U.S. Terminal Procedures Publication
Southwest (SW) Vol 1 of 4

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25 JAN 2024

Consult the Change Notice (CN) effective 28 DEC 2023 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

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<td>Back Cover</td>
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</tbody>
</table>

**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 4531
Silver Spring, MD 20910-3281
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:
For digital products, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

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

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.

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

*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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td></td>
</tr>
<tr>
<td>Visibility in Statute Miles</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aircraft Approach Category</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All weather minimums in parentheses not applicable to Civil Pilots.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Military Pilots refer to appropriate regulations.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAT</td>
<td>MDA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: The 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 more detailed information, 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

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
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</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-30</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-40</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-50</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
</tbody>
</table>

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a group 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

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>

TERMS/LANDING MINIMA DATA 20142
**TERMS/LANDING MINIMA DATA 19339**

**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.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>CAT A</td>
</tr>
<tr>
<td></td>
<td>1.3</td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>CAT A</td>
</tr>
<tr>
<td></td>
<td>1.3</td>
</tr>
</tbody>
</table>

**Radar Minima**

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 500-1 statute miles.

**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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>½</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
<tr>
<td>2400</td>
<td>½</td>
</tr>
<tr>
<td>2600</td>
<td>½</td>
</tr>
<tr>
<td>3000</td>
<td>½</td>
</tr>
<tr>
<td>3200</td>
<td>½</td>
</tr>
</tbody>
</table>

**TERMS/LANDING MINIMA DATA 19339**
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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (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 31DEC09 Procedure Amendment Effective Date 12MAR09

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/heading/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.
GENERAL INFO 23334

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

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

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ☎, ▼.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "−" symbol beside the name to indicate pilot controlled lighting.

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

KEY MIKE

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

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
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<tr>
<td>AZ</td>
<td>Azimuth</td>
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<td>Circling</td>
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<td>CAT</td>
<td>Category</td>
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<tr>
<td>CCW</td>
<td>Counter Clockwise</td>
</tr>
<tr>
<td>CDI</td>
<td>Channel</td>
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<tr>
<td>Chan</td>
<td>Channel</td>
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<tr>
<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link</td>
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<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
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<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
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<tr>
<td>DH</td>
<td>Decision Height</td>
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<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
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<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
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<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
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<tr>
<td>ELEV</td>
<td>Elevation</td>
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<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
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<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker</td>
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<tr>
<td>FMS</td>
<td>Flight Management System</td>
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<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
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<tr>
<td>GLS</td>
<td>Ground Based Augmentation System Landing System</td>
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<tr>
<td>GP</td>
<td>Glidepath</td>
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<tr>
<td>GPI</td>
<td>Ground Point of Interception</td>
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<tr>
<td>GPS</td>
<td>Global Positioning System</td>
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<tr>
<td>GS</td>
<td>Glide Slope</td>
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<tr>
<td>HAA</td>
<td>Height above Airport</td>
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<tr>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HATh</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>HUD</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<tr>
<td>IF</td>
<td>Intermediate Fix</td>
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<tr>
<td>IM</td>
<td>Inner Marker</td>
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<td>INOP</td>
<td>Inoperative</td>
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<td>INT</td>
<td>Intersection</td>
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<td>Knots</td>
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<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System</td>
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<td>LDA</td>
<td>Localizer Type Directional Aid</td>
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<tr>
<td>Ldg</td>
<td>Landing</td>
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<td>Low Intensity Runway Lights</td>
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<td>LNAV</td>
<td>Lateral Navigation</td>
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<tr>
<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
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<tr>
<td>MAL</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
</tr>
<tr>
<td>MIRL</td>
<td>Minimum Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Middle Marker</td>
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<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
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<td>N/A</td>
<td>Not Applicable</td>
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<td>NA</td>
<td>Not Authorized</td>
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<td>NDB</td>
<td>Non-directional Radio Beacon</td>
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<td>NM</td>
<td>Nautical Mile</td>
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<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
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<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
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<td>Abbreviation</td>
<td>Description</td>
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<td>Omnidirectional Approach Light System</td>
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<td>Obstacle Departure Procedure</td>
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<td>OM</td>
<td>Outer Marker</td>
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<td>Precision Approach Radar</td>
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<td>PDC</td>
<td>Pre-Departure Clearance</td>
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<td>PRM</td>
<td>Precision Runway Monitor</td>
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<td>R</td>
<td>Radial</td>
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<td>RA</td>
<td>Radio Altimeter setting height</td>
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<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
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<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<td>REIL</td>
<td>Runway End Identifier Lights</td>
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<td>RF</td>
<td>Radius-to-Fix</td>
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<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<td>RNAV</td>
<td>Area Navigation</td>
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<td>RNP</td>
<td>Required Performance Navigation</td>
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<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<td>Rwy</td>
<td>Runway</td>
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<td>RVR</td>
<td>Runway Visual Range</td>
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<td>Straight-in</td>
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<td>SALS</td>
<td>Short Approach Light System</td>
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<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
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<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
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<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
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<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
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<td>SDF</td>
<td>Simplified Directional Facility</td>
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<td>SM</td>
<td>Statute Mile</td>
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<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
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<td>SR-SS</td>
<td>Sunrise-Sunset</td>
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<td>TAA</td>
<td>Terminal Arrival Area</td>
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<tr>
<td>TAC</td>
<td>TACAN</td>
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<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
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<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
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<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
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<td>TDZL</td>
<td>Touchdown Zone Lights</td>
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<td>THR</td>
<td>Threshold</td>
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<td>TOTA</td>
<td>Takeoff Distance Available</td>
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<td>TORA</td>
<td>Takeoff Run Available</td>
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<td>TR</td>
<td>Track</td>
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<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
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<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<td>VDA</td>
<td>Vertical Descent Angle</td>
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<td>VDP</td>
<td>Visual Descent Point</td>
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<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
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<td>VNAV</td>
<td>Vertical Navigation System</td>
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<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
**Planview Symbols**

**Routes**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path

**Minum Route Altitude**
- 3100 NoPT to LOM
- Mileage

**Holding Patterns**
- Hold-in-lieu of Procedure Turn

**Fixes/ATC Reporting Requirements**
- Reporting Point
- Waypoint
- MAP WP (Flyby)
- MAP WP (Flyover)
- Flyover Point

**Indicated Airspeed**
- 175K
- 120K
- 250K
- 180K

**Radio Aids to Navigation**
- VOR
- VORTAC
- TACAN
- NDB
- NDB/DME
- LOM (Compass locator at outer marker)

**Lima**
- 114.5
- Chan 92

**TACAN or DME NAVAID**
- SCOTT
- Chan 59
- SKE
- (112.2)
- VHF Paired Frequency

**Legends**
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path
- Procedure Turn (Type degree and point of turn optional)

**Altitudes**
- 5500 Mandatory Altitude
- 3000 Recommended Altitude
- 2500 Minimum Altitude
- 5000 Mandatory Block
- 4300 Maximum Altitude
- 3000 Altitude

**Arrival Holding Pattern Altitude Restrictions**
- Mandatory Altitude
- Minimum Altitude
- Maximum Altitude

**Recommended Altitude**
- 14000'

**Timing or Distance Limits**
- 4 NM
- 3100 NoPT to LOM
- 045°
- (14.2)

**Deviation from Adjacent Leg**
- 3000
- 5500
- 5000
- 3000

**Computer Navigation Fix (CNF) - No ATC Function**
- R-198
- LR-198
- LB-198

**NDB/DME**
- 23334
- 23334

**VOR/DME**
- 110.1
- Underline indicates No Voice Transmitted on this frequency

**Timing or Distance Limits**
- 090°
- 270°
- 3100
- 045°
- 1 min
- 270°

**Booking Codes**
- Chan 59
- Chan 92

**MAP WP**
- (Flyby)
- From Facility

**LOM**
- (Compass locator at outer marker)

**Primary NAVAID**
- LIMA
- 114.5
- Chan 92

**Secondary NAVAID**
- LOM
- AKRON
- 362
- AK

**SCOTT**
- Chan 59
- SKE
- (112.2)

**Radar and DME NAVAID**
- 23334
**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 descent 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°**.

On Caper procedures this is depicted in the following format: **7.30°**.

**ILS or LOC APPROACH**

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

**NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY**

**RNP APPROACH WITH TF AND RF SEGMENTS**

**DESCENT FROM HOLDING PATTERN**

**ALTIMETRY**

**PROFILE SYMBOLS**

*Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.*
**LEGEND  23334**  STANDARD TERMINAL ARRIVAL (STAR) CHARTS

**RADIO AIDS TO NAVIGATION**

Compulsory:  
- VOR  
- VORTAC  
- DME  
- NDB/DME  
- VOR/DME  

Non-Compulsory:  
- VOR  
- VORTAC  
- DME  
- NDB/DME  
- VOR/DME  
- LOM (Compass locator at outer marker)  
- Marker Beacon  
- Localizer Front Course  
- Localizer Back Course (Shading on left)  
- TACAN or DME NAVAID Box  
- SCOTT Chan 59 SKE (112.2)  
- VHF Paired Frequency  
- ORLANDO 112.25 (T) ORL  
- Chan 59(Y)  
- Lost Comm Track  

(T) indicates frequency protection range  
(Y) TACAN must be placed in "Y" mode to receive distance information  
Underline indicates no voice transmitted on this frequency  

**FIXES/ATC REPORTING REQUIREMENTS**  
- Obvious DME (DME mileage matches route mileage)  
- Waypoint (Compulsory)  
- Waypoint (Non-Compulsory)  
- Flyover Point  
- Computer Navigation Fix (CNF)  
- No ATC Function  

**AIRPORTS**  
- Civil  
- Military  
- Joint (Civil-Military)  

Airports not served by the procedure shown in screened color  

**ROUTES**

- MAA FL200 Maximum Authorized Altitude  
- 4500 MEA-Minimum Enroute Altitude  
- *3500 MOCA-Minimum Obstruction Clearance Altitude  
- 270° Arrival Route  
- (65) Mileage between Radio Aids, Reporting Points, and Route Breaks  
- Transition Route  
- Radial line and value  
- Lost Comm Track  

V12 J80 Airway/Jet Route Identification  

Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'  

**SPECIAL USE AIRSPACE**

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

**ALTIMETRY**

- 5500 Mandatory Altitude (Cross at)  
- 2300 Minimum Altitude (Cross at or above)  
- 4800 Maximum Altitude (Cross at or below)  
- 15000 Block Altitude  
- 12000 Altitude change at other than Radio Aids to Navigation  

**INDICATED AIRSPEED**

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

**MISCELLANEOUS**  
- Changeover Point  
- Air Defense Identification Zone  

- Indicates True North is not aligned to the top of the page  
- Ldg KLAS and KHND  
- Ldg Rwys 16L/C/R  
- Terminus identifier

**LEGEND  23334**
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/ AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Surface
- Hard Surface
- Other Than Runway
- Closed Runway
- 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.

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon #
- Runway Radar Reflectors
- Bridges
- Control Tower #
- Tetrahedron
- Wind Cone
- Landing Tee
- Hot Spot
- Displaced Threshold

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

## See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

NOTE:
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation...TDZE 123
- Runway Slope......0.3% Down......0.8% UP (shown when rounded runway slope is ≥ 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 H symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance 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 DoD FLIP. (Foreign Only)
- The airport sketch box includes the final approach course or final approach course extended.

LEGEND

Scopes

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.
**Approach Lighting and Visual Glide Slope Systems**

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, B, etc. A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A. Negative symbology, e.g., B, C, indicates Pilot Controlled Lighting (PCL).

<table>
<thead>
<tr>
<th>CATEGORY I</th>
<th>SHORT APPROACH LIGHTING SYSTEM</th>
<th>MEDIUM INTENSITY APPROACH LIGHTING SYSTEM</th>
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</thead>
<tbody>
<tr>
<td>APPROACH LIGHTING SYSTEM</td>
<td>SALS/SALSF</td>
<td>MALSR</td>
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<td>ALSF-1</td>
<td>(High Intensity)</td>
<td>GREEN</td>
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<tr>
<td>LENGTH 1500 FEET</td>
<td>(High Intensity)</td>
<td>LENGTH 1500 FEET</td>
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<td>SHORT APPROACH LIGHTING SYSTEM</td>
<td>SSALR</td>
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<td>SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM</td>
<td>SSALR</td>
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<tr>
<td>with Runway Alignment Indicator Lights</td>
<td>SSALR</td>
<td></td>
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<tr>
<td>LENGTH 2400 FEET</td>
<td>LENGTH 2400 FEET</td>
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<tr>
<td>MEDIUM INTENSITY APPROACH LIGHTING SYSTEM</td>
<td>MALSR</td>
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</tr>
<tr>
<td>with Runway Alignment Indicator Lights</td>
<td>MALSR</td>
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</tr>
<tr>
<td>LENGTH 1500 FEET</td>
<td>LENGTH 1500 FEET</td>
<td></td>
</tr>
<tr>
<td>SW-1, 30 NOV 2023 to 25 JAN 2024</td>
<td>SW-1, 30 NOV 2023 to 25 JAN 2024</td>
<td>SW-1, 30 NOV 2023 to 25 JAN 2024</td>
</tr>
</tbody>
</table>

**Legend**

- **ALSF-1**: Black, red, green, white, sequenced flashing lights. Length 2400/3000 feet (High Intensity).
- **ALSF-2**: Black, red, green, white, sequenced flashing lights. Length 2400/3000 feet (High Intensity).
- **SALS/SALSF**: Black, red, green, white, sequenced flashing lights. Length 1500 feet (High Intensity).
- **SSALR**: Black, green, white, sequenced flashing lights. Length 2400 feet (High Intensity).
- **ODALS**: Black, white, omni-directional flashing lights. LENGTH 1500 FEET.
- **MALSR**: Black, white, sequenced flashing lights. LENGTH 1500 FEET.
- **MALS**: Black, white, sequenced flashing lights. LENGTH 1500 FEET.
- **MALSF**: Black, white, sequenced flashing lights. LENGTH 1500 FEET.
- **SSALF**: Black, white, sequenced flashing lights. LENGTH 1500 FEET.
- **SALS/SALSF**: Black, white, sequenced flashing lights. LENGTH 1500 FEET.
- **TDZ/CL**: Black, white, sequenced flashing lights. LENGTH 1400 FEET.

NOTE: CIVIL ALSF-2 may be operated as SSAL during favorable weather conditions.

**Legend 22195**

- **TDZ/CL**: RUNWAY CENTERLINE LIGHTS
- **TDZL**: RUNWAY TOUCHDOWN ZONE LIGHTS
- **CL**: CL
- **TDZL**: TDZL

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g., "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, P, V, etc.

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

**Historical Note:**

The visual approach slope indicators (VASI) have been superseded by the precision approach path indicators (PAPI) in many airports. The PAPI is a self-contained lighting system that provides a visual display of the aircraft's position relative to the glide path. It consists of four lighted structures, each housing a combination of red and white lights, which flash in sequence. The PAPI is designed to indicate whether the aircraft is on the correct approach path or too high or too low.

**Tri-Color Visual Approach Slope Indicator (TRCV):**

The tri-color visual approach slope indicator (TRCV) is another type of visual approach slope indicator that provides a visual display of the aircraft's position relative to the glide path. It consists of three lighted structures, each housing a combination of red, white, and amber lights, which flash in sequence. The TRCV is designed to indicate whether the aircraft is above the glide path, on the glide path, or below the glide path.

**Alignment of Elements Systems (APAP):**

The alignment of elements systems (APAP) is a visual display system that provides a visual display of the aircraft's position relative to the glide path. It consists of three lighted structures, each housing a combination of red and white lights, which flash in sequence. The APAP is designed to indicate whether the aircraft is above the glide path, on the glide path, or below the glide path.

**Legend:**

- White
- Red
- Amber
- Green
- Pulsating White
- Pulsating Red
- Steady White
- Steady Red
- Above Glide Path
- On Glide Path
- Below Glide Path
- Slightly Below Glide Path
- Slightly Above Glide Path
- Too Low
- On Correct Approach Path
- Too High
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**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**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.

**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 hangars 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 2 22APR21 (21112) (FAA)

**TAKEOFF MINIMUMS:**

Rwys 17, 35, NA - Environmental.

Rwy 22, NA - Airspace.

**DEPARTURE PROCEDURE:**

Rwy 4, use CORONA DEPARTURE.

**ALAMOSA, CO**

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4C 05NOV20 (21168) (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.

**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 hangars 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 2 22APR21 (21112) (FAA)

**TAKEOFF MINIMUMS:**

Rwys 17, 35, NA - Environmental.

Rwy 22, NA - Airspace.

**DEPARTURE PROCEDURE:**

Rwy 4, use CORONA DEPARTURE.

