELEY, COLORADO | AL-325 (FAA) | 18200

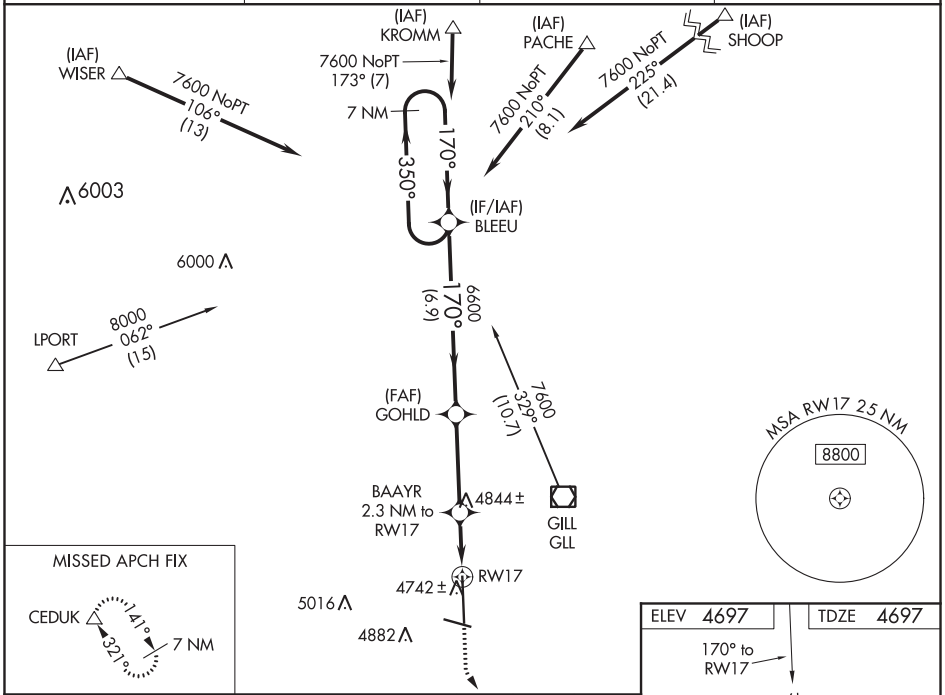
RNAV (GPS) RWY 17
GREELEY-WELD COUNTY (GXY)

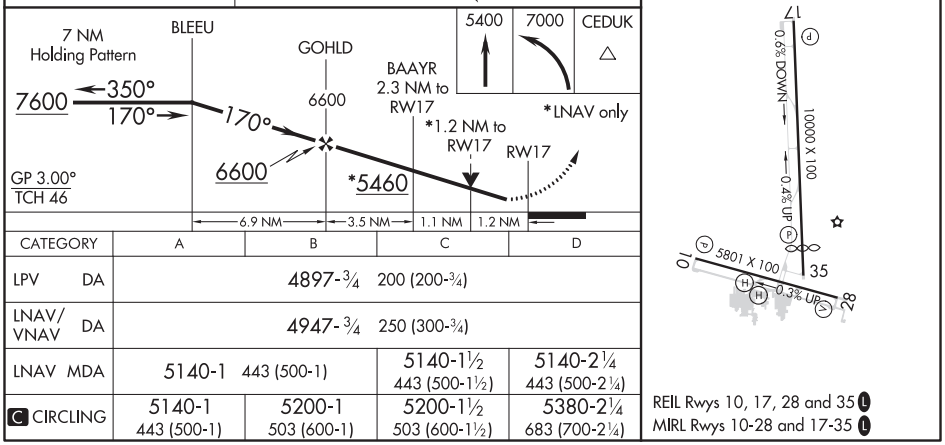
WAAS CH 72708 W17A	APP CRS 170°	Rwy ldg 10000 TDZE 4697 Apt Elev 4697

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 50°C (123°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Northern Colorado Rgnl altimeter setting: increase LPV DA to 4982 feet and visibility ⅛ SM and LNAV/VNAV DA to 5032 feet and visibility ¼ SM; increase all MDAs 100 feet and visibility LNAV Cat C ⅛ SM and Circling Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Northern Colorado Rgnl altimeter setting. Rwy 17 helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 5400 then climbing left turn to 7000 direct CEDUK and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4897-¾ 200 (200-¾)			
LNAV/VNAV DA	4947-¾ 250 (300-¾)			
LNAV MDA	5140-1 443 (500-1)		5140-1½ 443 (500-1½)	5140-2¼ 443 (500-2¼)
C CIRCLING	5140-1 443 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 86808 W28A	APP CRS 278°	Rwy ldg 5801 TDZE 4650 Apt Elev 4697

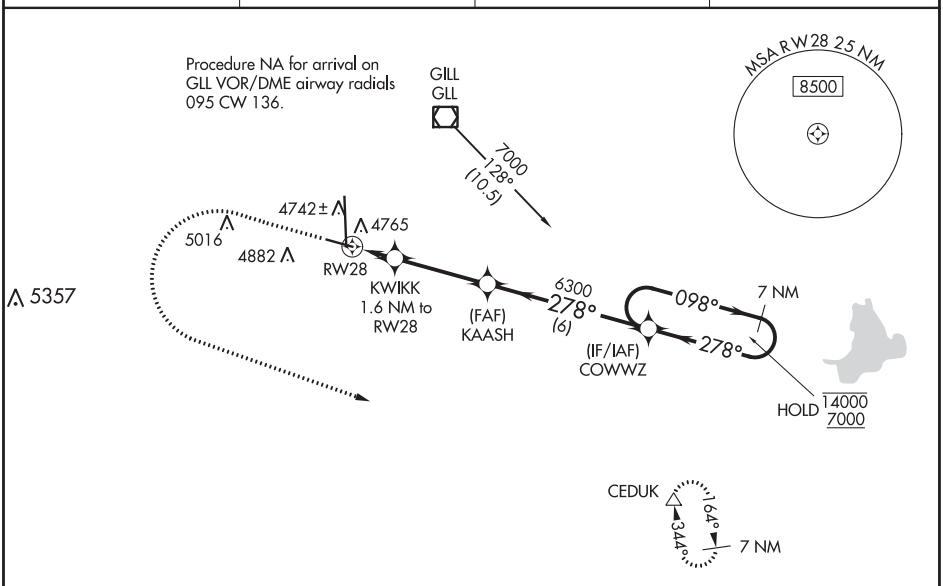
RNAV (GPS) RWY 28
GREELEY-WELD COUNTY (GXY)

RNP APCH.

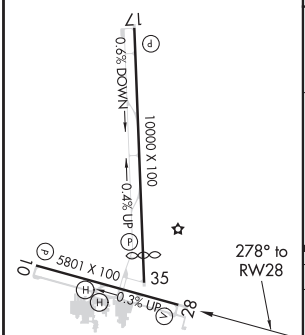
Baro-VNAV NA when using Fort Collins/Loveland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. When local altimeter setting not received, use Fort Collins/Loveland altimeter setting: increase LPV DA to 4935 feet and visibility ⅛ SM, LNAV/VNAV DA to 5061 feet and visibility ⅛ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 6300 then climbing left turn to 7000 direct CEDUK and hold.

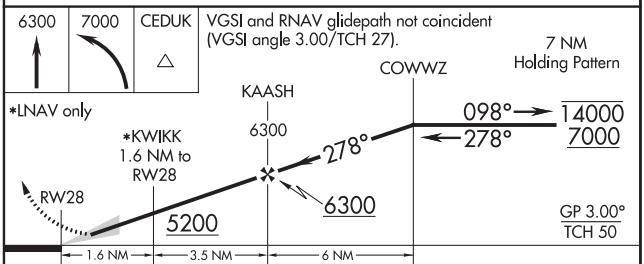
AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L



ELEV 4697	TDZE 4650



REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	4850-¾ 200 (200-¾)			
LNAV/VNAV DA	4976-1 326 (300-1)			
LNAV MDA	5080-1 430 (400-1)		5080-1¼ 430 (400-1¼)	
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

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GREELEY, COLORADO | AL-325 (FAA) | 18200

RNAV (GPS) RWY 35

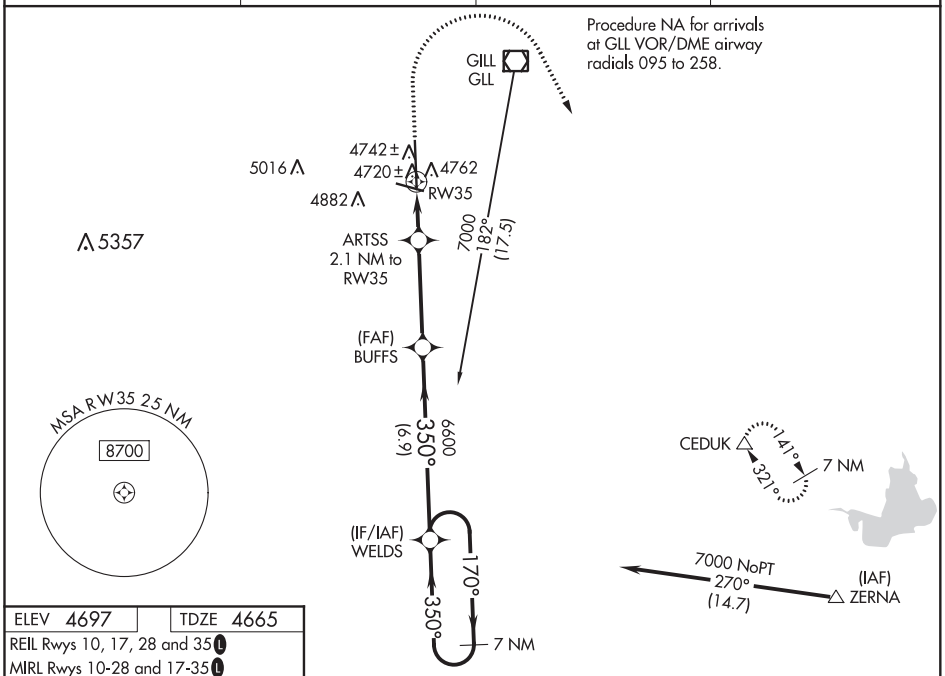
GREELEY-WELD COUNTY (GXY)

WAAS CH 69607 W35A	APP CRS 350°	Rwy ldg 8900 TDZE 4665 Apt Elev 4697

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Northern Colorado Rgnl altimeter setting: increase LPV DA to 4950 feet and visibility ⅛ SM, LNAV/VNAV DA to 5000 feet and visibility ¼ SM; increase all MDAs 100 feet and visibility LNAV Cat C/D ⅜ SM and Circling Cat C/D ¼ SM. VDP and Baro-VNAV NA when using Northern Colorado Rgnl altimeter setting.

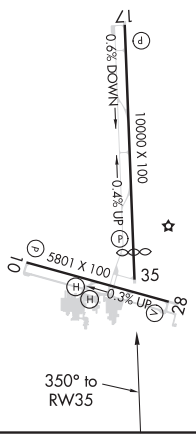
MISSED APPROACH: Climb to 5300 then climbing right turn to 7000 direct CEDUK and hold.

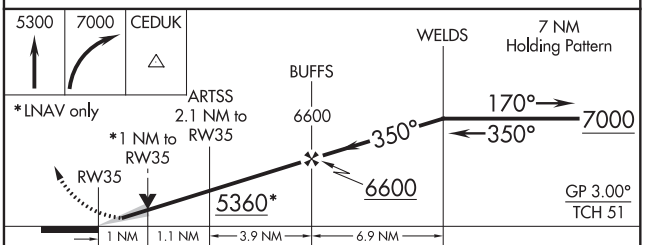
AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L



ELEV 4697	TDZE 4665

REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L





CATEGORY	A	B	C	D
LPV DA	4865-¾ 200 (200-¾)			
LNAV/VNAV DA	4915-¾ 250 (300-¾)			
LNAV MDA	5020-1 355 (400-1)			
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

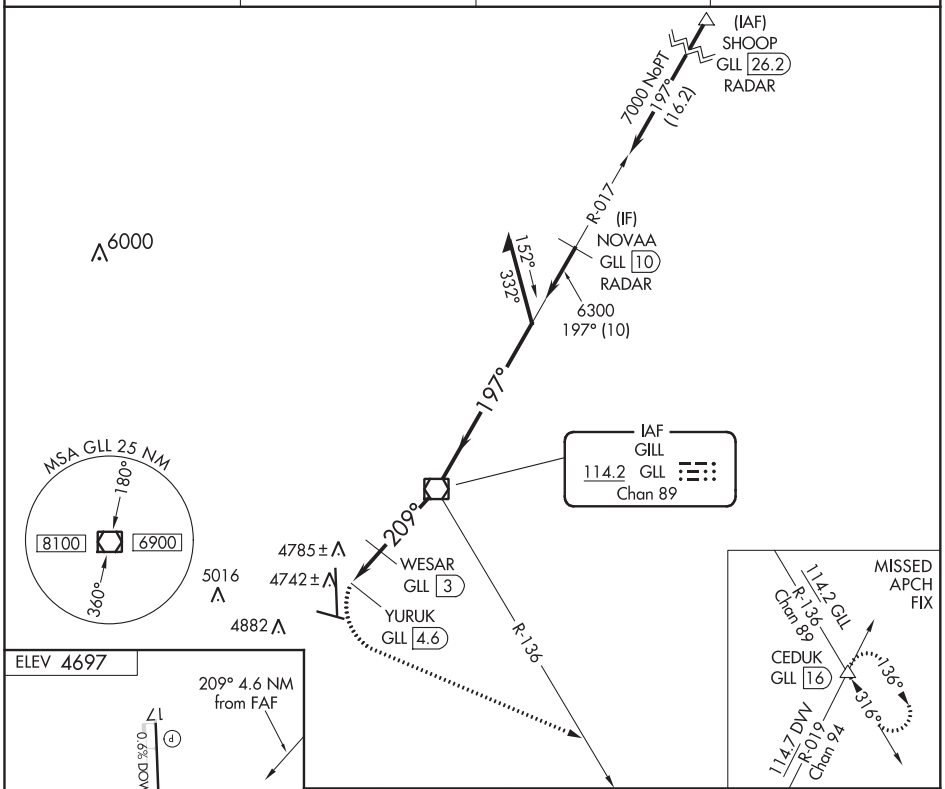
VOR/DME GLL 114.2 Chan 89	APP CRS 209°	Rwy ldg N/A TDZE N/A Apt Elev 4697

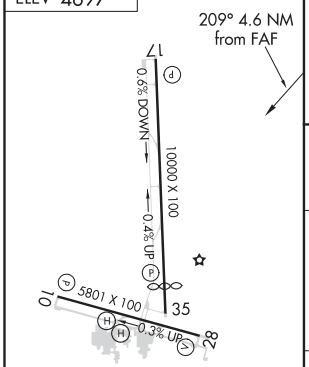
VOR-A
GREELEY-WELD COUNTY (GXY)

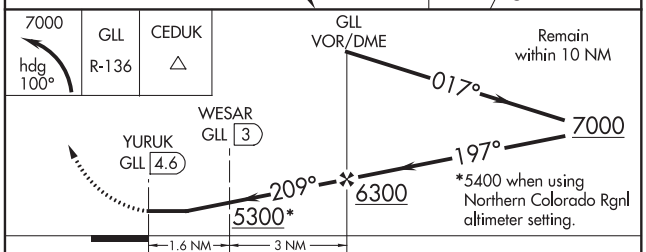
When local altimeter setting not received, use Northern Colorado Rgnl altimeter setting and increase all MDA 100 feet and visibility Cat C/D and WESAR fix minimums Cat C/D visibility ¼ SM. DME required.

MISSED APPROACH: Climbing left turn to 7000 on heading 100° and GLL VOR/DME R-136 to CEDUK INT/GLL 16 DME and hold.

AWOS-3PT	DENVER APP CON	CLNC DEL	UNICOM
135.175	134.85 251.125	126.65	122.8 (CTAF) L







REIL Rwys 10, 28, 17 and 35 L
MIRL Rwys 10-28 and 17-35 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
C CIRCLING	5300-1 603 (700-1)		5300-1¾ 603 (700-1¾)	5380-2¼ 683 (700-2¼)
WESAR FIX MINIMUMS (DME REQUIRED)				
C CIRCLING	5120-1 423 (500-1)	5200-1 503 (600-1)	5200-1½ 503 (600-1½)	5380-2¼ 683 (700-2¼)

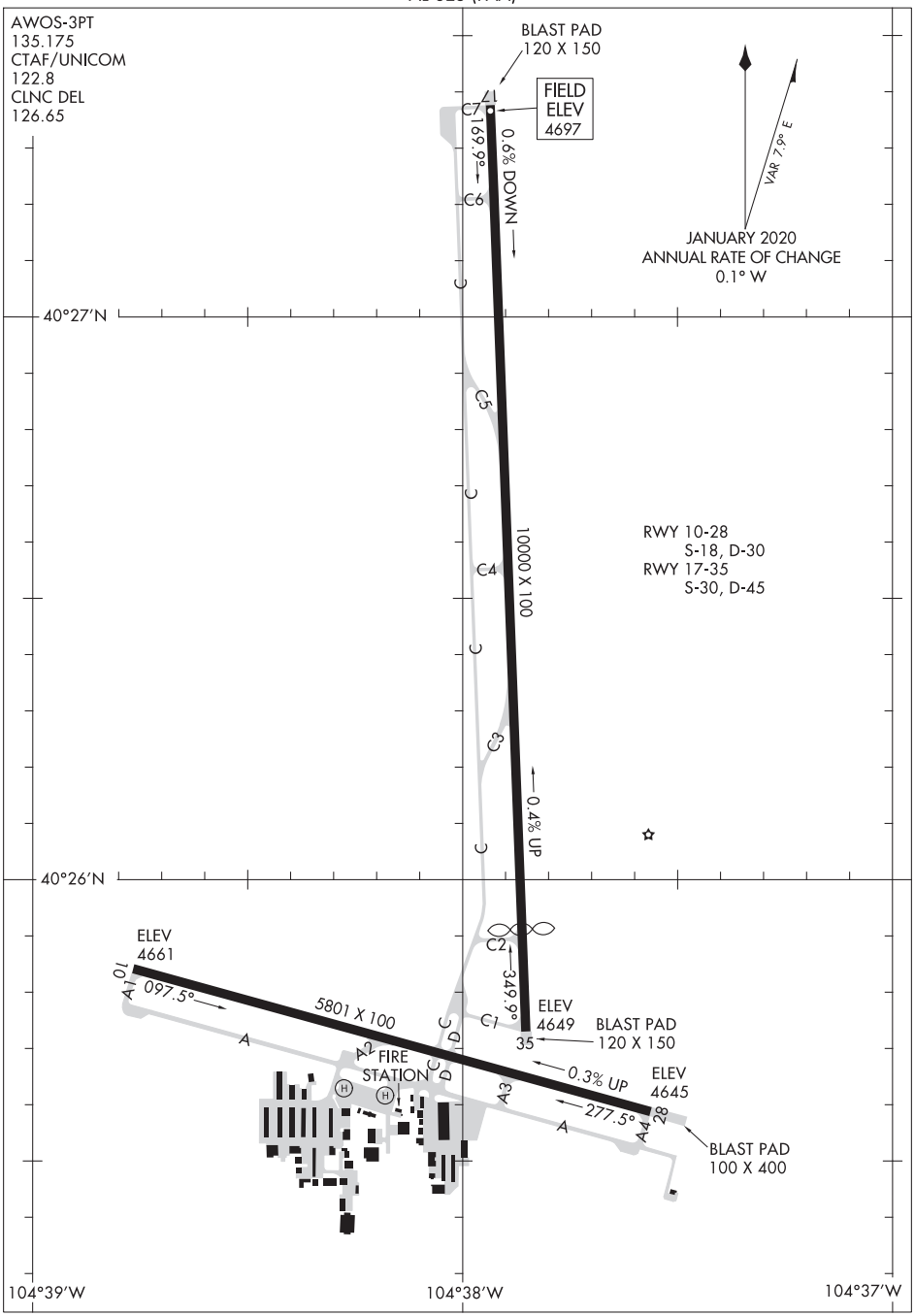
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

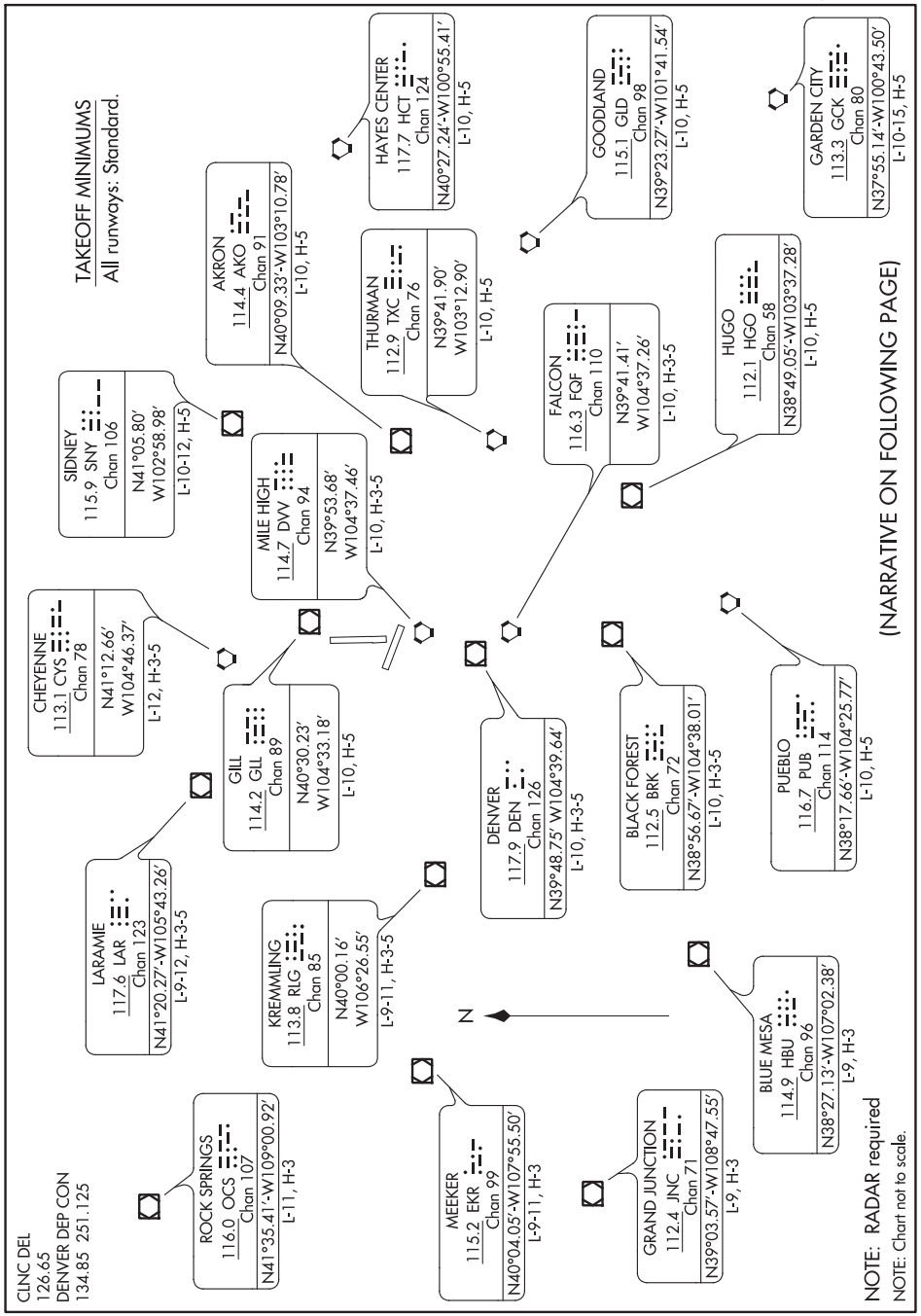
AL-325 (FAA)



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

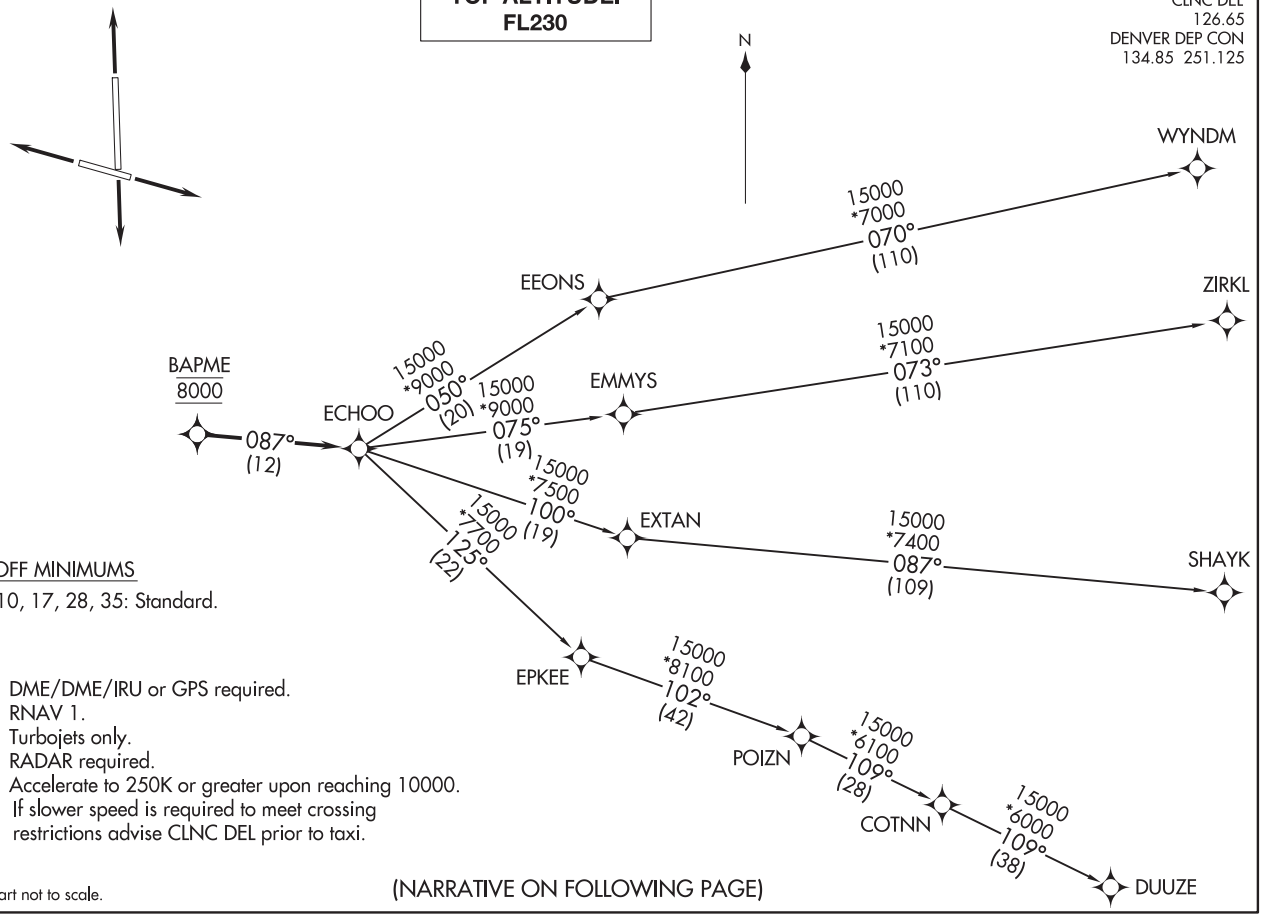
LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

SW-1, 25 FEB 2021 to 22 APR 2021

(ECHOO1.ECHOO) 20086
ECHOO ONE DEPARTURE (RNAV)
AL-325 (FAA)
GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

TOP ALTITUDE: FL230

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125



TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

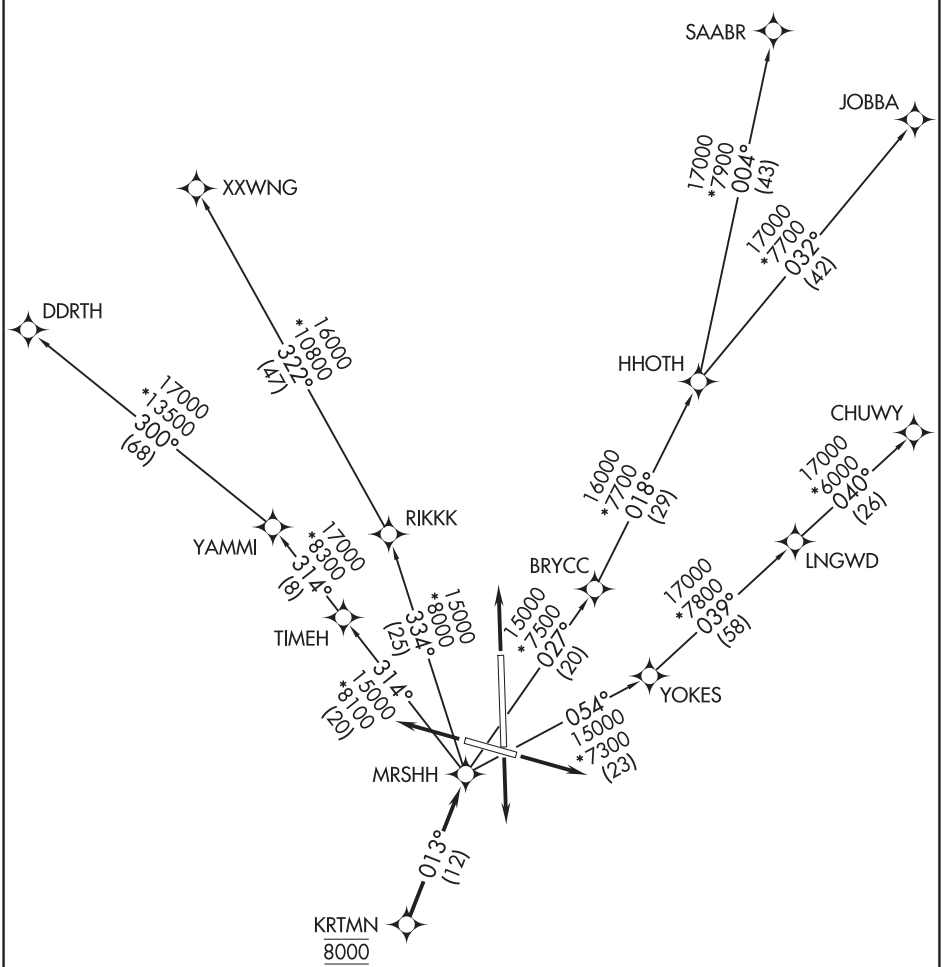
ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230



TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

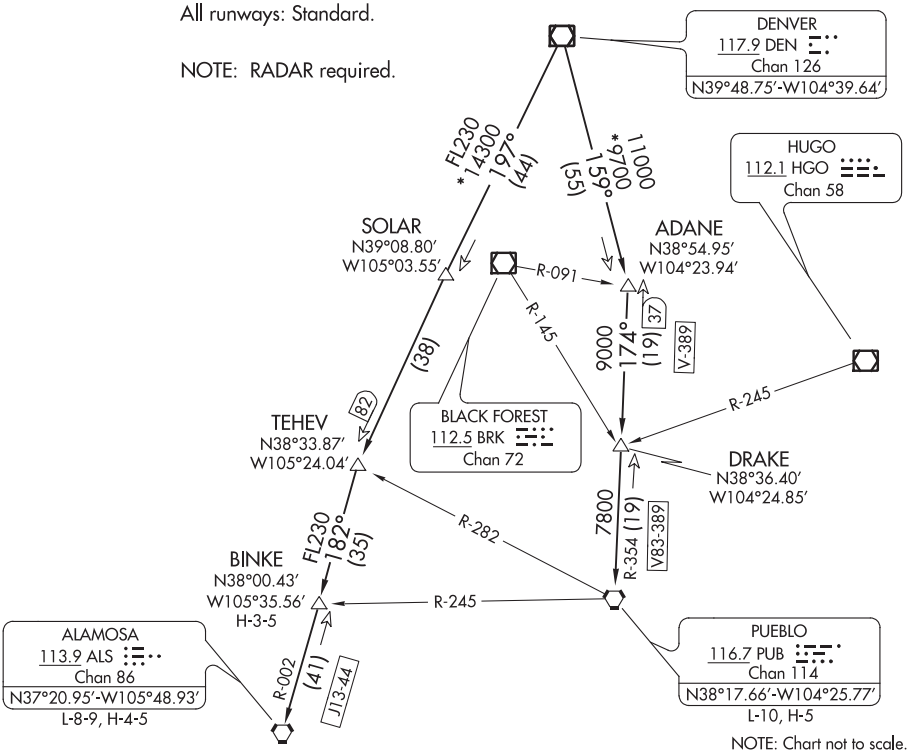
CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS

All runways: Standard.

NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

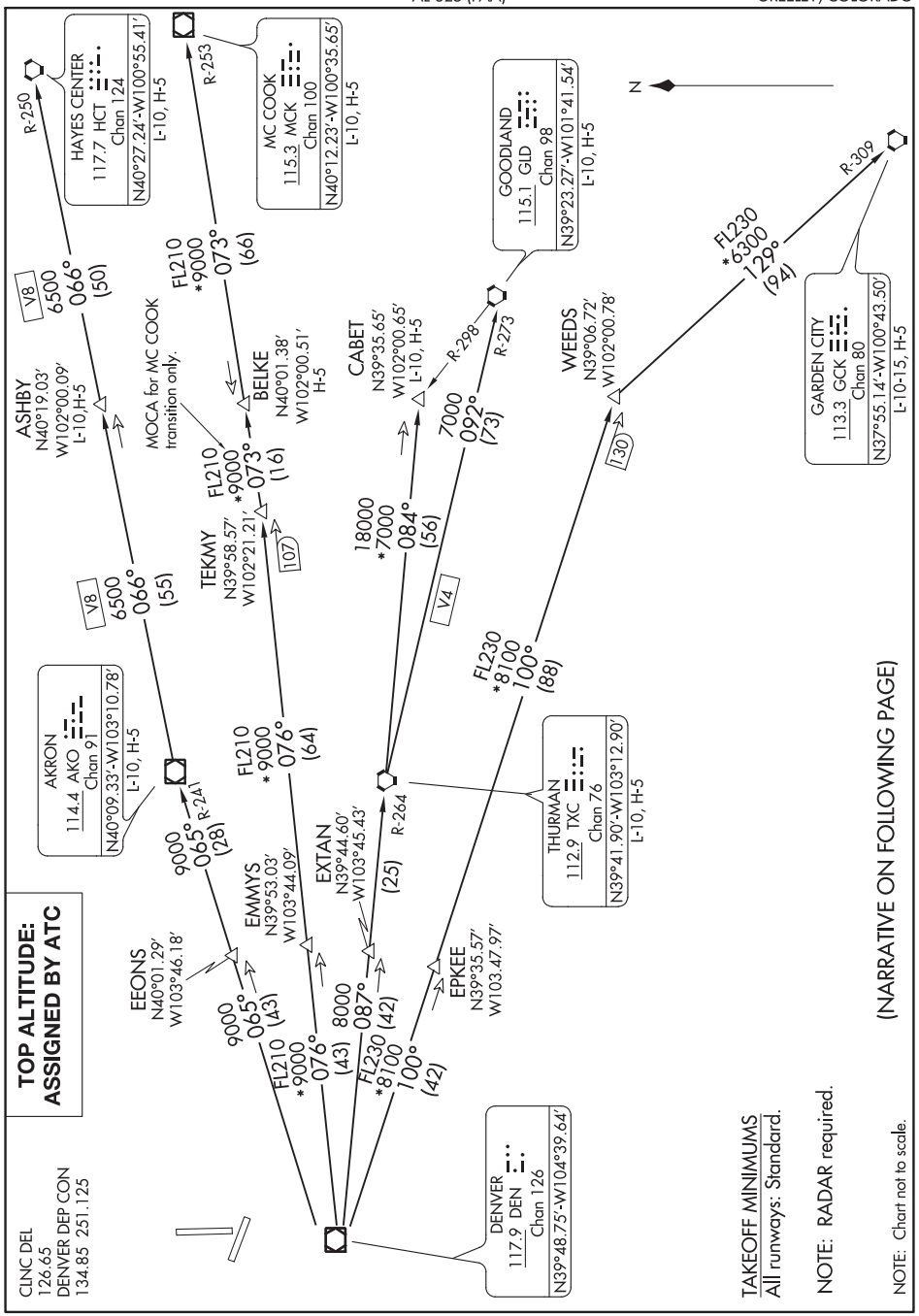
PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

(PLAIN1.DEN) 20030

PLAINS ONE DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



TAKEOFF MINIMUMS
All runways: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

AKRON TRANSITION (PLAIN1.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN1.ASHBY): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to ASHBY.

BELKE TRANSITION (PLAIN1.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN1.CABET): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-084 to CABET.

GARDEN CITY TRANSITION (PLAIN1.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN1.GLD): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC, then on TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN1.HCT): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME, then on AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN1.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN1.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN1.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

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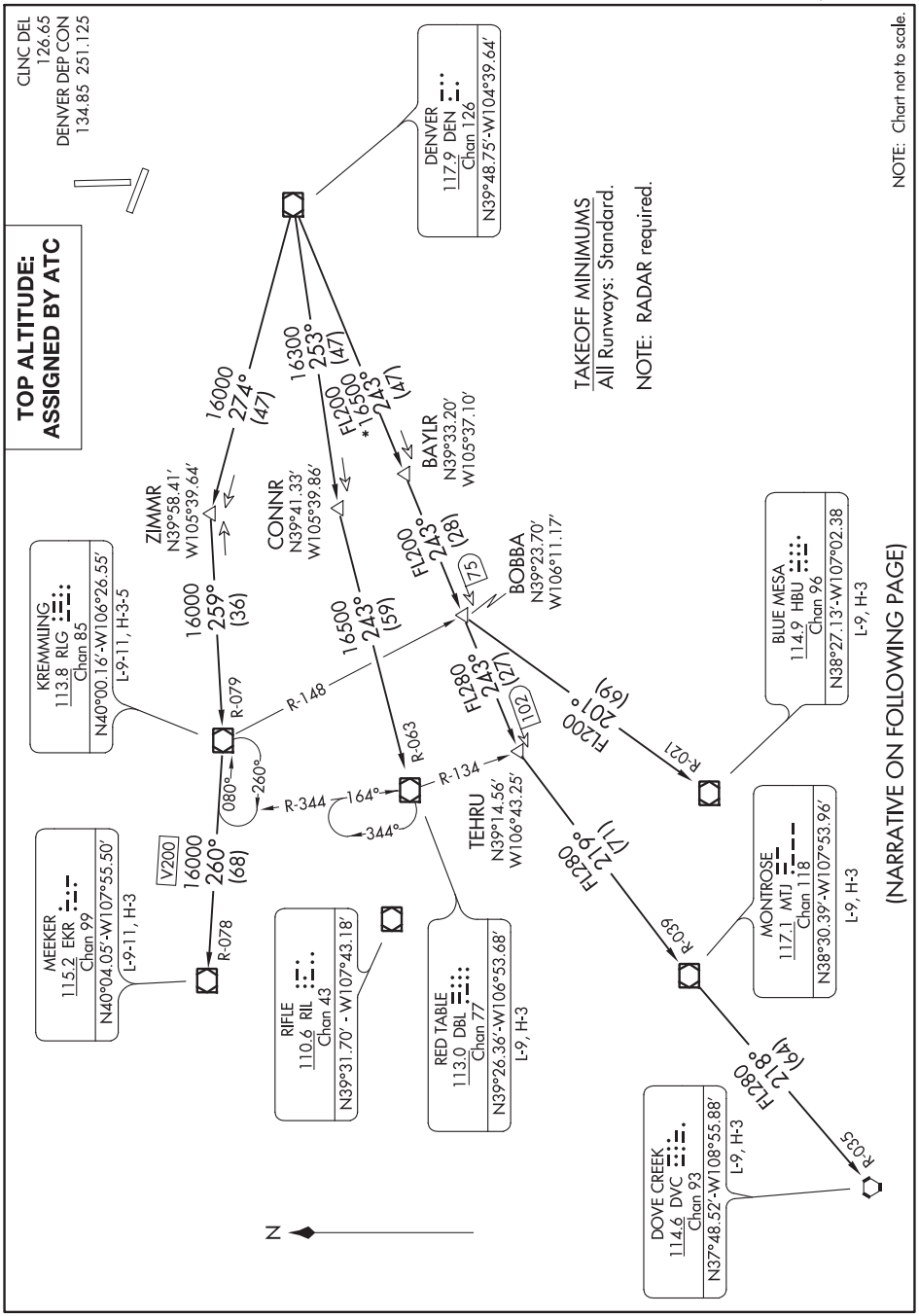
(ROCKI5.DEN) 20086

ROCKIES FIVE DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ROCKIES FIVE DEPARTURE

(ROCKI5.DEN) 26MAR20

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

BLUE MESA TRANSITION (ROCKI5.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI5.DVC): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME, then on MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI5.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI5.EKR): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME, then on RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI5.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI5.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

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SW-1, 25 FEB 2021 to 22 APR 2021

(SKYEE1.SKYEE) 20086

SKYEE ONE DEPARTURE (RNAV)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

SATLE 8000
160° (12)
SKYEE
14200 *11300 191° (31)
14200 *10400 172° (31)
FL180 *9500 135° (37)
FL180 *9800 149° (34)
SOLAR 14200
SCAGS 14200
SHOJO
STAKR
17000 *12300 199° (48)
FL230 *15800 189° (24)
FL180 *9900 165° (39)
FL180 *9500 158° (39)
SMMUR 17000
FRNKE FL230
AZARO
SABTH
FL180 *7700 132° (35)
17000 *16000 198° (28)
FL230 *14300 189° (52)
SLEEK
DAAYE
FL180 *9900 160° (65)
FL180 *7800 139° (84)
SUDDZ
JOPLN
VRONI

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

SKYEE ONE DEPARTURE (RNAV)

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

(SKYEE1.SKYEE) 26MAR20

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

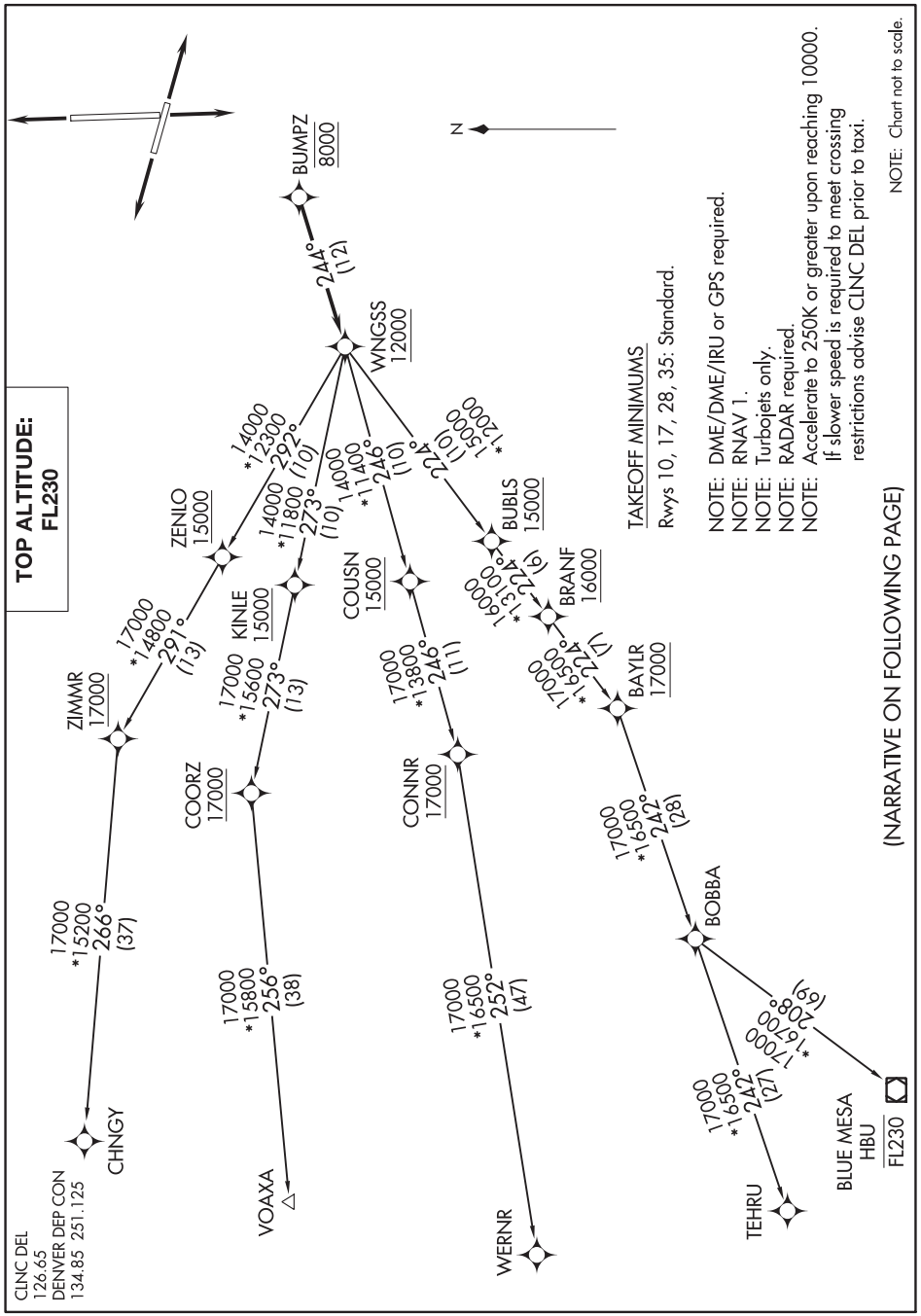
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

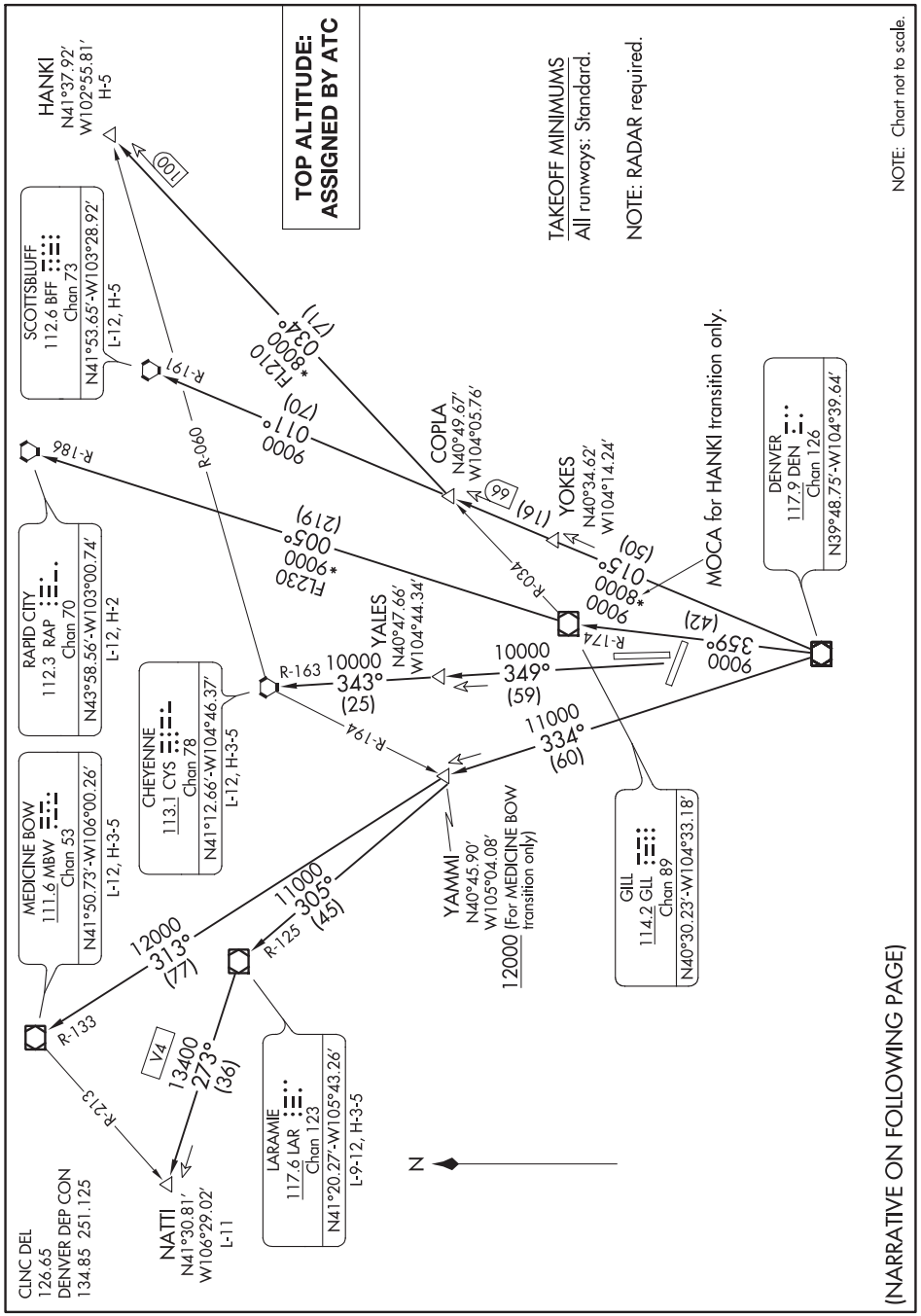
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(YELLO4.DEN) 20198

YELLOWSTONE FOUR DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

YELLOWSTONE FOUR DEPARTURE

(YELLO4.DEN) 16JUL20

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

GUNNISON, COLORADO AL-517 (FAA) 20254

LOC/DME I-GUC 110.5 Chan 42	APP CRS 062°	Rwy ldg 9397 TDZE 7667 Apt Elev 7680

ILS or LOC RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

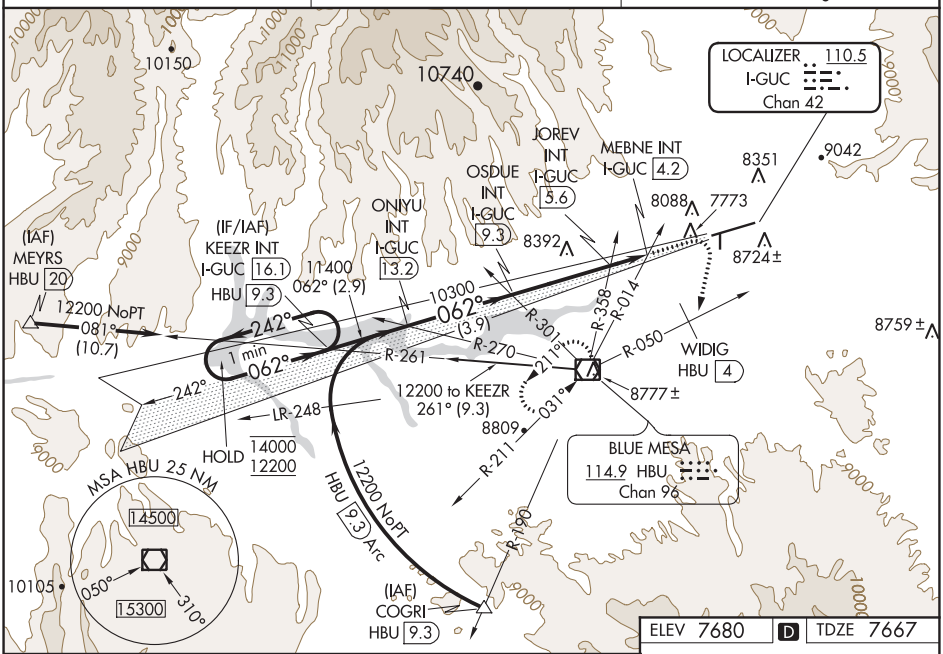
DME required.

Rwy 6 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. Procedure NA when airport closed except by prior arrangement. -26°C

MALSF

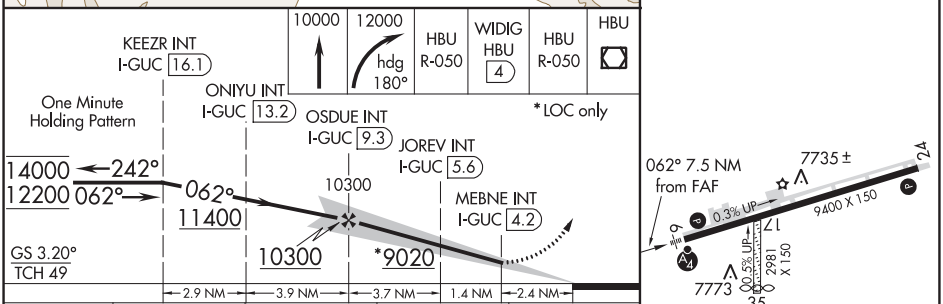
MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 on heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue on HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF)



SW-1, 25 FEB 2021 to 22 APR 2021

ELEV 7680 D TDZE 7667



CATEGORY	A	B	C	D
S-ILS 6	8590-3 923 (1000-3)			NA
S-LOC 6	9020-3 1353 (1400-3)			
CIRCLING	9260-3 1580 (1600-3)			
JOREV FIX MINIMUMS				
S-LOC 6	8640-3 973 (1000-3)			
CIRCLING	9260-3 1580 (1600-3)			

HIRL Rwy 6-24
REIL Rwy 24

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

APP CRS	Rwy ldg	9397
061°	TDZE	7667
	Apt Elev	7680

RNAV (RNP) RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

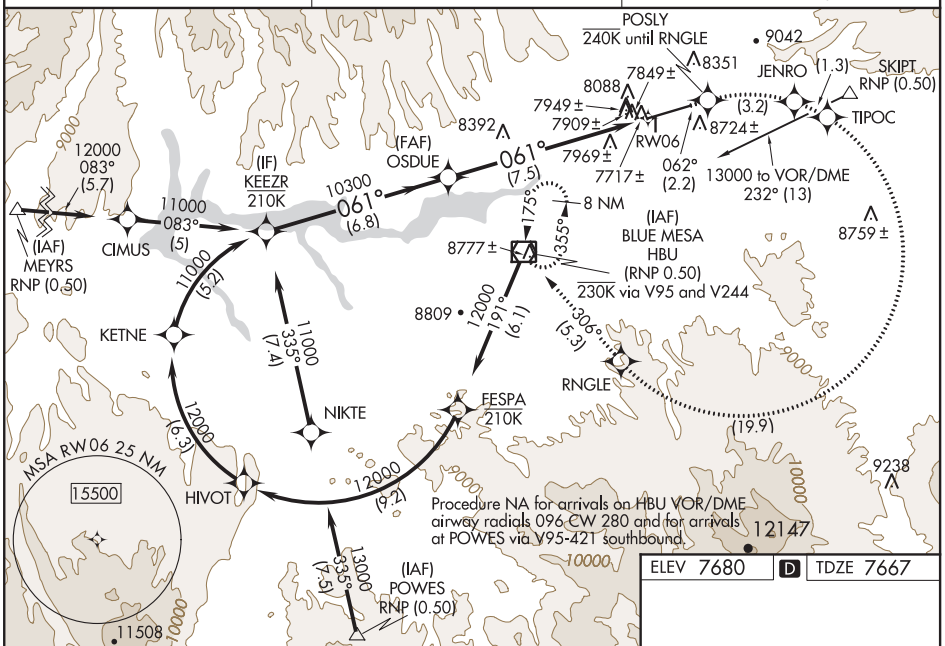
T
A
-26°C

RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.
* Missed approach requires minimum climb of 310 feet per NM to 9000.
# Missed approach requires minimum climb of 260 feet per NM to 9000.
† Missed approach requires minimum climb of 230 feet per NM to 9000. For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20# to 1¾ , RNP 0.26† to 2, and RNP 0.30 to 2¼.

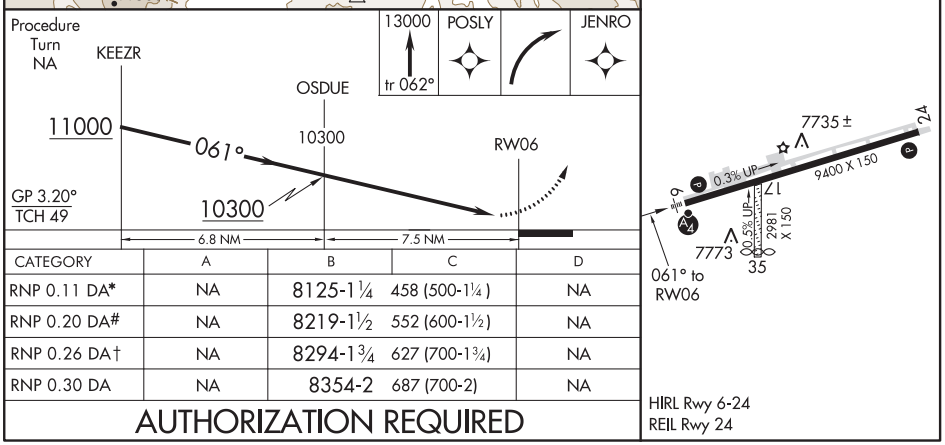
MALSF

MISSED APPROACH: (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.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L



ELEV 7680 D TDZE 7667



CATEGORY	A	B	C	D
RNP 0.11 DA*	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA#	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA†	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

AUTHORIZATION REQUIRED

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	9397
242°	TDZE	7680
	Apt Elev	7680

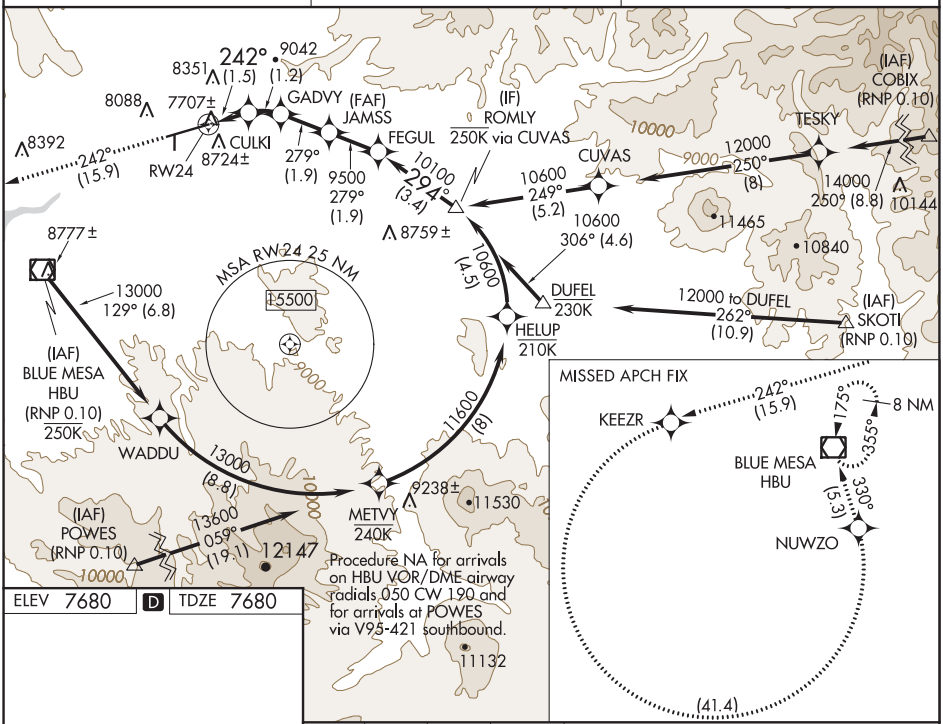
RNAV (RNP) RWY 24
GUNNISON-CRESTED BUTTE RGNL (GUC)

T
-26°C

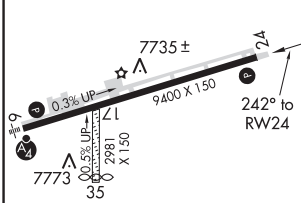
RF and GPS required.
When local altimeter setting not received, procedure NA.
Procedure NA for aircraft with wingspan greater than 136 feet.
For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 24°C (75°F).
When VGSI inoperative, procedure NA at night.
Missed approach requires minimum climb of 425 feet per NM to 9000.

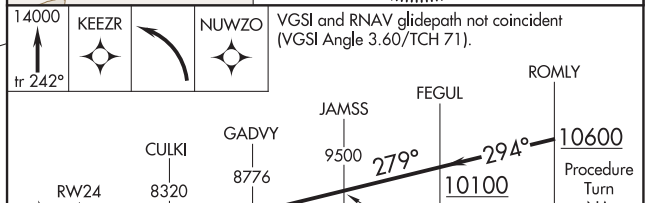
MISSED APPROACH: Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L



ELEV 7680 | D | TDZE 7680





CATEGORY	A	B	C	D
RNP 0.10 DA	7989-1 309 (400-1)			NA

AUTHORIZATION REQUIRED

HIRL Rwy 6-24
REIL Rwy 24

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	N/A
245°	TDZE	N/A
	Apt Elev	7680

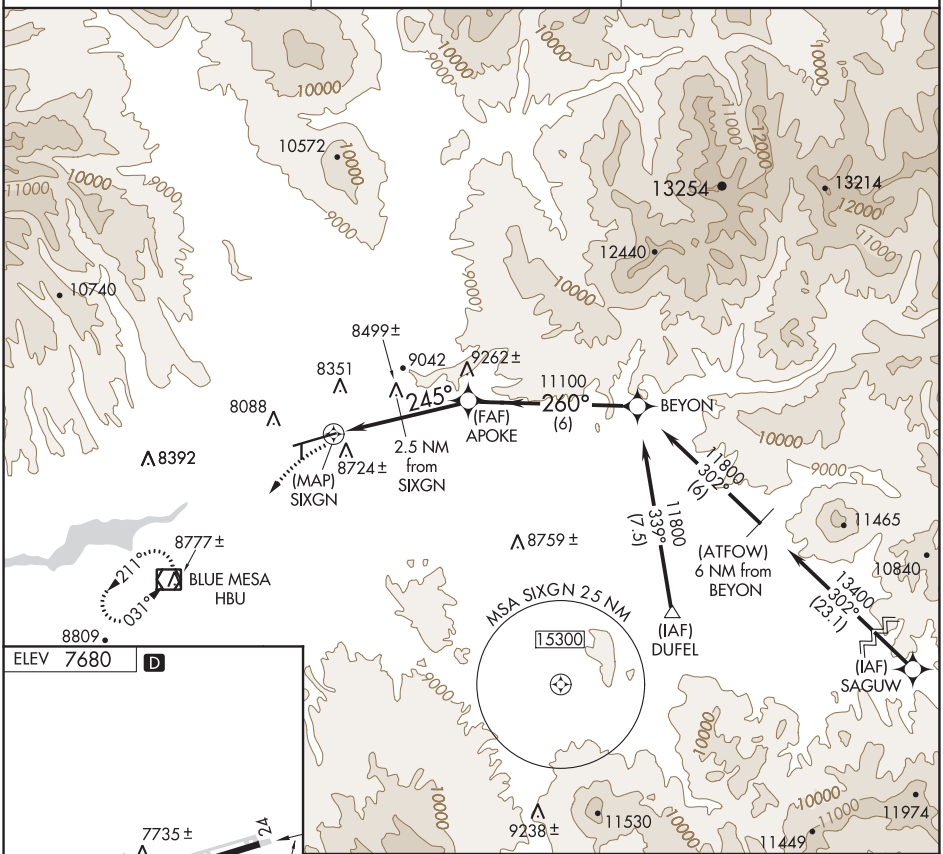
GPS-B
GUNNISON-CRESTED BUTTE RGNL (GUC)

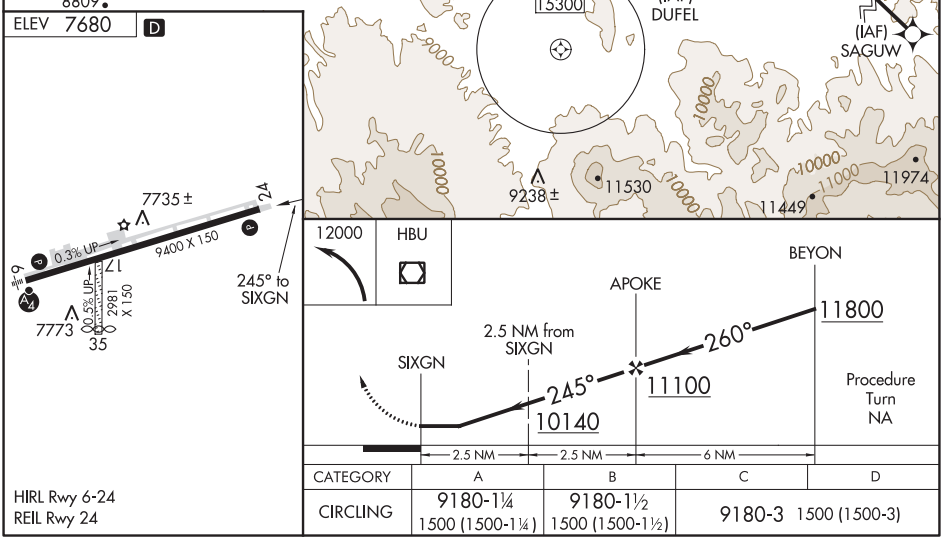
NA
-26°C

Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	9180-1¼ 1500 (1500-1¼)	9180-1½ 1500 (1500-1½)	9180-3 1500 (1500-3)	

HIRL Rwy 6-24
REIL Rwy 24

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

GUNNISON, COLORADO AL-517 (FAA) 20254

VOR/DME HBU 114.9 Chan 96	APP CRS 031°	Rwy ldg N/A TDZE N/A Apt Elev 7680

VOR or GPS-A

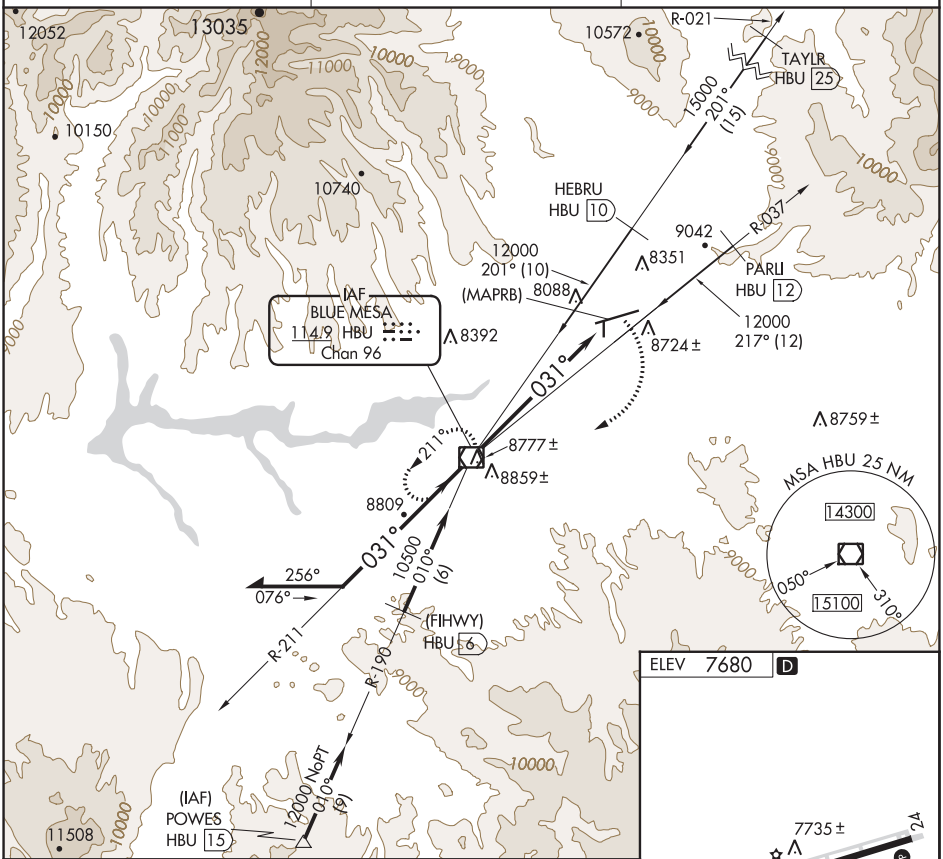
GUNNISON-CRESTED BUTTE RGNL (GUC)

T A -26°C

Procedure NA when airport closed except by prior arrangement. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
135.075	124.5 350.25	122.7 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	9260-2 1580 (1600-2)	9340-2 1660 (1700-2)	9340-3 1660 (1700-3)	9900-3 2220 (2300-3)

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 10
YAMPA VALLEY (HDN)

LOC/DME I-HDN	APP CRS	Rwy ldg	9490
109.9	104°	TDZE	6591
Chan 36		Apt Elev	6606

DME required

NA

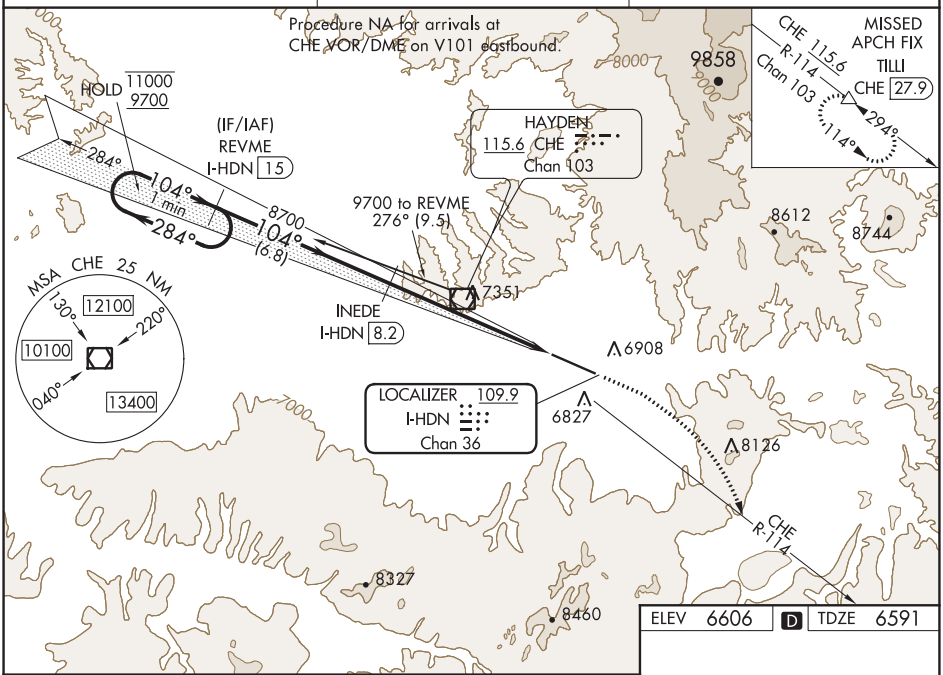
-30°C

Inoperative table does not apply to # S-ILS 10 all Cats.
#Missed approach requires a minimum climb of 307 feet per NM to 8700.

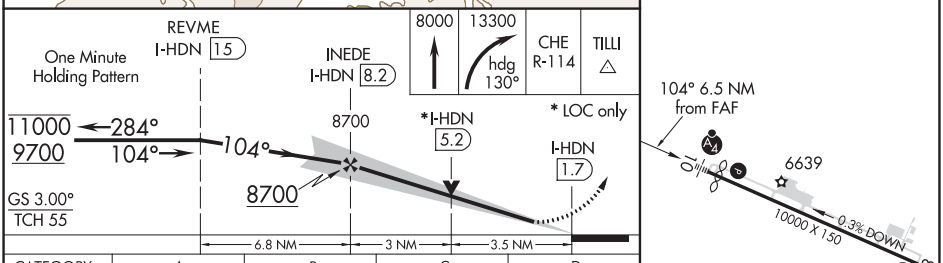
MALSF

MISSED APPROACH: Climb to 8000 then climbing right turn to 13300 on heading 130° and on CHE VOR/DME R-114 to TILLI/CHE 27.9 DME and hold, continue climb-in-hold to 13300.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6606 D TDZE 6591



CATEGORY	A	B	C	D
# S-ILS 10	6791-¾ 200 (200-¾)			
S-ILS 10	7307-2½ 716 (800-2½)			
S-LOC 10	7760-1 1169 (1200-1)	7760-1¼ 1169 (1200-1¼)	7760-3 1169 (1200-3)	
C CIRCLING	7760-1¼ 1154 (1200-1¼)	7760-1½ 1154 (1200-1½)	7760-3 1154 (1200-3)	8180-3 1574 (1600-3)

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

HAYDEN, COLORADO | AL-5983 (FAA) | 20086

RNAV (RNP) Z RWY 10
YAMPA VALLEY (HDN)

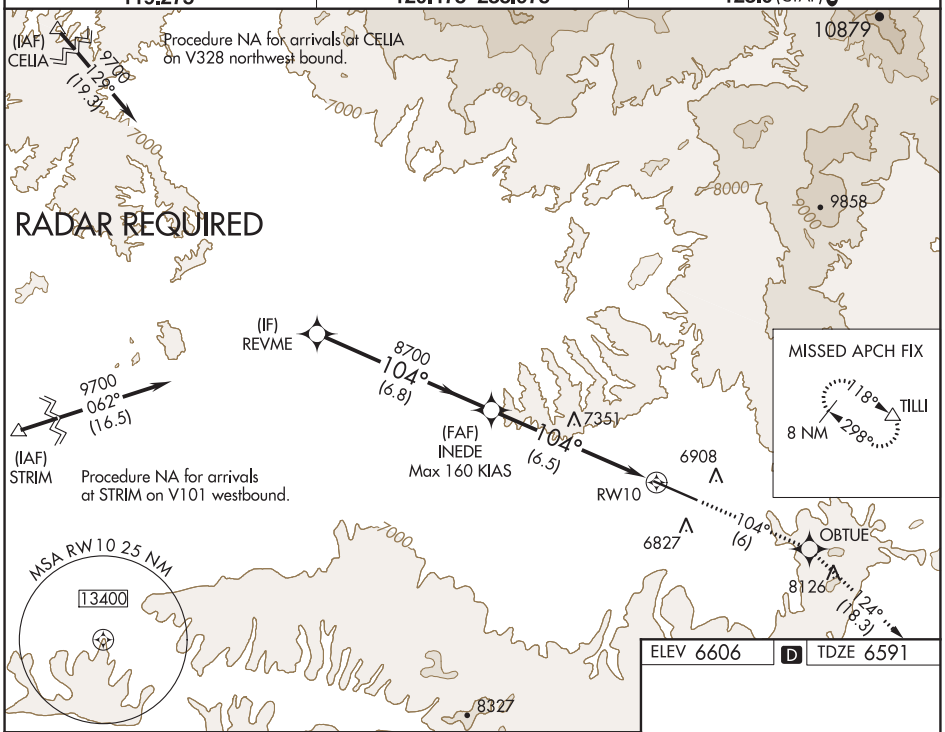
APP CRS	Rwy ldg	9490
104°	TDZE	6591
	Apt Elev	6606

GPS required. Inop table does not apply to RNP 0.30. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 44°C (112°F). For inop MALSF, increase *RNP 0.20 Cat D visibility to 1⅜mile and RNP 0.20 all Cats to 3 miles. *Missed approach requires a minimum climb of 286 feet per NM to 8900. -30°C

MALSF

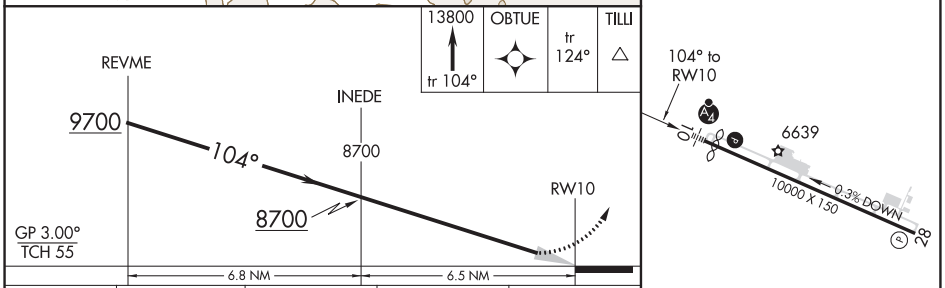
MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6606 | D | TDZE 6591

13800	OBTUE	tr 124°	TILLI
tr 104°			



CATEGORY	A	B	C	D
RNP 0.20 DA*	7016-1⅛ 425 (500-1⅛)			
RNP 0.20 DA	7344-2½ 753 (800-2½)			
RNP 0.30 DA	7921-5 1330 (1400-5)			

AUTHORIZATION REQUIRED

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 48825 W28A	APP CRS 303°	Rwy ldg 10000 TDZE 6606 Apt Elev 6606

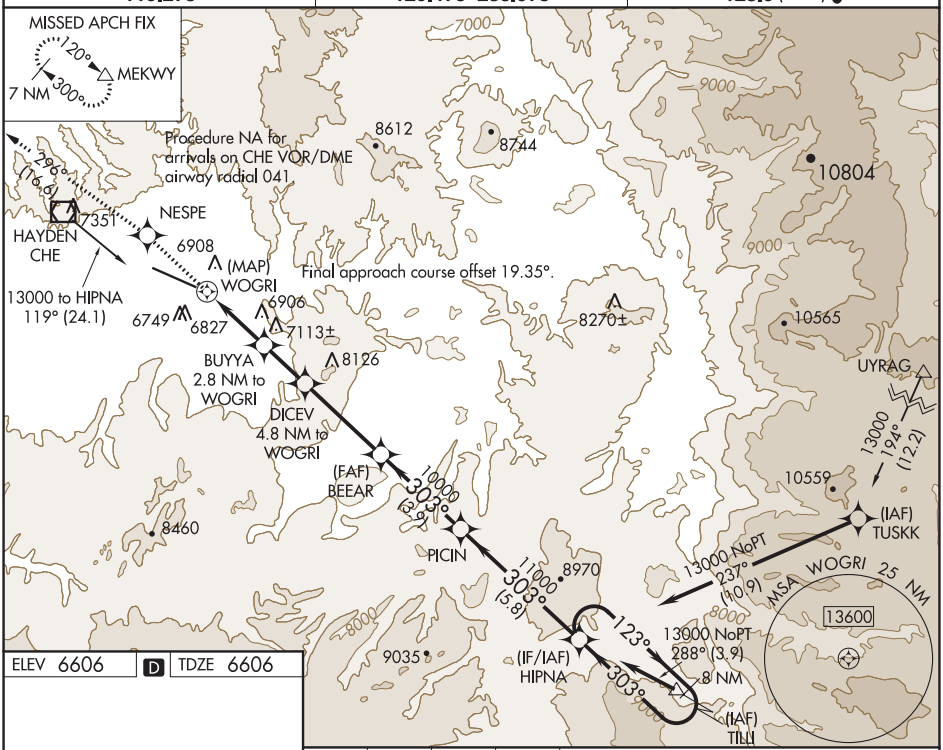
RNAV (GPS) RWY 28
YAMPA VALLEY (HDN)

RNP APCH.

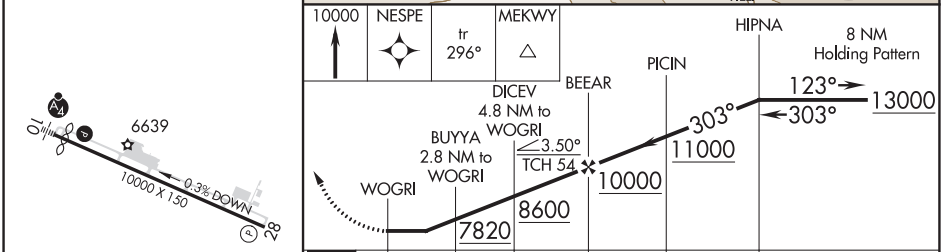
When local altimeter not received use Craig-Moffat altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C/D visibility ¼ mile. Rwy 28 helicopter visibility reduction below ¾ SM NA. -30°C

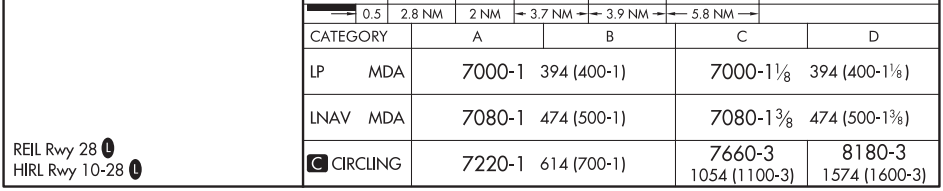
MISSED APPROACH: Climb to 10000 direct NESPE and on track 296° to MEKWY and hold.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6606 | D | TDZE 6606





CATEGORY	A	B	C	D
LP MDA	7000-1 394 (400-1)		7000-1⅛ 394 (400-1⅛)	
LNAV MDA	7080-1 474 (500-1)		7080-1⅜ 474 (500-1⅜)	
C CIRCLING	7220-1 614 (700-1)		7660-3 1054 (1100-3)	8180-3 1574 (1600-3)

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

HAYDEN, COLORADO

AL-5983 (FAA)

20086

RNAV (GPS) Y RWY 10
YAMPA VALLEY (HDN)

WAAS CH 53410 W10A	APP CRS 104°	Rwy ldg 9490 TDZE 6591 Apt Elev 6606

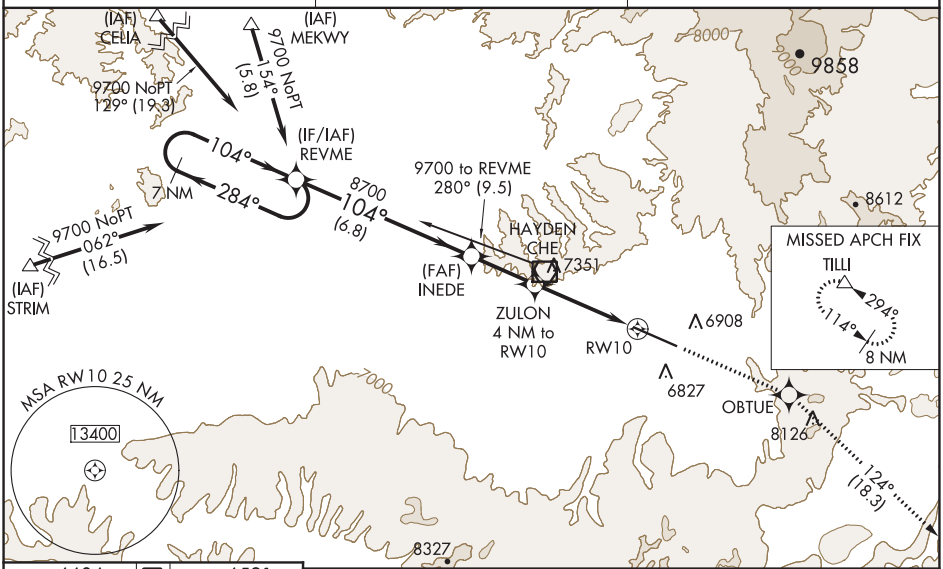
T
A
-30°C

Inoperative table does not apply. Baro-VNAV NA when using Craig-Moffat altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 44°C (112°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and LPV all Cats visibility ½ mile.
Missed approach requires a minimum climb of 295 feet per NM to 8700.

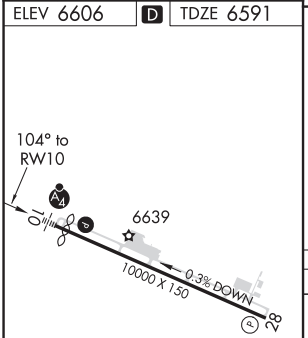
MALSF

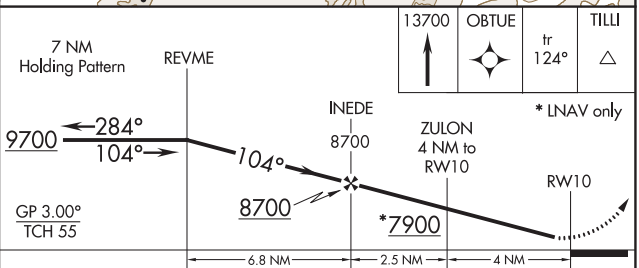
MISSED APPROACH: Climb to 13700 direct OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13700.