**ALAMOSA, CO**

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4C 05NOV20 (21168) (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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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
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 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.
Rwys 22, vegetation 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.
Rwys 22, 26, vegetation 493' left of centerline, 8' AGL/3542' MSL.
Towers beginning 2596' from DER, 1109' right of centerline, up to 88' AGL/3619' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

APSEN, CO
APSEN-PITKIN COUNTY/SARDY FLD (ASE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 25SEP08 (21168) (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 SFB (KBKF)
AURORA, CO
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
02DEC21 (21336) (USAF)
Diverse departure NA. Use published departure procedures for obstacle avoidance.

BUENA VISTA, CO
CENTRAL COLORADO RGNL (AEJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10AUG23 (23222) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, NA-Terrain.
DEPARTURE PROCEDURE:
Rwy 15, use PUEBLO (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 15, electrical system 8' from DER, 27' left of centerline, 1' AGL/7905' MSL.
Fence 68' from DER, 473' right of centerline, 9' AGL/7910' MSL.
Vehicles on road beginning 85' from DER, 505' right of centerline, up to 7917' 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.
Terrain 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 TRML (CNM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (21112) (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 Trml at or above 4300 before proceeding on course. Rwys 26, 32L, for climb in visual conditions, cross Cavern City Air Trml 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/3269' 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 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLOVIS, NM
CLOVIS RGNL (CVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 19SEP13 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 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:
Rwy 13, 17L/R, climbing left turn direct BRK VOR/DME, thence...
Rwy 31, climbing heading 307° to 7000, then climbing right turn direct BRK VOR/DME, thence...
Rwy 35R, climbing right turn direct BRK VOR/DME, thence...
Rwy 35L, 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 35L, heading as assigned by ATC; requires minimum climb of 260' per nm to 7200.
Rwy 35R, heading as assigned by ATC; requires minimum climb of 265' per nm to 7200.
DEPARTURE PROCEDURE:
Rwy 13, 17L/R, climbing left turn direct BRK VOR/DME, thence...
Rwy 31, climbing heading 307° to 7000, then climbing right turn direct BRK VOR/DME, thence...
Rwy 35R, climbing right turn direct BRK VOR/DME, thence...
Rwy 35L, heading as assigned by ATC; requires minimum climb of 250' per nm to 7400.

MEADOW LAKE (FLY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05OCT23 (23278) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 16, 26, 34, NA-Environmental.
DEPARTURE PROCEDURE:
Rwys 15, 33, use FALCON DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 15, terrain 7' from DER, 193' right of centerline, 6792' MSL.
Terrain beginning 7' from DER, 265' right of centerline, up to 6801' MSL.
Sign 13' from DER, 124' left of centerline, 3' AGL/6792' MSL.
Tree 147' from DER, 322' left of centerline, 6799' MSL.
Aircraft, trees and vehicles on road beginning 28' from DER, 78' right of centerline, up to 44' AGL/6923' MSL.
Pole, fence and terrain beginning 121' from DER, 198' left of centerline, up to 25' AGL/6997' MSL.
Sign 13' from DER, 71' right of centerline, 3' AGL/6880' MSL.
Aircraft, trees and vehicles on road beginning 28' from DER, 78' right of centerline, up to 44' AGL/6923' MSL.
Pole, fence and terrain beginning 121' from DER, 198' left of centerline, up to 25' AGL/6997' MSL.
Tree 783' from DER, 523' left of centerline, 6921' MSL.
Tree and vehicles on road beginning 904' from DER, 50' right of centerline, up to 6924' MSL.
Tree, vehicles on road and pole beginning 1104' from DER, 8' left of centerline, up to 6929' MSL.
Trees and vehicles on road beginning 1280' from DER, 14' right of centerline, up to 6934' MSL.
Tree 1456' from DER, 763' left of centerline, 6932' MSL.
Tree 1655' from DER, 650' left of centerline, 6944' MSL.
Tree 1741' from DER, 519' left of centerline, 6953' MSL.
Tree and buildings beginning 1852' from DER, 406' left of centerline, up to 6977' MSL.
Trees beginning 2878' from DER, 1137' left of centerline, up to 6995' MSL.
Tree 3403' from DER, 1199' left of centerline, 7000' MSL.
Tree 3660' from DER, 1120' left of centerline, 7003' MSL.
Trees beginning 3747' from DER, 897' left of centerline, up to 7011' MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COLORADO SPRINGS, CO (CON’T)
MEADOW LAKE (FLY) (CON’T)

Rwy 33 (CON’T), tree 4510’ from DER, 1244’ left of centerline, 7013’ MSL.
Tree 4788’ from DER, 1254’ left of centerline, 7017’ MSL.
Tree 4799’ from DER, 1068’ left of centerline, 7019’ MSL.
Tree 4978’ from DER, 1015’ left of centerline, 7020’ MSL.
Building 5309’ from DER, 1895’ left of centerline, 38’ AGL/7024’ MSL.
Spire and building beginning 5363’ from DER, 287’ left of centerline, up to 66’ AGL/7036’ MSL.
Buildings beginning 1.1 NM from DER, 2240’ left of centerline, up to 36’ AGL/7069’ MSL.

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.
Rwy 25, vehicles on multiple roads beginning 5’ from DER, 118’ left and right of centerline, up to 150’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DELTA, CO (CON’T)
BLAKE FLD (AJZ) (CON’T)

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 3  23FEB23  (23054)  (FAA)

DEPARTURE PROCEDURE:
- Rwy 4, climbing right turn direct DMN VORTAC; then on assigned route.
- Rwy 8, climb direct DMN VORTAC; then on assigned route.

TAKEOFF OBSTACLE NOTES:
- Rwy 4, trees beginning 11’ from DER, 251’ right of centerline, up to 9’ AGL/4311’ MSL.
- Terrain 104’ from DER, 470’ left of centerline, 4306’ MSL.
- Poles beginning 560’ from DER, 287’ left of centerline, up to 40’ AGL/4345’ MSL.
- Pole 1231’ from DER, 211’ left of centerline, 44’ AGL/4346’ MSL.
- Poles beginning 1376’ from DER, 174’ left of centerline, up to 46’ AGL/4348’ MSL.
- Poles beginning 1538’ from DER, 19’ right of centerline, up to 42’ AGL/4348’ MSL.
- Building, sign beginning 2172’ from DER, 783’ left of centerline, up to 63’ AGL/4367’ MSL.
- Rwy 8, tree 244’ from DER, 228’ right of centerline, up to 100’ AGL/4382’ MSL.
- Tree 247’ from DER, 73’ left of centerline, up to 100’ AGL/4382’ MSL.
- Tree 503’ from DER, 229’ right of centerline, up to 100’ AGL/4385’ MSL.
- Tree 762’ from DER, 60’ left of centerline, up to 100’ AGL/4385’ MSL.
- Rwy 22, tree 990’ from DER, 359’ right of centerline, 32’ AGL/4342’ MSL.
- Pole 1020’ from DER, 472’ right of centerline, 34’ AGL/4344’ MSL.
- Pole, trees beginning 1130’ from DER, 139’ right of centerline, up to 34’ AGL/4345’ MSL.
- Tree 1962’ from DER, 458’ right of centerline, 69’ AGL/4380’ MSL.
- Rwy 26, tree 4’ from DER, 472’ left of centerline, 3’ AGL/4315’ MSL.
- Tree 44’ from DER, 459’ right of centerline, 2’ AGL/4316’ MSL.
- Tree 313’ from DER, 382’ right of centerline, 12’ AGL/4327’ MSL.
- Tree 345’ from DER, 391’ left of centerline, 11’ AGL/4324’ MSL.
- Trees beginning 944’ from DER, 260’ right of centerline, up to 31’ AGL/4347’ MSL.
- Tree 1323’ from DER, 505’ left of centerline, 38’ AGL/4353’ MSL.
- Trees beginning 1522’ from DER, 88’ right of centerline, up to 44’ AGL/4362’ MSL.
- Tree 1630’ from DER, 236’ left of centerline, 39’ AGL/4355’ MSL.
- Tree 1940’ from DER, 514’ right of centerline, 47’ AGL/4365’ MSL.
- Tree 4351’ from DER, 1651’ right of centerline, 100’ AGL/4428’ 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...
- Rwy 17L/R, climbing right turn between 350° CW to 162° from DER. All other courses: climbing left turn on heading 350° to intercept DEN VOR/DME R-199 to DEN VOR/DME, thence...
- Rwy 28, climbing on a heading between 333° CW to 103° from DER. All other courses: climbing right turn on heading to intercept DEN VOR/DME R-210 to DEN VOR/DME, thence...
- Rwy 35L/R, climbing 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...
- Climbing 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 485’ 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 836’ from DER, 458’ right of centerline, up to 20’ AGL/5828’ MSL.

CON’T
DENVER, CO (CONT')

CENTENNIAL (APA) (CONT')

Rwy 10 (CONT'), 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, terrain beginning 1685' from DER, 31' right of centerline, up to 5885' MSL.
Building, pole, 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 2987' 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, 663' 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.
Pole 3163' from DER, 568' right of centerline, 66' AGL/5975' MSL.
Building 3226' from DER, 888' right of centerline, 73' AGL/5996' MSL.
Building beginning 3281' 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.
Rwy 28, 35L, 35R, headings as assigned by ATC.
DENVER, CO (CONT’)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 11AUG22 (22223) (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° CW 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 26, trees beginning 98’ from DER, 456’ right of centerline, up to 50’ AGL/5489’ MSL.
DENVER, CO (CON’T)

ROCKY MOUNTAIN METRO (BJC) (CON’T)

Rwy 30L (CON’T), 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.
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/5676’ 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. with 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FARMINGTON, NM
FOUR CORNERS RGNL (FMN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 400-2% or std w/min climb of 204'/NM to 6000.

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 26’ from DER, 463’ right of centerline, 3’ AGL/5513’ MSL.
- Tower 2.1 NM from DER, 782’ left of centerline, 113’ AGL/5839’ MSL.

FOUNT 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.

GRANBY, CO
GRANBY-GRAND COUNTY (GNB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 29DEC22 (22363) (FAA)
DEPARTURE PROCEDURE:
- Use JANKE DEPARTURE.

TAKEOFF OBSTACLE NOTES:
- Rwy 9, NA-Environmental.
- Rwy 27, fence and lighting beginning 6’ from DER, 112’ right of centerline, up to 9’ AGL/8164’ MSL.
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
AMDT 1 20APR23 (23110) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, NA-Obstacles.
Rwy 13, climb on heading 134° to intercept ABQ VORTAC R-255 to CARTY, cross CARTY at or above MEA for route of flight.
VCOA:
Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Grants-Milan Muni airport at or above 11000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 33' from DER, 184' right of centerline, up to 4' AGL/6527' MSL.
Tree 62' from DER, 375' right of centerline, 6' AGL/6528' MSL.
Tree 140' from DER, 488' right of centerline, 5' AGL/6529' MSL.
Tree 5165' from DER, 1870' right of centerline, 55' AGL/6680' MSL.

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° CW 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, 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:
Rwys 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.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GUNNISON, CO (CON’T)
GUNNISON-CRESTED BUTTE RGNL (GUC) (CON’T)

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.

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 52’ 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.
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.
Sign 822’ from DER, 694’ left of centerline, 38’ AGL/3676’ MSL.
Rwy 12, tree 1304’ from DER, 726’ right of centerline, 100’ AGL/6699’ MSL.
Rwy 30, wind sock 103’ from DER, 280’ left of centerline, 10’ AGL/3675’ MSL.
Rwy 35, 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 MINIMUMS:
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, 10’ AGL/3675’ MSL.
Pole 1035’ from DER, 540’ right of centerline, 25’ AGL/3689’ MSL.
Pole 1035’ from DER, 540’ right of centerline, 25’ AGL/3689’ MSL.
Pole 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HOLLOMAN AFB (KHMN)
ALAMOGORDO, NM
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 29DEC22 (22363) (USAF)
TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 278' per NM to 14,100.
Rwy 16, std. w/min. climb of 224' per NM to 14,100.
Rwy 22, std. w/min. climb of 255' per NM to 14,100.
Rwy 25, std. w/min. climb of 255' per NM to 14,100.
Rwy 34, std. w/min. climb of 253' per NM to 14,100.
DEPARTURE PROCEDURE:
Rwy 4, climb on hdg between 320° CW to 340° from DER.
Rwy 16, climb on hdg between 160° CW to 210° from DER.
Rwy 22, climb on hdg between 180° CW to 217° from DER.
Rwy 25, climb on hdg between 290° CW to 340° from DER.
Rwy 34, climb on hdg between 320° CW to 350° from DER.
TAKEOFF OBSTACLE NOTES:
Rwy 4, terrain 63' from DER, 517' right of centerline, 4088' MSL.
Rwy 16, bldg 62' from DER, 270' right of centerline, 10' AGL/4059' MSL.
Bldg 57' from DER, 270' left of centerline, 10' AGL/4060' MSL.
Rwy 22, terrain 0' from DER, 369' left of centerline, 4058' MSL.
Rwy 25, terrain 0' from DER, 25' right of centerline, 4052' MSL.
Acft 121' from DER, 232' left of centerline, 20' AGL/4069' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 19MAY22 (22139) (USAF)
Rwy 4, hdg as assigned by ATC; required min. climb of 278' per NM to 12,000.
Rwy 16, hdg as assigned by ATC; required min. climb of 229' per NM to 12,000.
Rwy 22, hdg as assigned by ATC; required min. climb of 266' per NM to 12,000.
Rwy 25, hdg as assigned by ATC; required min. climb of 264' per NM to 12,000.
Rwy 34, hdg 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. with a min. climb of 280' per NM to 4000.
DEPARTURE PROCEDURE:
All aircraft proceed direct RLG VOR/DME. Continue climb to 13,000 in RLG holding pattern (hold SW, left turns, 051° inbound).
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)
AMDT 1 21JAN98 (22111) (FAA)
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).
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

**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...
- Rwys 8, 36, climbing left/right turn direct LAA VOR/DME, thence...
- Rwys 26, climbing right turn direct LAA VOR/DME, thence...

Airport 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:

- Rwys 8, tree 977' from DER, 415' left of centerline, 3725' MSL.
- Rwys 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:

- Rwys 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, It 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.
- Rwys 8, pole, It 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.
- Rwys 12, bush beginning 106' from DER, 351' right of centerline, up to 4443' MSL.
- Rwys 22, bush 30' from DER, 489' right of centerline, 4440' MSL.
- Bush 5' from DER, 365' left of centerline, 4439' MSL.
- Pole, It 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.
- Rwys 26, vegetation, It 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.
- Rwys 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 DAVVVY (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.

LIMON, CO
LIMON MUNI (LIC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  14JUL22  (22195)  (FAA)
TAKEOFF MINIMUMS:
Rwy 34, std., w/min. climb of 240’ per NM to 6200 or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 34, climb on heading 343° to 6200 before proceeding on course.
VCOA:
Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Limon Muni airport at or above 6500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 16, terrain 1’ from DER, 388’ left of centerline, 5349’ MSL.
Pole, antenna beginning 48’ from DER, 432’ right of centerline, up to 26’ AGL/5374’ MSL.
Pole 692’ from DER, 595’ right of centerline, 5380’ MSL.
Trees, pole beginning 790’ from DER, 411’ right of centerline, up to 5390’ MSL.
Tree 852’ from DER, 630’ left of centerline, 59’ AGL/5392’ MSL.
Tower, pole, trees, antenna beginning 900’ from DER, 315’ left of centerline, up to 57’ AGL/5400’ MSL.
Trees, poles, vehicles on road, and elevator beginning 1020’ from DER, 208’ right and 348’ left of centerline, up to 61’ AGL/5407’ MSL.
Poles, vehicles on road beginning 1746’ from DER, 464’ right of centerline, up to 75’ AGL/5417’ MSL.
Rwy 34, terrain 7’ from DER, 369’ right of centerline, 5375’ MSL.
Sign 13’ from DER, 124’ left of centerline, 3’ AGL/5376’ MSL.
Fence 44’ from DER, 255’ right of centerline, 5377’ MSL.
Tree, building beginning 151’ from DER, 463’ right and 495’ left of centerline, up to 30’ AGL/5398’ MSL.
Trees beginning 396’ from DER, 420’ right of centerline, up to 46’ AGL/5415’ 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.
Cont’
LONGMONT, CO (CON’T)
VANCE BRAND (LMO) (CON’T)

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.
Tree 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.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 21JUL16 (20198) (FAA)
Rwy 11, headings as assigned by ATC.
Rwy 29, headings as assigned by ATC; requires min. 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/7193’ MSL.

LOVINGTON, NM
LEA COUNTY/ZIP FRANKLIN MEML (E06)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30DEC99 (22027) (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 COULTER FLD (EEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUN08 (21196) (FAA)
DEPARTURE PROCEDURE:
Rwys 3, 21, 4100-3 for climb in visual conditions.

TAKEOFF MINIMUMS:
Rwys 3, 21, NA - Rwys surfaces.

DEPARTURE PROCEDURE:
Rwys 3, 21, for climb in visual conditions: cross Meeker Coulter Fld 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)
DEPARTURE PROCEDURE:
Rwys 10, 16, 28, 34, NA - Rwys surfaces.

TAKEOFF MINIMUMS:
Rwys 2, climbing right turn direct ALS VORTAC, thence . . .
Rwys 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.

CON’T
MONTE VISTA, CO (CON’T)

MONTE VISTA MUNI (MVI) (CON’T)

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, 484’ 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.

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 (OE0)

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 FLD (AIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A  24MAR22  (22083)  (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 5’ from DER, 187’ left of centerline, 5950’ MSL.

Vehicle on road and vegetation beginning 10’ from DER, 175’ right of centerline, up to 5964’ MSL.

Vehicle on road and trees beginning 49’ from DER, 87’ left of centerline, up to 5955’ MSL.

Vehicle on road, 167’ from DER, 102’ left of centerline, 5959’ MSL.

Vehicle on road and trees beginning 230’ from DER, 8’ right of centerline, up to 5965’ MSL.

Vehicle on road 269’ from DER, 42’ left of centerline, 5960’ MSL.

Rwy 23, vehicle on road and trees beginning 9’ from DER, 27’ right of centerline, up to 5910’ MSL.

Pole 11’ from DER, 27’ left of centerline, 5900’ MSL.

Vehicle on road 19’ from DER, 329’ left of centerline, 5906’ MSL.

Vehicle on road and trees beginning 30’ from DER, 82’ left of centerline, up to 5913’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PAGOSA SPRINGS, CO
STEVENS FLD (PSO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (21280) (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 Fld airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....
Rwy 19, climbing right turn via heading 216° to intercept DRO VOR/DME R-075 to DRO VOR/DME .... for climb in visual conditions cross Stevens Fld airport south bound at or above 9400 MSL, then via DRO VOR/DME R-066 to DRO VOR/DME ....

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, up to 23' AGL/4087' 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 360' 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 FLD (RTN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07APR11 (21224) (FAA)
TAKEOFF MINIMUMS:
  Rw 2, std. w/min. climb of 251’ per NM to 9600 or 2100-3 for climb in visual conditions.
  Rw 7, std. w/min. climb of 367’ per NM to 9300 or 2100-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
  Rw 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 Fld at or above 8400 before proceeding on course.
  Rw 7, for climb in visual conditions, cross Raton Muni/Crews Fld at or above 8400 before proceeding on course. Rw 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.
RIFLE, CO
RIFLE GARFIELD COUNTY (RIL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
  Rw 8, std. w/min. climb of 400’ per NM to 11900 or 5400 - 5 for VCOA.
DEPARTURE PROCEDURE:
  Rw 8, DME required. Climb on RIL VOR/DME R-083 to ZOBAB/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.
  Rw 26, use SQUAT DEPARTURE.
VCOA:
  Rw 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:
  Rw 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:
  Rw 35, climbing left turn to 6000 on heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.
TAKEOFF OBSTACLE NOTES:
  Rw 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:
  Rw 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.
  Rw 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.
  Rw 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, 430’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SW-1, 30 NOV 2023 to 25 JAN 2024

SALIDA, CO

SALIDA/HARRIET ALEXANDER FLD (ANK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A  15AUG19  (21280)  (FAA)

TAKEOFF MINIMUMS:

**Rwy 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/Harriet Alexander Fld 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' 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.

Tree, pole, fence beginning 373' from DER, 71' left of centerline, up to 16' AGL/7545' MSL.

Tree, vehicle on road beginning 6373' 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.

Trees beginning 1031' from DER, 294' left of centerline, 7571' MSL.

Tree, pole, 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' right of centerline, up to 7619' MSL.

Tree, pole beginning 1963' from DER, 42' right of centerline, up to 7642' MSL.

Tree, pole 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.

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.

Tree, pole 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 7714' MSL.

Tree, pole 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.

Tree, pole 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.

Tree, pole 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.

Trees 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/7833' 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.

CONT
SALIDA, CO (CON’T)

SALIDA/HARRIET ALEXANDER FLD (ANK) (CON’T)

Rwy 24 (CON’T), 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 RGNL (SAF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 24MAY18 (23222) (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:

Rwys 2, 10, 33, climbing right turn direct SAF VORTAC, thence…
Rwy 15, direct climb SAF VORTAC, thence…
Rwys 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 100’ AGL/7920’ 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, 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/41115’ MSL.
Light support structure 9’ from DER, 30’ right of centerline, 1’ AGL/41111’ MSL.
Bush 159’ from DER, 518’ 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 1496’ from DER, 1161’ left of centerline, 147’ AGL/4947’ MSL.
Tower 5851’ from DER, 584’ right of centerline, 200’ AGL/4956’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 134’ from DER, 494’ right of centerline, up to 4410’ MSL.
Poles, tank beginning 403’ from DER, 581’ right of centerline, 3’ AGL/4425’ MSL.
Antenna 2.5 NM from DER, 2924’ 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.
Pole beginning 403’ from DER, 622’ left of centerline, up to 28’ AGL/4420’ MSL.

STEAMBOAT SPRINGS, CO
STEAMBOAT SPRINGS/Bob Adams Fld (SBS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JAN20 (21112) (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, climbing on heading 323° to 7500, then climbing left turn to 14000 direct BOZ VOR/DME, thence . . .
. . . on BOZ R-172 to SBURG and hold, continue climb-in-hold to 14000 (hold south right turns, 352° inbound).
VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross BOZ VOR/
DME at or above 10400, continue climb to 14000 on BOZ R-172 to SBURG INT/BOZ 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/4090’ 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.
CON’T
TAOS, NM (CON’T)
TAOS RGNL (SKX) (CON’T)

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, 88’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TUCUMCARI, NM
TUCUMCARI MUNI (TCC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
- Rw 21, climb on heading 208° until 5500 before turning right.
- Rw 26, climb on heading 258° until 5500 before turning left.
TAKEOFF OBSTACLE NOTES:
- Rw 3, tree 98’ from DER, 486’ left of centerline, 4067’ MSL.
- Rw 3, tree 308’ from DER, 499’ left of centerline, 4072’ MSL.
- Rw 3, tree 354’ from DER, 569’ left of centerline, 4073’ MSL.
- Rw 3, tree 371’ from DER, 485’ left of centerline, 4087’ MSL.
- Rw 8, terrain 24’ from DER, 331’ left of centerline, 4040’ MSL.
- Rw 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.
- 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.

VALSENBURG, 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:
- Rw 17, 500-2 or std. with a min. climb of 280’ per NM to 4400.
DEPARTURE PROCEDURE:
- Rw 17, climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course.
- Rw 35, climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rw 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.
- Rw 34, 200-1 1/8 or std. w/ min. climb of 240’ per NM to 4400.
TAKEOFF OBSTACLE NOTES:
- Rw 16, terrain and lighting beginning 15’ from DER, 111’ right of centerline, up to 4134’ MSL.
- Rw 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.
AN Alternate Mins

**INSTRUMENT APPROACH PROCEDURE CHARTS**

**IFR ALTERNATE AIRPORT MINIMUMS**

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. The **NA** designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **NA** designation are not listed in this section. The **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

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<th>NAME</th>
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<td>SARDDY FLD (ASE)</td>
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<td>NA when local weather not available.</td>
<td>¹Category D, 800-2½.</td>
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</table>

### Note:

For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, SDF, ASR, RNAV (GPS) and RNAV (RNP).
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<tr>
<td>1Category D, 800-2½.</td>
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1LOC, Category C, 900-2½; Category D, 900-3.  
2Category C, 900-2½; Category D, 1000-3.  
3Category C, 900-2½; Category D, 900-3.  
4NA when local altimeter setting not available except for operators with approved weather reporting service.
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<tbody>
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<td>HAYDEN, CO</td>
<td>RNAV (GPS) Y Rwy 10(^2)</td>
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<td>3Category C, 800-2(^{1/4}); Category D, 800-2(^{1/4}).</td>
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<td>KREMMLING, CO</td>
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<td>VOR Rwy 18(^2)</td>
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<td>VOR Rwy 36(^1)</td>
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<th>NAME</th>
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<td>LOC BC Rwy 3</td>
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<td>SALIDA, CO</td>
<td>SALIDA/HARRIETT ALEXANDER FLD (ANK)</td>
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## ALTERNATE MINIMUMS

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<th>ALTERNATE MINIMUMS</th>
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<th>ALTERNATE MINIMUMS</th>
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<td>¹Category C, 900-2½; Category D, 1000-3.</td>
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## ALBUQUERQUE, NM

**ALBUQUERQUE INTL SUNPORT (ABQ)**  
**RADAR-1** 123.9 127.4 253.5 354.1

### RADAR INSTRUMENT APPROACH MINIMUMS

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<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<th>DA/MDA-VIS</th>
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**CIRCLING ALL RWYS**

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<td>565</td>
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<td>DE</td>
<td>6460-3</td>
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CAUTION: Steeply rising terrain in the northeast quadrant exceeding 8000 ft at 8 NM from airport and in southeast quadrant exceeding 6300 ft 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

**ROSWELL AIR CENTER (ROW)**  
**RADAR-1** 119.6 239.0

### RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>21¹</td>
<td>AB</td>
<td>4040-½</td>
<td>407</td>
<td>(500-½)</td>
<td>C</td>
<td>4040-¾</td>
<td>407</td>
<td>(500-¾)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>4040-1</td>
<td>407</td>
<td>(500-1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ABC</td>
<td>4020-1</td>
<td>353</td>
<td>(400-1)</td>
<td>DE</td>
<td>4020-1½</td>
<td>353</td>
<td>(400-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17</td>
<td>4080-1</td>
<td>414</td>
<td>(500-1)</td>
<td>C</td>
<td>4080-1½</td>
<td>414</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DE</td>
<td>4080-1½</td>
<td>414</td>
<td>(500-1½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>ABC</td>
<td>4060-1</td>
<td>389</td>
<td>(400-1)</td>
<td>D</td>
<td>4060-1½</td>
<td>389</td>
<td>(400-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>4060-1½</td>
<td>389</td>
<td>(400-1½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING ALL RWYS**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>AB</td>
<td>4140-1</td>
<td>469</td>
<td>(500-1)</td>
<td>C</td>
<td>4140-1½</td>
<td>469</td>
<td>(500-1½)</td>
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<tr>
<td></td>
<td></td>
<td>D</td>
<td>4300-2</td>
<td>629</td>
<td>(700-2)</td>
<td>E</td>
<td>4400-2½</td>
<td>729</td>
<td>(800-2½)</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUEBLO, CO</td>
<td>17</td>
<td>08L-26R</td>
<td>4,700 feet</td>
</tr>
<tr>
<td>PUEBLO MEMORIAL (PUB)</td>
<td>26L</td>
<td>17-35</td>
<td>8,300 feet</td>
</tr>
</tbody>
</table>
**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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALAMOGORDO, NM</td>
<td>HS1</td>
<td>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.</td>
</tr>
<tr>
<td>HOLLOMAN AFB (HMN)</td>
<td>HS2</td>
<td>Hold line on Twy/EOR A and Twy/EOR H have multiple POV access roads, possibility of high vehicle traffic.</td>
</tr>
<tr>
<td></td>
<td>HS3</td>
<td>Hold line on Twy/EOR B and Twy C for Rwy 07-25 have multiple POV access roads, possibility of high vehicle traffic.</td>
</tr>
<tr>
<td></td>
<td>HS4</td>
<td>Multiple hold lines at intersecting runways. Landing/departing aircraft disregard hold lines, taxing aircraft contact tower prior to crossing hold lines.</td>
</tr>
<tr>
<td></td>
<td>HS5</td>
<td>Multiple hold lines where runways intersect. Hold line also at Twy D. Contact tower if confused or lost.</td>
</tr>
<tr>
<td></td>
<td>HS6</td>
<td>POV crossing controlled by tower. Hold line located on each side of Rwy 07-25. Possibility of high vehicular traffic.</td>
</tr>
<tr>
<td>ALBUQUERQUE, NM</td>
<td>HS1</td>
<td>Hold Position Marking on Twy E1 for Rwy 08.</td>
</tr>
<tr>
<td>ALBUQUERQUE INTL SUNPORT (ABQ)</td>
<td>HS 2</td>
<td>Complex int at Twy F, Twy C, Twy G. Twy G and Rwy 03-21</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy E5 permanently closed. Twy E int with Rwy 03-21, Twy H, and Hot Pad 2.</td>
</tr>
<tr>
<td>ASPEN, CO</td>
<td>HS 1</td>
<td>Twy A2. Short taxi distance from ramp to rwy.</td>
</tr>
<tr>
<td>ASPEN-PITKIN COUNTY/ SARDY FLD (ASE)</td>
<td>HS 2</td>
<td>CAUTION: High tfc intxn - acft rtnly hold short of Twy A4 on Twy A when indb to trml or general aviation ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 33 and Twy A9. Non-typical location for rwy holding position marking.</td>
</tr>
<tr>
<td>COLORADO SPRINGS, CO</td>
<td>HS 1</td>
<td>The apch ends of Rwy 13 and Rwy 17R; and Twy A1.</td>
</tr>
<tr>
<td>CITY OF COLORADO SPRINGS (COS)</td>
<td>HS 2</td>
<td>Twy A4 and Twy G at Rwy 17R-35L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Int of Twy E4. Twy G, Twy H and Twy E.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Apch ends of Rwy 35R and Rwy 35L.</td>
</tr>
<tr>
<td>DENVER, CO</td>
<td>HS 1</td>
<td>Rwy 17L at Twy A1.</td>
</tr>
<tr>
<td>CENTENNIAL (APA)</td>
<td>HS 2</td>
<td>Twy A, Twy A8, Twy A9 and Twy C1 congested INT.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 10 hold line on Twy C1 is located 30 ft from edge of ramp.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Hold Short Line for Rwy 17L-35R on Twy B8.</td>
</tr>
<tr>
<td>DENVER, CO</td>
<td>HS 1</td>
<td>Twy ED at Twy M. Close proximity to Rwy 17R apch.</td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>DENVER, CO ROCKY MOUNTAIN METRO (BJC)</td>
<td>HS 1</td>
<td>Frequent helicopter operations.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 12R-30L is prior to Twy D.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Pilots taxiing S on Twy D and instructed to cross Rwy 03 mistakenly turn onto Rwy 03. Pilots taxiing on Rwy 03 and instructed to hold short of Rwy 12R/30L fail to hold short. Hold line immediately after turn onto Rwy 03.</td>
</tr>
<tr>
<td>EAGLE, CO EAGLE COUNTY RGNL (EGE)</td>
<td>HS 1</td>
<td>High density parking area.</td>
</tr>
<tr>
<td>GRAND JUNCTION, CO GRAND JUNCTION RGNL (GJT)</td>
<td>HS 1</td>
<td>Rwy 22 and Rwy 29 close proximity, wrong rwy departure risk.</td>
</tr>
<tr>
<td>ROSWELL, NM ROSWELL AIR CENTER (ROW)</td>
<td>HS 1</td>
<td>Twy A, Twy B, and Twy D form a complex int in close proximity to Rwy 03-21.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
NYTRO TRANSITION (NYTRO.AALLE3)
PORDR TRANSITION (PORDR.AALLE3)

NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 35R Transition.
NOTE: Landing South select Rwy 17R Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

NOTE: Chart not to scale.

SW-1, 30 NOV 2023 to 25 JAN 2024
NOTE: Turbojet aircraft only.

NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR.

NOTE: Denver Center will issue "descend via" clearance and landing direction.

NOTE: Expect runway assignment on initial contact with Denver TRACON.

NOTE: Landing North select Rwy 35R Transition.

NOTE: Landing South select Rwy 17R Transition.

NOTE: Landing East select Rwy 7 Transition.

NOTE: Landing West select Rwy 26 Transition.

(NARRATIVE ON FOLLOWING PAGE)
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 HA1TR 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: From HEDDD on track 217° to cross CRUNK at 14000, then on track 217°. 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 263° 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.

LANDING RUNWAYS 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.

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.
BRNKO TWO ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO

NOTE: Chart not to scale.

NOTE: Turbojet aircraft only.

NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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.
NOTE: Turbojet aircraft only.

NOTE: KALSE transition: For non-GPS equipped aircraft, ABQ DME must be operational.

NOTE: TMALE transition: For non-GPS equipped aircraft, ABQ DME must be operational.

NOTE: Landing Rwy 3, expect RADAR vectors prior to BIBQU.

NOTE: Landing Rwy 8, expect RADAR vectors prior to UNCIR.

NOTE: Landing Rwy 21, expect RADAR vectors prior to FOXRR.