AWOS-3	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L



ELEV 6606 | D | TDZE 6591





CATEGORY	A	B	C	D
#LPV DA	6791-¾ 200 (200-¾)			
LPV DA	7308-2½ 717 (800- 2½)			
LNAV/VNAV DA	7918-5 1327 (1400-5)			
LNAV MDA	7700-1 1109 (1100-1)	7700-1¼ 1109 (1100-1¼)	7700-3 1109 (1100-3)	
C CIRCLING	7700-1¼ 1094 (1100-1¼)	7700-1½ 1094 (1100-1½)	7700-3 1094 (1100-3)	8180-3 1574 (1600-3)

REIL Rwy 28 L
HIRL Rwy 10-28 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

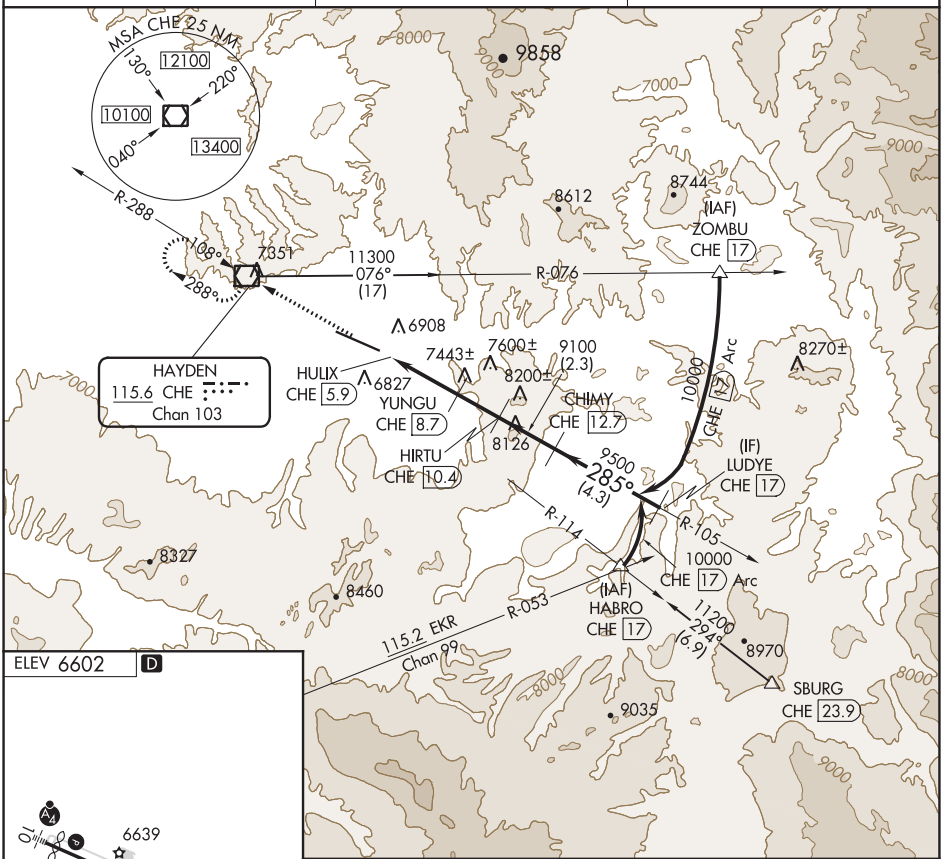
VOR/DME-B
YAMPA VALLEY (HDN)

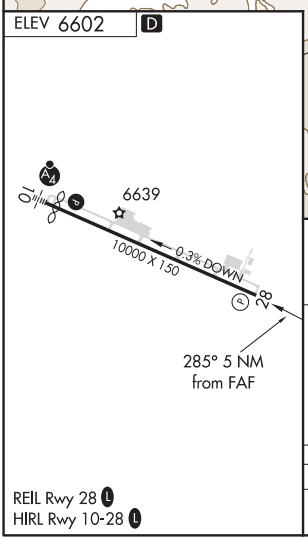
VOR/DME CHE 115.6 Chan 103	APP CRS 285°	Rwy ldg N/A TDZE N/A Apt Elev 6602

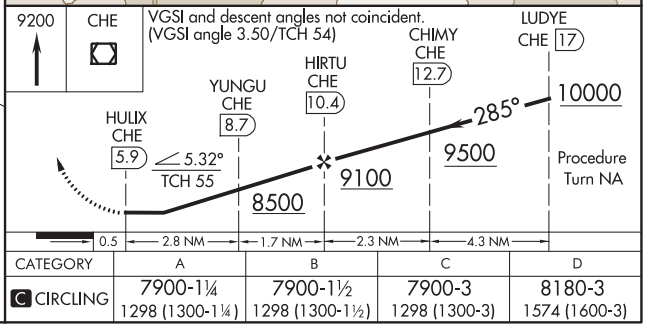
When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet.
-30°C Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

AWOS-3PT	DENVER CENTER	UNICOM
119.275	120.475 235.975	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	7900-1¼ 1298 (1300-1¼)	7900-1½ 1298 (1300-1½)	7900-3 1298 (1300-3)	8180-3 1574 (1600-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 3
LEA COUNTY RGNL (HOB)

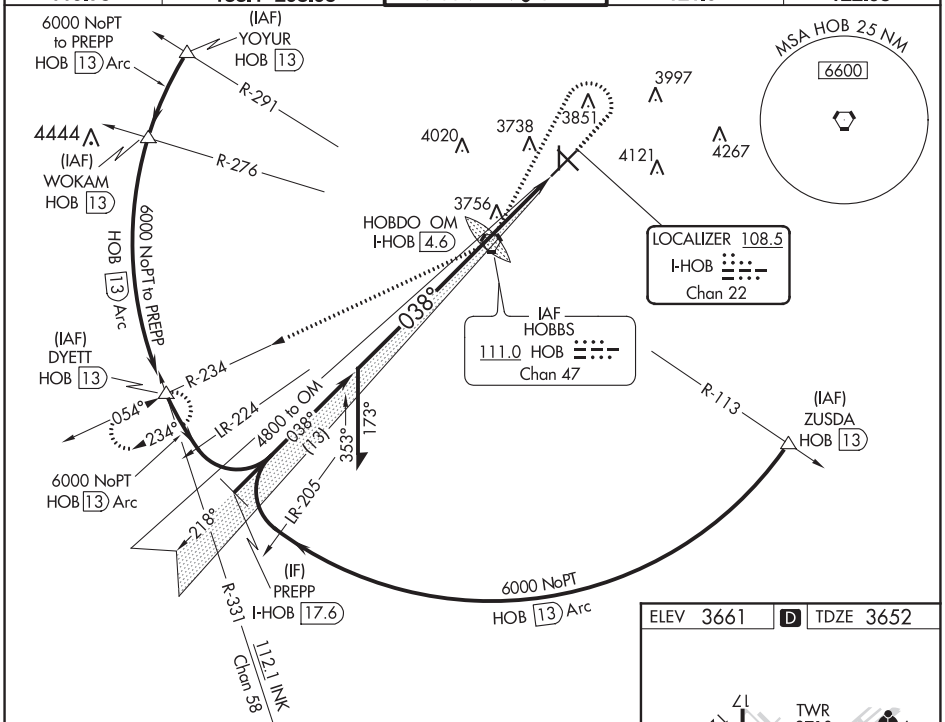
LOC/DME I-HOB	APP CRS	Rwy ldg	7020
108.5	038°	TDZE	3652
Chan 22		Apt Elev	3661

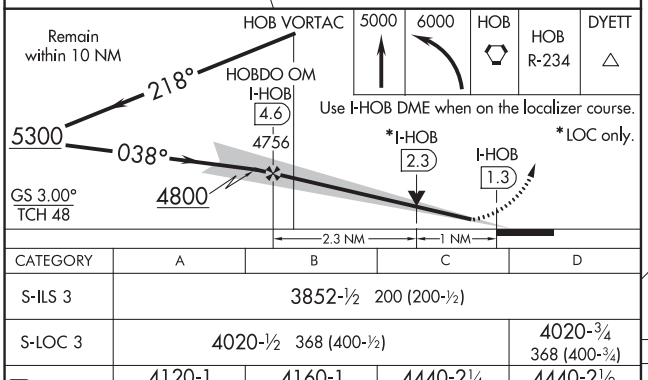
When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet; increase S-ILS all Cats visibility ¾ mile, increase S-LOC Cats C/D visibility ¾ mile, increase Circling Cat C visibility ¾ mile, increase Circling Cat D visibility ½ mile. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1¾. VDP NA when using Carlsbad altimeter setting. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

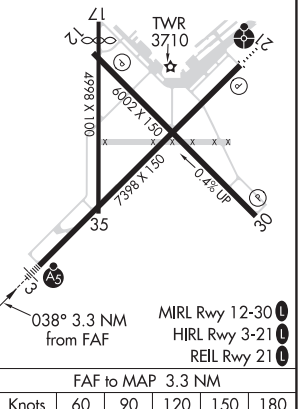
ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95





CATEGORY	A	B	C	D
S-ILS 3	3852-½ 200 (200-½)			
S-LOC 3	4020-½ 368 (400-½)			4020-¾ 368 (400-¾)
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

ELEV 3661 D TDZE 3652



FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 90215 W03A	APP CRS 038°	Rwy ldg 7020 TDZE 3652 Apt Elev 3661

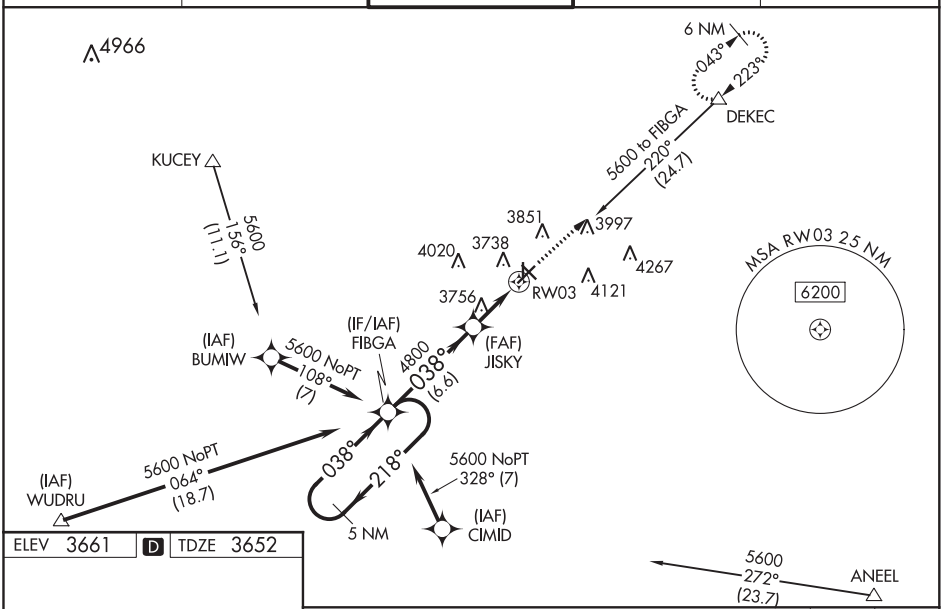
RNAV (GPS) RWY 3
LEA COUNTY RGNL (HOB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 52°C (126°F). DME/DME-RNP-0.3 NA. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ⅞ mile, Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV. For inoperative MALSR increase LNAV Cats C/D visibility to 1 mile. For inoperative MALSR when using Carlsbad altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1¾ miles, and LNAV Cats C/D to 1⅞ miles. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

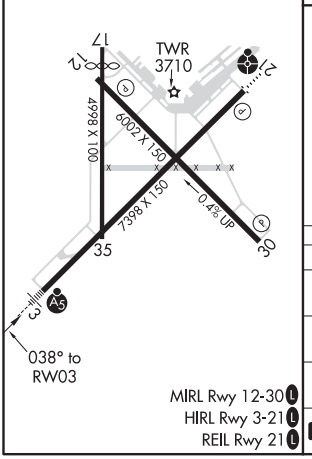
MALSR

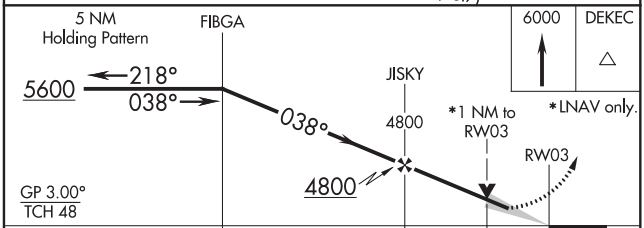
MISSED APPROACH: Climb to 6000 direct DEKEC and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER ★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95



ELEV 3661 | D | TDZE 3652





CATEGORY	A	B	C	D
LPV DA	3902-¾ 250 (300-¾)			
LNAV/VNAV DA	3902-¾ 250 (300-¾)			
LNAV MDA	4020-½ 368 (400-½)		4020-⅝ 368 (400-⅝)	
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 82735 W21A	APP CRS 218°	Rwy ldg 7398 TDZE 3649 Apt Elev 3661

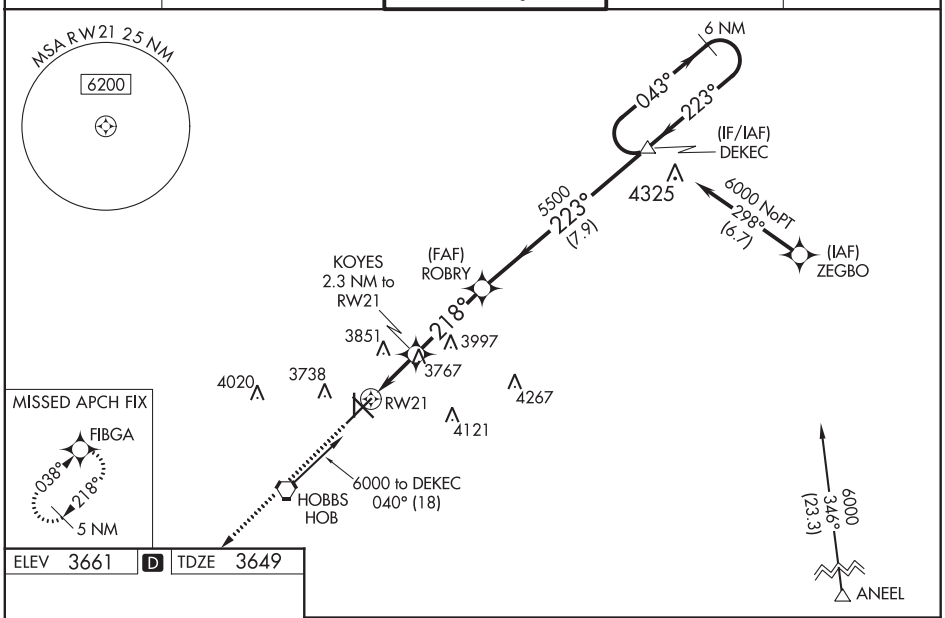
RNAV (GPS) RWY 21
LEA COUNTY RGNL (HOB)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (128°F). DME/DME-RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cats C/D. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility ⅞ mile, LNAV Cats C/D and Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. For inoperative ODALS when using Carlsbad altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D vis to 1⅞ miles. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

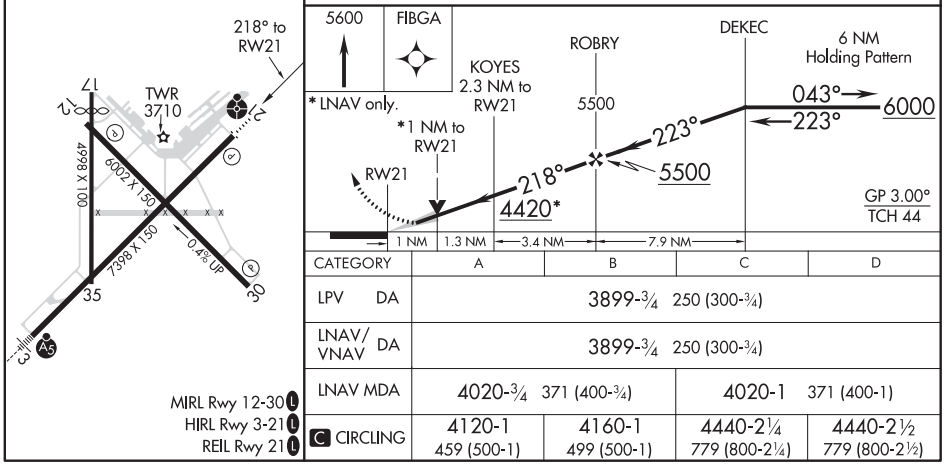
ODALS

MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER *	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95



ELEV 3661 D TDZE 3649



CATEGORY	A	B	C	D
LPV DA	3899-¾ 250 (300-¾)			
LNAV/VNAV DA	3899-¾ 250 (300-¾)			
LNAV MDA	4020-¾ 371 (400-¾)		4020-1 371 (400-1)	
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

MIRL Rwy 12-30 L
HIRL Rwy 3-21 L
REIL Rwy 21 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

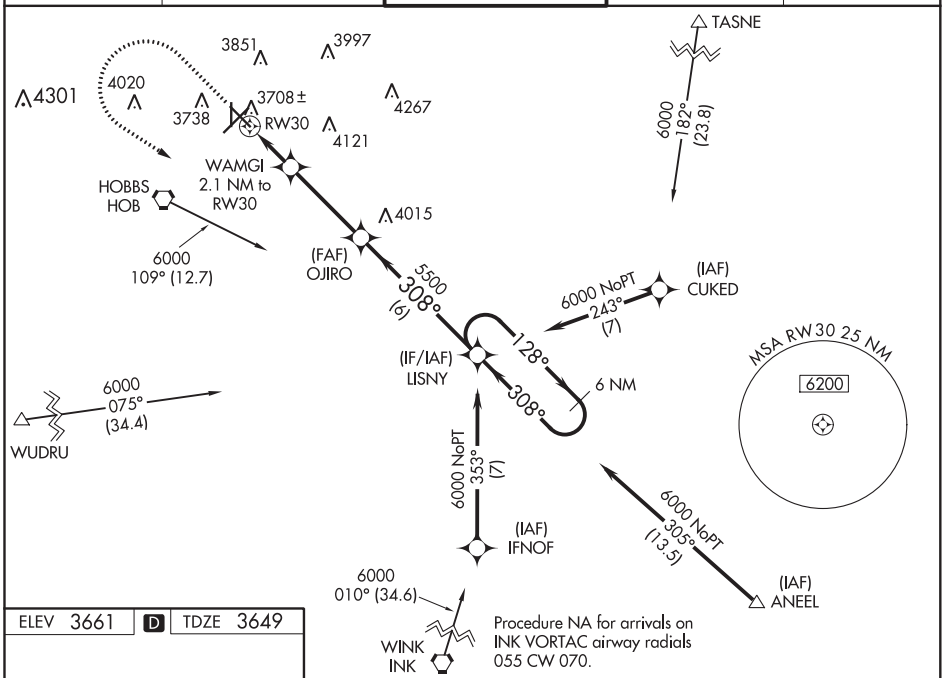
WAAS CH 69635 W30A	APP CRS 308°	Rwy ldg 6002 TDZE 3649 Apt Elev 3661

RNAV (GPS) RWY 30
LEA COUNTY RGNL (HOB)

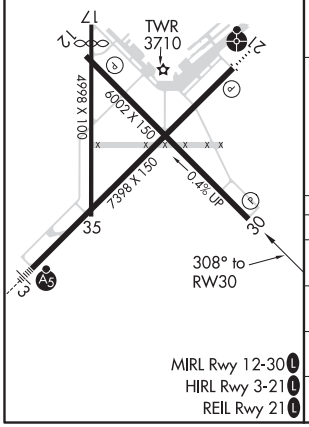
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility 1⅛ mile, LNAV Cats C/D and Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

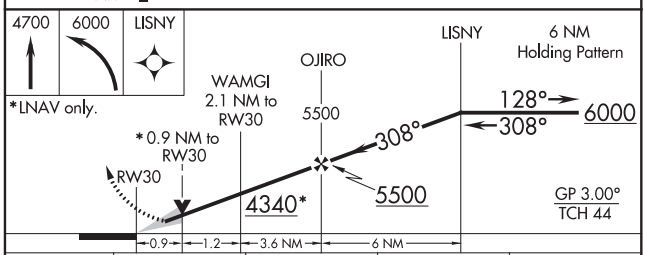
MISSED APPROACH: Climb to 4700 then climbing left turn to 6000 direct LISNY and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER *	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95



ELEV 3661 | D | TDZE 3649





CATEGORY	A	B	C	D
LPV DA	3899-¾ 250 (300-¾)			
LNAV/VNAV DA	3899-¾ 250 (300-¾)			
LNAV MDA	3960-1 311 (300-1)			
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

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SW-1, 25 FEB 2021 to 22 APR 2021

HOBBS, NEW MEXICO | AL-851 (FAA) | 20310

LOC BC RWY 21
LEA COUNTY RGNL (HOB)

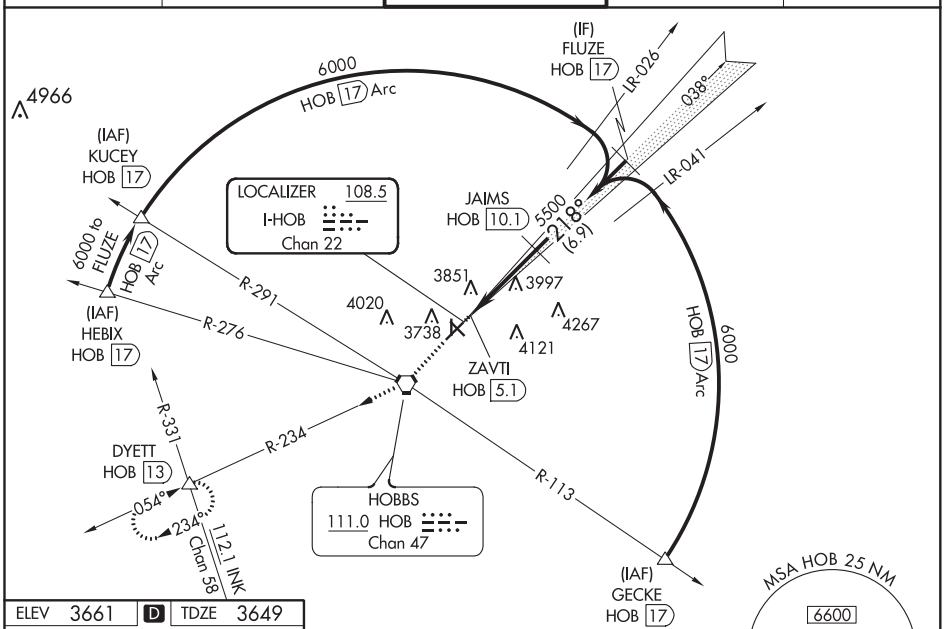
LOC/DME I-HOB	APP CRS	Rwy ldg	7398
108.5	218°	TDZE	3649
Chan 22		Apt Elev	3661

DME from HOB VORTAC. Simultaneous reception of I-HOB and HOB DME required. When local altimeter not received, use Carlsbad altimeter setting and increase all MDA 300 feet; increase S-21 Cat C/D visibility ¾ mile; increase Circling Cat C visibility ¾ mile; increase Circling Cat D visibility ½ mile. Inoperative table does not apply. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night. DME required.

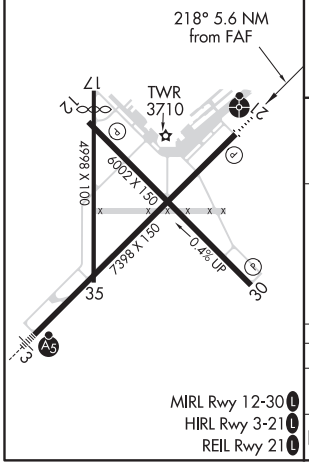
ODALS

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER★	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95

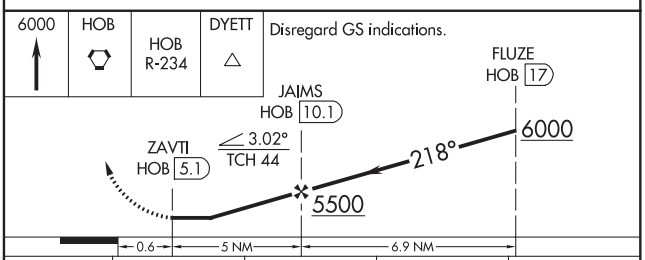


ELEV 3661 | D | TDZE 3649



MIRL Rwy 12-30 L
HIRL Rwy 3-21 L
REIL Rwy 21 L

DME REQUIRED
BACK COURSE



CATEGORY	A	B	C	D
S-21	4080-1 431 (500-1)		4080-1¼ 431 (500-1¼)	4080-1½ 431 (500-1½)
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

VORTAC HOB	APP CRS	Rwy ldg 7398
111.0	212°	TDZE 3649
Chan 47		Apt Elev 3661

VOR or TACAN RWY 21

LEA COUNTY RGNL (HOB)

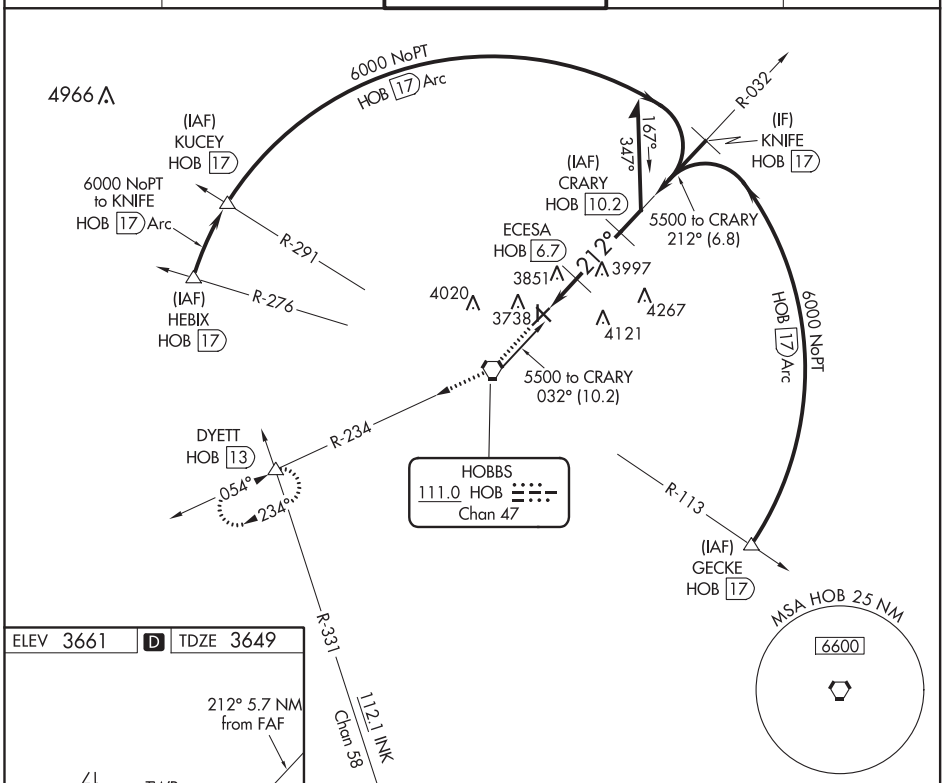
DME required for procedure entry. DME required.

Circling Rwy 17 NA at night.
Rwy 17 helicopter visibility reduction below 1 SM NA.

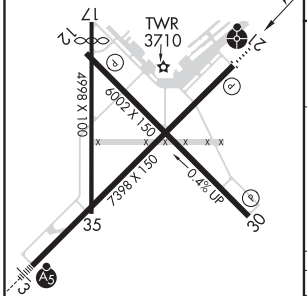
ODALS

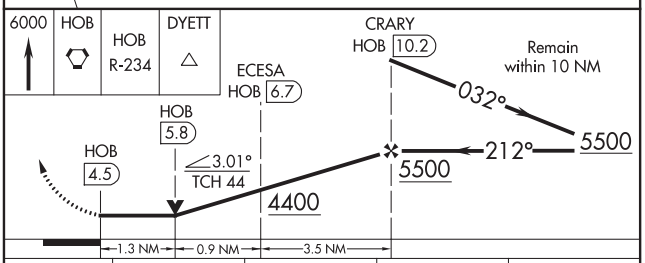
MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS	FORT WORTH CENTER	HOBBS TOWER*	GND CON	UNICOM
119.75	133.1 298.95	120.65 (CTAF) L 317.4	121.9	122.95



ELEV 3661 | D | TDZE 3649





CATEGORY	A	B	C	D
S-21	4120-1 471 (500-1)		4120-1⅜ 471 (500-1⅜)	4120-1½ 471 (500-1½)
C CIRCLING	4120-1 459 (500-1)	4160-1 499 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

MIRL Rwy 12-30 L
HIRL Rwy 3-21 L
REIL Rwy 21 L

SW-1, 25 FEB 2021 to 22 APR 2021

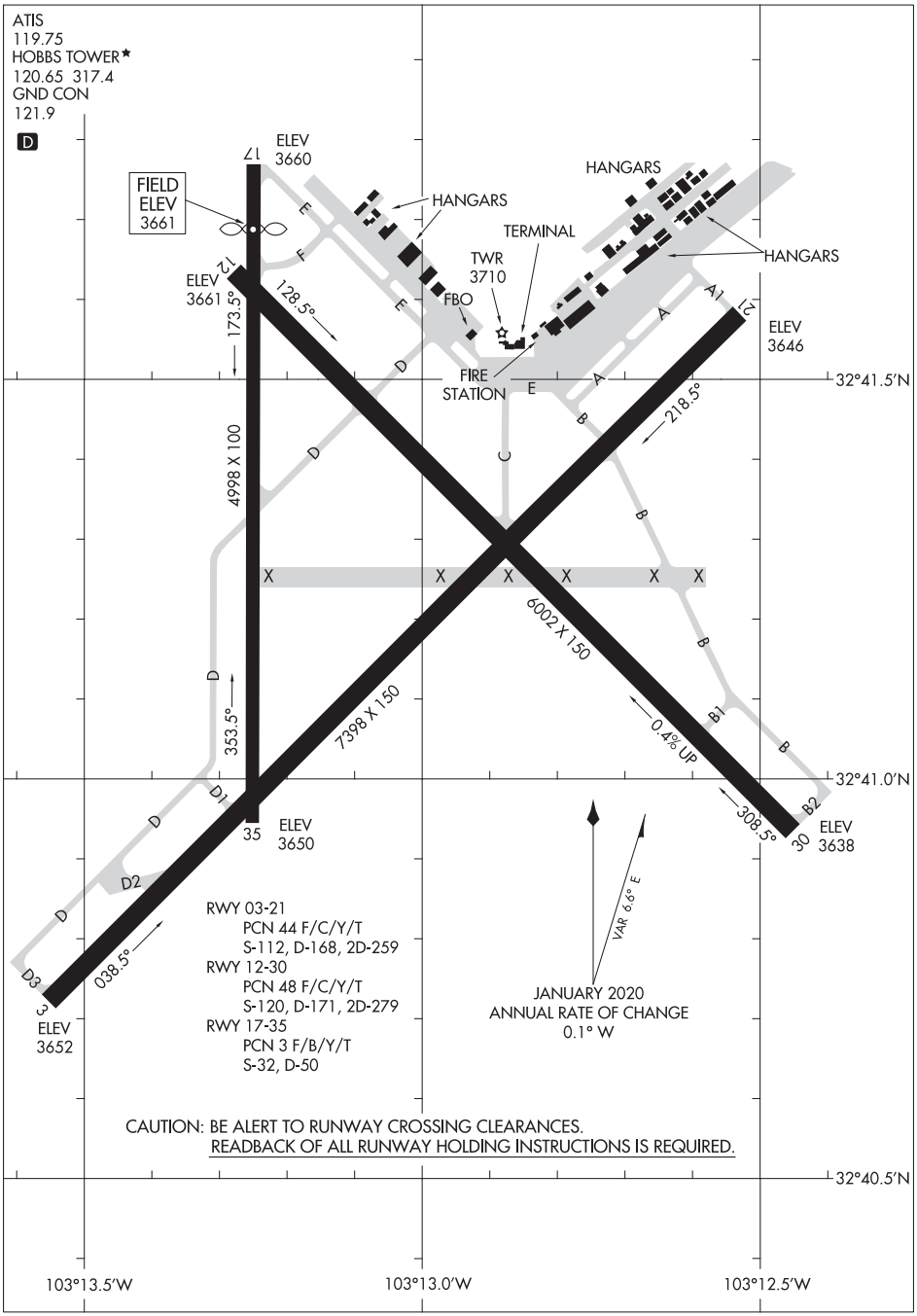
SW-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-851 (FAA)

LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
HOBBS, NEW MEXICO
LEA COUNTY RGNL (HOB)

ALAMOGORDO, NEW MEXICO

ILS or LOC X RWY 16

LOC I-MUK	APCH CRS	Rwy ldg 12,134
108.9	158°	TDZE 4083
		Arpt Elev 4093

AL-7 [USAF]

HOLLOMAN AFB (KHMN)

RADAR or DME required.

* When ALS inop, increase CAT CDE vis to 1⅜ miles.

ALSF-1

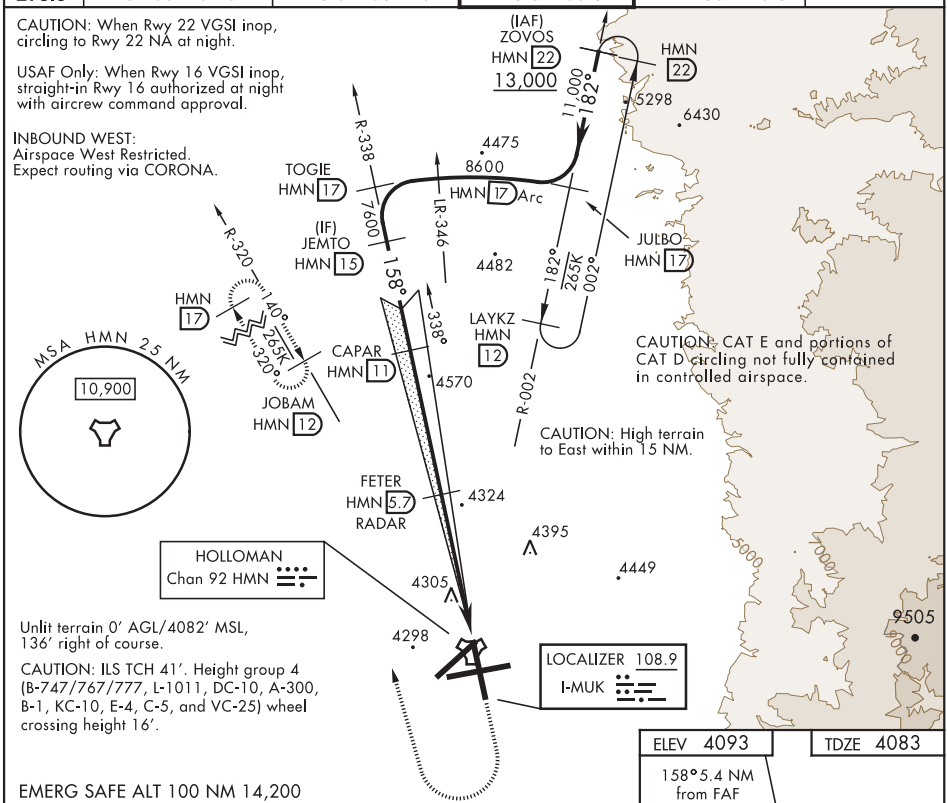
MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn right and intercept HMN R-320 outbound to JOBAM and hold.

ATIS ★	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER ★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

CAUTION: When Rwy 22 VGSI inop, circling to Rwy 22 NA at night.

USAF Only: When Rwy 16 VGSI inop, straight-in Rwy 16 authorized at night with aircrew command approval.

INBOUND WEST:
Airspace West Restricted.
Expect routing via CORONA.



CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: High terrain to East within 15 NM.

HOLLOMAN
Chan 92 HMN

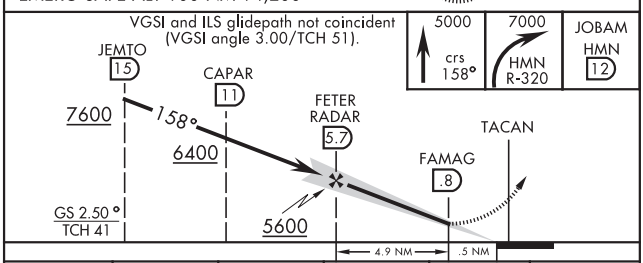
Unlit terrain 0′ AGL/4082′ MSL, 136′ right of course.

CAUTION: ILS TCH 41′. Height group 4 (B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25) wheel crossing height 16′.

LOCALIZER 108.9
I-MUK

EMERG SAFE ALT 100 NM 14,200

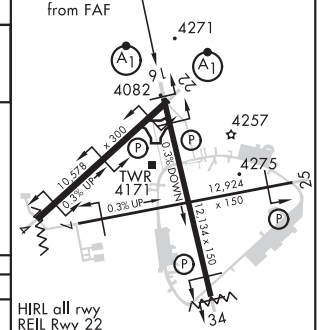
VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 51).



CATEGORY	A	B	C	D	E
S-ILS 16	4333-1		250	(300-1)	
S-LOC 16*	4580-1		497	(500-1)	
C CIRCLING	4740-1 647 (700-1)		4740-1¾ 647 (700-1¾)	4760-2 667 (700-2)	4760-2¼ 667 (700-2¼)

ELEV 4093 TDZE 4083

158° 5.4 NM from FAF



HIRL all rwy
REIL Rwy 22

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

ALAMOGORDO, NEW MEXICO 32° 51′N-106° 06′W HOLLOMAN AFB (KHMN)

Amdt 3 25FEB21

ILS or LOC X RWY 16

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

21056

ALAMOGORDO, NEW MEXICO

RNAV (GPS) RWY 16

HOLLOMAN AFB (KHMN)

APCH CRS	Rwy ldg	12,134
158°	TDZE	4083
	Arpt Elev	4093

AL-7 (USAF)

* When ALS inop, increase CAT ABCDE vis to 1 7/8 miles.
** When ALS inop, increase CAT CDE vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn direct JOBAM, do not exceed 265 KIAS until turn completion and hold.

ATIS★	ALBUQUERQUE CENTER	APP CON	TOWER★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

When VGSI inop, procedure NA at night.

CAUTION: When Rwy 22 VGSI inop, circling to Rwy 22 NA at night.

CAUTION: High terrain to East within 15 NM.

Cold temperature based on standard -30.00° C ISA deviaiton.

USAF Only: When VGSI inop, straight-in RWY 16 authorized at night with aircrew command approval.

Visibility Reduction by Helicopters NA.

Unlit terrain 0 ft AGL/4082 ft MSL, 200 ft from threshold, 137 ft right of course.

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F).

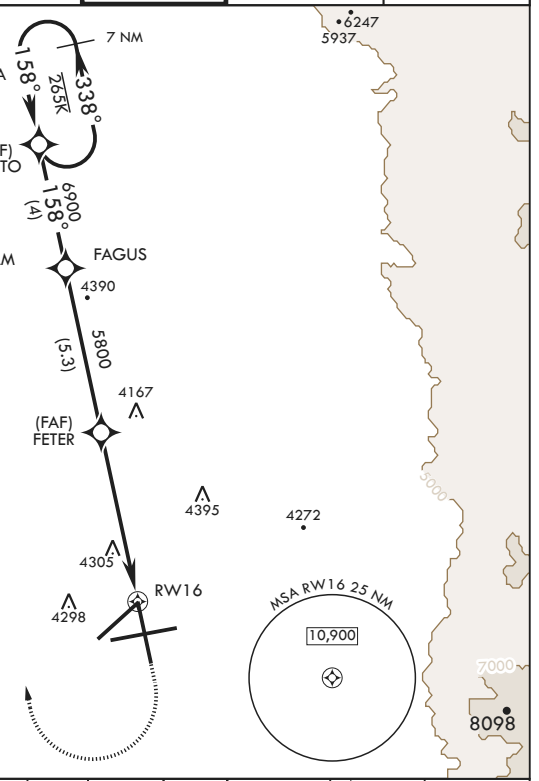
CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: Circling to Rwy 4 NA at night.

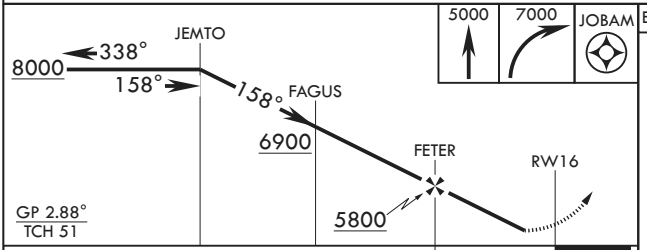
RNP APCH

GPS REQUIRED

DME/DME RNP-0.3 NA

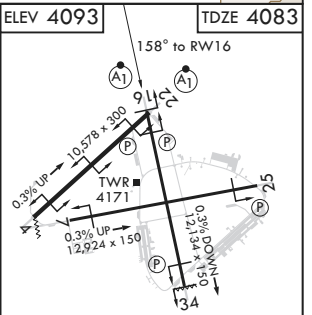


EMERG SAFE ALT 100 NM 14,200



5000 | 7000 | JOBAM

ELEV 4093 | TDZE 4083



CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	4608-1⅜		525	(600-1⅜)	
LNAV MDA**	4600-1		517	(600-1)	
C CIRCLING	4740-1 647 (700-1)		4740-1¾ 647 (700-1¾)	4760-2 667 (700-2)	4760-2¼ 667 (700-2¼)

REIL Rwy 22
HIRL all Rwys

ALAMOGORDO, NEW MEXICO

32°51'N - 106°07'W

HOLLOMAN AFB (KHMN)

Orig 25FEB21

RNAV (GPS) RWY 16

SW-1, 25 FEB 2021 to 22 APR 2021

ALAMOGORDO, NEW MEXICO

RNAV (GPS) RWY 34

HOLLOMAN AFB (KHMN)

AL-7 (USAF)

APCH CRS 338°	Rwy ldg 12,134 TDZE 4058 Arpt Elev 4093

* Circling to Rwy 4 NA at night; when Rwy 16, 22 VGSI inop, circling to Rwy 16, 22 NA at night.

MISSED APPROACH: Climb to 4800 then climbing turn to 10,000 direct FAVAT and hold, continue climb-in-hold to 10,000.

ATIS★	ALBUQUERQUE CENTER	APP CON	TOWER★	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4

RNP APCH

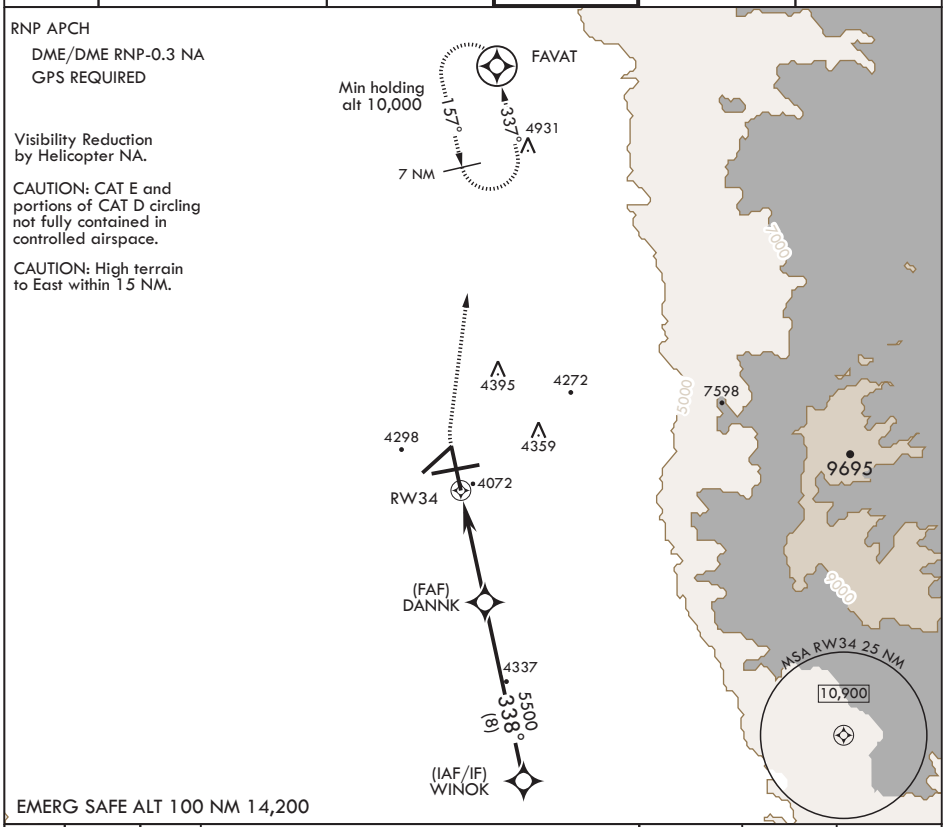
DME/DME RNP-0.3 NA

GPS REQUIRED

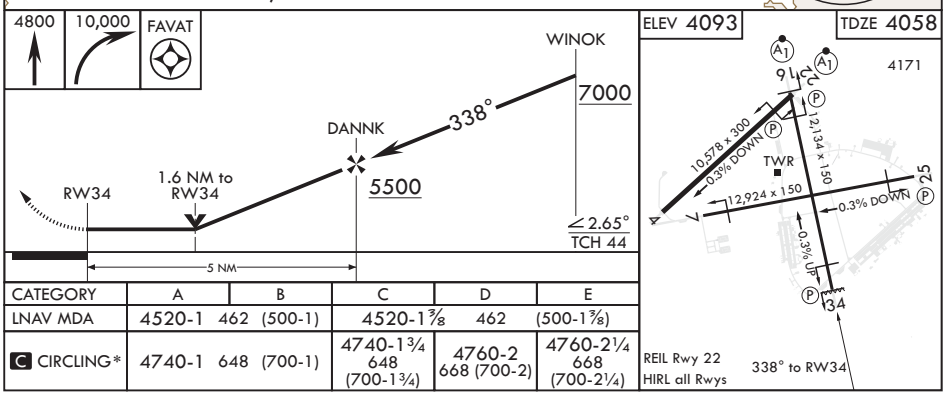
Visibility Reduction by Helicopter NA.

CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: High terrain to East within 15 NM.



EMERG SAFE ALT 100 NM 14,200



CATEGORY	A	B	C	D	E
LNAV MDA	4520-1 462 (500-1)		4520-1⅞ 462 (500-1⅞)		
C CIRCLING*	4740-1 648 (700-1)		4740-1¾ 648 (700-1¾)	4760-2 668 (700-2)	4760-2¼ 668 (700-2¼)

ALAMOGORDO, NEW MEXICO

32°51'N - 106°07'W

HOLLOMAN AFB (KHMN)

Amdt 1 08NOV18

RNAV (GPS) RWY 34

SW-1, 25 FEB 2021 to 22 APR 2021

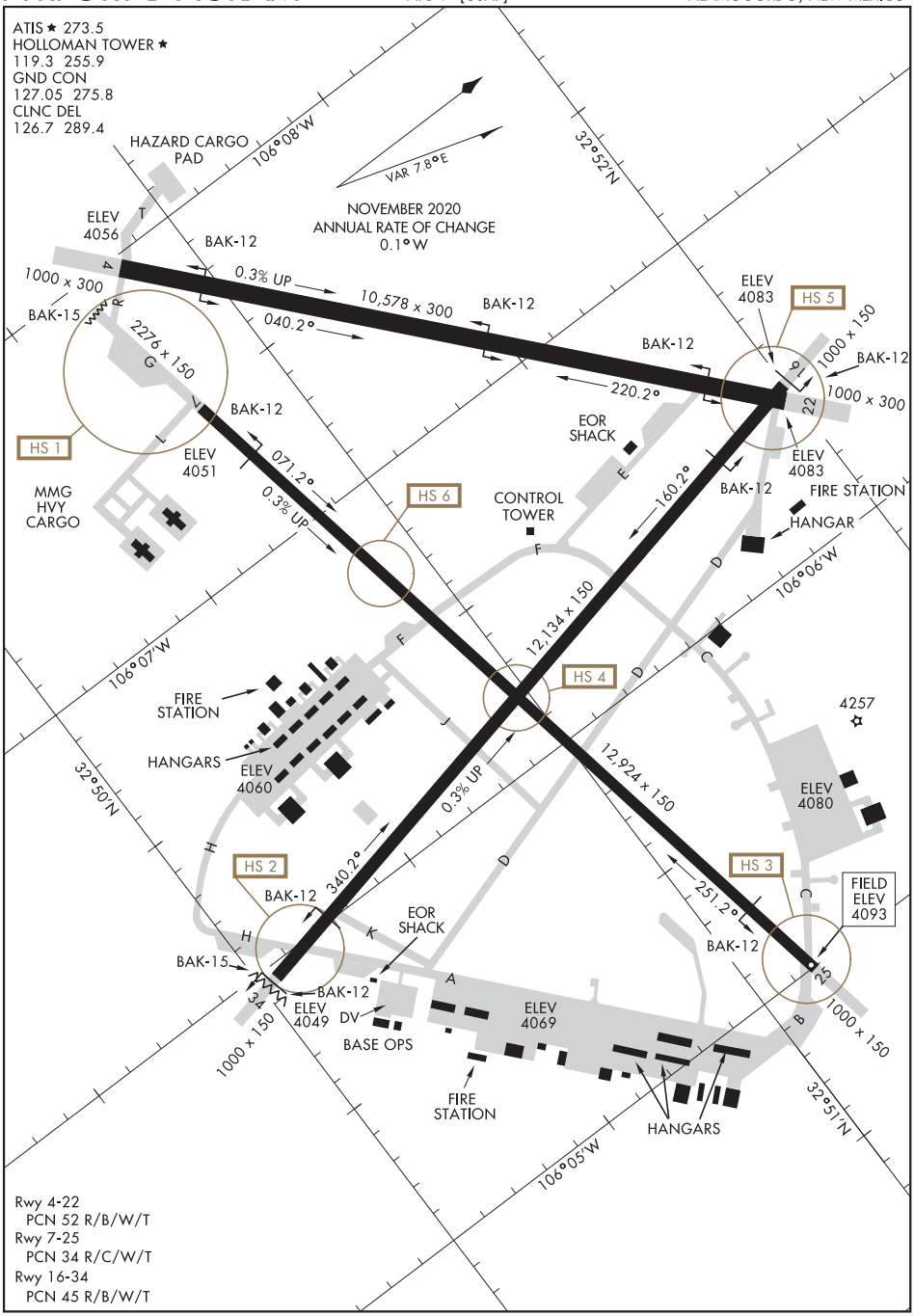
20310

AIRPORT DIAGRAM

HOLLOMAN AFB (KHMN)

AFD-7 [USAF]

ALAMOGORDO, NEW MEXICO



SW-1, 25 FEB 2021 to 22 APR 2021

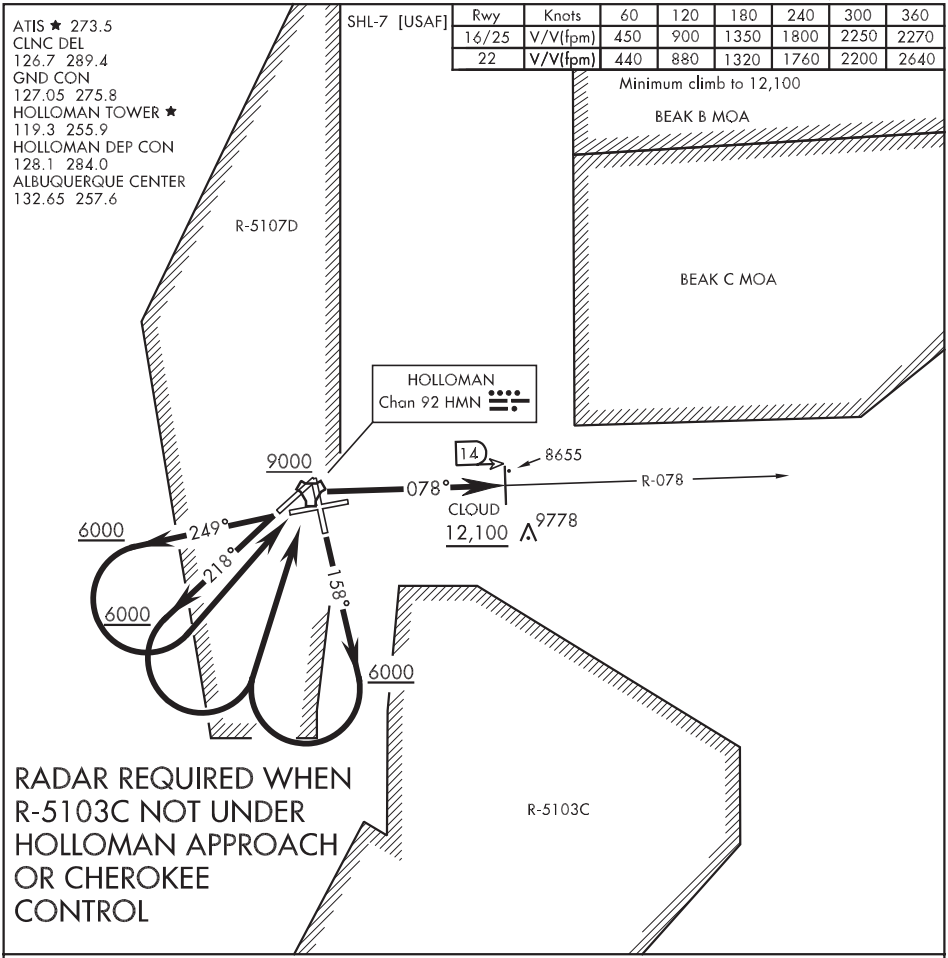
SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

ALAMOGORDO, NEW MEXICO
HOLLOMAN AFB (KHMN)

CLOUD-FOUR ALPHA DEPARTURE (CLOUA4•CLOUD)

HOLLOMAN AFB (KHMN)
ALAMOGORDO, NEW MEXICO



Rwy	Knots	60	120	180	240	300	360
16/25	V/V(fpm)	450	900	1350	1800	2250	2270
22	V/V(fpm)	440	880	1320	1760	2200	2640

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn right direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

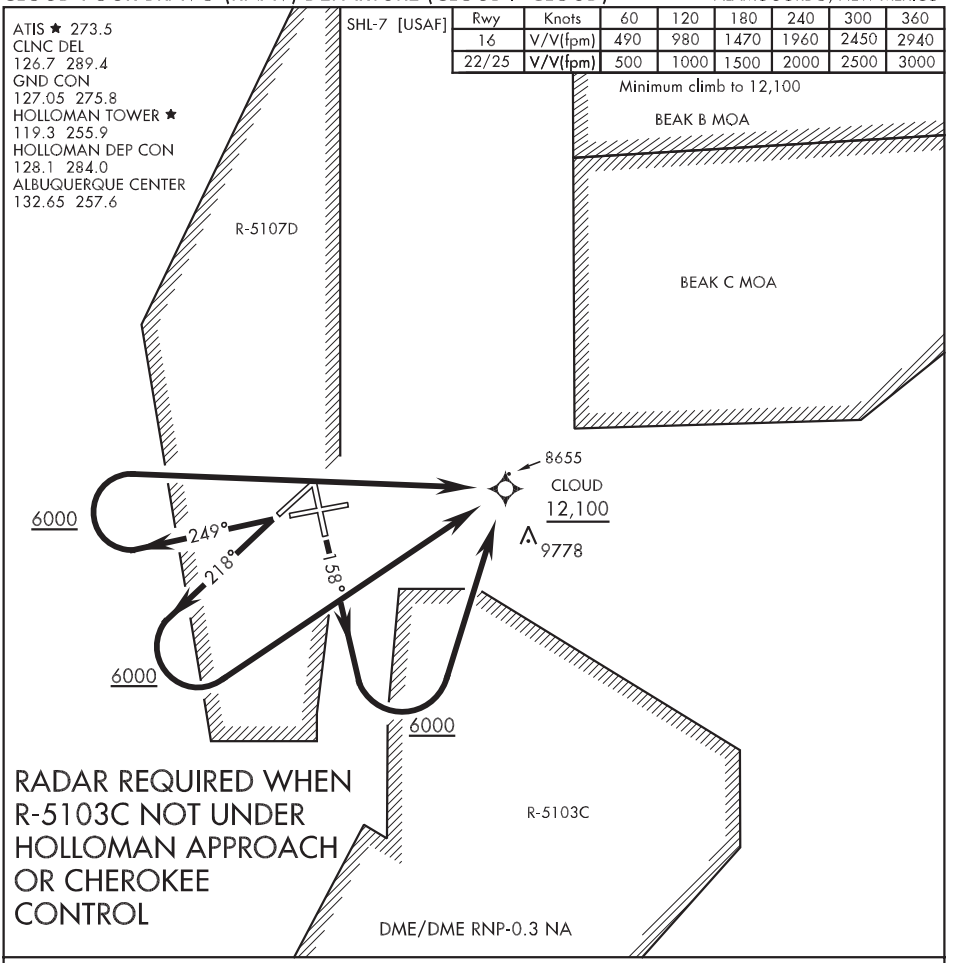
TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

CLOUD-FOUR ALPHA DEPARTURE (CLOUA4•CLOUD)

ALAMOGORDO, NEW MEXICO
HOLLOMAN AFB (KHMN)

SW-1, 25 FEB 2021 to 22 APR 2021

Rwy	Knots	60	120	180	240	300	360
16	V/V(fpm)	490	980	1470	1960	2450	2940
22/25	V/V(fpm)	500	1000	1500	2000	2500	3000



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

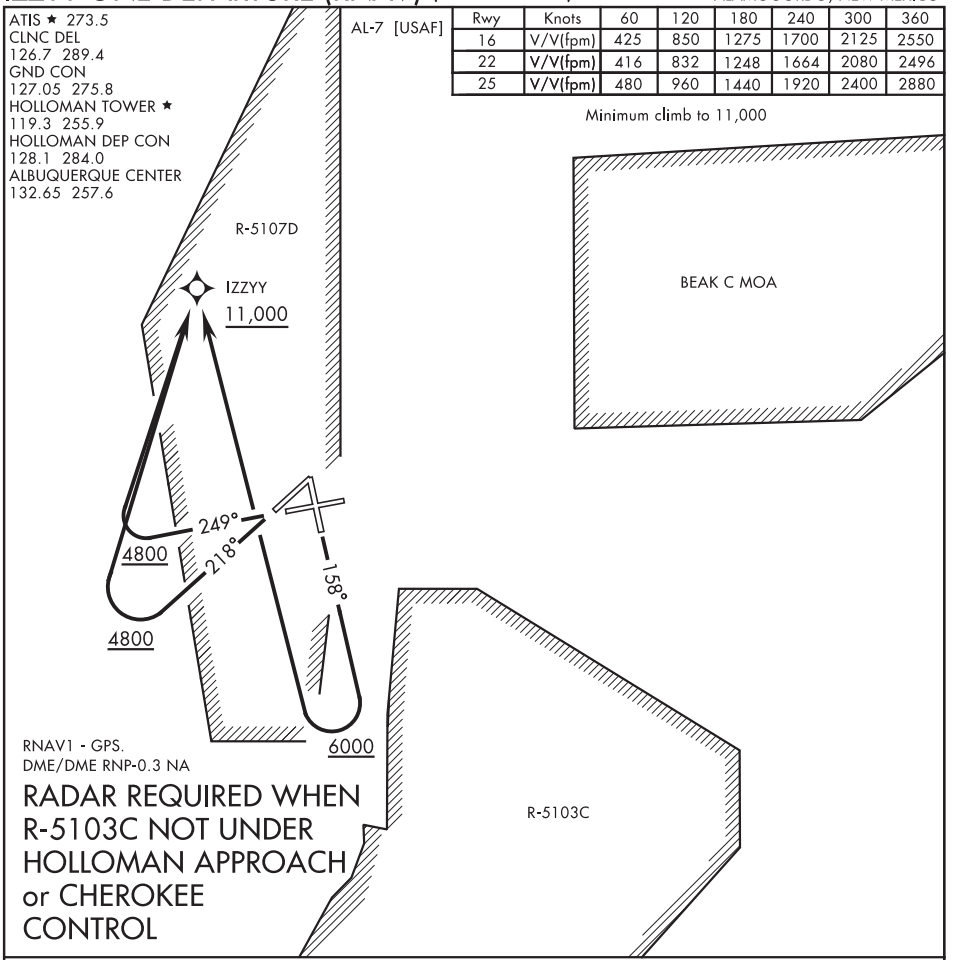
IZZYY ONE DEPARTURE (RNAV) (IZZYY1•IZZYY)

HOLLOMAN AFB (KHMN)
ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

Rwy	Knots	60	120	180	240	300	360
16	V/V(fpm)	425	850	1275	1700	2125	2550
22	V/V(fpm)	416	832	1248	1664	2080	2496
25	V/V(fpm)	480	960	1440	1920	2400	2880

Minimum climb to 11,000



RNAV1 - GPS.
DME/DME RNP-0.3 NA

RADAR REQUIRED WHEN R-5103C NOT UNDER HOLLOMAN APPROACH or CHEROKEE CONTROL

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158° when leaving 6000 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

TAKE-OFF RWY 22: Climb on track 218° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

TAKE-OFF RWY 25: Climb on track 249° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

ZOVOS ONE DEPARTURE (ZOVOS1•ZOVOS)

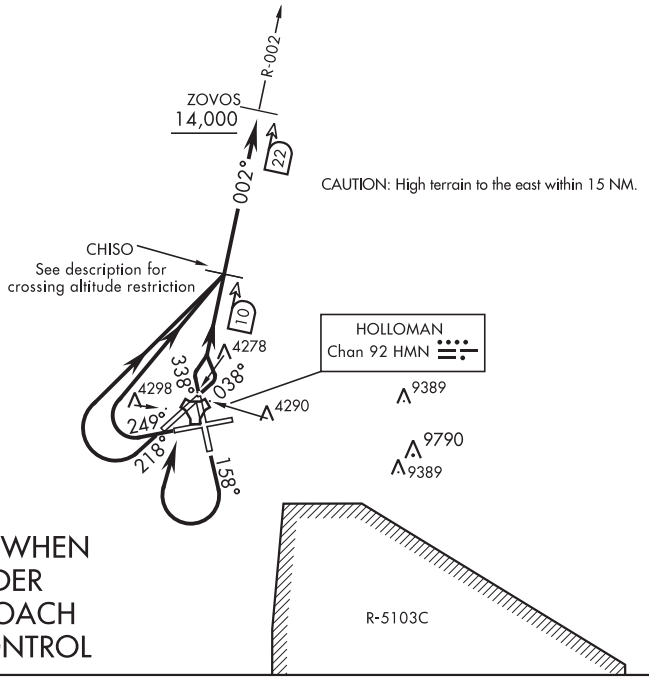
SHL-7 (USAF)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
HOLLOMAN TOWER ★
119.3 255.9
HOLLOMAN DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

Rwy	Knots	60	120	180	240	300	360
4	V/V(fpm)	457	914	1371	1828	2285	2742
16	V/V(fpm)	435	870	1305	1740	2175	2610
22	V/V(fpm)	435	870	1305	1740	2175	2610
25	V/V(fpm)	421	842	1263	1684	2105	2526
34	V/V(fpm)	458	916	1374	1832	2290	2748

Minimum climb to 14,100



RADAR REQUIRED WHEN R-5103C NOT UNDER HOLLOMAN APPROACH OR CHEROKEE CONTROL

T

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4: Climb on track 038° until HMN TACAN 1.4 DME. Turn left to intercept HMN R-002 to CHISO and cross at or above 7700. Continue outbound to ZOVOS and cross at or above 14,000.

TAKE-OFF RWY 16: Track 158° until HMN TACAN 2.9 DME. Turn right to intercept HMN R-002 to CHISO and cross at 7900. Continue outbound to ZOVOS and cross at or above 14,000.

TAKE-OFF RWY 22: Climb on track 218° until HMN TACAN 2.6 DME. Turn right to intercept HMN R-002 to CHISO. Cross at or above 7900. Continue outbound to ZOVOS and cross at or above 14,000.

TAKE-OFF RWY 25: Climb on track 249° until HMN TACAN 2.6 DME. Turn right to intercept HMN R-002 to CHISO. Cross CHISO at or above 8100. Continue outbound to ZOVOS and cross at or above 14,000.

TAKE-OFF RWY 34: Climb on track 338° until HMN TACAN 1.4 DME. Turn right to intercept HMN R-002 to CHISO. Cross CHISO at or above 7700. Continue outbound to ZOVOS and cross at or above 14,000.

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5000
141°	TDZE	3730
	Apt Elev	3730

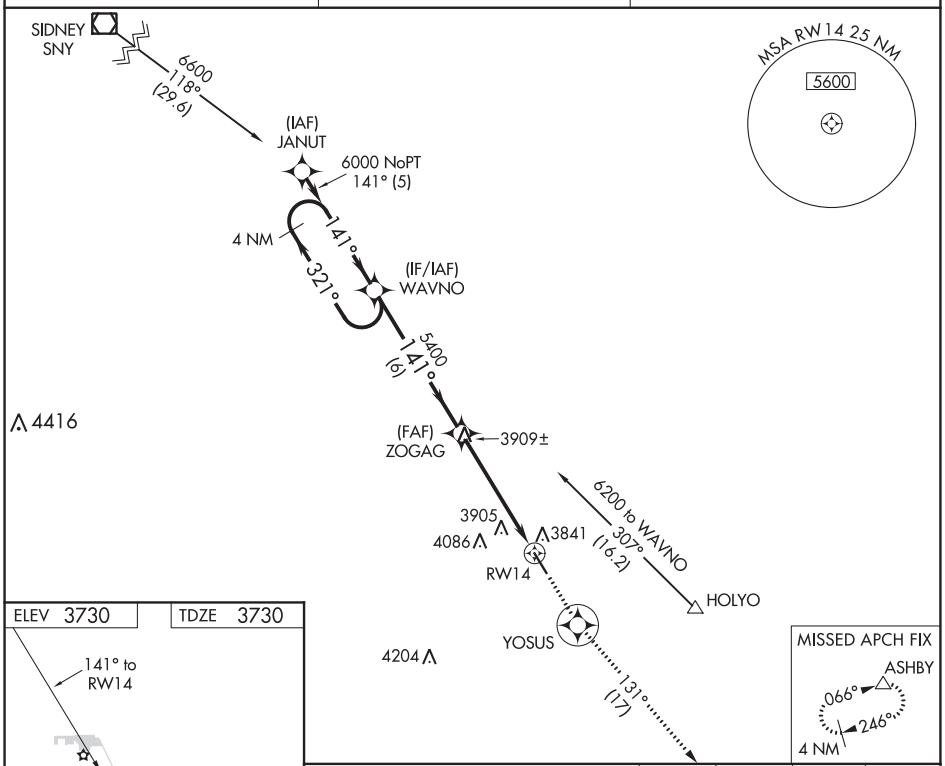
RNAV (GPS) RWY 14
HOLYOKE (HEQ)

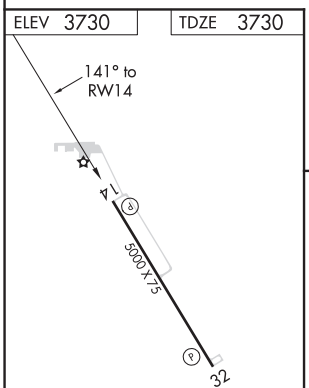
T
A NA

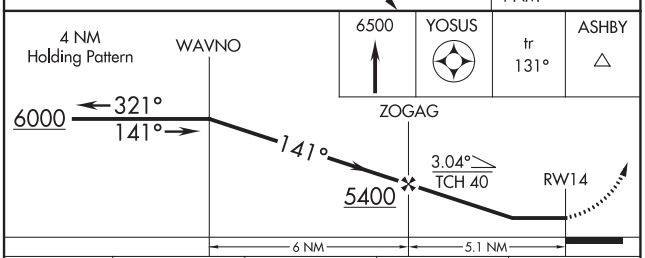
Night landing: Rwy 14 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ½ mile and Circling Cat D visibility ¾ mile.

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	4160-1 430 (500-1)		4160-1¼ 430 (500-1¼)	
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

HOLYOKE, COLORADO | AL-6634 (FAA) | 19199

APP CRS	Rwy ldg	5000
321°	TDZE	3727
	Apt Elev	3730

RNAV (GPS) RWY 32
HOLYOKE (HEQ)

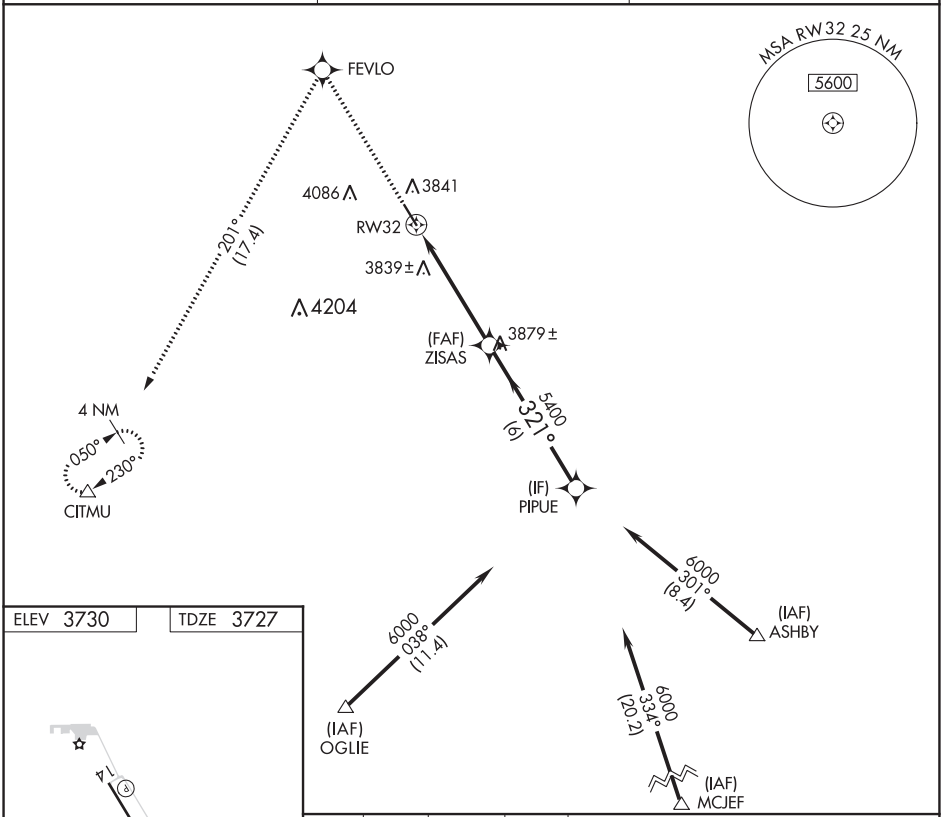
RNP APCH.

NA

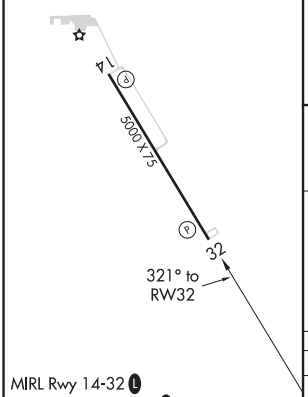
When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Field altimeter setting and increase all MDA 200 feet and Cat C and D visibility ⅝ SM. VDP NA when using Sidney Muni/Lloyd W Carr Field altimeter setting.

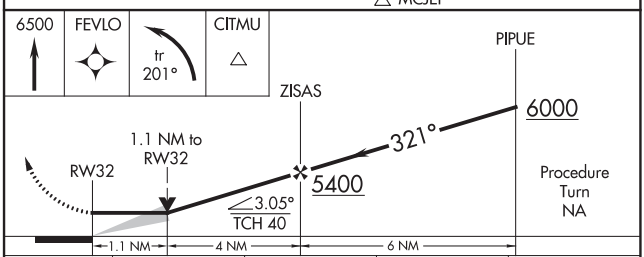
MISSED APPROACH: Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

AWOS-3	DENVER CENTER	UNICOM
119.275	118.475 225.4	122.7 (CTAF) L



ELEV 3730 | TDZE 3727





CATEGORY	A	B	C	D
LNAV MDA	4100-1 373 (400-1)			

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SW-1, 25 FEB 2021 to 22 APR 2021

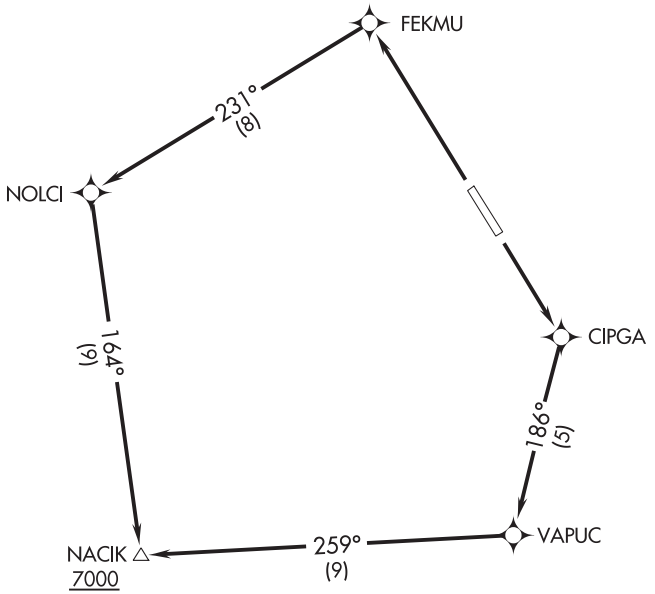
SW-1, 25 FEB 2021 to 22 APR 2021

HOLYOKE FOUR DEPARTURE (RNAV)

AL-6634 (FAA)

AWOS-3
119.275
DENVER CENTER
118.475 225.4
UNICOM
122.7 (CTAF)

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: 300-1 or standard with minimum climb of 280′ per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb direct CIPGA, then on depicted route to cross NACIK at or above 7000.

TAKEOFF RUNWAY 32: Climb direct FEKMU, then on depicted route to cross NACIK at or above 7000.

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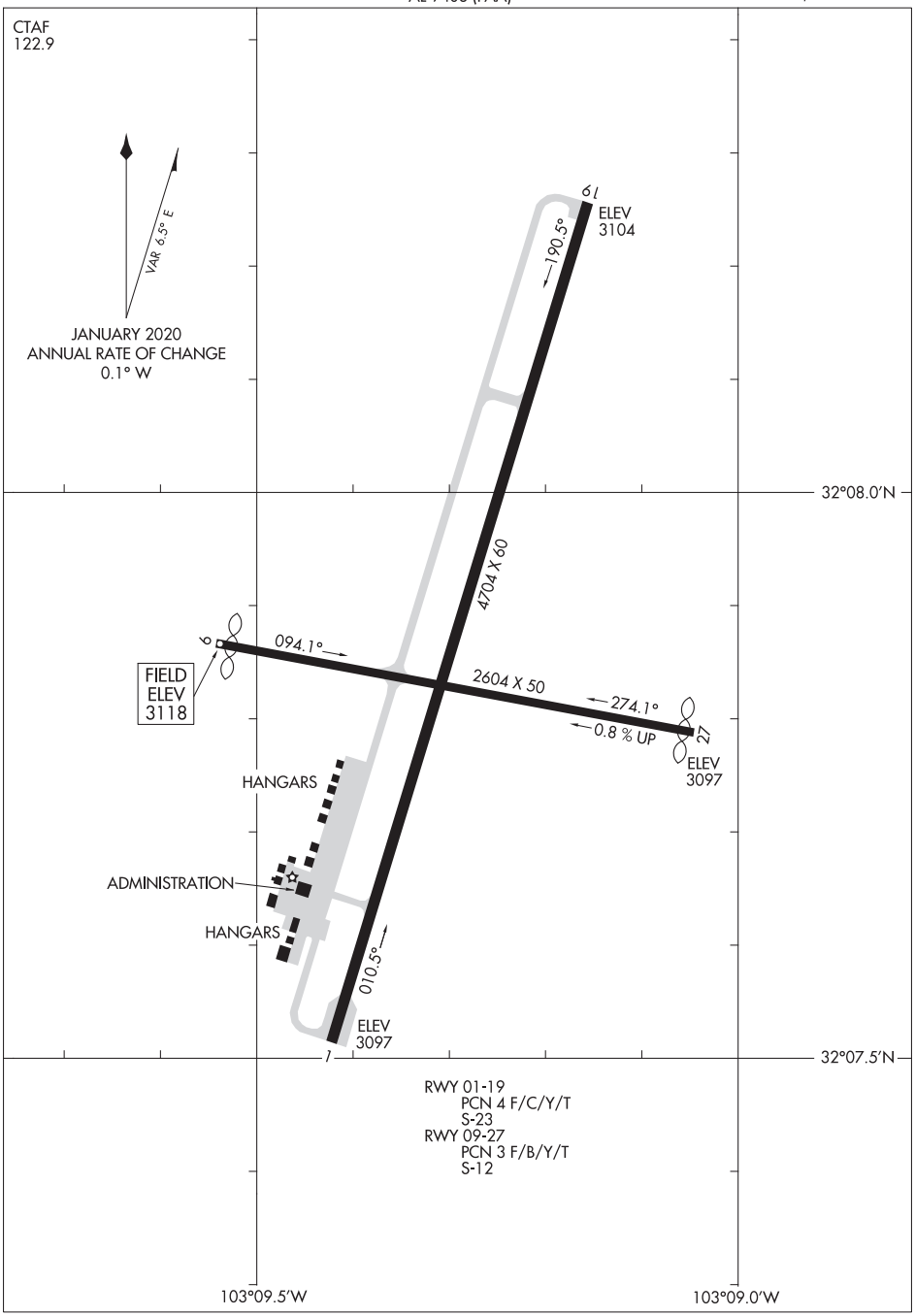
SW-1, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

LEA COUNTY/JAL (E26)
JAL, NEW MEXICO

AL-9408 (FAA)



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SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
JAL, NEW MEXICO
LEA COUNTY/JAL (E26)

RNAV (GPS) RWY 27

MC ELROY AIRFIELD (2ØV)

WAAS CH 63040 W27A	APP CRS 275°	Rwy ldg 5540 TDZE 7415 Apt Elev 7415

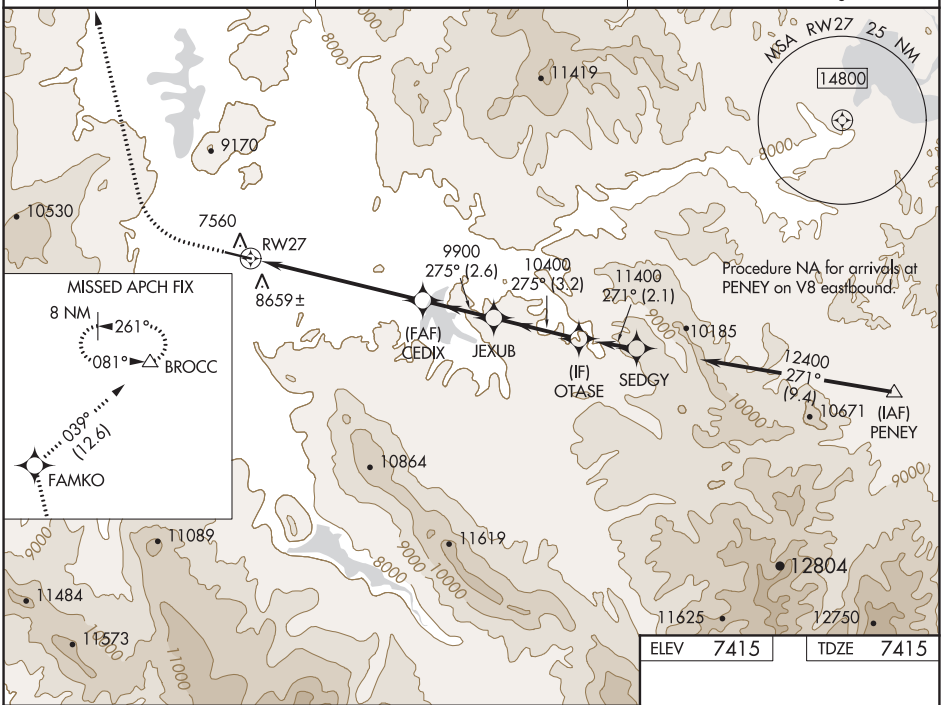
RNP APCH

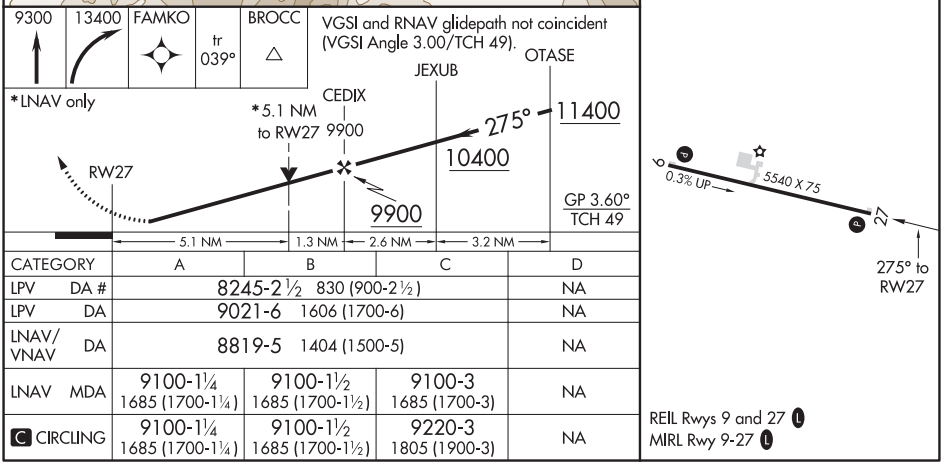
T
A
-21°C

Circling to Rwy 9 NA at night. Circling NA south of Rwy 9-27. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 48°C.

MISSED APPROACH: Climb to 9300 then climbing right turn to 13400 direct FAMKO and on track 039° to BROCC and hold. # Missed approach requires minimum climb of 405 feet per NM to 10000.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA #	8245-2½ 830 (900-2½)			NA
LPV DA	9021-6 1606 (1700-6)			NA
LNAV/VNAV DA	8819-5 1404 (1500-5)			NA
LNAV MDA	9100-1¼ 1685 (1700-1¼)	9100-1½ 1685 (1700-1½)	9100-3 1685 (1700-3)	NA
C CIRCLING	9100-1¼ 1685 (1700-1¼)	9100-1½ 1685 (1700-1½)	9220-3 1805 (1900-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

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SW-1, 25 FEB 2021 to 22 APR 2021

KREMMLING, COLORADO

AL-6734 (FAA)

20310

RNAV (GPS)-B

MC ELROY AIRFIELD (2ØV)

APP CRS	Rwy ldg	N/A
050°	TDZE	N/A
	Apt Elev	7411

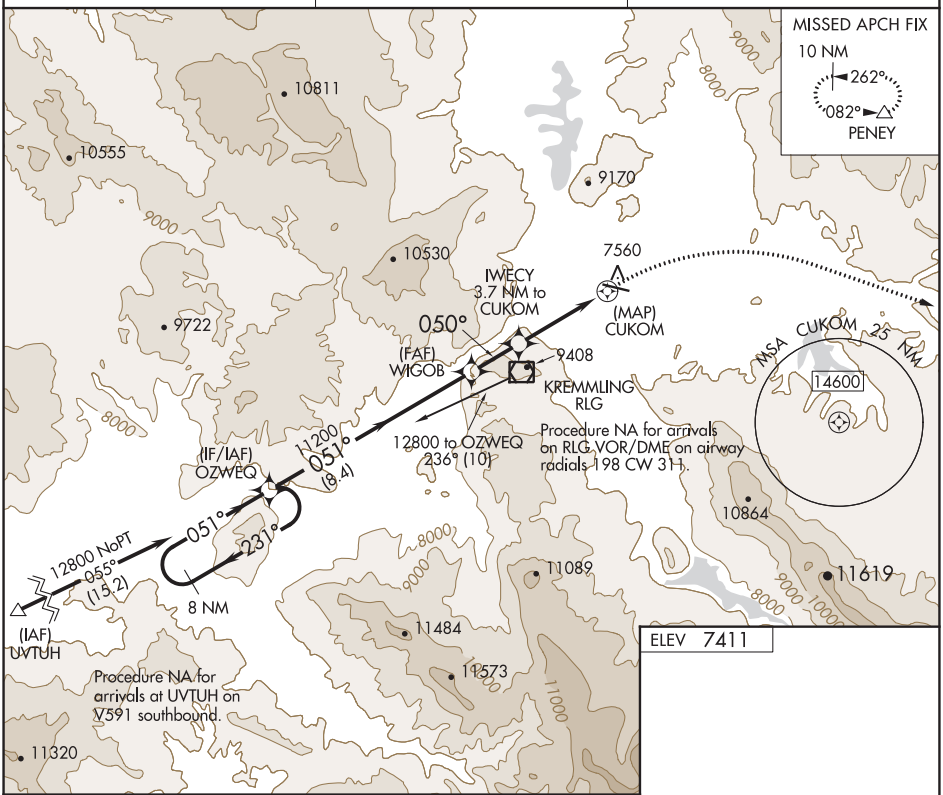
RNP APCH.

-21°C

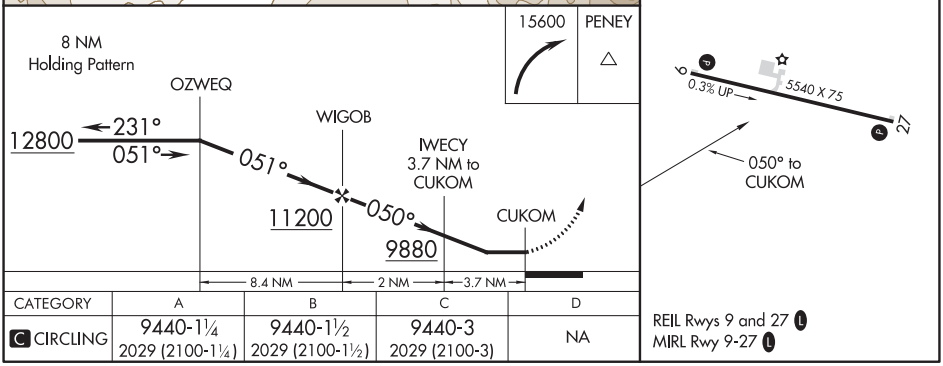
When local altimeter setting not received, procedure NA.
Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 15600 direct PENEY and hold, continue climb-in-hold to 15600.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L



ELEV 7411



CATEGORY	A	B	C	D
C CIRCLING	9440-1¼ 2029 (2100-1¼)	9440-1½ 2029 (2100-1½)	9440-3 2029 (2100-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

KREMMLING, COLORADO
Orig-B 31JAN19

40°03'N-106°22'W

MC ELROY AIRFIELD (2ØV)

RNAV (GPS)-B

VOR/DME-A
MC ELROY AIRFIELD (2ØV)

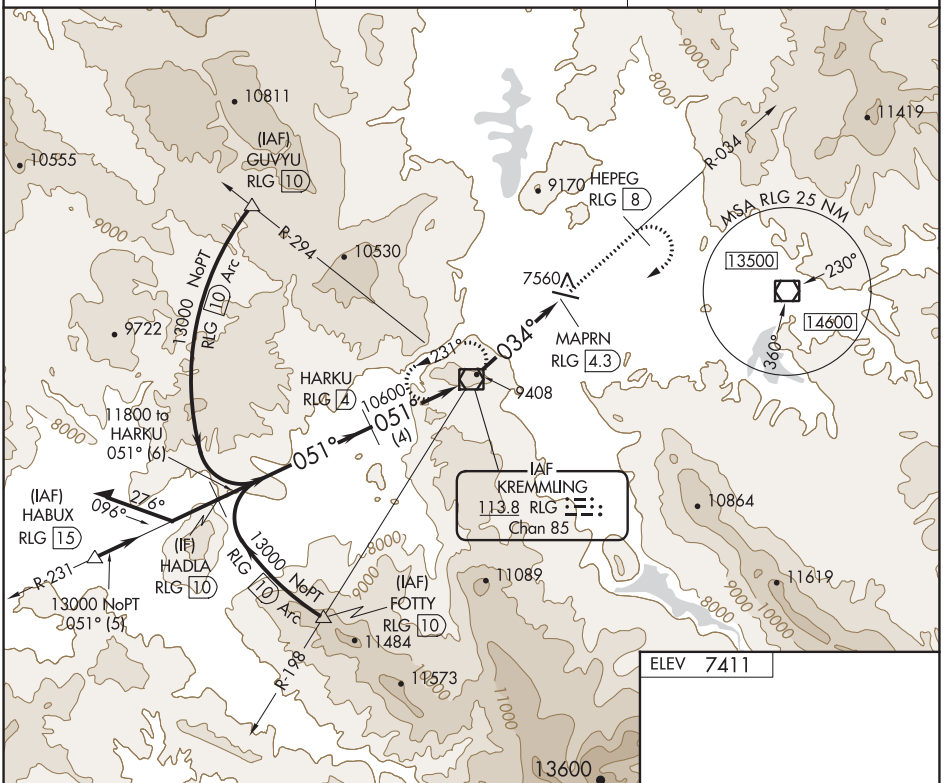
VOR/DME RLG	APP CRS	Rwy ldg	N/A
113.8	034°	TDZE	N/A
Chan 85		Apt Elev	7411

-21°C

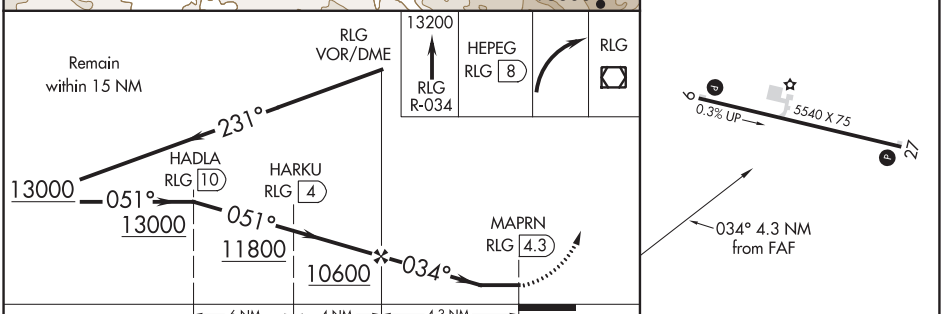
When local altimeter setting not received, procedure NA. Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climb to 13200 on RLG VOR/DME R-034 to HEPEG/RLG VOR/DME 8 DME then climbing right turn direct RLG VOR/DME and hold, continue climb-in-hold to 13200.

AWOS-3	DENVER CENTER	UNICOM
118.425	128.65 282.2	122.8 (CTAF) L



ELEV 7411



CATEGORY	A	B	C	D
C CIRCLING	9120-1¼ 1709 (1800-1¼)	9120-1½ 1709 (1800-1½)	9260-3 1849 (1900-3)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

SW-1, 25 FEB 2021 to 22 APR 2021

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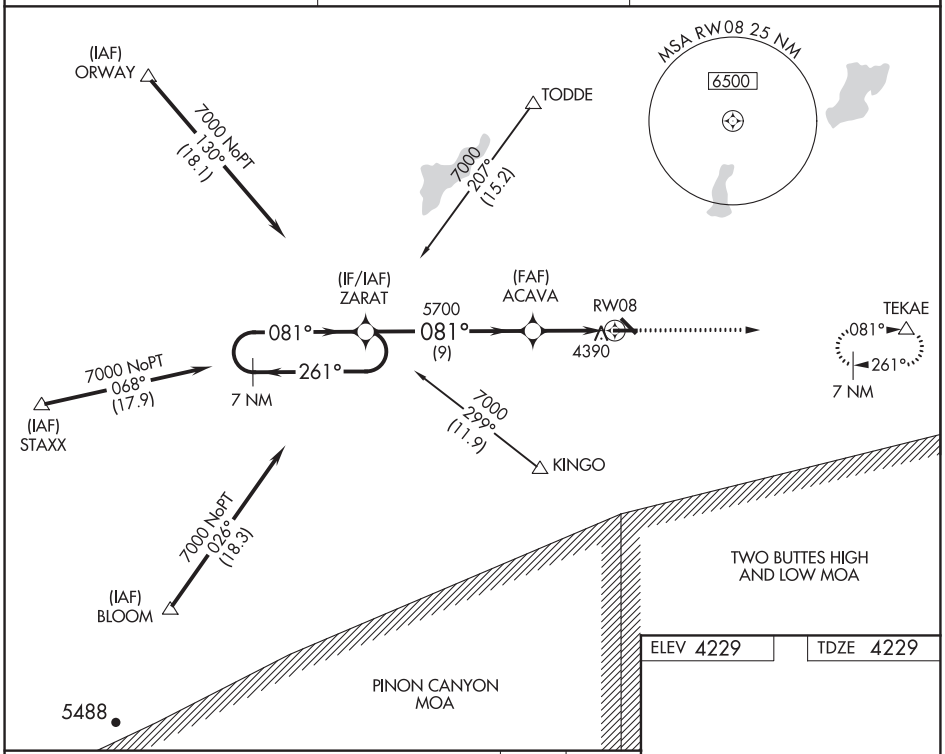
WAAS CH 97613 W08A	APP CRS 081°	Rwy ldg 6849 TDZE 4229 Apt Elev 4229

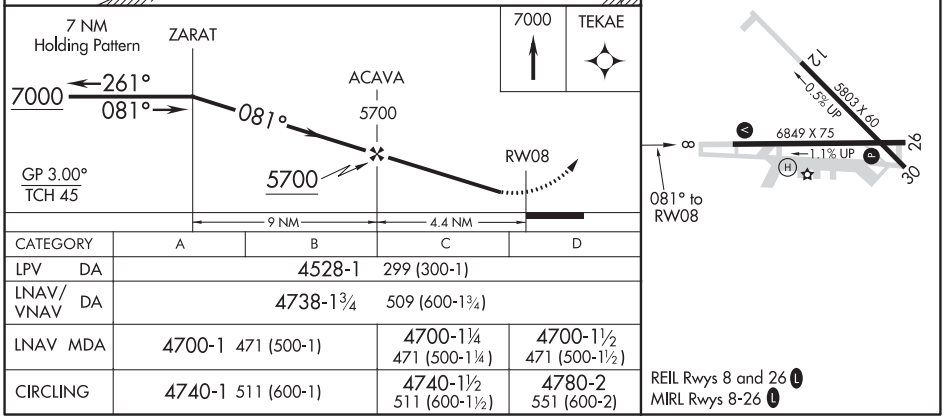
RNAV (GPS) RWY 8
LA JUNTA MUNI (LHX)

Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibilities ¾ mile.

MISSED APPROACH: Climb to 7000 direct TEKAE and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4528-1 299 (300-1)			
LNAV/VNAV DA	4738-1¾ 509 (600-1¾)			
LNAV MDA	4700-1 471 (500-1)		4700-1¼ 471 (500-1¼)	4700-1½ 471 (500-1½)
CIRCLING	4740-1 511 (600-1)		4740-1½ 511 (600-1½)	4780-2 551 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021

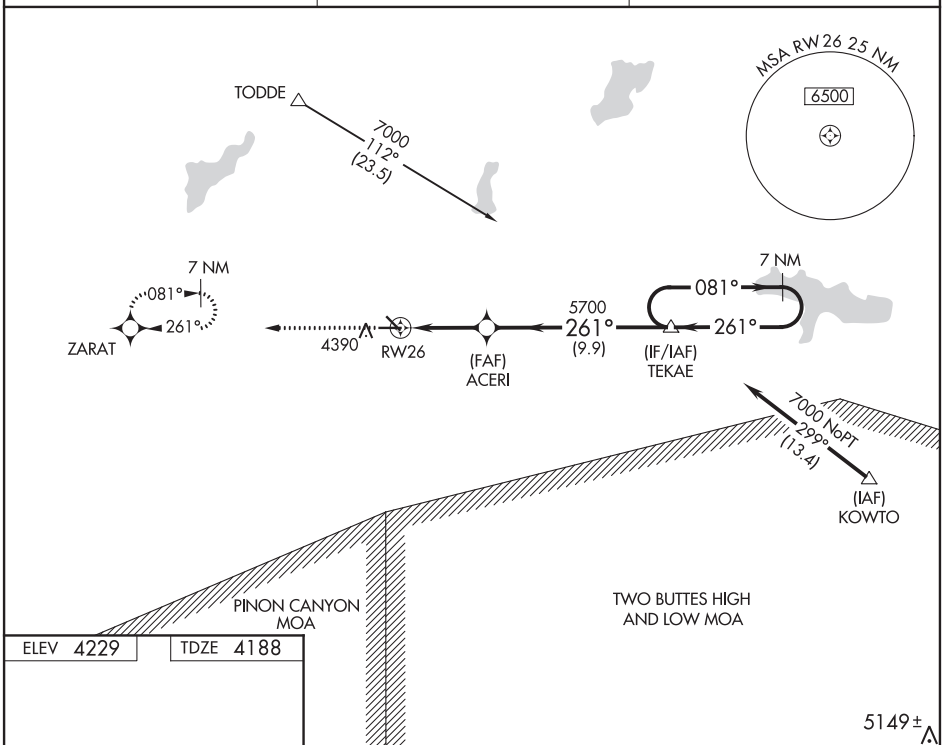
WAAS CH 93813 W26A	APP CRS 261°	Rwy ldg 6849 TDZE 4188 Apt Elev 4229

RNAV (GPS) RWY 26
LA JUNTA MUNI (LHX)

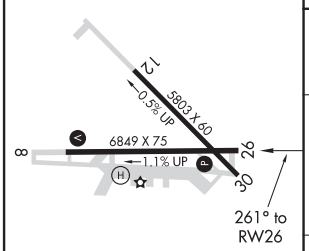
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

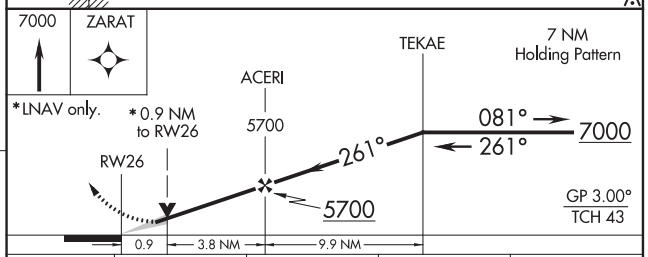
MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS	DENVER CENTER	UNICOM
135.525	128.375 379.95	123.0 (CTAF) L



ELEV 4229 TDZE 4188





CATEGORY	A	B	C	D
LPV DA	4438-1	250 (300-1)		
LNAV/VNAV DA	4438-1	250 (300-1)		
LNAV MDA	4480-1	292 (300-1)		
CIRCLING	4740-1 511 (600-1)		4740-1½ 511 (600-1½)	4780-2 551 (600-2)

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

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LAMAR, COLORADO | AL-5290 (FAA) | 21056

WAAS CH 97429 W08A	APP CRS 083°	Rwy ldg 5001 TDZE 3685 Apt Elev 3706

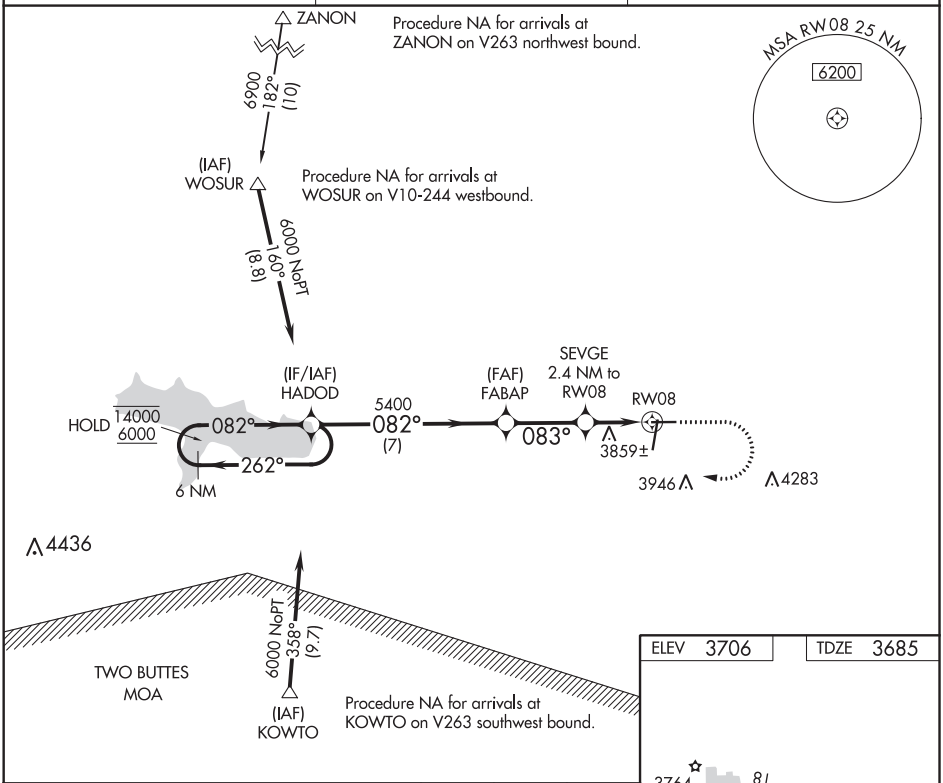
RNAV (GPS) RWY 8
SOUTHEAST COLORADO RGNL (LAA)

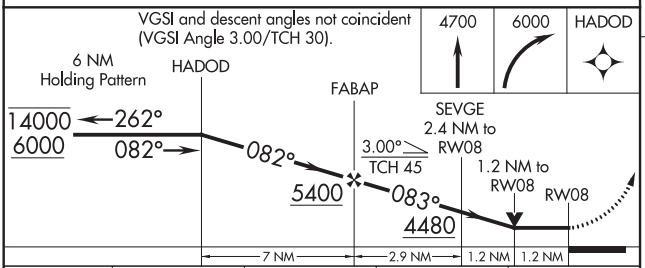
RNP APCH.

Rwy 8 helicopter visibility reduction below ¾ SM NA.

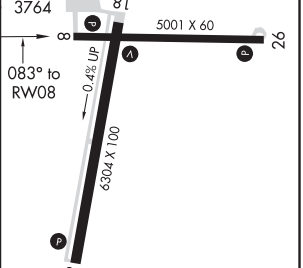
MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct HADOD and hold.

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





CATEGORY	A	B	C	D
LP MDA	4080-1 395 (400-1)		4080-1⅛ 395 (400-1⅛)	
LNAV MDA	4120-1 435 (500-1)		4120-1¼ 435 (500-1¼)	



REIL Rwys 8, 26, 18, and 36 L
MIRL Rwys 8-26 and 18-36 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 86613 W18A	APP CRS 183°	Rwy ldg 6304 TDZE 3695 Apt Elev 3706

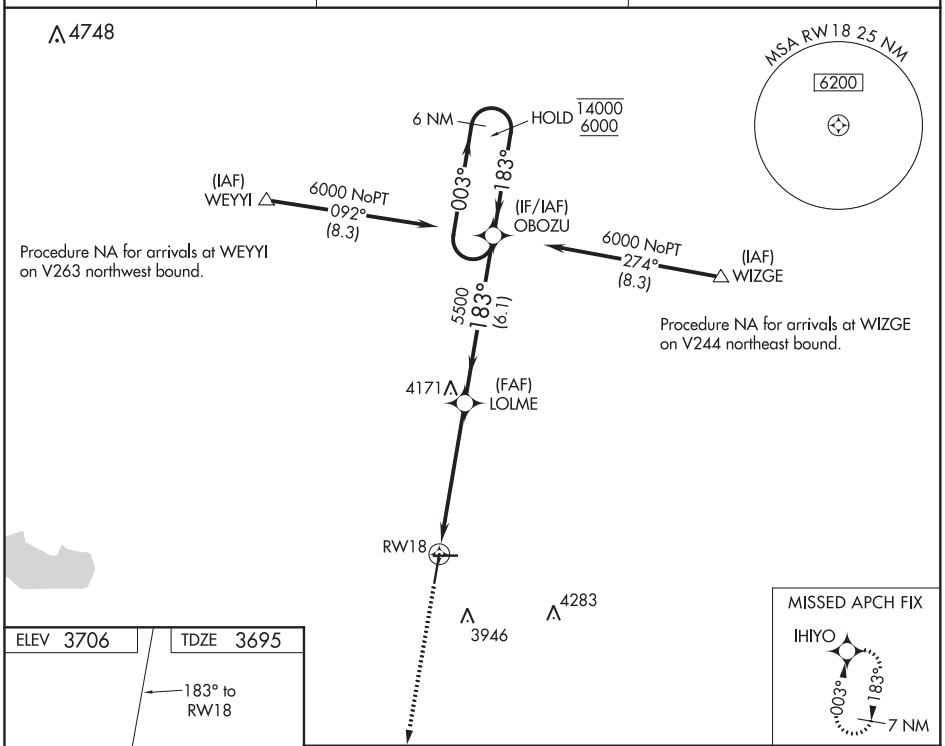
RNAV (GPS) RWY 18
SOUTHEAST COLORADO RGNL (LAA)

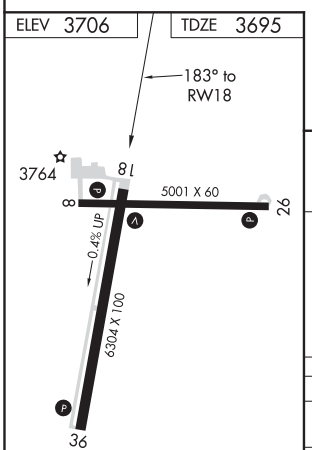
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

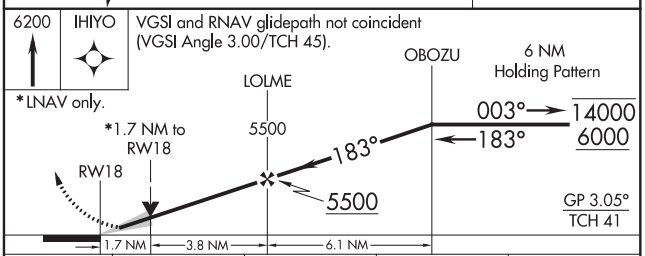
MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

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





REIL Rwys 8, 26, 18, and 36 L
MIRL Rwys 8-26 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	3945-1 250 (300-1)			
LNAV/VNAV DA	4014-1¼ 319 (400-1¼)			
LNAV MDA	4260-1 565 (600-1)		4260-1⅝ 565 (600-1⅝)	

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LAMAR, COLORADO | AL-5290 (FAA) | 21056

APP CRS	Rwy ldg	5001
263°	TDZE	3689
	Apt Elev	3706

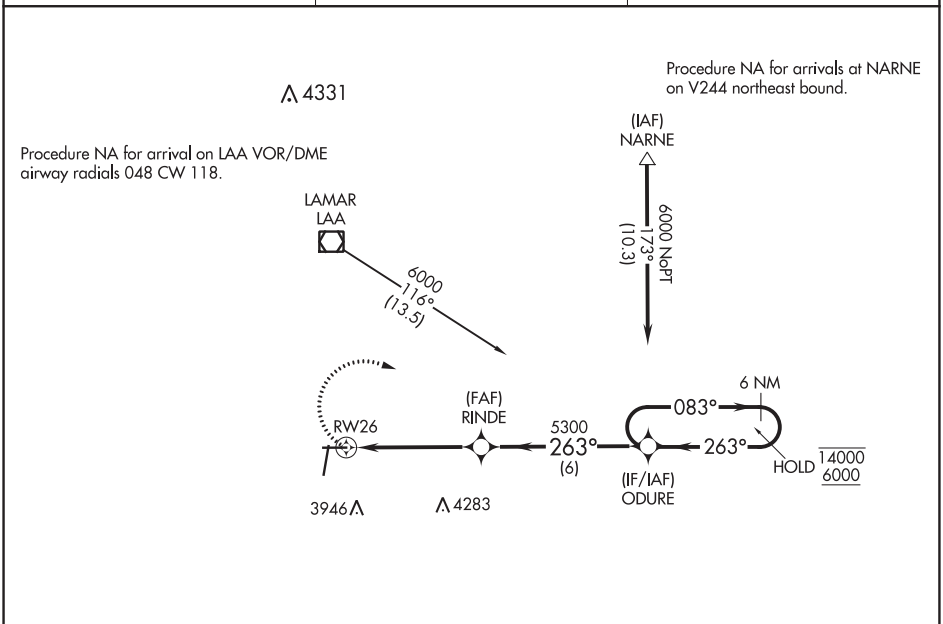
RNAV (GPS) RWY 26
SOUTHEAST COLORADO RGNL (LAA)

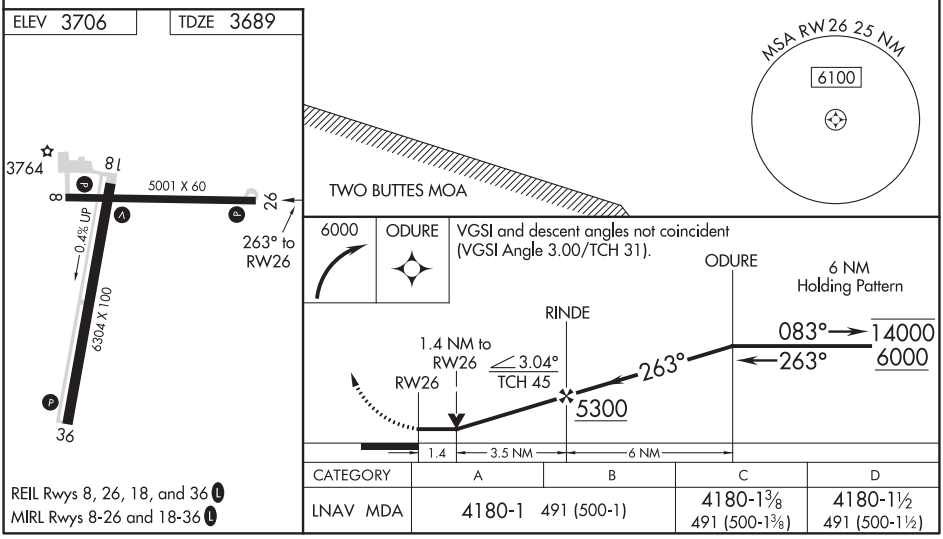
RNP APCH.

Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 6000 direct ODURE and hold.

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





REIL Rwys 8, 26, 18, and 36 L
MIRL Rwys 8-26 and 18-36 L

CATEGORY	A	B	C	D
LNAV MDA	4180-1 491 (500-1)		4180-1⅜ 491 (500-1⅜)	4180-1½ 491 (500-1½)

LAMAR, COLORADO
Orig-E 25FEB21

38°04′N-102°41′W

SOUTHEAST COLORADO RGNL (LAA)
RNAV (GPS) RWY 26

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 99400 W36A	APP CRS 003°	Rwy ldg 6304 TDZE 3706 Apt Elev 3706

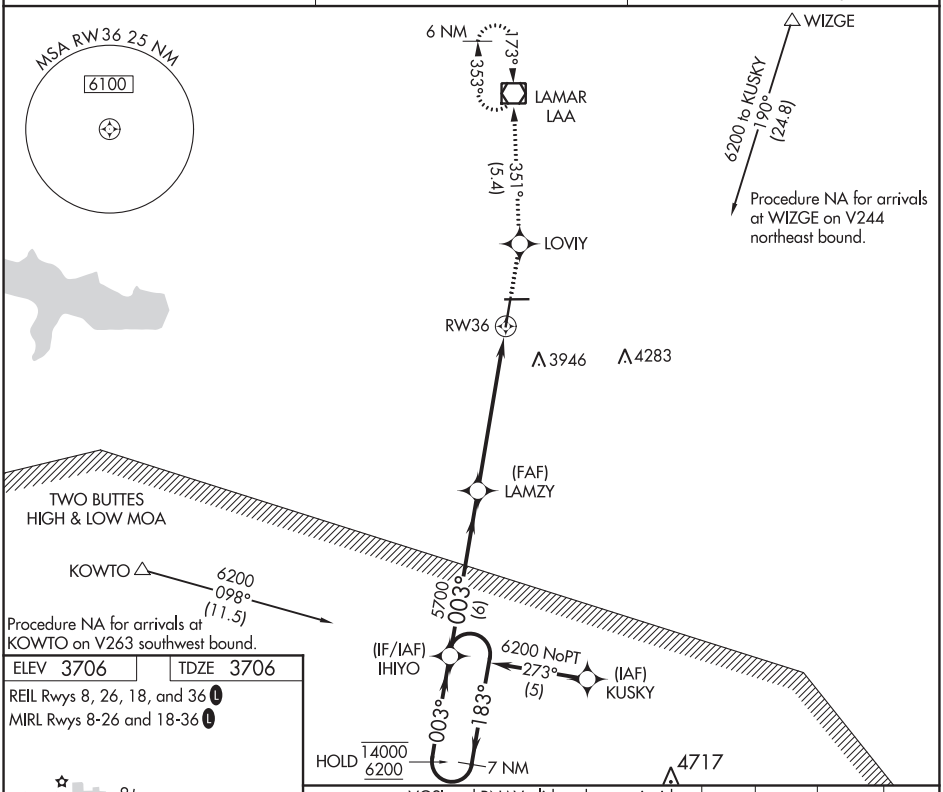
RNAV (GPS) RWY 36
SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct LOVIY and left turn on track 351° to LAA VOR/DME and hold.

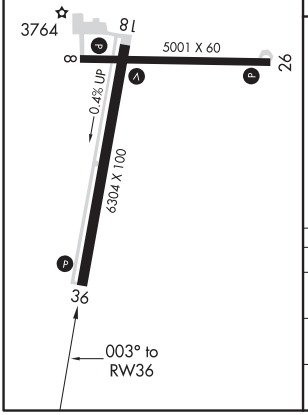
ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF) L



ELEV 3706 | TDZE 3706

REIL Rwys 8, 26, 18, and 36 L

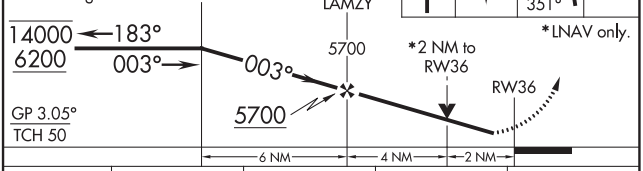
MIRL Rwys 8-26 and 18-36 L



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

6000	LOVIY	tr 351°	LAA

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	3956-1 250 (300-1)			
LNAV/VNAV DA	4250-2 544 (600-2)			
LNAV MDA	4400-1 694 (700-1)		4400-2 694 (700-2)	4400-2¼ 694 (700-2¼)

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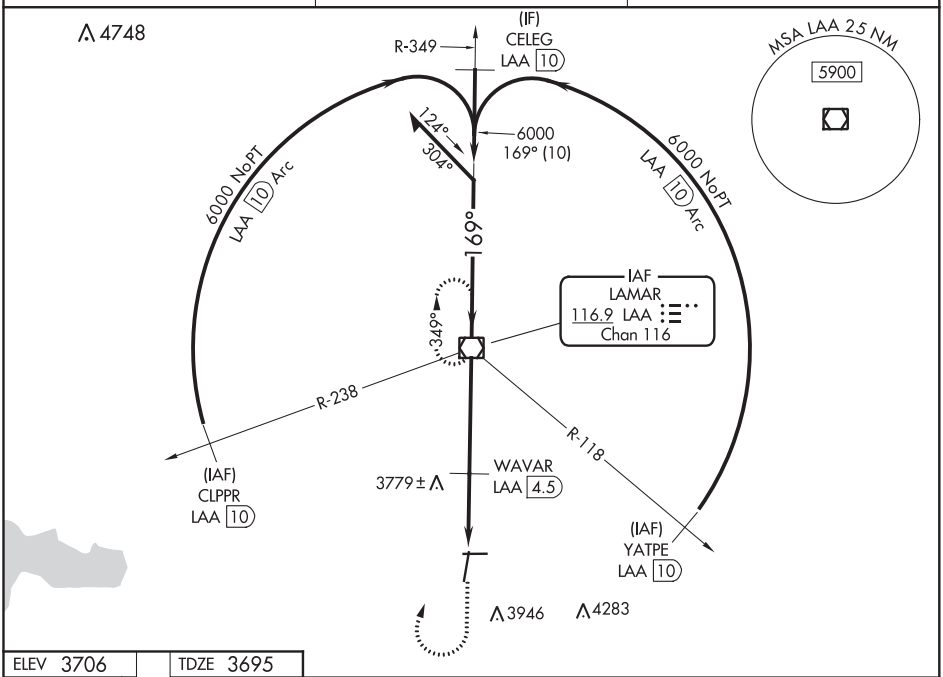
LAMAR, COLORADO | AL-5290 (FAA) | 21056

VOR/DME LAA	APP CRS	Rwy ldg	6304
116.9	169°	TDZE	3695
Chan 116		Apt Elev	3706

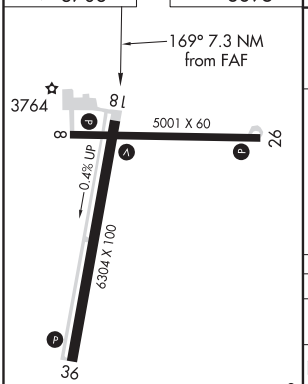
VOR RWY 18
SOUTHEAST COLORADO RGNL (LAA)

MISSED APPROACH: Climb to 4600 then climbing right turn to 6000 direct LAA VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.625	133.4 377.175	122.8 (CTAF)

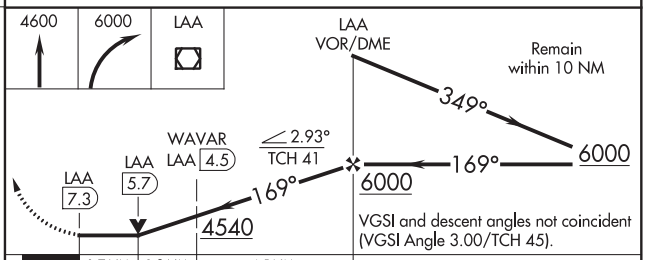


ELEV 3706 | TDZE 3695



REIL Rwys 8, 26, 18, and 36
MIRL Rwys 8-26 and 18-36

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-18	4540-1 845 (900-1)	4540-1¼ 845 (900-1¼)	4540-2½ 845 (900-2½)	4540-2¾ 845 (900-2¾)
C CIRCLING	4540-1¼ 834 (900-1¼)		4540-2½ 834 (900-2½)	4540-2¾ 834 (900-2¾)
DME MINIMUMS				
S-18	4260-1 565 (600-1)		4260-1⅝ 565 (600-1⅝)	4260-1¾ 565 (600-1¾)
C CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

VOR/DME LAA 116.9 Chan 116	APP CRS 350°	Rwy ldg 6304 TDZE 3706 Apt Elev 3706

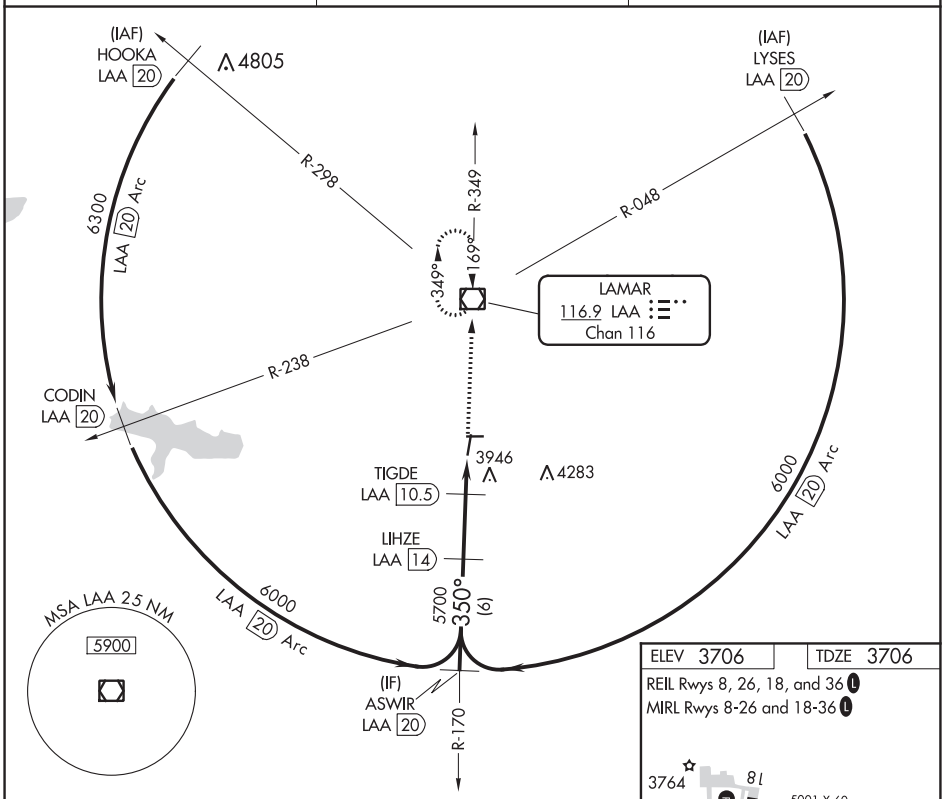
VOR RWY 36
SOUTHEAST COLORADO RGNL (LAA)

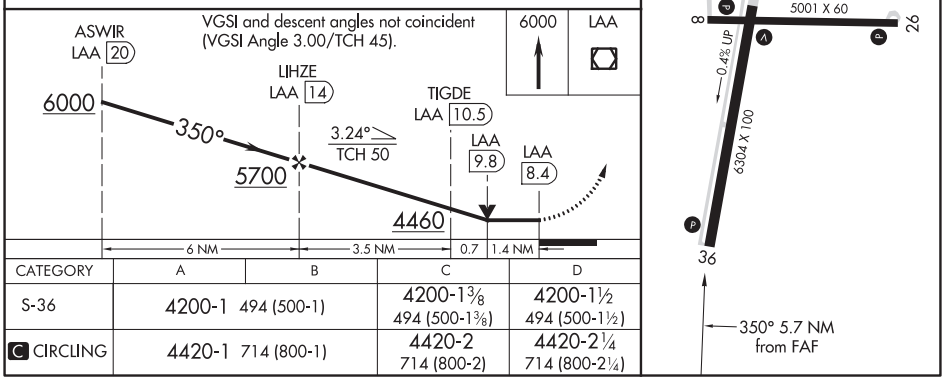
DME required.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct LAA VOR/DME and hold.

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





CATEGORY	A	B	C	D
S-36	4200-1 494 (500-1)		4200-1⅜ 494 (500-1⅜)	4200-1½ 494 (500-1½)
C CIRCLING	4420-1 714 (800-1)		4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LAS CRUCES, NEW MEXICO

AL-869 (FAA)

19339

ILS or LOC RWY 30
LAS CRUCES INTL(LRU)

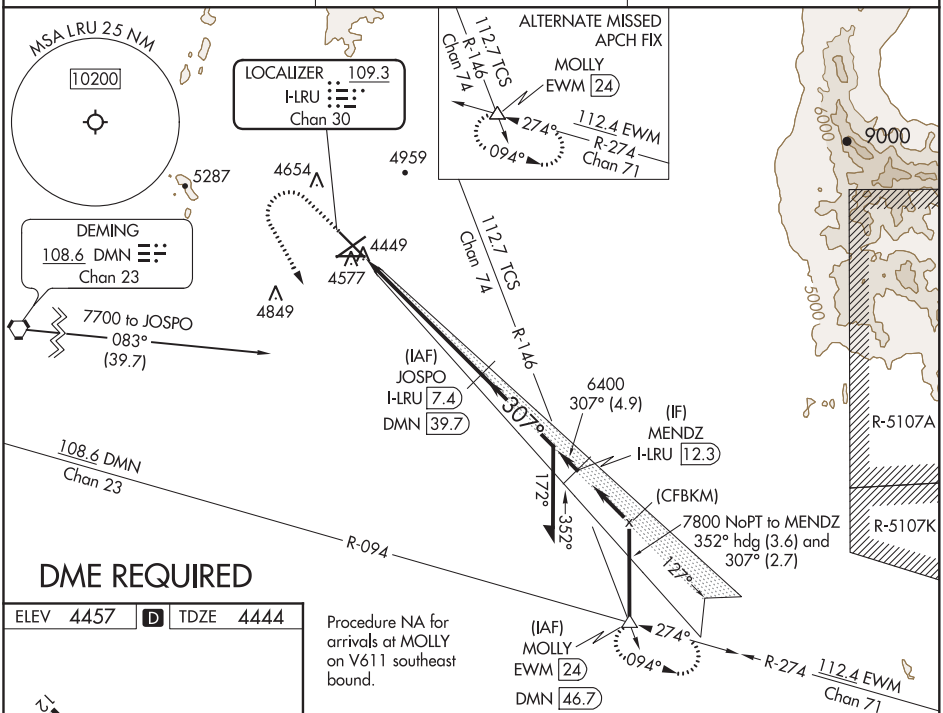
LOC/DME I-LRU	APP CRS	Rwy ldg	7499
109.3	307°	TDZE	4444
Chan 30		Apt Elev	4457

T NA — DME required. When local altimeter setting not received, use Deming altimeter setting: increase DA to 4758 feet and all visibilities ⅛ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile. VDP NA when using Deming altimeter setting.

MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 on heading 139° and on DMN VORTAC R-094 to MOLLY INT/DMN 46.7 DME and hold, continue climb-in-hold to 9000.

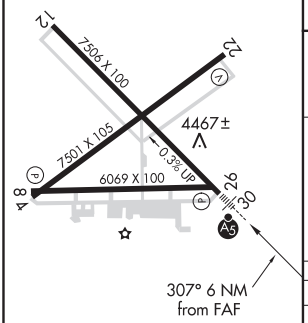
AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L



DME REQUIRED

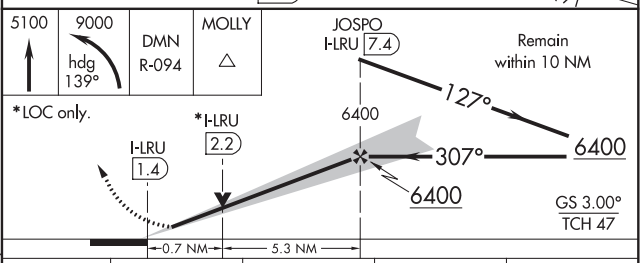
Procedure NA for arrivals at MOLLY on V611 southeast bound.

ELEV 4457	D	TDZE 4444



307° 6 NM from FAF

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L



CATEGORY	A	B	C	D
S-ILS 30	4644-½ 200 (200-½)			
S-LOC 30	4720-½ 276 (300-½)			
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

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SW-1, 25 FEB 2021 to 22 APR 2021

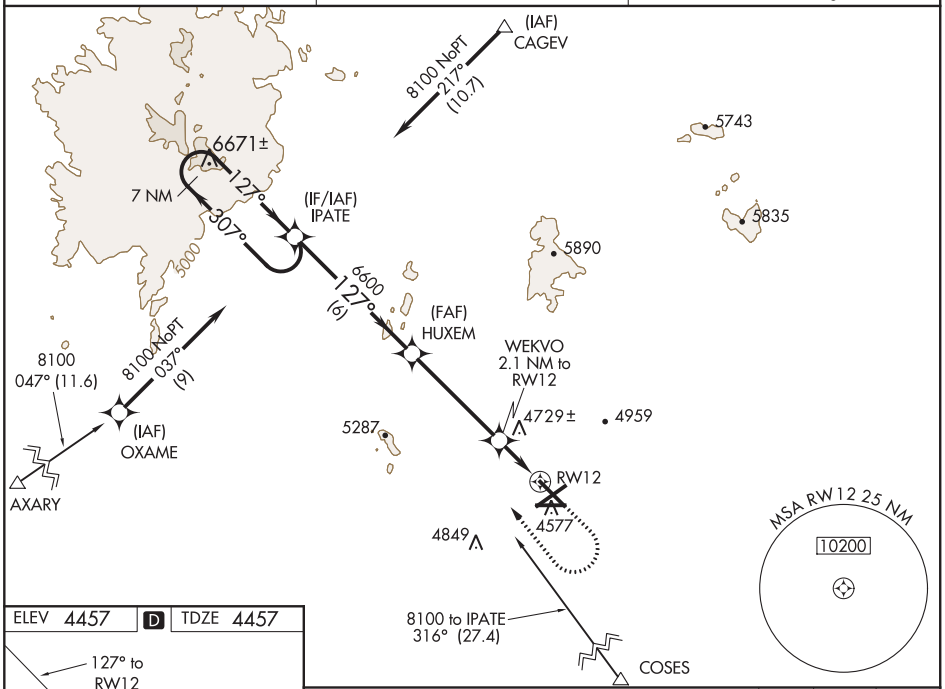
WAAS CH 93836 W12A	APP CRS 127°	Rwy ldg 7499 TDZE 4457 Apt Elev 4457

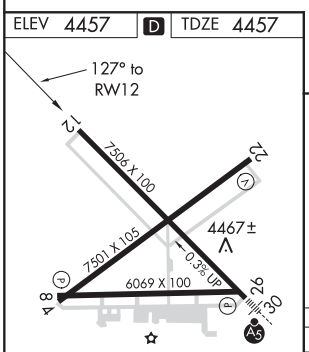
RNAV (GPS) RWY 12
LAS CRUCES INTL (LRU)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12 °C (11°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4821 feet and LNAV/VNAV DA to 4824 feet and all visibilities ½ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

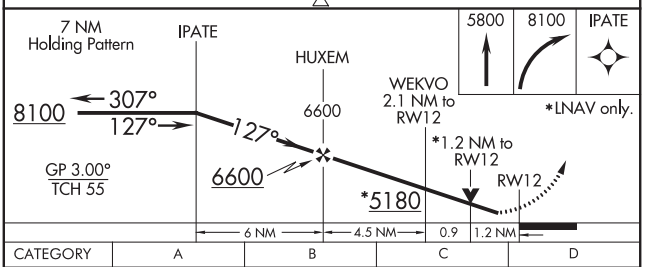
MISSED APPROACH: Climb to 5800 then climbing right turn to 8100 direct IPATE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L





REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L



CATEGORY	A	B	C	D
LPV DA	4707-¾ 250 (300-¾)			
LNAV/VNAV DA	4710-¾ 253 (300-¾)			
LNAV MDA	4900-1 443 (500-1)		4900-1⅜ 443 (500-1⅜)	
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LAS CRUCES, NEW MEXICO — AL-869 (FAA) — 19339

RNAV (GPS) RWY 30
LAS CRUCES INTL (LRU)

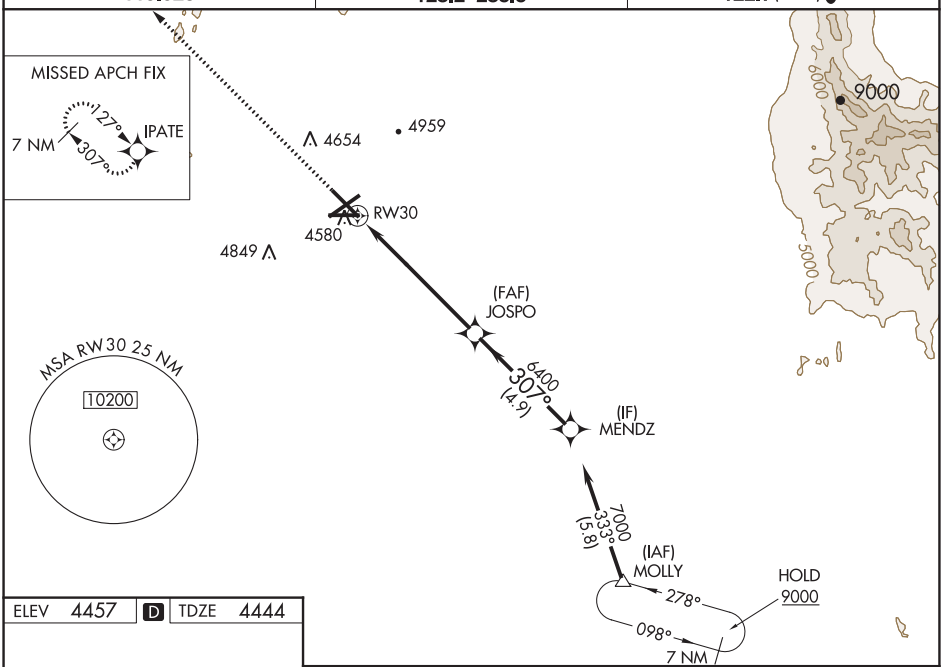
WAAS CH 63136 W30A	APP CRS 307°	Rwy ldg 7499 TDZE 4444 Apt Elev 4457

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 51°C (124°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4758 feet, LNAV/VNAV DA to 4863 feet and all visibilities ⅜ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

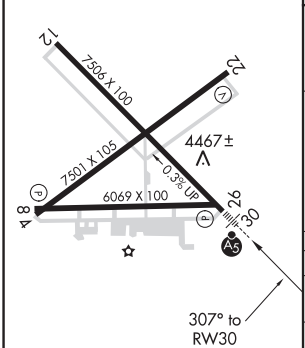
MALSR

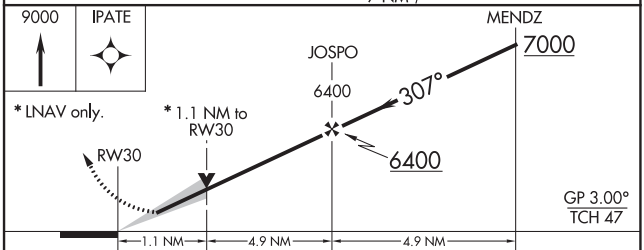
MISSED APPROACH: Climb to 9000 direct IPATE and hold, continue climb-in-hold to 9000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
119.025	128.2 285.5	122.7 (CTAF) L



ELEV 4457 | D | TDZE 4444





CATEGORY	A	B	C	D
LPV DA	4644-½ 200 (200-½)			
LNAV/VNAV DA	4749-⅝ 305 (300-⅝)			
LNAV MDA	4840-½ 396 (400-½)		4840-⅝ 396 (400-⅝)	
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

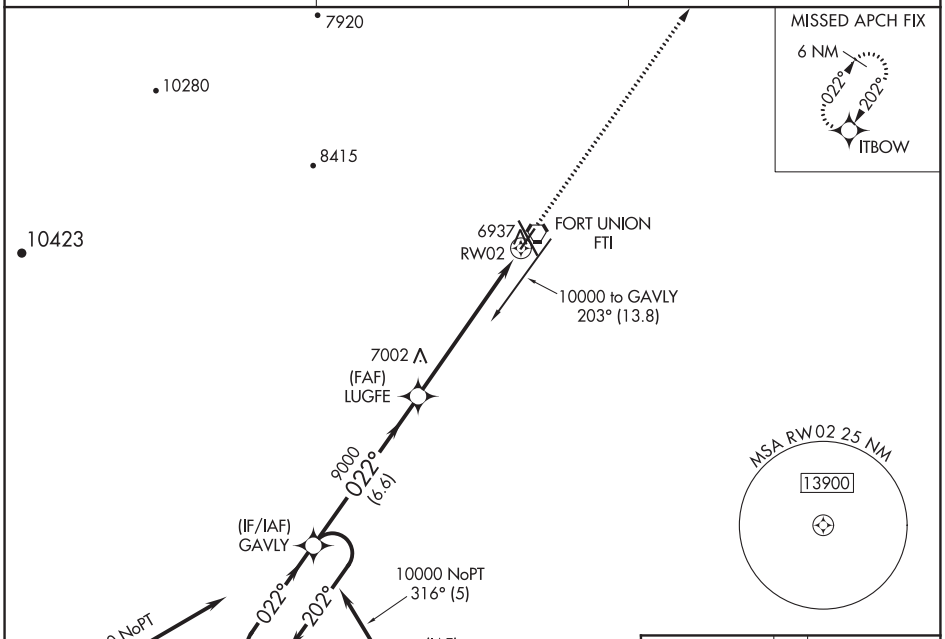
APP CRS	Rwy ldg	5006
022°	TDZE	6870
	Apt Elev	6877

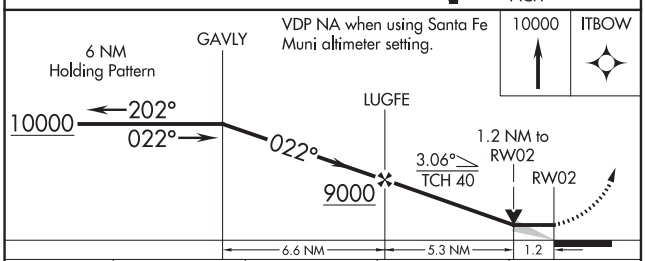
DME/DME RNP-0.3 NA.
Inoperative table does not apply to Cat C.
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS

MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

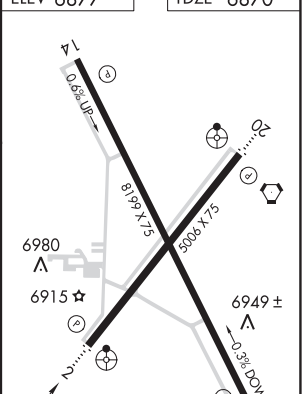
ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7280-¾ 410 (500-¾)		7280-1¼ 410 (500-1¼)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA

ELEV 6877 TDZE 6870



MIRL Rwys 14-32 and 2-20 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

LAS VEGAS, NEW MEXICO | AL-228 (FAA) | 20142

RNAV (GPS) RWY 20
LAS VEGAS MUNI (LVS)

APP CRS	Rwy ldg	5006
202°	TDZE	6867
	Apt Elev	6877

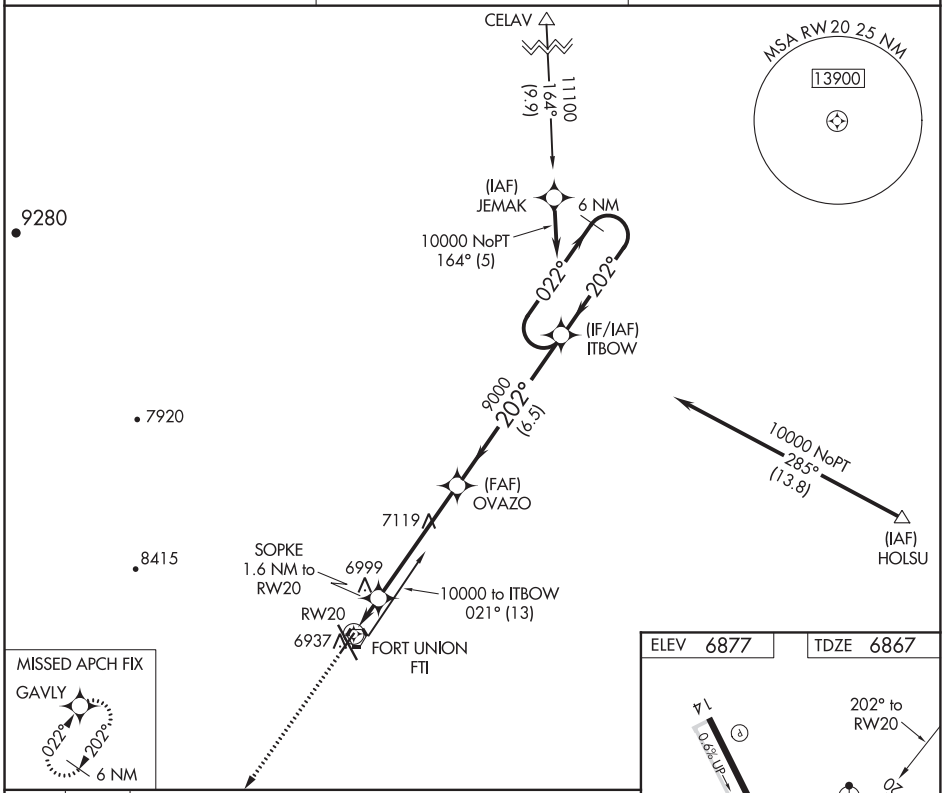
RNP APCH.

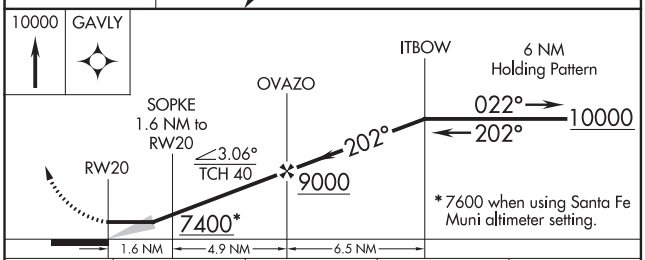
If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.
Straight-in minimums NA when using Santa Fe Muni altimeter setting.

ODALS

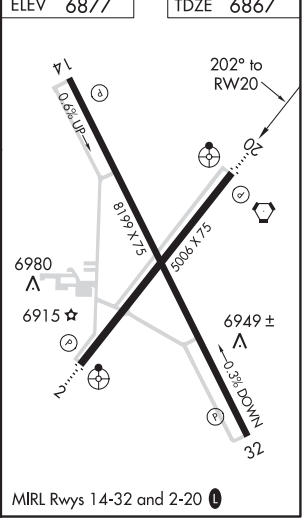
MISSED APPROACH: Climb to 10000 direct GAVLY and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7260-¾ 393 (400-¾)			NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA



LAS VEGAS, NEW MEXICO
Orig-B 21MAY20

35°39′N-105°09′W

LAS VEGAS MUNI (LVS)
RNAV (GPS) RWY 20

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	8199
319°	TDZE	6877
	Apt Elev	6877

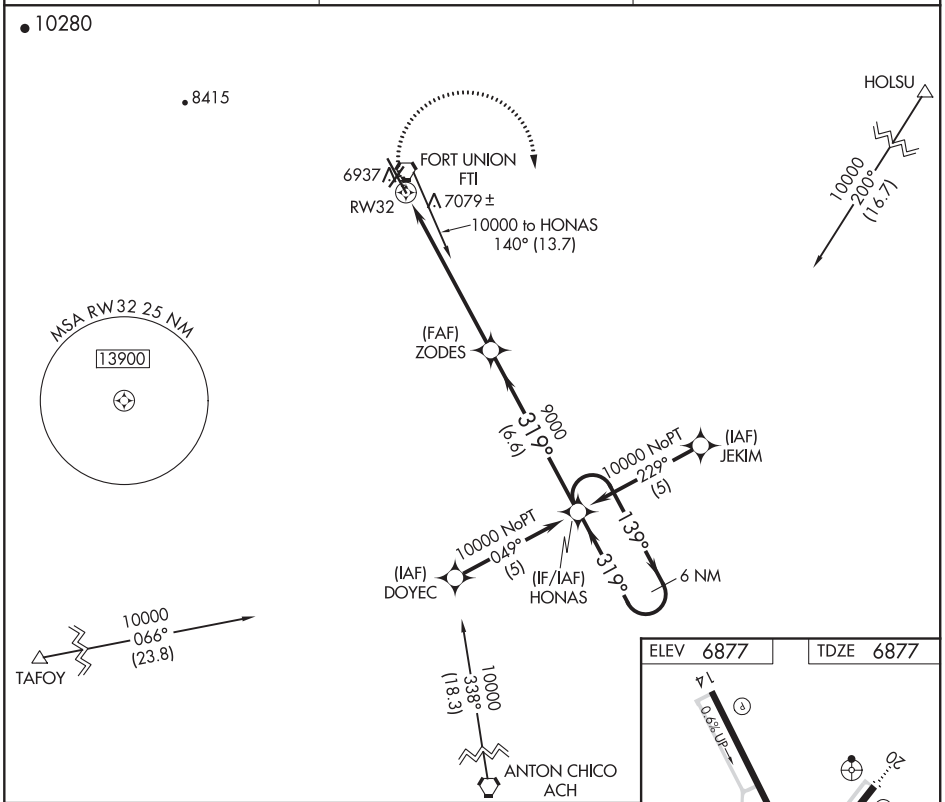
RNAV (GPS) RWY 32
LAS VEGAS MUNI (LVS)

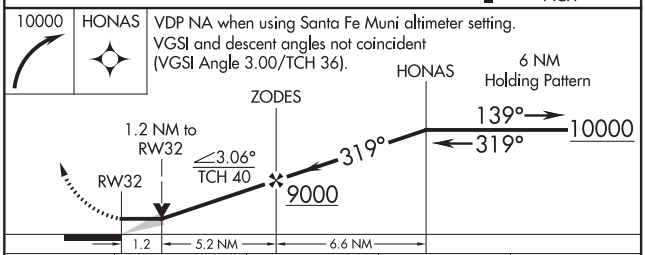
RNP APCH.

If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

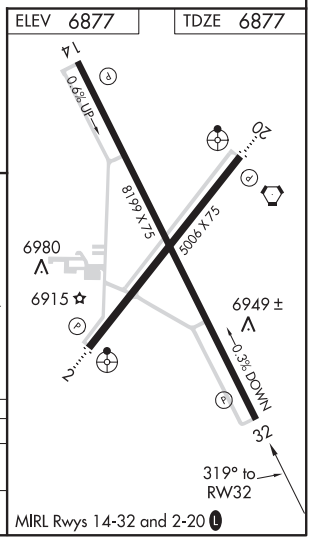
MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	7320-1 443 (500-1)		7320-1¼ 443 (500-1¼)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA



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VOR RWY 20
LAS VEGAS MUNI (LVS)

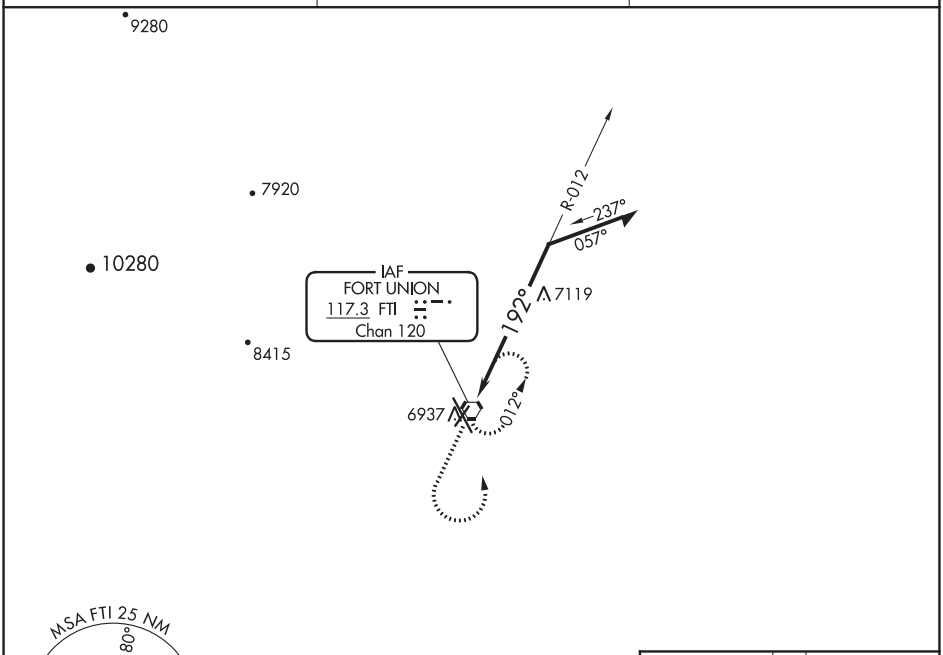
VORTAC FTI	APP CRS	Rwy ldg	5006
117.3	192°	TDZE	6867
Chan 120		Apt Elev	6877

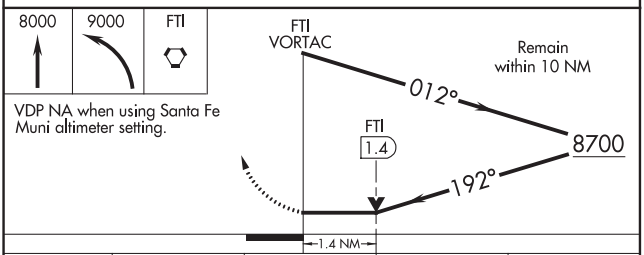
Inoperative table does not apply. When local altimeter not received, use Santa Fe Muni altimeter setting and increase all MDA 200 feet; increase Circling Cat C visibility ¾ SM.

ODALS

MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

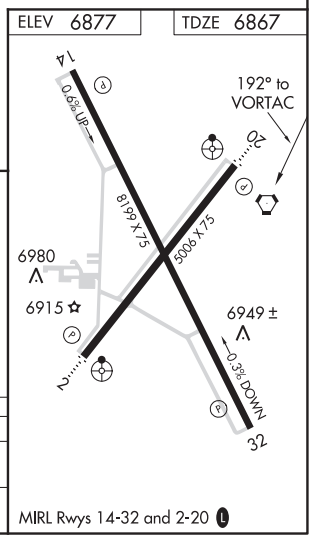
ASOS	ALBUQUERQUE CENTER	UNICOM
118.525	132.8 346.35	122.8 (CTAF) L





VDP NA when using Santa Fe Muni altimeter setting.

CATEGORY	A	B	C	D
S-20	7420-1	553 (600-1)	7420-1½ 553 (600-1½)	NA
C CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA



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WAAS CH 63142 W16A	APP CRS 161°	Rwy ldg 6400 TDZE 9934 Apt Elev 9934

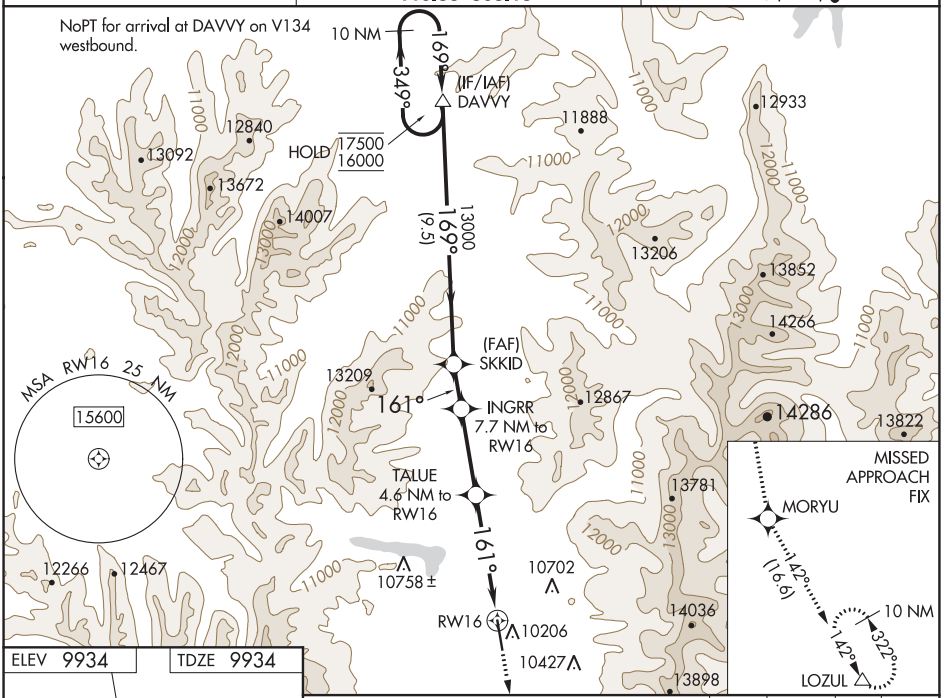
RNAV (GPS) RWY 16
LAKE COUNTY (LXV)

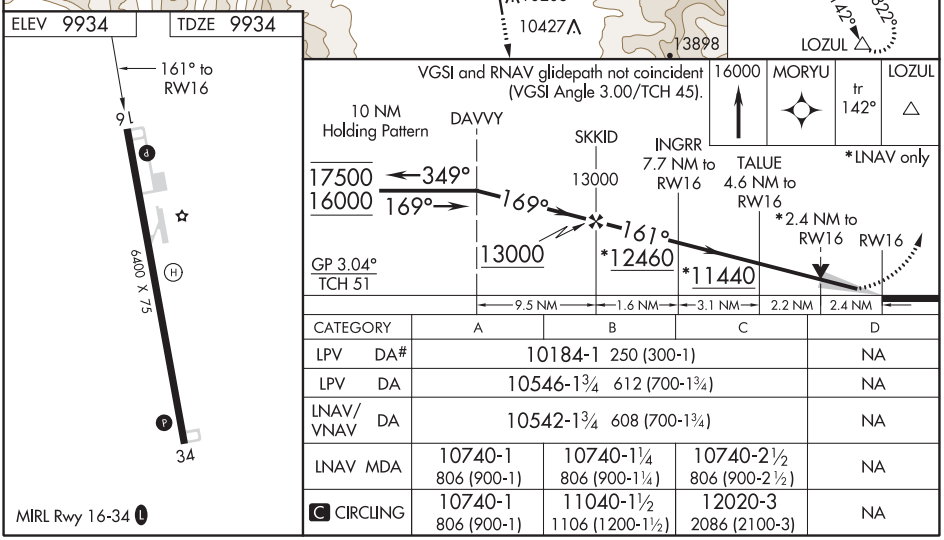
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C. When local altimeter setting not received, procedure NA. -27°C

MISSED APPROACH: Climb to 16000 direct MORYU and on track 142° to LOZUL and hold, continue climb-in-hold to 16000. #Missed approach requires minimum climb of 240 feet per NM to 12500.

ASOS	DENVER CENTER	UNICOM
118.375	119.85 363.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA#	10184-1 250 (300-1)			NA
LPV DA	10546-1¾ 612 (700-1¾)			NA
LNAV/VNAV DA	10542-1¾ 608 (700-1¾)			NA
LNAV MDA	10740-1 806 (900-1)	10740-1¼ 806 (900-1¼)	10740-2½ 806 (900-2½)	NA
C CIRCLING	10740-1 806 (900-1)	11040-1½ 1106 (1200-1½)	12020-3 2086 (2100-3)	NA

SW-1, 25 FEB 2021 to 22 APR 2021

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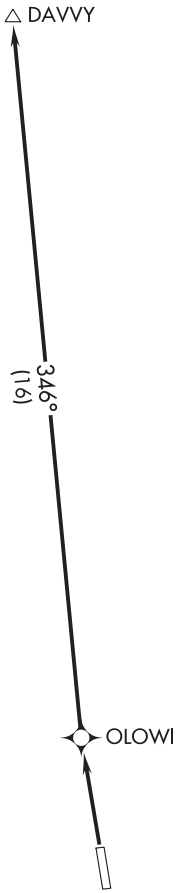
(DAVVY2.DAVVY) 19059

DAVVY TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9146 (FAA)

LAKE COUNTY (LXV)
LEADVILLE, COLORADO

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)



NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: NA, ATC.

Rwy 34: Standard with minimum climb of 337′ per NM to 13200.

TAKEOFF OBSTACLE NOTES

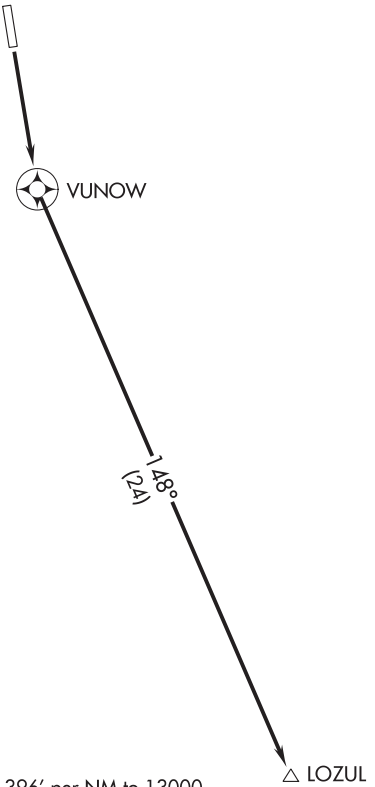
Rwy 34: Pole 10′ from DER, 26′ left of centerline, 2′ AGL/9932′ MSL.
Trees beginning 18′ from DER, 462′ right of centerline, up to 9949′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb direct OLOWI, then on track 346° to DAVVY, then on assigned route, maintain 16000.

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 16: Standard with minimum climb of 396′ per NM to 13000.
Rwy 34: NA, ATC.

TAKEOFF OBSTACLE NOTES
Rwy 16: Poles, signs beginning 9′ from DER, 17′ left of centerline, up to 2′ AGL/9926′ MSL.
Pole 10′ from DER, 17′ right of centerline, 2′ AGL/9926′ MSL.
Trees beginning 180′ from DER, 516′ left of centerline, up to 9948′ MSL.
Transmission line, poles beginning 499′ from DER, 632′ left of centerline, up to 101′ AGL/9989′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb direct VUNOW, then on track 148° to LOZUL, then on assigned route, maintain 16000.

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SW-1, 25 FEB 2021 to 22 APR 2021

LONGMONT, COLORADO

AL-9041 (FAA)

19115

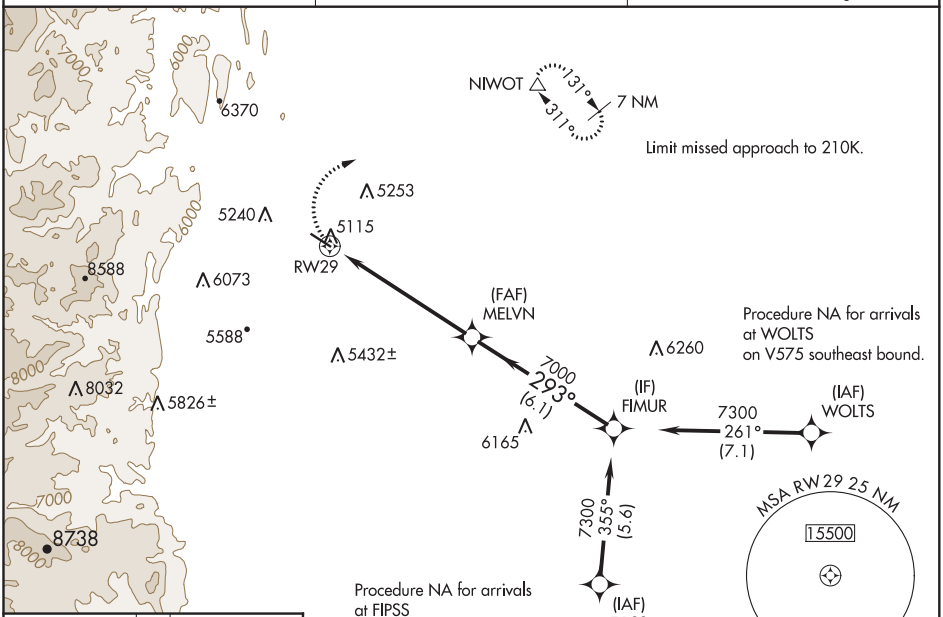
RNAV (GPS) RWY 29
VANCE BRAND (LMO)

WAAS CH 86834 W29A	APP CRS 293°	Rwy ldg 4799 TDZE 5047 Apt Elev 5055

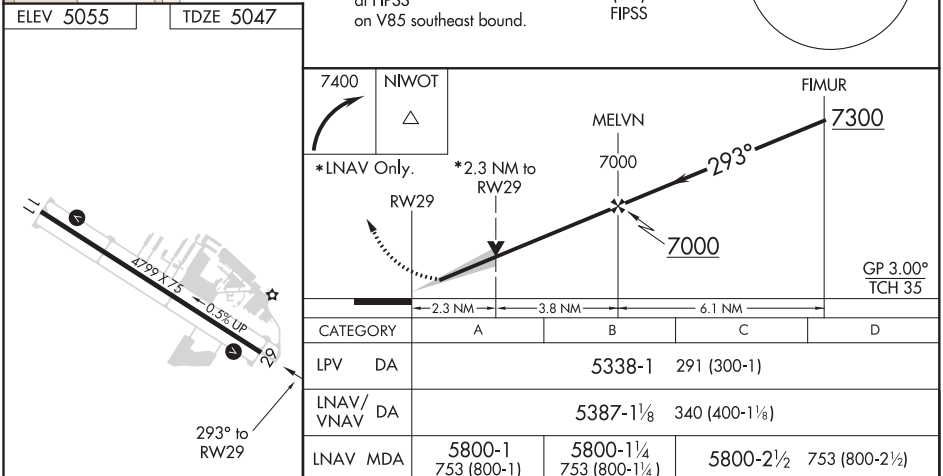
Baro-VNAV NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 52°C (127°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA and MDA 120 feet, increase LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat A and Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 7400 direct NIWOT and hold, continue climb-in-hold to 7400.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L



ELEV 5055 | TDZE 5047



CATEGORY	A	B	C	D
LPV DA	5338-1 291 (300-1)			
LNAV/VNAV DA	5387-1⅛ 340 (400-1⅛)			
LNAV MDA	5800-1 753 (800-1)	5800-1¼ 753 (800-1¼)	5800-2½ 753 (800-2½)	
C CIRCLING	5800-1 745 (800-1)	5800-1¼ 745 (800-1¼)	5860-2½ 805 (900-2½)	6480-3 1425 (1500-3)

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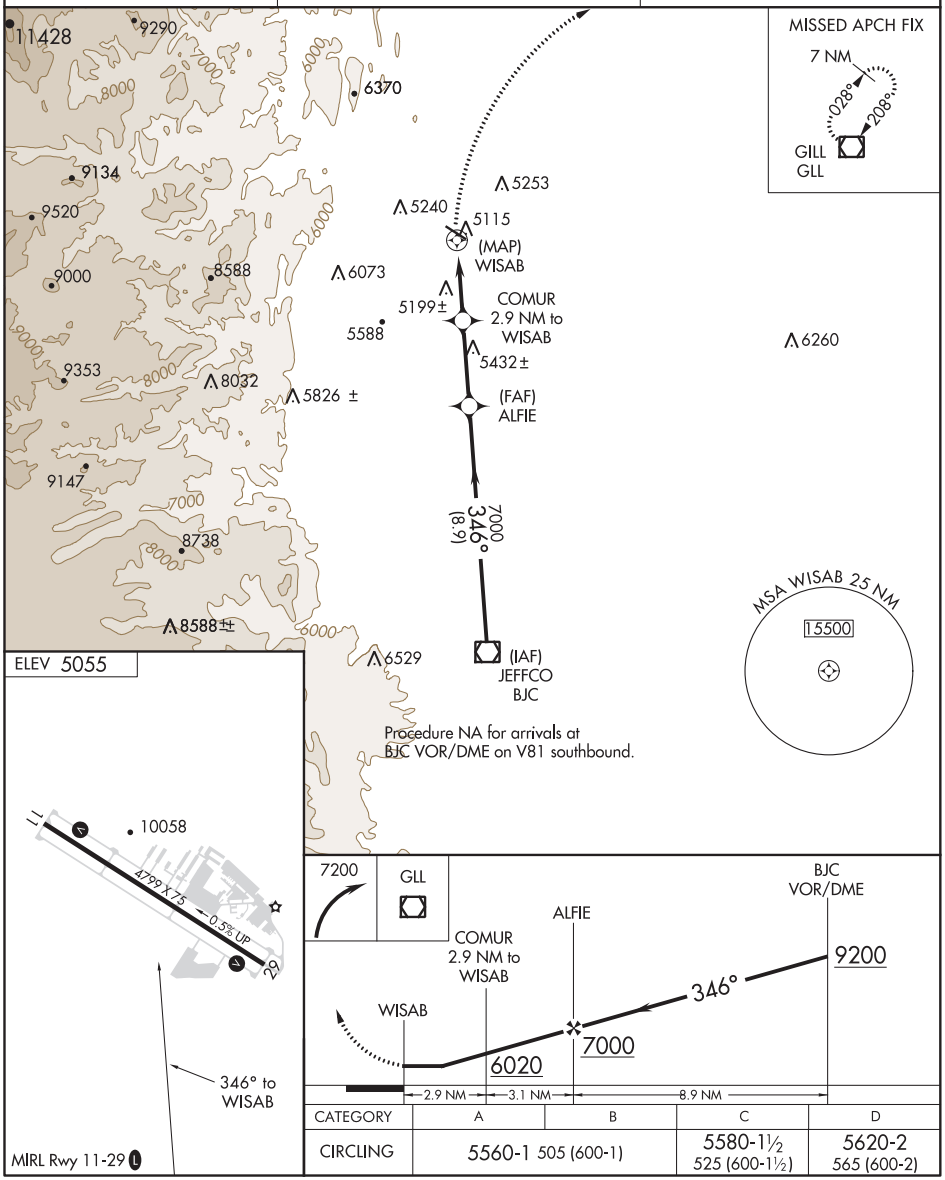
APP CRS	Rwy ldg	N/A
346°	TDZE	N/A
	Apt Elev	5055

RNAV (GPS)-B
VANCE BRAND (LMO)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet; and increase Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7200 direct GLL VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	5560-1 505 (600-1)		5580-1½ 525 (600-1½)	5620-2 565 (600-2)

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LONGMONT, COLORADO

AL-9041 (FAA)

20310

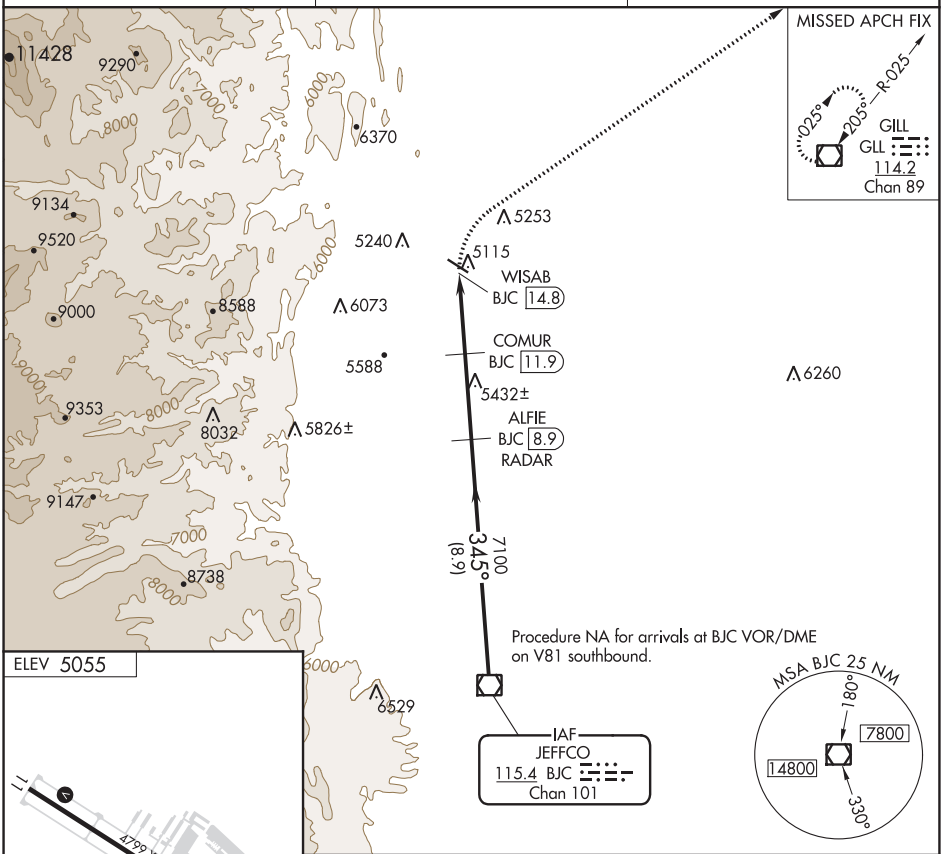
VOR/DME-A
VANCE BRAND (LMO)

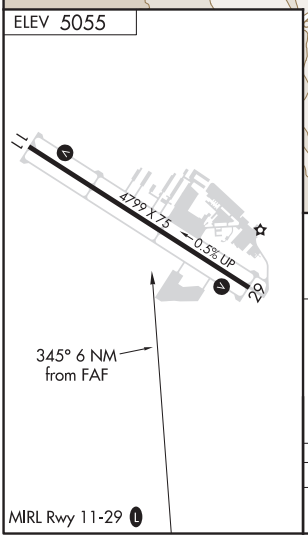
VOR/DME BJC	APP CRS	Rwy ldg	N/A
115.4	345°	TDZE	N/A
Chan 101		Apt Elev	5055

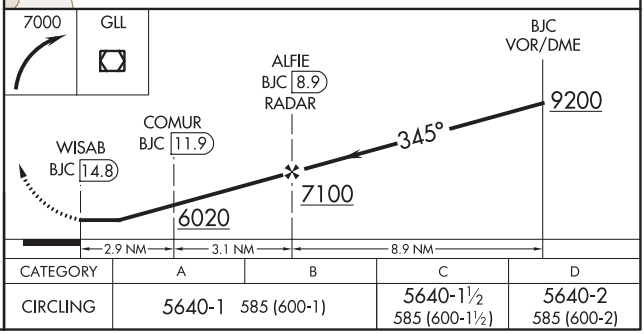
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet; and increase Cat C visibility ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climbing right turn to 7000 direct GLL VOR/DME and hold.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	5640-1 585 (600-1)		5640-1½ 585 (600-1½)	5640-2 585 (600-2)

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LONGMONT, COLORADO
Amdt 2A 29MAY14

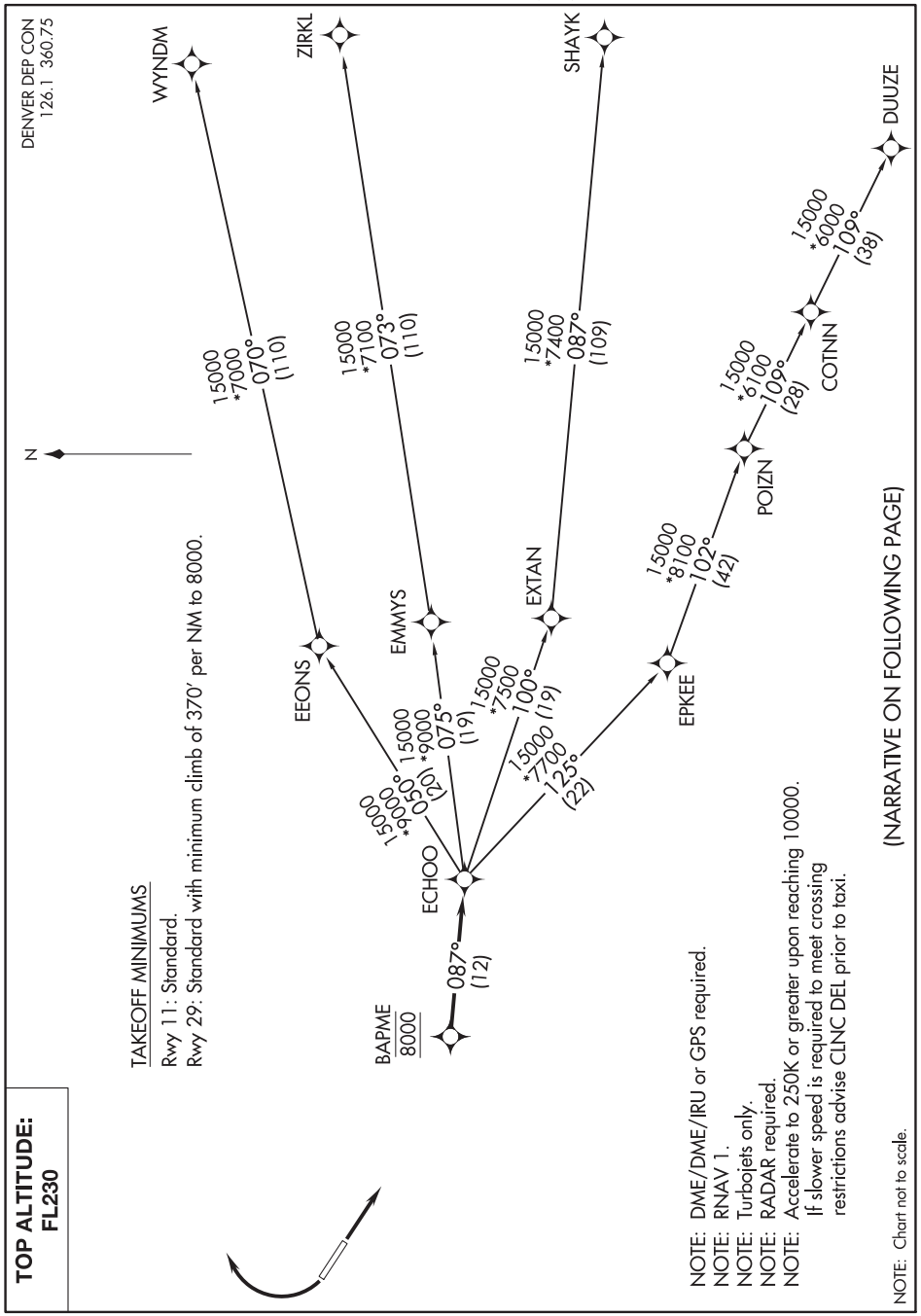
40°10′N-105°10′W

VANCE BRAND (LMO)
VOR/DME-A

ECHOO ONE DEPARTURE (RNAV)

AL-9041 (FAA)

VANCE BRAND (LMO)
LONGMONT, COLORADO



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ECHOO ONE DEPARTURE (RNAV)

LONGMONT, COLORADO
VANCE BRAND (LMO)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

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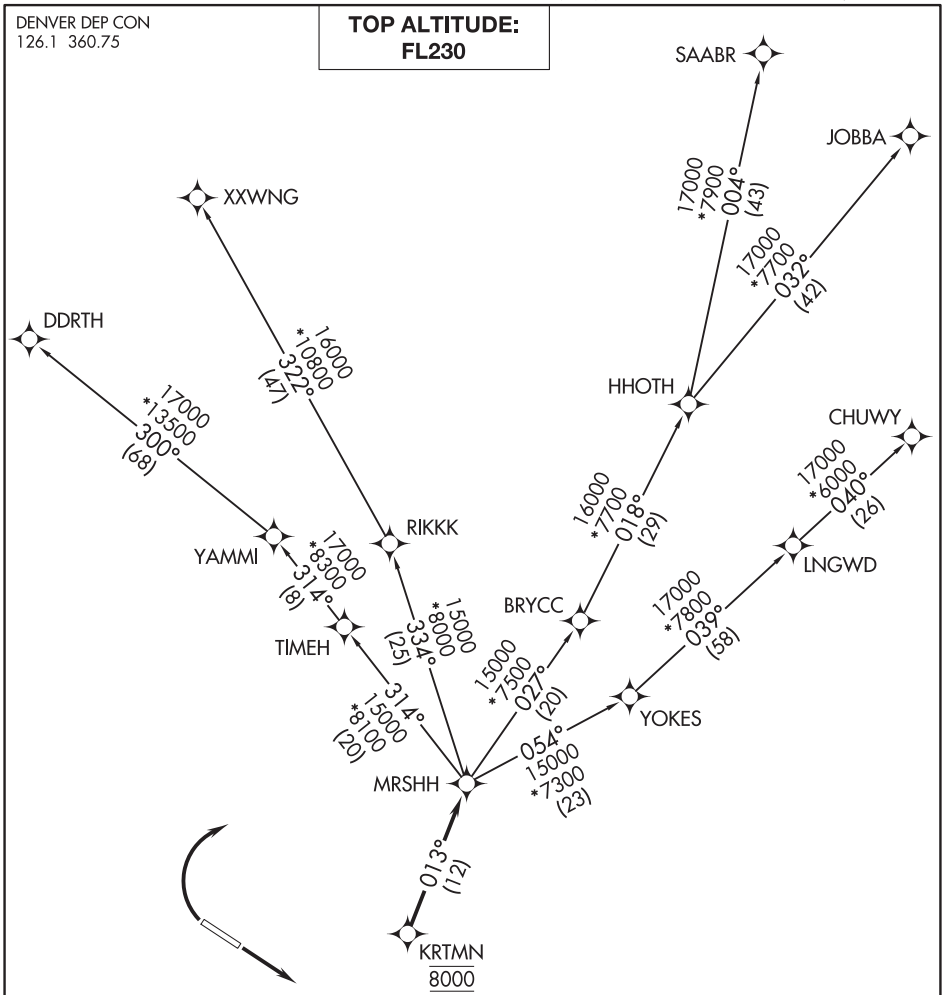

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TAKEOFF MINIMUMS

Rwy 11: Standard.
Rwy 29: Standard with minimum climb of 370′ per NM to 8000.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

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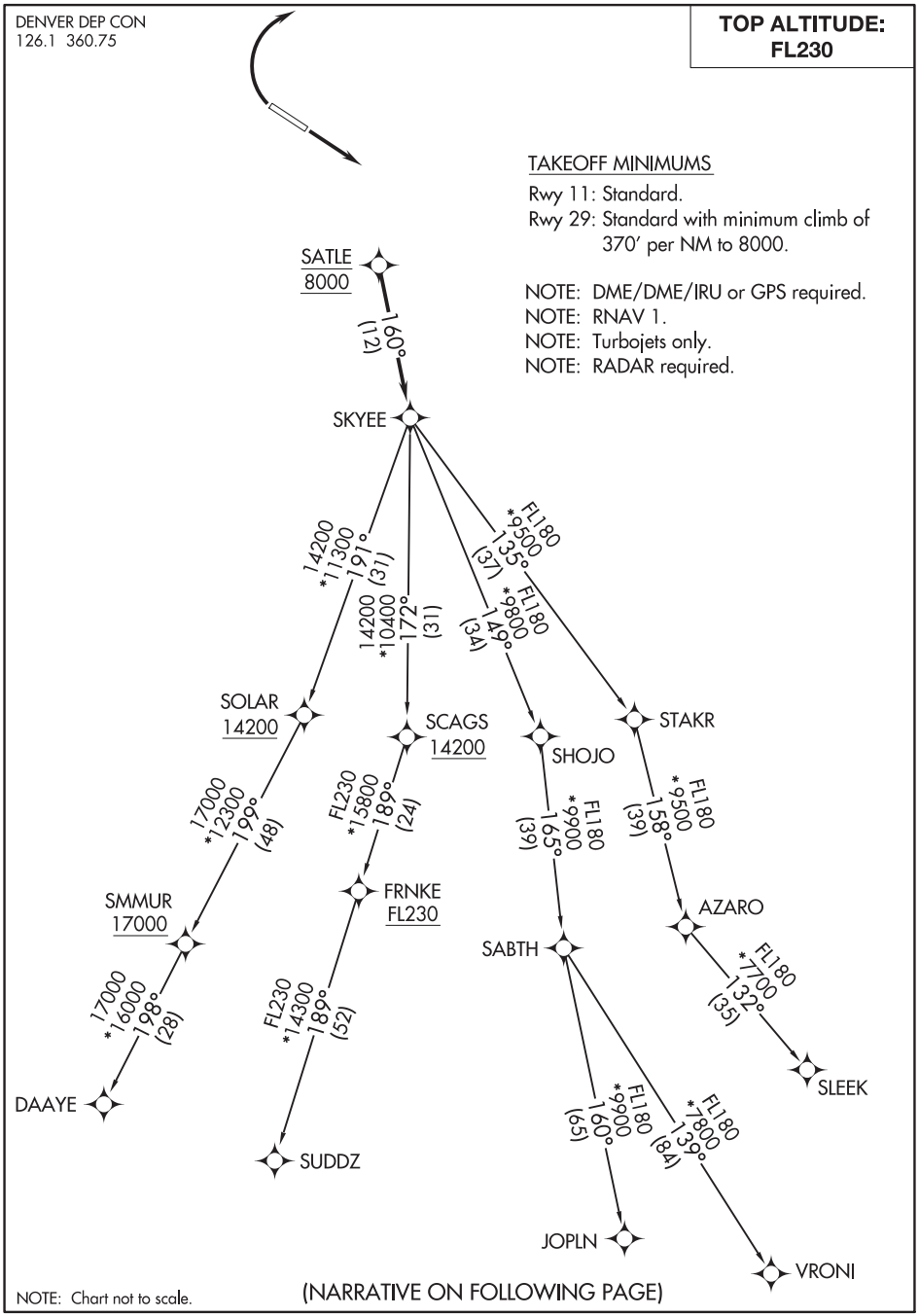

(NARRATIVE ON FOLLOWING PAGE)

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(SKYEE1.SKYEE) 20086

SKYEE ONE DEPARTURE (RNAV)

AL-9041 (FAA)

VANCE BRAND (LMO)
LONGMONT, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)

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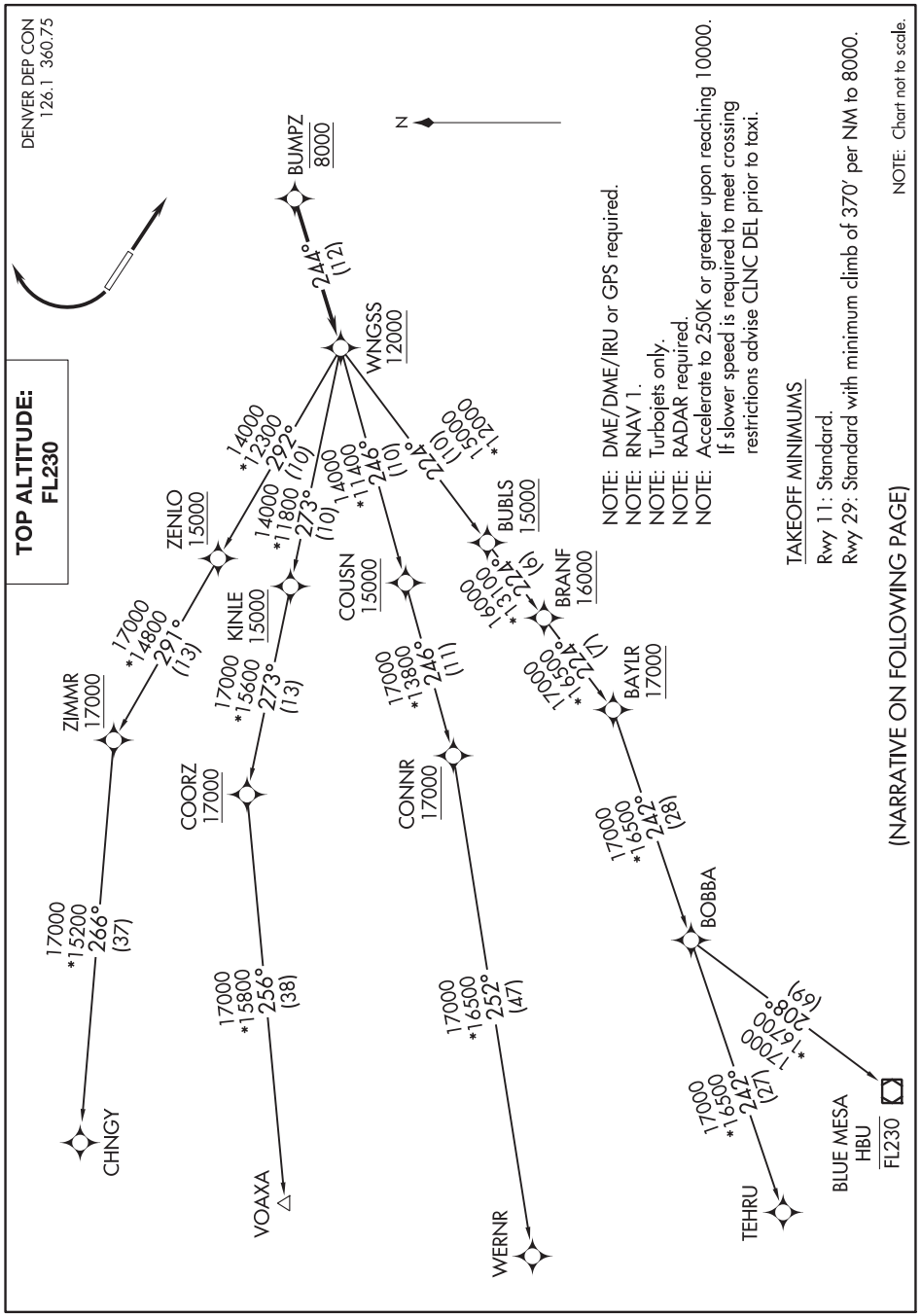


SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

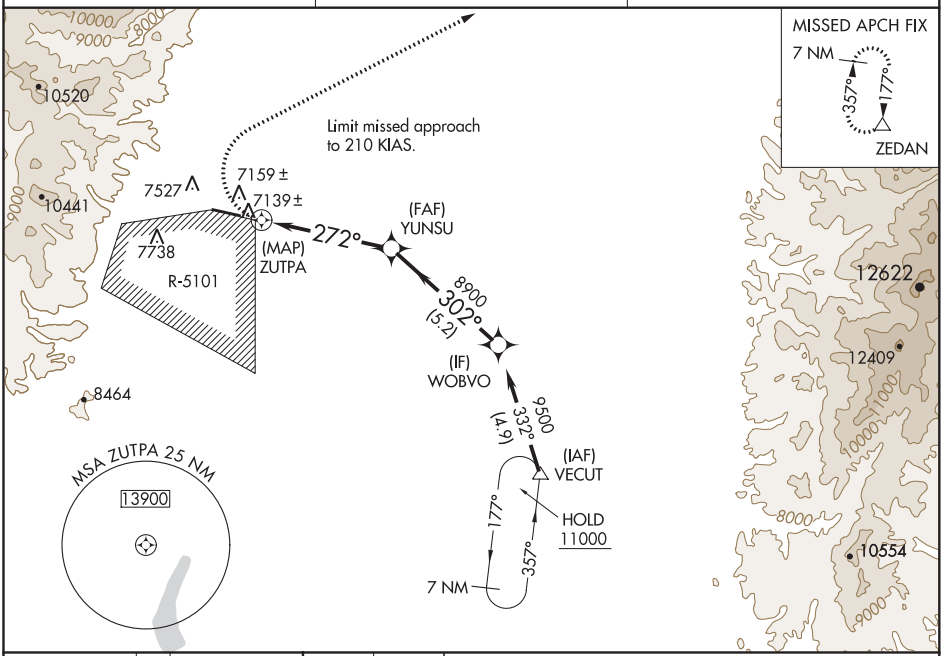
WAAS CH 82028 W27A	APP CRS 272°	Rwy ldg 6000 TDZE 7126 Apt Elev 7171

RNAV (GPS) Y RWY 27
LOS ALAMOS (LAM)

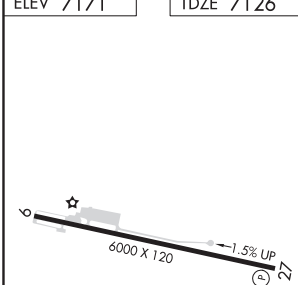
When local altimeter setting not received, procedure NA. *LP and *LNAV missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

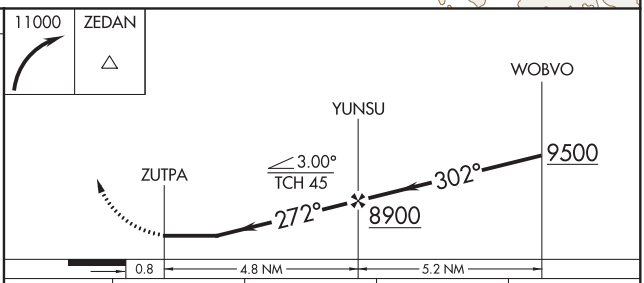
MISSED APPROACH: Climbing right turn to 11000 direct ZEDAN and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
124.175	132.8 346.35	123.0 (CTAF) L



ELEV 7171	TDZE 7126





CATEGORY	A	B	C	D
LP MDA*	7580-1 454 (500-1)		7580-1⅜ 454 (500-1⅜)	NA
LP MDA	7700-1 574 (600-1)		7700-1⅞ 574 (600-1⅞)	NA
LNAV MDA*	7640-1 514 (500-1)		7640-1⅝ 514 (500-1⅝)	NA
LNAV MDA	7880-1 754 (800-1)	7880-1¼ 754 (800-1¼)	7880-2½ 754 (800-2½)	NA
CIRCLING	NA			

REIL Rwy 27 L
MIRL Rwy 9-27 L

SW-1, 25 FEB 2021 to 22 APR 2021

LOS ALAMOS, NEW MEXICO AL-10276 (FAA) 19115

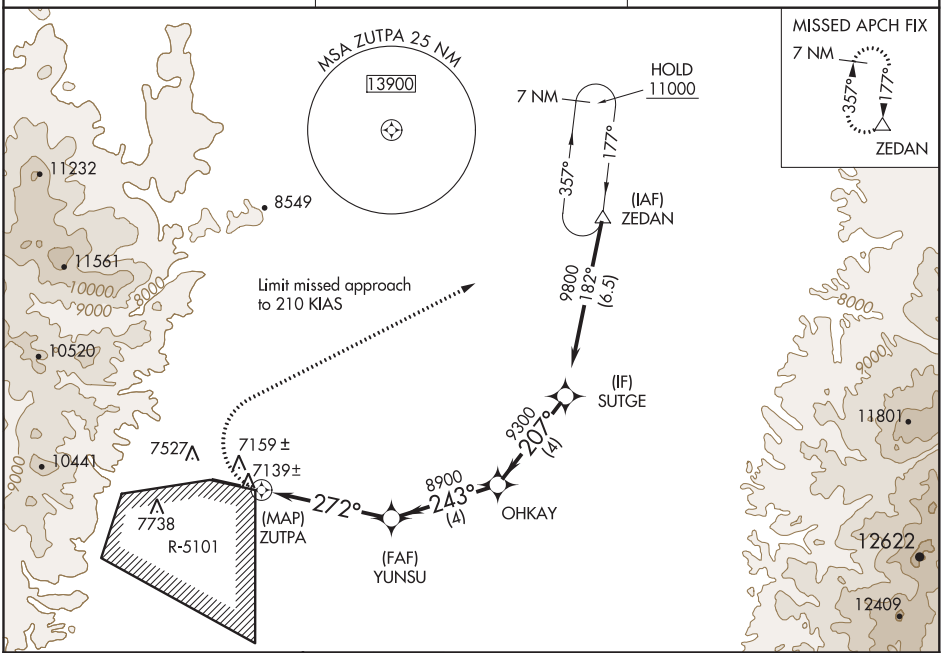
WAAS CH 56329 W27B	APP CRS 272°	Rwy ldg 6000 TDZE 7126 Apt Elev 7171

RNAV (GPS) Z RWY 27
LOS ALAMOS (LAM)

When local altimeter setting not received, procedure NA. *LP and *LNAV missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

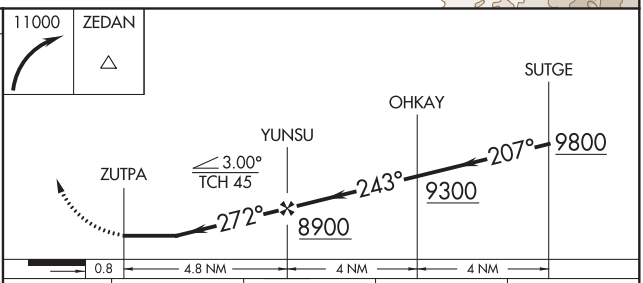
MISSED APPROACH: Climbing right turn to 11000 direct ZEDAN and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
124.175	132.8 346.35	123.0 (CTAF) L



ELEV 7171 TDZE 7126

REIL Rwy 27 L
MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LP MDA*	7580-1 454 (500-1)		7580-1⅜ 454 (500-1⅜)	NA
LP MDA	7700-1 574 (600-1)		7700-1⅞ 574 (600-1⅞)	NA
LNAV MDA*	7640-1 514 (500-1)		7640-1⅝ 514 (500-1⅝)	NA
LNAV MDA	7880-1 754 (800-1)	7880-1¼ 754 (800-1¼)	7880-2½ 754 (800-2½)	NA
CIRCLING	NA			

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 70436 W03A	APP CRS 038°	Rwy ldg 6001 TDZE 3976 Apt Elev 3979

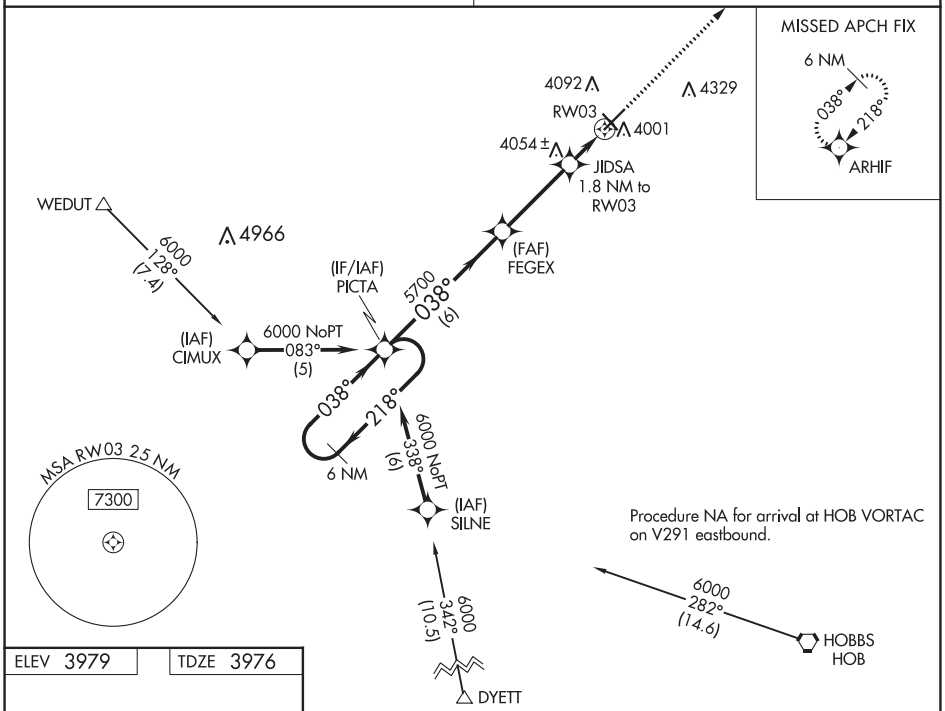
RNAV (GPS) RWY 3
LEA COUNTY-ZIP FRANKLIN MEMORIAL (EØ6)

T NA

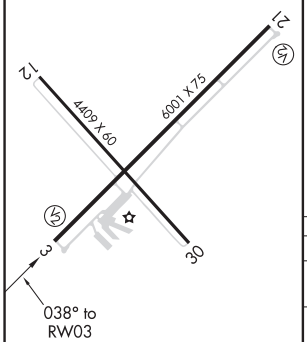
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 3, 12, 30 NA.

MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

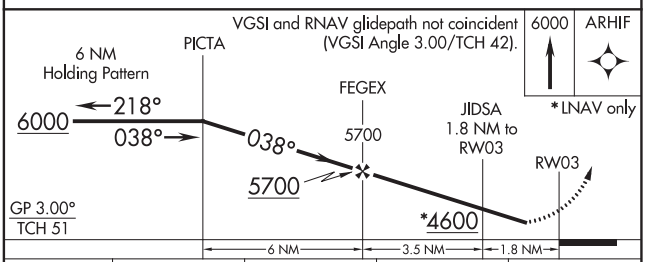
FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L



ELEV 3979	TDZE 3976



MIRL Rwys 3-21 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	4314-1⅛ 338 (400-1⅛)			NA
LNAV/VNAV DA	4314-1⅛ 338 (400-1⅛)			NA
LNAV MDA	4400-1 424 (500-1)		4400-1¼ 424 (500-1¼)	NA
C CIRCLING	4480-1 501 (600-1)		4720-2¼ 741 (800-2¼)	NA

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SW-1, 25 FEB 2021 to 22 APR 2021

LOVINGTON, NEW MEXICO | AL-6951 (FAA) | 19227

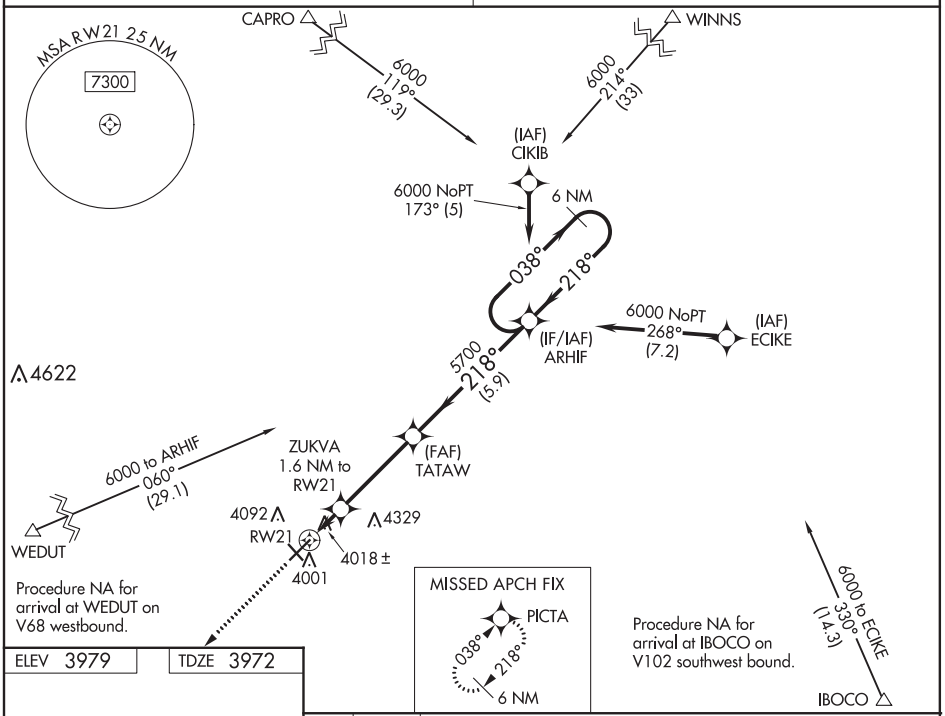
WAAS CH 45636 W21A	APP CRS 218°	Rwy ldg 6001 TDZE 3972 Apt Elev 3979

RNAV (GPS) RWY 21
LEA COUNTY-ZIP FRANKLIN MEMORIAL (EØ6)

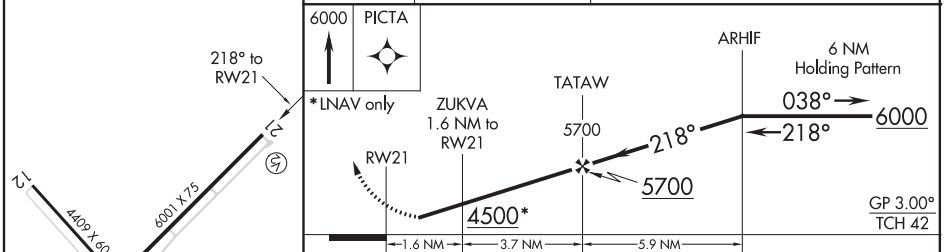
T A NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting, when not received, procedure NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 3, 12, 30 NA.

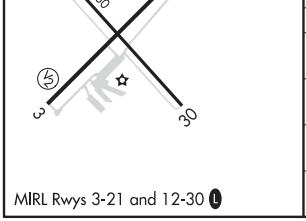
MISSED APPROACH: Climb to 6000 direct PICTA and hold.

FORT WORTH CENTER	UNICOM
133.1 298.95	122.8 (CTAF) L



ELEV 3979 | TDZE 3972





MIRL Rwys 3-21 and 12-30 L

CATEGORY	A	B	C	D
LPV DA	4310-1⅛ 338 (400-1⅛)			NA
LNAV/VNAV DA	4310-1⅛ 338 (400-1⅛)			NA
LNAV MDA	4360-1 388 (400-1)		4360-1⅛ 388 (400-1⅛)	NA
C CIRCLING	4480-1 501 (600-1)		4720-2¼ 741 (800-2¼)	NA

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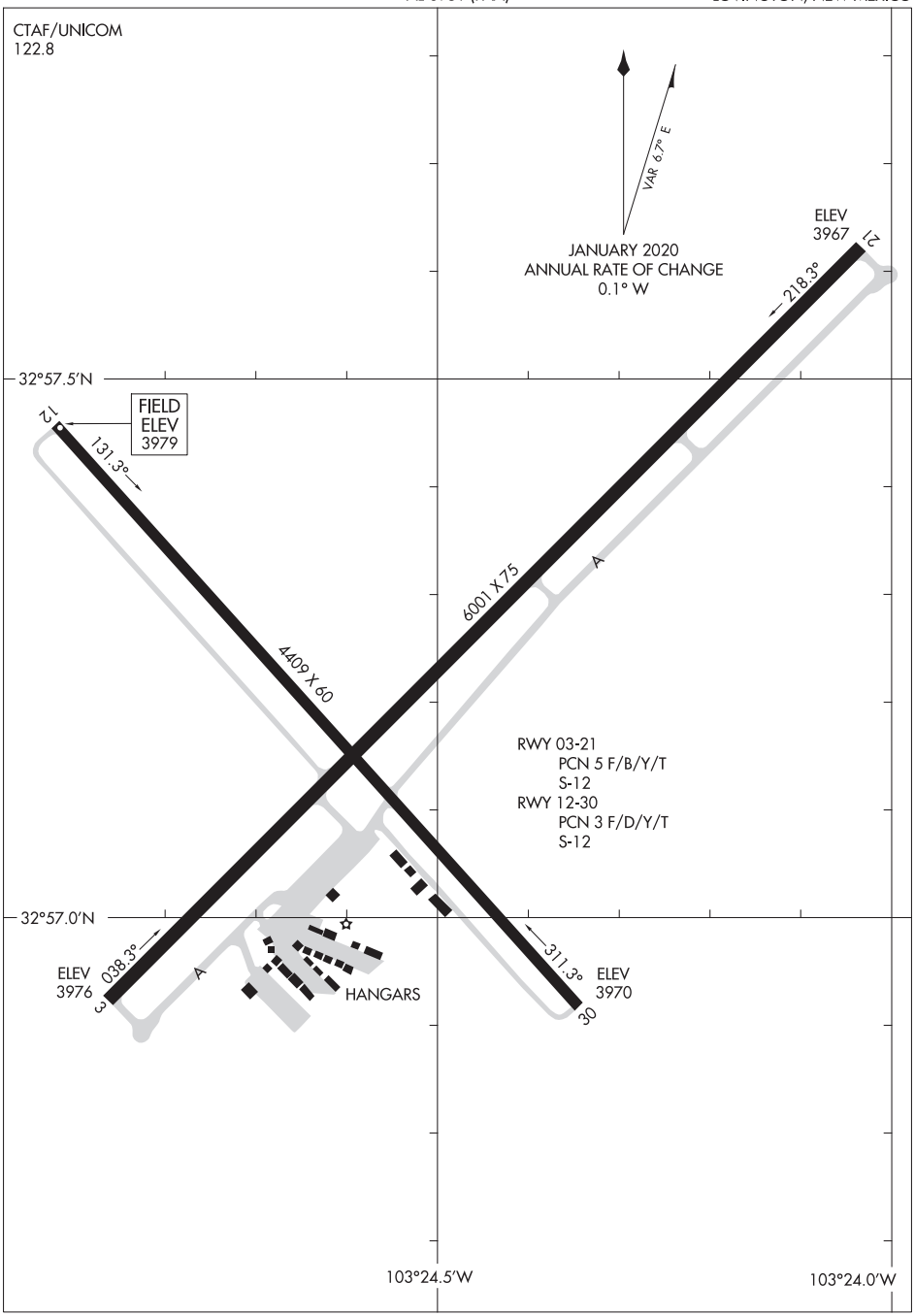
SW-1, 25 FEB 2021 to 22 APR 2021



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

MEEKER, COLORADO | AL-6601 (FAA) | 20198

APP CRS	Rwy ldg	6503
025°	TDZE	6381
	Apt Elev	6415

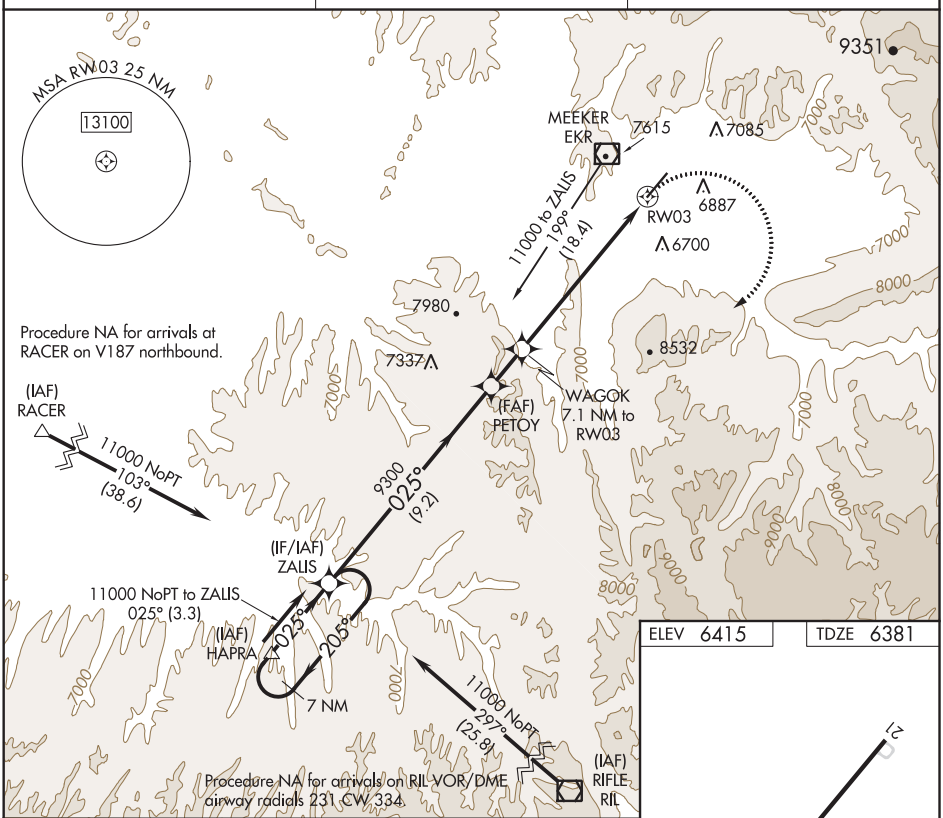
RNAV (GPS) RWY 3
MEEKER COULTER FIELD (EEO)

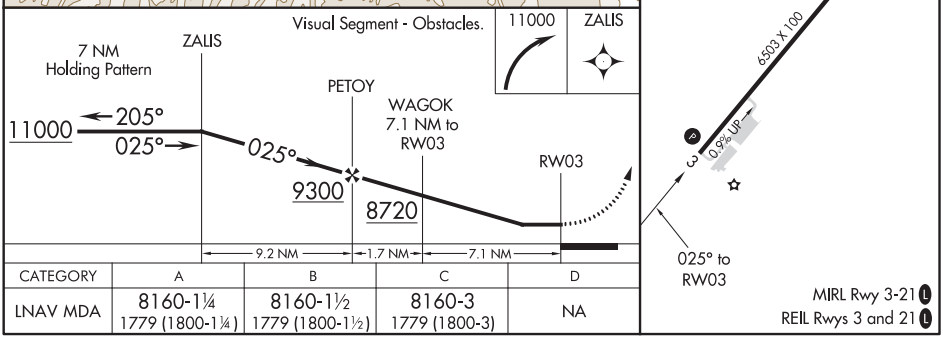
RNP APCH.

-25°C

MISSED APPROACH: Climbing right turn to 11000 direct ZALIS and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	8160-1¼ 1779 (1800-1¼)	8160-1½ 1779 (1800-1½)	8160-3 1779 (1800-3)	NA

SW-1, 25 FEB 2021 to 22 APR 2021

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MEEKER, COLORADO
Amdt 3D 18JUL19

40°03'N-107°53'W

MEEKER COULTER FIELD (EEO)
RNAV (GPS) RWY 3

APP CRS	Rwy ldg	N/A
126°	TDZE	N/A
	Apt Elev	6421

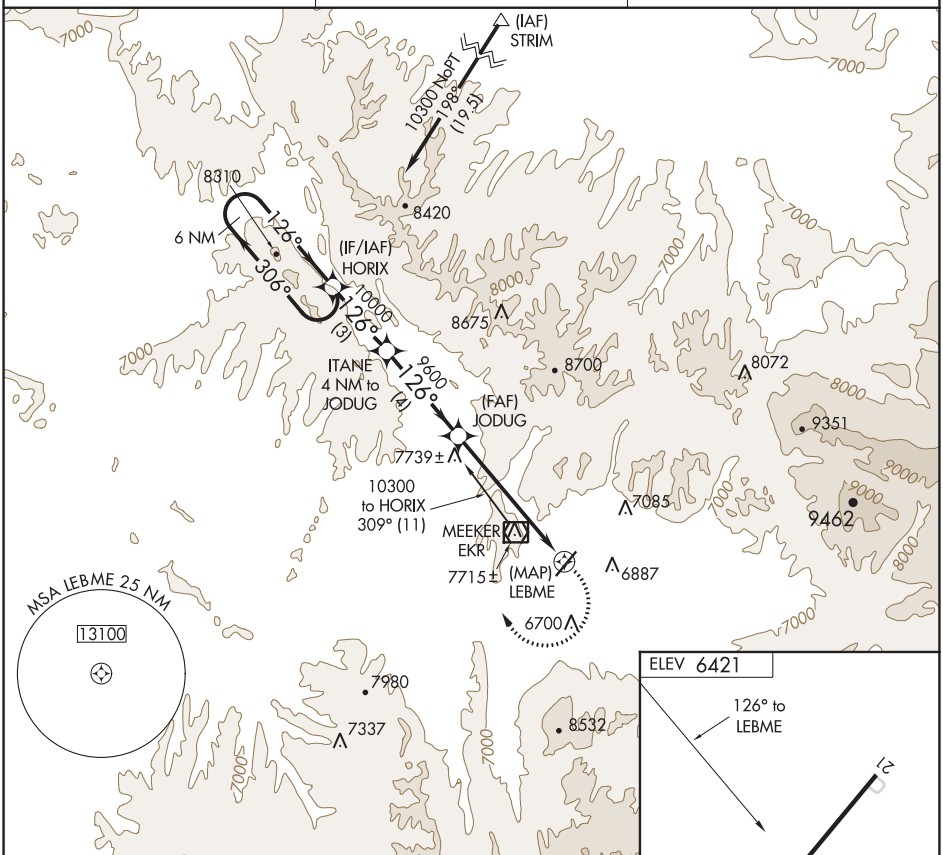
RNAV (GPS)-B
MEEKER COULTER FIELD (EEO)

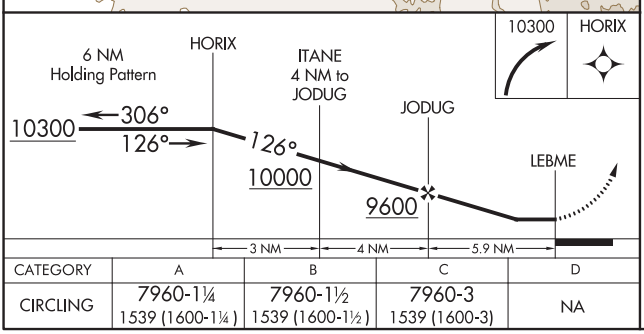
DME/DME RNP-0.3 NA. Circling not authorized west of Rwy 3-21. Night Landing: Rwy 21 NA. Helicopter visibility reduction below 1 SM NA.

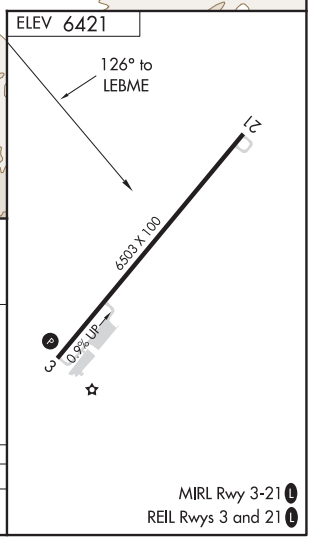
-25°C

MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	7960-1¼ 1539 (1600-1¼)	7960-1½ 1539 (1600-1½)	7960-3 1539 (1600-3)	NA

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

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SW-1, 25 FEB 2021 to 22 APR 2021

MEEKER, COLORADO | AL-6601 (FAA) | 20310

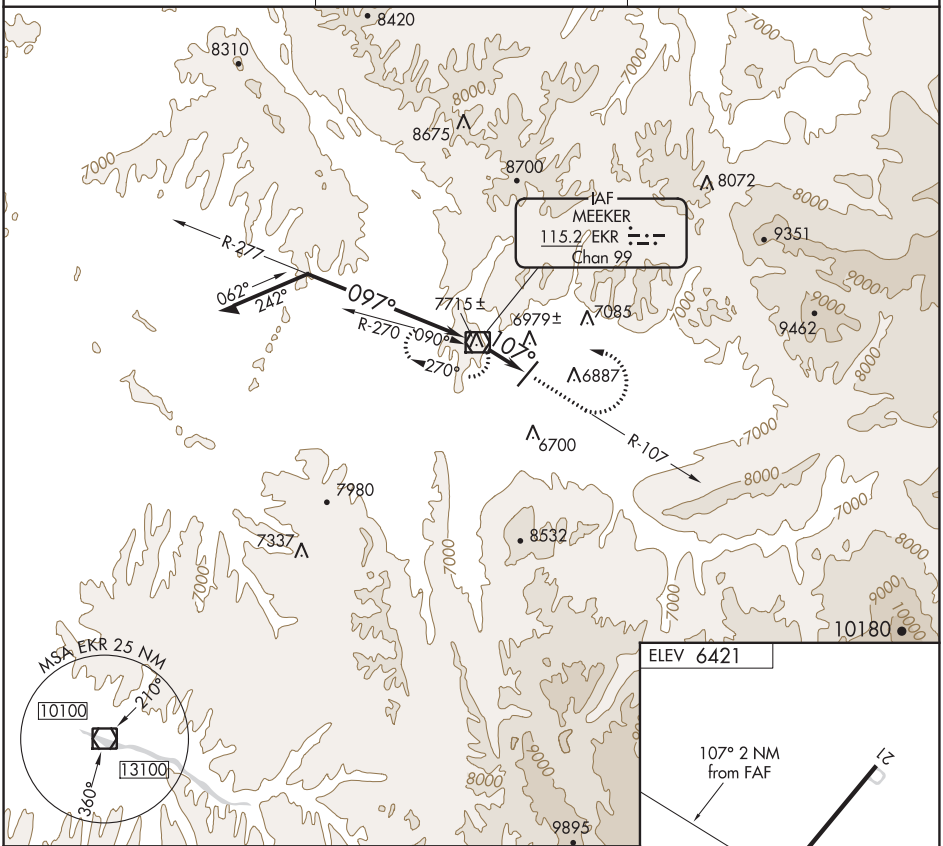
VOR-A
MEEKER COULTER FIELD (EEO)

VOR/DME EKR 115.2 Chan 99	APP CRS 107°	Rwy ldg N/A TDZE N/A Apt Elev 6421

Circling not authorized west of Rwy 3-21.
Night landing: Rwy 21 NA.
Helicopter visibility reduction below 1 SM NA.
-25°C

MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
135.525	134.5 327.8	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 1579 (1600-1¼)	8000-1½ 1579 (1600-1½)	8000-3 1579 (1600-3)	NA

FAF to MAP 2 NM					
Knots	60	90	120	150	180
Min:Sec	2:00	1:20	1:00	0:48	0:40

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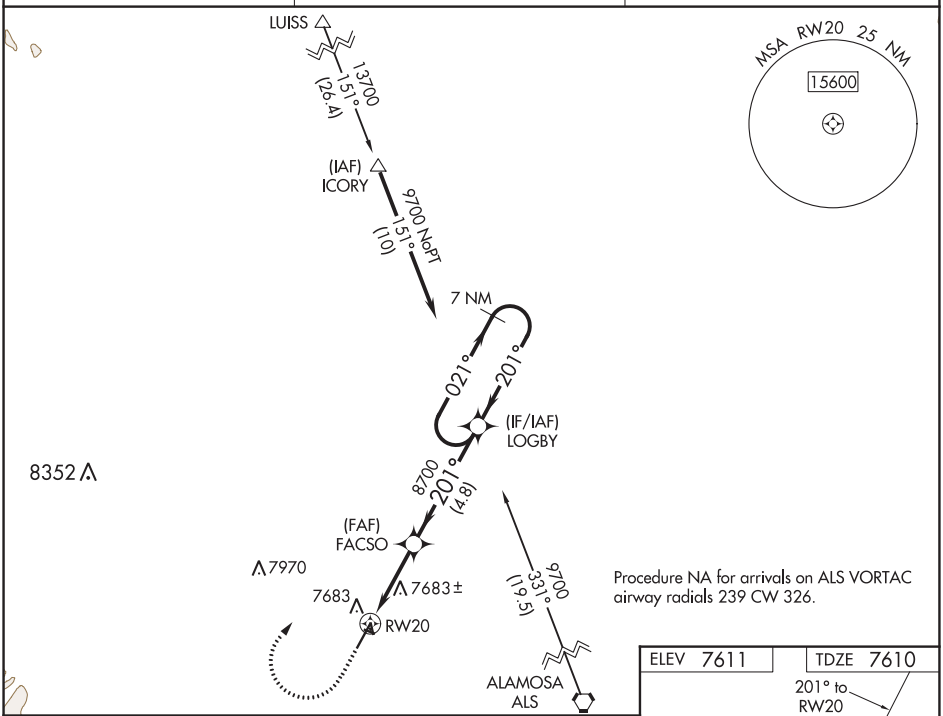
WAAS CH 45840 W20A	APP CRS 201°	Rwy ldg 5901 TDZE 7610 Apt Elev 7611

RNAV (GPS) RWY 20
MONTE VISTA MUNI (MVI)

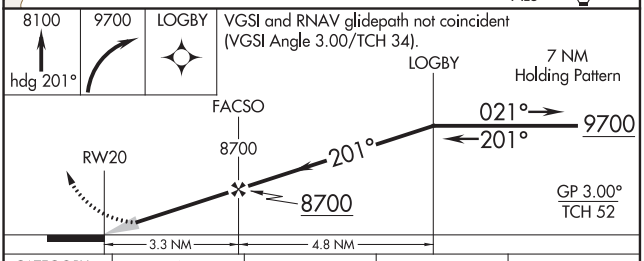
T NA Circling NA to Rwys 10, 28, 16 and 34. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Alamosa altimeter setting.

MISSED APPROACH: (Do not exceed 190K until LOGBY) Climb to 8100 on heading 201° then climbing right turn to 9700 direct LOGBY and hold.

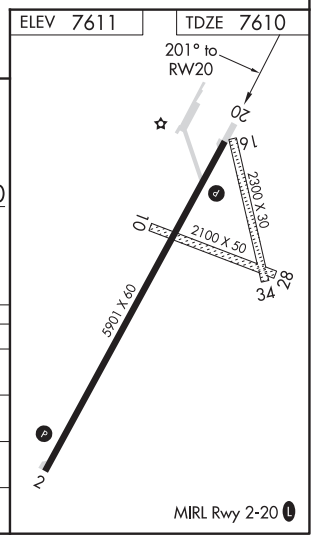
ALS AWOS-3	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L



Procedure NA for arrivals on ALS VORTAC airway radials 239 CW 326.



CATEGORY	A	B	C	D
LPV DA	7894-1 284 (300-1)			
LNAV/VNAV DA	7894-1 284 (300-1)			
LNAV MDA	7980-1 370 (400-1)			
C CIRCLING	8060-1 449 (500-1)	8080-1 469 (500-1)	8180-1½ 569 (600-1½)	8360-2½ 749 (800-2½)



MONTE VISTA, COLORADO | AL-6427 (FAA) | 20310

RNAV (GPS)-B
MONTE VISTA MUNI (MVI)

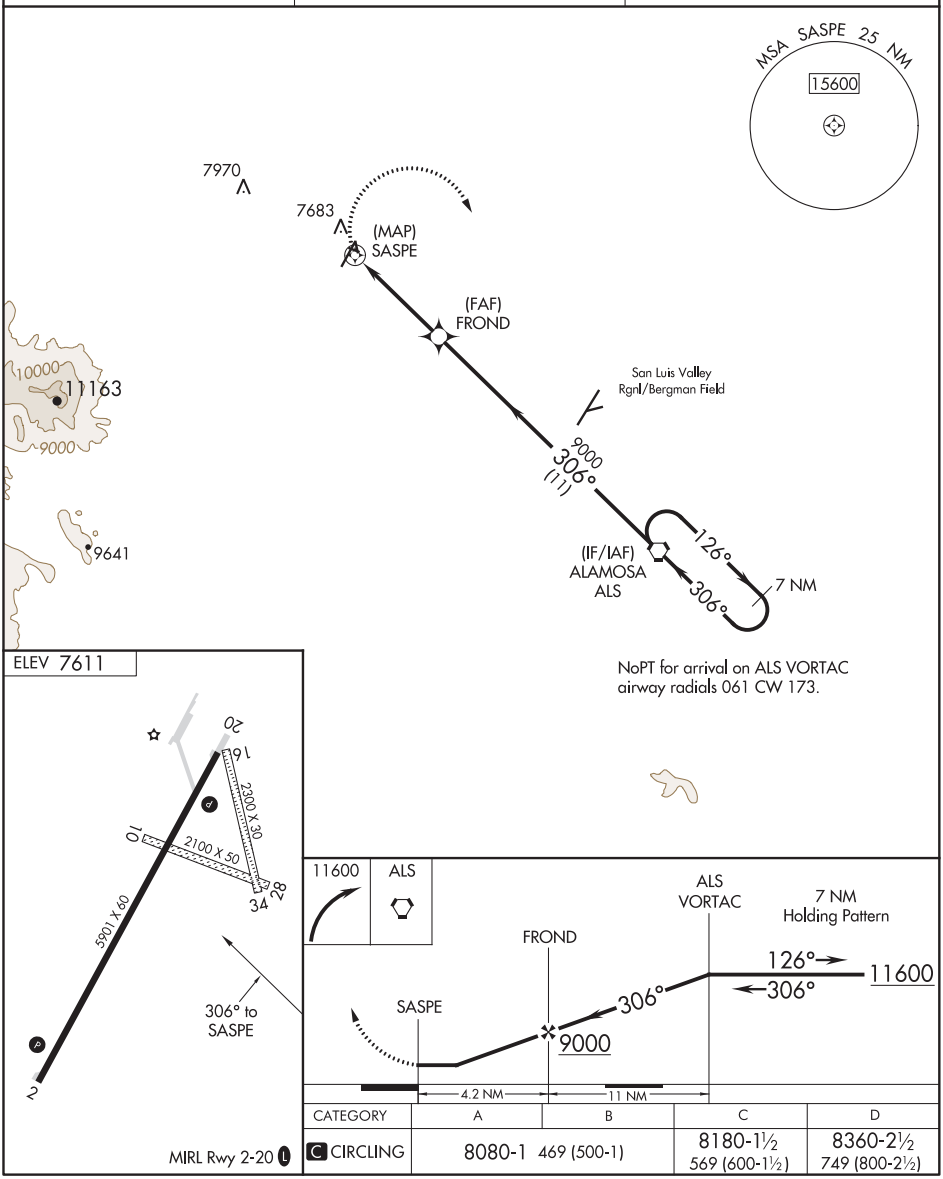
APP CRS	Rwy ldg	N/A
306°	TDZE	N/A
	Apt Elev	7611

T
A NA

DME/DME RNP-0.3 NA.
Use Alamosa altimeter setting.
Circling NA to Rwys 10, 28, 16, and 34.

MISSED APPROACH: Climbing right turn to 11600 direct ALS VORTAC and hold.

ALS AWOS-3	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	8080-1 469 (500-1)		8180-1½ 569 (600-1½)	8360-2½ 749 (800-2½)

MIRL Rwy 2-20 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

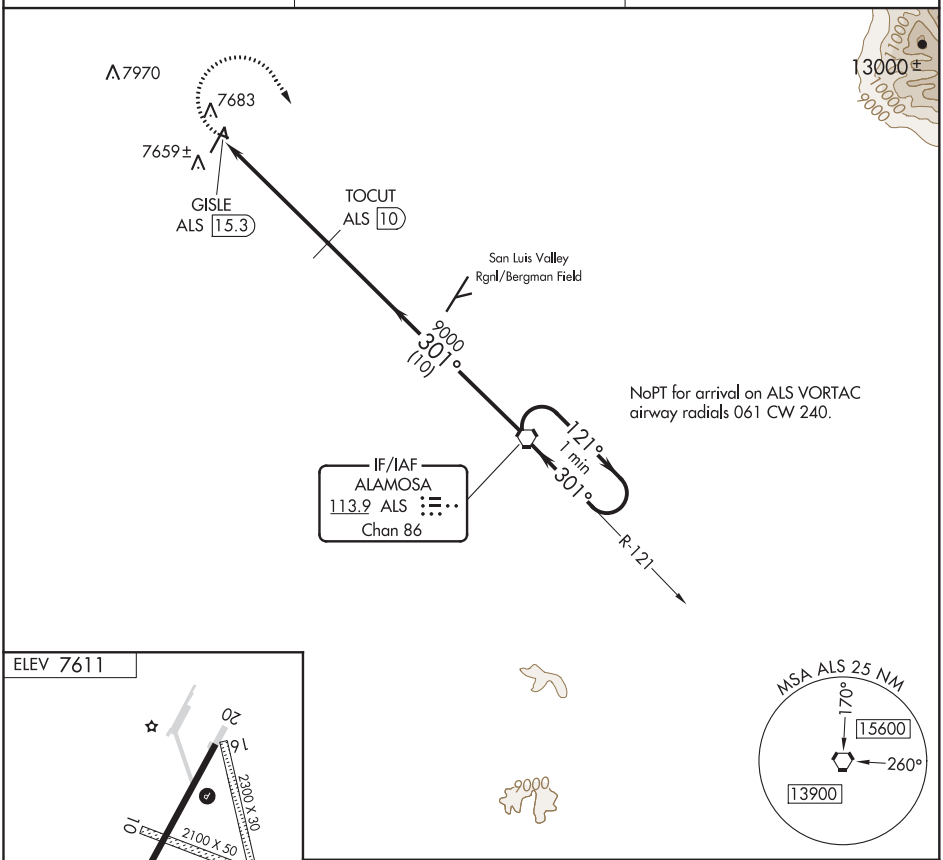
VORTAC ALS	APP CRS	Rwy ldg	N/A
113.9	301°	TDZE	N/A
Chan 86		Apt Elev	7611

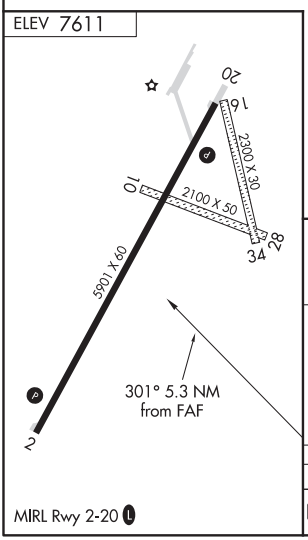
VOR/DME-A
MONTE VISTA MUNI (MVI)

T NA — Circling NA to Rwys 10, 28, 16 and 34. Use Alamosa altimeter setting.

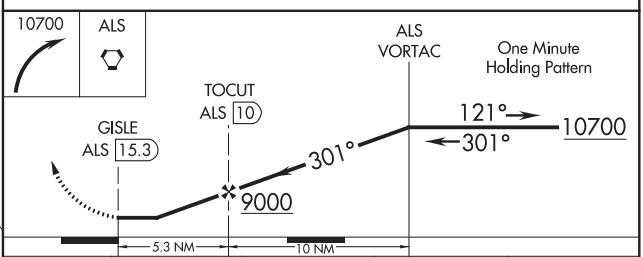
MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALS AWOS-3	DENVER CENTER	UNICOM
135.175	128.375 379.95	122.8 (CTAF) L





MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
C CIRCLING	8080-1 469 (500-1)	8080-1 469 (500-1)	8180-1½ 569 (600-1½)	8360-2½ 749 (800-2½)

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SW-1, 25 FEB 2021 to 22 APR 2021

LOC I-MTJ	APP CRS	Rwy ldg	10000
111.3	168°	TDZE	5708
		Apt Elev	5759

ILS or LOC RWY 17
MONTROSE RGNL (MTJ)

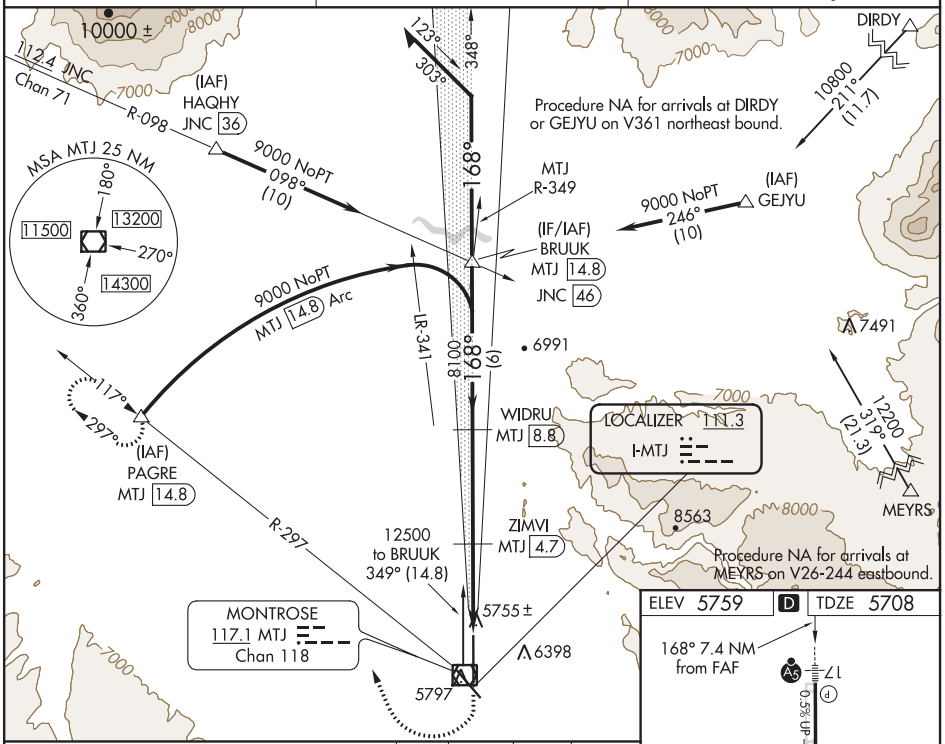
From DIRDY, MYERS, GEJYU: RNAV 1-GPS required. DME required.

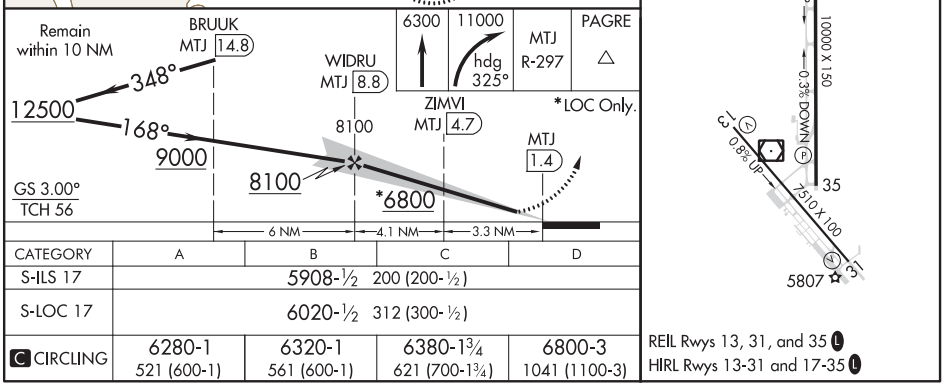
T A NA — Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required. For inop ALS, increase S-LOC 17 Cat C/D visibility to 7/8 SM.

MALSR A5

MISSED APPROACH: Climb to 6300 then climbing right turn to 11000 on heading 325° and MTJ VOR/DME R-297 to PAGRE/MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 17	5908-½ 200 (200-½)			
S-LOC 17	6020-½ 312 (300-½)			
C CIRCLING	6280-1 521 (600-1)	6320-1 561 (600-1)	6380-1¾ 621 (700-1¾)	6800-3 1041 (1100-3)

REIL Rwys 13, 31, and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 97344 W13A	APP CRS 127°	Rwy ldg 7510 TDZE 5723 Apt Elev 5759

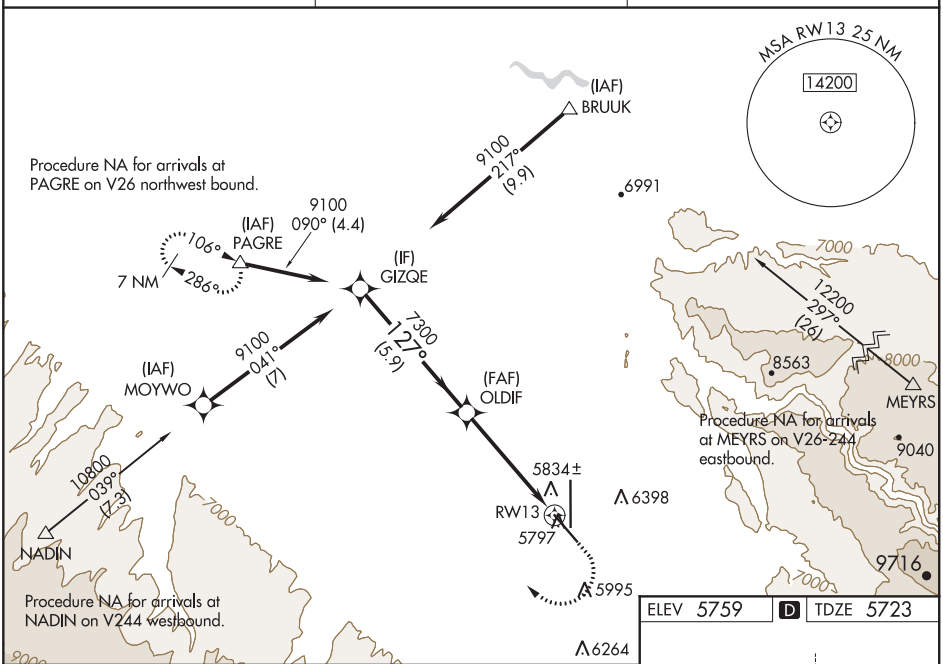
RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

RNP APCH.

T A Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Straight-in/Circling Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: (Do not exceed 200K until PAGRE) Climb to 6300 then climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

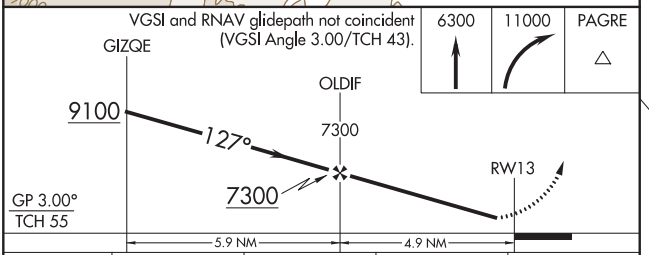
ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L

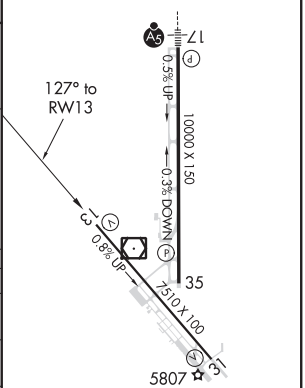


ELEV 5759 D TDZE 5723

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

6300	11000	PAGRE





CATEGORY	A	B	C	D
LPV DA	5973-1 250 (300-1)			
LNAV/VNAV DA	6101-1 378 (400-1)			
LNAV MDA	6160-1 437 (500-1)		6160-1¼ 437 (500-1¼)	
C CIRCLING	6280-1 521 (600-1)	6320-1 561 (600-1)	6380-1¾ 621 (700-1¾)	6800-3 1041 (1100-3)

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 40411 W17A	APP CRS 168°	Rwy ldg 10000 TDZE 5708 Apt Elev 5759

RNAV (GPS) RWY 17
MONTROSE RGNL (MTJ)

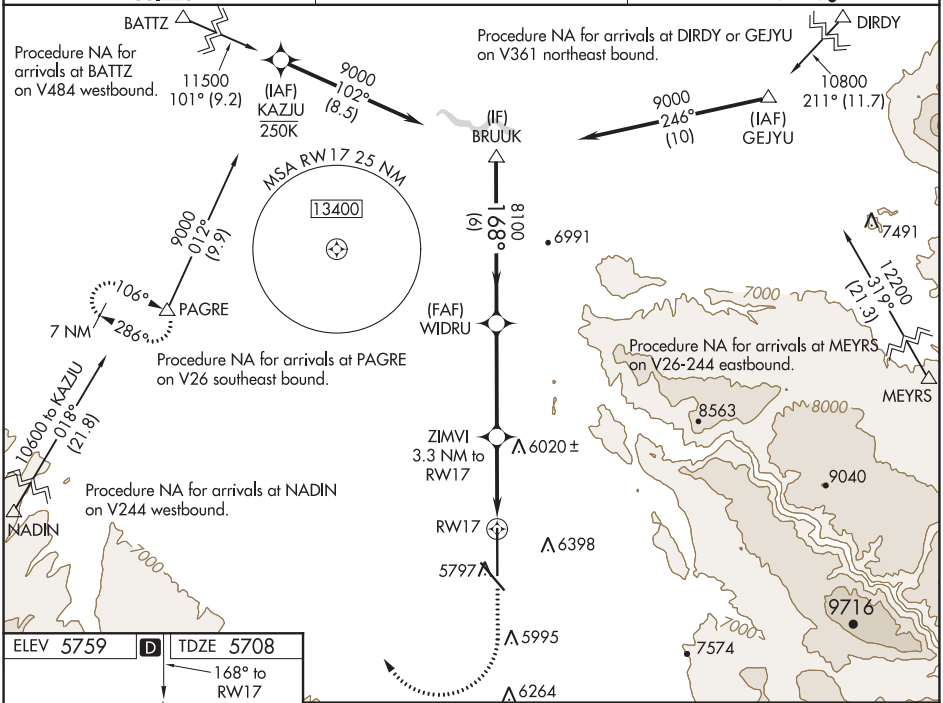
RNP APCH.

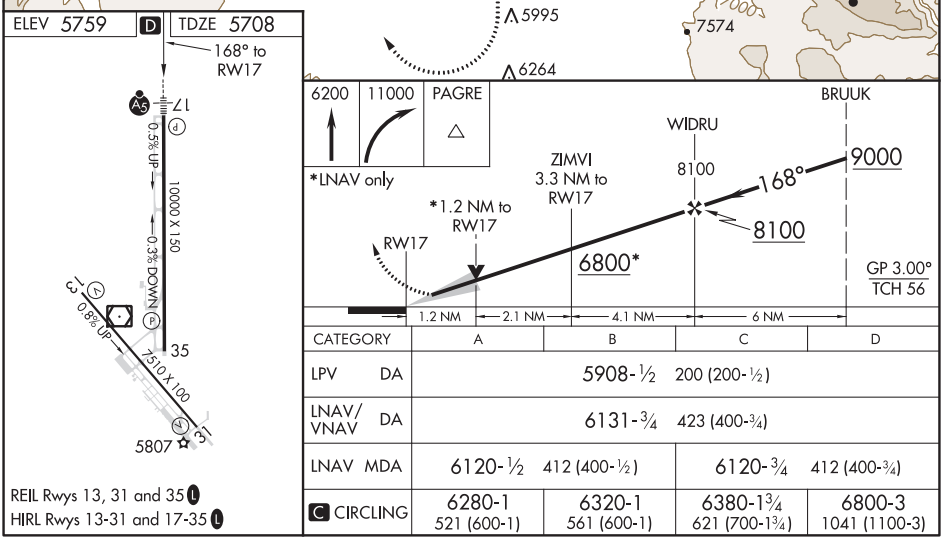
Circling NA east of Rwy 17 and northeast or Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Baro-VNAV NA. For inop ALS, increase LNAV Cat C/D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: (Do not exceed 250K until PAGRE) Climb to 6200 then climbing right turn to 11000 direct PAGRE and hold, continue climb in hold to11000.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	5908-½ 200 (200-½)			
LNAV/VNAV DA	6131-¾ 423 (400-¾)			
LNAV MDA	6120-½ 412 (400-½)		6120-¾ 412 (400-¾)	
C CIRCLING	6280-1 521 (600-1)	6320-1 561 (600-1)	6380-1¾ 621 (700-1¾)	6800-3 1041 (1100-3)

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

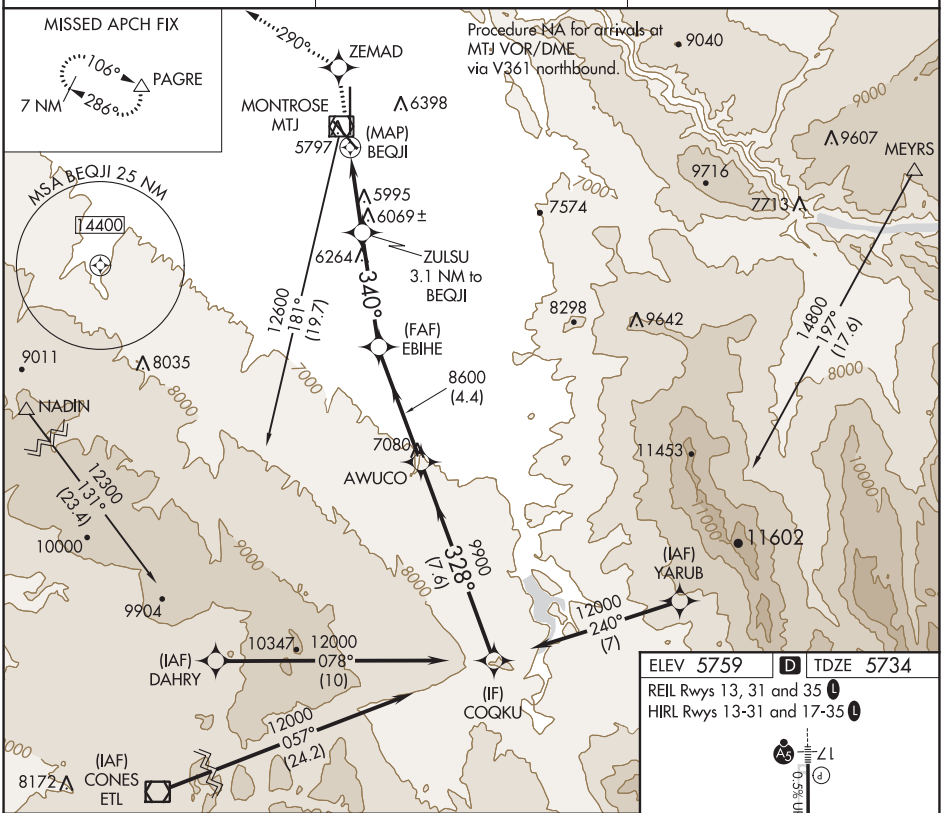
APP CRS	Rwy ldg	10000
340°	TDZE	5734
	Apt Elev	5759

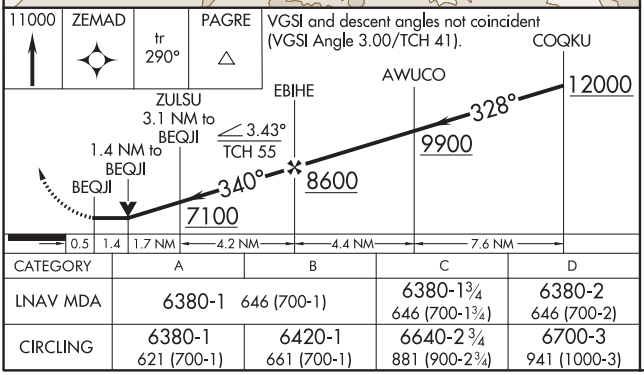
RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

DME/DME RNP-0.3 NA. Night landing Rwy 13 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing Rwy 31 NA. Helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD on track 290° to PAGRE and hold, continue climb-in-hold to 11000.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L



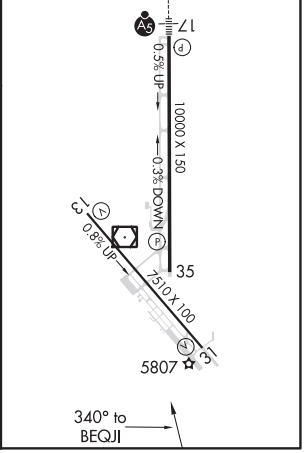


CATEGORY	A	B	C	D
LNAV MDA	6380-1 646 (700-1)		6380-1¾ 646 (700-1¾)	6380-2 646 (700-2)
CIRCLING	6380-1 621 (700-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6700-3 941 (1000-3)

ELEV 5759 D TDZE 5734

REIL Rwys 13, 31 and 35 L

HIRL Rwys 13-31 and 17-35 L



SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

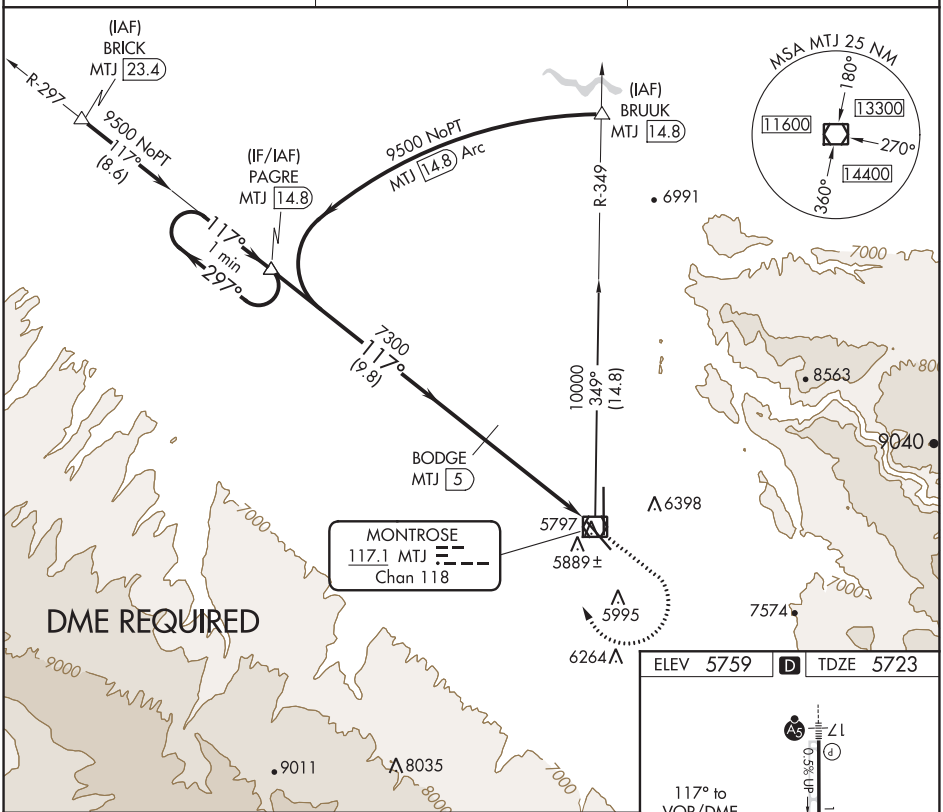
VOR/DME MTJ	APP CRS	Rwy ldg	7510
117.1	117°	TDZE	5723
Chan 118		Apt Elev	5759

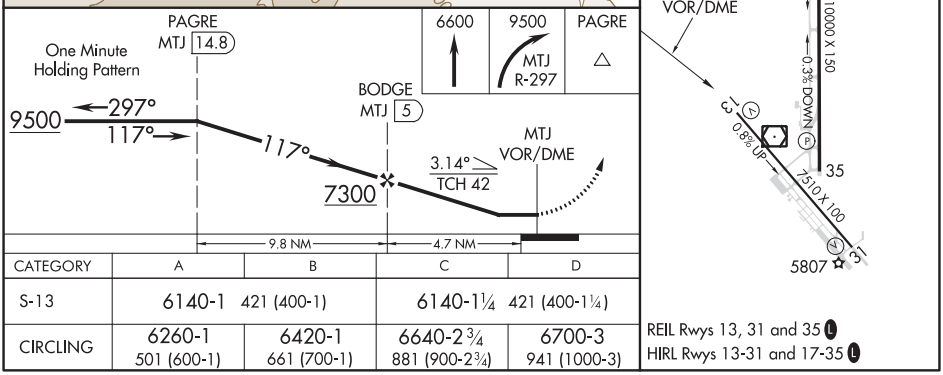
VOR RWY 13
MONTROSE RGNL (MTJ)

Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 13 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing Rwy 31 NA. DME required.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 on MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

ASOS	DENVER CENTER	UNICOM
135.225	127.1 343.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	6140-1 421 (400-1)		6140-1¼ 421 (400-1¼)	
CIRCLING	6260-1 501 (600-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6700-3 941 (1000-3)

REIL Rwys 13, 31 and 35 L
HIRL Rwys 13-31 and 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

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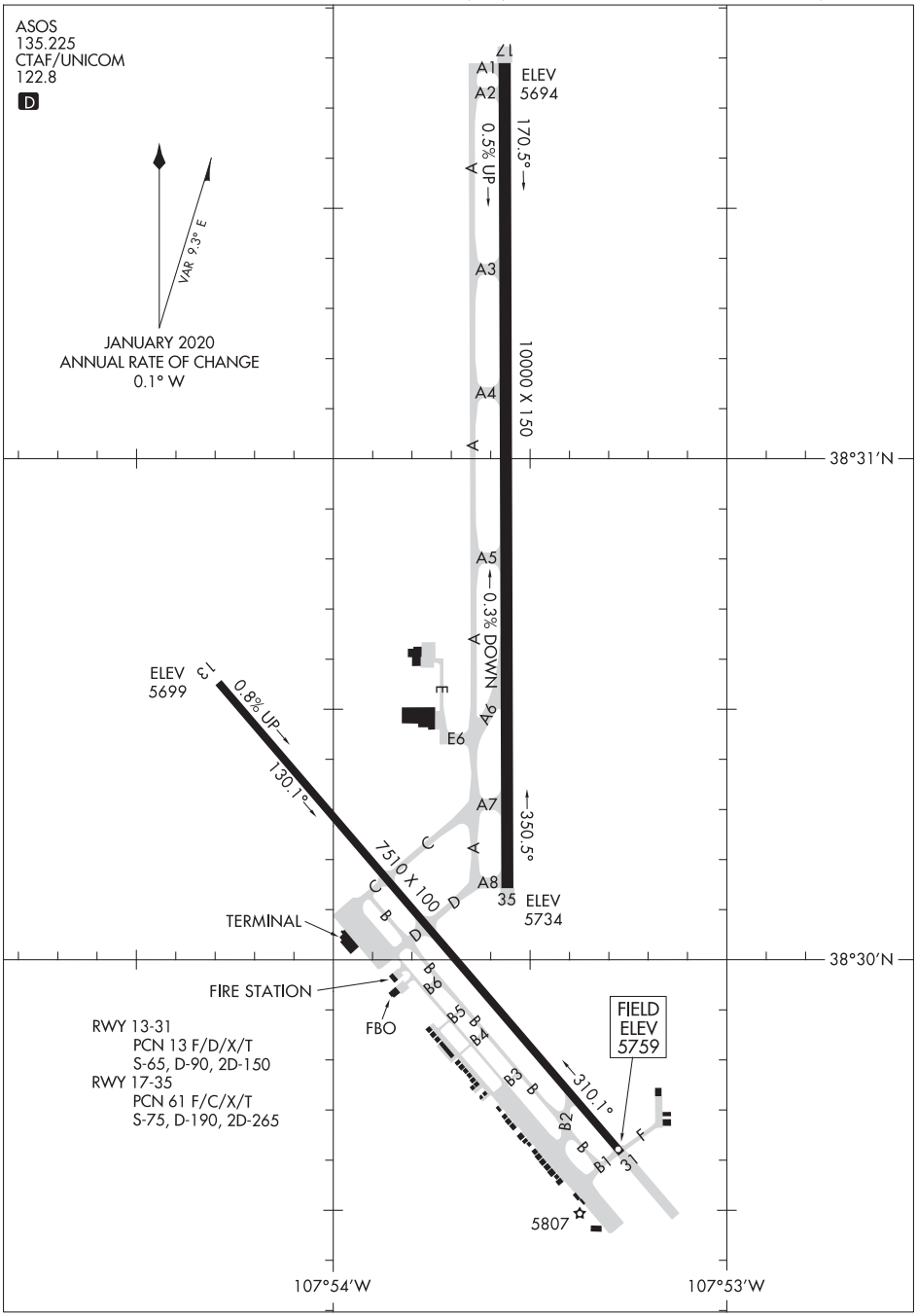
AL-668 (FAA)



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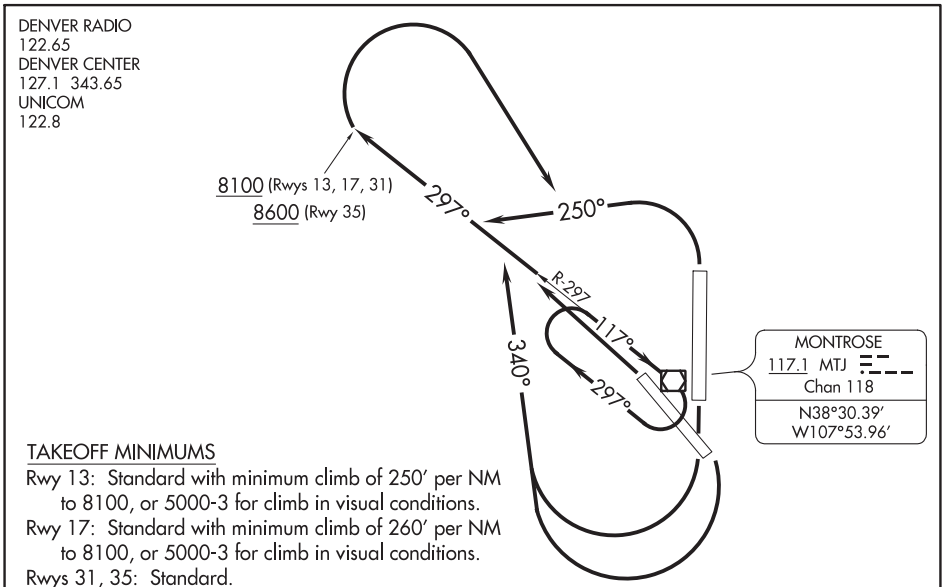
(MTJ2.MTJ) 21056

MONTROSE TWO DEPARTURE (OBSTACLE)

AL-668 (FAA)

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO



TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 8100, or 5000-3 for climb in visual conditions.

Rwy 17: Standard with minimum climb of 260′ per NM to 8100, or 5000-3 for climb in visual conditions.

Rwys 31, 35: Standard.

TAKEOFF OBSTACLE NOTES

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 17: Road with vehicle beginning 12′ from DER, 258′ left of centerline up to 15′ AGL/5748′ MSL. Multiple trees beginning 134′, from DER, 436′ left of centerline, up to 25′ AGL/5745′ MSL. Sign 23′ from DER, 307′ right of centerline, 16′ AGL/5736′ 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .
Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

TAKEOFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.

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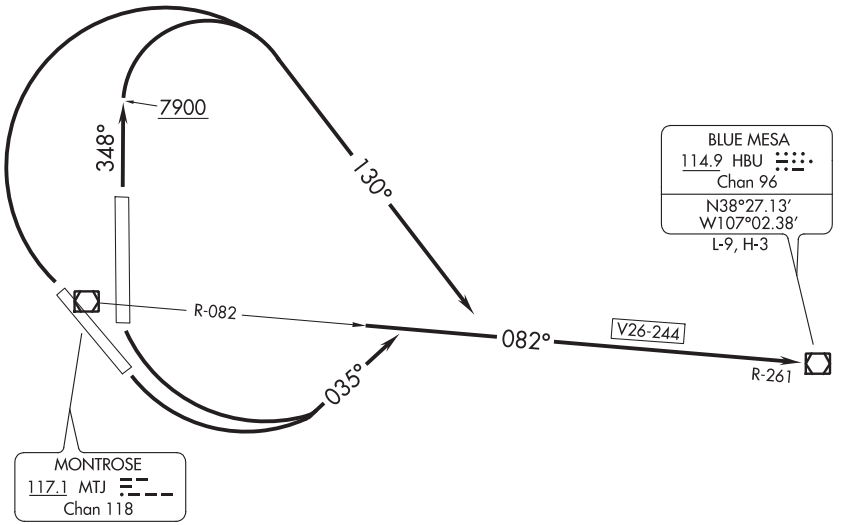
TOP ALTITUDE: 12500

DENVER RADIO
122.65
DENVER CENTER
127.1 343.65
UNICOM
122.8



TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 450′ per NM to 11300.
Rwy 17: Standard with minimum climb of 420′ per NM to 11300.
Rwy 31: Standard with minimum climb of 450′ per NM to 11300.
Rwy 35: Standard with minimum climb of 460′ per NM to 11300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKEOFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKEOFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

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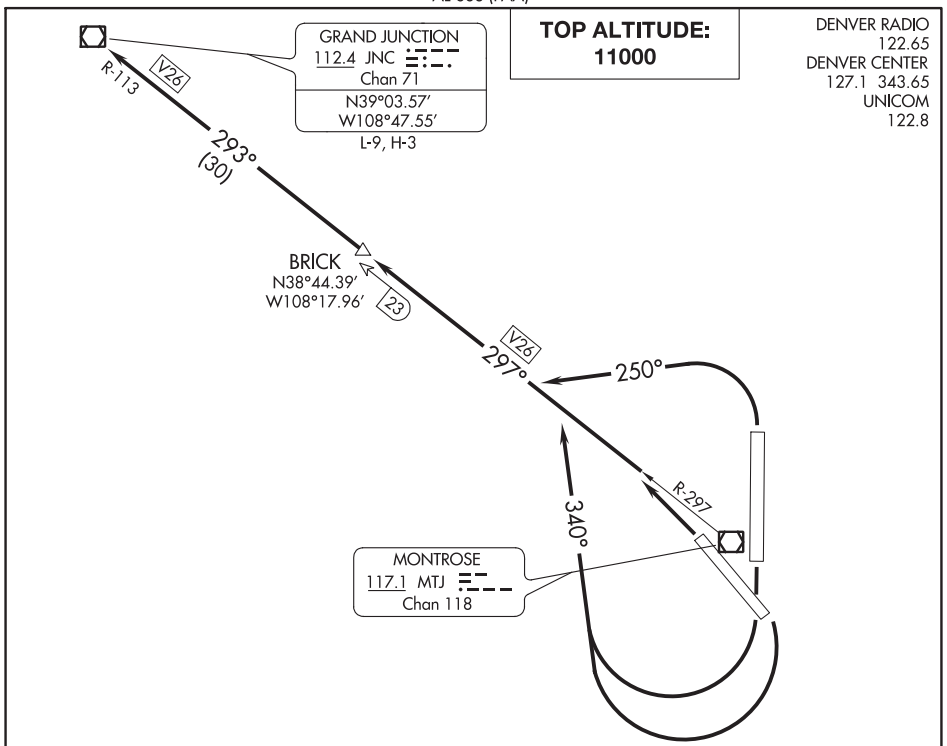
(BRICK4.JNC) 19283

BRICK FOUR DEPARTURE

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

AL-668 (FAA)



NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 7900.
Rwy 17: Standard with minimum climb of 260′ per NM to 7800.
Rwys 31, 35: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 11000 on heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, thence. . . .

TAKEOFF RUNWAY 31: Climbing left turn to 11000 on MTJ R-297 to BRICK/MTJ 23 DME, thence . . . .

TAKEOFF RUNWAY 35: Climbing left turn to 11000 on heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, thence . . . .

. . . . on V26 to JNC VOR/DME.

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RNAV (GPS) RWY 8

MORIARTY MUNI (ØEØ)

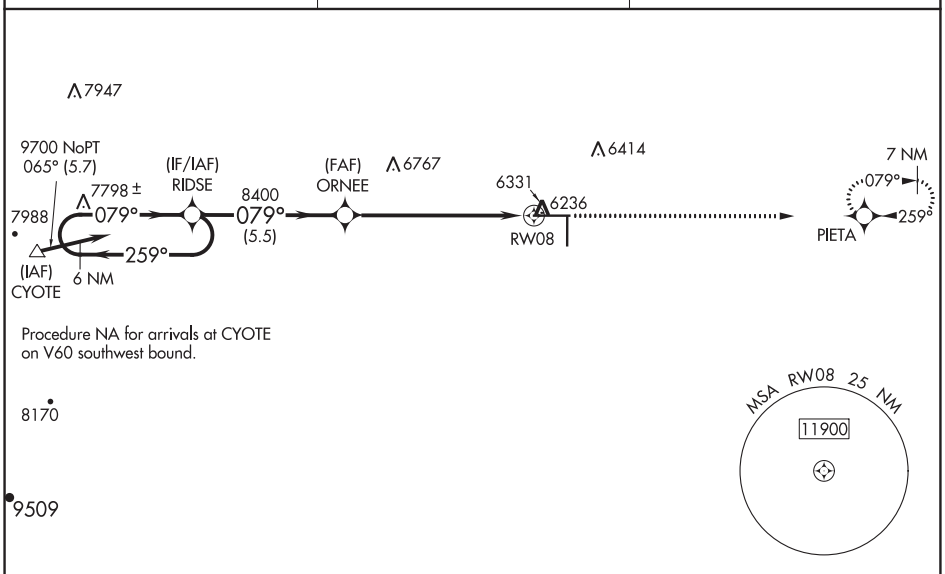
WAAS CH 86239 W08A	APP CRS 079°	Rwy ldg 7702 TDZE 6204 Apt Elev 6204

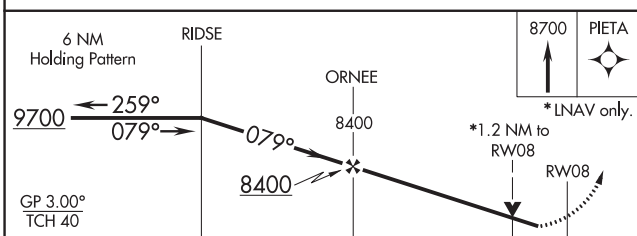
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C.
Circling Rwy 18 and 36 NA at night.
Rwy 8 helicopter visibility reduction below ¾ SM NA.

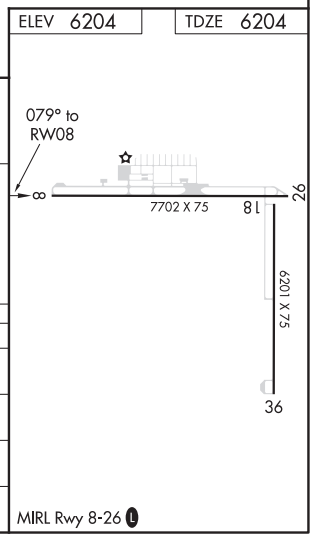
MISSED APPROACH: Climb to 8700 direct PIETA and hold.

AWOS-3	ALBUQUERQUE CENTER	CTAF
118.05	133.65 284.6	122.9 L





CATEGORY	A	B	C	D
LPV DA	6454-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	6481-⅞ 277 (300-⅞)			NA
LNAV MDA	6640-1 436 (500-1)		6640-1¼ 436 (500-1¼)	NA
C CIRCLING	6660-1 456 (500-1)	6680-1 476 (500-1)	6780-1½ 576 (600-1½)	NA



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MORIARTY, NEW MEXICO | AL-308 (FAA) | 19227

RNAV (GPS) RWY 26

MORIARTY MUNI (ØEØ)

WAAS CH 40039 W26A	APP CRS 259°	Rwy ldg 7702 TDZE 6193 Apt Elev 6204

RNP APCH.

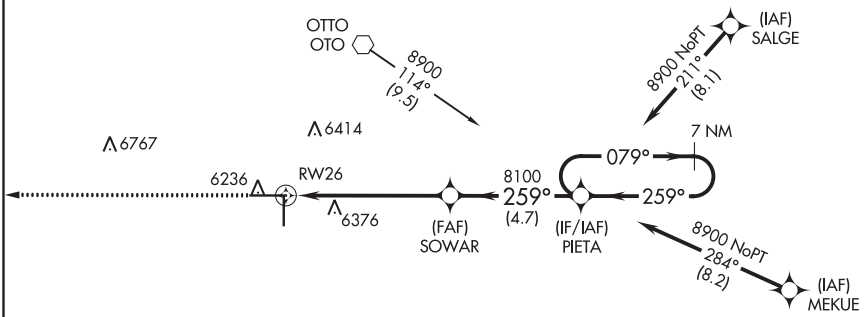
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

MISSED APPROACH: Climb to 9700 direct RIDSE and hold, continue climb-in-hold to 9700.

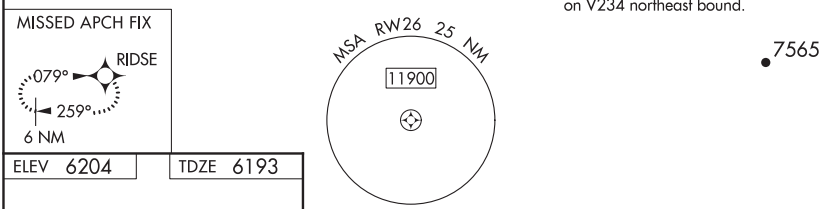
AWOS-3	ALBUQUERQUE CENTER	CTAF
118.05	133.65 284.6	122.9 L

Procedure NA for arrivals at OTO VOR on V83 northbound, V12 westbound and V60 southwest bound.

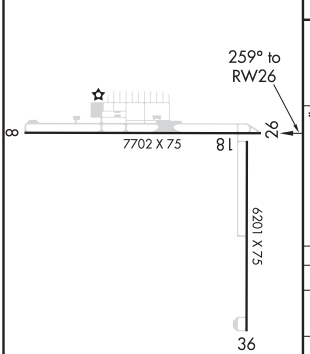
Procedure NA for arrivals at SALGE on V12 eastbound.



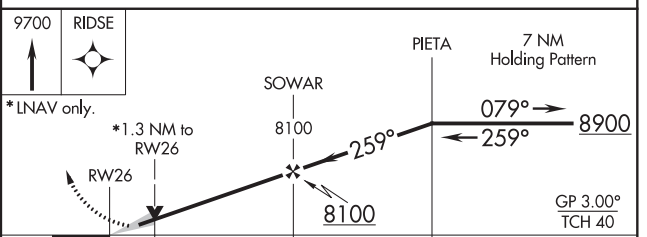
Procedure NA for arrivals at MEKUE on V234 northeast bound.



ELEV 6204 | TDZE 6193



MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LPV DA	6443-⅞ 250 (300-⅞)			NA
LNAV/VNAV DA	6443-⅞ 250 (300-⅞)			NA
LNAV MDA	6640-1 447 (500-1)		6640-1⅜ 447 (500-1⅜)	NA
C CIRCLING	6660-1 456 (500-1)	6680-1 476 (500-1)	6780-1½ 576 (600-1½)	NA

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APP CRS	Rwy ldg	N/A
126°	TDZE	N/A
	Apt Elev	5940

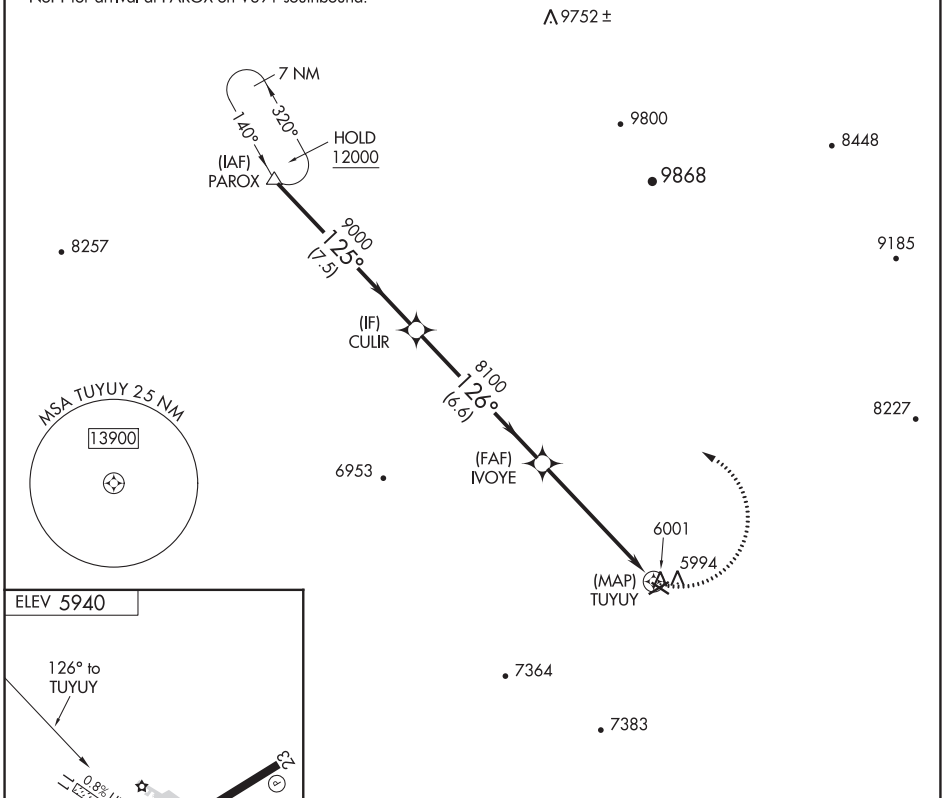
RNAV (GPS)-A
HOPKINS FIELD (AIB)

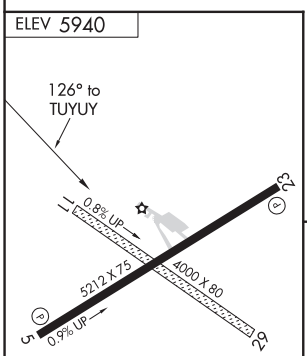
DME/DME RNP- 0.3 NA.
If local altimeter setting not received, procedure NA.
Circling to Rwys 11/29 NA.

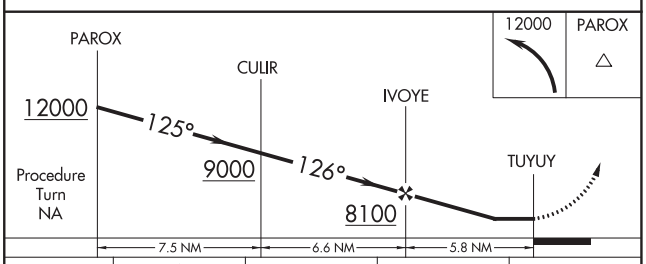
MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

AWOS-3	DENVER CENTER	UNICOM
132.525	125.35 354.05	122.8 (CTAF)

All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.
NoPT for arrival at PAROX on V391 southbound.







CATEGORY	A	B	C	D
CIRCLING	6600-1 660 (700-1)		6600-1¾ 660 (700-1¾)	NA

MIRL Rwy 5-23
REIL Rwy 5 and 23

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(NUCLA1.NUCLA) 16035 SL-9483 (FAA)

NUCLA ONE DEPARTURE (OBSTACLE) (RNAV)

HOPKINS FIELD (AIB)
NUCLA, COLORADO

DENVER CENTER
125.35 354.05

7 NM
140°
320°
PAROX
13300
(12000 when assigned by ATC)

TAKE-OFF MINIMUMS
Rwy 5: Standard with minimum climb of 325′ per NM to 8400′.
Rwy 23: Standard with minimum climb of 386′ per NM to 8000′.

301°
(21)
310°
(20)
ZOXOX
(2)
(2)
JEXOG

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF OBSTACLE NOTES
Rwy 5: Vehicle on road at DER, left and right of centerline, 15′ AGL/5962′ MSL.
Tree 202′ from DER, 309′ right of centerline, 20′ AGL/5979′ MSL.
Rwy 23: Tree 13′ from DER, 181′ right of centerline, 20′ AGL/5905′ MSL.
Vehicle on road 209′ from DER, left and right of centerline, 15′ AGL/ 5922′ MSL.
Tree 125′ from DER, 91′ left of centerline, 20′ AGL/ 5902′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .

TAKEOFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

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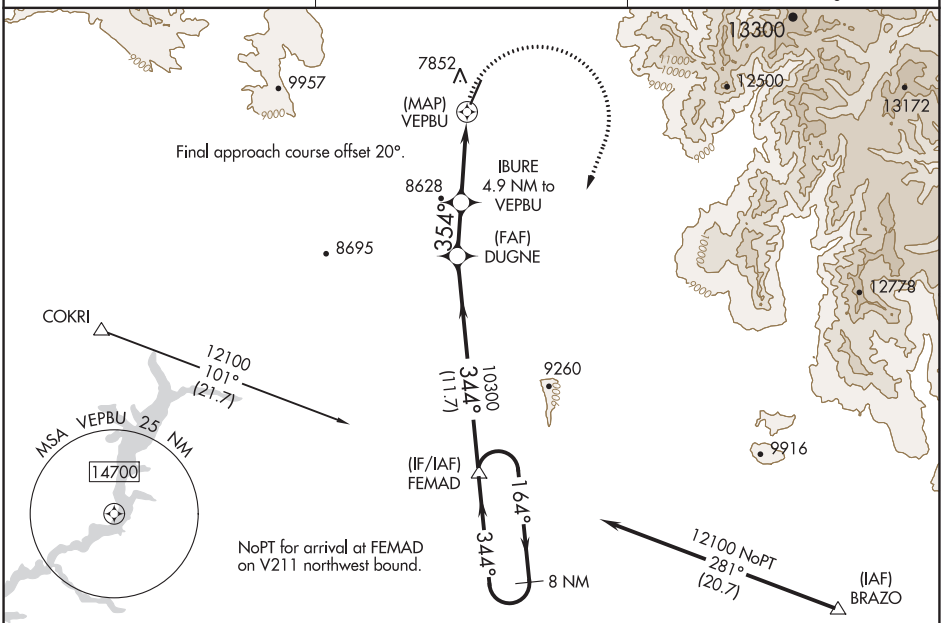
WAAS CH 58238 W01A	APP CRS 354°	Rwy ldg 8100 TDZE 7637 Apt Elev 7664

RNAV (GPS) RWY 1
STEVENS FIELD (PSO)

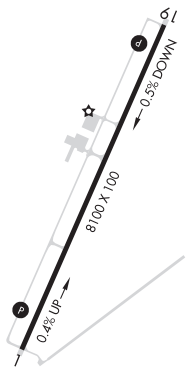
Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Durango altimeter setting and increase all MDA 220 feet and LP and LNAV visibility Cat B ¼ mile and Cat C ¾ mile, and Circling Cats A/B ¼ mile.

MISSED APPROACH: Climbing right turn to 12100 direct FEMAD and hold.

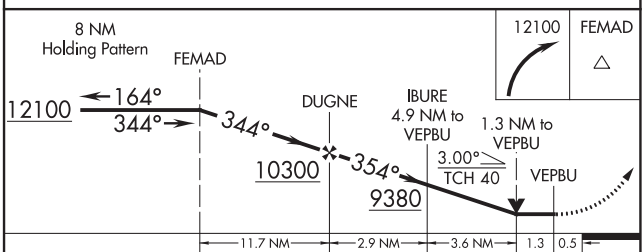
AWOS-3	DENVER CENTER	UNICOM
127.175	118.575 348.7	122.7 (CTAF) L



ELEV 7664 TDZE 7637



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L



CATEGORY	A	B	C	D
LP MDA	8240-1	603 (600-1)	8240-1¾ 603 (600-1¾)	NA
LNAV MDA	8280-1	643 (700-1)	8280-1⅞ 643 (700-1⅞)	NA
C CIRCLING	8420-1 756 (800-1)	8480-1¼ 816 (900-1¼)	8940-3 1276 (1300-3)	NA

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PORTALES, NEW MEXICO AL-5862 (FAA) 19115

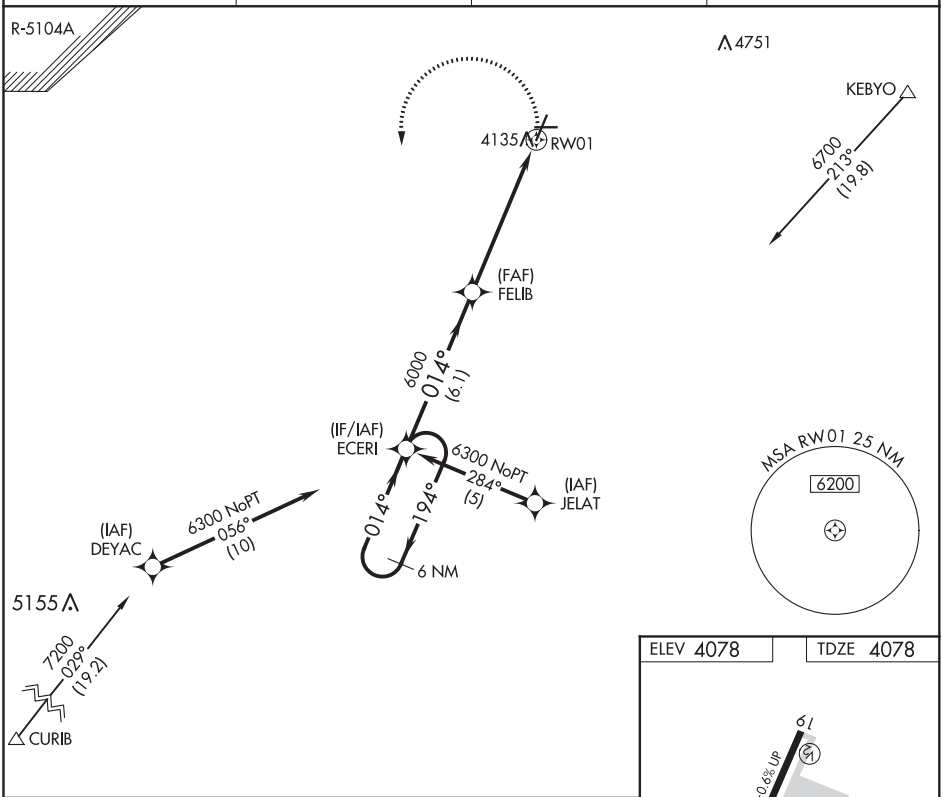
APP CRS	Rwy ldg	5700
014°	TDZE	4078
	Apt Elev	4078

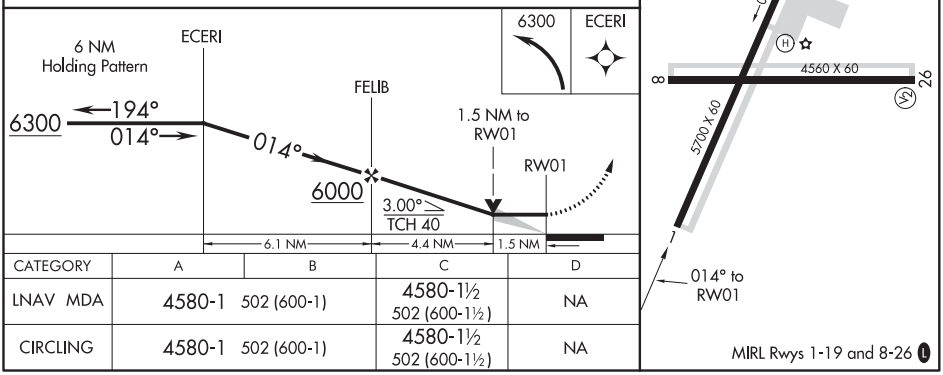
RNAV (GPS) RWY 1
PORTALES MUNI (PRZ)

DME/DME RNP- 0.3 NA.
VDP NA when using Clovis Muni altimeter setting.
If local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.

AWOS-3	CANNON APP CON	CLNC DEL	UNICOM
118.175	118.425 352.1	119.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4580-1 502 (600-1)		4580-1½ 502 (600-1½)	NA
CIRCLING	4580-1 502 (600-1)		4580-1½ 502 (600-1½)	NA

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LOC I-PUB	APP CRS	Rwy ldg	10496
109.5	080°	TDZE	4671
		Apt Elev	4729

ILS or LOC RWY 8R
PUEBLO MEML (PUB)

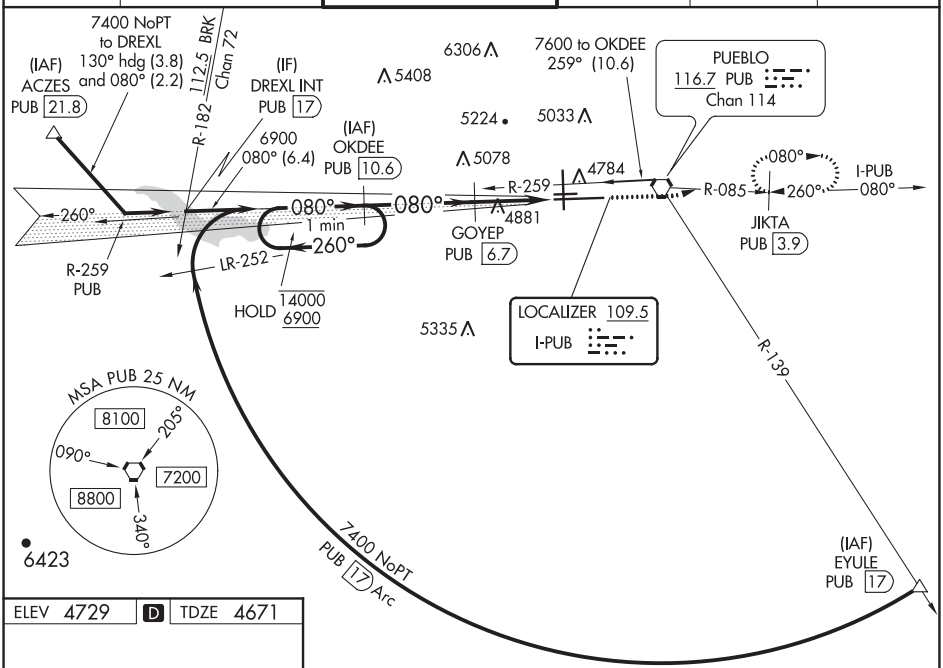
DME required.

T A Circling NA for Cat E west of Rwy 17-35. Autopilot coupled approach NA below 4950. Procedure turn NA for Cat E aircraft. DME from PUB VORTAC, simultaneous reception of I-PUB and PUB DME required. For inop ALS, increase S-ILS 8R Cat E visibility to ¾ SM and S-LOC 8R Cat E visibility to 1½ SM.

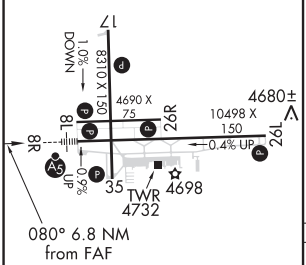
MALSR A5

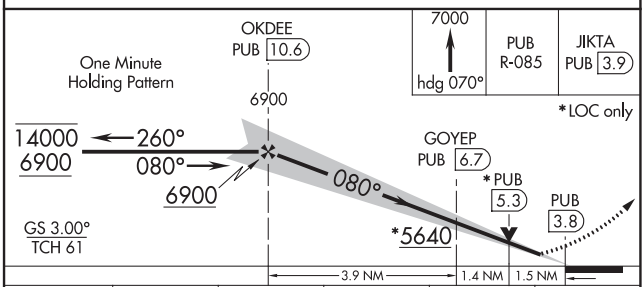
MISSED APPROACH: Climb to 7000 on heading 070° and on PUB VORTAC R-085 to JIKTA/ PUB 3.9 DME and hold, continue climb-in-hold to 7000.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



ELEV 4729 D TDZE 4671





CATEGORY	A	B	C	D	E
S-ILS 8R	4871-½ 200 (200-½)				
S-LOC 8R	5200-½ 529 (500-½)		5200-1 529 (500-1)		
C CIRCLING	5340-1 611 (700-1)		5560-2½ 831 (900-2½)	5800-3 1071 (1100-3)	

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

PUEBLO, COLORADO AL-334 (FAA) 21056

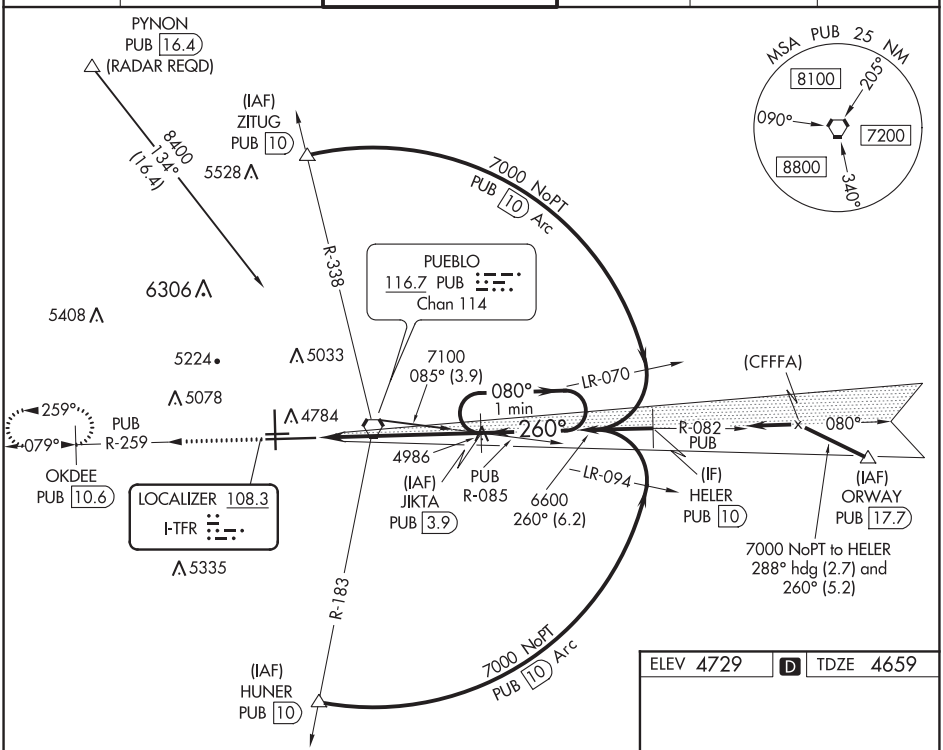
ILS or LOC RWY 26L
PUEBLO MEML (PUB)

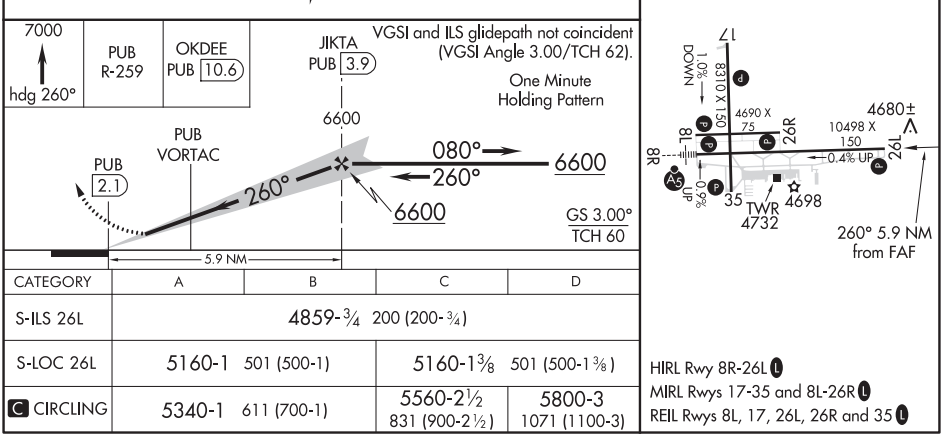
LOC I-TFR	APP CRS	Rwy ldg / TDZE / Apt Elev
108.3	260°	10496 / 4659 / 4729

DME from PUB VORTAC, simultaneous reception of I-TFR and PUB DME required.

MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95





CATEGORY	A	B	C	D
S-ILS 26L	4859-¾ 200 (200-¾)			
S-LOC 26L	5160-1 501 (500-1)		5160-1⅜ 501 (500-1⅜)	
C CIRCLING	5340-1 611 (700-1)		5560-2½ 831 (900-2½)	5800-3 1071 (1100-3)

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 8R
PUEBLO MEML (PUB)

WAAS CH 70531 W08A	APP CRS 080°	Rwy ldg 10496 TDZE 4671 Apt Elev 4729

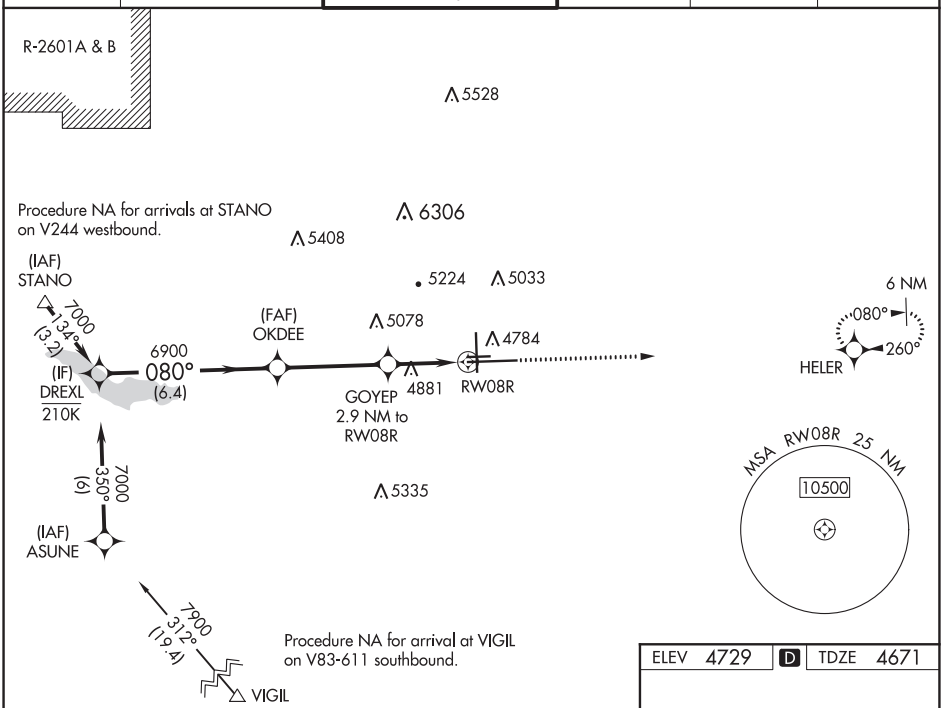
RNP APCH.

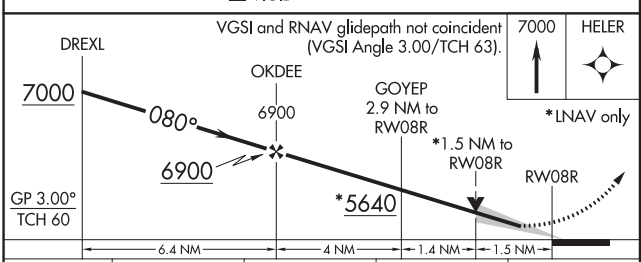
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 47°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM.

MALSR

MISSED APPROACH: Climb to 7000 direct HELER and hold.

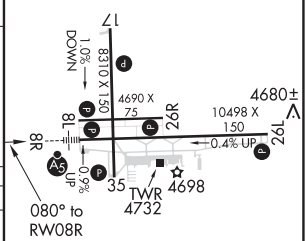
ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95





CATEGORY	A	B	C	D
LPV DA	4871-½ 200 (200-½)			
LNAV/VNAV DA	4921-½ 250 (200-½)			
LNAV MDA	5200-½ 529 (500-½)		5200-1 529 (500-1)	
C CIRCLING	5340-1 611 (700-1)		5560-2½ 831 (900-2½)	5800-3 1071 (1100-3)

ELEV 4729 D TDZE 4671



HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 25 FEB 2021 to 22 APR 2021

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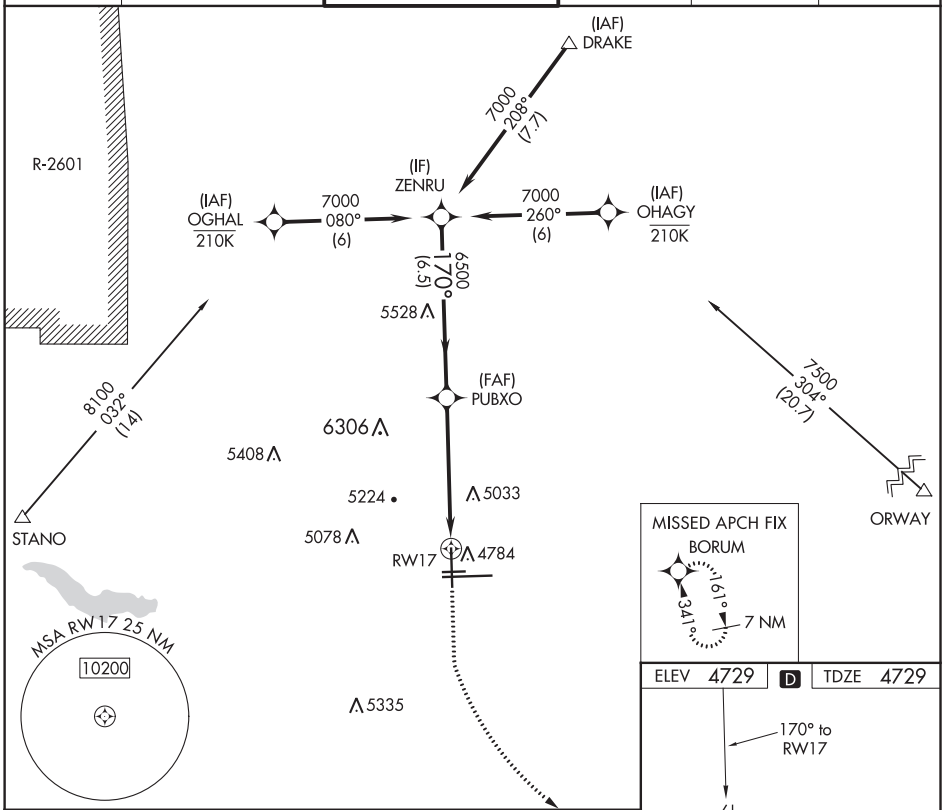
APP CRS	Rwy ldg	8308
170°	TDZE	4729
	Apt Elev	4729

RNAV (GPS) RWY 17
PUEBLO MEML (PUB)

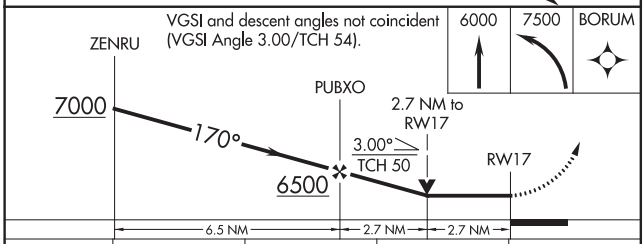
DME/DME RNP-0.3 NA. Rwy 17 helicopter reduction below ¾ SM NA.
VDP NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all MDA 200 feet; increase LNAV Cat B visibility and Circling Cat B/C visibility ¼ mile, Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

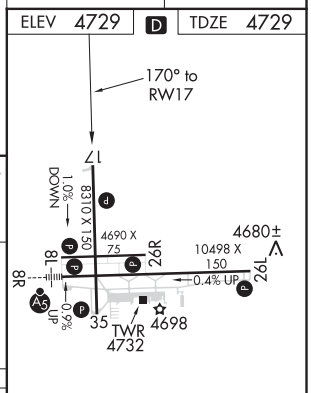
ATIS	DENVER APP CON ★		PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1	290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).



CATEGORY	A	B	C	D
LNAV MDA	5640-1¼ 911 (1000-1¼)		5640-2½ 911 (1000-2½)	
CIRCLING	5640-1¼ 911 (1000-1¼)		5640-2¾ 911 (1000-2¾)	5640-3 911 (1000-3)



HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 53531 W26A	APP CRS 260°	Rwy ldg 10496 TDZE 4659 Apt Elev 4729

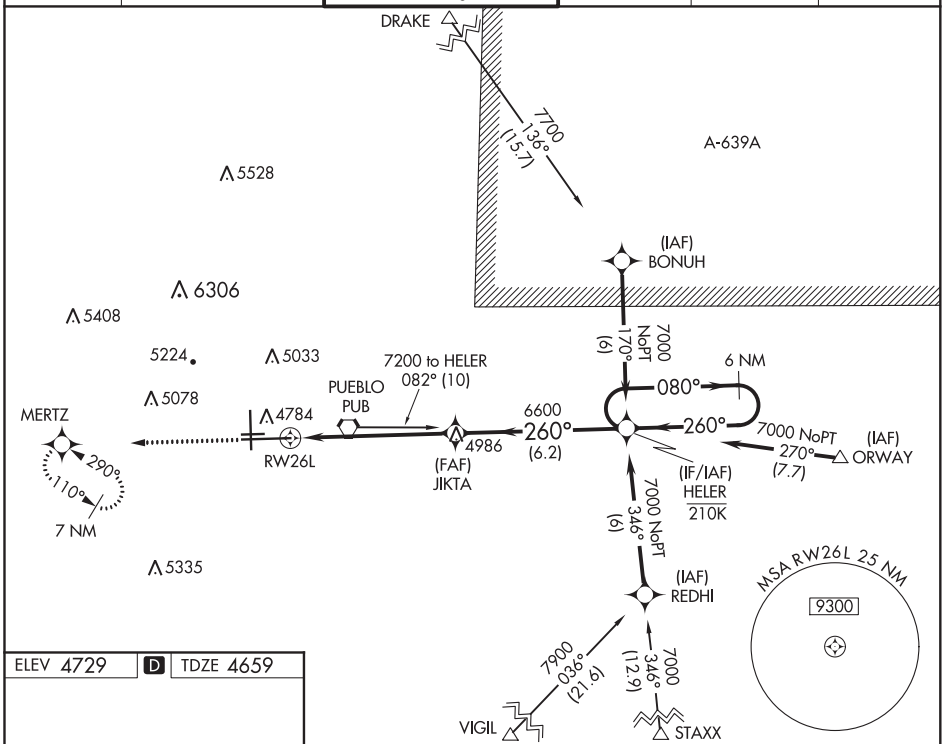
RNAV (GPS) RWY 26L
PUEBLO MEML (PUB)

RNP APCH.

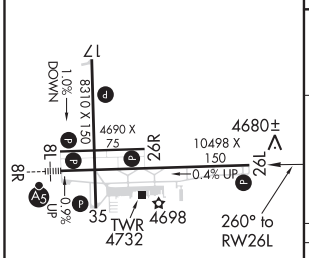
For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 47°C.

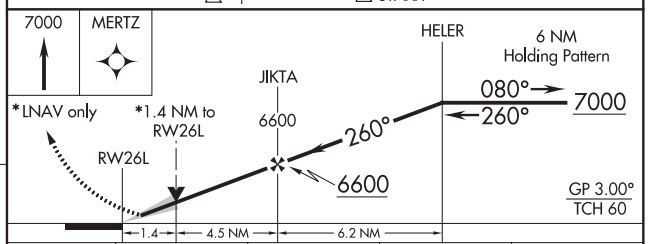
MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



ELEV 4729 D TDZE 4659





CATEGORY	A	B	C	D
LPV DA	4859-¾ 200 (200-¾)			
LNAV/VNAV DA	4979-1 320 (300-1)			
LNAV MDA	5100-1 441 (400-1)		5100-1⅜ 441 (400-1⅜)	
C CIRCLING	5340-1 611 (700-1)		5560-2½ 831 (900-2½)	5800-3 1071 (1100-3)

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 25 FEB 2021 to 22 APR 2021

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PUEBLO, COLORADO | AL-334 (FAA) | 21056

RNAV (GPS) RWY 35
PUEBLO MEML (PUB)

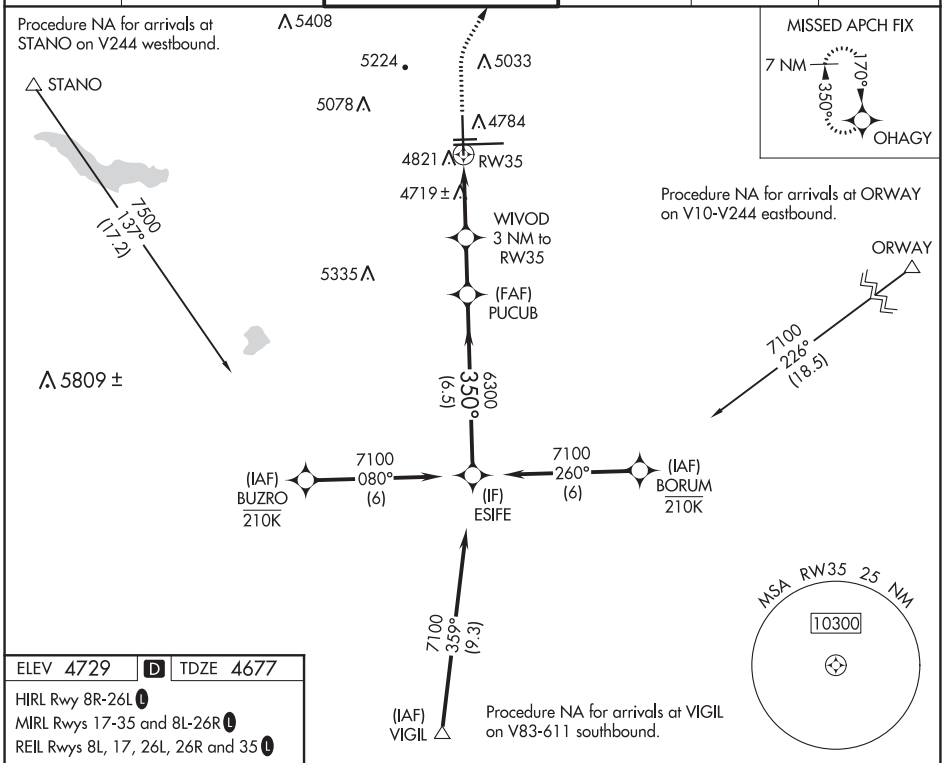
WAAS CH 42721 W35A	APP CRS 350°	Rwy ldg 8308 TDZE 4677 Apt Elev 4729

RNP APCH.

T A Circling to Rwy 26R NA at night.

MISSED APPROACH: Climb to 5140 then climbing right turn to 7500 direct OHAGY and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95

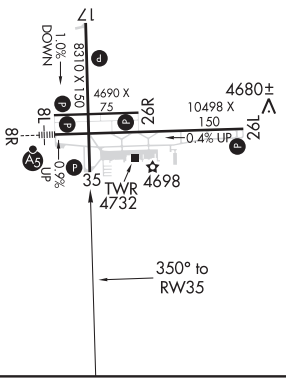


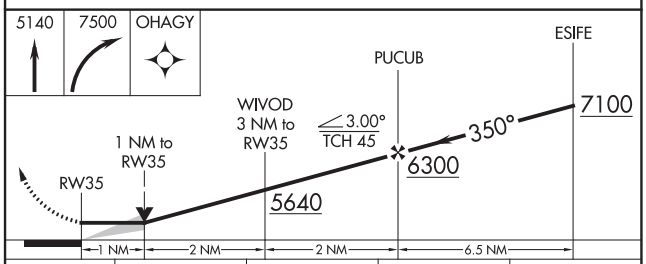
ELEV 4729 | D | TDZE 4677

HIRL Rwy 8R-26L L

MIRL Rwys 17-35 and 8L-26R L

REIL Rwys 8L, 17, 26L, 26R and 35 L





CATEGORY	A	B	C	D
LP MDA	5020-1 343 (300-1)			
LNAV MDA	5120-1 443 (400-1)		5120-1⅜ 443 (400-1⅜)	
C CIRCLING	5340-1 611 (700-1)		5580-2½ 851 (900-2½)	5800-3 1071 (1100-3)

SW-1, 25 FEB 2021 to 22 APR 2021

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PUEBLO, COLORADO
Orig-B 25FEB21

38°17′N-104°30′W

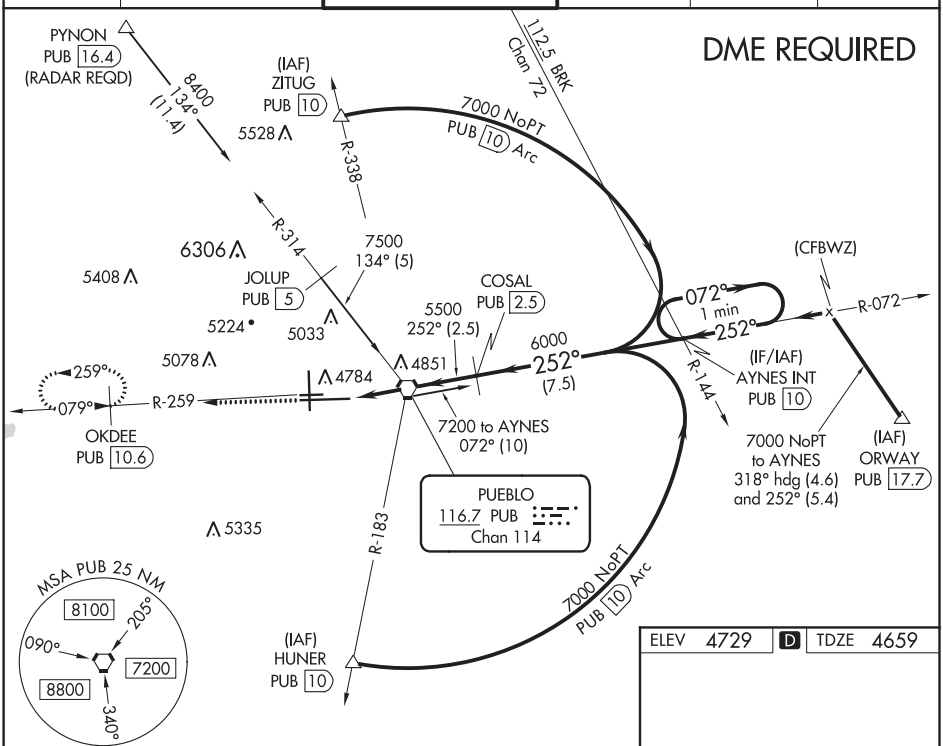
PUEBLO MEML (PUB)
RNAV (GPS) RWY 35

VORTAC PUB	APP CRS	Rwy ldg	10496
116.7	252°	TDZE	4659
Chan 114		Apt Elev	4729

VOR RWY 26L
PUEBLO MEML (PUB)

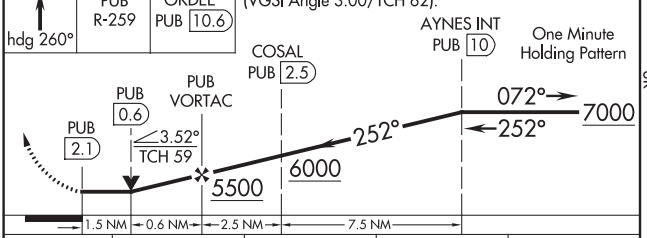
MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

ATIS	DENVER APP CON ★	PUEBLO TOWER ★	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) L 257.8	121.9	120.9	122.95



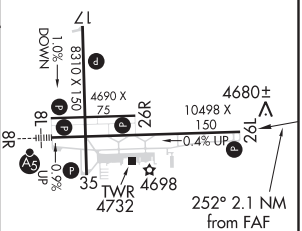
7000 hdg 260°	PUB R-259	OKDEE PUB 10.6

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 62).



CATEGORY	A	B	C	D
S-26L	5120-1 461 (400-1)		5120-1⅜ 461 (400-1⅜)	NA
C CIRCLING	5340-1 611 (700-1)		5560-2½ 831 (900-2½)	NA

ELEV 4729 D TDZE 4659



HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

SW-1, 25 FEB 2021 to 22 APR 2021

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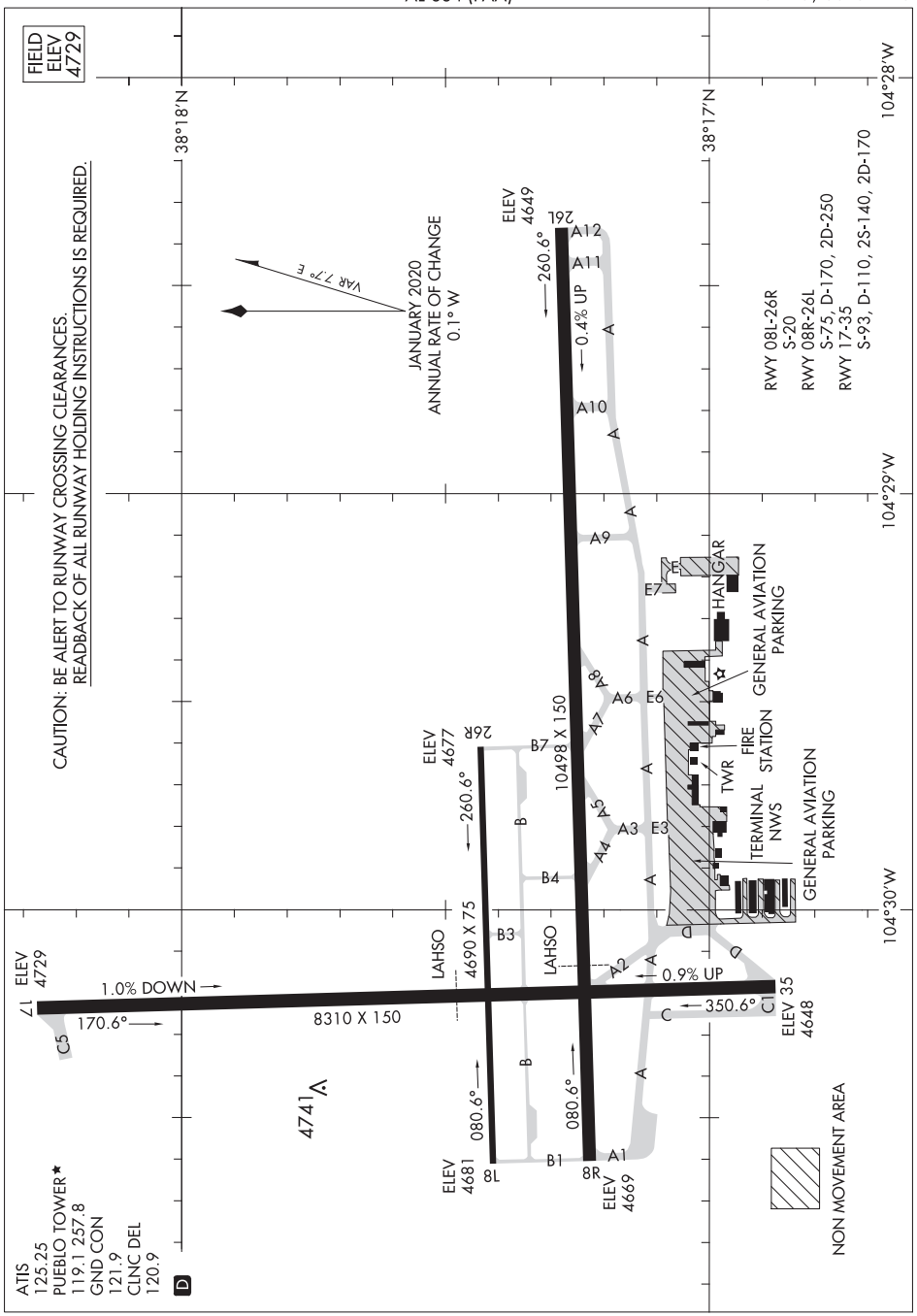
21056

AIRPORT DIAGRAM

AL-334 (FAA)

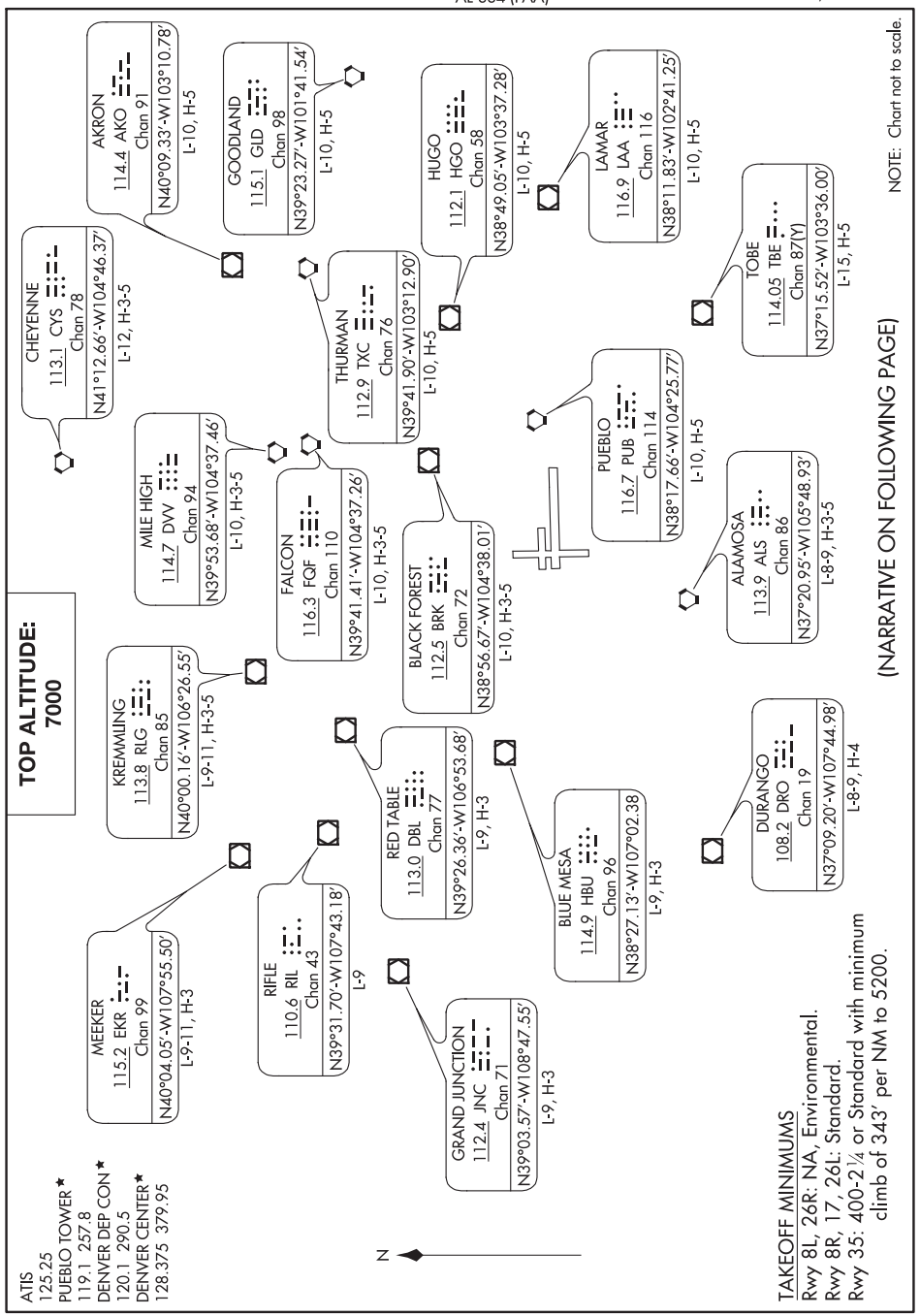
PUEBLO MEML (PUB)
PUEBLO, COLORADO



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
21056
PUEBLO, COLORADO
PUEBLO MEML (PUB)



SW-1, 25 FEB 2021 to 22 APR 2021

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8R: Climb on assigned heading between 020° CW 100° to 7000 or assigned altitude. Thence. . . .

TAKEOFF RUNWAY 17: Climb on assigned heading between 150° CW 190° to 7000 or assigned altitude. Thence. . . .

TAKEOFF RUNWAY 26L: Climb on assigned heading between 240° CW 275° to 7000 or assigned altitude. Thence. . . .

TAKEOFF RUNWAY 35: Climb on assigned heading between 010° CW 040° to 7000 or assigned altitude. Thence. . . .

. . . . expect RADAR vectors to intercept filed/assigned route or enroute FIX/NAVAID. Maintain assigned altitude, expect filed altitude/flight level 10 minutes after departure.

LOST COMMUNICATIONS

If no transmissions are received within 1 minute after departure, maintain assigned heading until 7000′ (Rwy 26L departure will need to turn left direct PUB VORTAC due to antenna NW of departure end), then climb to filed altitude direct PUB VORTAC.

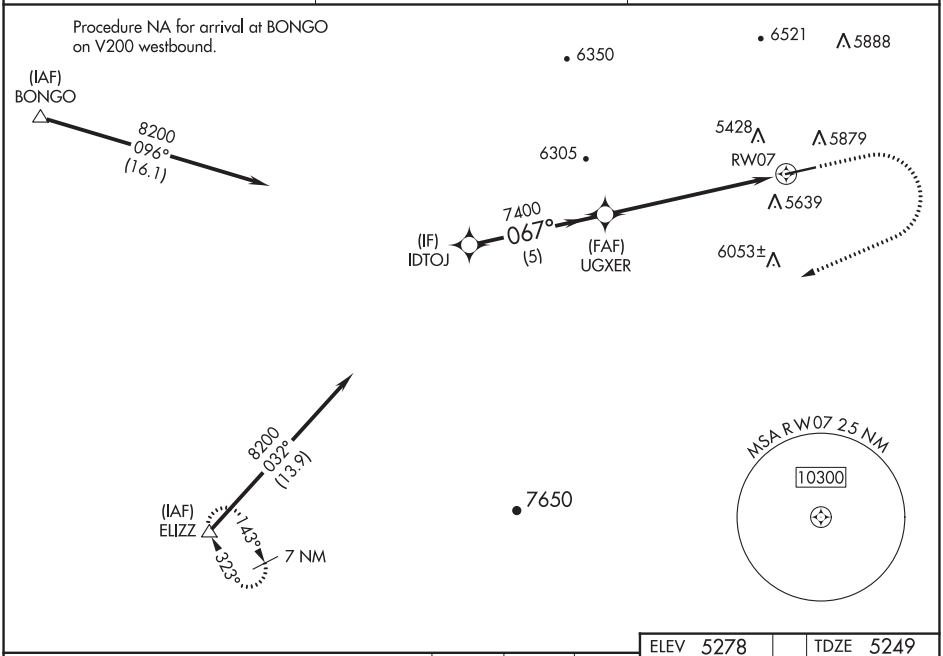
WAAS CH 99541 W07A	APP CRS 067°	Rwy ldg 6409 TDZE 5249 Apt Elev 5278

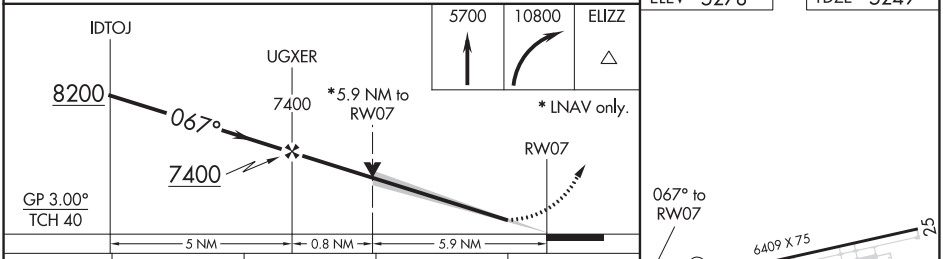
RNAV (GPS) RWY 7
RANGELY (4VØ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). Circling Rwy 25 NA at night. DME/DME RNP-0.3 NA. -18°C

MISSED APPROACH: Climb to 5700 then climbing right turn to 10800 direct ELIZZ and hold.
Missed approach requires a minimum climb of 425 feet per NM to 8200 feet.

AWOS-3PT	DENVER CENTER	UNICOM
119.025	134.5 327.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA #	5599-1 350 (400-1)			NA
LPV DA	6013-2½ 764 (800-2½)			NA
LNAV/VNAV DA	6041-2½ 792 (800-2½)			NA
LNAV MDA	7180-1¼ 1931 (2000-1¼)	7180-1½ 1931 (2000-1½)	7180-3 1931 (2000-3)	NA
C CIRCLING	7180-1¼ 1902 (2000-1¼)	7180-1½ 1902 (2000-1½)	7180-3 1902 (2000-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

SW-1, 25 FEB 2021 to 22 APR 2021
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RANGELY, COLORADO AL-9058 (FAA) 20198

WAAS CH **93741** **W25A**	APP CRS **228°**	Rwy ldg **6409** TDZE **5278** Apt Elev **5278**

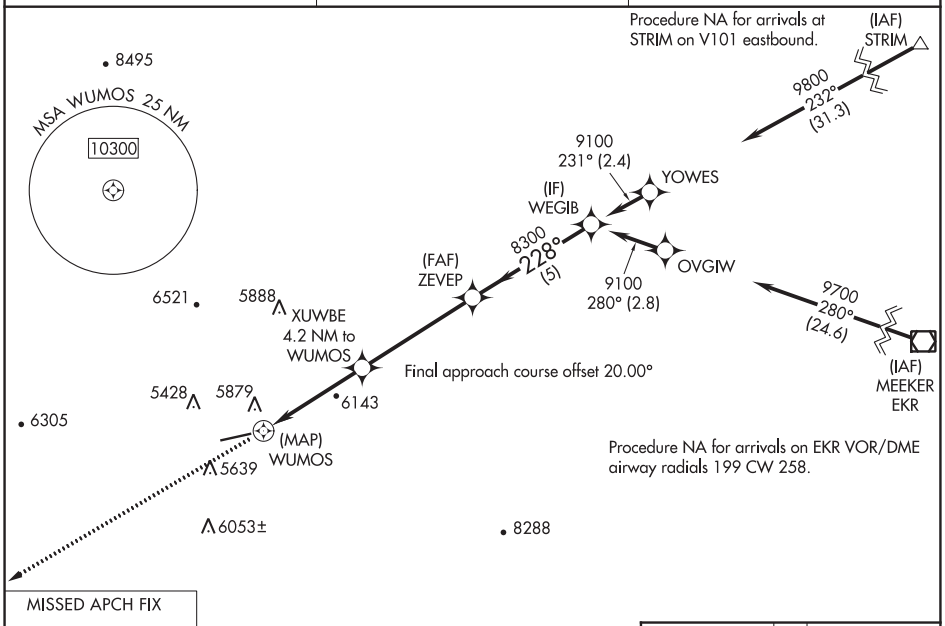
RNAV (GPS) RWY 25
RANGELY (4VØ)

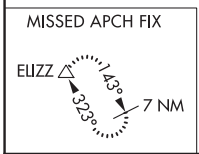
RNP APCH.

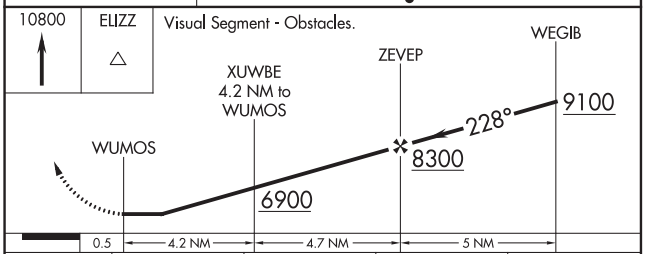
Rwy 25 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.
-18°C

MISSED APPROACH: Climb to 10800 direct ELIZZ and hold, continue climb-in hold to 10800.

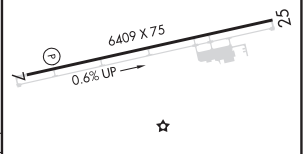
AWOS-3PT	DENVER CENTER	UNICOM
119.025	**134.5 327.8**	**122.8** (CTAF) L







ELEV 5278	TDZE 5278



CATEGORY	A	B	C	D
LP MDA	6400-1¼ 1122 (1200-1¼)	6400-1½ 1122 (1200-1½)	6400-3 1122 (1200-3)	NA
LNAV MDA	6400-1¼ 1122 (1200-1¼)	6400-1½ 1122 (1200-1½)	6400-3 1122 (1200-3)	NA
C CIRCLING	6900-1¼ 1622 (1700-1¼)	6900-1½ 1622 (1700-1½)	7000-3 1722 (1800-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

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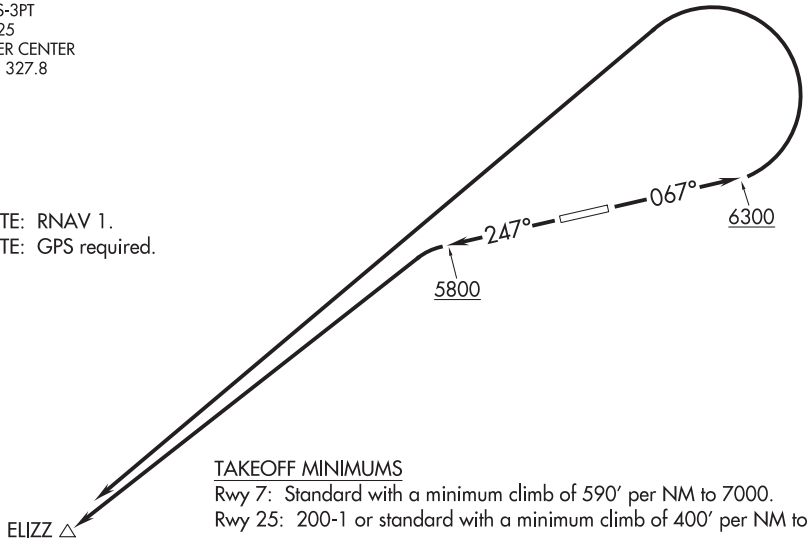
ELIZZ ONE DEPARTURE (OBSTACLE) (RNAV)

AL-9058 (FAA)

RANGELY, COLORADO

AWOS-3PT
119.025
DENVER CENTER
134.5 327.8

NOTE: RNAV 1.
NOTE: GPS required.



TAKEOFF MINIMUMS

Rwy 7: Standard with a minimum climb of 590′ per NM to 7000.
Rwy 25: 200-1 or standard with a minimum climb of 400′ per NM to 5800.

TAKEOFF OBSTACLE NOTES

Rwy 7: Fence, navaid, vertical point beginning 23′ from DER, 16′ right of centerline, up to 6′ AGL/5294′ MSL.
Tree, navaid beginning 32′ from DER, 78′ left of centerline, up to 5281′ MSL.
Pole, wind indicator beginning 80′ from DER, 258′ left of centerline, up to 18′ AGL/5297′ MSL.
Fence, traverse way beginning 352′ from DER, 234′ right of centerline, up to 1′ AGL/5297′ MSL.
Poles beginning 476′ from DER, 581′ left of centerline, up to 26′ AGL/5304′ MSL.
Pole 755′ from DER, 584′ left of centerline, 37′ AGL/5309′ MSL.
Terrain beginning 1.1 NM from DER, 1777′ left of centerline, up to 5633′ MSL.
Terrain 1.2 NM from DER, 2529′ right of centerline, 5539′ MSL.
Terrain, trees beginning 1.3 NM from DER, 1414′ right of centerline, up to 5623′ MSL.
Trees, terrain beginning 1.8 NM from DER, 1414′ right of centerline, up to 5806′ MSL.
Trees beginning 1.9 NM from DER, 626′ right of centerline, up to 5950′ MSL.
Trees, terrain beginning 2 NM from DER, 407′ right of centerline, up to 6007′ MSL.
Terrain beginning 2.1 NM from DER, 1070′ left of centerline, up to 5769′ MSL.
Trees, terrain beginning 2.1 NM from DER, 396′ right of centerline, up to 6119′ MSL.
Trees, terrain beginning 2.2 NM from DER, 954′ left of centerline, up to 5853′ MSL.
Trees beginning 2.3 NM from DER, 393′ right of centerline, up to 6158′ MSL.
Trees, terrain beginning 2.3 NM from DER, 616′ left of centerline, up to 6018′ MSL.
Trees beginning 2.4 NM from DER, 424′ left of centerline, up to 6084′ MSL.

Rwy 25: Vegetation 86′ from DER, 363′ left of centerline, 5250′ MSL.
Vegetation beginning 141′ from DER, 382′ left of centerline, up to 5277′ MSL.
Vegetation 326′ from DER, 491′ left of centerline, 5281′ MSL.
Poles, vegetation, building beginning 424′ from DER, 404′ left of centerline, up to 26′ AGL/5286′ MSL.
Trees 2551′ from DER, 306′ right of centerline, 5302′ MSL.
Tree 2589′ from DER, 80′ right of centerline, 5303′ MSL.
Building 3590′ from DER, 1369′ left of centerline, 29′ AGL/5332′ MSL.
Tower 3451′ from DER, 1406′ left of centerline, 103′ AGL/5408 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 067° to 6300 then climbing left turn direct ELIZZ, thence. . . .

TAKEOFF RUNWAY 25: Climb heading 247° to 5800 then climbing left turn direct ELIZZ, thence. . . .

. . . .proceed on course.

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RATON, NEW MEXICO | AL-920 (FAA) | 19227

APP CRS	Rwy ldg	7615
024°	TDZE	6346
	Apt Elev	6352

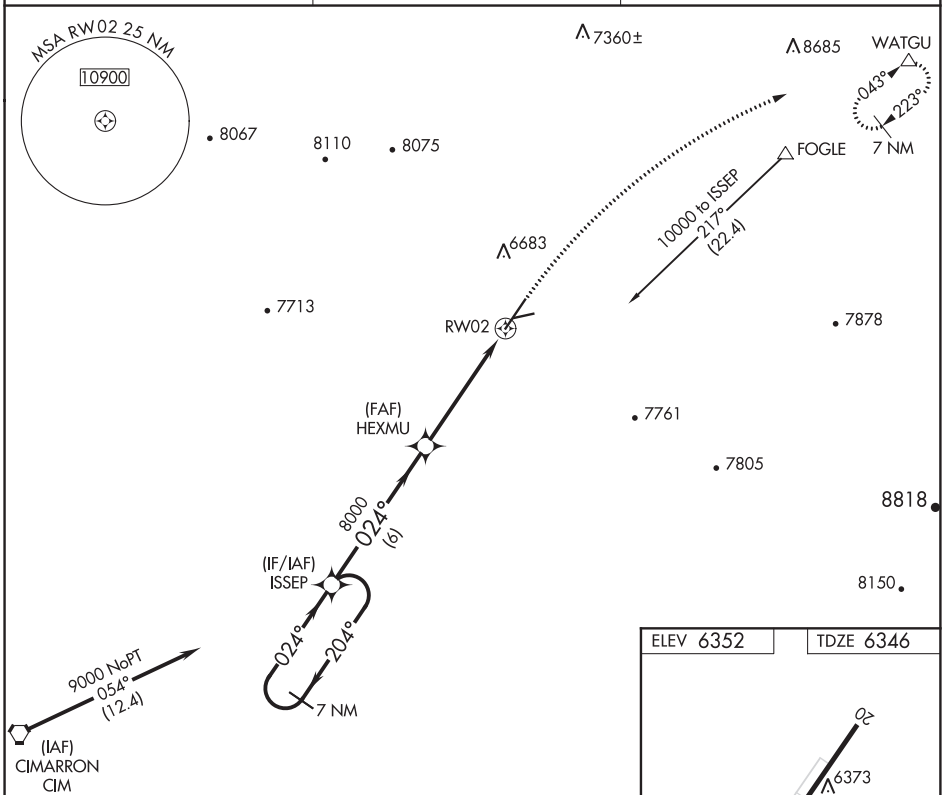
RNAV (GPS) RWY 2
RATON MUNI/CREWS FIELD (RTN)

RNP APCH.

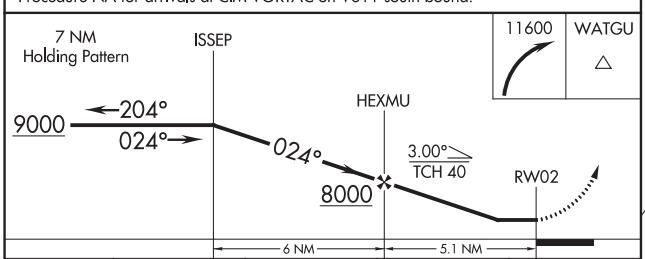
Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 11600 direct WATGU and hold, continue climb-in-hold to 11600.

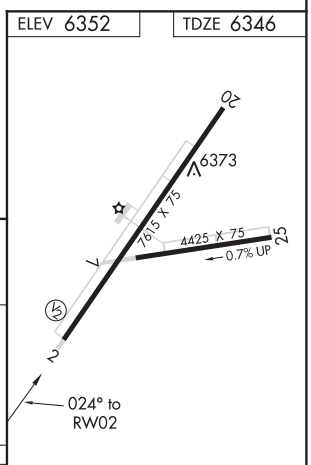
ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L ★



Procedure NA for arrivals at CIM VORTAC on V611 south bound.



CATEGORY	A	B	C	D
LNAV MDA	7020-1 674 (700-1)		7020-2 674 (700-2)	



MIRL Rwys 2-20 and 7-25 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

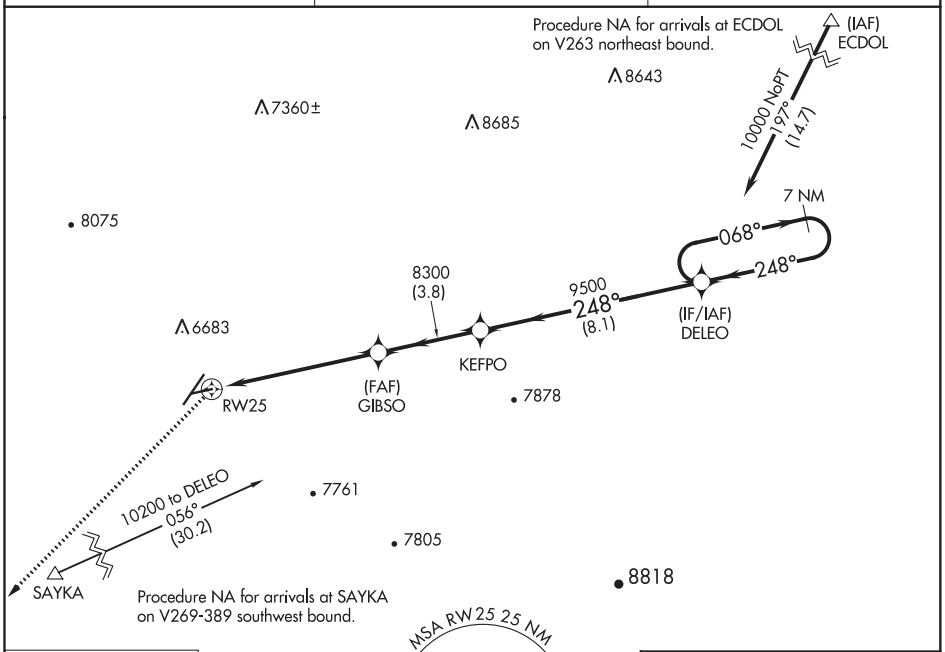
RNAV (GPS) RWY 25
RATON MUNI/CREWS FIELD (RTN)

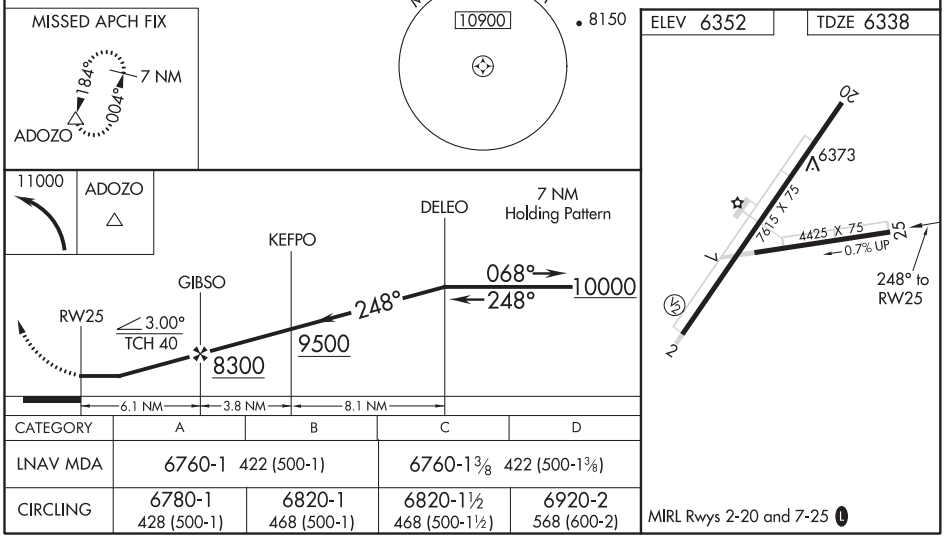
APP CRS	Rwy ldg	4425
248°	TDZE	6338
	Apt Elev	6352

Circling NA for Cat D west of Rwy 2-20.
DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 11000 direct ADOZO and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
118.375	132.8 346.35	122.8 (CTAF) L★





CATEGORY	A	B	C	D
LNAV MDA	6760-1 422 (500-1)		6760-1⅜ 422 (500-1⅜)	
CIRCLING	6780-1 428 (500-1)	6820-1 468 (500-1)	6820-1½ 468 (500-1½)	6920-2 568 (600-2)

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RIFLE, COLORADO

AL-6741 (FAA)

20254

ILS RWY 26

RIFLE GARFIELD COUNTY (RIL)

LOC/DME I-RIL	APP CRS	Rwy ldg	7000
110.9	258°	TDZE	5537
Chan 46		Apt Elev	5537

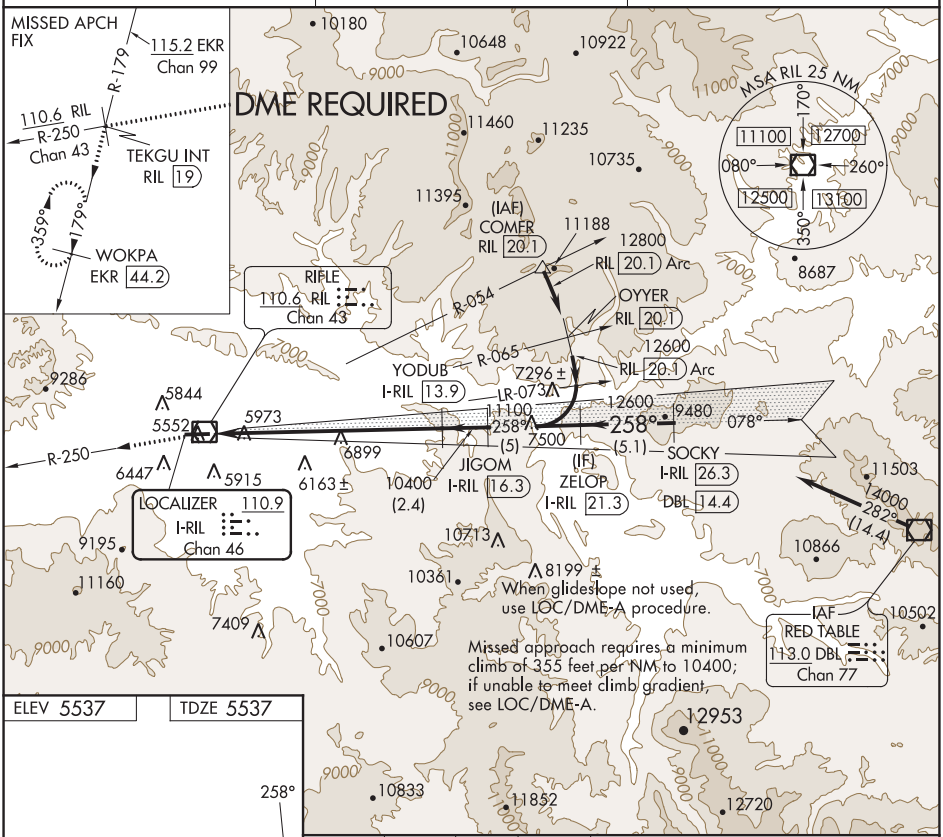
-14°C

Visibility reduction by helicopters NA.
Use I-RIL DME when on localizer course.
DME required. Circling not authorized.

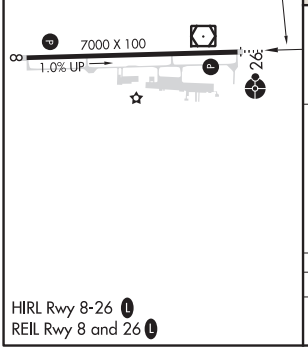
ODALS

MISSED APPROACH: Climb to 13000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.

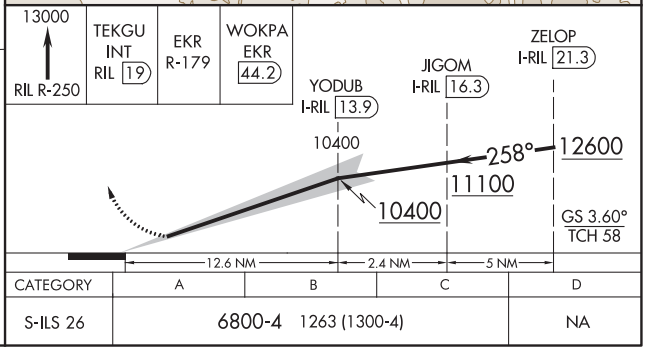
ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537 | TDZE 5537



HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L



CATEGORY	A	B	C	D
S-ILS 26	6800-4 1263 (1300-4)			NA

RIFLE, COLORADO
Amdt 3B 17AUG17

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)

ILS RWY 26

SW-1, 25 FEB 2021 to 22 APR 2021

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RNAV (RNP) Y RWY 26

RIFLE GARFIELD COUNTY (RIL)

APP CRS	Rwy ldg	7000
259°	TDZE	5537
	Apt Elev	5537

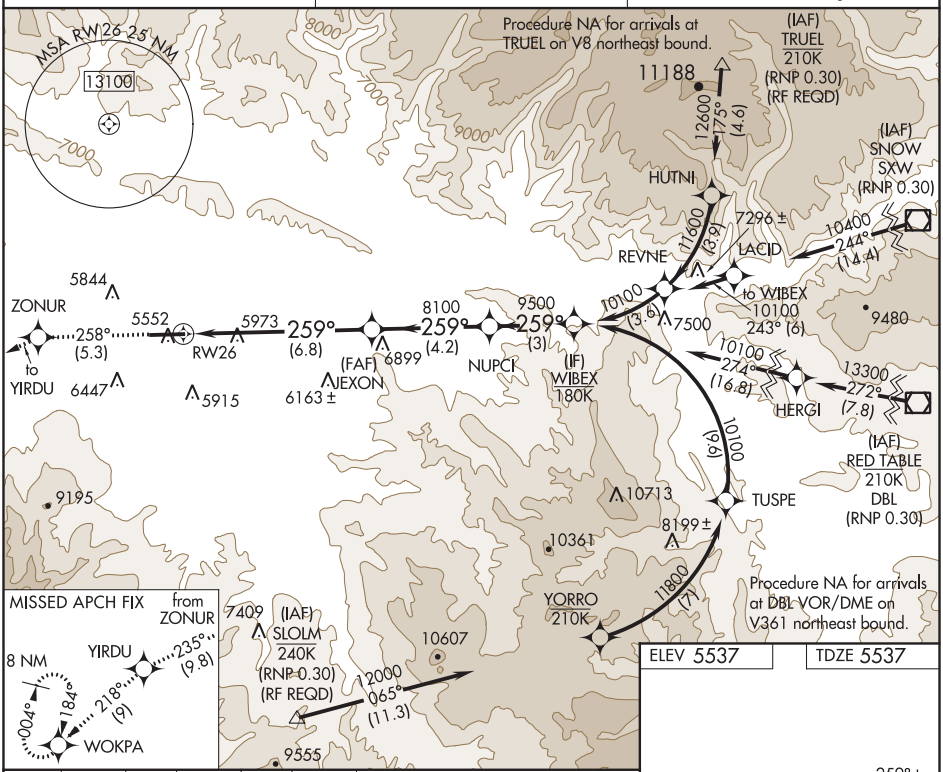
When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 38°C (100°F). GPS required.

-14°C

ODALS

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
RNP 0.30 DA	6387-2½ 850 (900-2½)			NA

AUTHORIZATION REQUIRED

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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APP CRS	Rwy ldg	7000
078°	TDZE	5498
	Apt Elev	5537

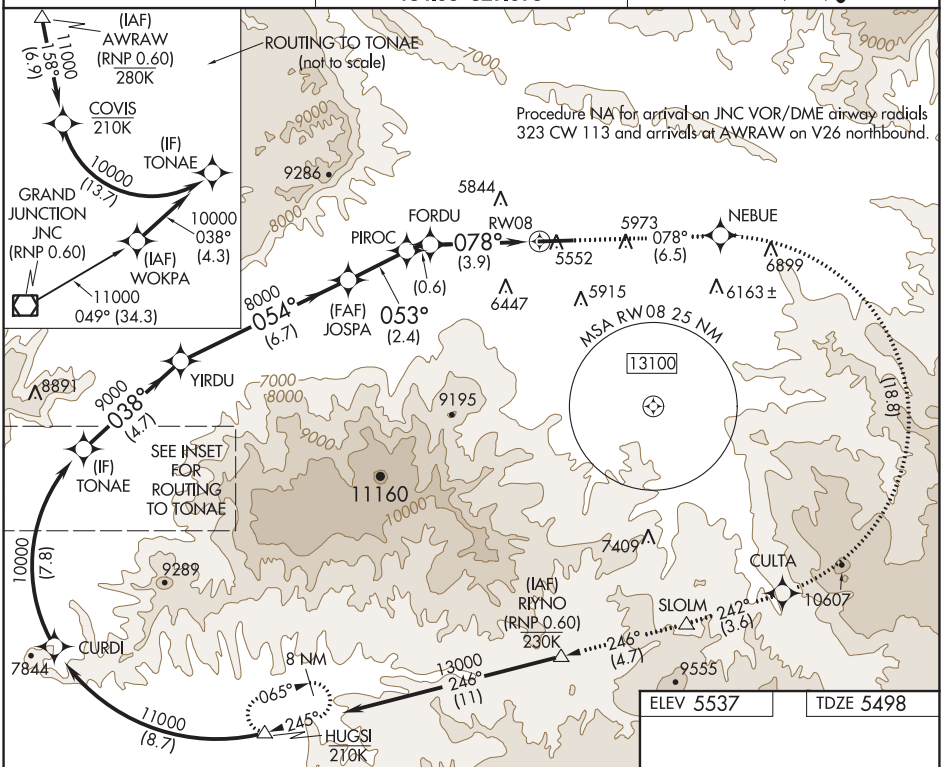
RNAV (RNP) Z RWY 8
RIFLE GARFIELD COUNTY (RIL)

-14°C

RF and GPS required. Procedure NA for wingspans greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 54°C (130°F).
*Missed approach requires minimum climb of 425 feet per NM to 11300.
**Missed approach requires minimum climb of 425 feet per NM to 10000; if unable, see RNAV (GPS) Y RWY 8.

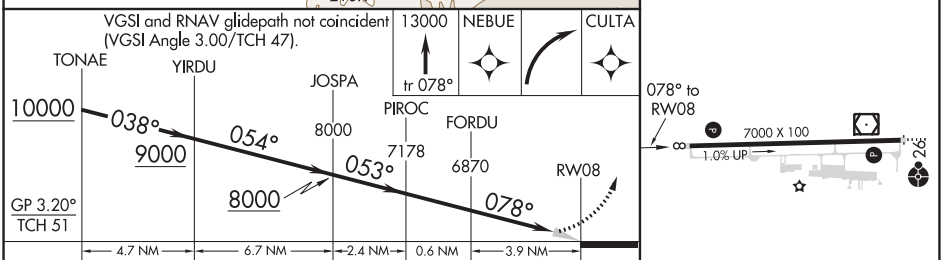
MISSED APPROACH: Climb to 13000 on track 078° to NEBUE, right turn to CULTA, and track 242° to SLOLM and track 246°to RIYNO and track 246° to HUGSI and hold.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537 | TDZE 5498

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 47).



CATEGORY	A	B	C	D
RNP 0.10 DA*	5748-1	250 (300-1)		NA
RNP 0.30 DA**	6391-3	893 (900-3)		NA

AUTHORIZATION REQUIRED

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

SW-1, 25 FEB 2021 to 22 APR 2021

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APP CRS	Rwy ldg	7000
259°	TDZE	5537
	Apt Elev	5537

RNAV (RNP) Z RWY 26

RIFLE GARFIELD COUNTY (RIL)

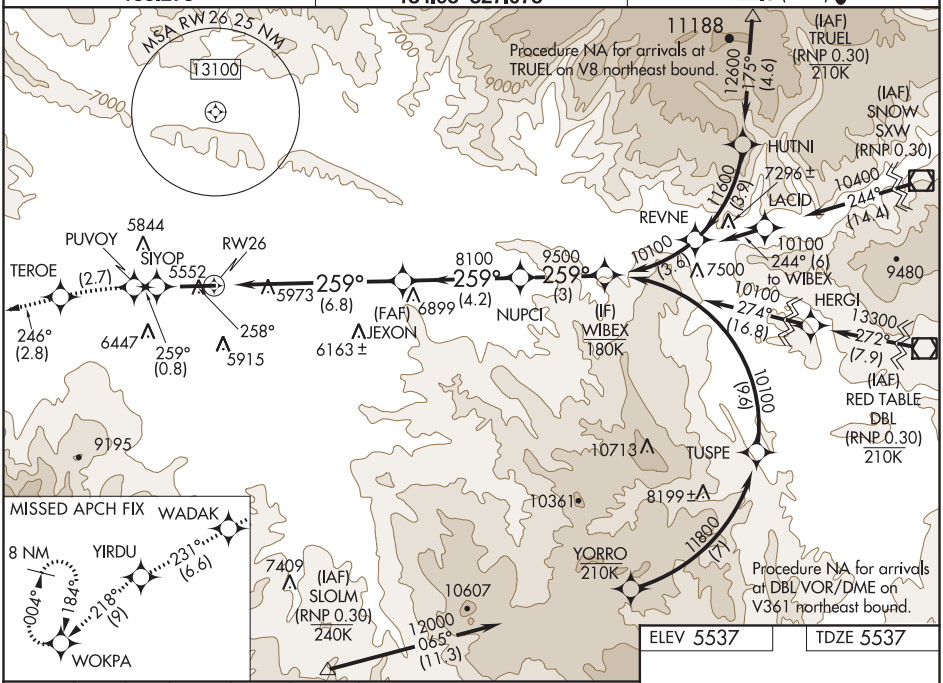
-14°C

When VGSI inoperative, procedure NA at night. RF required. GPS required. Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 38°C (100°F).
* Missed approach requires minimum climb of 398 feet per NM to 9100.

ODALS

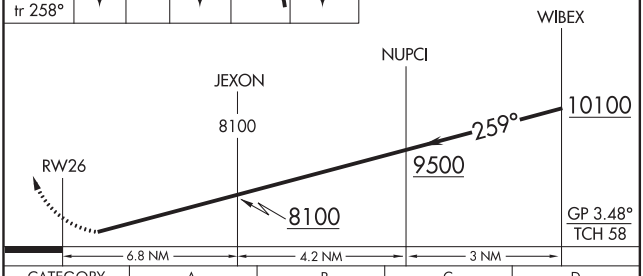
MISSED APPROACH: Climb to 13000 on track 258° to SIYOP and track 259° to PUVOY left turn to TEROE and track 246° to WADAK and track 231° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

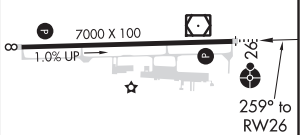
ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537	TDZE 5537

13000 tr 258°	SIYOP	tr 259°	PUVOY		TEROE





CATEGORY	A	B	C	D
RNP 0.10 DA*	5955-1	418 (500-1)		NA
RNP 0.30 DA	6387-2½	850 (900-2½)		NA

AUTHORIZATION REQUIRED

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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RNAV (GPS) W RWY 26

RIFLE GARFIELD COUNTY(RIL)

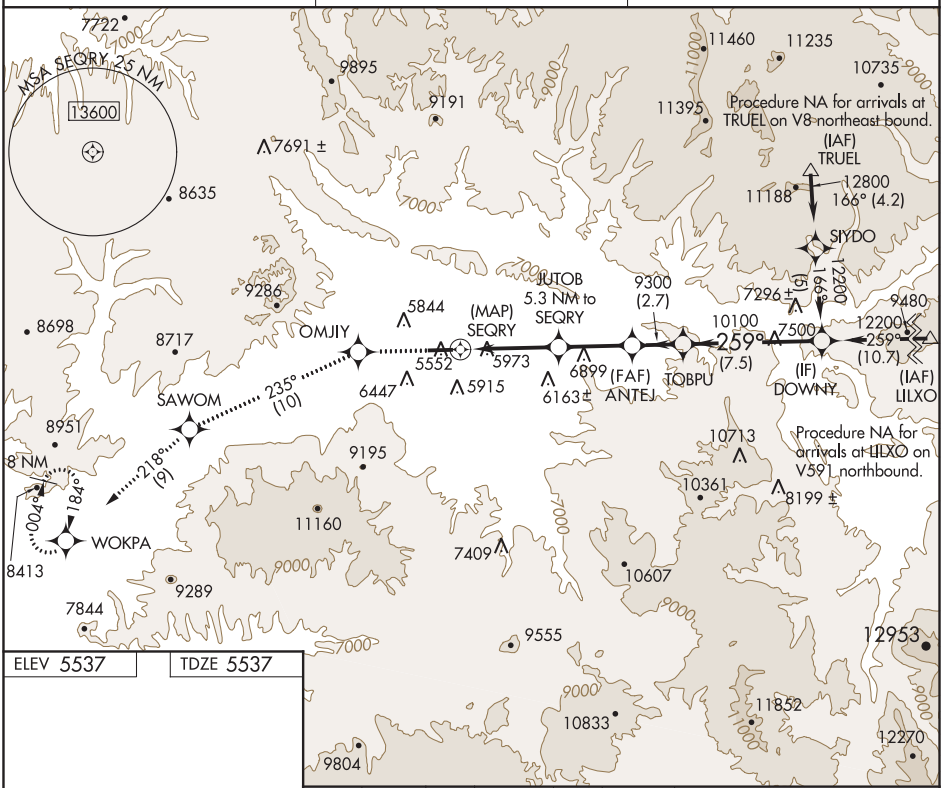
APP CRS	Rwy ldg	7000
259°	TDZE	5537
	Apt Elev	5537

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA south of Rwy 8-26 at night. Inoperative table does not apply. -14°C

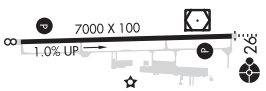
ODALS

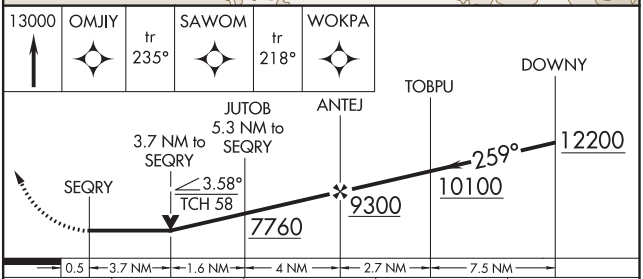
MISSED APPROACH: Climb to 13000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537 | TDZE 5537





CATEGORY	A	B	C	D
LNAV MDA	7180-1¼ 1643 (1700-1¼)	7180-1½ 1643 (1700-1½)	7180-3 1643 (1700-3)	NA
C CIRCLING	7180-1¼ 1643 (1700-1¼)	7180-1½ 1643 (1700-1½)	7180-3 1643 (1700-3)	NA

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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WAAS CH 93708 W26A	APP CRS 259°	Rwy ldg 7000 TDZE 5537 Apt Elev 5537

RNAV (GPS) X RWY 26
RIFLE GARFIELD COUNTY (RIL)

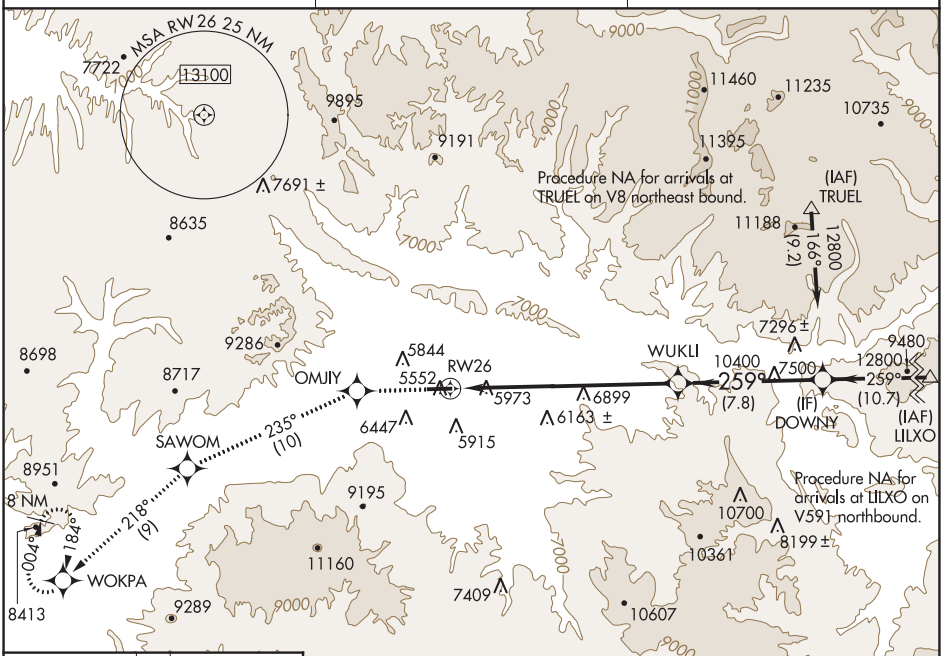
NA
-14°C

DME/DME RNP- 0.3 NA.

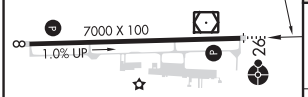
ODALS

MISSED APPROACH: 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.

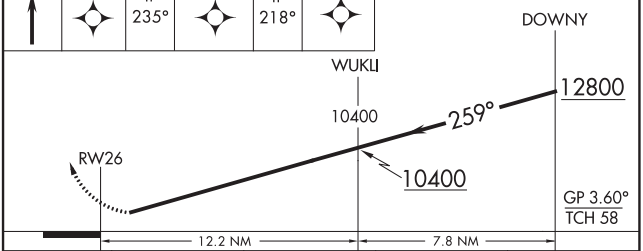
ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L



ELEV 5537 TDZE 5537



13000	OMJIY	tr 235°	SAWOM	tr 218°	WOKPA



CATEGORY	A	B	C	D
LPV DA	6300-2¼ 763 (800-2¼)			NA

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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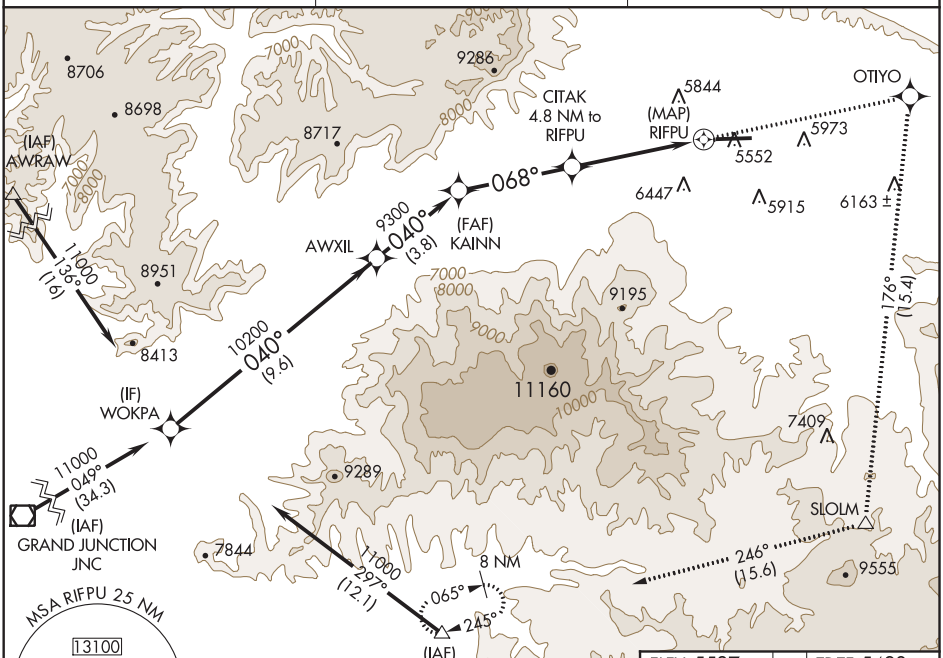
RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

APP CRS	Rwy ldg	7000
068°	TDZE	5498
	Apt Elev	5537

DME/DME RNP- 0.3 NA.
Visibility reduction by helicopters NA.
Circling NA south of Rwy 8-26 at night.
-14°C

MISSED APPROACH: Climb to 13000 direct OTIYO and right turn on track 176° to SLOLM and on track 246° to HUGSI and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L

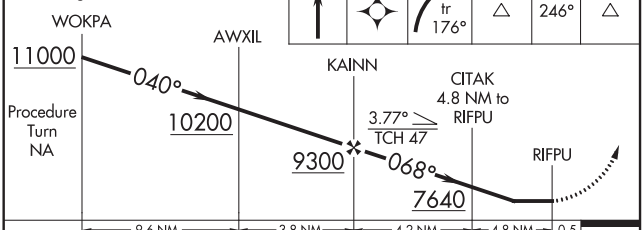


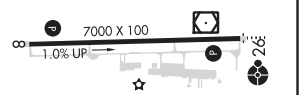
Procedure NA for arrival on JNC VOR/DME airway radials 018 CW 098.

ELEV 5537 | TDZE 5498

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47).