NOTE: Landing Rwy 26, expect RADAR vectors prior to BRNDO.

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

KALSE TRANSITION (KALSE.BRRTO1)

From BRRTO on track 051° to cross ELRRA between 14000 and 18000, 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 RNP, GPS or ILS RWY 3 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 UNCI at or above 8000 and at 210K. Expect RNP or ILS RWY 8 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 050° to cross FOXRR at 10000 and at 210K. Expect RNP Y RWY 21 approach or RADAR vectors to final approach course.

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

TMALE TRANSITION (TMALE.BRRTO1)
NOTE: Turbojet aircraft only.

NOTE: Turbojet aircraft descend via MACH number until intercepting 280K.
Maintain 280K until slowed by the STAR.

NOTE: Denver Center will issue "descend via" clearance and landing direction.

NOTE: Expect runway assignment on initial contact with Denver TRACON.

NOTE: Landing North select Rwy 35R Transition.

NOTE: Landing South select Rwy 17R Transition.

NOTE: Landing East select Rwy 7 Transition.

NOTE: Landing West select Rwy 26 Transition.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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: 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 QWIE 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 25, 26: From EVRLY on track 294° to cross ERVNN at 14000, then on track 351° to cross FIDLS at 13000 and at 210K, then on track 351°. 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.
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**

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 SHYLE, then on track 213°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 3 approach.

**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 COLNN, then on track 256°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 8 approach.

**LANDING RUNWAY 21:** From YYLEE on track 253° to cross TACOH at 10000 and at 210K. Expect RNP Z RWY 21 approach or RADAR vectors to final approach course.

**LANDING RUNWAY 26:** From YYLEE on track 253° to cross TACOH at 10000 and at 210K. Expect RNP Z RWY 26 approach or RADAR vectors to final approach course.

**NOTE:** Turbojet aircraft only.

**NOTE:** Landing Rwy 3, expect clearance prior to TNTOE and RADAR vectors after SHYLE.

**NOTE:** Landing Rwy 8, expect clearance prior to TNTOE and RADAR vectors after COLNN

**NOTE:** Landing Rws 21, 26: RNP-AR aircraft expect RNAV (RNP) approach prior to YYLEE.

**NOTE:** Non-RNP aircraft expect RADAR vectors to final approach course after TACOH.
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.
NOTE: DME required.
NOTE: Adjacent STAR is QUAIL ARRIVAL.
NOTE: RADAR required.
NOTE: Chart not to scale.
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.
DEBERRY FIVE ARRIVAL

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ALAMOSA TRANSITION (ALS.DBRY5): From over ALS VORTAC on ALS R-036 and PUB R-222 to TRPEL, then on PUB R-222 and BRK R-173 to FSHER. Thence . . .

BLUE MESA TRANSITION (HBU.DBRY5): From over HBU VOR/DME on HBU R-080 and PUB R-267 to FLOOD, then on PUB R-267 to FSHER. Thence . . .

TOBE TRANSITION (TBE.DBRY5): From over TBE VOR/DME on TBE R-305 and BRK R-173 to FSHER. Thence . . .

. . . . From over FSHER on 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.
NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Expect runway assignment from DENVER TRACON upon initial contact.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

DUNNN FIVE ARRIVAL (RNAV)
Transition Routes

DENVER, COLORADO

See following page for Arrival Routes

DUNNN
FL220
FL190

4 NM

139°
4 NM

302°

14000

8100

12 24

260°

8100

17000

259°

(24)

MORSN
FL300

NOTE:  Chart not to scale.

NOTE: Expect runway assignment from DENVER TRACON upon initial contact.
NOTE: Jet aircraft only.
NOTE: Expect runway assignment from DENVER TRACON upon initial contact.

(NARRATIVE ON FOLLOWING PAGE)
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 XPARH at 11000 and at or below 240K, then on track 327° to cross XWILL at 11000, then on track 323° to cross XHOM 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 XPARH at 11000 and at or below 240K, then on track 350° to cross XBEEN at 9000 and at or below 240K. 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 XPARH at 11000 and at or below 240K, then on track 327° to cross XWILL at 11000, then on track 323° to cross XHOM 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 to RAPHO and cross at 8000, then direct LOWRE and execute the RNAV (GPS) RWY 17L approach.
From over XBEEN- 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- proceed to NSPYR execute the ILS or LOC RWY 30R approach.
NOTE: Chart not to scale.

HIPEE TRANSITION (HIPEE.FLATI3)
MJANE TRANSITION (MJANE.FLATI3)
TOFUU TRANSITION (TOFUU.FLATI3)

(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

FLATI THREE ARRIVAL (RNAV) Arrival Routes

RNAV 1-DME/DME/IRU or GPS
RADAR required for non-GPS equipped aircraft

DENVER INTL (DEN)
DENVER, COLORADO

NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

LANDING RUNWAYS 7, 8: From ELLDO on track 132° to cross MLVVA at 14000, then on track 132°. 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 RUNWAYS 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 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.
ESPAÑOL TRANSICIÓN (ESPAÑOL.FRIHO4): Desde el fix DME de ESPAN vía ABQ R-006 hacia FRIHO DME fix, luego... 

FORT UNION TRANSICIÓN (FTI.FRIHO4): Desde el VORTAC FTI hacia FTI R-255 y ABQ R-006 a FRIHO DME fix, luego...

...Luego, desde el fix FRIHO DME vía ABQ R-006 hacia el VORTAC. Esperar vectores al curso final de aterrizaje después de pasar el fix DME de FRIHO.
VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect 17000 250K
or as assigned by ATC.
ARRIVAL ROUTE DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR3): From over CYS VORTAC on CYS R-099 and BFF R-173 to LIBIE, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

ELJAY TRANSITION (ELJAY.LANDR3): From over ELJAY on GLL R-060 to FONTO, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

SCOTTSBLUFF TRANSITION (BFF.LANDR3): From over BFF VORTAC on BFF R-173 to LIBIE, then on SNY R-214 and DVV R-038 to LANDR. Thence. . . .

SIDNEY TRANSITION (SNY.LANDR3): 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.LANDR3): 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.
LARKS THREE ARRIVAL

DENVER APP CON
120.35 379.3
APA ATIS
120.3
BJC ATIS
126.25
CFO ATIS
119.025
DEN D-ATIS ARR
125.6 379.9
FNL ATIS
135.075
KBKF ATIS
119.675 259.3

RED TABLE
113.0 DBL
Chan 77

BLUE MESA
114.9 HBU
Chan 96

GILL
114.2 GUL
Chan 89

TERRO
117.9 DEN
Chan 126

JEFFCO
115.4 BJC
Chan 110

RATTLESNAKE
115.3 RSK
Chan 100

RATTLENSNAKE THREE ARRIVAL

LARKS TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect 17000  250K
or as assigned by ATC.

NOTE: Adjacent STAR is POWDR ARRIVAL.
NOTE: RADAR required.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

LARKS THREE ARRIVAL

DENVER, COLORADO

(19) 30 NOV 2023 to 25 JAN 2024

(18) 30 NOV 2023 to 25 JAN 2024

(17) 30 NOV 2023 to 25 JAN 2024
ARRIVAL ROUTE DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS3): From over ALS VORTAC on ALS R-339 and FQF R-220 to LARKS. Thence. . . .

BLUE MESA TRANSITION (HBU.LARKS3): From over HBU VOR/DME on HBU R-053 and FQF R-220 to LARKS. Thence. . . .

LOPEC TRANSITION (LOPEC.LARKS3): From over LOPEC on RSK R-022 and FQF R-220 to LARKS. Thence. . . .

PUEBLO TRANSITION (PUB.LARKS3): 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.LARKS3): 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.
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.
DENVER, COLORADO

DENVER INTL (DEN)

RNAV (RNAV)

DENVER INTL (DEN)

LANEGR (LANEGR)

NOTE: Chart not to scale.

AL-9077 (FAA)

NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K.
      Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Landing north select Rwy 35R transition.
NOTE: Landing south select Rwy 17R transition.
NOTE: Landing east select Rwy 7 transition.
NOTE: Landing west select Rwy 26 transition.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

(CONTINUED ON FOLLOWING PAGE)
Arrival Routes

**NOTE:** Chart not to scale.

**NOTE:** Turbojet aircraft only.

**NOTE:** Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by STAR.

**NOTE:** Denver Center will issue “descend via” clearance and landing direction.

**NOTE:** Landing north select Rwy 35R transition.

**NOTE:** Landing south select Rwy 17R transition.

**NOTE:** Landing east select Rwy 7 transition.

**NOTE:** Landing west select Rwy 26 transition.

**NOTE:** Expect runway assignment on initial contact with Denver TRACON.

**NOTE:** Expect runway assignment on initial contact with Denver TRACON.
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 HAIR 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: From PPINT on track 235° to cross JIBBA at 13000, then on track 172° to cross RODEY at 13000 and at 210K, then on track 172°. 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 263° to cross HOMM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 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 DOGG 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.
NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via MACH number until intercepting 280K.
Maintain 280K until slowed by the STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: BYYKE enroute transition: Do not file - to be assigned by ATC.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

(CONTINUED ON FOLLOWING PAGE)
LONGZ TWO ARRIVAL (RNAV) Arrival Routes

NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via MACH number until intercepting 280K.
       Maintain 280K until slowed by the STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

LANDING RUNWAYS 7, 8: From FLNEL on track 115° to cross GILPN at 14000, then on track 170° to cross BASHE at 13000 and at 210K, then on track 170°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R, 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 16L/R or ILS or LOC 17L/R 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 RUNWAYS 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 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.
NOTE: Chart not to scale.

LOWBO THREE ARRIVAL (RNAV)

Date: 08 Nov 2023

LOWBO THREE ARRIVAL (LOWBO3) RNAV

ALBUQUERQUE INTL SUNPORT (ABQ)

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

(NARRATIVE ON FOLLOWING PAGE)
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.
CAUTION: Glider activity sunrise to sunset; 30 to 50 miles east of KABQ; 17500 feet MSL and below.

NOTE: Turbojet aircraft only.
NOTE: BOBYY transition: ATC assigned only.
NOTE: Landing Rwys 3, 8: expect RADAR vectors to final approach course prior to COMRO.
NOTE: Landing Rwys 21, 26: expect RADAR vectors to final approach course prior to PILLA.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

BOBYY TRANSITION (BOBYY.LZZRD4)
FANGZ TRANSITION (FANGZ.LZZRD4)

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 RNP, GPS or ILS RWY 3 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 RNP Z approach or RADAR vectors to final approach course for the ILS/GPS RWY 8 approaches.

LANDING RUNWAY 21: From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000 and at 210K. Expect RNP Z RWY 21 approach or RADAR vectors to final approach course.

LANDING RUNWAY 26: From MKYON on track 003° to SOPPA, then on track 002° to cross PILLA at 10000 and at 210K. Expect RNP Z RWY 26 approach or RADAR vectors to final approach course.
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.
NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: NARNO enroute transition: Do not file - to be assigned by ATC.
NOTE: Landing north select Rwy 35R transition.
NOTE: Landing south select Rwy 17R transition.
NOTE: Landing east select Rwy 7 transition.
NOTE: Landing west select Rwy 26 transition.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

HALEN TRANSITION (HALEN.NIIXX3)
NARNO TRANSITION (NARNO.NIIXX3)
ZIGEE TRANSITION (ZIGEE.NIIXX3)

(continued on following page)

NOTE: Chart not to scale.
NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via Mach number until intercepting 280K. Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Landing north select Rwy 35R transition.
NOTE: Landing south select Rwy 17R transition.
NOTE: Landing east select Rwy 7 transition.
NOTE: Landing west select Rwy 26 transition.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

(NARRATIVE ON FOLLOWING PAGE)
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: 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 25, 26: From HAGGR on track 317° to cross GEILS at 14000, then on track 317°. 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.
ARIVAL ROUTE DESCRIPTION

GOODLAND TRANSITION (GLD.OZZZY5)
LAMAR TRANSITION (LAA.OZZZY5)

From HGO VOR/DME on track 271° to cross OZZZY at 14000 and at 250K, then on track 271° to ADANE. Expect ILS RWY 17L or RWY 17R approach.

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.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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 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 112° to cross TINGE between 10000 and 11000, then on track 176° to cross BDOWN 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.
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.
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.
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.
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.
NOTE: Landing north select Rwy 34R transition.
NOTE: Landing south select Rwy 16R transition.
NOTE: Landing east select Rwy 7 transition.
NOTE: Landing west select Rwy 26 transition.

NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: BOWLL enroute transition: do not file-to be assigned by ATC.

Bowll Transition [Bowll.Sski3]
Bummp Transition [Bummp.Sski3]
HAQHY Transition [HAQHY.Sski3]
JNetT Transition [JNetT.Sski3]
WUNZé Transition [WUNZé.Sski3]
DENVER APP CON
120.5 379.3
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)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L 34R, 16R 34L)

NOTE: Turbojet aircraft only.
NOTE: Turbojet aircraft descend via MACH number until intercepting 280K.
Maintain 280K until slowed by STAR.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing north select Rwy 34R transition.
NOTE: Landing south select Rwy 16R transition.
NOTE: Landing east select Rwy 7 transition.
NOTE: Landing west select Rwy 26 transition.

BGDEE
FL210 250K 17000
057° (3)
12 NM

CRAGG
13000 210K
075° (4)
Ldg Rwys 34L/R and 35L/R

TELLR
11000 210K
Ldg Rwys 17L/R

SSKII THREE ARRIVAL (RNAV) Arrival Routes

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

LANDING RUNWAYS 7, 8: From BGDEEE on track 052° to cross POWPW at 14000, then on track 352° to cross BRNNO at 13000 and at 210K, then on track 352°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16L/R: From BGDEEE 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 CLFF at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 17L/R: From BGDEEE 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 17L/R: From BGDEEE on track 047° to cross TLRID between 15000 and 17000, then on track 047° to cross TLRID between 13000 and 15000 and at 240K, then on track 353° to RDDVL, then on track 353° to cross CLFF at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 25, 26: From BGDEEE 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 BGDEEE 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.
**DENVER INTL (DEN)**
**DENVER, COLORADO**

**TBARR THREE ARRIVAL (RNAV) Transition Routes**

**RNAV 1-DME/DME/IRU or GPS**
**RADAR required for non-GPS equipped aircraft**

**NOTE:** Chart not to scale.

**NOTE:** Turbojet aircraft only.

**NOTE:** Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR.

**NOTE:** Denver Center will issue "descend via" clearance and landing direction.

**NOTE:** Expect runway assignment on initial contact with Denver TRACON.

**NOTE:** NVVER enroute transition: Do not file - to be assigned by ATC.

**NOTE:** BBRRO enroute transition: Do not file - to be assigned by ATC.

**NOTE:** Landing north select Rwy 34R transition.

**NOTE:** Landing south select Rwy 16R transition.

**NOTE:** Landing east select Rwy 7 transition.

**NOTE:** Landing west select Rwy 26 transition.

**BBRRO TRANSITION (BBRRO.TBARR3)**

**GNDLA TRANSITION (GNDLA.TBARR3)**

**NVVER TRANSITION (NVVER.TBARR3)**

**SHNPS TRANSITION (SHNPS.TBARR3)**

**WUNZE TRANSITION (WUNZE.TBARR3)**

---

**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)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

**CRUDD**
12 NM

**SHNPS**
12 NM

**NVVER**
12 NM

**BARR**
12 NM

**MAA**
FL260

**WUNZE**
FL260

**MAA FL260**

**FL200**

**FL220**

**FL270**

**FL200**

**MAA FL260**

**NOTE:** Landing west select Rwy 26 transition.
TBARR THREE 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)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

---

** RDFVL**
11000 210K
Ldg Rwys 16L/R

---

** EPPIC**
15000 240K
13000

---

** EOLUS**
17000 350K
15000

---

** SUMMTT**
14000

---

** MNARK**
FL210 250K

---

** TBARR FL220 FL200**

---

** NOTE: Turbojet aircraft only. **

** NOTE: Turbojet aircraft descend via MACH number until intercepting 280K. Maintain 280K until slowed by STAR. **

** NOTE: Denver Center will issue "descend via" clearance and landing direction. **

** NOTE: Expect runway assignment on initial contact with Denver TRACON. **

** NOTE: Landing north select Rwy 34R transition. **

** NOTE: Landing south select Rwy 16R transition. **

** NOTE: Landing east select Rwy 7 transition. **

** NOTE: Landing west select Rwy 26 transition. **

---

**T BARR THREE ARRIVAL (RNAV)** Arrival Routes

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**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: From MNARK on track 033° to cross SUMTT at 14000, then on track 033°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 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.
NOTE: RADAR required.

NOTE: Adjacent STAR is RAMMS ARRIVAL.

NOTE: Chart not to scale.
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.
ZOMBZ FIVE ARRIVAL (RNAV)

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: Chart not to scale.