13000	OTIYO	tr 176°	SLOLM	tr 246°	HUGSI





CATEGORY	A	B	C	D
LNAV MDA	7420-1¼ 1922 (1900-1¼)	7420-1½ 1922 (1900-1½)	7420-3 1922 (1900-3)	NA
C CIRCLING	7420-1¼ 1883 (1900-1¼)	7420-1½ 1883 (1900-1½)	7420-3 1883 (1900-3)	NA

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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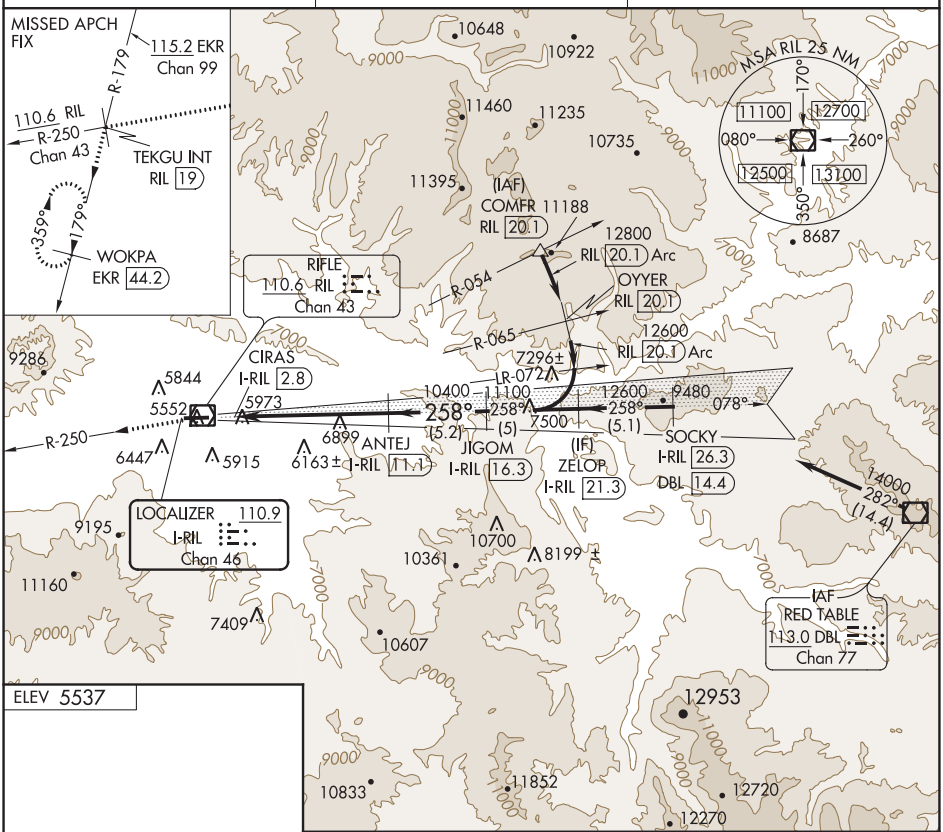
LOC/DME I-RIL 110.9 Chan 46	APP CRS 258°	Rwy ldg N/A TDZE N/A Apt Elev 5537

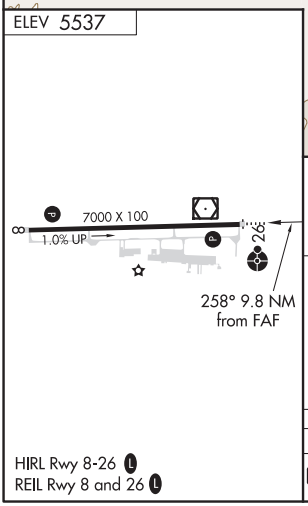
LOC/DME-A
RIFLE GARFIELD COUNTY (RIL)

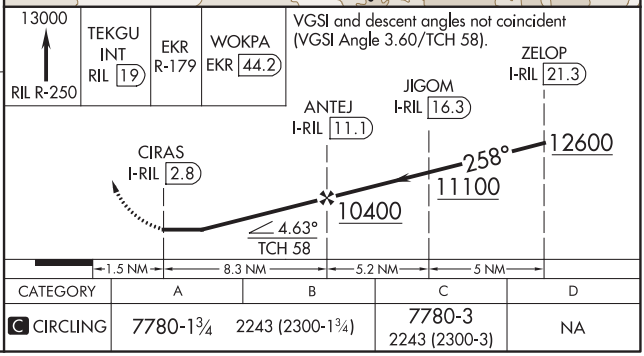
Visibility reduction by helicopters NA. Use I-RIL DME when on localizer course.
Circling NA south of Rwy 8-26 at night.
-14°C

MISSED APPROACH: Climb to 13000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold, continue climb-in-hold to 13000.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	7780-1¾ 2243 (2300-1¾)		7780-3 2243 (2300-3)	NA

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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VOR/DME RIL 110.6 Chan 43	APP CRS 126°	Rwy ldg N/A TDZE N/A Apt Elev 5537

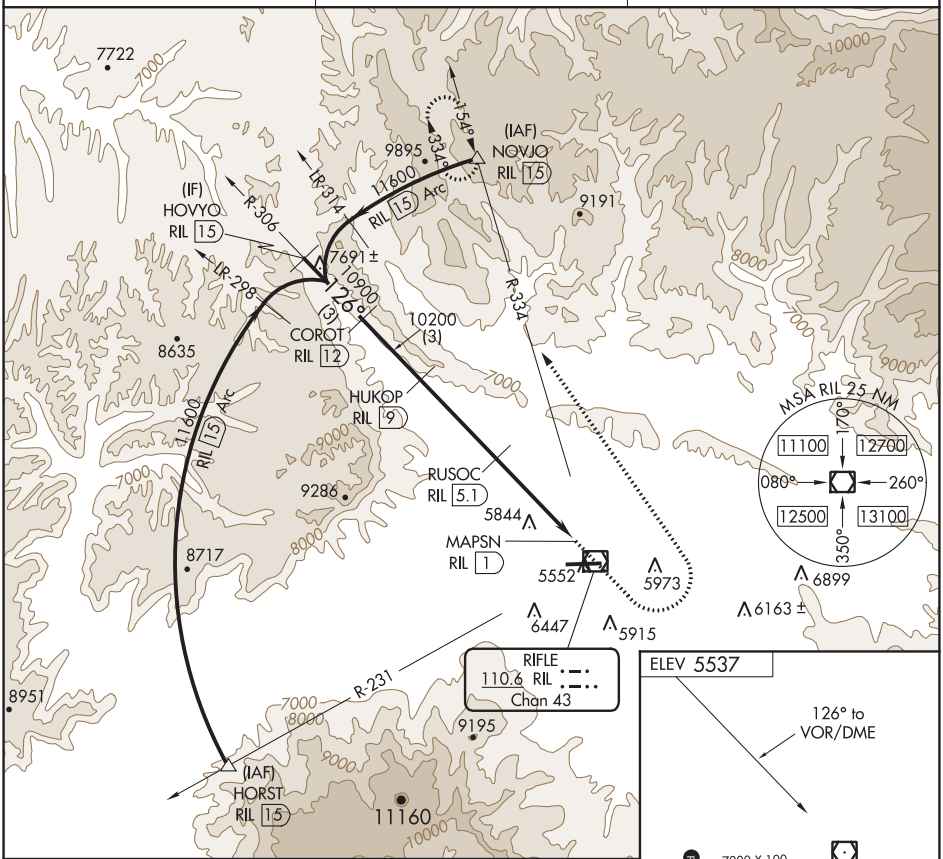
VOR/DME-C
RIFLE GARFIELD COUNTY (RIL)

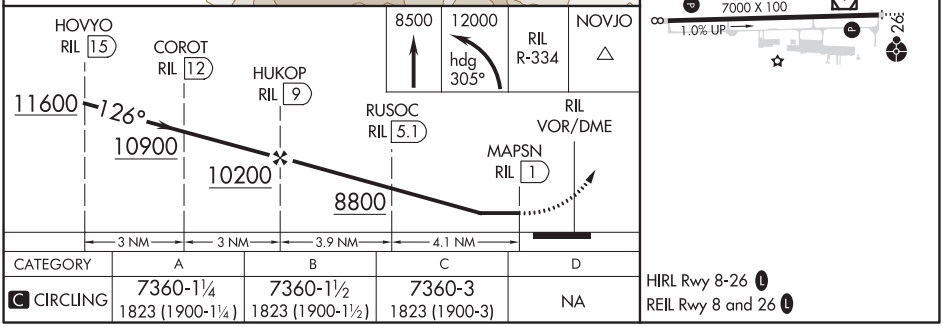
Circling NA south of Rwy 8-26 at night.

-14°C

MISSED APPROACH: Climb to 8500 then climbing left turn 12000 on heading 305° and RIL VOR/DME R-334 to NOVJO/15 DME and hold, continue climb-in-hold to 12400.

ASOS	DENVER CENTER	UNICOM
135.275	134.95 327.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	7360-1¼ 1823 (1900-1¼)	7360-1½ 1823 (1900-1½)	7360-3 1823 (1900-3)	NA

HIRL Rwy 8-26 L
REIL Rwy 8 and 26 L

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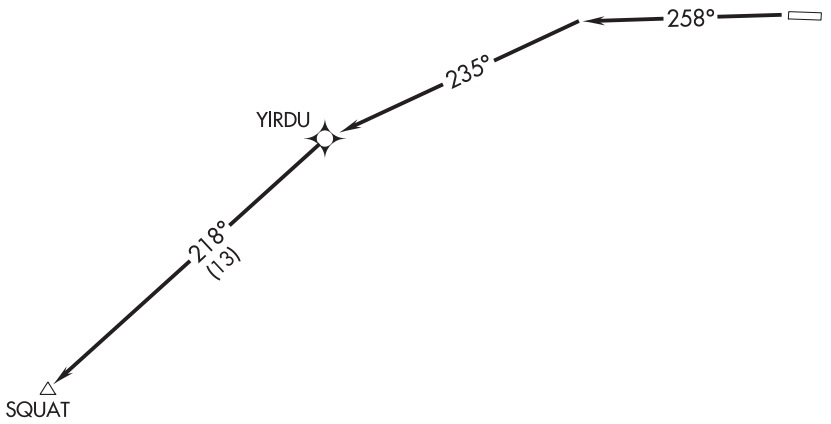
SW-1, 25 FEB 2021 to 22 APR 2021

DENVER CENTER
134.95 327.075



NOTE: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS
Rwy 8: NA- Air traffic.
Rwy 26: Standard with minimum climb of 399′ per NM to 9700.

TAKEOFF OBSTACLE NOTES
Rwy 26: Poles beginning 1446′ from DER, 634′ left of centerline, up to 58′ AGL/5331′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26: Climb heading 258° to intercept course 235° to YIRDU, then on track 218° to SQUAT, maintain 10500 or as assigned.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(EDUKY5.EDUKY) 18060

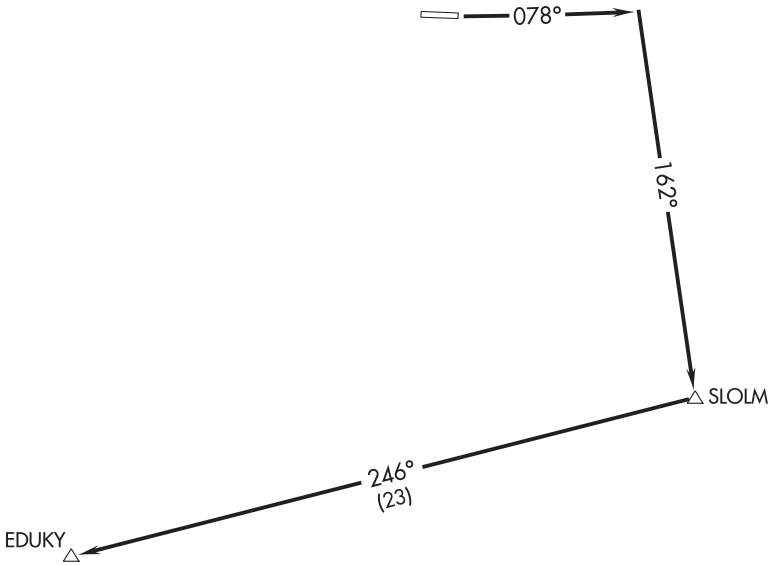
EDUKY FIVE DEPARTURE (RNAV)

AL-6741 (FAA)

RIFLE GARFIELD COUNTY (RIL)
RIFLE, COLORADO

DENVER CENTER
134.95 327.075

TOP ALTITUDE: 14000



NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 26: NA- ATC.
Rwy 8: Standard with a minimum climb of 396′ per NM to 11100.

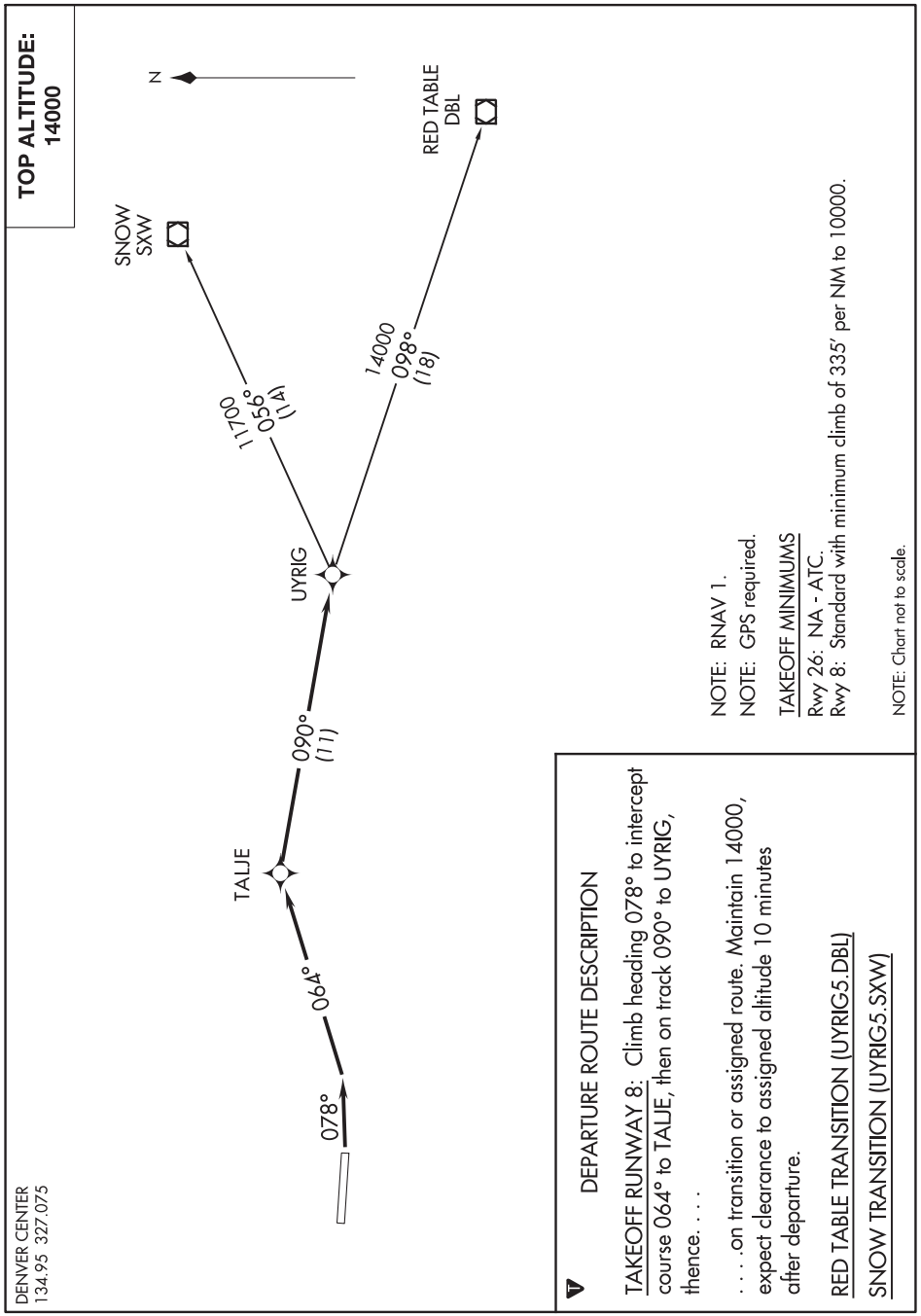
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to intercept course 162° to SLOLM, then on track 246° to EDUKY, thence. . . .

. . . .on assigned route, maintain 14000, expect clearance to assigned altitude 10 minutes after departure.

SW-1, 25 FEB 2021 to 22 APR 2021


TOP ALTITUDE:
14000
N
SNOW
SXW
RED TABLE
DBL
11700
056°
(14)
14000
098°
(18)
UYRIG
090°
(11)
TALJE
064°
078°
DENVER CENTER
134.95 327.075
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 8: Climb heading 078° to intercept course 064° to TALJE, then on track 090° to UYRIG, thence. . . .
. . . .on transition or assigned route. Maintain 14000, expect clearance to assigned altitude 10 minutes after departure.
RED TABLE TRANSITION (UYRIG5.DBL)
SNOW TRANSITION (UYRIG5.SXW)
NOTE: RNAV 1.
NOTE: GPS required.
TAKEOFF MINIMUMS
Rwy 26: NA - ATC.
Rwy 8: Standard with minimum climb of 335' per NM to 10000.
NOTE: Chart not to scale.

ROSWELL, NEW MEXICO | AL-354 (FAA) | 20198

ILS or LOC RWY 21
ROSWELL AIR CENTER (ROW)

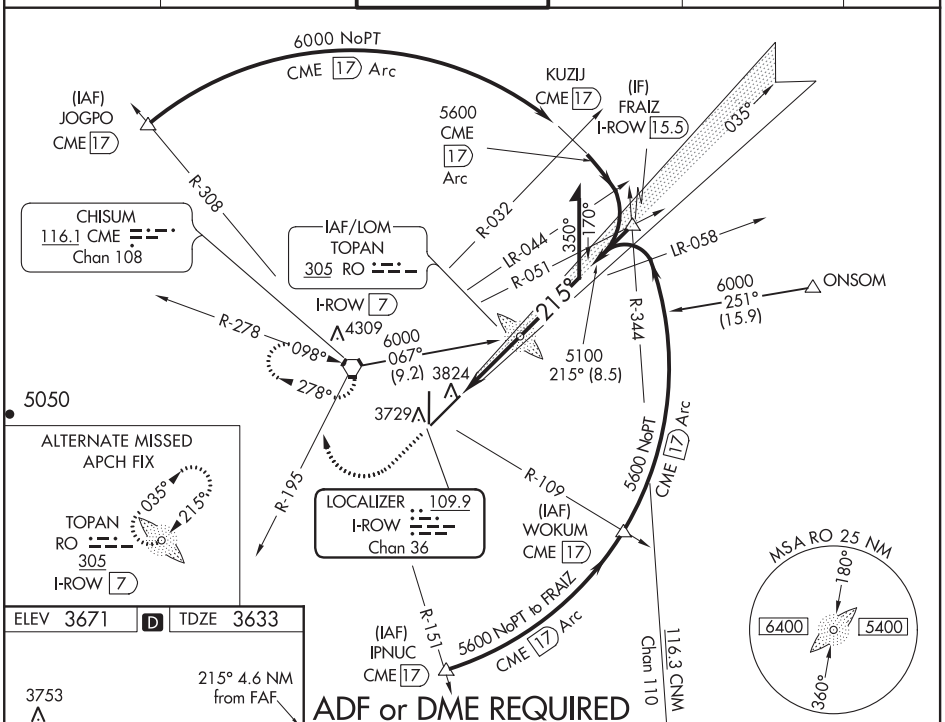
LOC/DME I-ROW	APP CRS	Rwy ldg	13001
109.9	215°	TDZE	3633
Chan 36		Apt Elev	3671

T NA ASR — When local altimeter setting not received, use Artesia altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LOC Cats C and D visibility ⅜ mile. For inoperative MALSR when using Artesia altimeter setting, increase ILS all Cats visibility to 1 and LOC Cats C and D to 1⅜. VDP NA when using Artesia altimeter setting.

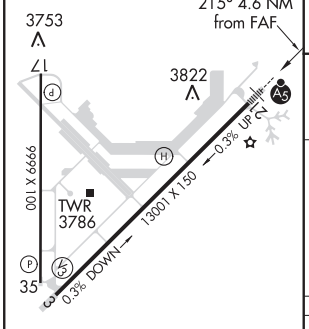
MALSR A5

MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 on CME VORTAC R-195 to CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95

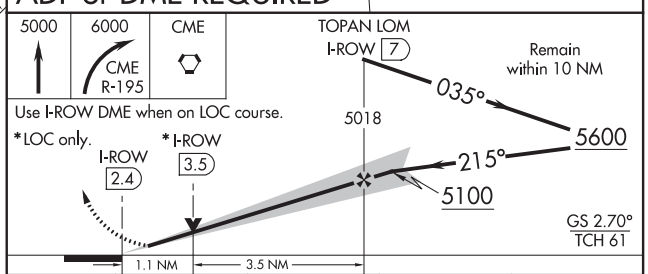


ELEV 3671 | D | TDZE 3633



MIRL Rwy 3-21
MIRL Rwy 17-35 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 21	3833-½ 200 (200-½)			
S-LOC 21	4020-½ 387 (400-½)		4020-⅝ 387 (400-⅝)	
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 50202 W03A	APP CRS 035°	Rwy ldg 13001 TDZE 3667 Apt Elev 3671

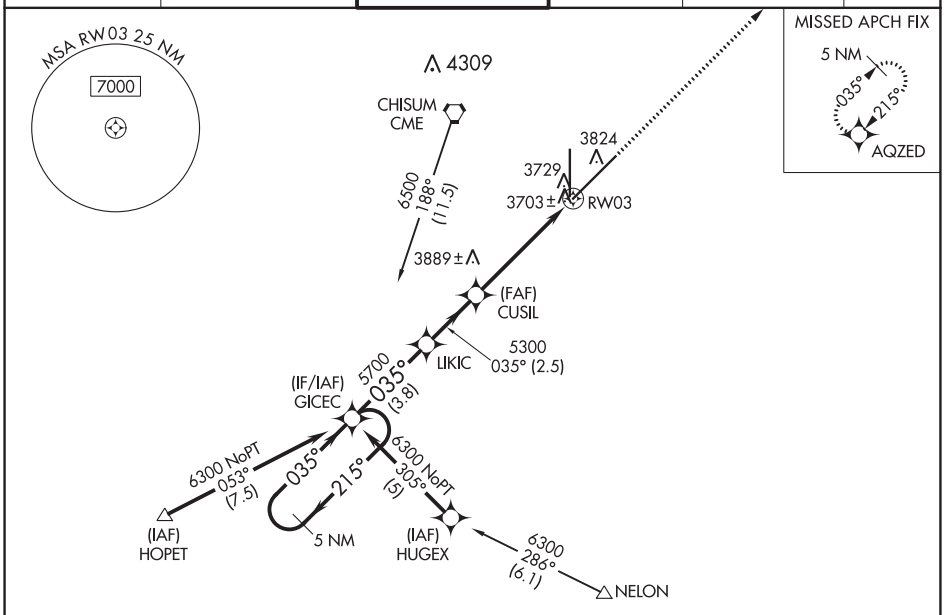
RNAV (GPS) RWY 3
ROSWELL AIR CENTER (ROW)

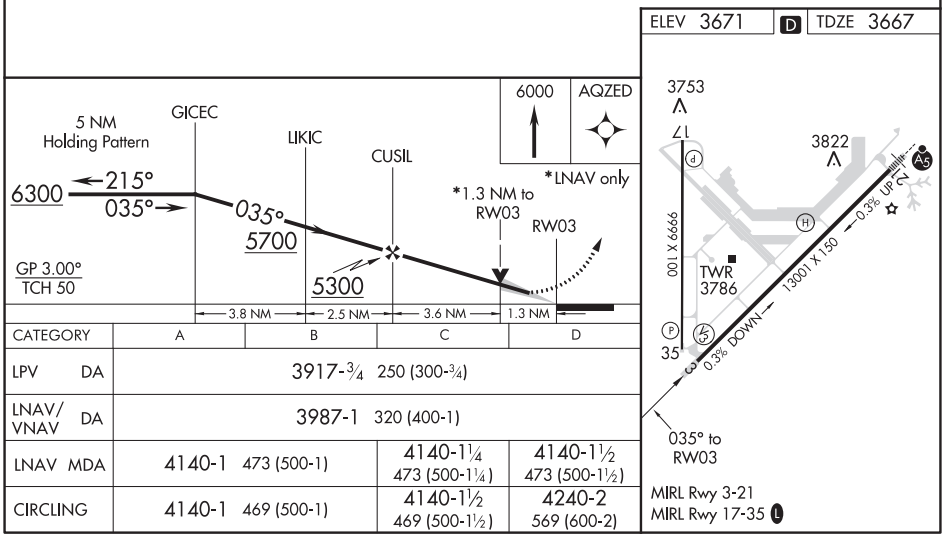
T A ASR

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct AQZED and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95





CATEGORY	A	B	C	D
LPV DA	3917-¾ 250 (300-¾)			
LNAV/VNAV DA	3987-1 320 (400-1)			
LNAV MDA	4140-1 473 (500-1)		4140-1¼ 473 (500-1¼)	4140-1½ 473 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

ROSWELL, NEW MEXICO | AL-354 (FAA) | 20198

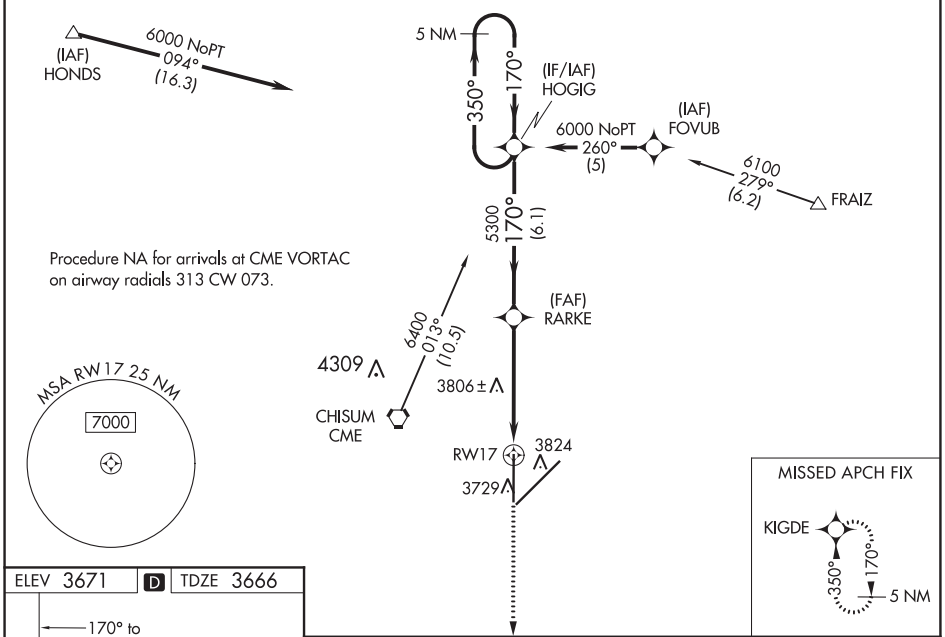
RNAV (GPS) RWY 17
ROSWELL AIR CENTER (ROW)

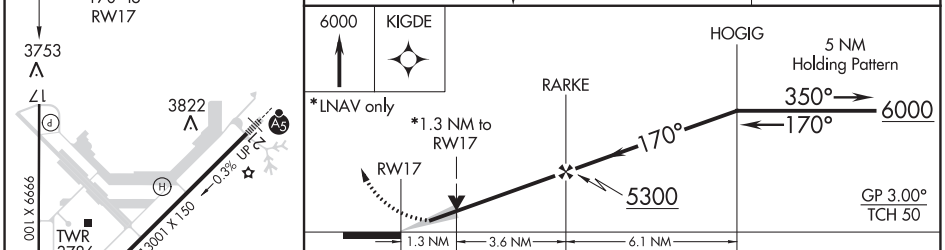
WAAS CH 65702 W17A	APP CRS 170°	Rwy ldg 9999 TDZE 3666 Apt Elev 3671

T A ASR — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

ATIS	ROSWELL APP CON*	ROSWELL TOWER*	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95





CATEGORY	A	B	C	D
LPV DA	3916-¾ 250 (300-¾)			
LNAV/VNAV DA	4003-1¼ 337 (400-1¼)			
LNAV MDA	4120-1 454 (500-1)		4120-1¼ 454 (500-1¼)	4120-1½ 454 (500-1½)
CIRCLING	4140-1¼ 469 (500-1¼)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

MIRL Rwy 3-21
MIRL Rwy 17-35 L

ROSWELL, NEW MEXICO
Orig-A 16JUL20

33°18′N-104°32′W

ROSWELL AIR CENTER (ROW)
RNAV (GPS) RWY 17

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 69302 W21A	APP CRS 215°	Rwy ldg 13001 TDZE 3633 Apt Elev 3671

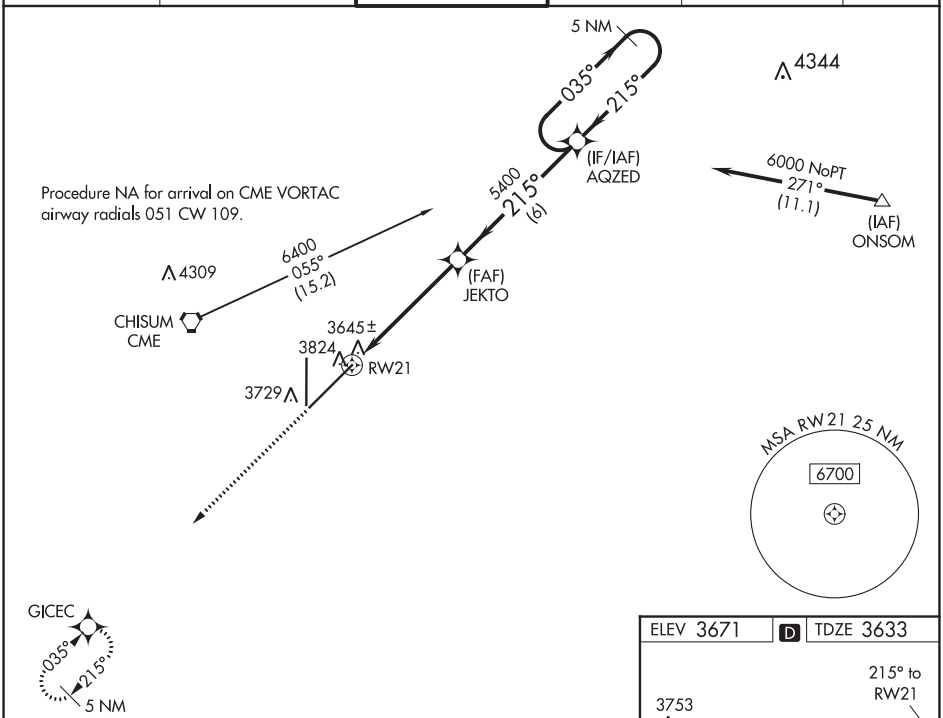
RNAV (GPS) RWY 21
ROSWELL AIR CENTER (ROW)

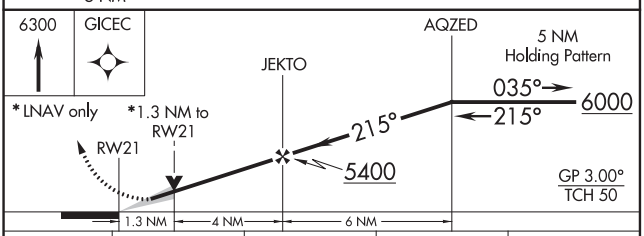
ASR: DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting. For inoperative MALSR increase LPV all Cats visibility to 1.

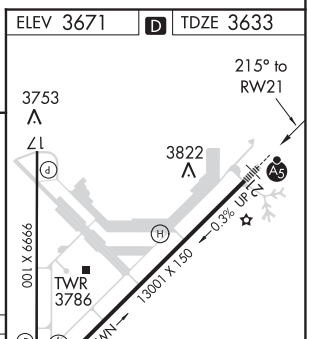
MALSR

MISSED APPROACH: Climb to 6300 direct GICEC and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) (L) 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3899-½ 266 (300-½)			
LNAV/VNAV DA	3981-¾ 348 (400-¾)			
LNAV MDA	4080-½ 447 (500-½)		4080-¾ 447 (500-¾)	4080-1 447 (500-1)
CIRCLING	4140-1¼ 469 (500-1¼)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ROSWELL, NEW MEXICO | AL-354 (FAA) | 20198

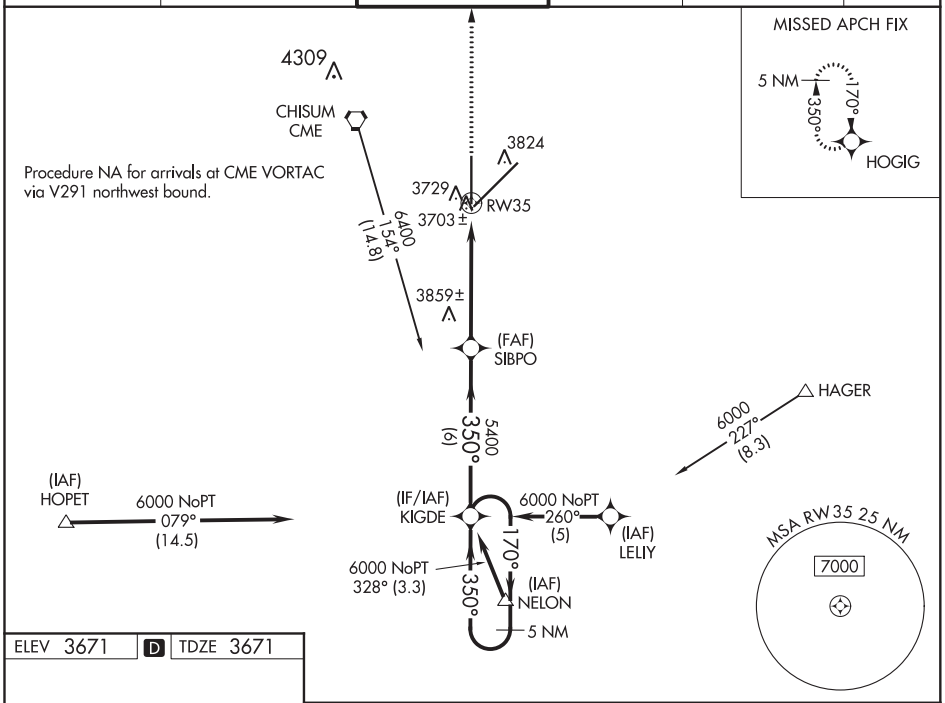
RNAV (GPS) RWY 35
ROSWELL AIR CENTER (ROW)

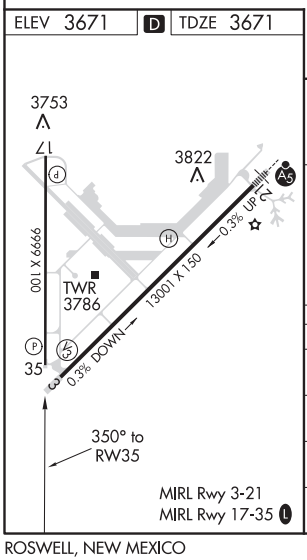
WAAS CH 70402 W35A	APP CRS 350°	Rwy ldg 9999 TDZE 3671 Apt Elev 3671

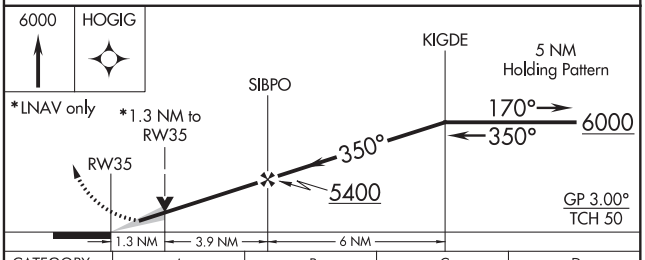
T A ASR — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95







CATEGORY	A	B	C	D
LPV DA	3921-¾ 250 (300-¾)			
LNAV/VNAV DA	3953-1 282 (300-1)			
LNAV MDA	4120-1 449 (500-1)		4120-1¼ 449 (500-1¼)	4120-1½ 449 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

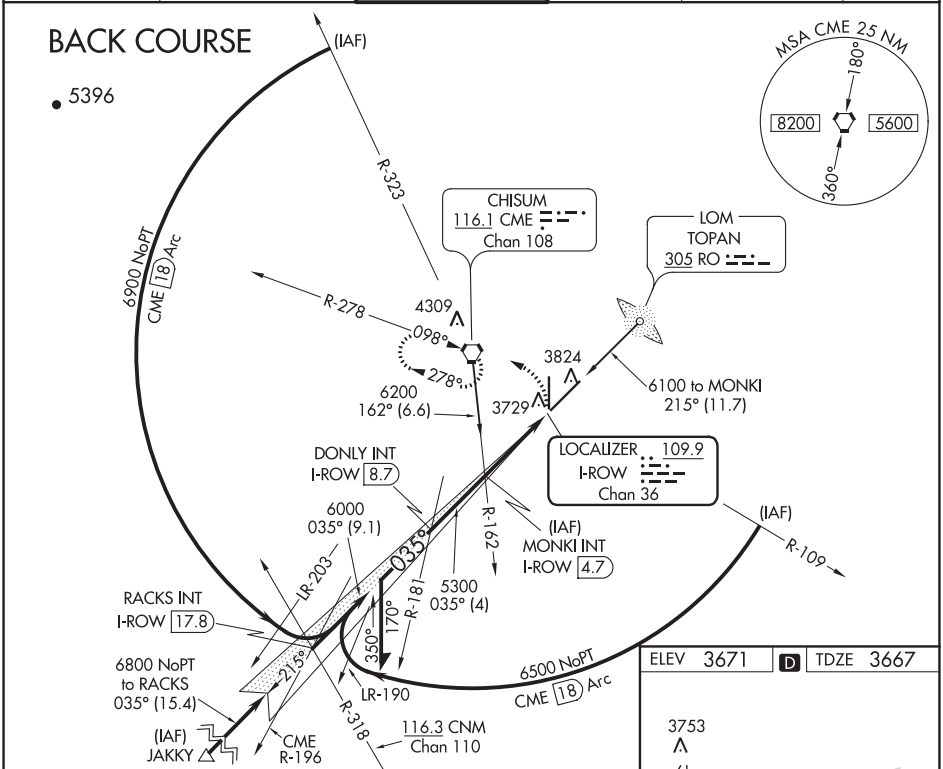
LOC BC RWY 3
ROSWELL AIR CENTER (ROW)

LOC/DME I-ROW	APP CRS	Rwy ldg	13001
109.9	035°	TDZE	3667
Chan 36		Apt Elev	3671

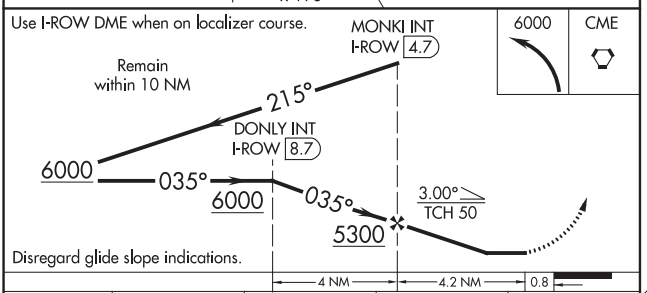
ASR

MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON ★	ROSWELL TOWER ★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95



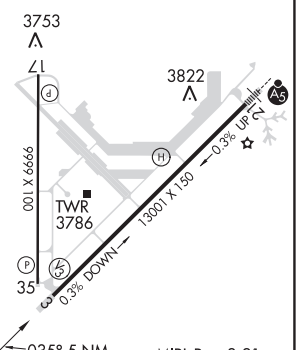
Use I-ROW DME when on localizer course.



Disregard glide slope indications.

CATEGORY	A	B	C	D
S-3	4100-1 433 (500-1)		4100-1¼ 433 (500-1¼)	4100-1½ 433 (500-1½)
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

ELEV 3671 D TDZE 3667



035° 5 NM from FAF

MIRL Rwy 3-21
MIRL Rwy 17-35 L

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

ROSWELL, NEW MEXICO | AL-354 (FAA) | 20310

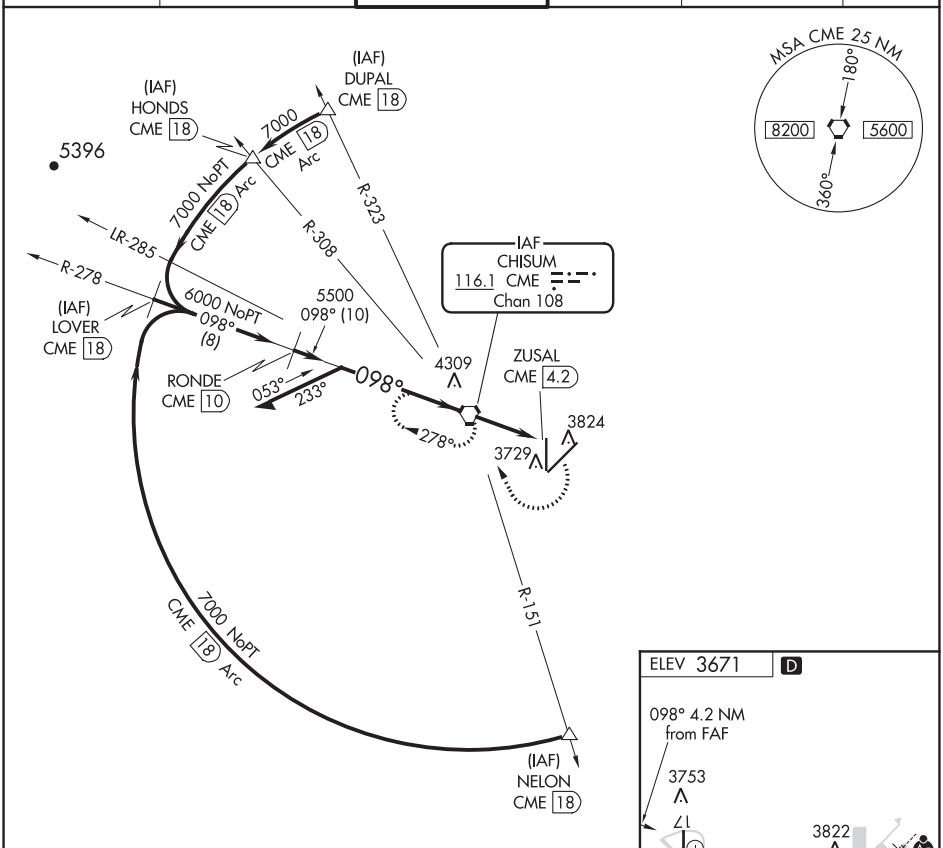
VOR-B
ROSWELL AIR CENTER (ROW)

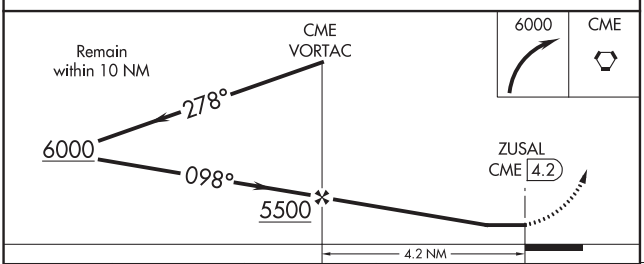
VORTAC CME	APP CRS	Rwy ldg	N/A
116.1	098°	TDZE	N/A
Chan 108		Apt Elev	3671

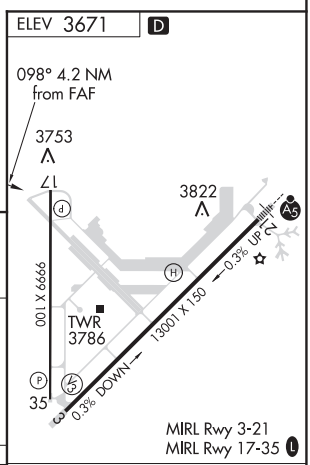
ASR — If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 6000 direct CME VORTAC and hold.

ATIS	ROSWELL APP CON★	ROSWELL TOWER★	GND CON	CLNC DEL	UNICOM
128.45 306.2	119.6 239.0	118.5 (CTAF) L 233.7	121.9 348.6	132.875 282.25	122.95





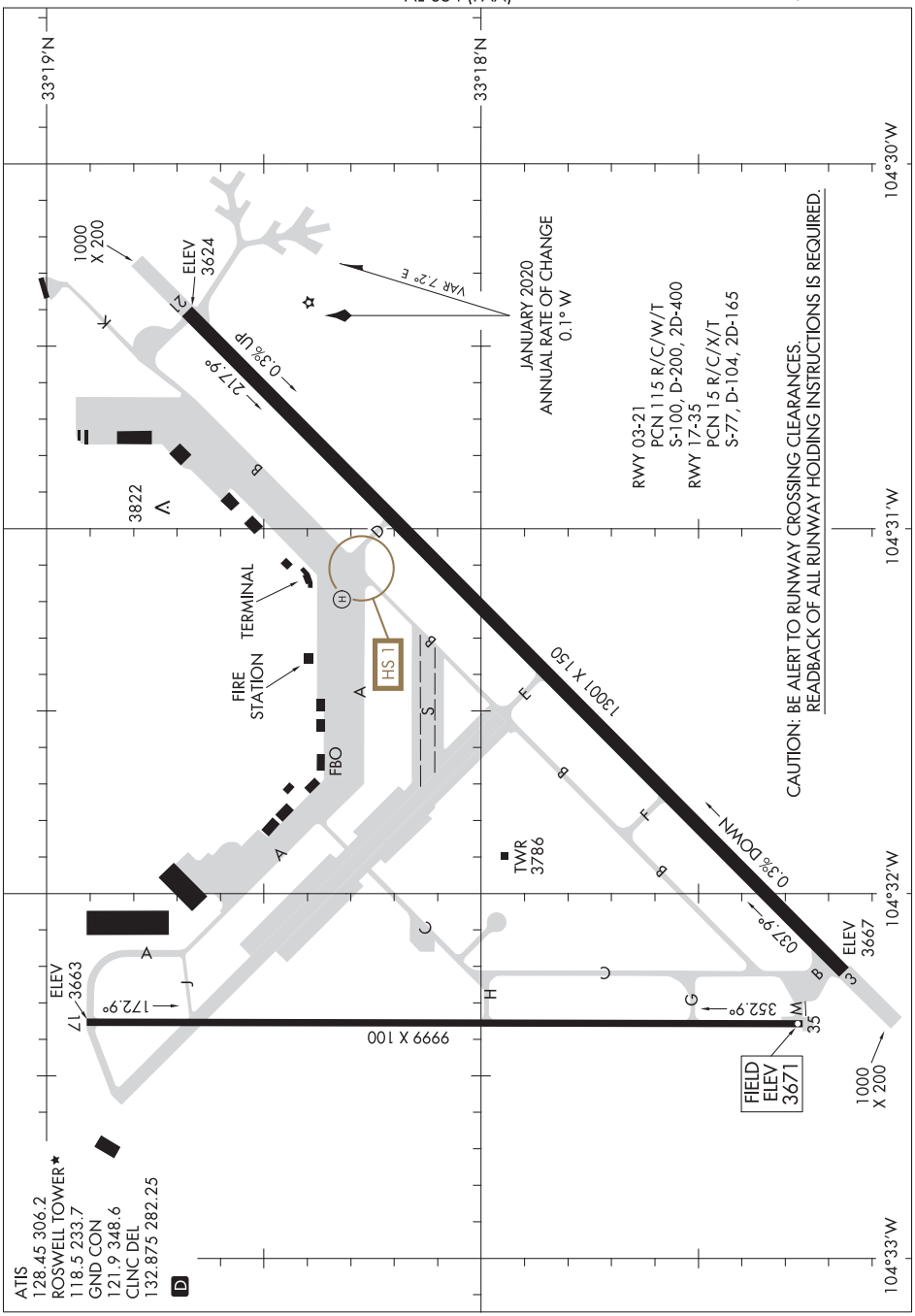


CATEGORY	A	B	C	D
CIRCLING	4140-1 469 (500-1)		4140-1½ 469 (500-1½)	4240-2 569 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

RUIDOSO, NEW MEXICO — AL-6922 (FAA) — 19115

ILS or LOC/DME RWY 24

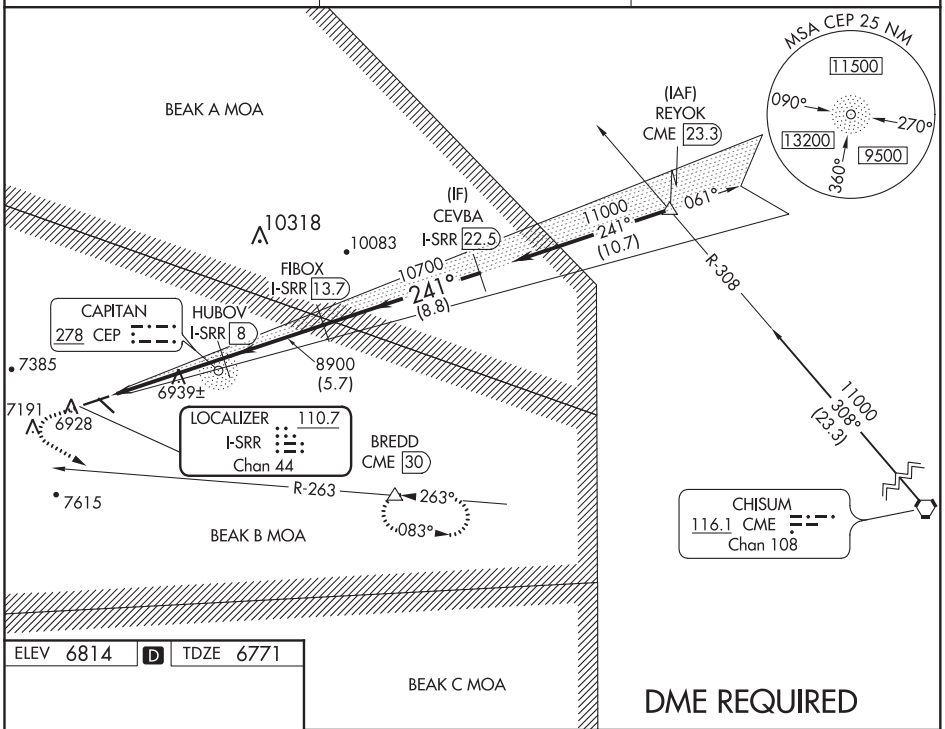
SIERRA BLANCA RGNL (SRR)

LOC/DME I-SRR	APP CRS	Rwy ldg	8120
110.7	241°	TDZE	6771
Chan 44		Apt Elev	6814

T NA — If local altimeter setting not received procedure not authorized. Use I-SRR DME when on localizer course. Circling not authorized to Rwy 12/30.

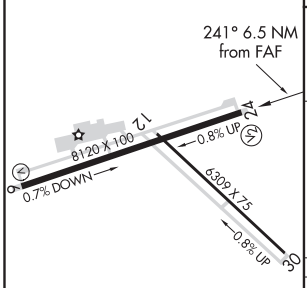
MISSED APPROACH: Climb to 7500 then climbing left turn to 11000 via heading 110° and CME VORTAC R-263 to BREDD/CME 30 DME and hold, continue climb-in-hold to 11000.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.475	132.65 257.6	122.8 (CTAF) L



DME REQUIRED

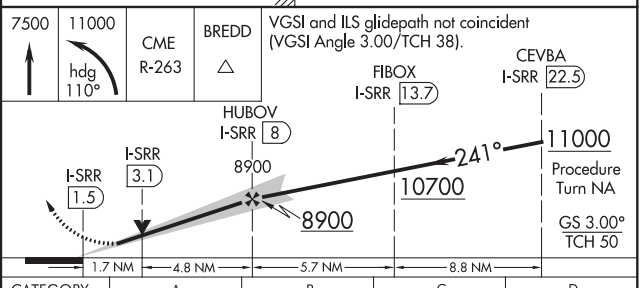
ELEV 6814 D TDZE 6771



MIRL Rwys 6-24 and 12-30 L

7500	11000	CME	BREDD
↑	hdg 110°	R-263	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 38).



CATEGORY	A	B	C	D
S-ILS 24	6971-¾ 200 (200-¾)			
S-LOC 24	7220-1 449 (500-1)		7220-1¼ 449 (500-1¼)	7220-1½ 449 (500-1½)
CIRCLING	7320-1 506 (600-1)	7360-1 546 (600-1)	7360-1½ 546 (600-1½)	7500-2¼ 686 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

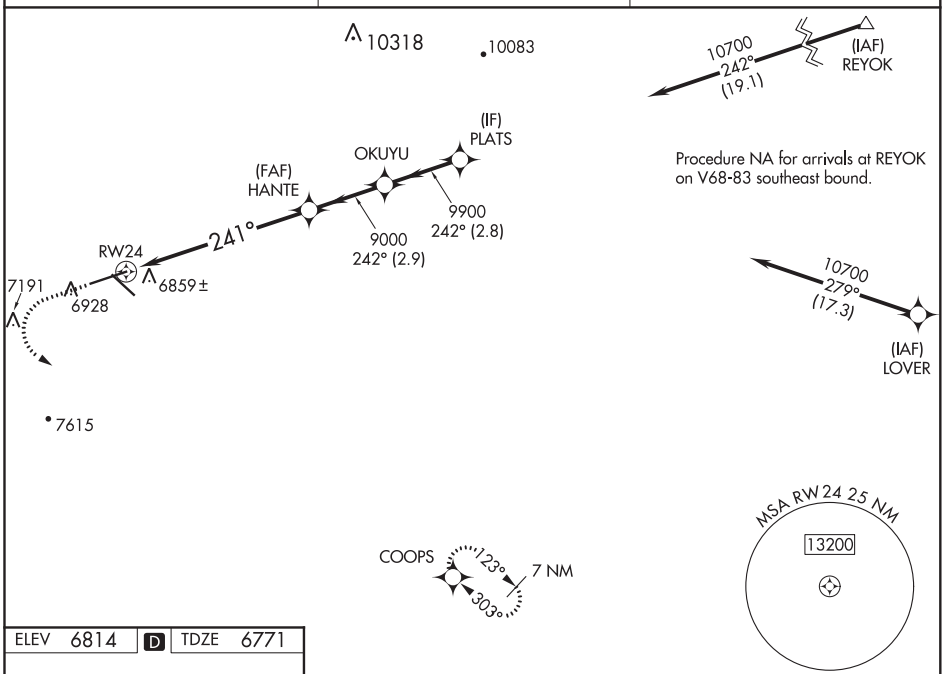
WAAS CH 53420 W24A	APP CRS 241°	Rwy ldg 8120 TDZE 6771 Apt Elev 6814

RNAV (GPS) RWY 24
SIERRA BLANCA RGNL (SRR)

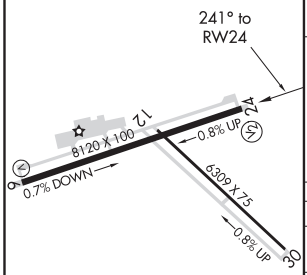
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Circling NA to Rwy 12/30.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7500 then climbing left turn to 10000 direct COOPS and hold.

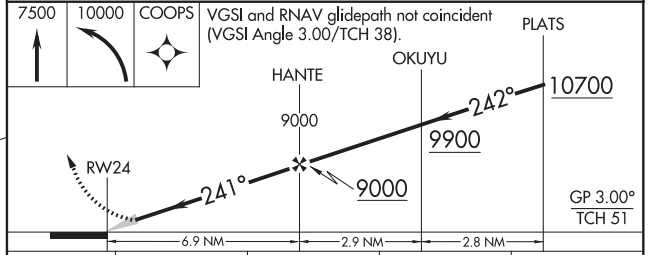
AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.475	132.65 257.6	122.8 (CTAF) L



ELEV 6814	D	TDZE 6771



MIRL Rwys 6-24 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	6971-¾ 200 (200-¾)			
LNAV/VNAV DA	7220-1½ 449 (400-1½)			
LNAV MDA	7380-1 609 (600-1)		7380-1¾ 609 (600-1¾)	
CIRCLING	7380-1 566 (600-1)		7380-1¾ 566 (600-1¾)	7480-2 666 (700-2)

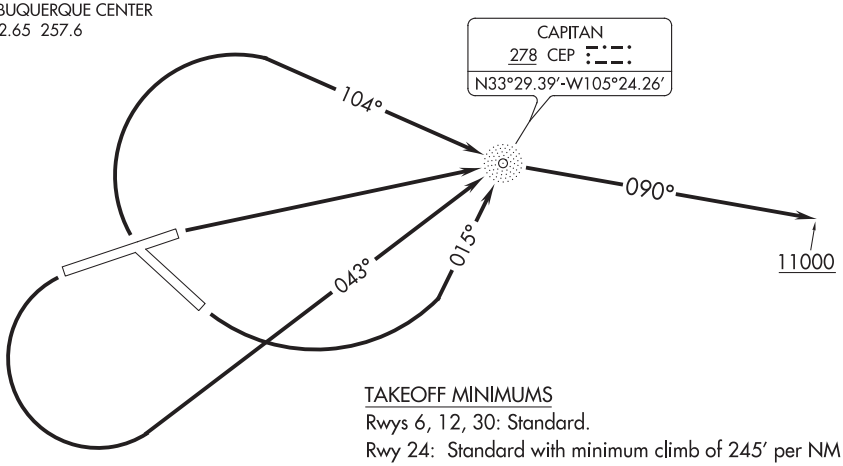
SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(CAP2.CEP) 21056

CAPITAN TWO DEPARTURE (OBSTACLE)

AL-6922 (FAA)

SIERRA BLANCA RGNL (SRR)
RUIDOSO, NEW MEXICO



TAKEOFF MINIMUMS

Rwys 6, 12, 30: Standard.

Rwy 24: Standard with minimum climb of 245′ per NM to 8300 or 1200-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 12: Terrain, 9′ from DER, 5′ right of centerline, 6722′ MSL.
Trees, beginning 61′ from DER, 146′ left of centerline, up to 6727′ MSL.
Tree, 99′ from DER, 125′ right of centerline, 6725′ MSL.

Rwy 24: Tree, 648′ from DER, 264′ right of centerline, 11′ AGL/6832′ MSL.
Trees, beginning 747′ from DER, 300′ left of centerline, up to 15′ AGL/6835′ MSL.
Vehicle on road, 940′ from DER, 39′ left of centerline, up to 15′ AGL/6854′ MSL.
Pole, 4427′ from DER, 942′ left of centerline, 45′ AGL/6925′ MSL.

Rwy 30: Sign, 47′ from DER, 60′ right of centerline, 6774′ MSL.
Sign, 72′ from DER, 197′ left of centerline, up to 2′ AGL/6779′ MSL.
Vehicle on road, 436′ from DER, 253′ right of centerline, 15′ AGL/6787′ MSL.
Tree, 692′ from DER, 179′ left of centerline, 6796′ MSL.
Building, tree, beginning 753′ from DER, 308′ left of centerline, up to 30′ AGL/6808′ MSL.
Pole, 1092′ from DER, 433′ left of centerline, 76′ AGL/6845′ MSL.
Pole, 1201′ from DER, 633′ left of centerline, 67′ AGL/6847′ MSL.
Pole, 1693′ from DER, 908′ left of centerline, 69′ AGL/6853′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 12: Climbing left turn to intercept course 015° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 24: Climbing left turn to intercept course 043° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn to intercept course 104° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

VCOA RUNWAY 24: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sierra Blanca Rgnl at or above 7900 then direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	N/A
288°	TDZE	N/A
	Apt Elev	7523

RNAV (GPS)-A

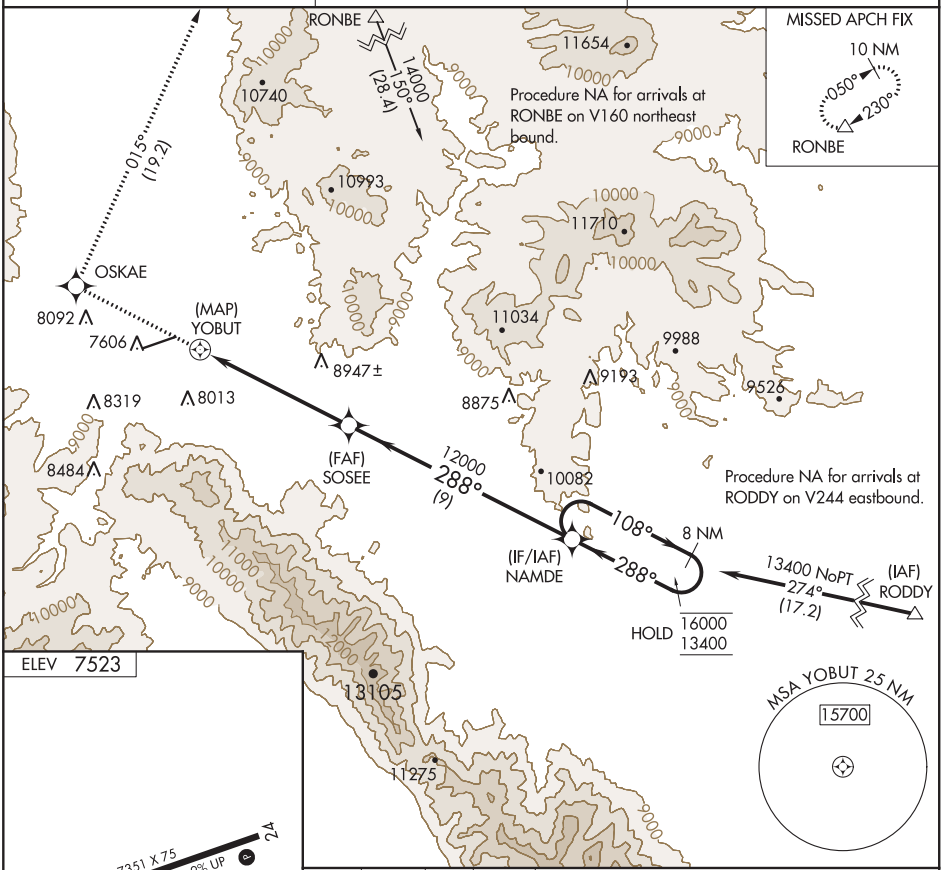
SALIDA AIRPORT HARRIETT ALEXANDER FIELD (ANK)

RNP APCH

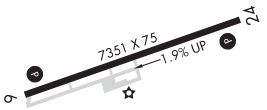
Circling to Rwy 6 NA at night.
When local altimeter setting not received, procedure NA.

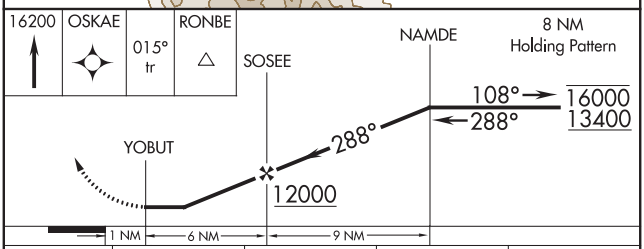
MISSED APPROACH: Climb to 16200 direct OSKAE and on track 015° to RONBE and hold, continue climb-in-hold to 16200.

AWOS-3	DENVER CENTER	UNICOM
133.85	128.375 379.95	122.7 (CTAF)



ELEV 7523





CATEGORY	A	B	C	D
C CIRCLING	9720-1¼ 2197 (2200-1¼)	9720-1½ 2197 (2200-1½)	NA	

MIRL Rwy 6-24

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

(RONBE2.RONBE) 19227

RONBE TWO DEPARTURE (RNAV)

SALIDA AIRPORT HARRIETT ALEXANDER FIELD (ANK)
AL-10345 (FAA)
SALIDA, COLORADO

DENVER CENTER
128.375 379.95

TOP ALTITUDE: 16200

V160

10 NM

050°

230°

RONBE

V160

022°
(13)

UHIKI

NOTE: GPS required.

NOTE: RNAV-1.

8023

242°

TAKEOFF MINIMUMS
Rwy 6: NA - obstacles.
Rwy 24: Standard with minimum climb of 500′ per NM to 11500.

NOTE: Chart not to scale.

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SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on heading 242° to 8023 then climbing right turn direct UHIKI, then on depicted route to RONBE, maintain 16200 or assigned altitude, aircraft southwest bound on V160 continue climb in RONBE holding pattern to MEA before proceeding enroute.

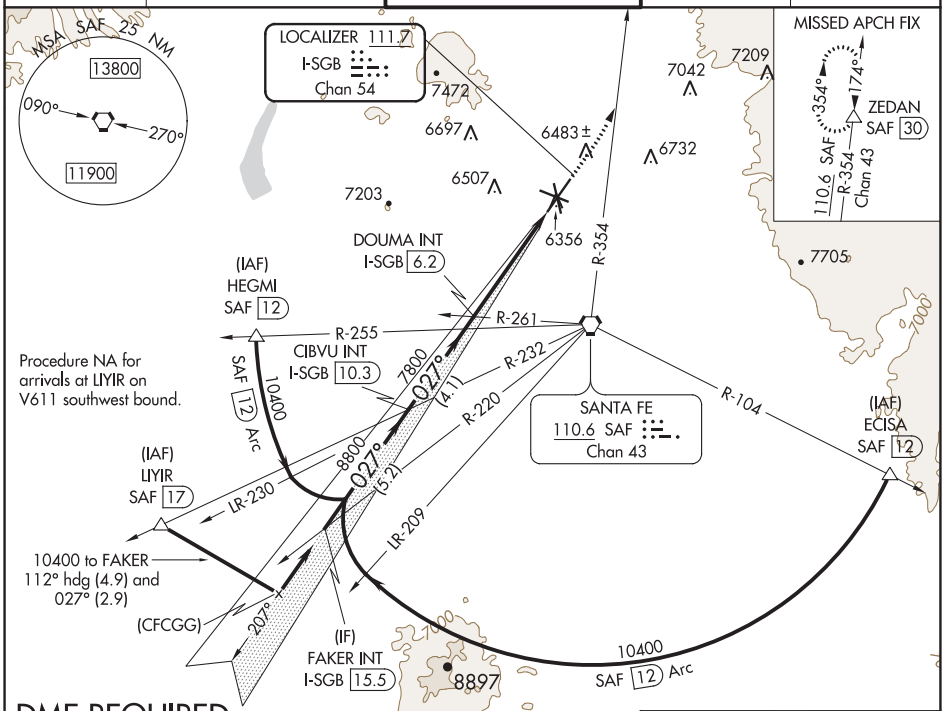
ILS or LOC RWY 2
SANTA FE MUNI (SAF)

LOC/DME I-SGB	APP CRS	Rwy ldg	8366
111.7	027°	TDZE	6303
Chan 54		Apt Elev	6349

T A DME required.

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

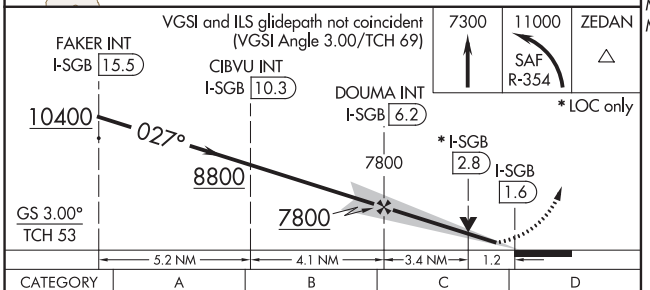
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 69)

7300	11000	ZEDAN
↑	SAF R-354	△

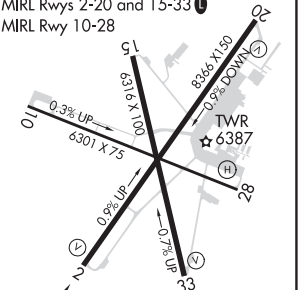
* LOC only



CATEGORY	A	B	C	D
S-ILS 2	6503-¾ 200 (200-¾)			
S-LOC 2	6740-1 437 (400-1)		6740-1¼ 437 (400-1¼)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

ELEV 6349 D TDZE 6303

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28



SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

SANTA FE, NEW MEXICO AL-548 (FAA) 19171

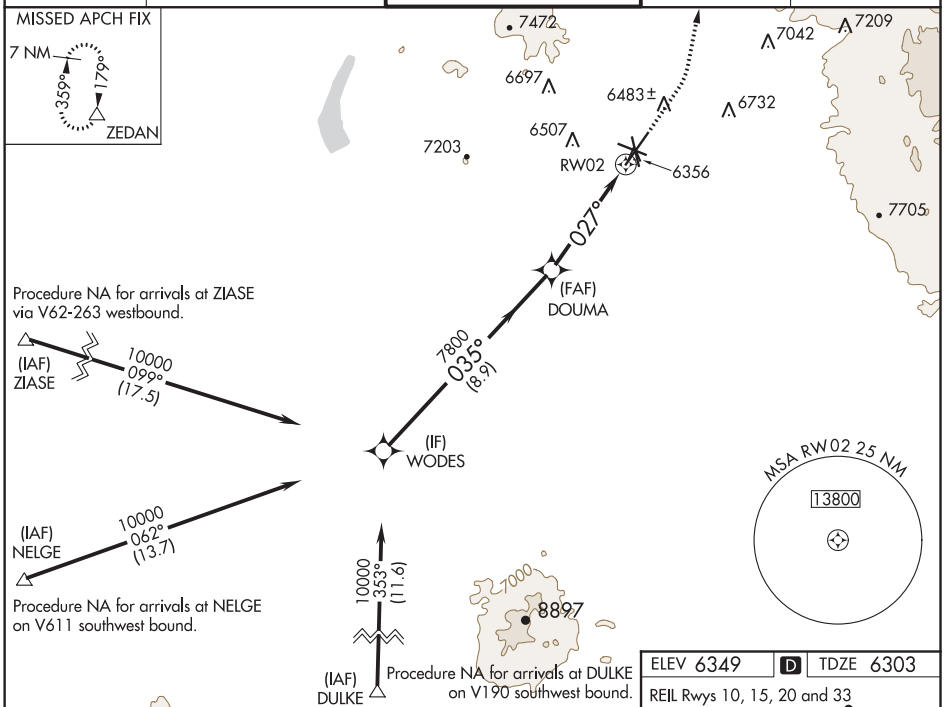
WAAS CH 63039 W02A	APP CRS 027°	Rwy ldg 8366 TDZE 6303 Apt Elev 6349

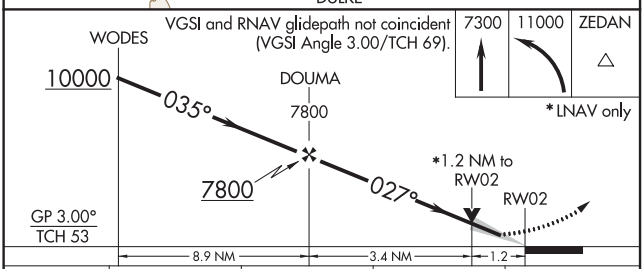
RNAV (GPS) RWY 2
SANTA FE MUNI (SAF)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 direct ZEDAN and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95

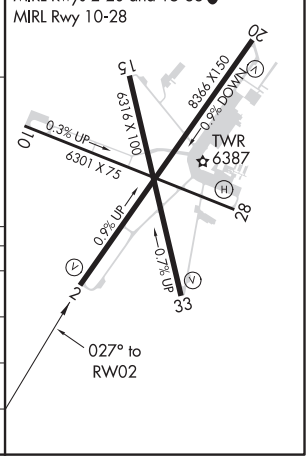




CATEGORY	A	B	C	D
LPV DA	6503-¾ 200 (200-¾)			
LNAV/VNAV DA	6553-⅞ 250 (300-⅞)			
LNAV MDA	6740-1 437 (400-1)		6740-1¼ 437 (400-1¼)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

ELEV 6349 D TDZE 6303

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28



SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

SANTA FE, NEW MEXICO
Amdt 1 05JAN17

35°37′N-106°05′W

SANTA FE MUNI (SAF)
RNAV (GPS) RWY 2

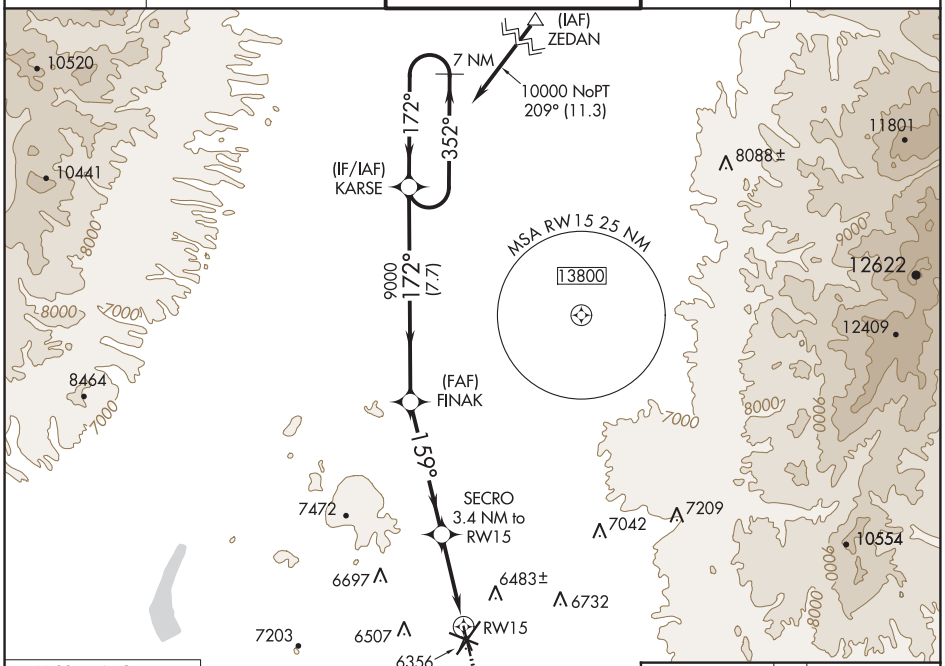
WAAS CH 87039 W15A	APP CRS 159°	Rwy ldg 5221 TDZE 6319 Apt Elev 6349

RNAV (GPS) RWY 15
SANTA FE MUNI (SAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

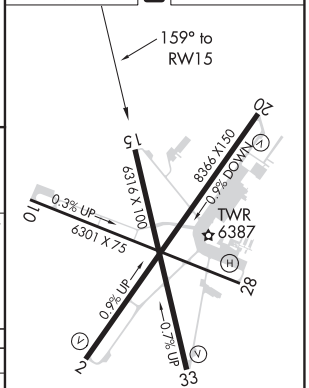
MISSED APPROACH: Climb to 10300 direct LACRO and hold, continue climb-in-hold to 10300.

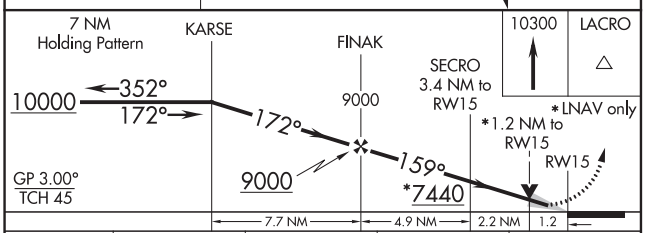
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



MISSED APCH FIX

ELEV 6349 D TDZE 6319





CATEGORY	A	B	C	D
LPV DA	6569-¾ 250 (300-¾)			
LNAV/VNAV DA	6569-¾ 250 (300-¾)			
LNAV MDA	6740-1 421 (400-1)		6740-1¼ 421 (400-1¼)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28

SW-1, 25 FEB 2021 to 22 APR 2021

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SANTA FE, NEW MEXICO | AL-548 (FAA) | 19171

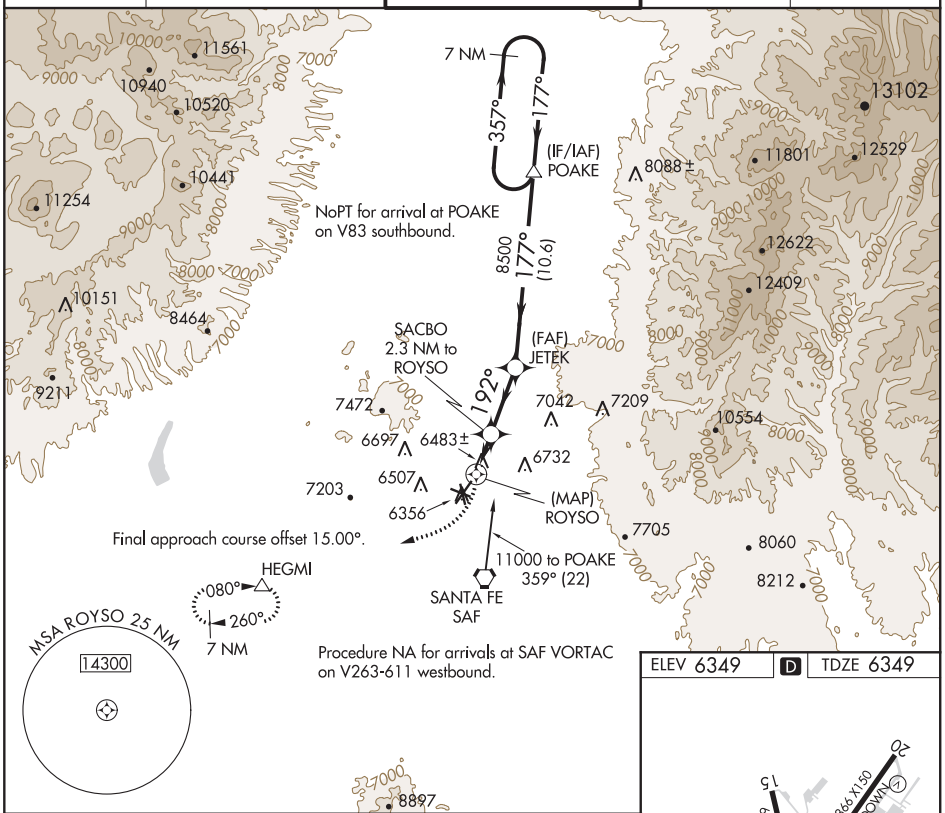
APP CRS	Rwy ldg	8366
192°	TDZE	6349
	Apt Elev	6349

RNAV (GPS) RWY 20
SANTA FE MUNI (SAF)

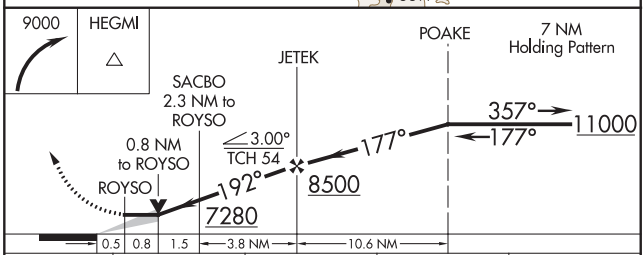
T A — DME/DME RNP-0.3 NA.

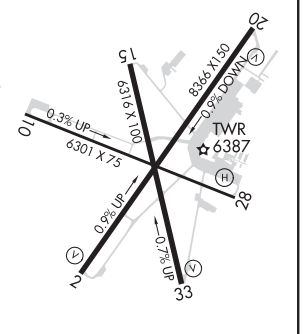
MISSED APPROACH: Climbing right turn to 9000 direct HEGMI and hold.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



ELEV 6349 | D | TDZE 6349





CATEGORY	A	B	C	D
LNAV MDA	6800-1 451 (500-1)		6800-1⅜ 451 (500-1⅜)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28

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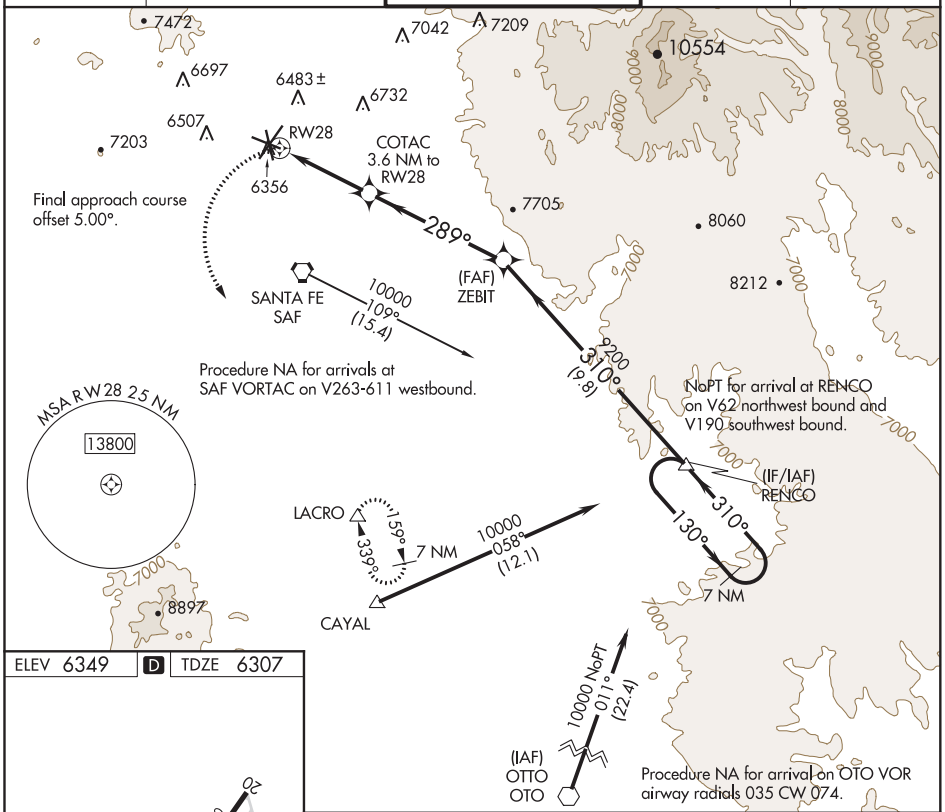
RNAV (GPS) RWY 28
SANTA FE MUNI (SAF)

APP CRS	Rwy ldg	6301
289°	TDZE	6307
	Apt Elev	6349

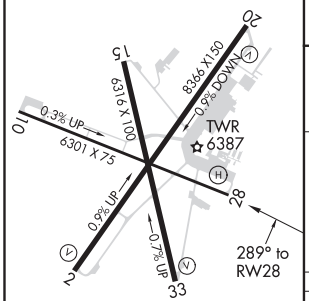
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 9200 direct LACRO and hold.

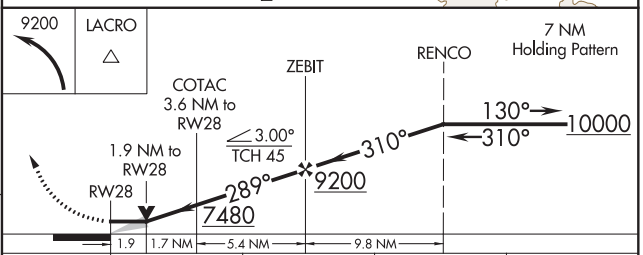
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



ELEV 6349 D TDZE 6307



REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28



CATEGORY	A	B	C	D
LNAV MDA	6960-1 653 (700-1)		6960-1⅞ 653 (700-1⅞)	
C CIRCLING	6960-1 611 (700-1)		7340-3 991 (1000-3)	7660-3 1311 (1400-3)

SW-1, 25 FEB 2021 to 22 APR 2021

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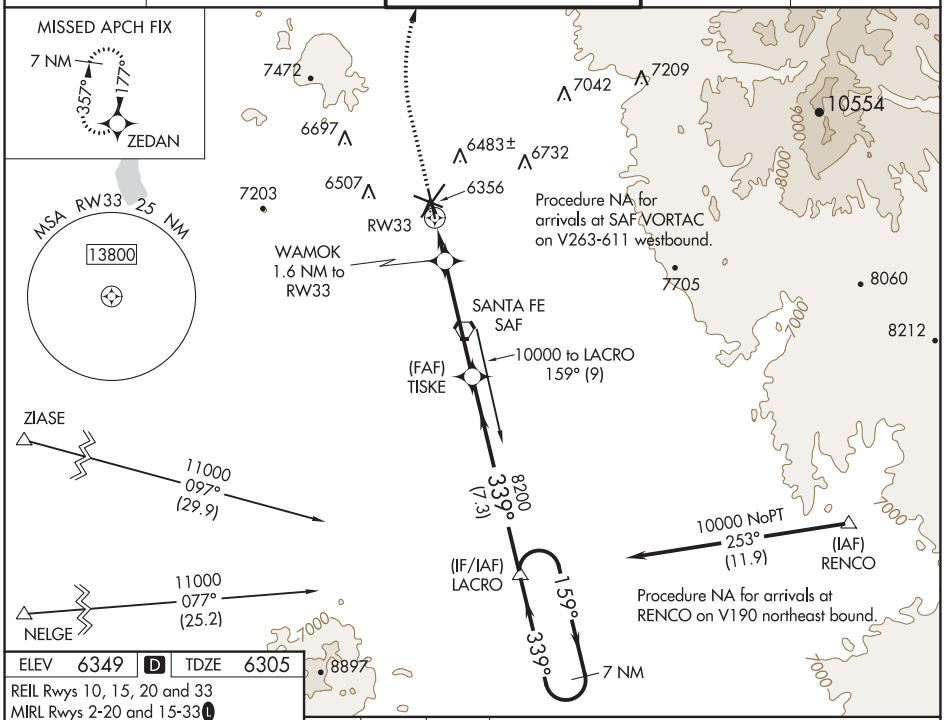
RNAV (GPS) RWY 33
SANTA FE MUNI (SAF)

WAAS CH 69539 W33A	APP CRS 339°	Rwy ldg 6316 TDZE 6305 Apt Elev 6349

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 43°C (110°F). DME/DME RNP-0.3 NA.

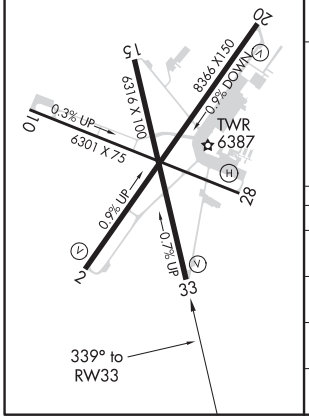
MISSED APPROACH: Climb to 6800 then climbing right turn to 11000 direct ZEDAN and hold.