NOTE: Turbojet aircraft only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
ARRIVAL ROUTE DESCRIPTION

STIFS TRANSITION (STIFS.ZOMBZ5)

LANDING KAPA RUNWAY 17L: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 041° to cross XNICE at 12000, then on track 350° to cross ZHORN at 11000 and at 210K, then on track 350°. Expect RADAR vectors to final approach course.

LANDING KAPA RUNWAY 35R: 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 240K, then on track 350° to cross XBEEE at 9000 and at or below 240K. Expect ILS or LOC RWY 35R approach or as assigned by ATC.

LANDING CFO: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 082° to cross DORLE at 12000, then on track 070° to cross SEESU at 11000 and at 210K, then on track 070°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS
In the event of lost communications prior to runway transition assignment, when KAPA is landing north, execute the ILS RWY 35R approach, when KAPA is landing south, execute the RNAV (GPS) RWY 17L via LOWRE.

LANDING CFO: execute the ILS RWY 26 approach via SKIPI.
INTENTIONALLY LEFT BLANK
RNAV (GPS) RWY 11
COLORADO PLAINS RGNL (AKO)

ASOS 135.475
DENVER CENTER 133.95 317.55
UNICOM 122.8 (CTAF)

MISSED APPROACH:
Climb to 7500 direct JUBOS and hold.

Rwy 11 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MIRL Rwy 11-29
REIL Rwy 11 and 29

AKRON, COLORADO
Amdt 2A 15AUG19

40°11'N-103°13'W
**Circling NA for Cats C and D southwest of Rwy 11-29.**

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

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-29</td>
<td>5120-1</td>
<td>437 (500-1)</td>
<td>5120-1½</td>
<td>437 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>5140-1</td>
<td>5260-1</td>
<td>5300-1½</td>
<td>5300-2</td>
</tr>
</tbody>
</table>

AKRON, COLORADO

Orig-C 22APR21

AL-5054 (FAA)

VOR RWY 29

COLORADO PLAINS RGNL (AKO)

**ASOS**
135.475

**DENVER CENTER**
133.95 317.55

**UNICOM**
122.8 (CTAF)

**AKRON, COLORADO**

**APP CRS**
114.4

**Rwy Idg**
289°

**TDZE**
4683

**Apt Elev**
4716

**ELEV**
4716

**TDZE**
4683
**ALAMOGORDO, NEW MEXICO**

**ALAMOGORDO-WHITE SANDS RGNL (ALM)**

**CORONA ONE DEPARTURE (OBSTACLE) (RNAV)**

---

**ALBUQUERQUE CENTER**

- 132.65 257.6
- HOLLOMAN DEP CON *

- 128.1 284.0
- UNICOM

- 122.8
- AWOS-3
- 127.825

**NOTE:** GPS required.

**NOTE:** RNAV 1.

**TAKEOFF MINIMUMS**

- Rwy 4: Standard with minimum climb of 320' per NM to 6800.
- Rwys 17, 35: NA-Environmental

---

**TAKEOFF OBSTACLE NOTES**

- Rwy 4: Tree 150' from DER, 440' right of centerline, 4207' MSL.
- Trees beginning 174' 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 1342' from DER, 659' left of centerline, 51' AGL/4260' MSL.

**NOTE:** Chart not to scale.

---

**TAKEOFF RUNWAY 4:** Climb on heading 038° to 4700, then climbing left turn direct ZOOOM, and on track 352° to GLINA, and on track 030° to CNX VORTAC.

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**DEPARTURE ROUTE DESCRIPTION**

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**CORONA ONE DEPARTURE (OBSTACLE) (RNAV)**

**ALAMOGORDO-WHITE SANDS RGNL (ALM)**
ILS or LOC RWY 2
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

For inop ALS, increase S-LOC 2 Cats C/D visibility to 1/8 SM.

For inop ALS, Procedure NA for arrivals at WAPRE on V368 southwest bound.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 2</td>
<td>7740-1/2</td>
<td>200 (200-1/2)</td>
<td>8040-1/2</td>
<td>500 (500-1/2)</td>
</tr>
<tr>
<td>S-LOC 2</td>
<td>8040-1</td>
<td>500 (500-1)</td>
<td>8080-1</td>
<td>500 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>8040-1</td>
<td>500 (500-1)</td>
<td>8080-1</td>
<td>500 (500-1)</td>
</tr>
</tbody>
</table>

XOGSY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

<table>
<thead>
<tr>
<th>S-LOC 2</th>
<th>7880-1/2</th>
<th>340 (400-1/2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>8040-1</td>
<td>500 (500-1)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 8700 then climbing right turn to 11000 direct ALS VORTAC and hold, continue climb in hold to 11000.

ALAMOSA, COLORADO

AL-18 (FAA) 23222

SW-1, 30 Nov 2023 to 25 Jan 2024

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

73°26'N-105°52'W
RNAV (GPS) RWY 2
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cat's visibility to ¾ SM.

Procedure NA for arrivals at WAPRE on V368 southwest bound.

Category A: 7 NM Holding Pattern
- LNAV  MDA
- LPV       DA  7740-1/2 200 (200-1/2)
- LNAV/ VNAV DA  7790-1/2 250 (300-1/2)
- LNAV MDA 7880-1/2 340 (400-1/2)

Category B: 2.1 NM
- 8040-1 500 (500-1)
- 8080-1/2 540 (600-1/2)
- 8100-2 560 (600-2)

Category C: 3.6 NM
- 8100-2 560 (600-2)

Category D: 0.9 NM
- 8080-1/2 540 (600-1/2)

ASOS
135.175
DENVER CENTER
128.375 379.95
UNICOM
122.8 (CTAF)

UNICOM
128.375 379.95

HOLD 14000 12200

12200 NoPT 043° (6)
(FAF) WAPRE
210K

023° 7 NM

RODDS ALAMOSA (ALS)
12200 NoPT 086° (12.8)
(IAF) GEMKY
210K

ICORY 317° 9 NM

APKOW 317° 22.5° (1A)

MALSR

RNP APCH-GPS.

SW-1, 30 NOV 2023 to 25 JAN 2024

SW-1, 30 NOV 2023 to 25 JAN 2024

Amdt 2 24MAR22
RNAV (GPS) RWY 20
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

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

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

Procedure NA arrivals at ALS VORTAC on V83-210 southwest bound.

Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

For uncompensated RNP APCH-GPS.

ASOS
135.175

DENVER CENTER
128.375 379.95

UNICOM
122.8 [CTAF]

MISSED APCH FIX

V
RNAV (GPS) RWY 20

Rwy 20 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

ASOS
135.175

DENVER CENTER
128.375 379.95

UNICOM
122.8 [CTAF]

MISSED APCH FIX

V
RNAV (GPS) RWY 20

Rwy 20 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.
MISSED APPROACH: Climb to 11000 direct ALS VORTAC and hold, continue climb-in-hold to 11000.

DME required. RADAR required for arrivals at TUYPI.

26°C
DME or RADAR REQUIRED

MSA ABQ 25 NM

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

ALBUQUERQUE
113.2 ABQ
Cho 79

CIRCLING
5840-1
5920-1
5940-1 1/2
6460-3

5512/18
5600/24

D-ATIS

ABQ

TECZA INT

MALSR

LOCALIZER

LOC

D-ATIS

ABQ

TECZA INT

MALSR

LOCALIZER

LOC

ABQ

TECZA INT

MALSR

LOCALIZER

LOC

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TECZA INT

MALSR

LOCALIZER

LOC

ABQ

TECZA INT

MALSR

LOCALIZER

LOC

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

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ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

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

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.

ABQ

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

See planview for multiple
IF locations.

VGSI and RNAV glidespath
not coincident
(VGSI Angle 3.00/TCH 74).

GP 3.00°
TCH 55

5758-1⅓ 442 (500-1⅓)

AUTHORIZATION REQUIRED
**RNAV (RNP) Y RWY 26**

**ALBUQUERQUE INTL SUNPORT (ABQ)**

**APP CRS**
- **259°**

**Rwy Idg**
- **13793**

**Apt Elev**
- **5355**

**ELEV**
- **5355**

**ASR**
- **0.5% DOWN**

**TWR**
- **5533**

**TDZE**
- **5355**

**GND CON**
- **121.9 348.6**

**CLNC DEL**
- **119.2 259.3**

**CPDLC**
- **259°**

---

**D-ATIS**
- **118.0 257.7**

**ALBUQUERQUE APP CON**
- **123.9 354.1**

**ALBUQUERQUE TOWER**
- **120.3 351.9**

---

**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.

---

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 83).**

---

**See planview for multiple IF locations.**

---

**RNP AR APCH, RF required.**

---

**AUTHORIZATION REQUIRED**
RNAV (RNP) Z RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

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.

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

Limit missed approach to 215K.

See planview for multiple IF locations.

Authorization Required

Amdt 1A 10DEC15

35°02'N-106°36'W

MIRL Rwys 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REL Rwys 21, 26, and 30
RNAV (RNP) Z RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

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.

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

1. RNAV (RNP) Z RWY 8
2. ALBUQUERQUE INTL SUNPORT (ABQ)
3. Category B, C, D
4. RNP 0.30 DA
5. 5619/24 299 (300-½)
6. Authorization Required

See planview for multiple IF locations.
RNAV (RNP) Z RWY 21
ALBUQUERQUE INTL SUNPORT (ABQ)

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

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

See planview for multiple IF locations.
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.
RADAR required for procedure entry at LAVAN.

MISSED APPROACH: Climb to 5900 then climbing left turn to 8000 direct ABQ VORTAC and hold, continue climb-in-hold to 8000.

LNAV only 5.9 NM to Holding Pattern 5.6 NM 0.8 NM

LPV DA 5512/24 200 (200-1/2)
LNAV/VNAV DA 5562/24 250 (300-1/2)
LNAV MDA 5620/24 308 (300-1/2)
CIRCLING 5680-1 5920-1 5940-1/2 6460-3

Amdt 1 10DEC15
Procedure NA for arrivals on ABQ VORTAC airway radials 216 CW 332.

MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.

D-ATIS
118.0 257.7

ALBUQUERQUE APP CON
123.9 354.1

ALBUQUERQUE TOWER
120.3 351.9

GND CON
121.9 348.6

CLNC DEL
119.2 259.3

ALBUQUERQUE, NEW MEXICO
AL-12 (FAA)
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.

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

NoPT for arrival at HEGMA on V12 eastbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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)

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.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

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.

CAUTION: Hang glider activity in vicinity of mountains.
CAUTION: Mountainous terrain all quadrants.
NOTE: Departing Rw 8, do not exceed 240K until established on assigned heading.
NOTE: RADAR required.
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.
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.
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)

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.
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)

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.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb on heading 034° to 5860, then left turn direct ROWHO, then on track 357° to cross GRZZZ at or above 13000, thence . . . .

TAKEOFF RUNWAY 8: Climb on heading 079° to 5860 and direct TYILR at or above 5900, then left turn direct ROWHO, then on track 357° to cross GRZZZ at or above 13000, thence . . . .

. . . . (transition). Maintain FL200, expect filed altitude ten minutes after departure.

FLAVA TRANSITION (GRZZZ4.FLAVA)
JLPNO TRANSITION (GRZZZ4.JLPNO)
POPRR TRANSITION (GRZZZ4.POPRR)

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.
LARGO THREE DEPARTURE

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.
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.

NOTE: Chart not to scale.
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)
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: 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.

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 . . . .

GALLUP TRANSITION (RDRNR3.GUP)
ZUNI TRANSITION (RDRNR3.ZUN)
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 ¼ mile. For inop MALS or when using Albuquerque Intl Sunport altimeter setting, increase visibility S-ILS 22 all Cats ¼ mile.

**MISSED APPROACH:** Climb to 6500 then climbing right turn 7700 direct DUDLE LOM and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 17
ANGEL FIRE (AXX)

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.

**Procedure Turn NA**

**Amdt 1C 23JUL15**

36°25'N-105°17'W

**ANGEL FIRE, NEW MEXICO**

39
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.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

Procedure NA for arrivals on CME VORTAC airway radials 109 CW 204.

Procedure NA for arrivals at CNM VORTAC on V102 southwest bound.

** CATEGORY **

- **A**
  - LPV DA: 3734-3/4 200 (200-3/4)
  - LNAV/VNAV DA: 3784-7/8 250 (300-7/8)

- **B**
  - LNAV MDA: 3920-1 386 (400-1)

- **C**
  - CIRCLING
    - 3980-1: 435 (500-1)
    - 4000-1: 455 (500-1)
    - 4080-1/2: 535 (600-1/2)
    - 4240-2/4: 695 (700-2/4)

- **D**
  - 32°51'N-104°28'W 41

ARTESIA, NEW MEXICO

Amdt 2 12OCT17

1202 NAV AIP 2023 to 25 JAN 2024
When local altimeter setting not received, procedure NA. 
DME/DME RNP 0.3 NA. 
Visibility reduction by helicopters NA. 
Procedure NA at night. 
Circling NA for Cat C southwest of Rwy 15-33.

**ATIS**  
<table>
<thead>
<tr>
<th>120.4</th>
<th>123.8</th>
<th>118.85 (CTAF)</th>
<th>121.9</th>
</tr>
</thead>
</table>

**APSPEN APP CON**  
| 288.3 |

**APSPEN TOWER**  
| 288.3 |

**GND CON**  
| 121.9 |

**CLNC DEL**  
| 123.75 |

**UNICOM**  
| 122.95 |

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

**10200-1**  
2362 [2400-1½]  
10960-3  
3122 [3200-3]  
NA

**14000**  
tr 247°

**GLEN0**  
Δ

**LINDZ**  
Δ

**346°**  
166°

**346°**  
166°

**12900**  
12200

**MAFMU**  
6.49°

**REIL Rwy 15**  
3286 [3300-1½]

**REIL Rwy 33**  
3282 [3300-1½]

**MIRL Rwy 15**  
3286 [3300-1½]

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**SW-1, 30 Nov 2023 to 25 Jan 2024**

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ASPEN, COLORADO  
Orig-B 04NOV21

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**APSPEN-PITKIN COUNTY/SARDY FLD (ASE)**

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**APSPEN-PITKIN COUNTY/SARDY FLD (ASE)**
**LOC/DME-E**  
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

**DUAL VHF NAVIGATION RECEIVERS REQUIRED**

**MAP INFORMATION**

- **ATIS**: 120.4
- **ASPIN APP CON**: 123.8 288.3
- **ASPIN TOWER**: 118.85 (CTAF) 288.3
- **GND CON**: 121.9
- **CLNC DEL**: 123.75
- **UNICOM**: 122.95

**PROCEDURE NA**

- Procedure NA at night.
- Circling NA for Cat C southwest of Rwy 15-33.

**PROCEDURE NA**

- Procedure NA for arrivals on DBL VOR/DME airway radials 175 CW 244.
- Procedure NA for departures on DBL VOR/DME airway radials.

**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.

**IN-BOUND COURSE**

- I-PKN back course outbound is normal sensing.

**OUT-BOUND COURSE**

- I-PKN back course outbound is normal sensing.

**LOC/DME-E**

- ASPIN-PITKIN COUNTY/SARDY FLD (ASE)
- ASPIN, COLORADO
- Amdt 1C 04NOV21

**ALM/TERM**

- ASPIN-PITKIN COUNTY/SARDY FLD (ASE)
- ASPIN, COLORADO
- Amdt 1C 04NOV21

**EMERGENCY**

- ASPIN-PITKIN COUNTY/SARDY FLD (ASE)
- ASPIN, COLORADO
- Amdt 1C 04NOV21
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 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."
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.
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.

NOTE: Chart not to scale.

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.
NOTE: Chart not to scale.

SW-1, 30 NOV 2023 to 25 JAN 2024
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.

MEEEKER 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.

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)
RNAV (GPS) RWY 21
Belen RGNL (BRG)

Procedure NA at night.  Rwy 21 helicopter visibility reduction below 1 SM NA.

AWOS-3PT  118.55  ALBUQUERQUE APP CON 123.9  354.1  UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 6800 then climbing right turn to 9100 direct CESDA and hold.

Rwy 21 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 21
Belen RGNL (BRG)

Procedure NA at night.  Rwy 21 helicopter visibility reduction below 1 SM NA.

AWOS-3PT  118.55  ALBUQUERQUE APP CON 123.9  354.1  UNICOM 122.8 (CTAF)

Rwy 21 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 21
Belen RGNL (BRG)

Procedure NA at night.  Rwy 21 helicopter visibility reduction below 1 SM NA.

AWOS-3PT  118.55  ALBUQUERQUE APP CON 123.9  354.1  UNICOM 122.8 (CTAF)

Rwy 21 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 21
Belen RGNL (BRG)

Procedure NA at night.  Rwy 21 helicopter visibility reduction below 1 SM NA.

AWOS-3PT  118.55  ALBUQUERQUE APP CON 123.9  354.1  UNICOM 122.8 (CTAF)

Rwy 21 helicopter visibility reduction below 1 SM NA.
Missed approach requires use of RNAV or ATC RADAR monitoring.
FOR USE BY 140th WING ONLY

GPS REQUIRED
RNAV 1 REQUIRED
ATC RADAR REQUIRED

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.
NOTE: RADAR required

NOTE: Chart not to scale.

(CONTINUED 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.

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 MINIMUMS**
All runways: Standard.

**NOTE:** RADAR required.

**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.
AURORA, COLORADO
TAKEOFF MINIMUMS
All Runways: Standard

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED 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.

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.
BUCKLEY SPACE FORCE BASE (BKF)

BUCKLEY SPACE FORCE BASE (BKF)

ROCKIES FIVE DEPARTURE

ROCKIES FIVE DEPARTURE

MEEKER
115.2 EKR Channel 99

KREMMLING
113.8 RLG Channel 85

RED TABLE
113.0 DBL Channel 77

MONTROSE
117.1 MTJ Channel 118

DOVE CREEK
114.6 DVC Channel 93

BLUE MESA
114.9 HBU Channel 96

BUCKLEY SPACE FORCE BASE (BKF)

BUCKLEY SPACE FORCE BASE (BKF)

ROCKIES FIVE DEPARTURE

ROCKIES FIVE DEPARTURE

NOTE: Chart not to scale.

NOTE: RADAR required.

SW-1, 30 NOV 2023 to 25 JAN 2024
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 (ROCK15.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCK15.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 (ROCK15.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCK15.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 (ROCK15.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCK15.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
All runways: Standard.

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)
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.
RNAV (GPS) RWY 33
CENTRAL COLORADO RGNL (A EJ)

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.

Procedure NA for arrivals at
KANON on V244 eastbound.

MIssed APCH FIX
KANON

#LNAV only.

* 12600

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 41).

16000 KANON

BUBYO

1.3
1.8 NM to
ROBVY

1.8 NM to
ROBVY

3.4 NM

7.7 NM

** CATEGORY **

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>#LP MDA</td>
<td>8960-1½</td>
<td>1034 (1100-1½)</td>
<td>8960-3</td>
<td>NA</td>
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<tr>
<td>LP MDA</td>
<td>9840-1½</td>
<td>1914 (1900-1½)</td>
<td>9840-3</td>
<td>NA</td>
</tr>
<tr>
<td>#LNAV MDA</td>
<td>9300-1½</td>
<td>1374 (1400-1½)</td>
<td>9300-3</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>9980-1½</td>
<td>2054 (2100-1½)</td>
<td>9980-3</td>
<td>NA</td>
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<tr>
<td>C CIRCLING</td>
<td>9980-1½</td>
<td>2030 (2100-1½)</td>
<td>9980-3</td>
<td>NA</td>
</tr>
</tbody>
</table>

BUENA VISTA, COLORADO
Orig-B 31MAR16

38°49'N-106°07'W

AL-9302 (FAA)
TAKEOFF MINIMUMS
Rwy 15: Standard with minimum climb of 400'/NM to 8200,
  then 340'/NM to 15500.
Rwy 33: NA - Terrain.

TAKEOFF OBSTACLE NOTES
Rwy 15: Electrical system 8' from DER, 27' left of centerline, 1' AGL/7905' MSL.
  Fence 68' from DER, 473' right of centerline, 9' AGL/7910' MSL.
  Vehicles on road beginning 85' from DER, 505' right of centerline, up to 7917' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEMIP, then on track 146° to FETUB, then on
  track 132° to cross HIDMA at or above 15500, then on depicted route to PUB VORTAC.
RNAP (GPS) RWY 15
KIT CARSON COUNTY (ITR)

MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct MIXTU and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

ASOS
135.225

DENVER CENTER
132.7  226.675

UNICOM
122.8 (CTAF)

Procedure NA for arrival at TXC VORTAC airway radials 055 CW 188.

Procedure NA for arrivals at GLD VORTAC airway radials 238 CW 292.

SW-1, 30 NOV 2023 to 25 JAN 2024

RNAV (GPS) RWY 15
KIT CARSON COUNTY (ITR)

RNAP (GPS) - GPS.

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)

CIRCLING
4580-1
362 (400-1)

4700-1
482 (500-1)

4860-1\(\frac{3}{4}\)
642 (700-1\(\frac{1}{4}\))

4860-2
642 (700-2)
RNAV (GPS) RWY 33
KIT CARSON COUNTY (ITR)

MISSED APPROACH: Climb to 7000 direct MIXTU and hold, continue climb-in-hold to 7000.

**RNAV (GPS) RWY 33**

**ASOS**
135.225

**DENVER CENTER**
132.7 226.675

**UNICOM**
122.8 (CTAF)

- Procedure NA for arrivals at YAKIY on V108 southwest bound.
- LNAV/VNAV NA below -9°C or above 54°C.

**APPROACH**

- **LPV**
  - **DA**
    - 4455-1 250 (300-1)

- **LNAV/VNAV**
  - **DA**
    - 4455-1 250 (300-1)

- **LNAV MDA**
  - 4680-1 475 (500-1)
  - 4680-1\(^{1/3} \) 475 (500-1\(^{1/3} \))

- **CIRCLING**
  - 4680-1 4700-1
  - 482 (500-1)
  - 642 (700-1)
  - 642 (700-2)

- **Category**
  - A
  - B
  - C
  - D

- **LNAV/MDA** 642 (700-1)

- **Category B**
  - LNAV  MDA
  - 4680-1 475 (500-1)
  - 4680-1\(^{1/3} \) 475 (500-1\(^{1/3} \))

- **CIRCLING**
  - 4680-1 4700-1
  - 482 (500-1)
  - 642 (700-1)
  - 642 (700-2)
**LOC RWY 33**

KIT CARSON COUNTY (ITR)

---

**ASOS**

135.225

**DENVER CENTER**

132.7

226.675

**UNICOM**

122.8 (CTAF)

---

**LOC/DME I-OBG**

111.9

**APP CRS**

334°

**Rwy Idg**

4205

**TDZE**

4218

**Apt Elev**

4218

---

**ELEV**

4218

**TDZE**

4205

---

**MISSED APPROACH:** Climb to 7000 direct ITR NDB and hold, continue climb-in-hold to 7000.

---

**ADRF required.**

---

**Category**

A

B

C

D

**S-33**

4680-1

4700-1

4860-1

46700-1

**CIRCLING**

4680-1

4700-1

4860-1

46700-1

**KNOTS**

60

90

120

150

180

**Min:Sec**

4:00

2:40

2:00

1:36

1:20

---

**BURLINGTON, COLORADO**

AL-6895 (FAA)

22307

---

**SW-1, 30 NOV 2023 to 25 JAN 2024**
COUGAR MOA

<table>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-15</td>
<td>4940-1</td>
<td>722 (800-1)</td>
<td>4940-2</td>
<td>722 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>4940-1</td>
<td>722 (800-1)</td>
<td>4940-2</td>
<td>722 (800-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern, continue climb-in-hold to 7000.

Procedure NA for arrival on GLD VORTAC airway radials 238 CW 292.

Remain within 10 NM

MIRL Rwy 15-33

REIL Rwys 15 and 33

SW-1, 30 NOV 2023 to 25 JAN 2024
### RNAV (GPS) RWY 4

**CANNON AFB (KCVS)**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>CANNON APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<tbody>
<tr>
<td>119.1 269.9</td>
<td>118.425 352.1</td>
<td>120.4 270.25</td>
<td>121.9 275.8</td>
<td>120.2 293.225</td>
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</tbody>
</table>

**DME/DME RNP-0.3 NA**

For uncompensated Baro-VNAV systems, Procedure NA below 7°C (45°F) or above 54°C (130°F).

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>LPV DA*</td>
<td>4484/24</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>LNAV/VNAV DA**</td>
<td>4700/40</td>
<td>416 (500-¾)</td>
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<tr>
<td>LNAV MDA***</td>
<td>4700/24 416 (500-½)</td>
<td>4700/40 416 (500-¾)</td>
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</tr>
<tr>
<td>C CIRCLING</td>
<td>4840-1 545 (600-1)</td>
<td>4840-1½ 545 (600-1½)</td>
<td>4980-2¾ 685 (700-2¾)</td>
<td>5020-2½ 725 (800-2½)</td>
<td>HIRL all Rwys</td>
</tr>
</tbody>
</table>

**5 NM Holding Pattern**

**VGSI and RNAV glidepath not coincident (VGSI angle 2.50/TCH 41).**

**1.4 NM to RW04**

**6000'**

**5 NM Holding Pattern**

**180° CURAM**

**360°**

**038° FINDI**

**100 NM ERG SAFE ALT 100 NM 9000**

**8000 7000**

**2.50° TCH 46**

**CLOVIS, NEW MEXICO**

**Amtd 3 07OCT21**
For uncompensated Baro-VNAV systems, Procedure NA below -23°C (-9°F) or above 54°C (130°F).

DME/DME RNP-0.3 NA

CAUTION: Group 4 WCH 19ft.

Misssed approach requires use of RNAV or ATC RADAR monitoring.

EMERG SAFE ALT 100 NM 9000

VGS and RNAV glidepath not coincident (VGSi angle 3.00/TCH 38).

CATEGORY A B C D E
LPV DA* 4495/24 200 (200-½)
LNAV/VNAV DA** 4720/40 425 (500-¾)
LNAV MDA*** 4720/425 (500-½) 4720/425 (500-¾)
C CIRCLING 4840-1 545 (600-1) 4860-1½ 565 (600-1½) 5000-2¼ 705 (800-2¾) 5020-2½ 725 (800-2½)

CLOVIS, NEW MEXICO
Amdt 6 16JUL20

CANNON AFB (KCVS)
MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 (CTAF)

CARLSBAD, NEW MEXICO
Amdt 4D  20AUG15

32°20'N-104°16'W
RNAV (GPS) RWY 21
CAVERNS CITY AIR TRML (CNM)

RNAV (GPS) RWY 21
CAVERNS CITY AIR TRML (CNM)

RNAV (GPS) RWY 21
CAVERNS CITY AIR TRML (CNM)

RNAV (GPS) RWY 21
CAVERNS CITY AIR TRML (CNM)

RNAV (GPS) RWY 21
CAVERNS CITY AIR TRML (CNM)
RNAV (GPS) RWY 32L
CARLSBAD, NEW MEXICO

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 (CTAF)

MISSED APCH FIX
6 NM

BICNA

Procedure NA for arrivals at CNM on V102.

Categories

A                B                C                D
LP MDA 3720-1   452 (500-1)  3720-1³⁄₈ 452 (500-1³⁄₈)
LNAV MDA 3740-1  472 (500-1)  3740-1³⁄₈ 472 (500-1³⁄₈)
CIRCLING 3740-1  445 (500-1)  3780-1 485 (500-1)

Circling Category

A    B    C    D

6000
BICNA

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 59).

DAME/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 1 mile, LNAV Cats C/D to 1½ mile and Circling Cat C to 2½ mile. VDP NA when using Artesia Muni altimeter setting.

MISSED APPROACH: Climb to 6000 direct BICNA and hold.
5452
TDZE
3268
325° Apt Elev
3295

VORTAC CNM

APP CRS

116.3
Chan110
T

23278

AL-71 (FAA)

CARLSBAD, NEW MEXICO
Rwy Idg

VOR RWY 32L
CAVERN CITY AIR TRML(CNM)

When local altimeter setting not received, use Artesia Muni
MISSED APPROACH: Climbing right turn to 5000 direct CNM

altimeter setting and increase all MDA 120 feet and S-32L

A

VORTAC and hold.

Cats C/D visibility to 112 , Circling Cat C visibility to 1
24 .

UNICOM

ALBUQUERQUE CENTER

ASOS

123.0

135.875 292.15

118.375

(CTAF)L

3596

(IAF)
KEHFY

4670

CNM 13

5N
CNM 2
M

180°

M

SA

3339
5100

(IAF)
CNM 13

GEBEC
TDZE

D

5
14
R-

6
00
0N
CN
o
P
T
M
1
3 A
r
c

3295

CNM 13

3268

PT
No
00
50
5°
32
)
15
(

MIRL Rwys 3-21, 8-26 and 14R-32L L
L
14
X
16
46

(IAF)

0
15

R
14

CAVRN

3313
5000

CNM

CNM

26

0.6% UP

P

X
37
58

2
1

8

5334 X 75

VORTAC

1
4
5
°

V

0
.6
%

0
10

U
P

CNM
3.7
CNM

325°

1
5
0

4.7

5000
3.40°

7
8
5
4

X

L
32

TCH 40
325°

A5

1 NM

CATEGORY

3

60

90

120

150

C CIRCLING

VGSI and descent angles
not coincident
(VGSI Angle 3.00/TCH 59).

C
1
3680-1
4

3700-1

3780-1

405 (500-1)

485 (500-1)

CARLSBAD, NEW MEXICO
Amdt 6B 20AUG15

B

3680-1 412 (400-1)

180

2:21 1:53 1:34

5000

3.7 NM

A

S-32L

FAF to MAP 4.7 NM
Knots

Remain
within 10 NM

R
32

P

Min:Sec 4:42 3:08

M

36
-1
LR

PT
No
00
50
5°
32
)
13
(

2
8
0
°

LANIC

ELEV

13

oPT

1
0
0
°

CNM 13

SW-1, 30 NOV 2023 to 25 JAN 2024

(IAF)

50
00
N

R20
8

5°
32

SW-1, 30 NOV 2023 to 25 JAN 2024

4
22
R-

JALEB

Ar
c

5°
14

Chan 110

CN

360°

IAF
CARLSBAD
116.3 CNM

4940

3
05
R

5°
32

8200

D

412 (400-114 )

3
3960-1
4

4260-3

3
665 (700-1
4 )

965 (1000-3)

CAVERN CITY AIR TRML(CNM)
32°20'N-104°16'W

95

VOR RWY 32L


RNAV (GPS) RWY 2
CLAYTON MUNI AIRPARK (CAO)

ASOS
120.625

ALBUQUERQUE CENTER
127.85 285.475

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 8000 direct CEBBA and hold, continue climb-in-hold to 8000.

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 ¾ mile, increase LNAV/VNAV all Cats visibility 1½ mile, increase LNAV Cat C visibility ¾ mile, and increase Circling Cat C visibility ¾ mile. Baro-VNAV NA when using Dalhart altimeter setting. VDP NA with Dalhart altimeter setting.

MISSED APCH FIX
7 NM

CLAYTON, NEW MEXICO

36°27′N-103°09′W

SW-1, 30 NOV 2023 to 25 JAN 2024

LNAV only.

LPV DA 5217-¾ 250 (300-¾) NA
LNAV/ VNAV DA 5367-1¾ 400 (400-1¾) NA
LNAV MDA 5360-1 393 (400-1) 5360-1½ 393 (400-1½) NA
CIRCLING 5360-1 390 (400-1) 5420-1 450 (500-1) 5420-1½ 450 (500-1½) NA

CLAYTON, NEW MEXICO
Amdt 2A 05MAR15

97
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 3/4 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C visibility 3/4 mile, and increase circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

Procedure NA for arrivals at ACAGU on V81 northwest bound.

Procedure NA for arrivals on DHT VORTAC airway radials 233 CW 041.

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 3/4 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C visibility 3/4 mile, and increase circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

Procedure NA for arrivals at ACAGU on V81 northwest bound.

Procedure NA for arrivals on DHT VORTAC airway radials 233 CW 041.

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 3/4 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C visibility 3/4 mile, and increase circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

Procedure NA for arrivals at ACAGU on V81 northwest bound.

Procedure NA for arrivals on DHT VORTAC airway radials 233 CW 041.

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 3/4 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C visibility 3/4 mile, and increase circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

Procedure NA for arrivals at ACAGU on V81 northwest bound.

Procedure NA for arrivals on DHT VORTAC airway radials 233 CW 041.

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 3/4 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C visibility 3/4 mile, and increase circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

Procedure NA for arrivals at ACAGU on V81 northwest bound.

Procedure NA for arrivals on DHT VORTAC airway radials 233 CW 041.
CLOVIS, NEW MEXICO
AL-5144 (FAA)

ILS RWY 4
CLOVIS RGNL (CVN)

DME required.

AWOS-3PT 135.375
CANNON APP CON 118.425 352.1
CLNC DEL 119.0
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

LOCALIZER 108.9
I-CVN

6300 to ZAZPY

MALSR 5-4-3

4216

TXO 25

Cannon AFB

(25)

6300 to ZAZPY

227°

(25)

KEBYO

ZAZPY

TXO 25

MIRL Rwys 4-22 and 12-30

REIL Rwys 12 and 30

MIRL Rwys 4-22 and 12-30

CLOVIS, NEW MEXICO
Orig 30NOV23

34°26'N-103°05'W
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 MALS R, increase LNAV/VNAV all Cats visibility to ¼ mile. For inop MALS R when using Cannon AFB altimeter setting, increase LNAV Cat C/D visibility to 1½ miles. Baro-VNAV and VDF NA when using Cannon AFB altimeter setting.