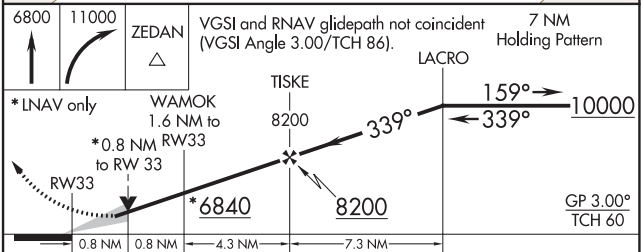
ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95



ELEV 6349 | D | TDZE 6305

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28





CATEGORY	A	B	C	D
LPV DA	6555-⅞ 250 (300-⅞)			
LNAV/VNAV DA	6555-⅞ 250 (300-⅞)			
LNAV MDA	6620-1 315 (300-1)		6620-⅞ 315 (300-⅞)	
C CIRCLING	6800-1 451 (500-1)	6920-1 571 (600-1)	7340-3 991 (1000-3)	7660-3 1311 (1400-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

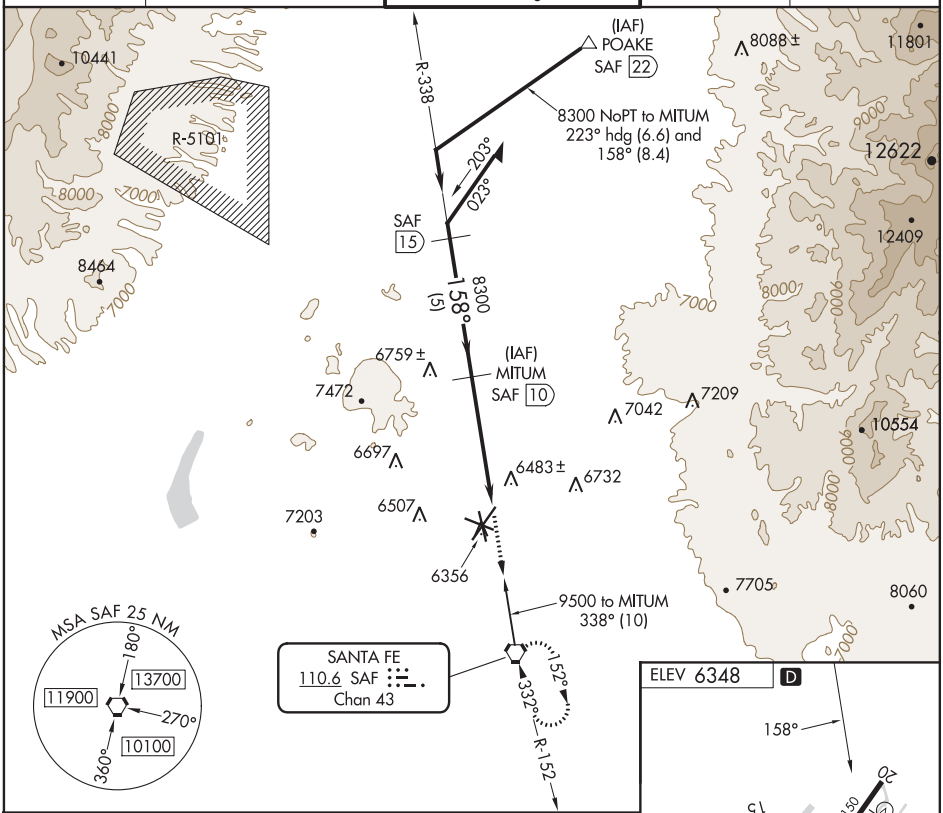
VORTAC SAF	APP CRS	Rwy ldg	N/A
110.6	158°	TDZE	N/A
Chan 43		Apt Elev	6348

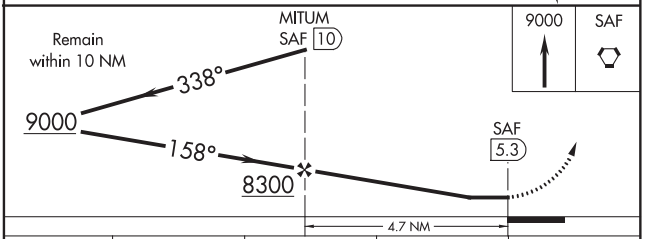
VOR/DME-A
SANTA FE MUNI (SAF)

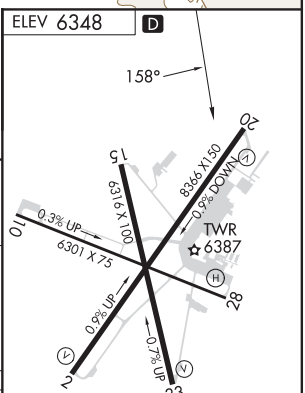
When control tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

MISSED APPROACH: Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	6960-1 612 (700-1)		6960-1¾ 612 (700-1¾)	7020-2¼ 672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
CIRCLING	7860-1¼ 1512 (1600-1¼)	7860-1½ 1512 (1600-1½)	7860-3 1512 (1600-3)	7920-3 1572 (1600-3)

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28

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SANTA FE, NEW MEXICO | AL-548 (FAA) | 19171

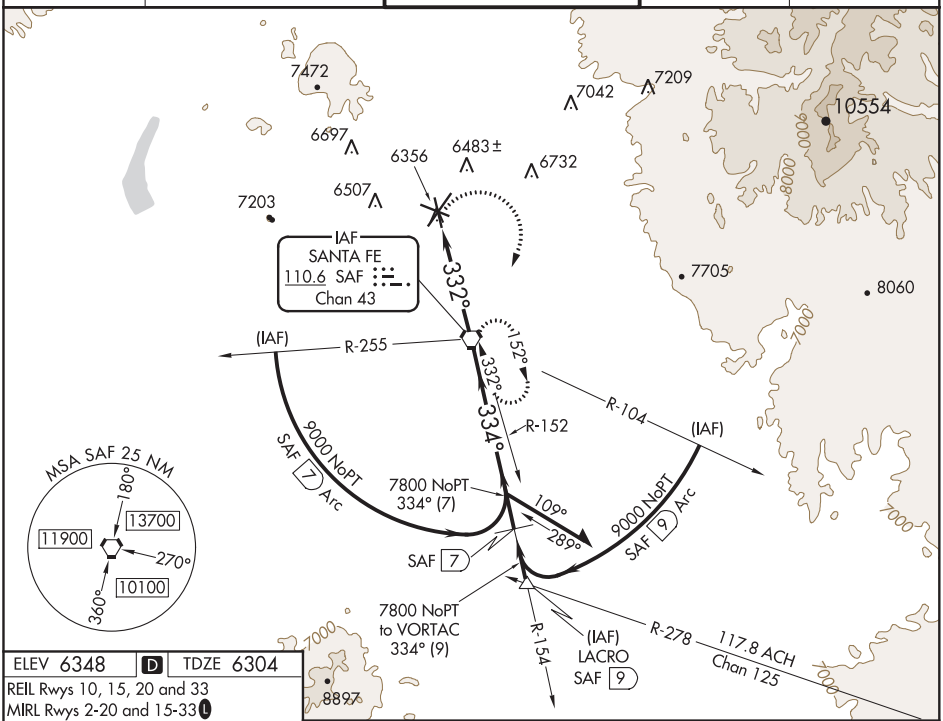
VOR RWY 33
SANTA FE MUNI (SAF)

VORTAC SAF	APP CRS	Rwy ldg	6316
110.6	332°	TDZE	6304
Chan 43		Apt Elev	6348

When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

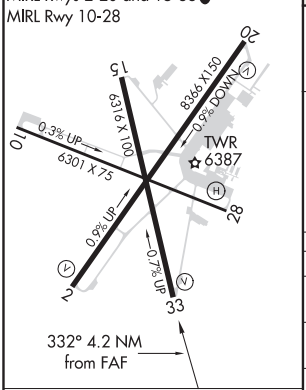
MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS	ALBUQUERQUE CENTER	SANTA FE TOWER ★	GND CON	UNICOM
128.55	132.8 346.35	119.5 (CTAF) L 239.3	121.7	122.95

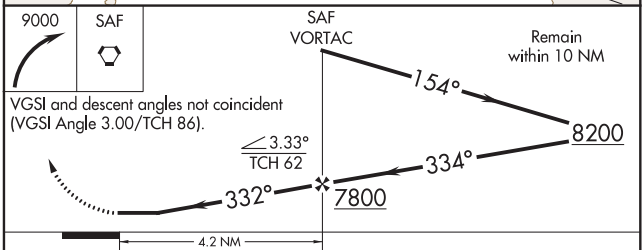


ELEV 6348 | D | TDZE 6304

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L
MIRL Rwy 10-28



FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 86).

CATEGORY	A	B	C	D
S-33	6720-1 416 (400-1)		6720-1¼ 416 (400-1¼)	
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6860-1½ 512 (600-1½)	7020-2¼ 672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
S-33	7620-1¼ 1316 (1300-1¼)	7620-1½ 1316 (1300-1½)	7620-3 1316 (1300-3)	
CIRCLING	NA			

SW-1, 25 FEB 2021 to 22 APR 2021

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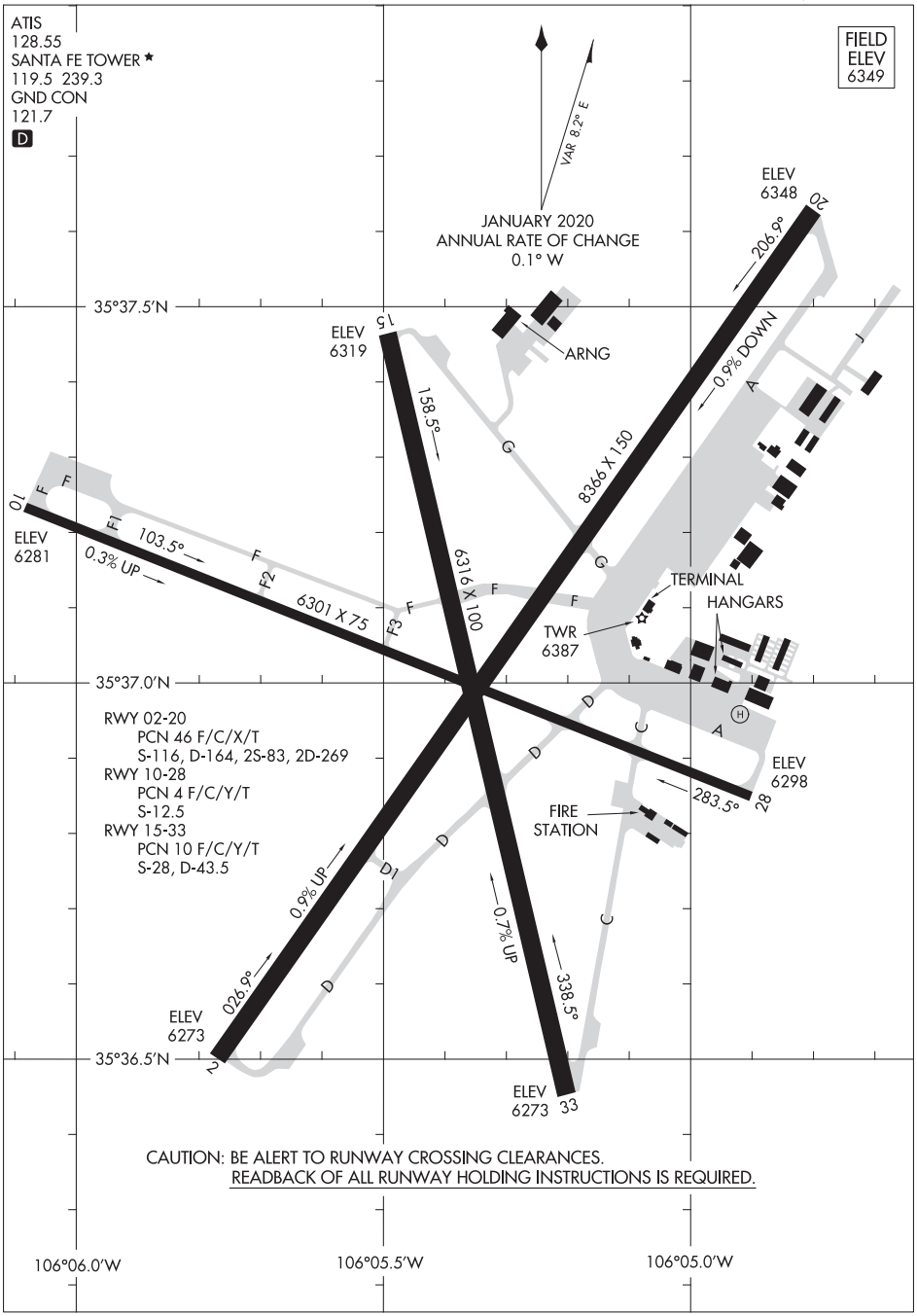


SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

(POAKE2.POAKE) 18144

POAKE TWO DEPARTURE

AL-548 (FAA)

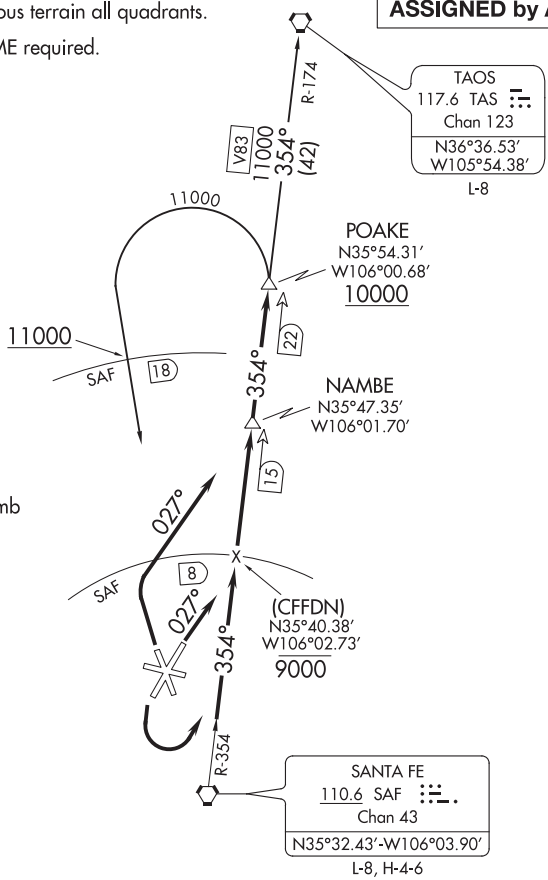
SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35

CAUTION:
Mountainous terrain all quadrants.

NOTE: DME required.

TOP ALTITUDE: ASSIGNED by ATC



TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 220′ per NM to 7300.
Rwy 20, 30: Standard.

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRPTION

TAKEOFF RUNWAY 2: Climb heading 027° thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn to heading 027° thence. . . . .

. . . .Intercept and proceed on SAF R-354 to POAKE DME fix. Cross 8 DME ARC north of SAF VORTAC at or below 9000. Cross POAKE DME fix at or above 10000. Then on (transition) or (assigned route).

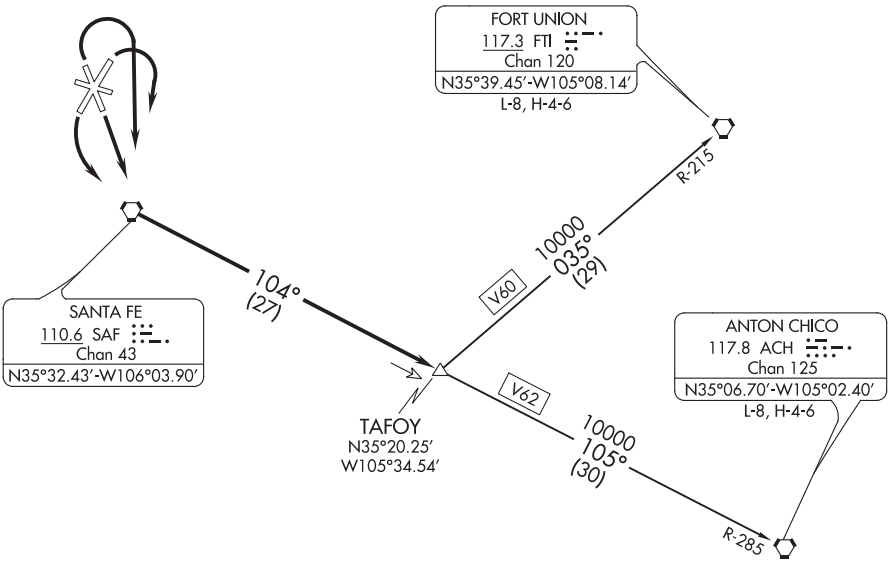
SANTA FE TRANSITION (POAKE2.SAF): From POAKE DME fix left turn direct SAF VORTAC. Cross 18 DME north of SAF VORTAC at/above 11000′.

TAOS TRANSITION (POAKE2.TAS): From POAKE DME fix via SAF R-354 and TAS R-174 to TAS VORTAC.

TAFOY TWO DEPARTURE

SL-548 (FAA)

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2, 33: Cat. A, B standard;
Cat. C, D requires a minimum climb of 330′/NM until passing 9800′ or a 2900′ ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct to....

TAKEOFF RUNWAY 20: Climbing left turn direct to....

TAKEOFF RUNWAYS 2 & 33: Climbing right turn direct to....

....the SAF VORTAC. Proceed via the SAF R-104 to TAFOY INT, climb and maintain 10000 MSL. Thence via assigned (transition) or (route).

ANTON CHICO TRANSITION (TAFOY2.ACH): From over TAFOY INT, via V62/ACH R-285 to ACH VORTAC. Thence via (assigned) route.

FORT UNION TRANSITION (TAFOY2.FTI): From over TAFOY INT via V60/FTI R-215 to FTI VORTAC. Thence via (assigned) route.

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(ZIASE4.ZIASE) 18144

ZIASE FOUR DEPARTURE

AL-548 (FAA)

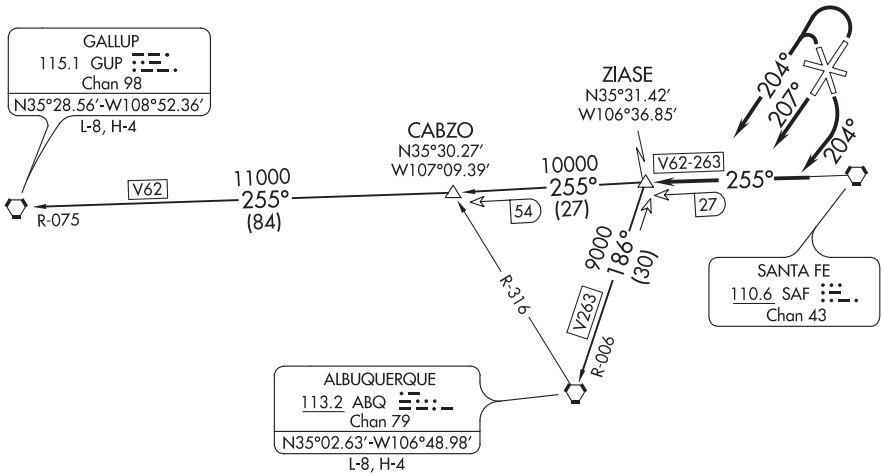
SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35

CAUTION: Mountainous terrain all quadrants.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 235′ per NM to 8200.
Rwy 33: Standard with minimum climb of 310′ per NM to 8200.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 33: Climbing left turn heading 204° thence. . . . .
TAKEOFF RUNWAY 15: Climbing right turn heading 204° thence. . . . .
TAKEOFF RUNWAY 20: Climb heading 207° thence. . . . .
. . . . .intercept and proceed on SAF R-255 to ZIASE INT, then on (transition) or (assigned route).

ALBUQUERQUE TRANSITION (ZIASE4.ABQ): From over ZIASE INT on ABQ R-006 to ABQ VORTAC.

GALLUP TRANSITION (ZIASE4.GUP): From over ZIASE INT on SAF R-255 and GUP R-075 to GUP VORTAC.

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APP CRS	Rwy ldg	9550
101°	TDZE	4112
	Apt Elev	4113

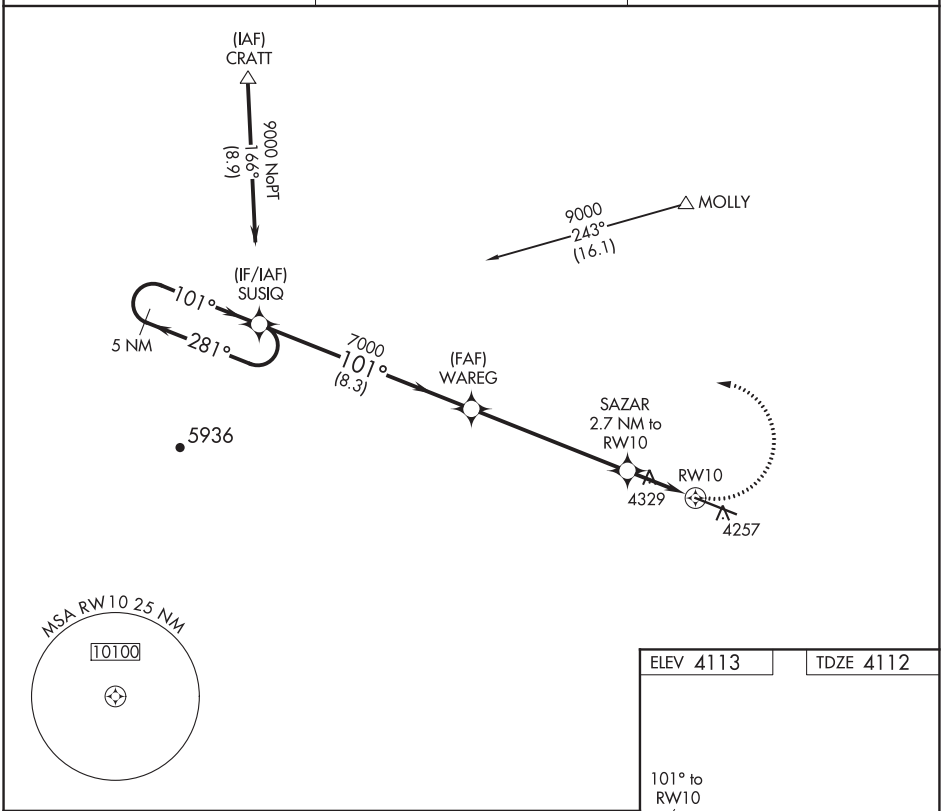
RNAV (GPS) RWY 10
DONA ANA COUNTY INTL JETPORT (DNA)

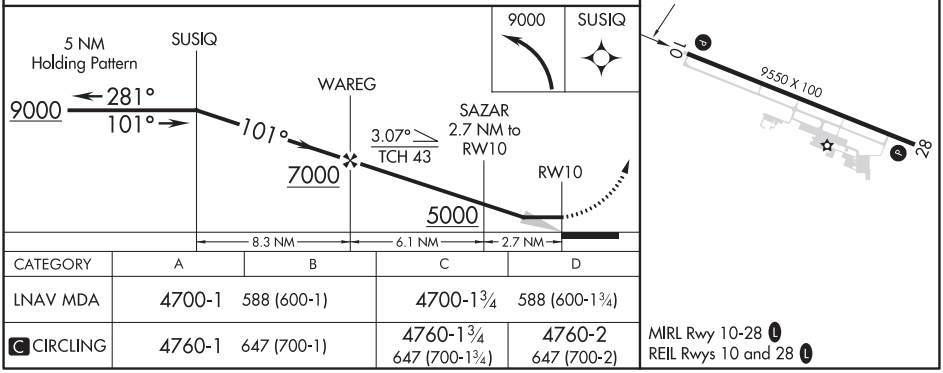
T NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use El Paso Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

AWOS-3PT	EL PASO APP CON	AUNICOM
124.175	119.15	122.725 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4700-1	588 (600-1)	4700-1¾	588 (600-1¾)
C CIRCLING	4760-1	647 (700-1)	4760-1¾ 647 (700-1¾)	4760-2 647 (700-2)

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

SILVER CITY, NEW MEXICO | AL-793 (FAA) | 20254

APP CRS	Rwy ldg	6802
078°	TDZE	5386
	Apt Elev	5446

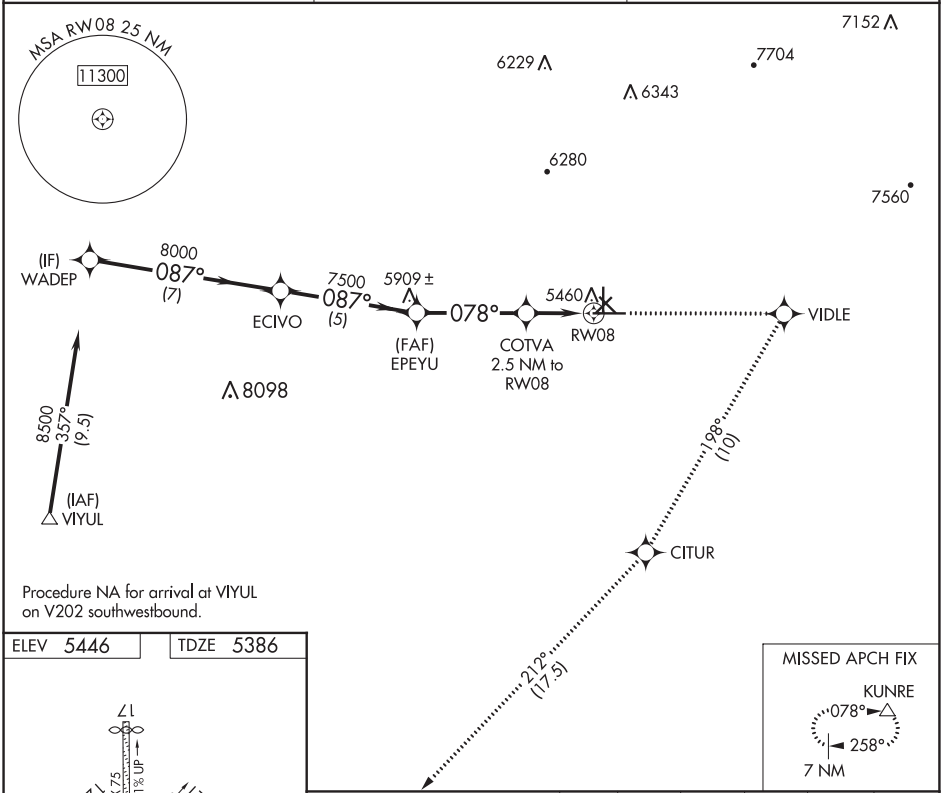
RNAV (GPS) RWY 8
GRANT COUNTY (SVC)

RNP APCH.

If local altimeter setting not received, procedure NA.
Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 10000 direct VIDLE and right turn via 198° track to CITUR and via 212° track to KUNRE and hold.

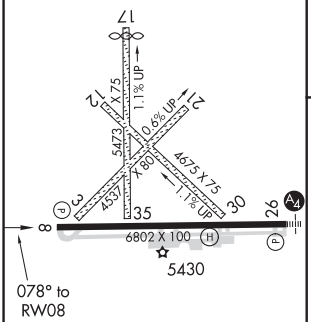
AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF)



Procedure NA for arrival at VIYUL on V202 southwestbound.

MISSED APCH FIX
KUNRE
078°
258°
7 NM

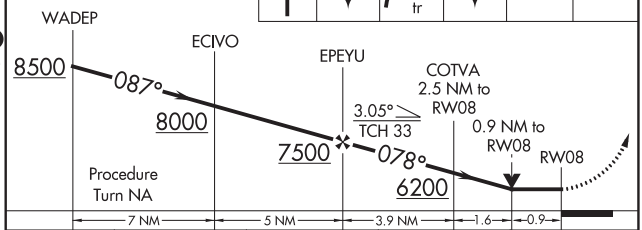
ELEV 5446 | TDZE 5386



REIL Rwy 8
MIRL Rwy 8-26

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

10000	VIDLE	198° tr	CITUR	212° tr	KUNRE



CATEGORY	A	B	C	D
LNAV MDA	5700-1 314 (300-1)			

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 87100 W26A	APP CRS 258°	Rwy ldg 6802 TDZE 5380 Apt Elev 5446

RNAV (GPS) RWY 26
GRANT COUNTY (SVC)

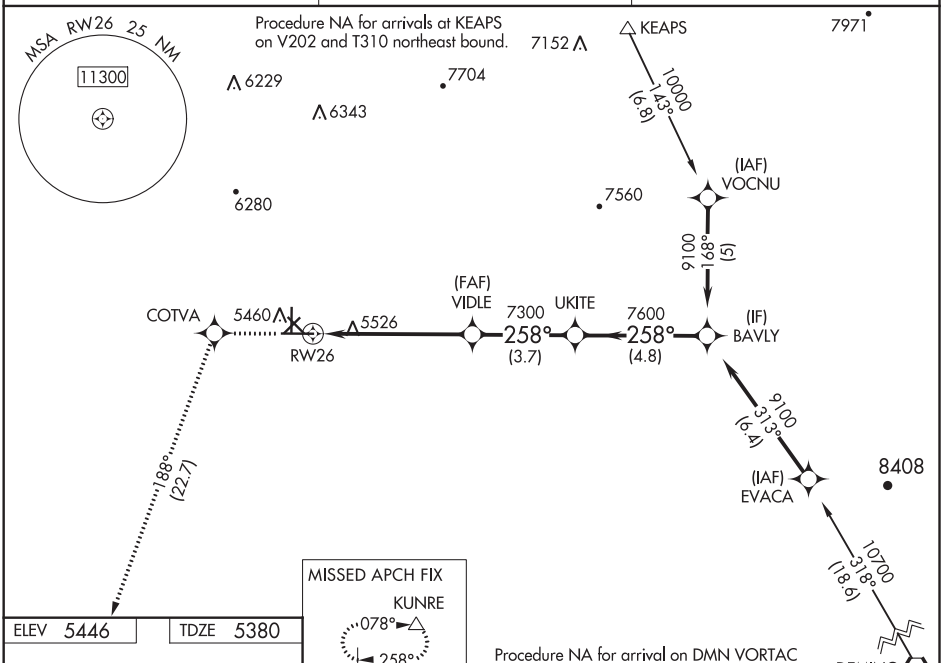
RNP APCH.

Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 38°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM. When local altimeter setting not received, procedure NA.

MALS

MISSED APPROACH: Climb to 10000 direct COTVA and on track 188° to KUNRE and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L



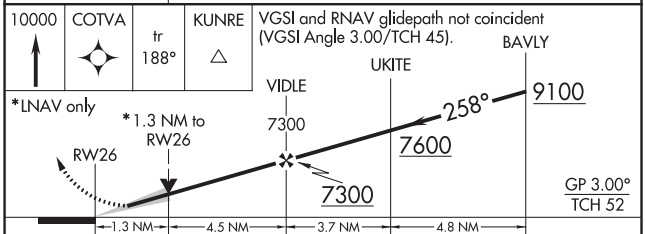
ELEV 5446	TDZE 5380

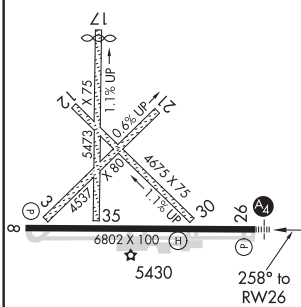
MISSED APCH FIX
KUNRE
078°
258°
7 NM

Procedure NA for arrival on DMN VORTAC airway radials 258 CW 003.

10000	COTVA	tr 188°	KUNRE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).





CATEGORY	A	B	C	D
LPV DA	5630-¾ 250 (200-¾)			
LNAV/VNAV DA	5789-1½ 409 (400-1½)			
LNAV MDA	5840-¾ 460 (400-¾)		5840-1 460 (400-1)	5840-1¼ 460 (400-1¼)
CIRCLING	5880-1 434 (500-1)	5900-1 454 (500-1)	5940-1½ 494 (500-1½)	6000-2 554 (600-2)

REIL Rwy 8
MIRL Rwy 8-26 L

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SW-1, 25 FEB 2021 to 22 APR 2021

SILVER CITY, NEW MEXICO — AL-793 (FAA) — 20254

LOC RWY 26
GRANT COUNTY (SVC)

LOC/DME I-SVC	APP CRS	Rwy ldg	6802
111.7	258°	TDZE	5380
Chan 54		Apt Elev	5446

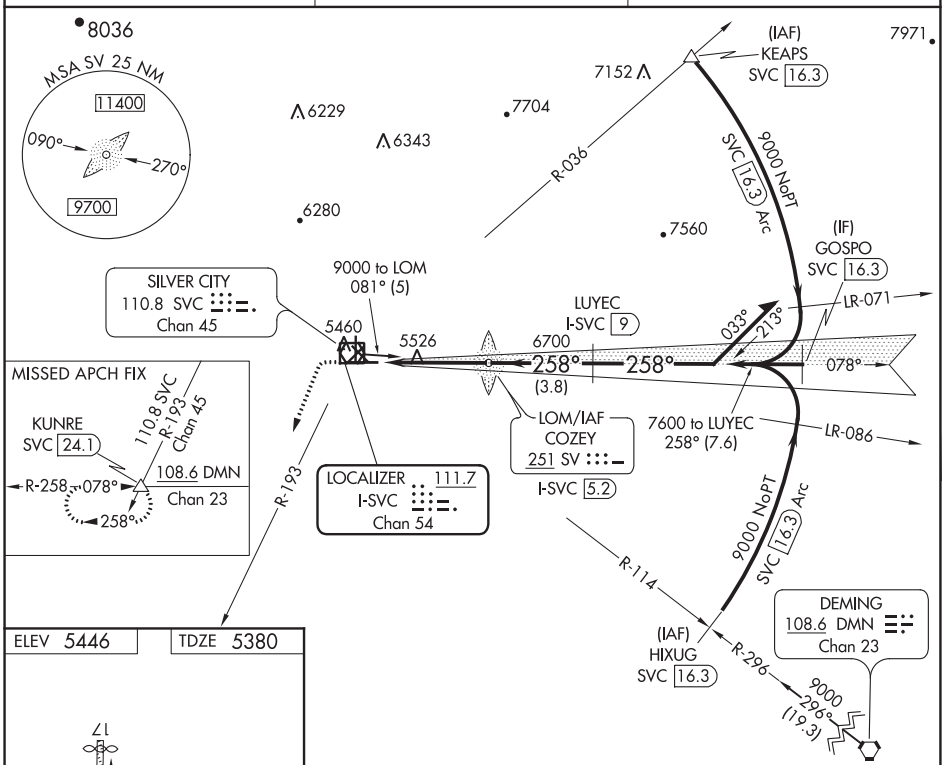
DME required.

T Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night.
A NA When local altimeter setting not received, procedure NA.
For inop ALS, increase S-26 Cat C/D visibility to 1⅜ SM.

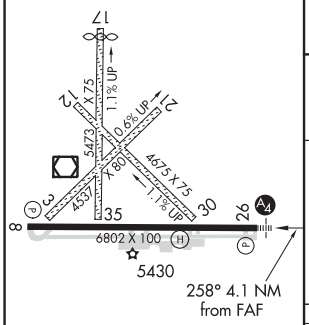
MALS A4

MISSED APPROACH: Climb to 5800, then climbing left turn to 10000 on heading 190° and SVC VOR/DME R-193 to KUNRE INT/ SVC VOR/DME 24.1 DME and hold.

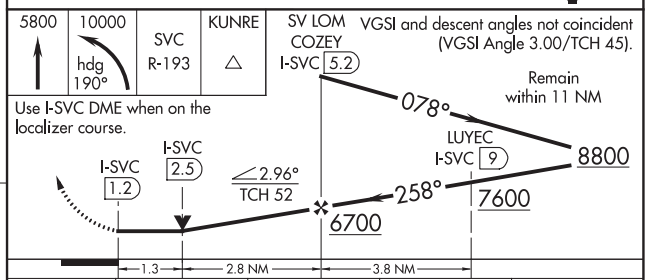
AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L



ELEV 5446 | TDZE 5380



REIL Rwy 8
MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
S-26	5840-¾ 460 (400-¾)		5840-1 460 (400-1)	5840-1¼ 460 (400-1¼)
CIRCLING	5920-1 474 (500-1)	5940-1 494 (500-1)	5960-1⅝ 514 (600-1⅝)	6020-2 574 (600-2)

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SW-1, 25 FEB 2021 to 22 APR 2021

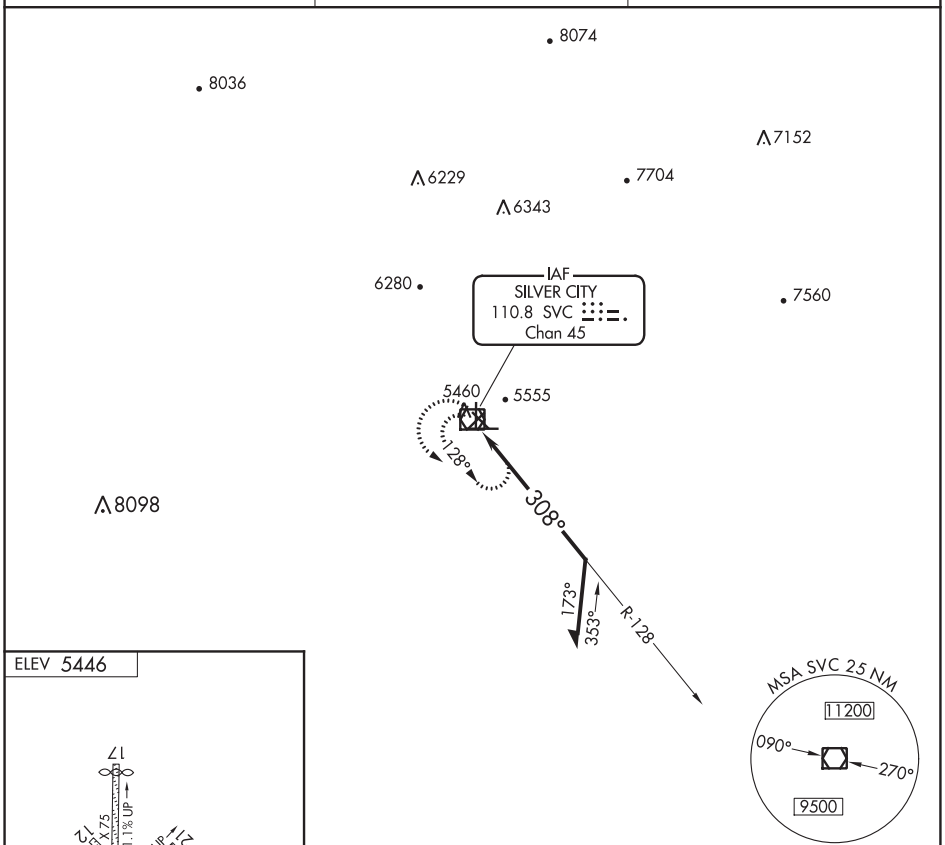
VOR/DME SVC	APP CRS	Rwy ldg	N/A
110.8	308°	TDZE	N/A
Chan 45		Apt Elev	5446

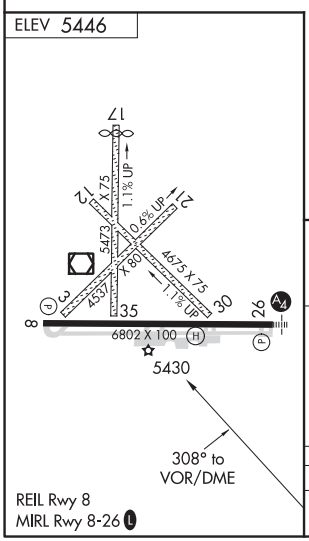
VOR-A
GRANT COUNTY (SVC)

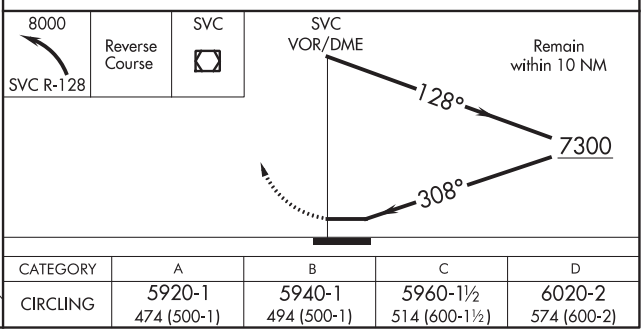
When local altimeter setting not received, procedure NA.
Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128, then reverse course to SVC VOR/DME and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
126.725	134.45 327.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	5920-1 474 (500-1)	5940-1 494 (500-1)	5960-1½ 514 (600-1½)	6020-2 574 (600-2)

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SW-1, 25 FEB 2021 to 22 APR 2021

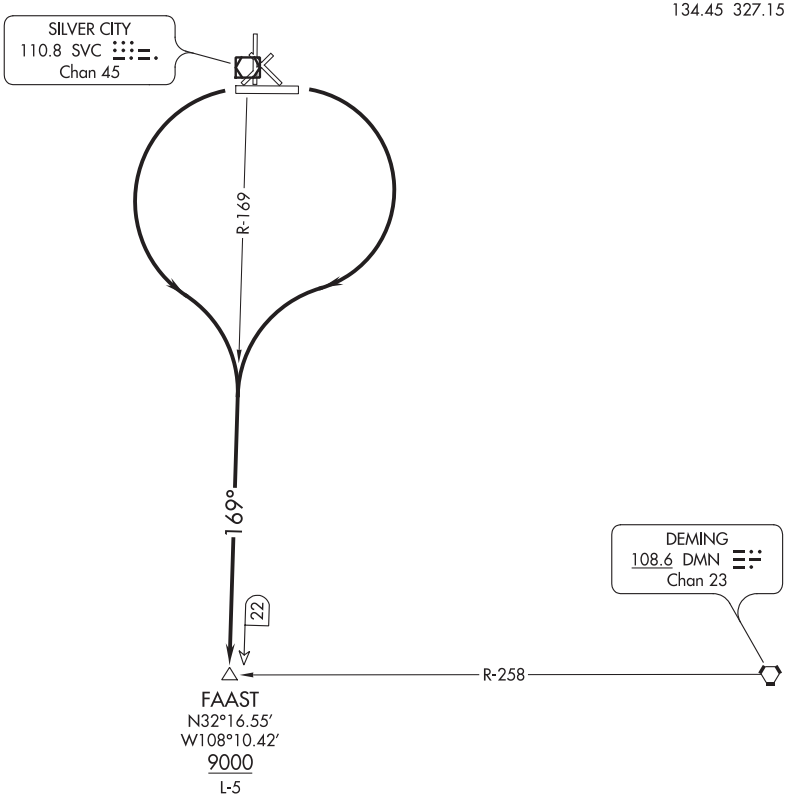
(SVC2.SVC) 17005

SILVER CITY TWO DEPARTURE (OBSTACLE)

SL-793 (FAA)

GRANT COUNTY (SVC)
SILVER CITY, NEW MEXICO

AWOS-3
126.725
ALBUQUERQUE CENTER
134.45 327.15



TAKEOFF MINIMUMS

Rwys 3, 12, 17, 21, 30, 35: NA-Environmental.
Rwys 8, 26: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 8: Vegetation beginning 225′ from DER, 436′ left of centerline, 13′ AGL/5390′ MSL.
Rwy 26: Trees beginning 45′ from DER, 452′ left of centerline, up to 8′ AGL/5390′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn to intercept the SVC VOR/DME R-169 to FAAST. Cross FAAST at or above 9000 before proceeding on course.

TAKEOFF RUNWAY 26: Climbing left turn to intercept the SVC VOR/DME R-169 to FAAST. Cross FAAST at or above 9000 before proceeding on course.

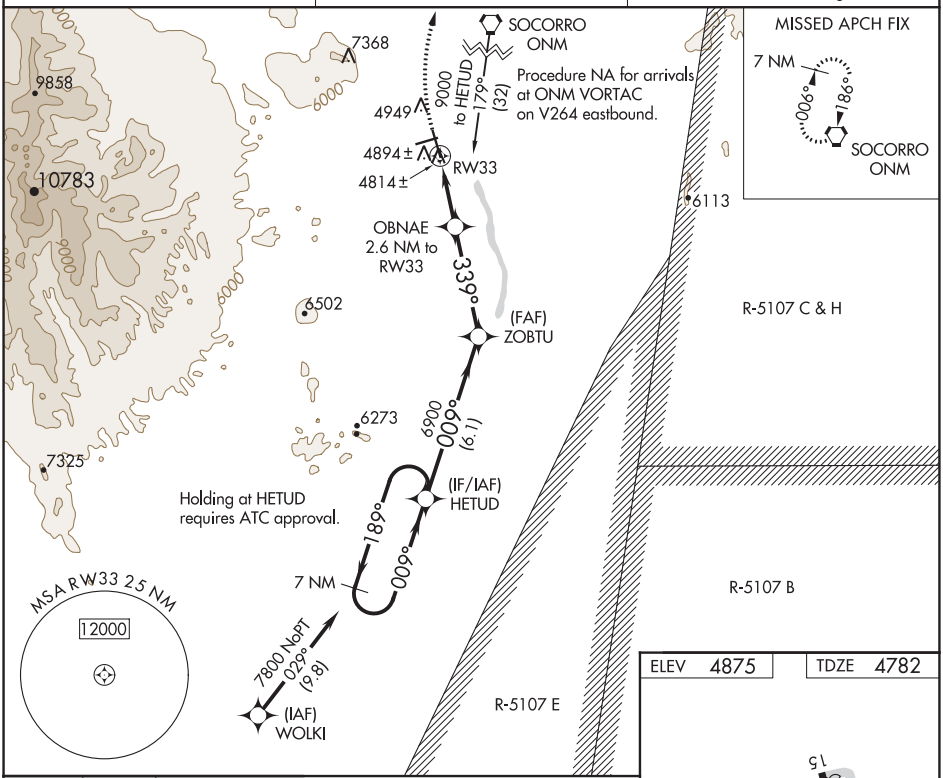
WAAS CH 65927 W33A	APP CRS 339°	Rwy ldg 5659 TDZE 4782 Apt Elev 4875

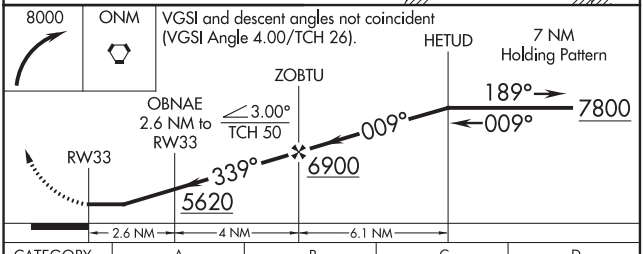
RNAV (GPS) RWY 33
SOCORRO MUNI (ONM)

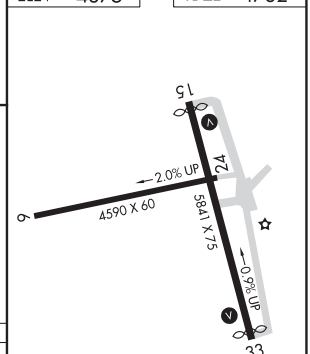
When VGSI inop, Circling Rwy 15 NA at night. When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 15-33. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 8000 direct ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	5080-1 298 (300-1)			NA
LNAV MDA	5160-1 378 (300-1)		5160-1⅛ 378 (300-1⅛)	NA
CIRCLING	5320-1 445 (500-1)	5340-1 465 (500-1)	5340-1½ 465 (500-1½)	NA

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SOCORRO, NEW MEXICO AL-550 (FAA) 20254

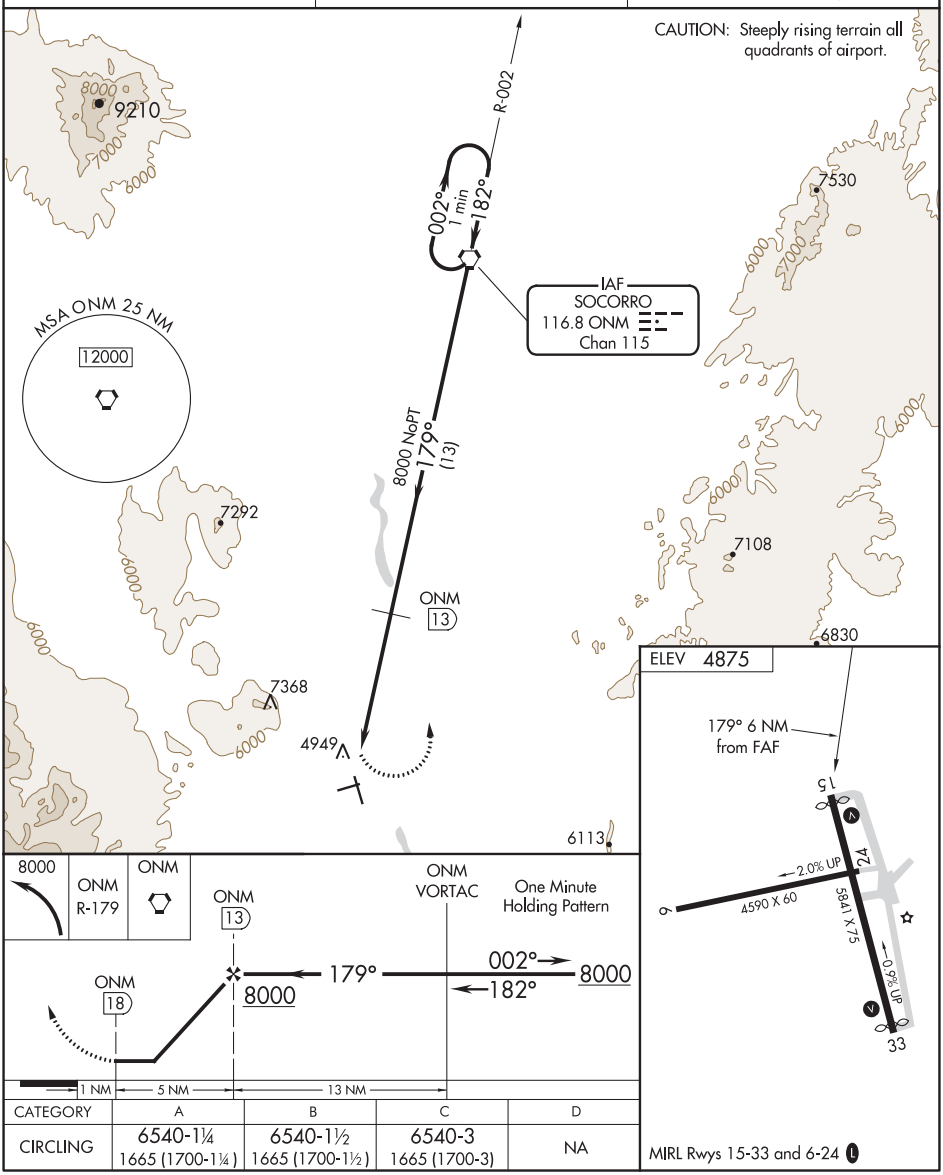
VOR/DME-A
SOCORRO MUNI (ONM)

VORTAC ONM	APP CRS	Rwy ldg	N/A
116.8	179°	TDZE	N/A
Chan 115		Apt Elev	4875

When local altimeter not available, procedure not authorized.
Circling not authorized west of Rwy 15-33.
If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.

MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.

AWOS-3	ALBUQUERQUE CENTER	UNICOM
118.325	124.325 288.25	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1665 (1700-1¼)	6540-1½ 1665 (1700-1½)	6540-3 1665 (1700-3)	NA

MIRL Rwys 15-33 and 6-24 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

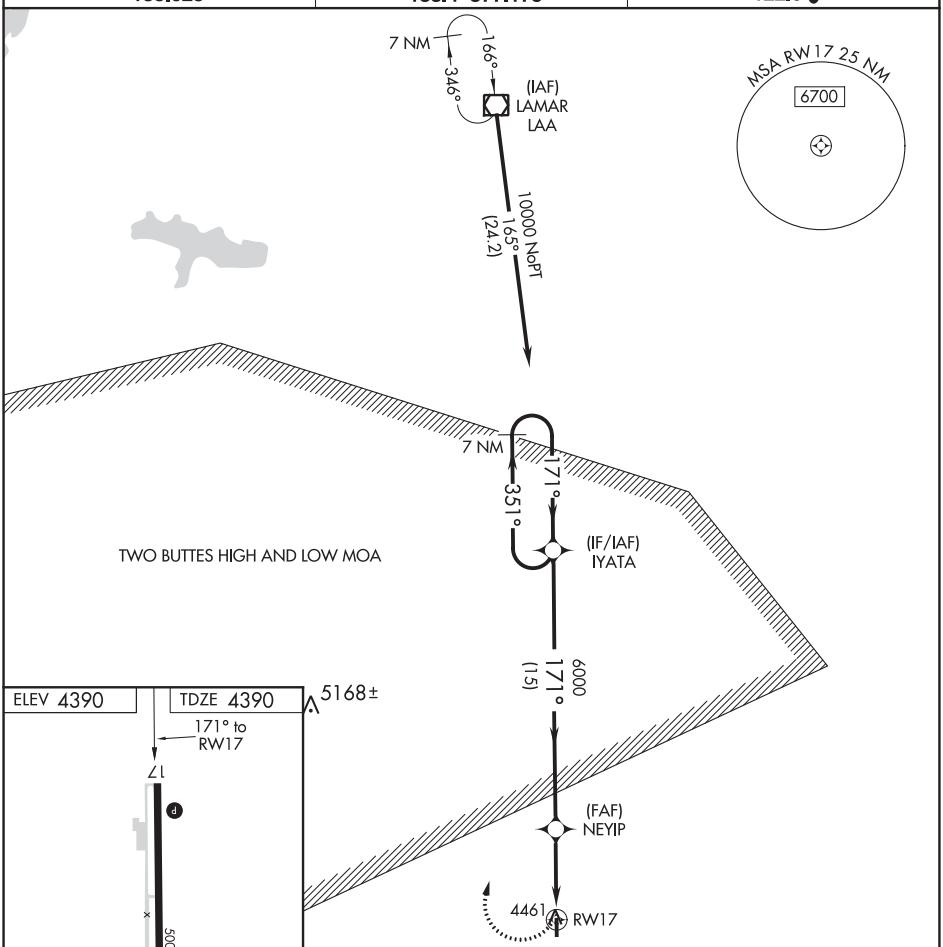
APP CRS	Rwy ldg	5000
171°	TDZE	4390
	Apt Elev	4390

RNAV (GPS) RWY 17
SPRINGFIELD MUNI (8V7)

Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

LAA ASOS	DENVER CENTER	CTAF
135.625	133.4 377.175	122.9 L



CATEGORY	A	B	C	D
LNAV MDA	4960-1 570 (600-1)		NA	
CIRCLING	5020-1 630 (700-1)		NA	

MIRL Rwy 17-35 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

STEAMBOAT SPRINGS, COLORADO | AL-6404 (FAA) | 21056

APP CRS	Rwy ldg	N/A
323°	TDZE	N/A
	Apt Elev	6882

RNAV (GPS)-E

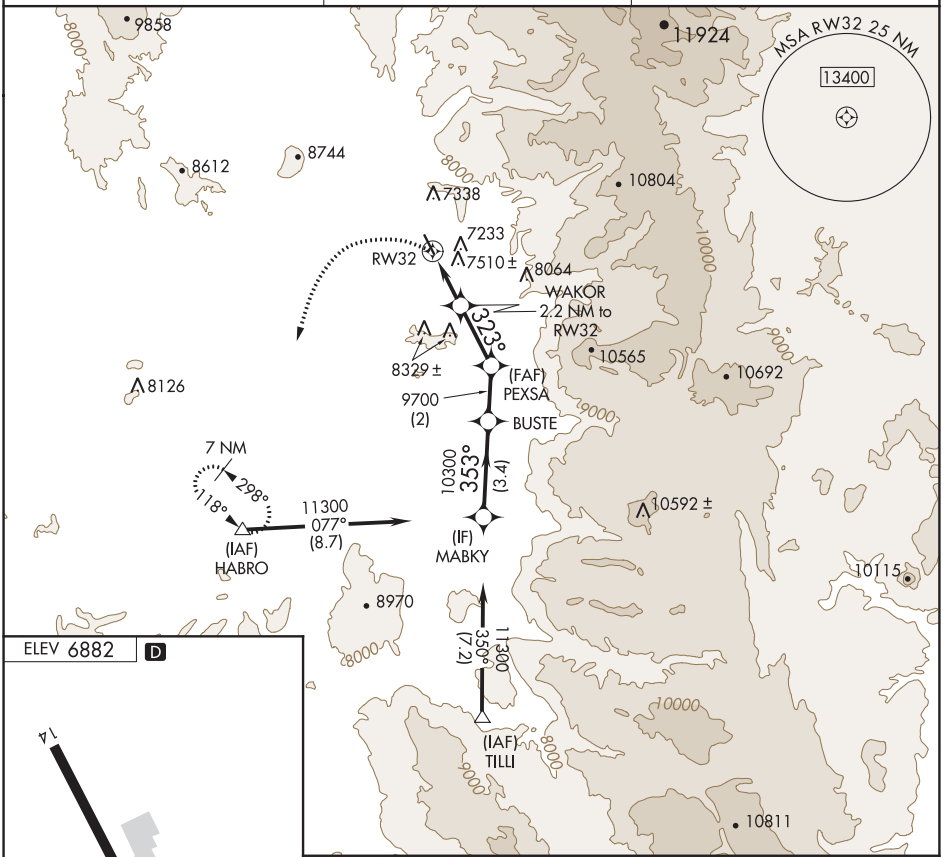
STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

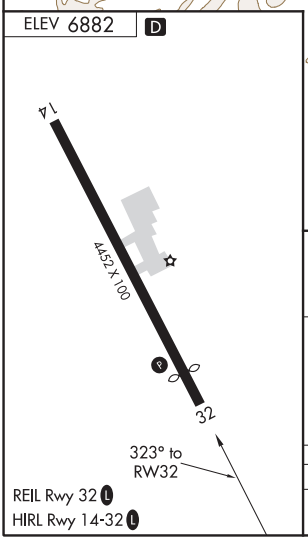
T
NA
-26°C

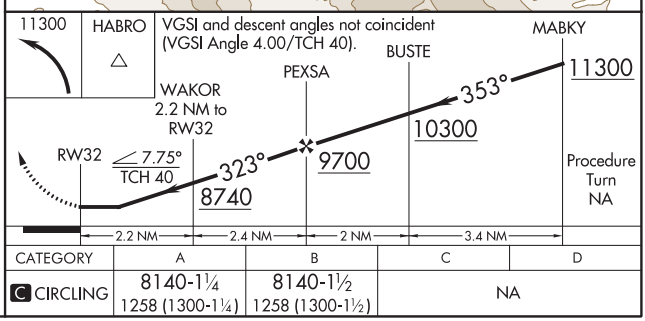
Circling NA northeast of Rwy 14-32.
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	8140-1¼ 1258 (1300-1¼)	8140-1½ 1258 (1300-1½)	NA	

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

VOR/DME BQZ 112.2 Chan 59	APP CRS 352°	Rwy ldg N/A TDZE N/A Apt Elev 6882

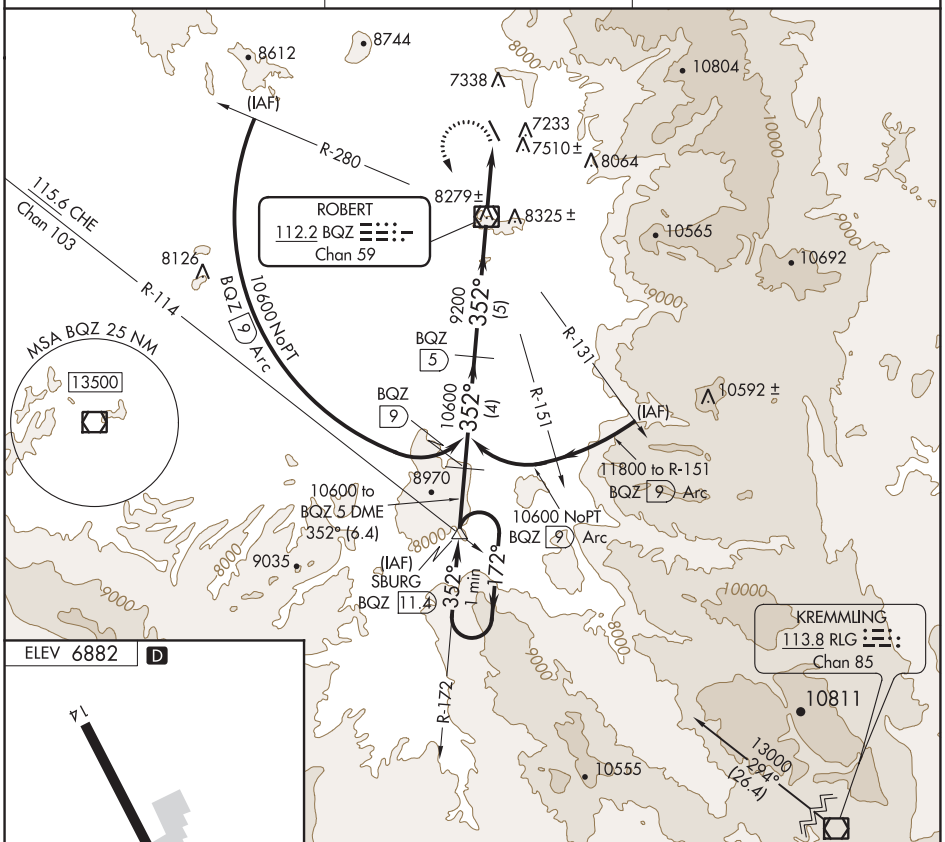
VOR/DME-C
STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

T
NA
-26°C

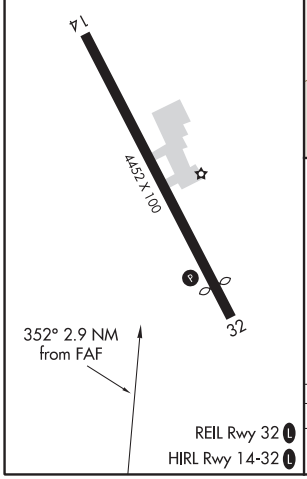
Obtain local altimeter setting on CTAF; when not received, procedure not authorized.
Procedure not authorized at night.
Circling not authorized northeast of Rwys 14 and 32.

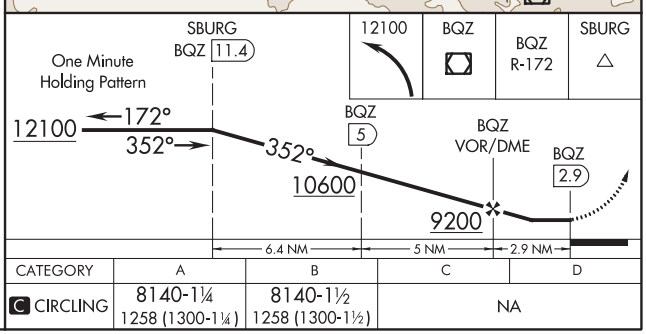
MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG INT and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	120.475 235.975	122.8 (CTAF) L



ELEV 6882 D





CATEGORY	A	B	C	D
C CIRCLING	8140-1¼ 1258 (1300-1¼)	8140-1½ 1258 (1300-1½)	NA	

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

STERLING, COLORADO | AL-6348 (FAA) | 20142

WAAS CH 56330 W15A	APP CRS 155°	Rwy ldg 5201 TDZE 4038 Apt Elev 4038

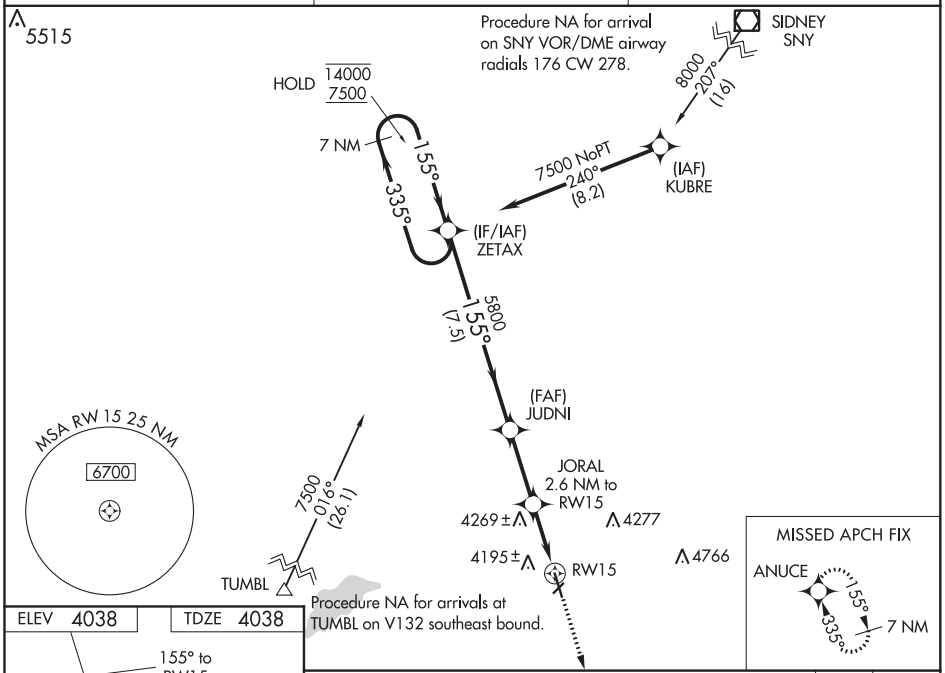
RNAV (GPS) RWY 15
STERLING MUNI (STK)

RNP APCH.

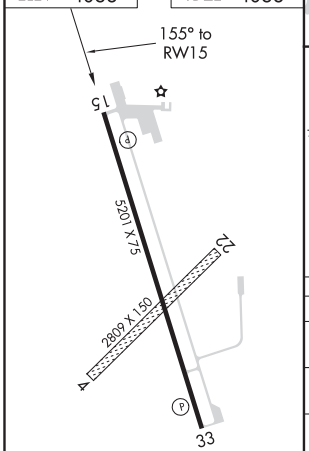
Circling NA to Rwys 4 and 22. Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6400 direct ANUCE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L

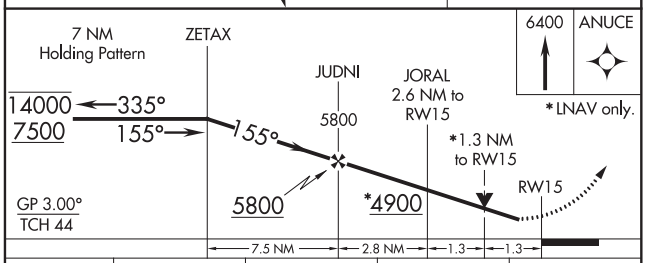


ELEV 4038 | TDZE 4038



REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	4288-1 250 (300-1)			
LNAV/VNAV DA	4288-1 250 (300-1)			
LNAV MDA	4480-1 442 (500-1)		4480-1⅜ 442 (500-1⅜)	
C CIRCLING	4520-1 482 (500-1)	4580-1 542 (600-1)	4620-1½ 582 (600-1½)	4720-2¼ 682 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 65730 W33A	APP CRS 335°	Rwy ldg 5201 TDZE 4028 Apt Elev 4038

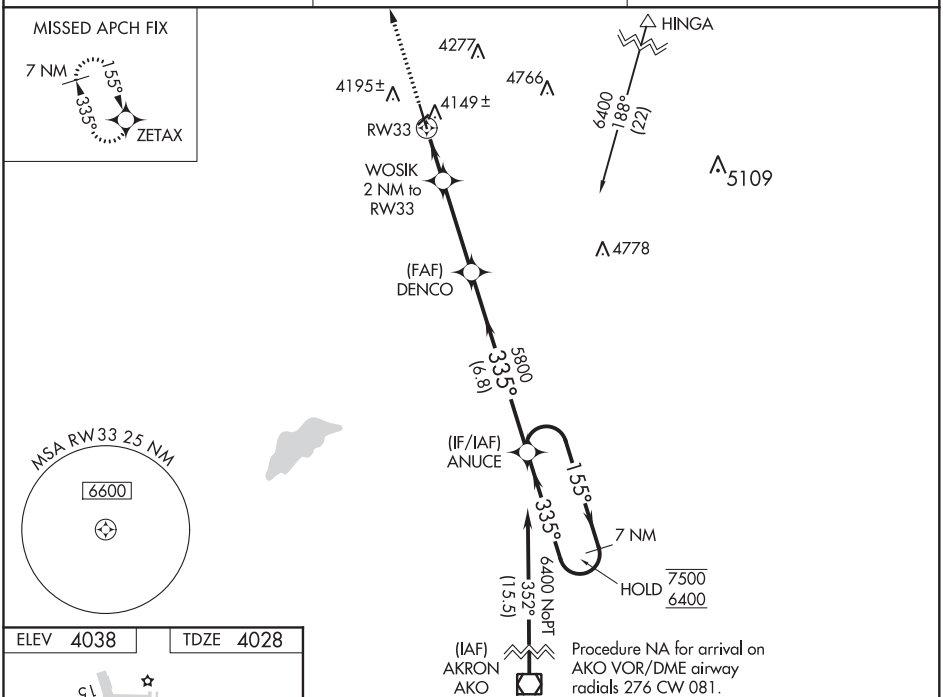
RNAV (GPS) RWY 33
STERLING MUNI (STK)

RNP APCH.

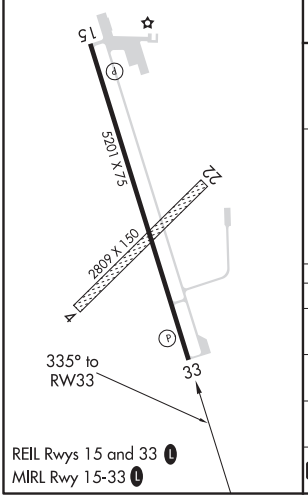
Circling NA to Rwys 4 and 22.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH:
Climb to 7500 direct ZETAX and hold, continue climb-in-hold to 7500.

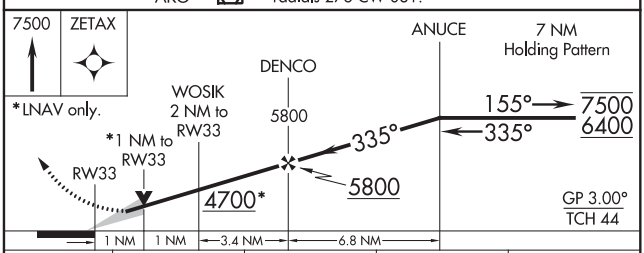
AWOS-3	DENVER CENTER	UNICOM
118.525	118.475 225.4	122.8 (CTAF) L



ELEV 4038	TDZE 4028



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	4278-¾ 250 (300-¾)			
LNAV/VNAV DA	4332-1 304 (300-1)			
LNAV MDA	4400-1 372 (400-1)			
C CIRCLING	4520-1 482 (500-1)	4580-1 542 (600-1)	4620-1½ 582 (600-1½)	4720-2¼ 682 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

TAOS, NEW MEXICO AL-5863 (FAA) 20058

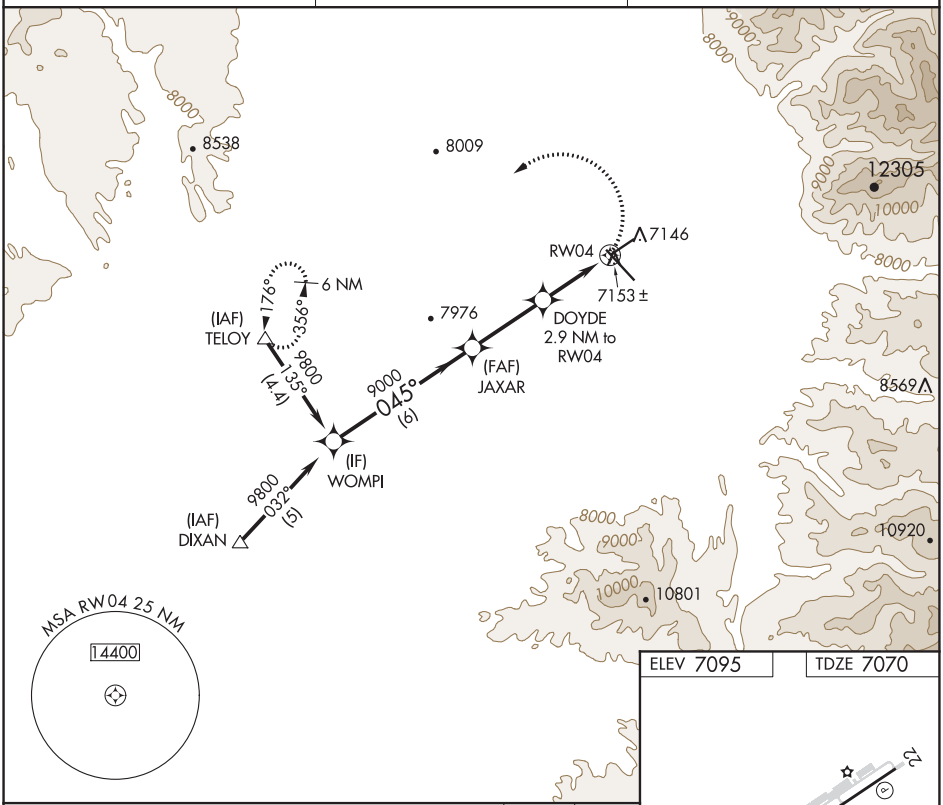
RNAV (GPS) RWY 4
TAOS RGNL (SKX)

APP CRS	Rwy ldg	5504
045°	TDZE	7070
	Apt Elev	7095

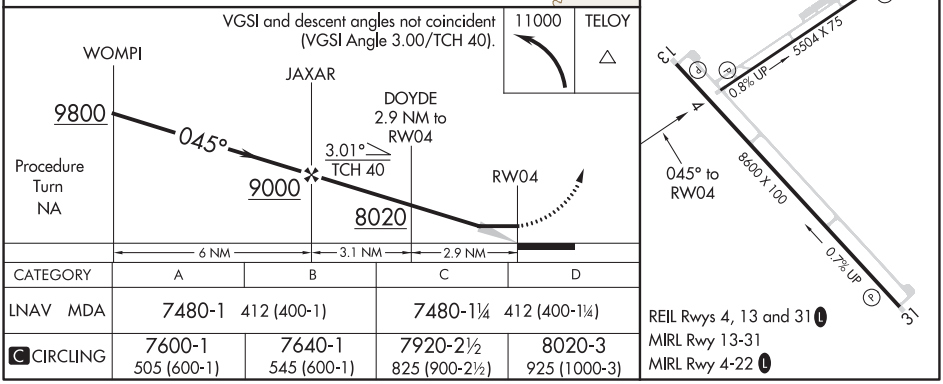
DME/DME RNP-0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11000 direct TELOY and hold.

AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
132.975	132.8 346.35	122.8 (CTAF) L



ELEV 7095	TDZE 7070



CATEGORY	A	B	C	D
LNAV MDA	7480-1 412 (400-1)		7480-1¼ 412 (400-1¼)	
C CIRCLING	7600-1 505 (600-1)	7640-1 545 (600-1)	7920-2½ 825 (900-2½)	8020-3 925 (1000-3)

REIL Rwys 4, 13 and 31 L
MIRL Rwy 13-31
MIRL Rwy 4-22 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

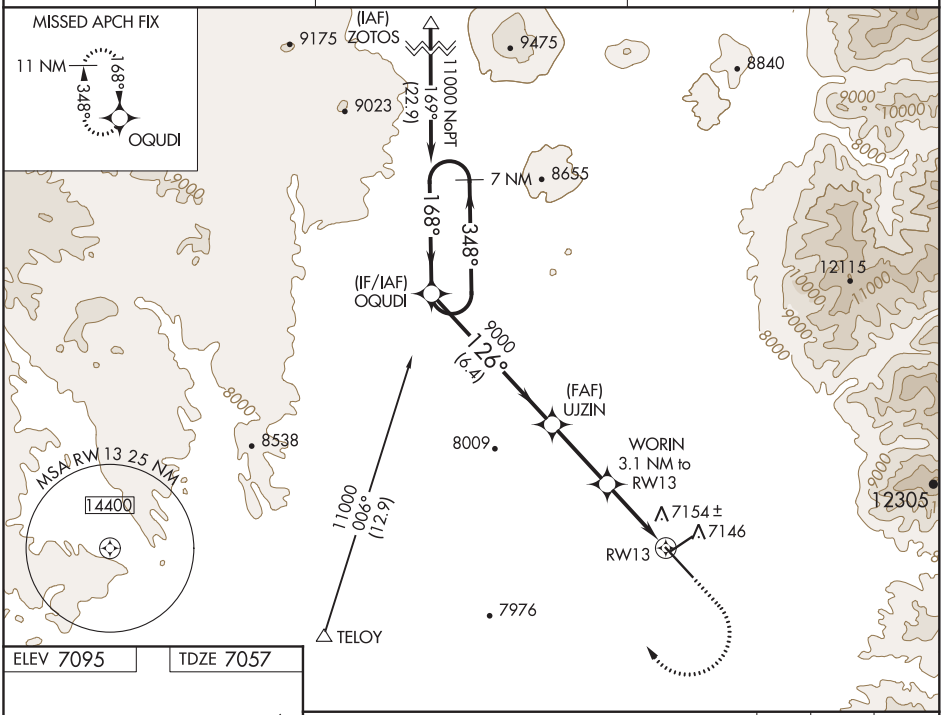
WAAS CH 97441 W13A	APP CRS 126°	Rwy ldg 8603 TDZE 7057 Apt Elev 7095

RNAV (GPS) RWY 13
TAOS RGNL (SKX)

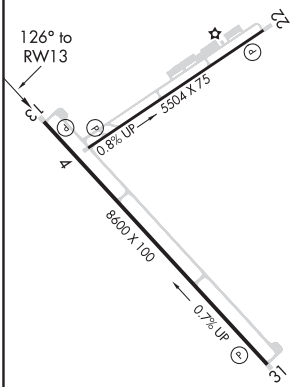
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 250K until OQUDI) Climb to 7800 then climbing right turn to 12400 direct OQUDI and hold, continue climb-in-hold to 12400.

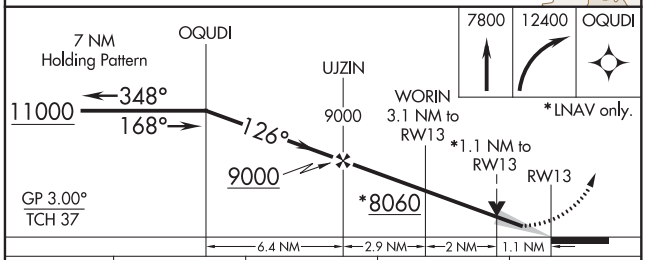
AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
132.975	132.8 346.35	122.8 (CTAF) L



ELEV 7095 TDZE 7057



REIL Rwys 4, 13 and 31 L
MIRL Rwy 13-31
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LPV DA	7258-¾ 200 (200-¾)			
LNAV/VNAV DA	7346-⅞ 288 (300-⅞)			
LNAV MDA	7420-1 362 (400-1)			
C CIRCLING	7600-1 505 (600-1)	7640-1 545 (600-1)	7920-2½ 825 (900-2½)	8020-3 925 (1000-3)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

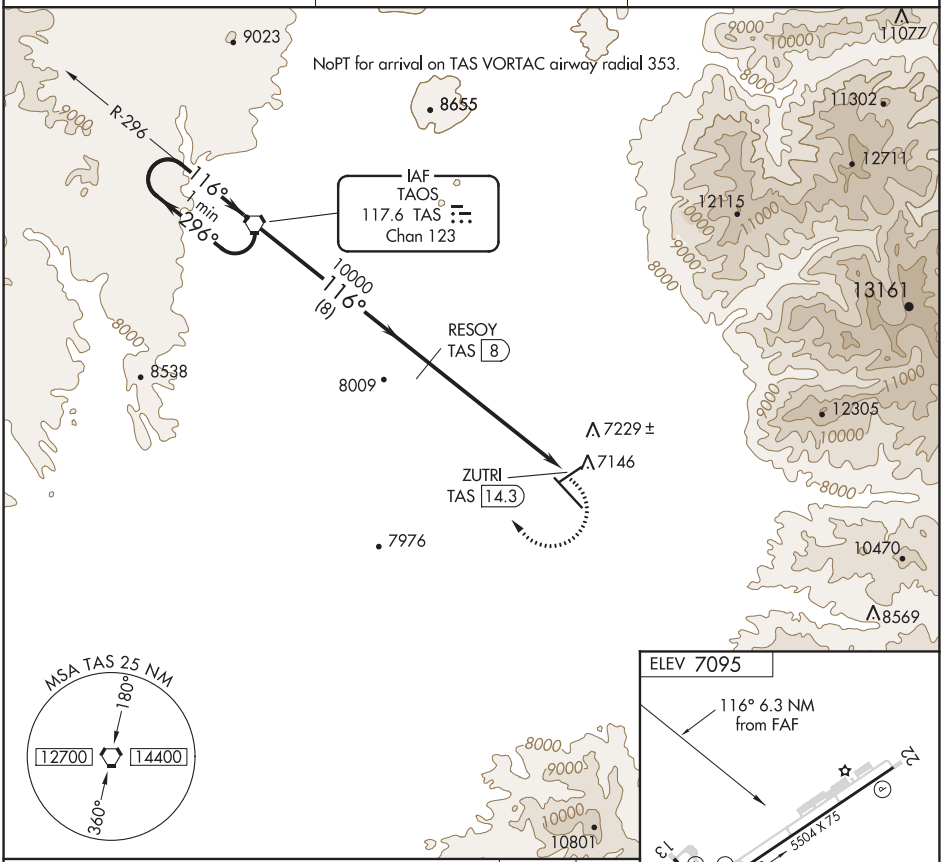
TAOS, NEW MEXICO | AL-5863 (FAA) | 20310

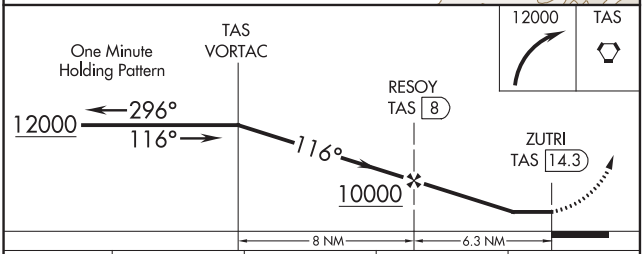
VOR/DME-B
TAOS RGNL (SKX)

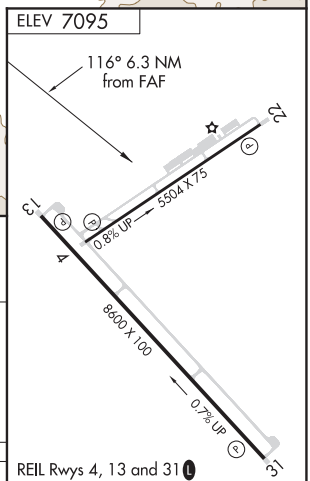
VORTAC TAS	APP CRS	Rwy ldg	N/A
117.6	116°	TDZE	N/A
Chan 123		Apt Elev	7095

MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.

AWOS-3PT	ALBUQUERQUE CENTER	UNICOM
132.975	132.8 346.35	122.8 (CTAF) L







REIL Rwys 4, 13 and 31 L
MIRL Rwy 13-31
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
C CIRCLING	8000-1¼ 905 (1000-1¼)		8000-2¾ 905 (1000-2¾)	8020-3 925 (1000-3)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

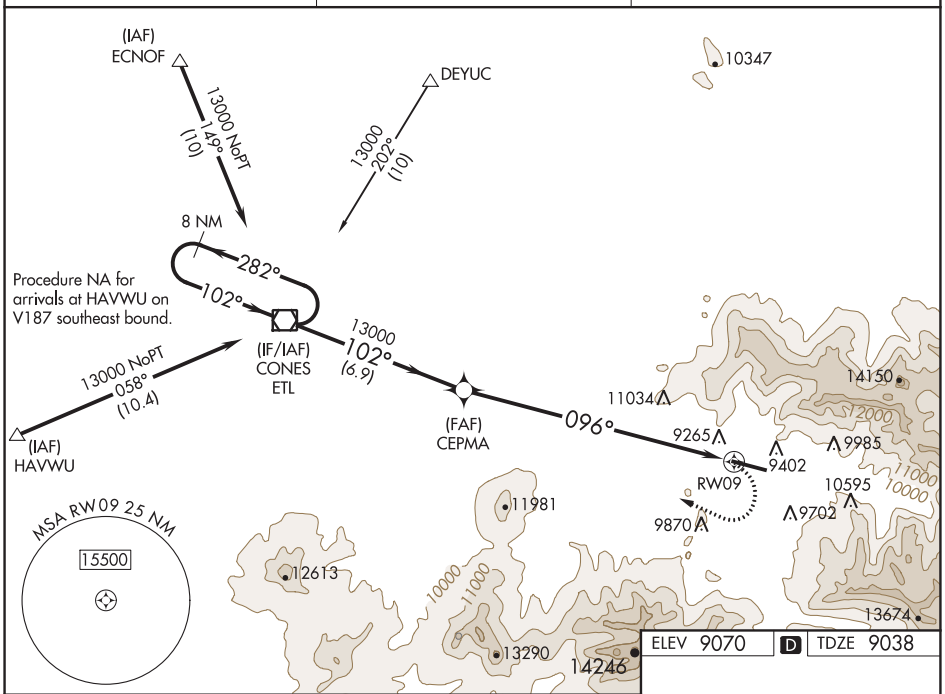
WAAS CH 82621 W09A	APP CRS 096°	Rwy ldg 6911 TDZE 9038 Apt Elev 9070

RNAV (GPS) Y RWY 9
TELLURIDE RGNL (TEX)

Circling NA at night. When local altimeter setting not received, procedure NA.
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
#Missed approach requires a minimum climb of 380 feet per NM to 12500.
-18°C

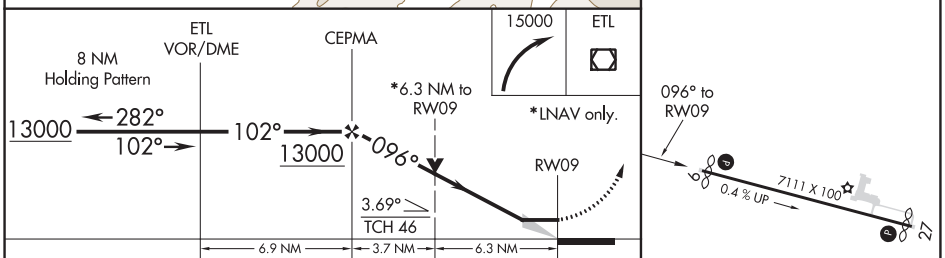
MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L



SW-1, 25 FEB 2021 to 22 APR 2021

ELEV 9070 | D | TDZE 9038



CATEGORY	A	B	C	D
LP MDA	11500-1¼ 2462 (2500-1¼)	11500-1½ 2462 (2500-1½)	NA	
LNAV MDA#	11900-1¼ 2862 (2900-1¼)	11900-1½ 2862 (2900-1½)	NA	
LNAV MDA	12140-1¼ 3102 (3100-1¼)	12140-1½ 3102 (3100-1½)	NA	
C CIRCLING	12140-1¼ 3070 (3100-1¼)	12140-1½ 3070 (3100-1½)	NA	

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

TELLURIDE, COLORADO | AL-6920 (FAA) | 20198

WAAS CH 82637 W09B	APP CRS 096°	Rwy ldg 6911 TDZE 9038 Apt Elev 9070

RNAV (GPS) Z RWY 9

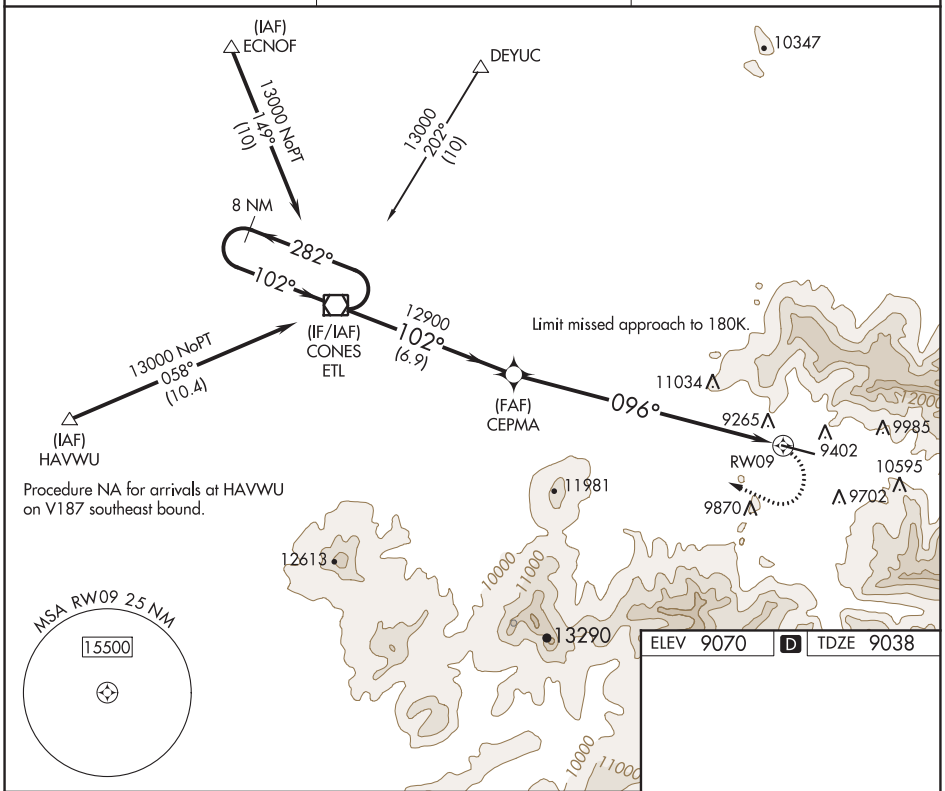
TELLURIDE RGNL (TEX)

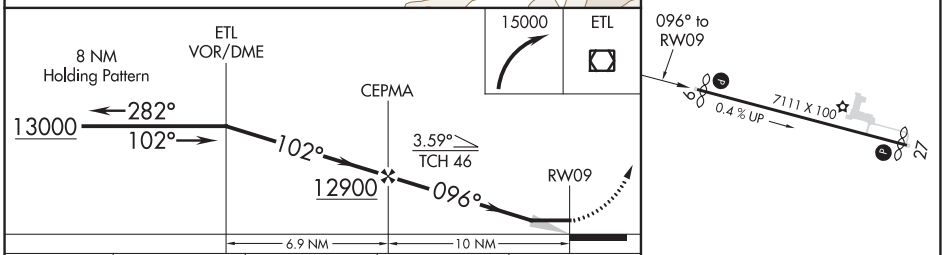
Circling NA at night. When local altimeter setting not received, procedure NA.
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
*Missed approach requires a minimum climb of 380 feet per NM to 12500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 9.