Procedure NA for arrivals at KEBYO on V280 southwest bound.

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 MALS R, increase LNAV/VNAV all Cats visibility to ¼ mile. For inop MALS R when using Cannon AFB altimeter setting, increase LNAV Cat C/D visibility to 1½ miles. Baro-VNAV and VDF NA when using Cannon AFB altimeter setting.

Procedure NA for arrivals at KEBYO on V280 southwest bound.

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 MALS R, increase LNAV/VNAV all Cats visibility to ¼ mile. For inop MALS R when using Cannon AFB altimeter setting, increase LNAV Cat C/D visibility to 1½ miles. Baro-VNAV and VDF NA when using Cannon AFB altimeter setting.

Procedure NA for arrivals at KEBYO on V280 southwest bound.
RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO

RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO

RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO

RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO

RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO

RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO

RNAV (GPS) RWY 22
CLOVIS RGNL (CVN)

AWOS-3PT
135.375
CANNON APP CON
118.425 352.1
CLNC DEL
119.0
UNICOM
122.8 (CTAF)

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 ¼ mile. VDP NA when using Cannon AFB altimeter setting.

6300 direct VEZFO and hold.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

VEZFO
### RNAV (GPS) Rwy 30

**CLOVIS RGNL (CVN)**

**RNP Approach**

- **AWOS-3PT**: 135.375
- **Cannon APP CON**: 118.425 352.1
- **CLNC DEL**: 119.0
- **UNICOM**: 122.8 (CTAF)

Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.

**CAUTION:** Cannon AFB 12 NM WSW, heavy USAF fighter traffic.

**MISSED APPROACH:** Climbing right turn to 6000 direct LYSOL and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>4620-1</td>
<td>418 (500-1)</td>
<td>4620-1½</td>
<td>418 (500-1½)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>4680-1</td>
<td>464 (500-1)</td>
<td>4700-1½</td>
<td>4820-2</td>
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</tbody>
</table>

**EFIS**

- **MIA**
- **RW30**
- **RSA**
- **30**

- **30°**

**DIMENSIONS**

- **Rwy Idg**: 3667
- **Apt Elev**: 4216

**ALTITUDE**

- **KEBYO**: 6000 (056°)
- **BABBS**: 5900
- **TCH 50**: 302°
- **HOLD 6000**: 6 NM

**ELEVATION**

- **ELEV 4216**
- **TDZE 4202**

**REMARKS**

- Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.
- Climbing right turn to 6000 direct LYSOL and hold.
- Cannon AFB 12 NM WSW, heavy USAF fighter traffic.
- **CAUTION:** Cannon AFB 12 NM WSW, heavy USAF fighter traffic.

**NOTE:**

- **RNAV (GPS) RWY 30**
- **CLOVIS RGNL (CVN)**
- **34°26’N-103°05’W**
- **Orig-A 25APR19**

**AWOS-3PT**

- **135.375**

**CANNON APP CON**

- **118.425 352.1**

**CLNC DEL**

- **119.0**

**UNICOM**

- **122.8 (CTAF)**
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 ½ mile. VDP NA when using Cannon AFB altimeter setting.

MISSING APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

AWOS-3PT 135.375  CANNON APP CON  118.425 352.1  CLNC DEL  119.0  UNICOM  122.8 (CTAF)
COLORADO SPRINGS, COLORADO

ILS RWY 17L (SA CAT I & II)
CITY OF COLORADO SPRINGS MUNI (COS)

LOC/DME I-LPI
109.1
Chan 28

APP CRS
172°

Rwy Idg 13500
TDZE 6187
Apt Elev 6187

ATIS
125.0 254.3
SPRINGS APP CON 124.0 257.875
SPRINGS TOWER 119.9 360.6
GND CON 121.7 348.6
CLNC DEL 134.45 363.125

ATC-ATC
SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DME or RADAR required for procedure entry.

SIMULTANEOUS approach authorized with Rwy 17L.
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.

Procedures NA for arrivals at ADANE on V389 southbound.

Use I-LPI DME when on the localizer course.

SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
Radar monitoring required when R-2601 in use. Requires specific OPSPEC, MSPEC, or LOA approval.

**Misused Approach:** Climb to 6700 then climbing right turn to 9000 on heading 047° and BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

**Procedure NA for arrival on PUB VORTAC airway radii 267 CW 354°.**
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 44°C.

MISSED APPROACH: Climb to 9000 on track 172° to CEGIX and on track 130° to JEMKI and on track 084° to DRAKE and hold.

Procedure NA for arrivals at LUFSE on V611 northeast bound.

Procedure NA for arrivals at ADANE on V108 eastbound.

Procedure NA for arrivals at FSHER on V244 westbound.

See planview for multiple IF locations.

COLORADO SPRINGS, COLORADO
Amdt 2B 20APR23
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.

Malser: Climb to 9000 on track 352° to ZAMLO and on track 037° to JEPMA and on track 118° to ADANE and hold.

Missed Approach: Climb to 9000 on track 352° to ZAMLO and on track 037° to JEPMA and on track 118° to ADANE and hold.

Procedure NA for arrivals at DRAKE on V83 southeast bound and V389 souhbound.

Procedure NA for arrivals at FSHER on V244 eastbound.

See planview for multiple IF locations.

RNP 0.15 DA
6372/30 297 (200-3%) for uncompensated Baro-VNAV systems.

RNP 0.30 DA
6427/40 352 (300-4%) for uncompensated Baro-VNAV systems.

Authorization Required
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.

ATIS 125.0 254.3
SPRINGS APP CON 124.0 257.875
SPRINGS TOWER 119.9 360.6
GND CON 121.7 348.6
CLNC DEL 134.45 363.125

MISSED APPROACH: Climb to 9000 on track 352° to HONPI and track 037° to COTLA and track 114° to ADANE and hold.

MISSED APCH FIX

Procedure NA for arrivals at DRAKE on V83 southeast bound and V389 southbound.

Procedure NA for arrivals at FSHER on V244 eastbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 71).

RNP 0.30 DA 6461/60 343 (300-1¾)

AUTHORIZATION REQUIRED
**RNAV (GPS) RWY 31**

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

**ATIS**
- 125.0 254.3

**SPRINGS APP CON**
- 124.0 257.875

**SPRINGS TOWER**
- 119.9 360.6

**GND CON**
- 121.7 348.6

**CLNC DEL**
- 134.45 363.125

**ADANE**
Procedure NA for arrivals at ADANE on V108 eastbound. ADANE

**Procedure NA for arrivals on PUB VORTAC airway radials 267 CW 354.**

**MISSED APPROACH:** Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

**COLORADO SPRINGS, COLORADO**

**Amdt 2A 17AUG17**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. 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.

ATIS
125.0 254.3

SPRINGS APP CON
124.0 257.875

SPRINGS TOWER
119.9 360.6

GND CON
121.7 348.6

CLNC DEL
134.45 363.125

Procedure NA for arrivals at LUFSE on V611 northeast bound.

Procedure NA for arrivals at ADANE on V108 eastbound.

Procedure NA for arrivals on PUB VORTAC airway radials 267 CW 354.

RNAV (GPS) Y RWY 17R
CITY OF COLORADO SPRINGS MUNI (COS)

MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 direct DRAKE and hold.

172°

ELEV 6187
TDZE 6177

MISSED APCH FIX

DACON RWY 17R

DA

116
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.

**Missed Approach:**
- Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

**Procedure NA for arrivals on PUB and VOR**
- PUB VOR northbound and V83 southeast bound.
- PUB VOR southbound.
- PUB VOR southbound.

**MISSED APPROACH:**
- LPV DA 1800 authorized with use of FD or AP or HUD to DA. Cat C and D visibility to RVR 5500. RADAR monitoring required when R-2601 in use. 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.

**Procedure NA for arrivals on PUB VOR**
- PUB VOR northbound.
- PUB VOR southbound.
- PUB VOR southbound.

**VOR, MDA, and circling**

<table>
<thead>
<tr>
<th>Category</th>
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<td>LPV DA #</td>
<td>6275/24</td>
<td>200 (100-½)</td>
<td>6380/30</td>
<td>305 (200-½)</td>
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<td>LNAV MDA</td>
<td>6740-1</td>
<td>6800-1</td>
<td>7040-2½</td>
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<td>CIRCLING</td>
<td>553 (600-1)</td>
<td>613 (700-1)</td>
<td>853 (900-2½)</td>
<td>1073 (1100-3)</td>
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VOR RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

ATIS 125.0 254.3
SPRINGS APP CON 124.0 257.075
SPRINGS TOWER 119.9 360.6
GND CON 121.7 348.6
CLNC DEL 134.45 363.125

DME and RADAR required for procedure entry at AFDUC.

MAPS BRK 25 NM

MISSED APPROACH: Climb to 7900 then climbing left turn to 9000 on heading 045° and BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

Inop table does not apply.

Adane Int/BRK VOR/DME 11.1 DME and hold.
ANNUAL RATE OF CHANGE
JANUARY 2020

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TOP ALTITUDE: 10000

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
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.
**RNAV (GPS) RWY 15**

**MEADOW LAKE (FLY)**

**RNP APCH - GPS.**

- Rwy 15 helicopter visibility reduction below 1 SM NA. Night landing; Rwy 15 NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA southwest of Rwy 15-33. Circling NA to Rwy 16, 26, 8 and 34.

**AWOS-3PT**
- 118.45

**SPRINGS APP CON**
- 124.0 257.875

**UNICOM**
- 122.7 (CTAF) 0

**SW-1, 30 NOV 2023 to 25 JAN 2024**

**MISSED APPROACH:** Climb to 7400, then climbing left turn to 9800 direct ADANE and hold, continue climb-in-hold to 9800.

**JOCKY**
- 168°
- 8600
- 7400-1
- 522 (500-1)
- 1.4% U P

**JAGBO**
- 348°
- 168°
- 7283 ± 1A
- 7209 ± 1A
- 10000
- 313°
- 10000
- 153°

**RW15**
- 2.9 NM to RW15
- 2.1 NM to LANOI
- 5.6 NM to KAMDN

**LANOI**
- 2.1 NM to RW15
- 2.1 NM to RW15

**ADANE**
- 10000 (5.6)

** CATEGORY**

<table>
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<th>A</th>
<th>B</th>
<th>C</th>
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<td>LPV DA</td>
<td>7176-1</td>
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<td>465 (500-1%)</td>
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<td>LNAV MDA</td>
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<td>CIRCLING</td>
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<td>7440-1</td>
<td>NA</td>
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</table>

** COLORADO SPRINGS, COLORADO**

**Orig 05OCT23**

**38°57'N-104°34'W**

**MEADOW LAKE (FLY)**

**RNAV (GPS) RWY 15**
RNAV (GPS) RWY 33
MEADOW LAKE (FLY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA Rwys 16, 8, 26 and 34. Circling Rwy 15 NA at night. Circling NA southwest of Rwy 15-33.

Procedures NA for arrivals at DRAKE on ADANE on V108 eastbound.

Procedures NA for arrivals at DRAKE on V83 southeast bound and V389 southbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA Rwys 16, 8, 26 and 34. Circling Rwy 15 NA at night. Circling NA southwest of Rwy 15-33.

Procedures NA for arrivals at DRAKE on ADANE on V108 eastbound.

Procedures NA for arrivals at DRAKE on V83 southeast bound and V389 southbound.

TAKEOFF MINIMUMS

Rwy 15: Standard

Rwy 33: Standard with minimum climb of 261’/NM to 7800.

TAKEOFF OBSTACLE NOTES

Rwy 15: Terrain 7’ from DER, 193’ right of centerline, 6792’ MSL. 
  Terrain beginning 7’ from DER, 265’ right of centerline, up to 6801’ MSL.
  Sign 13’ from DER, 124’ left of centerline, 3’ AGL/6792’ MSL.
  Tree 147’ from DER, 322’ left of centerline, 6799’ MSL.

Rwy 33: Signs beginning 13’ from DER, 126’ left of centerline, up to 4’ AGL/6881’ MSL. 
  Sign 13’ from DER, 71’ right of centerline, 3’ AGL/6880’ MSL. 
  Aircraft, trees and vehicles on road beginning 28’ from DER, 78’ right of centerline, 
  up to 44’ AGL/6923’ MSL. 
  Pole, fence and terrain beginning 121’ from DER, 198’ left of centerline, up to 
  25’ AGL/6907’ MSL.

Building, terrain, fence, pole and vehicles on road beginning 287’ from DER, 
  2’ left of centerline, up to 25’ AGL/6911’ MSL. 
  Tree 783’ from DER, 523’ left of centerline, 6921’ MSL.

Tree and vehicles on road beginning 904’ from DER, 50’ right of centerline, up to 6924’ MSL.

Tree, vehicles on road and pole beginning 1104’ from DER, 8’ left of centerline, up to 6929’ MSL.

Trees and vehicles on road beginning 1280’ from DER, 14’ right of centerline, up to 6934’ MSL.

Tree 1456’ from DER, 763’ left of centerline, 6932’ MSL.

Tree 1655’ from DER, 650’ left of centerline, 6944’ MSL.

Tree 1741’ from DER, 519’ left of centerline, 6953’ MSL.

Trees and buildings beginning 1852’ from DER, 406’ left of centerline, up to 6977’ MSL.

Trees beginning 2878’ from DER, 1137’ left of centerline, up to 6995’ MSL.

Tree 3403’ from DER, 1199’ left of centerline, 7000’ MSL.

Tree 3660’ from DER, 1120’ left of centerline, 7003’ MSL.

Trees beginning 3747’ from DER, 897’ left of centerline, up to 7011’ MSL.

Tree 4510’ from DER, 1244’ left of centerline, 7013’ MSL.

Tree 4788’ from DER, 1254’ left of centerline, 7017’ MSL.

Tree 4799’ from DER, 1068’ left of centerline, 7019’ MSL.

Tree 4978’ from DER, 1015’ left of centerline, 7020’ MSL.

Building 5309’ from DER, 1895’ left of centerline, 38’ AGL/7024’ MSL.

Spire and building beginning 5363’ from DER, 287’ left of centerline, up to 66’ AGL/7036’ MSL.

Buildings beginning 1.1 NM from DER, 2240’ left of centerline, up to 36’ AGL/7068’ MSL.

Building 1.2 NM from DER, 2417’ left of centerline, 36’ AGL/7069’ MSL.

NOTE: Chart not to scale.
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.

Final approach course offset 5.02°.

Procedure NA for arrival on RSK VORTAC airway radials 219 CW 351.

Final approach course offset 5.02°.

Final approach course offset 5.02°.

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Final approach course offset 5.02°.
RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

Assuming the approach to Rwy 21, the missed approach is climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.

RNAP (GPS) Y RWY 21
CÓRTEZ MUNI (CEZ)

DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling NA southeast of Rwy 3-21.

MISSING APPROACH: Climbing right turn to 9800 direct YURVE and hold.

Procedure NA for arrivals at YURVE via V68-391 northwest bound.

CAUTION: Highway lights located between FAF and runway are aligned with approach area.
Procedure NA for arrivals at YURVE via V68-391 northwest bound.

**CAUTION:** Highway lights located between FAF and runway are aligned with approach area.

**UNICOM**

- **ASOS** 135.625
- **DENVER CENTER** 118.575 348.7
- **UNICOM** 122.8 (CTAF)

**CAUTION:** 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.

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**Diagram**

- **ASOS** 135.625
- **DENVER CENTER** 118.575 348.7
- **UNICOM** 122.8 (CTAF)

**Procedure NA for arrivals at YURVE via V68-391 northwest bound.**

**CAUTION:** Highway lights located between FAF and runway are aligned with approach area.

**MISSED APPROACH:** Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

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**Diagram**

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**Diagram**

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**Diagram**

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**Procedure NA for arrivals at YURVE via V68-391 northwest bound.**

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---

**Diagram**

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**Procedure NA for arrivals at YURVE via V68-391 northwest bound.**

**CAUTION:** Highway lights located between FAF and runway are aligned with approach area.

**MISSED APPROACH:** Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.
\[ \text{Category A: } 6660-1 \quad 6660-1\frac{1}{4} \quad 6660-2 \quad 6660-2\frac{1}{4} \\
\text{Category B: } 6660-1 \quad 6660-1\frac{1}{4} \quad 6660-2 \quad 6660-2\frac{1}{4} \\
\text{Category C: } 6660-1 \quad 6660-1\frac{1}{4} \quad 6660-2 \quad 6660-2\frac{1}{4} \\
\text{Category D: } 6660-1 \quad 6660-1\frac{1}{4} \quad 6660-2 \quad 6660-2\frac{1}{4} \\
\]

\[ \text{Min:Sec: } 5.30 \quad 3.40 \quad 2.45 \quad 2.12 \quad 1.50 \]

**CORTEZ, COLORADO**

**AL-112 (FAA)**

**VOR RWY 21**

**CORTEZ MUNI (CEZ)**

**UNICOM**

9800

CAUTION: Highway lights located between facility and runway are aligned with approach area. Rwy 21 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. Circling NA southeast of Rwy 3-21.