-18°C

MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L





CATEGORY	A	B	C	D
LP MDA*	10640-1¼ 1602 (1600-1¼)	10640-1½ 1602 (1600-1½)	10640-3 1602 (1600-3)	NA
C CIRCLING	11640-1¼ 2570 (2600-1¼)	11640-1½ 2570 (2600-1½)	11640-3 2570 (2600-3)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

LOC/DME I-TEX 109.3 Chan 30	APP CRS 093°	Rwy ldg 6911 TDZE 9037 Apt Elev 9070

LOC RWY 9
TELLURIDE RGNL (TEX)

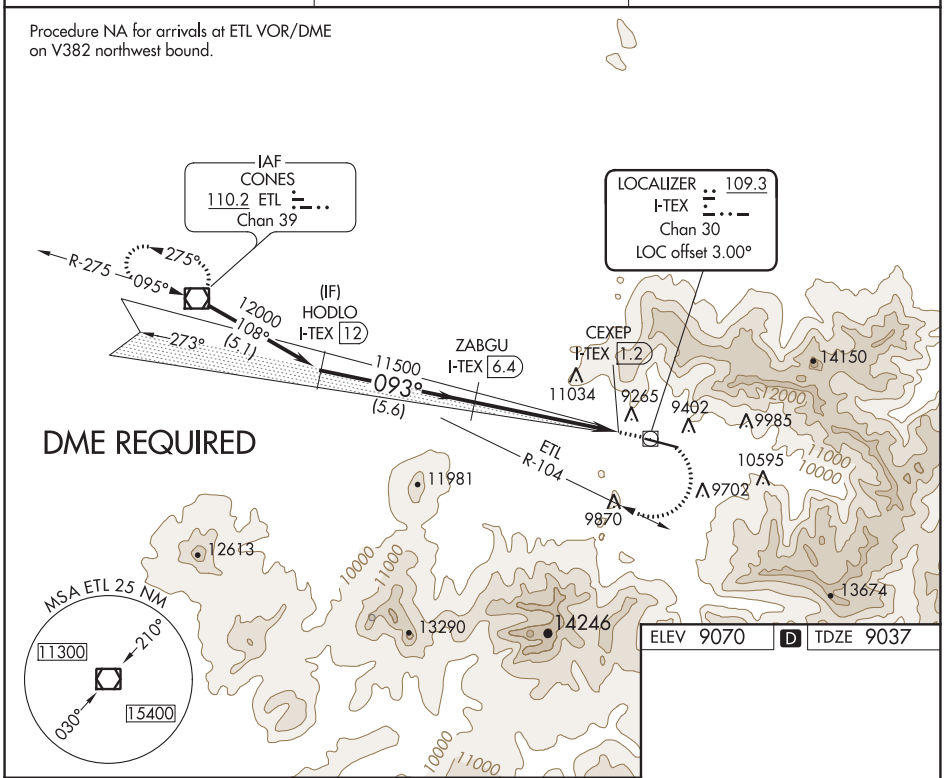
-18°C

Circling NA north of Rwy 9-27.
Circling NA at night.
DME required.

MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 on ETL R-104 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L

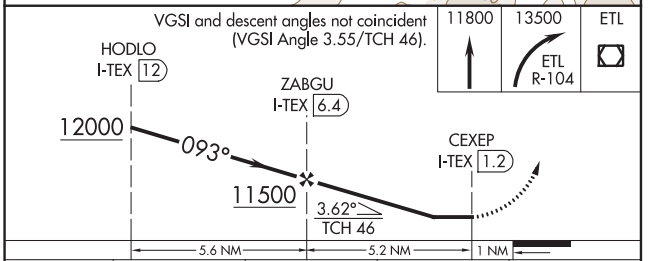
Procedure NA for arrivals at ETL VOR/DME on V382 northwest bound.

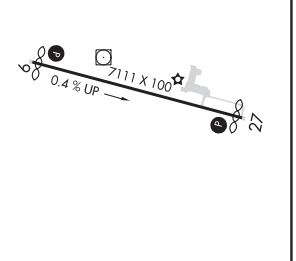


ELEV 9070 D TDZE 9037

VGSI and descent angles not coincident (VGSI Angle 3.55/TCH 46).

11800	13500	ETL
	ETL R-104	





CATEGORY	A	B	C	D
S-9	11340-1¼ 2303 (2300-1¼)	11340-1½ 2303 (2300-1½)	NA	
C CIRCLING	11340-1¼ 2270 (2300-1¼)	11340-1½ 2270 (2300-1½)	NA	

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

TELLURIDE, COLORADO | AL-6920 (FAA) | 20310

VOR/DME-A
TELLURIDE RGNL (TEX)

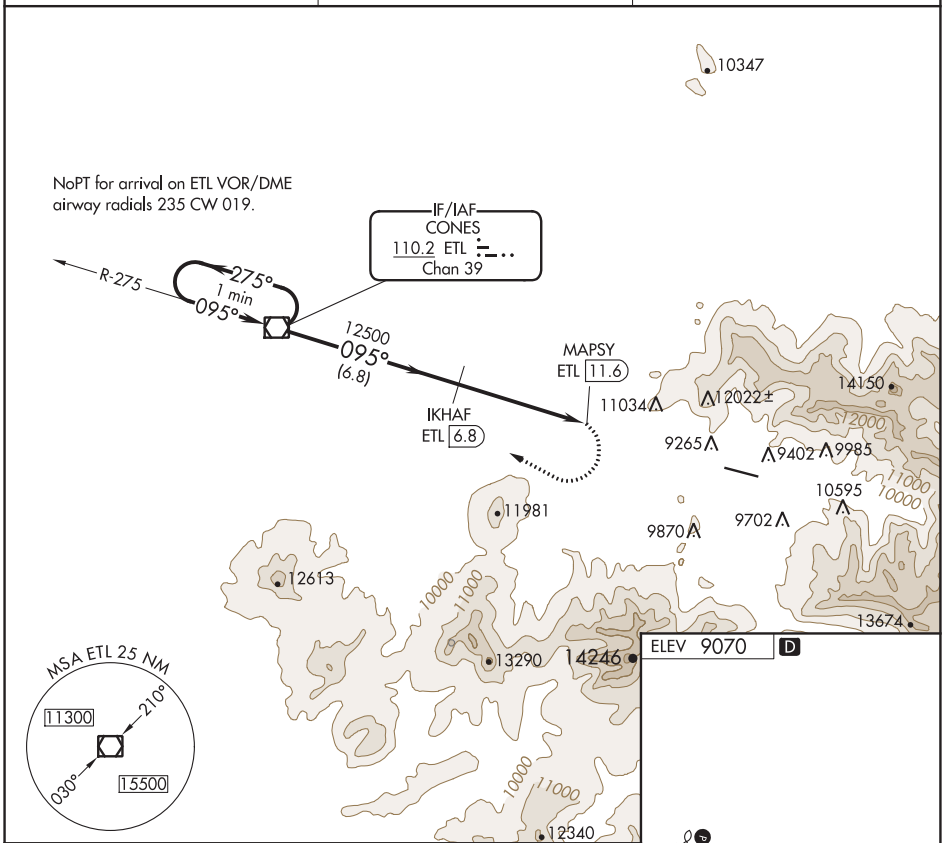
VOR/DME ETL 110.2 Chan 39	APP CRS 095°	Rwy ldg N/A TDZE N/A Apt Elev 9070

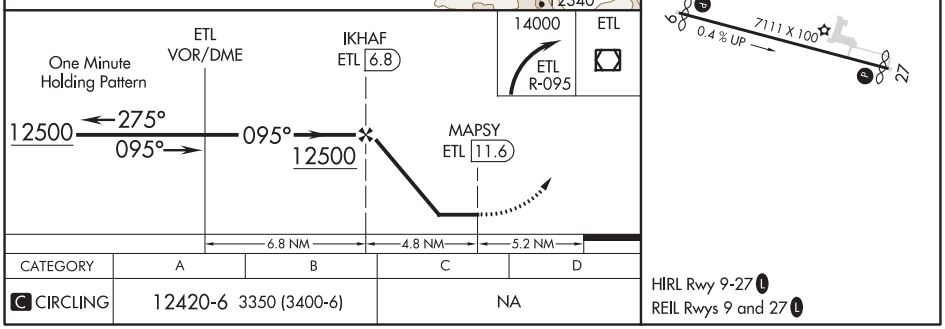
T
A
-18°C

Circling NA north of Rwy 9-27.
Procedure NA at night.

MISSED APPROACH: Immediate climbing right turn to 14000 via ETL VOR/DME R-095 to ETL VOR/DME and hold.

AWOS-3	DENVER CENTER	UNICOM
118.325	125.35 354.05	123.0 (CTAF) L



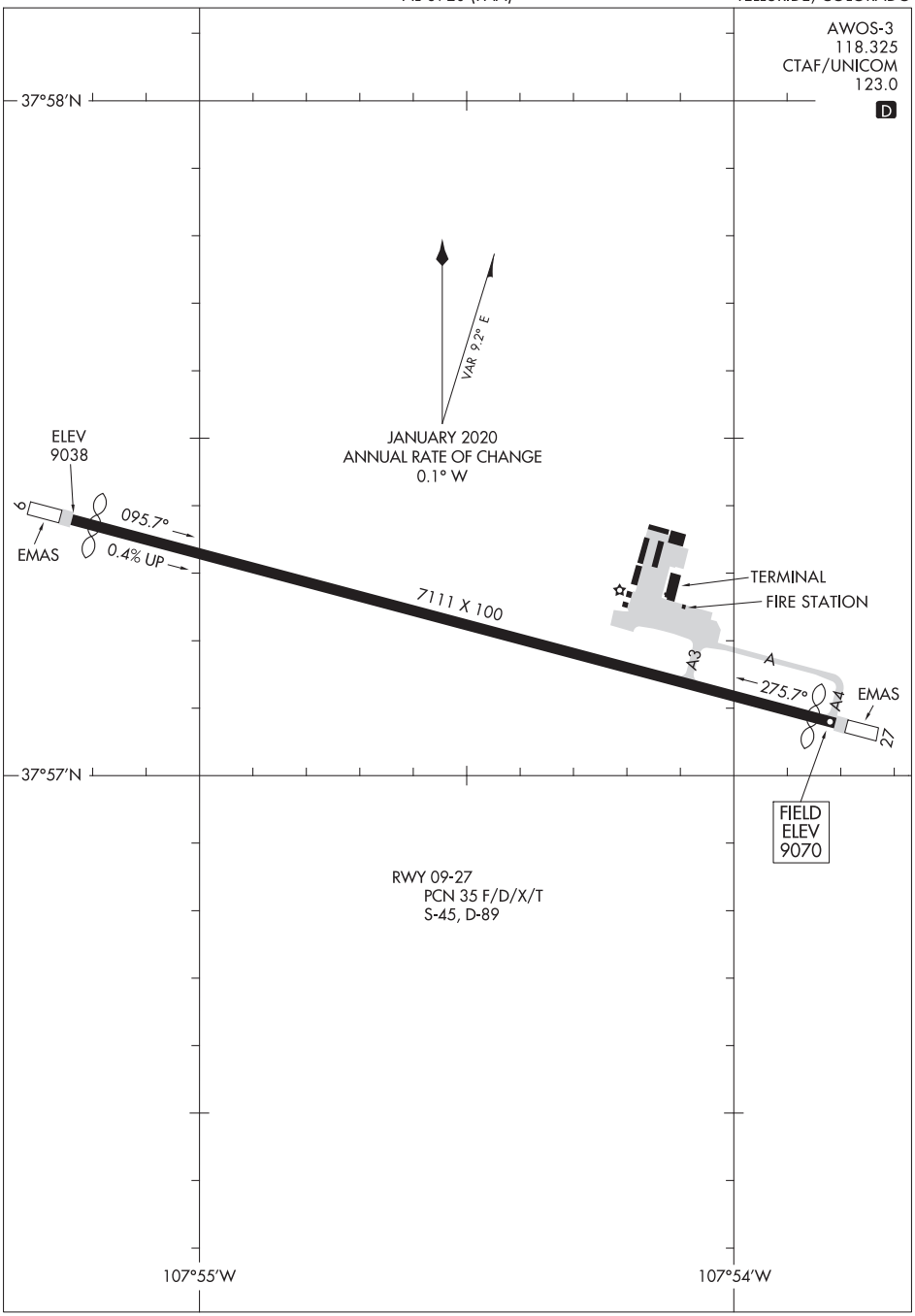


CATEGORY	A	B	C	D
C CIRCLING	12420-6 3350 (3400-6)		NA	

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021


AWOS-3
118.325
CTAF/UNICOM
123.0
D
37°58′N
VAR 9.2° E
JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
ELEV
9038
9
EMAS
095.7°
0.4% UP
7111 X 100
TERMINAL
FIRE STATION
A
A3
275.7°
A4
EMAS
27
37°57′N
FIELD
ELEV
9070
RWY 09-27
PCN 35 F/D/X/T
S-45, D-89
107°55′W
107°54′W

TRINIDAD, COLORADO | AL-427 (FAA) | 21056

APP CRS	Rwy ldg	5500
035°	TDZE	5757
	Apt Elev	5762

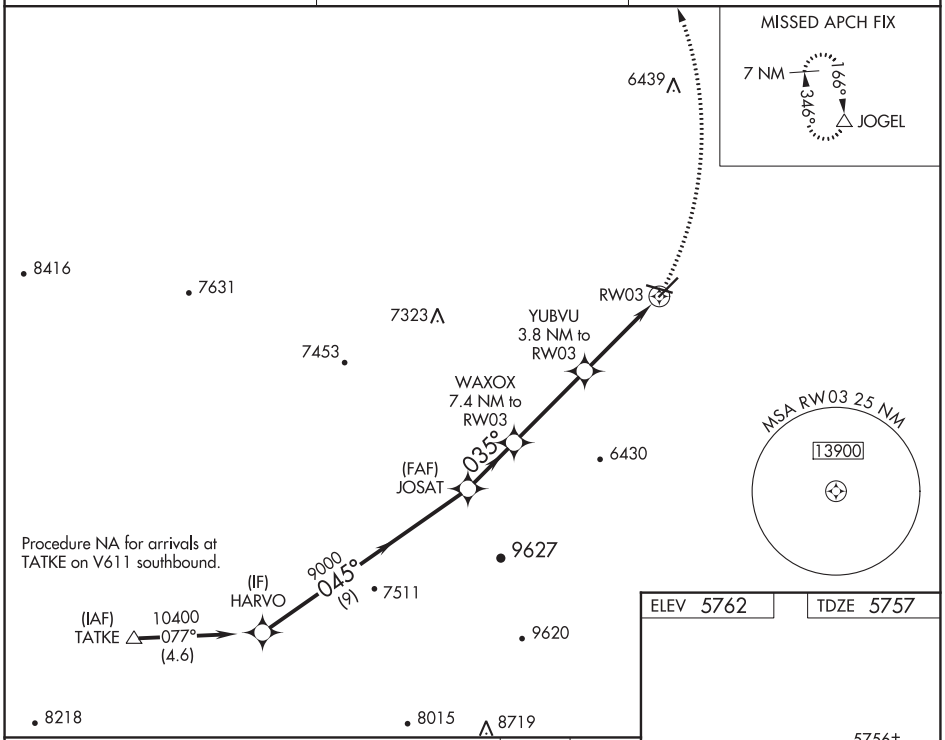
RNAV (GPS) RWY 3
PERRY STOKES (TAD)

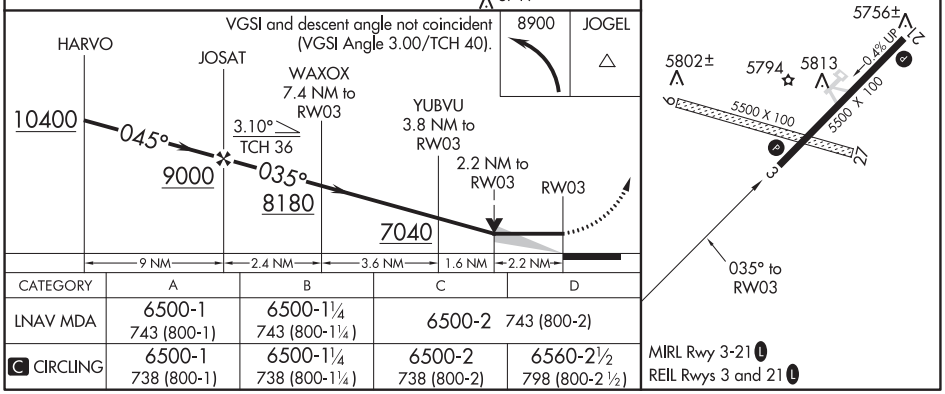
RNP APCH.

Circling NA to Rwys 9 and 27. VDP NA when using Pueblo Meml altimeter setting. When local altimeter setting not received, use Pueblo Meml altimeter setting and increase all MDAs 300 feet; increase LNAV Cats A/B visibility ¼ SM and Cats C/D visibility 1 SM and Circling Cats A/B visibility ¼ SM, Cat C 1 SM, and Cat D ½ SM. -26°C

MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	6500-1 743 (800-1)	6500-1¼ 743 (800-1¼)	6500-2 743 (800-2)	
C CIRCLING	6500-1 738 (800-1)	6500-1¼ 738 (800-1¼)	6500-2 738 (800-2)	6560-2½ 798 (800-2½)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	5500
215°	TDZE	5757
	Apt Elev	5762

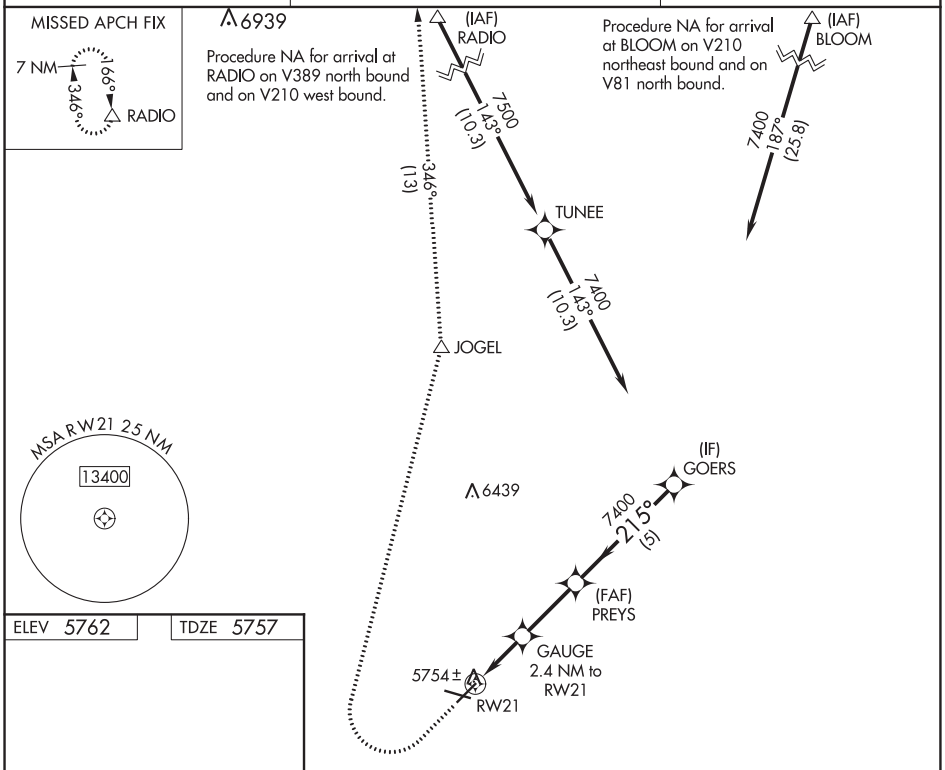
RNAV (GPS) RWY 21
PERRY STOKES (TAD)

-26°C

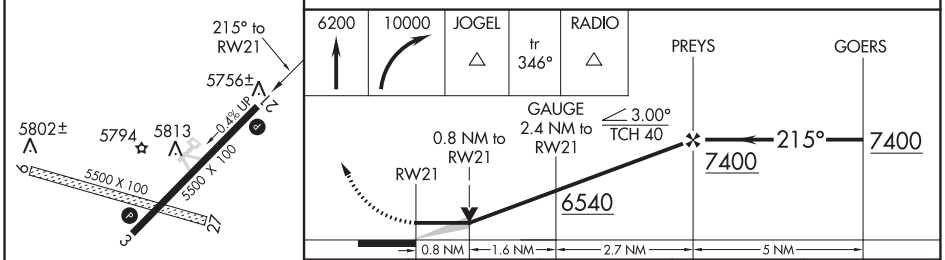
Circling NA to Rwys 9 and 27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pueblo altimeter setting and increase all MDA 300 feet: increase LNAV Cat C/D visibility ⅝ SM, Circling Cat B/D visibility ¼ SM and Circling Cat C visibility 1 SM. VDP NA when using Pueblo altimeter setting.

MISSED APPROACH: Climb to 6200 then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO and hold.

ASOS	DENVER CENTER	UNICOM
119.025	128.375 379.95	122.8 (CTAF) L



ELEV 5762	TDZE 5757



CATEGORY	A	B	C	D
LNAV MDA	6020-1 263 (300-1)			
C CIRCLING	6180-1 418 (500-1)	6300-1 538 (600-1)	6340-1½ 578 (600-1½)	6580-2¾ 818 (900-2¾)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

(TAD1.TAD) 16259

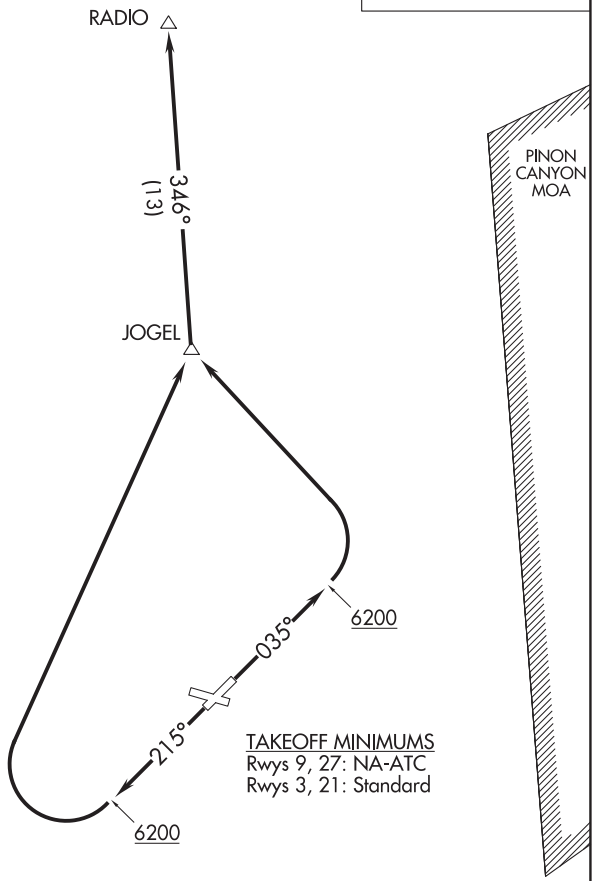
SL-427 (FAA)

TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)

PERRY STOKES (TAD)
TRINIDAD, COLORADO

DENVER CENTER
128.375

TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS
Rwys 9, 27: NA-ATC
Rwys 3, 21: Standard

NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF OBSTACLE NOTES
Rwy 3: Multiple trees beginning 46′ from DER, left and right of centerline, up to 15′ AGL/5744′ MSL.

NOTE: Chart not to scale.

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 035° to 6200, then climbing left turn to 10000 direct JOGEL and on track 346° to RADIO.
TAKEOFF RUNWAY 21: Climb heading 215° to 6200, then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO.

LOST COMMUNICATIONS:
If not in contact with Denver ARTCC at 10000 or assigned altitude if lower, continue climb to assigned altitude and thence on assigned route.

TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)

TRINIDAD, COLORADO
PERRY STOKES (TAD)

(TAD1.TAD) 15SEP16

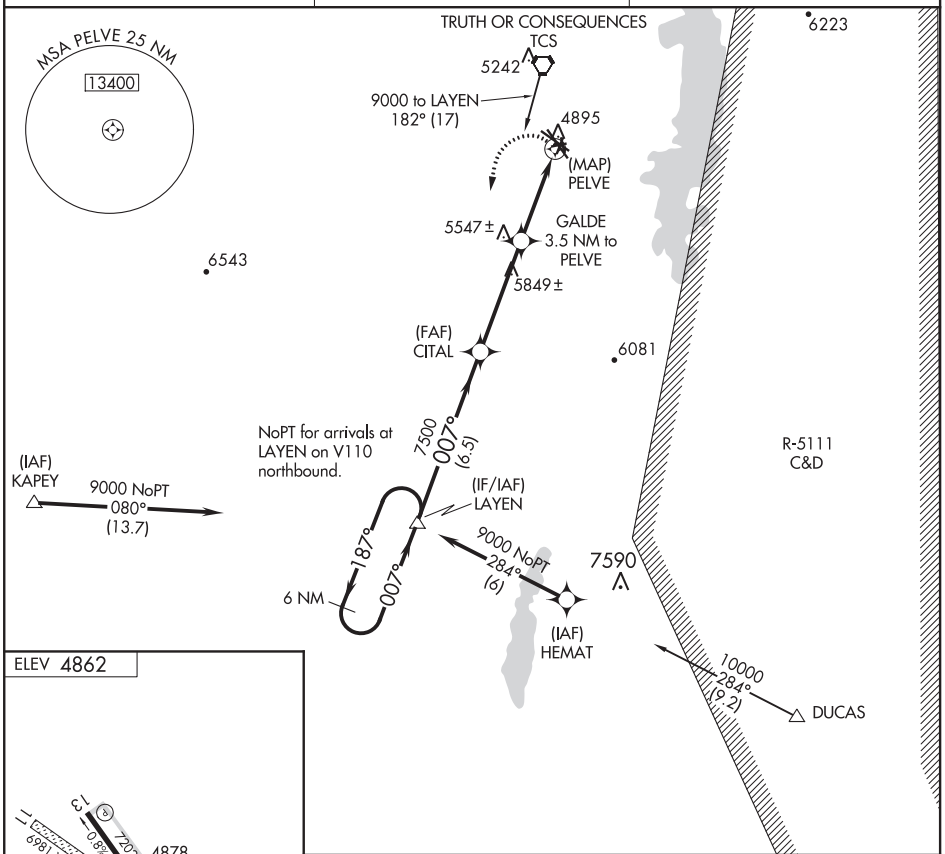
APP CRS	Rwy ldg	N/A
007°	TDZE	N/A
	Apt Elev	4862

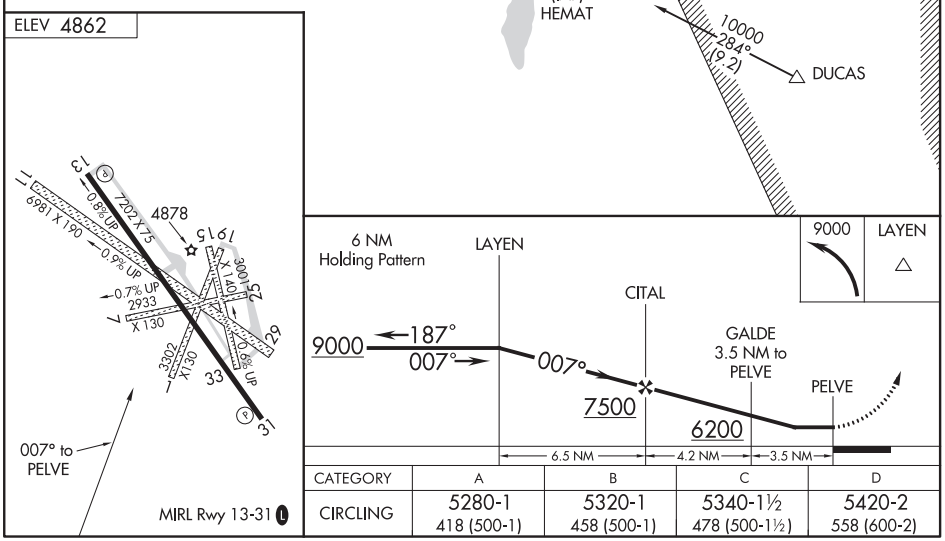
RNAV (GPS)-A
TRUTH OR CONSEQUENCES MUNI (TCS)

T NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. DUCAS transition NA when R-5111 A-D active. Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

MISSED APPROACH: Climbing left turn to 9000 direct LAYEN WP and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.675	128.2 285.5	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	5280-1 418 (500-1)	5320-1 458 (500-1)	5340-1½ 478 (500-1½)	5420-2 558 (600-2)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

TRUTH OR CONSEQUENCES, NEW MEXICO AL-893 (FAA) 20254

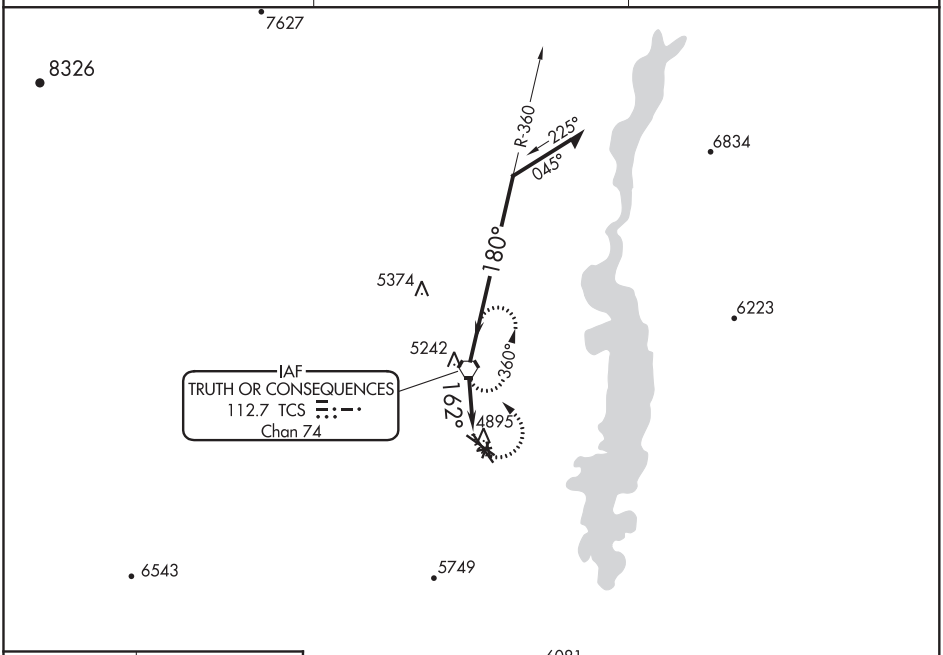
VORTAC TCS 112.7 Chan 74	APP CRS 162°	Rwy ldg N/A TDZE N/A Apt Elev 4862

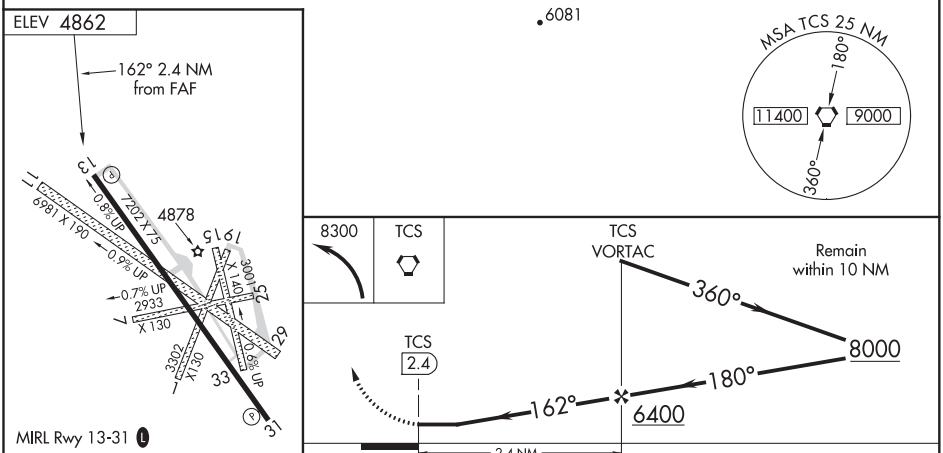
VOR-A
TRUTH OR CONSEQUENCES MUNI (TCS)

Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

MISSED APPROACH: Climbing left turn to 8300 direct TCS VORTAC and hold, continue climb-in-hold to 8300.

ASOS	ALBUQUERQUE CENTER	UNICOM
120.675	128.2 285.5	122.8 (CTAF) L





FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	5560-1 698 (700-1)		5560-2 698 (700-2)	5560-2¼ 698 (700-2¼)

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	7104
033°	TDZE	4043
	Apt Elev	4065

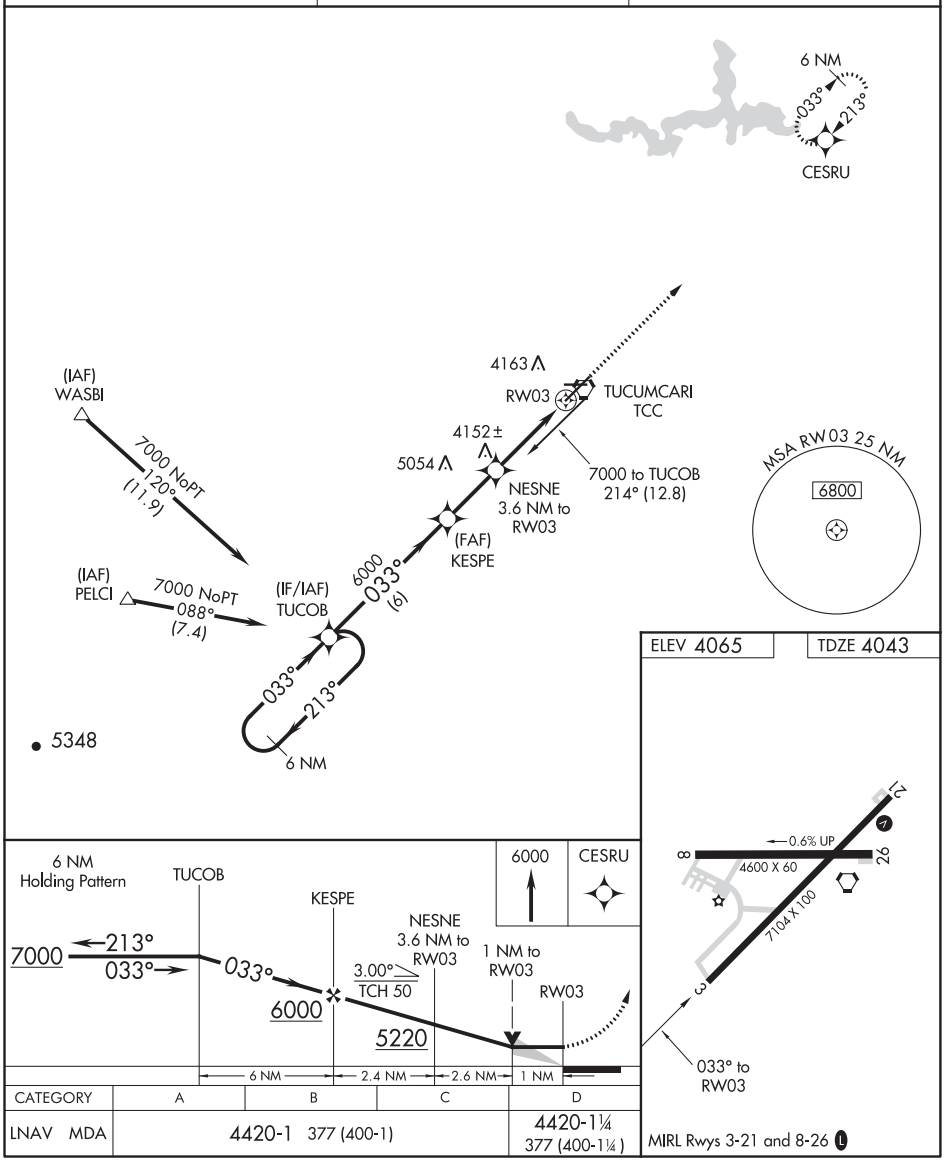
RNAV (GPS) RWY 3
TUCUMCARI MUNI (TCC)

RNP APCH.

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	4420-1 377 (400-1)			4420-1¼ 377 (400-1¼)

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

TUCUMCARI, NEW MEXICO | AL-431 (FAA) | 20282

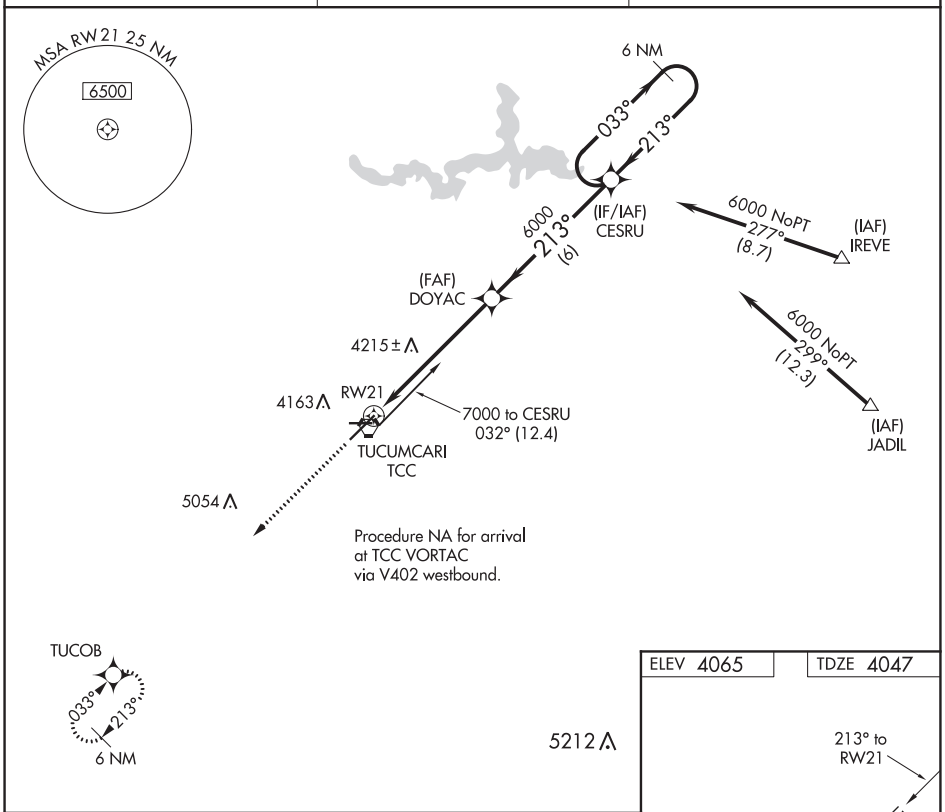
APP CRS	Rwy ldg	7104
213°	TDZE	4047
	Apt Elev	4065

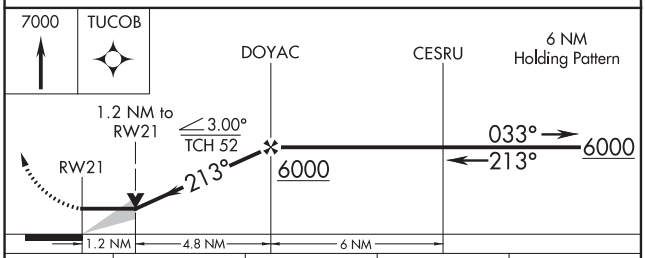
RNAV (GPS) RWY 21
TUCUMCARI MUNI (TCC)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.
If local altimeter setting not received, procedure NA.

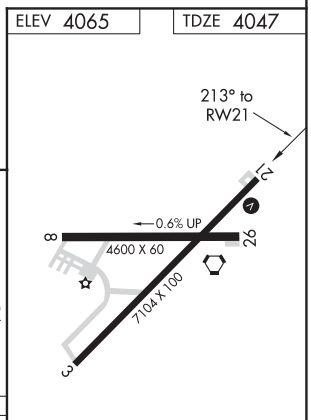
MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	4480-1 433 (500-1)		4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
C CIRCLING	4580-1 515 (600-1)		4580-1½ 515 (600-1½)	4640-2 575 (600-2)



MIRL Rwys 3-21 and 8-26 L

TUCUMCARI, NEW MEXICO
Orig-A 08OCT20

35°11′N-103°36′W

TUCUMCARI MUNI (TCC)
RNAV (GPS) RWY 21

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy ldg	4600
258°	TDZE	4055
	Apt Elev	4065

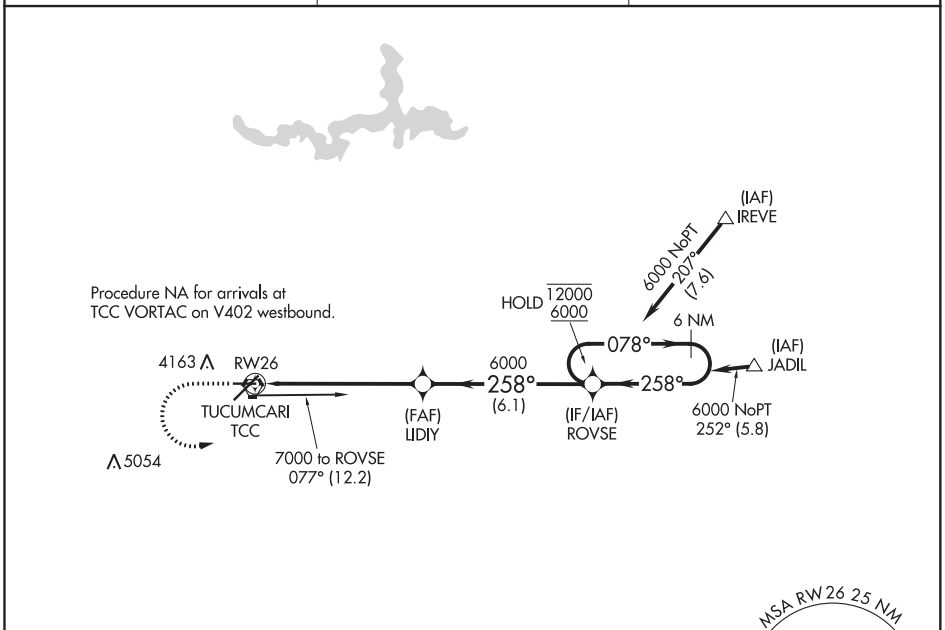
RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNP APCH.

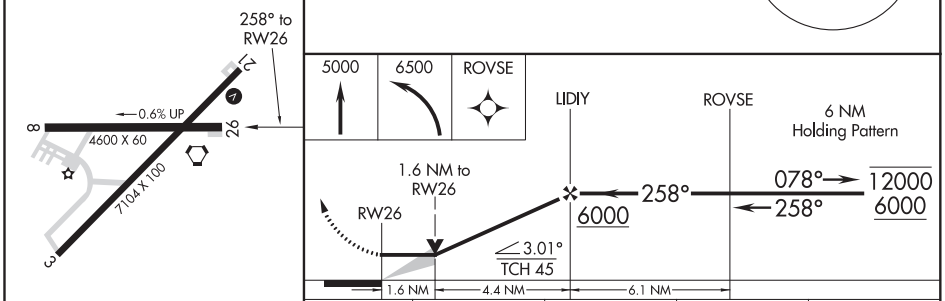
Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6500 direct ROVSE and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L



ELEV 4065	TDZE 4055



CATEGORY	A	B	C	D
LNAV MDA	4600-1 545 (600-1)		4600-1⅝ 545 (600-1⅝)	
C CIRCLING	4600-1 535 (600-1)		4600-1⅝ 535 (600-1⅝)	4640-2 575 (600-2)

MIRL Rwys 3-21 and 8-26 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

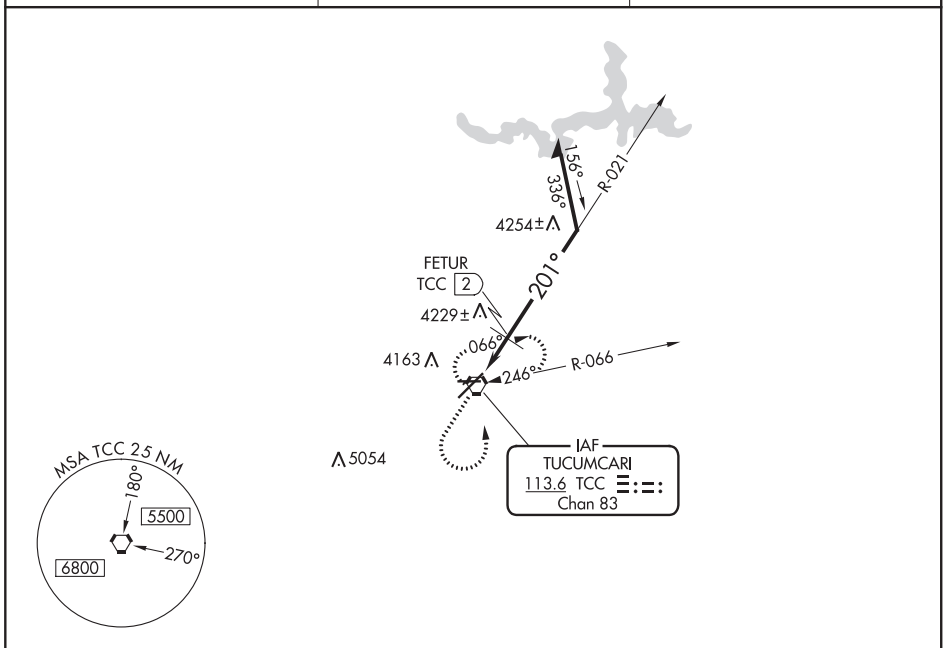
VORTAC TCC	APP CRS	Rwy ldg	7104
113.6	201°	TDZE	4047
Chan 83		Apt Elev	4065

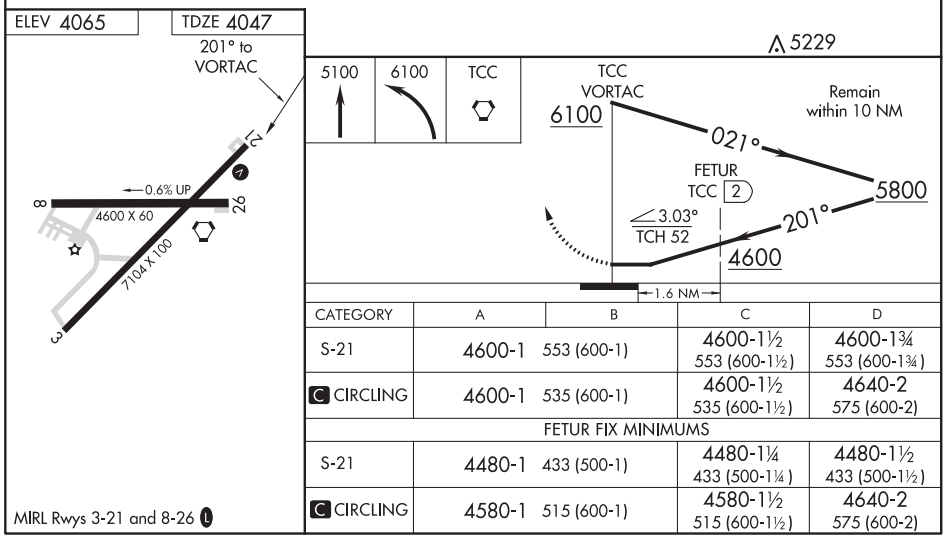
VOR RWY 21
TUCUMCARI MUNI (TCC)

If local altimeter setting not received, procedure NA. Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.

MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

ASOS	ALBUQUERQUE CENTER	UNICOM
119.275	126.85 285.6	122.95 (CTAF) L





CATEGORY	A	B	C	D
S-21	4600-1	553 (600-1)	4600-1½ 553 (600-1½)	4600-1¾ 553 (600-1¾)
C CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4640-2 575 (600-2)
FETUR FIX MINIMUMS				
S-21	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
C CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4640-2 575 (600-2)

MIRL Rwys 3-21 and 8-26 L

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 78442 W04A	APP CRS 036°	Rwy ldg 5900 TDZE 8153 Apt Elev 8154

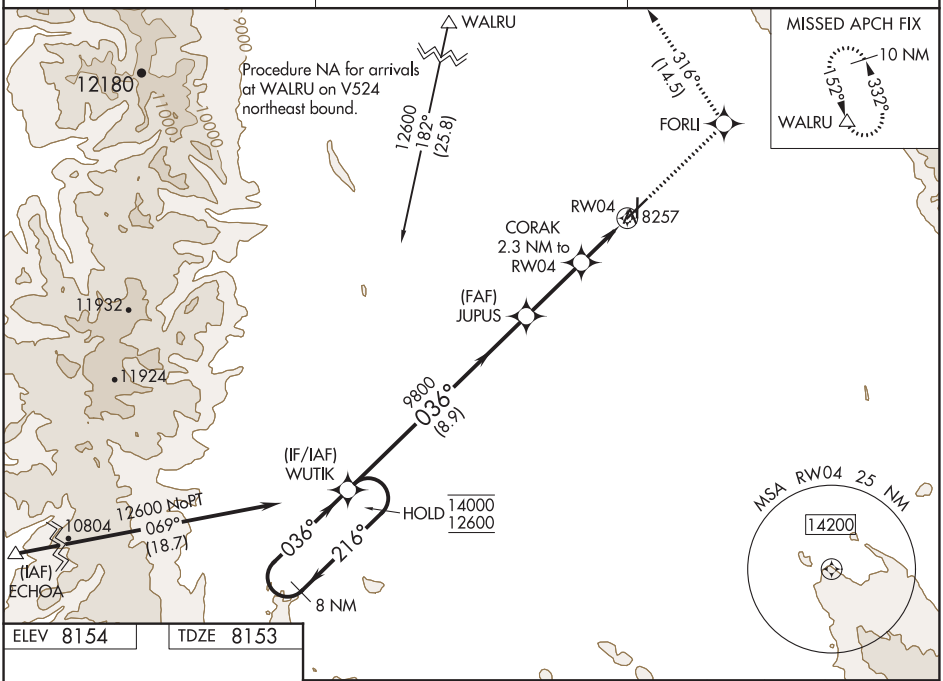
RNAV (GPS) RWY 4
WALDEN-JACKSON COUNTY (33V)

RNP APCH.

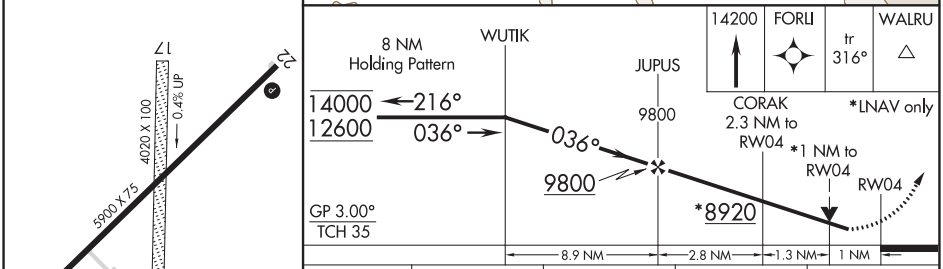
Circling NA to Rwys 17 and 35. Circling NA southeast of Rwy 4-22. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

MISSED APPROACH: (Do not exceed 200K until FORLI) Climb to 14200 direct FORLI and track 316° to WALRU and hold, continue climb-in-hold to 14200.

AWOS-3	DENVER CENTER	CTAF
118.625	126.5 371.85	122.9 L



ELEV 8154 TDZE 8153



CATEGORY	A	B	C	D
LPV DA	8403-1 250 (300-1)			NA
LNAV/VNAV DA	8407-1 254 (300-1)			NA
LNAV MDA	8520-1 367 (400-1)			NA
C CIRCLING	8520-1 366 (400-1)	8620-1 466 (500-1)	8820-1¾ 666 (700-1¾)	NA

MIRL Rwy 4-22 L

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WALDEN, COLORADO | AL-10349 (FAA) | 20310

APP CRS	Rwy ldg	N/A
152°	TDZE	N/A
	Apt Elev	8153

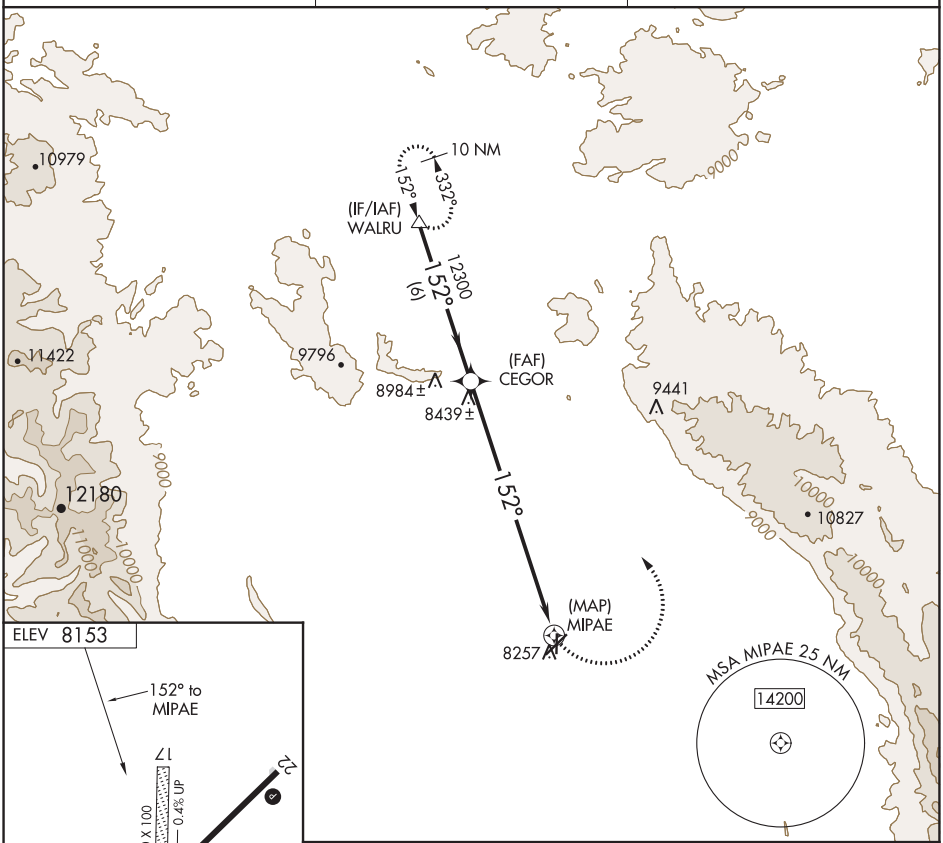
RNAV (GPS)-A
WALDEN-JACKSON COUNTY (33V)

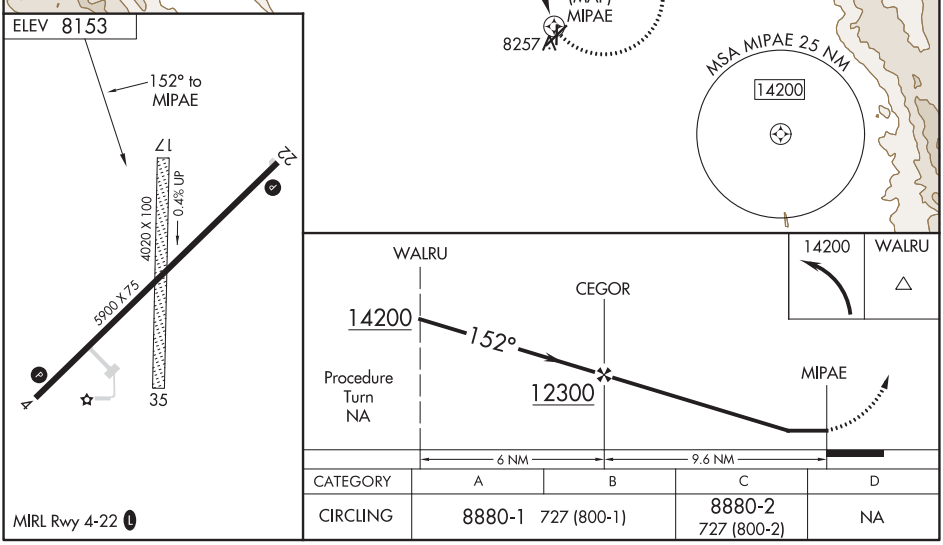
NA

When local altimeter setting not received, procedure NA. Circling NA southeast of Rwy 4-22. Circling to Rwy 17 and 35 NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

AWOS-3	DENVER CENTER	CTAF
118.625	126.5 371.85	122.9 L





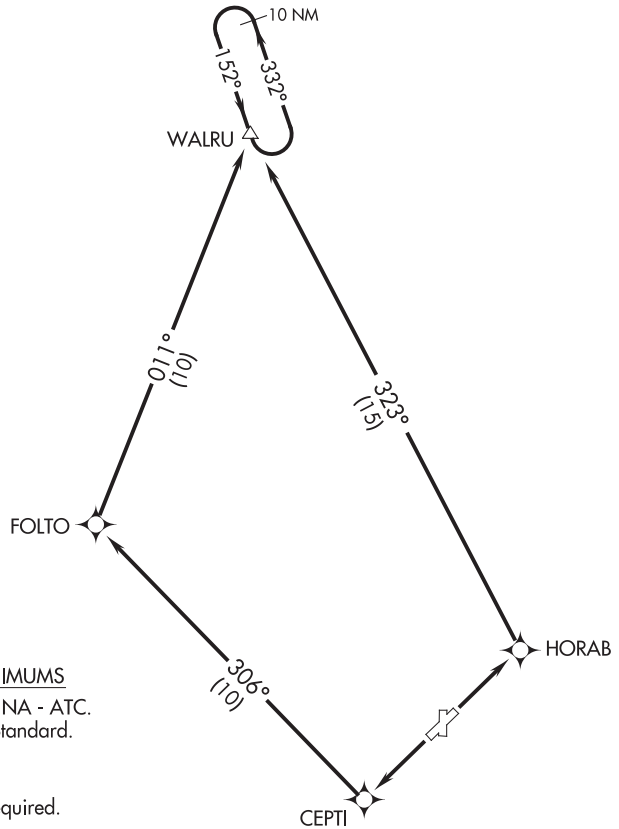
CATEGORY	A	B	C	D
CIRCLING	8880-1 727 (800-1)		8880-2 727 (800-2)	NA

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WALRU ONE DEPARTURE (OBSTACLE) (RNAV)

AWOS-3
118.625
DENVER CENTER
126.5 371.85
CTAF
122.9



TAKEOFF MINIMUMS
Rwys 17, 35: NA - ATC.
Rwys 4, 22: Standard.

NOTE: GPS required.
NOTE: RNAV 1

TAKEOFF OBSTACLE NOTE
Rwy 22: Pole 570′ from DER, 339′ right of centerline, 58′ AGL/8174′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence. . . .

TAKEOFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence. . . .

. . . .continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

SW-1, 25 FEB 2021 to 22 APR 2021
SW-1, 25 FEB 2021 to 22 APR 2021

WALSENBURG, COLORADO | AL-9509 (FAA) | 19227

WAAS	APP CRS	Rwy ldg	4502
CH 61031	086°	TDZE	6046
W09A		Apt Elev	6056

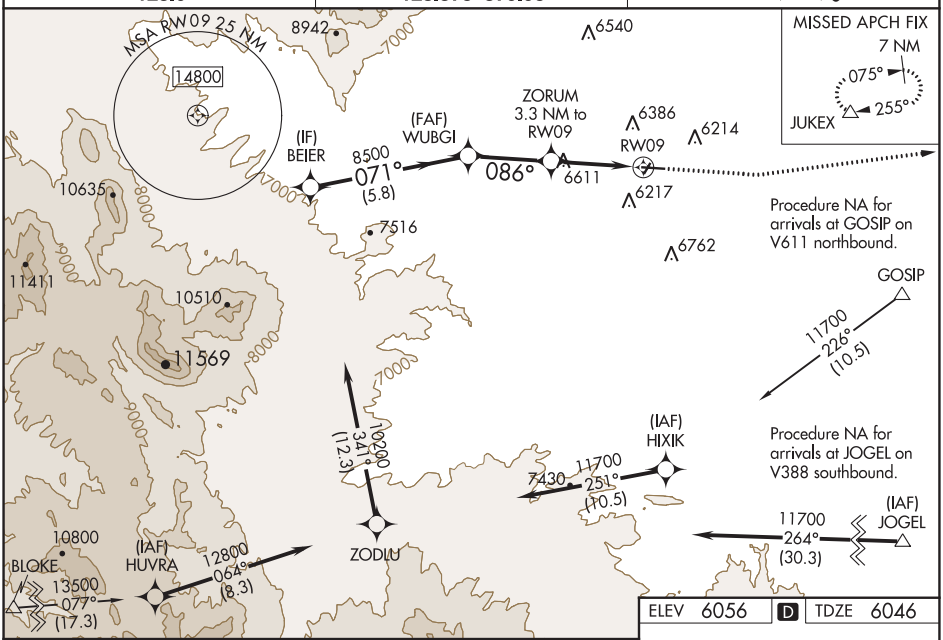
RNAV (GPS) RWY 9
SPANISH PEAKS AIRFIELD (4V1)

T
A NA

Baro-VNAV NA when using Trinidad altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -26°C (-14°F) or above 36°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 9 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Trinidad altimeter setting and increase all DA 119 feet and MDA 120 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats A-B and Circling Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6900 then climbing left turn to 9400 direct JUKEX and hold.

AWOS-3	DENVER CENTER	UNICOM
123.6	128.375 379.95	122.8 (CTAF) L

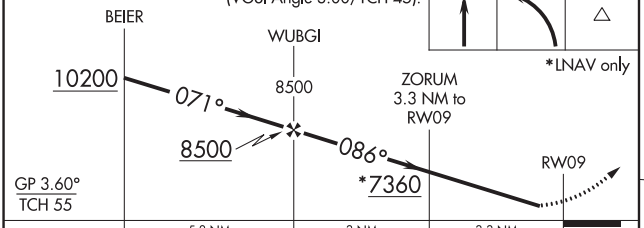


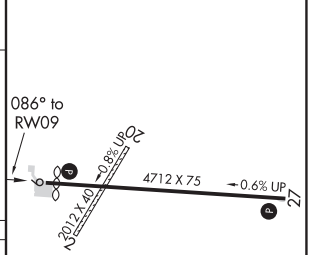
ELEV 6056 | D | TDZE 6046

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

6900	9400	JUKEX
↑	↶	△

*LNAV only





CATEGORY	A	B	C	D
LPV DA	6347-1 301 (300-1)			NA
LNAV/VNAV DA	6606-1⅝ 560 (600-1⅝)			NA
LNAV MDA	6880-1 834 (900-1)	6880-1¼ 834 (900-1¼)	6880-2½ 834 (900-2½)	NA
C CIRCLING	6880-1¼ 824 (900-1¼)		7080-3 1024 (1100-3)	NA

MIRL Rwy 9-27 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

WAAS CH 86831 W27A	APP CRS 266°	Rwy ldg 4712 TDZE 6037 Apt Elev 6056

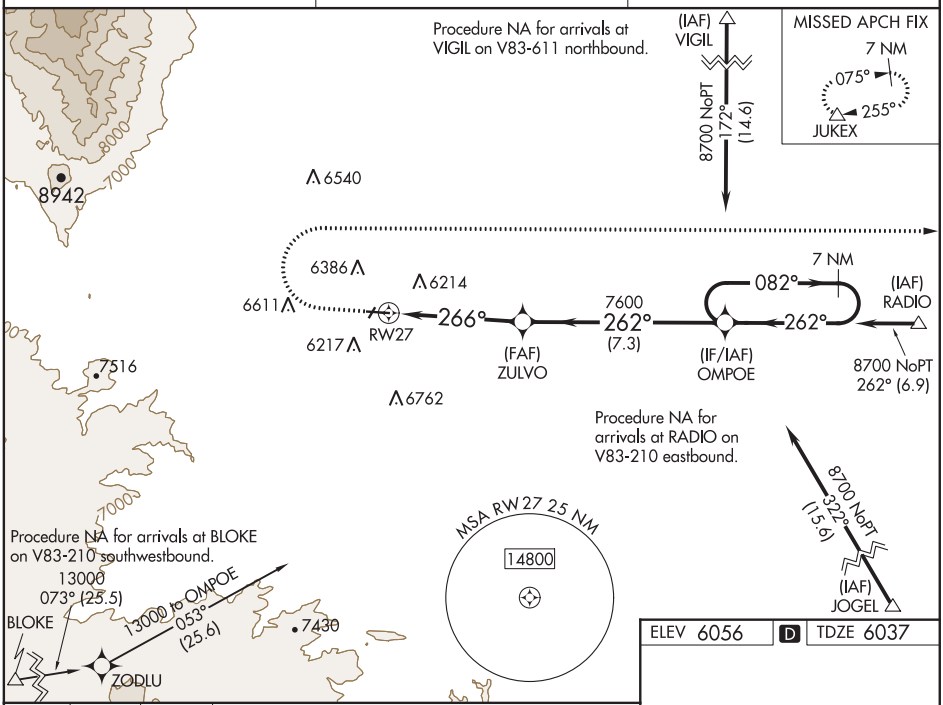
RNAV (GPS) RWY 27
SPANISH PEAKS AIRFIELD (4V1)

NA

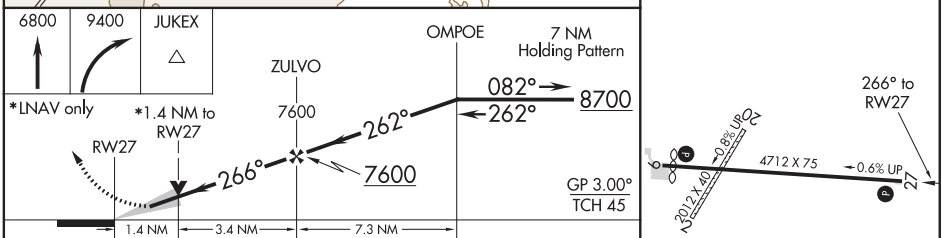
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trinidad altimeter setting and increase all DA 119 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile. Baro-VNAV and VDP NA when using Trinidad altimeter setting.

MISSED APPROACH: Climb to 6800 then climbing right turn to 9400 direct JUKEX and hold.

AWOS-3	DENVER CENTER	UNICOM
123.6	128.375 379.95	122.8 (CTAF) L



ELEV 6056	D	TDZE 6037



CATEGORY	A	B	C	D
LPV DA	6287-1 250 (300-1)			
LNAV/VNAV DA	6525-1⅜ 488 (500-1⅜)			
LNAV MDA	6520-1 483 (500-1)		6520-1⅜ 483 (500-1⅜)	
C CIRCLING	6720-1 664 (700-1)		7080-3 1024 (1100-3)	7120-3 1064 (1100-3)

MIRL Rwy 9-27 L

SW-1, 25 FEB 2021 to 22 APR 2021

SW-1, 25 FEB 2021 to 22 APR 2021

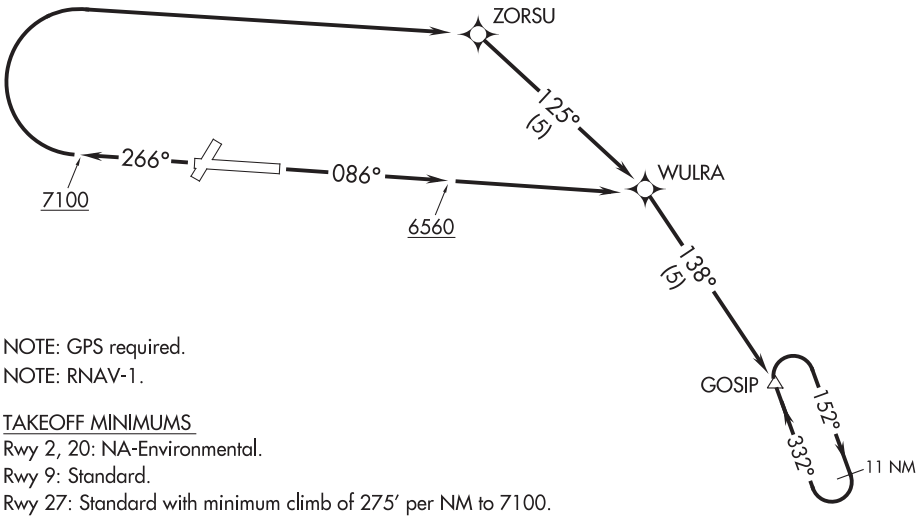
(GOSIP1.GOSIP) 16035

SL-9509 (FAA)

GOSIP ONE DEPARTURE (OBSTACLE) (RNAV)

SPANISH PEAKS AIRFIELD (4V1)
WALSENBURG, COLORADO

DENVER APP CON
128.375 379.95



NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 2, 20: NA-Environmental.
Rwy 9: Standard.
Rwy 27: Standard with minimum climb of 275′ per NM to 7100.

TAKEOFF OBSTACLE NOTES
Rwy 9: Fence 70′ from DER, 186′ left of centerline, 12′ AGL/6022′ MSL. Tree 17′ from DER, 210′ right of centerline, 10′ AGL/6020′ MSL.
Rwy 27: Multiple buildings and poles beginning 162′ from DER, 327′ left of centerline, up to 44′ AGL/6084′ MSL. Pole 812′ from DER, 386′ left of centerline, 27′ AGL/6077′ MSL. Poles 1183′ from DER, 402′ left of centerline, 29′ AGL/6079′ MSL. Tanks and pump 150′ from DER, 222′ left of centerline, 27′ AGL/6067′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on course 086° to 6560 then direct WULRA, then on depicted route to GOSIP, Thence . . . .

TAKEOFF RUNWAY 27: Climb on course 266° to 7100 then climbing right turn direct ZORSU, then on depicted route, Thence . . . .

. . . . all aircraft climb in GOSIP holding pattern to cross GOSIP at or above MEA/MCA for direction of flight before proceeding on course.

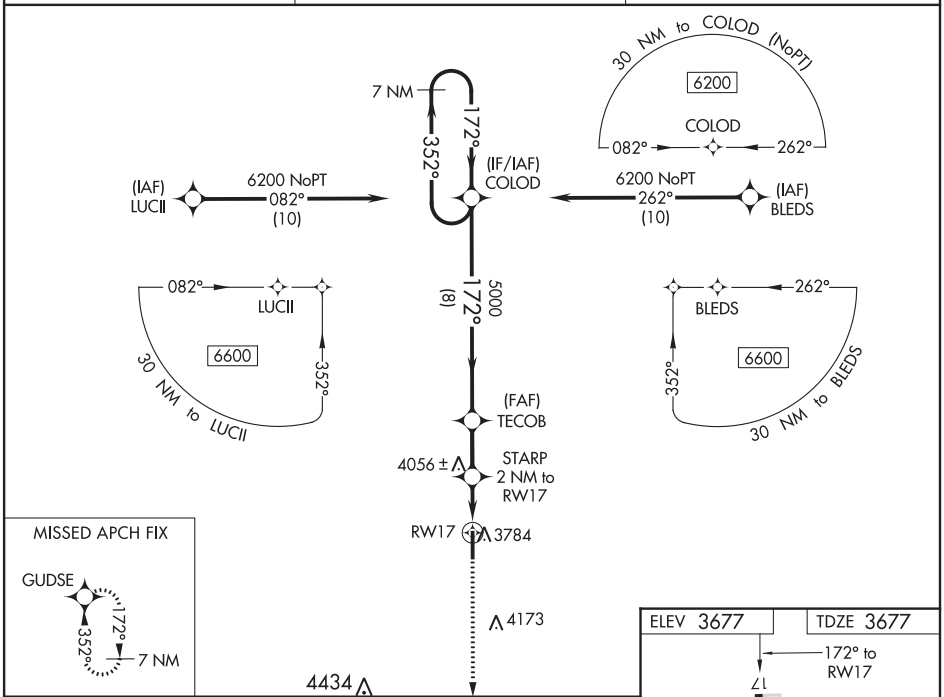
WAAS CH 70641 W17A	APP CRS 172°	Rwy ldg 5399 TDZE 3677 Apt Elev 3677

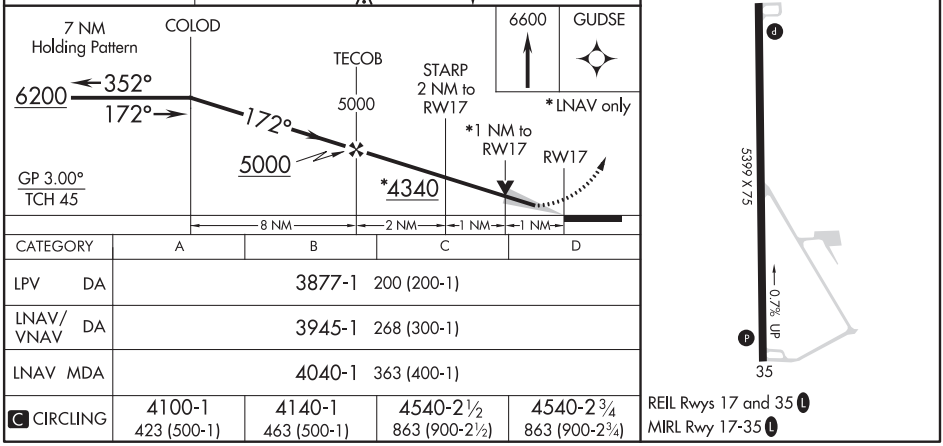
RNAV (GPS) RWY 17
WRAY MUNI (2V5)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (127°F). Baro-VNAV and VDP NA when using Imperial altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting is not received use Imperial altimeter setting: increase LPV DA to 4020, and LNAV/VNAV DA to 4088 and visibility all Cats ⅜ SM, increase all MDA 160 feet and LNAV Cat C/D visibility ⅝ SM and Circling Cat C ½ SM, Cat D ¼ SM.

MISSED APPROACH: Climb to 6600 direct GUDSE and hold.

AWOS-3	DENVER CENTER	UNICOM
118.25	132.7 226.675	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3877-1 200 (200-1)			
LNAV/VNAV DA	3945-1 268 (300-1)			
LNAV MDA	4040-1 363 (400-1)			
C CIRCLING	4100-1 423 (500-1)	4140-1 463 (500-1)	4540-2½ 863 (900-2½)	4540-2¾ 863 (900-2¾)

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WRAY, COLORADO | AL-9039 (FAA) | 21056

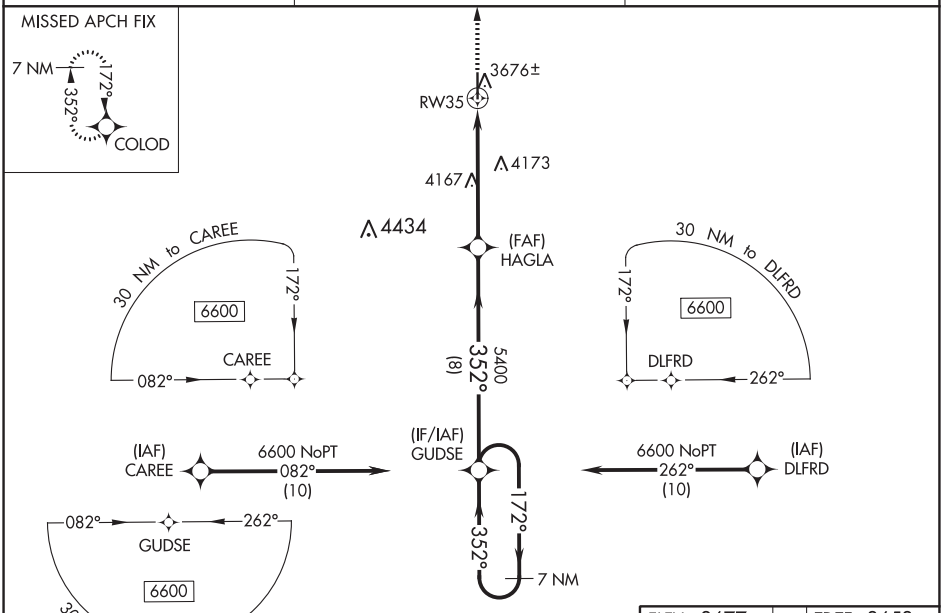
WAAS CH 87041 W35A	APP CRS 352°	Rwy ldg 5399 TDZE 3653 Apt Elev 3677

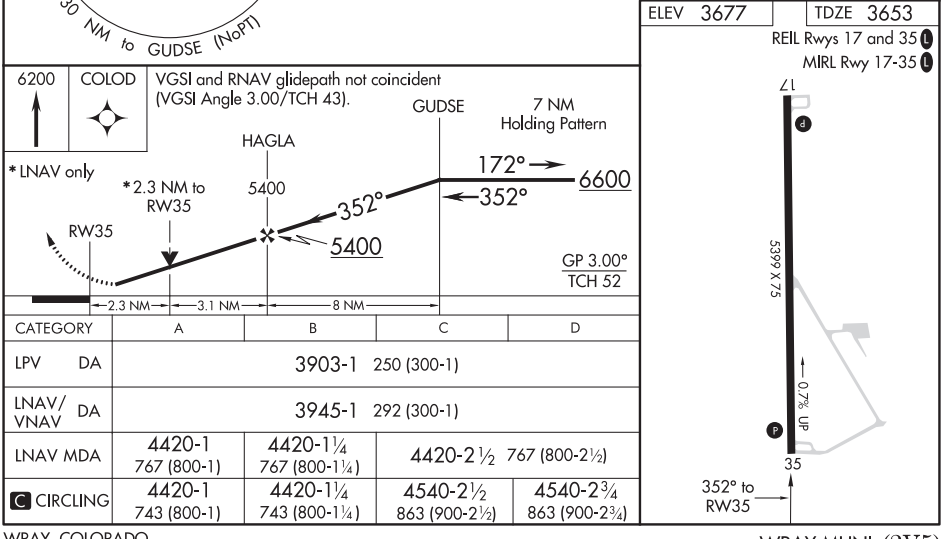
RNAV (GPS) RWY 35
WRAY MUNI (2V5)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (127°F). Baro-VNAV and VDP NA when using Imperial altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting is not received use Imperial altimeter setting: increase LPV DA to 4047 and visibility to 1⅛ SM and LNAV/VNAV DA to 4088 and visibility to 1¼ SM; increase all MDAs 140 feet and visibility Cats A, D ¼ SM, Cat C ½ SM.

MISSED APPROACH: Climb to 6200 direct COLOD and hold.

AWOS-3	DENVER CENTER	UNICOM
118.25	132.7 226.675	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3903-1 250 (300-1)			
LNAV/VNAV DA	3945-1 292 (300-1)			
LNAV MDA	4420-1 767 (800-1)	4420-1¼ 767 (800-1¼)	4420-2½ 767 (800-2½)	
C CIRCLING	4420-1 743 (800-1)	4420-1¼ 743 (800-1¼)	4540-2½ 863 (900-2½)	4540-2¾ 863 (900-2¾)

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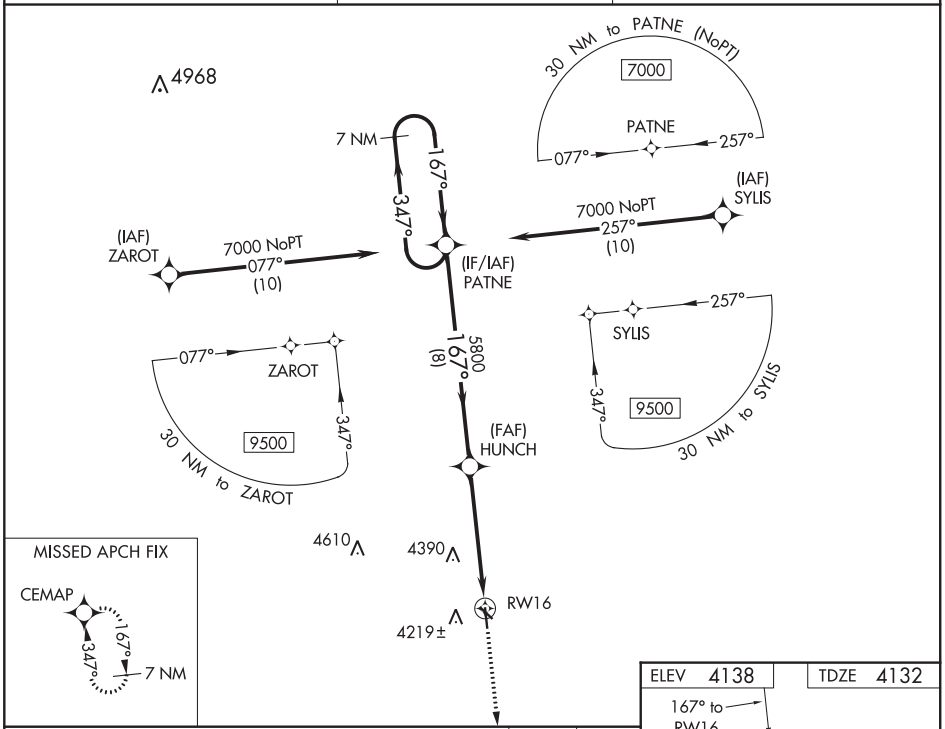
WAAS CH 56541 W16A	APP CRS 167°	Rwy ldg 4201 TDZE 4132 Apt Elev 4138

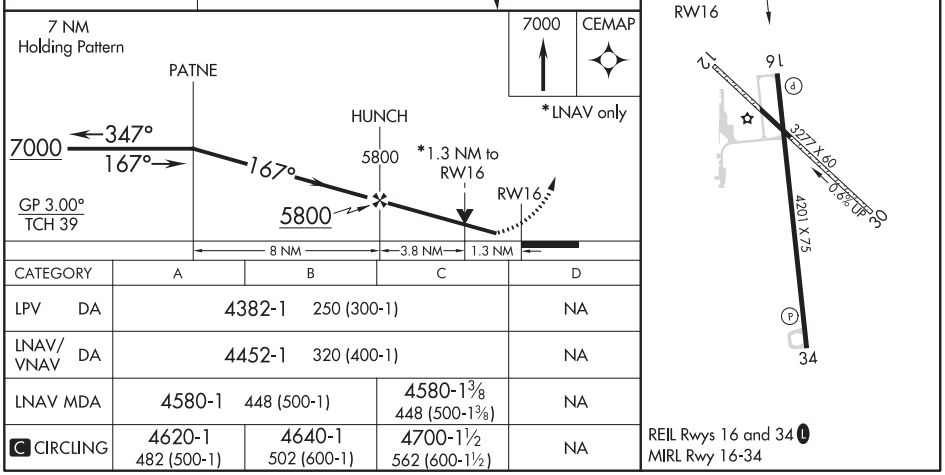
RNAV (GPS) RWY 16
YUMA MUNI (2V6)

T Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Rwy 16 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct CEMAP and hold.

AWOS-3	DENVER CENTER	UNICOM
135.375	133.95 317.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4382-1 250 (300-1)			NA
LNAV/VNAV DA	4452-1 320 (400-1)			NA
LNAV MDA	4580-1 448 (500-1)		4580-1⅜ 448 (500-1⅜)	NA
C CIRCLING	4620-1 482 (500-1)	4640-1 502 (600-1)	4700-1½ 562 (600-1½)	NA

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YUMA, COLORADO | AL-11429 (FAA) | 20254

RNAV (GPS) RWY 34

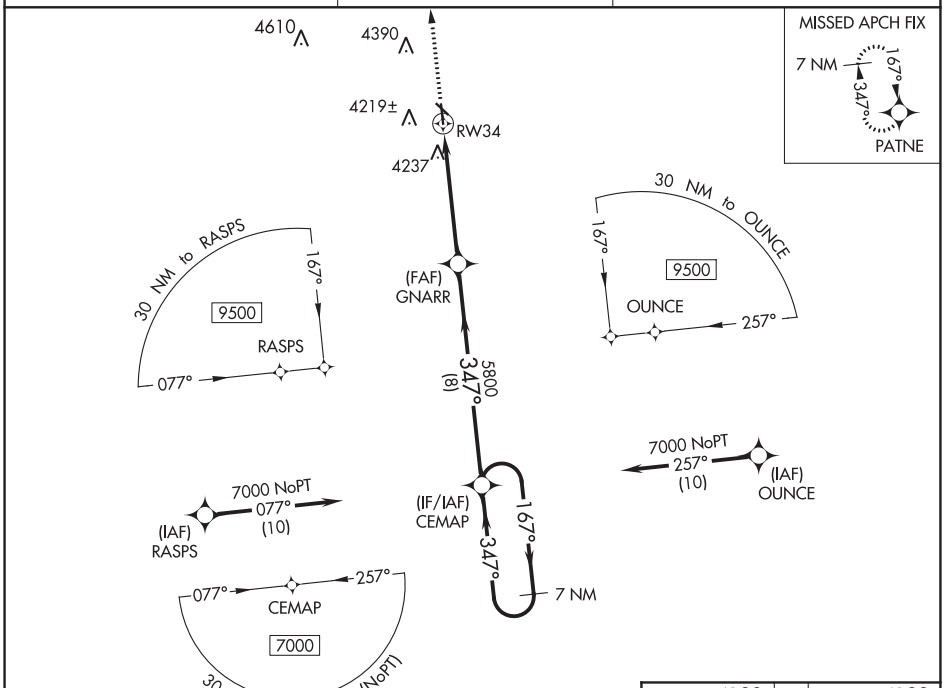
YUMA MUNI (2V6)

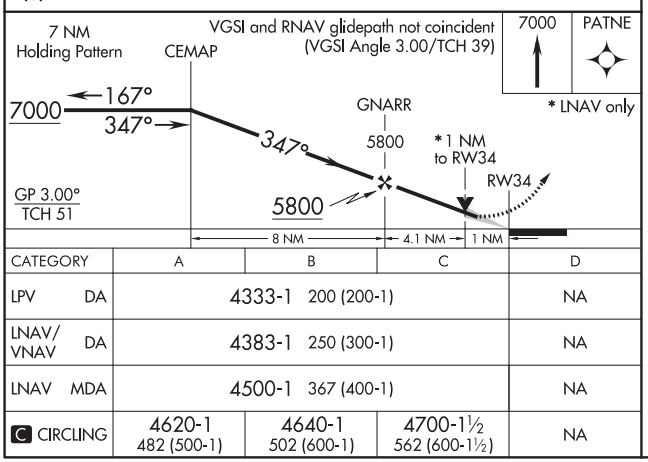
WAAS CH 61241 W34A	APP CRS 347°	Rwy ldg 4201	TDZE 4133	Apt Elev 4138

Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct PATNE and hold.

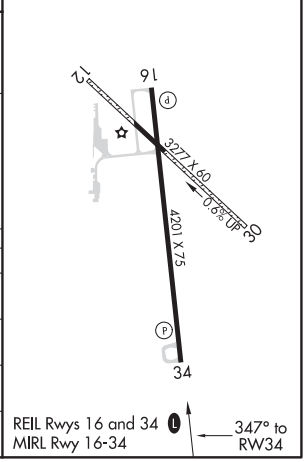
AWOS-3	DENVER CENTER	UNICOM
135.375	133.95 317.55	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4333-1 200 (200-1)			NA
LNAV/VNAV DA	4383-1 250 (300-1)			NA
LNAV MDA	4500-1 367 (400-1)			NA
C CIRCLING	4620-1 482 (500-1)	4640-1 502 (600-1)	4700-1½ 562 (600-1½)	NA

ELEV 4138	TDZE 4133



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CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

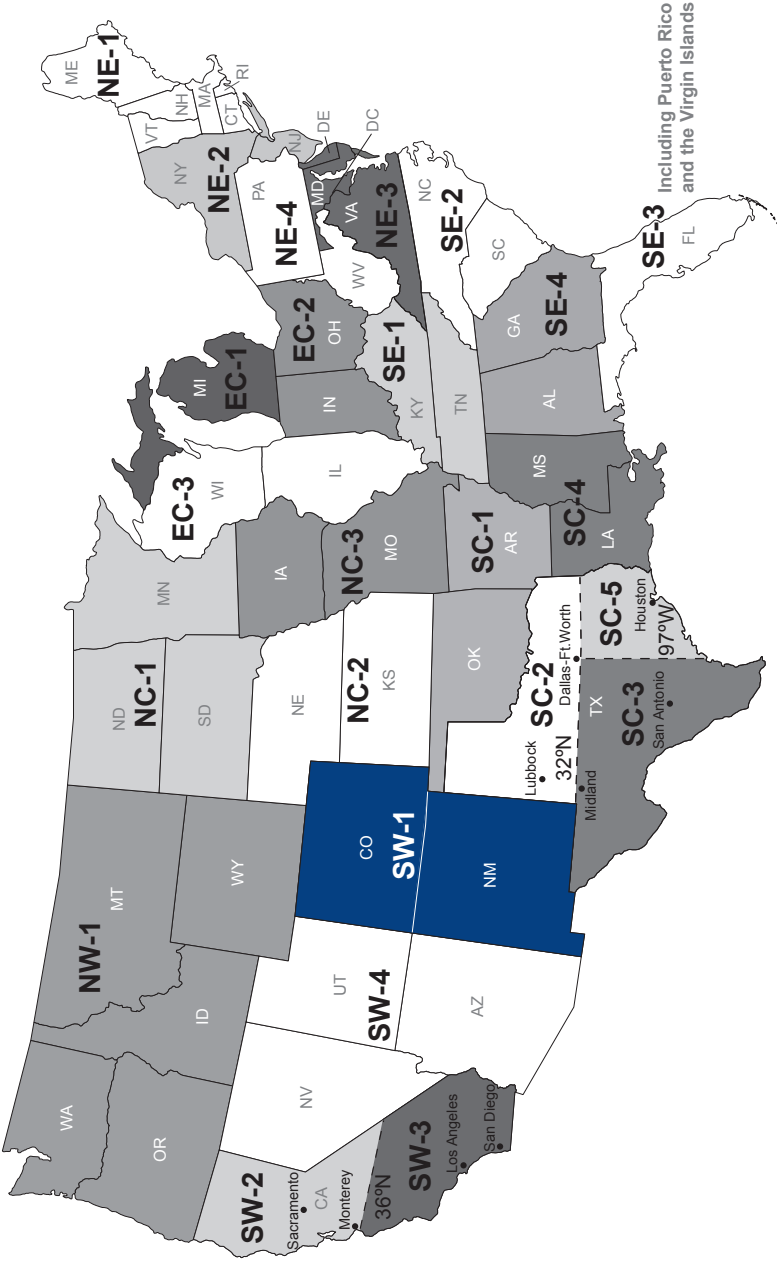
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590
VERTICAL PATH ANGLE 2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSW1

NSN 7641015059597

NGA REF. NO.
OK-10-2859

TERMXFAABTPPSW1

EFF. DATE 21056