**DENVER CENTER**

118.575 348.7

**VOR/DME CEZ**

114.35

**APP CRS**

196°

**Rwy Idg**

TDZE

**Apt Elev**

5913

**7205**

**5918**

**FAF to MAP 5.5 NM**

5.5 NM

\( 3.49° \)

\( 9800 \)

\( 196° \)

\( 350° \)

\( 170° \)

\( 190° \)

\( 120° \)

\( 90° \)

\( 60° \)

\( 220° \)

\( 270° \)

\( 305° \)

**ASOS**

135.625

**TDZE**

5913

**ELEV**

5918

**MISSED APPROACH:** Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

**Corrections:**

- **Amdt 5C** 27JAN22
- **SW-1, 30 Nov 2023 to 25 Jan 2024**
- **VOR/DME CEZ** 114.35
- **Chan 90 (Y)**
- **Apt Elev** 5913
- **Rwy Idg** TDZE
- **APP CRS** 196°
- **FAF to MAP 5.5 NM**
- **SW-1, 30 Nov 2023 to 25 Jan 2024**

\( 37°18'N-108°38'W \)
(LEDVE1.CEZ) 23334

LEDVE ONE DEPARTURE (OBLSTACLE)

AL-112 (FAA)

NOTE: DME required.

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: Chart not to scale.

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.

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 ODR/OE/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).
**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.

**TAKEOFF MINIMUMS**

Rwy 3: Standard with minimum climb of 220’ per NM to 10200.
Rwy 21: Standard.

**NOTE:** DME required.

**NOTE:** Chart not to scale.
CRAIG, COLORADO

RNAV (GPS) RWY 7
CRAIG-MOFFAT (CAG)

ASOS

DENVER CENTER

UNICOM

135.425

120.475 235.975

122.8 [CTAF]

Procedure NA for arrivals at STRIM on V26 northbound and V101 westbound.

RNAV (GPS) RWY 7

Misсed approach: Climb to 10000 direct CHE VOR/DME and hold, continue climb-in-hold to 10000.
RNAV (GPS) RWY 25
CRAIG-MOFFAT (CAG)

ASOS
135.425

DENVER CENTER
120.475 235.975

UNICOM
122.8 [CTAF]

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.

MISSED APPROACH: Climbing right turn to 10000 direct STRIM and hold, continue climb-in-hold to 10000.

ASOS
135.425

DENVER CENTER
120.475 235.975

UNICOM
122.8 [CTAF]

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.

MISSED APPROACH: Climbing right turn to 10000 direct STRIM and hold, continue climb-in-hold to 10000.
VOR RWY 25
CRAIG-MOFFAT (CAG)

Rwy 25 helicopter visibility reduction below 1 SM NA.

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.

CRAIG, COLORADO
AL-6338 (FAA) 20254

ASOS 135.425
DENVER CENTER 120.475 235.975
UNICOM 122.8 (CTAF)

CATEGORY B C D

Amdt 4 24MAY18

CRAIG-MOFFAT (CAG)

40°30’N-107°31’W
RNAV (GPS) RWY 24
ASTRONAUT KENT ROMINGER (RCV)

**AWOS-3PT**
- 118.275

**DENVER CENTER**
- 128.375
- 379.95

**CTAF**
- 122.9

**ELEV**
- 7955

**TDZE**
- 7913

**CTAF**
- 122.9

**RNAV** and RNAV glideslope not coincident (VGSI Angle 3.00/TCH 40).

**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.

**CATEGORY**
- **A**
  - LPV DA
    - 8163-1 250 (300-1)
  - LPV DA
    - 8220-1 307 (300-1½)
  - LNAV/ VNAV DA
    - 8443-1½ 530 (500-1½)
  - LNAV MDA
    - 8680-1 767 (800-1)
    - 8680-1½ 767 (800-1½)
  - CIRCLING
    - 8700-1 745 (800-1)
    - 8840-1½ 885 (900-1½)

**DENVER CENTER**
- 128.375
- 379.95

**CTAF**
- 122.9

**MIRL Rwy 6-24**
- SW-1, 30 Nov 2023 to 25 Jan 2024

**REIL Rwys 6 and 24**
- SW-1, 30 Nov 2023 to 25 Jan 2024

**CTAF**
- 122.9
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.

NOTE: Chart not to scale.
RNAV (GPS) RWY 3
BLAKE FLD (AJZ)

AWOS-3
134.0

DENVER CENTER
127.1 343.65

UNICOM
122.8 (CTAF)

Limit missed approach to 165K until CAKBI.

Procedure NA for arrivals at AGIME on V244 westbound.

**Boro-VNAV NA when using Montrose altimeter setting. For uncompensated Boro-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 ½ 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 ½ SM, Cat C ½ SM and Circling Cat A ½ SM. VDP NA when using Montrose altimeter setting.**

**Circling NA to Rwy 14 and 32.**

*Missed approach requires minimum climb of 250 feet per NM to 6900.
**RNAV (GPS) RWY 4**

**DEMING MUNI (DMN)**

- **UNICOM**: 122.8 (CTAF)
- **ASOS**: 118.525
- **ALBUQUERQUE CENTER**: 128.2 285.5

### Procedure NA for arrivals at FAAST on V94 westbound.

- **FAAST**: 8100 (8.9)
- **JUTEP**: 7480
- **HIRUT**: 5422
- **DUCK**: 5422
- **GINEC**: 6100

**RW04**

- **GP 3.00° TCH 45**
  - CATEGORY: A B C D
  - **LPV DA**: 4562-1 250 (300-1)
  - **LNAV/VNAV DA**: 4945-2 3/4 633 (700-2 3/4)
  - **LNAV MDA**: 4880-1 568 (600-1)
  - **CIRCLING**: 4880-1 568 (600-1)

**RNAV (GPS) RWY 4**

- **SW-1, 30 NOV 2023 to 25 JAN 2024**

- **MISSED APCH FIX**

- **ELEV 4314**
- **TDZE 4312**

- **CLIMB TO 7100 DIRECT**: JUTEP and hold.

- **Circling Cat B visibility ½ mile and Cats C and D visibility 1½ mile.**

- **Rwy 4 helicopter visibility reduction below 3/4 SM NA.**

- **Circling Rwy 22, 26 NA at night.**

- **Use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV Baro-VNAV NA when using Las Cruces altimeter setting.**

- **When local altimeter setting not received, For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C.**

**DEMING, NEW MEXICO**

- **Amdt 1C 08SEP22**

**AL-478 (FAA)**

**WAAS CH 99319 W04A**

- **APP CRS 042°**
- **Rwy Idg 5675**
- **TDZE 4312**
- **Apt Elev 4314**

**32°16'N-107°43'W**

**DEMITING MUNI (DMN)**
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 ½ mile and Circling Cats C and D visibility ½ mile. Rwy 8 helicopter visibility reduction below ½ SM NA. Circling Rwy 22, 26 NA at night.

Procedure NA for arrival at NUWIN on V110 northbound.

Procedure NA for arrival at KUNRE on V94 westbound.

MGW RW08 25 NM

VGS and RNAV glideslope not coincident (VGS Angle 3.00/TCH 43).

Procedure Turn NA

 CATEGORY A B C D
LNAV MDA 4920-1 606 (700-1) 4920-1¾ 606 (700-1¾) 4920-2 606 (700-2)
CIRCLING 4920-1 606 (700-1) 4940-1 626 (700-1) 5020-2 706 (800-2) 5020-2¾ 706 (800-2¾)

DEMING, NEW MEXICO
Orig C 08SEP22

32°16'N-107°43'W

RNAV (GPS) RWY 8

DEMING MUNI (DMN)

ALBUQUEQUE CENTER
128.2 285.5

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 22
ALBUQUERQUE CENTER

ASOS 118.525
UNICOM 122.8 (CTAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. 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 22, 26 NA at night.

MISSING APPROACH: Climb to 9000 directed GINEC and on track 274° to FAAST and hold.

Procedure NA for arrival at NUWIN on V110 northbound.

Procedure NA for arrival at CRATT on V94 eastbound.
Procedure NA for arrivals at WUMEX on V110 northbound.

Procedure NA for arrivals at CUS VOR/DME on V16-66-198-T306 westbound.

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 0.5 mile. Circling RW 22, 26 NA at night.

MISSED APPROACH: Climb to 5600 then climbing right turn to 7200 direct TOSOY and hold.
Circling to Rwy 26 NA at night.

MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct DMN VORTAC and hold. Continue to climb-in-hold to 8000.
DENVER, COLORADO

ILS or LOC RWY 35R
CENTENNIAL (APA)

DME required for LOC only. RADAR required for procedure entry.

**Rwy 35L**
- Helicopter visibility reduction below 1 SM NA.
- For inop ALS, increase S-LOC 35R Cat C/D visibility to 1 ½ SM.
- Sidestep and circling Rwy 35L NA at night.

**ATIS**
- 120.3

**DENVER APP CON**
- 132.75

**CENTENNIAL TOWER**
- 118.9

**GND CON**
- 121.8

**CLNC DEL**
- 128.6

**MISSING APPROACH:** Climb to 7400 then climbing right turn to 9200 on heading 160° and FQF VORTAC R-197 to HOHUM INT/FQF 22.5 DME and hold.

**ATIS**
- 120.3

**DENVER APP CON**
- 132.75

**CENTENNIAL TOWER**
- 118.9

**GND CON**
- 121.8

**CLNC DEL**
- 128.6
RNP APCH - GPS.

Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**ATIS**

DENVER APP CON 132.75

CENTENNIAL TOWER 118.9

GND CON 121.8

CLNC DEL 128.6

**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 132.75

CENTENNIAL TOWER 118.9

GND CON 121.8

CLNC DEL 128.6
RNAV (GPS) RWY 28
CENTENNIAL (APA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 49°C. Rw 28 helicopter visibility reduction below 3/4 SM NA. Circling Rw 35L NA at night.

ATIS
120.3

DENVER APP CON
132.75 269.3

CENTENNIAL TOWER
118.9

GND CON
121.8

CLNC DEL
128.6

ELEV 5885
TDZE 5813

MIRL all Rwys
REIL Rwys 17R, 28, and 35L

MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct EZBEL and hold.

LNAV only.

*1.3 NM to RW28

FEGIB 3.5 NM to RW28

NIDLY

MESME

DOCKY

6400-1 447 (400-1) 6260-1 447 (400-1)

CIRCLING 6400-1 447 (400-1) 6740-2 447 (400-1) 6900-3

3.5 NM to RW28

NA at night.

49°C. Rw 28 helicopter visibility reduction below 3/4 SM NA. Circling Rw 35L NA at night.
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 1/8 SM.

**ATIS**
- **DENVER APP CON**: 120.3
- **CENTENNIAL TOWER**: 118.9
- **GND CON**: 121.8
- **CLNC DEL**: 128.6

**RNAV (GPS) RWY 35R**

**RAPT**:
- **ATIS**: 120.3
- **DENVER APP CON**: 132.75
- **CENTENNIAL TOWER**: 118.9
- **GND CON**: 121.8
- **CLNC DEL**: 128.6

**WAAS**
- **CHA**: 40339
- **W35A**: 5885
- **TDZE**: 5885
- **Rwy Idg**: 10001
- **Apt Elev**: 5885

**RNP APCH:**
- **RNAV (GPS) RWY 35R**:
- **RNAV (GPS) RWY 28**:
- **RNAV (GPS) RWY 35L**:

**ATIS**
- **DENVER APP CON**: 120.3
- **CENTENNIAL TOWER**: 118.9
- **GND CON**: 121.8
- **CLNC DEL**: 128.6

**DENVER, COLORADO**

**DENVER, COLORADO**

**RNAV (GPS) RWY 35R**

**RNAV (GPS) RWY 28**

**RNAV (GPS) RWY 35L**

**ATIS**
- **DENVER APP CON**: 120.3
- **CENTENNIAL TOWER**: 118.9
- **GND CON**: 121.8
- **CLNC DEL**: 128.6
CAUTION: BE ALERT TO
RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY
HOLDING INSTRUCTIONS IS REQUIRED.
TOP ALTITUDE: ASSIGNED BY ATC

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

LARAMIE
117.6 LAR
Chan 123

CHEYENNE
113.1 CY
Chan 78

SIDNEY
115.9 SNY
Chan 106

GILL
114.2 GIL
Chan 89

MILE HIGH
114.7 DVI
Chan 94

AKRON
114.4 AKO
Chan 91

HAYES CENTER
117.7 HCT
Chan 124

THURMAN
112.9 TXC
Chan 76

FALCON
116.3 FQF
Chan 110

BLUE MESA
114.9 HBU
Chan 96

PUEBLO
116.7 PUB
Chan 114

HUGO
112.1 HGO
Chan 58

GOODLAND
115.1 GLD
Chan 98

GARDEN CITY
113.3 GCK
Chan 80

NOTE: RADAR required.
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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.
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.
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.

NOTE: Chart not to scale.

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)
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)
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.

. . . . . expects 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)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS

- **Rwy 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.

(CONTINUED 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.

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.
NOTE: RADAR required.

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: Chart not to scale.

(CONTINUED 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 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.
DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)

ROCKIES FIVE DEPARTURE

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

NOTE: Chart not to scale.

NOTE: RADAR required.

(ROCKIES FIVE DEPARTURE)
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.
SKYEE ONE DEPARTURE (RNAV)

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.
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)
NOTE: Chart not to scale.

FL230

TOP ALTITUDE:
FL230

DENVER, COLORADO

DENVER, COLORADO

AL-5715 (FAA)

(WNGSS1.WNGSS)

WNGSS ONE DEPARTURE (RNAV)

restrictions advise CLNC DEL prior to taxi.

NOTE: Accelerate to 250K or greater upon reaching 10000.

NOTE: Turbojets only.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RADAR required.

NOTE: If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

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)
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)
DENVER DEP CON
132.75 269.3
ATIS
120.3
CINC DEL
128.6

NATI

DENVER, COLORADO

YOKES
12000
R-125
Rwy 28: Standard with minimum climb of 255' per NM to 8000.
Rwy 17R: Standard with minimum climb of 370' per NM to 8000.
Rwy 17L: Standard with minimum climb of 255' per NM to 8000.
Rwys 10, 35L/R: Standard.

YAMMI
12000
(For MEDICINE BOW transition only)

MOCA for HANKI transition only.

YALE

DENVER

MOCA for HANKI transition only.

GILL
114.2 GLL
Chan 89

YAMMI
116.85 MBW
Chan 115(Y)

MEDICINE BOW

HANKI

TOP ALTITUDE:
ASSIGNED BY ATC

(CONTINUED ON FOLLOWING PAGE)

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.
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 HANIKI.

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.
Procedure NA for arrivals at DVV VORTAC on V8 westbound.

Procedure NA for arrival on FQF VORTAC R-127 to HUNTN INT/FQF 9.8 DME and hold.

MISSED APPROACH: Climb to 8500 on heading 172° and FQF VORTAC R-127 to HUNTN INT/FQF 9.8 DME and hold.

Alternate missed approach fix.

COLORADO AIR AND SPACE PORT (CFO)

DENVER, COLORADO

Amdt 1C  30JAN20
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 1.5 SM. Autopilot coupled approach NA below 6250 MSL.

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.

Procedure NA for arrival on FQF VORTAC airway radials 038 CW 078.

ELEV 5515  TDZE 5489

LOCLIZER 109.3  I-FTG  Chan 30

FALCON 116.3 FQF  Chan 110

LOCALIZER 109.3  I-FTG  Chan 30

(IAF) SKIPI  I-FTG 7

8000 7200

HOLD 8000 7200

LOCLIZER 109.3  I-FTG  Chan 30

LOCALIZER 109.3  I-FTG  Chan 30

6147

6529

S-ILS 26  5689-1/2  200 (200-1/2)
S-LOC 26  5900-1/2  411 (400-1/2)  5900-3/4  411 (400-3/4)

CIRCLING 6000-1  485 (500-1)  6100-1/2  585 (600-1/2)  6300-2 785 (800-2/3)

DENVER, COLORADO
Amdt 6B 31DEC20

COLORADO AIR AND SPACE PORT (CFO)

ILS or LOC RWY 26
**DENVER, COLORADO**

**AL-6851 (FAA) 23334**

**ILS or LOC RWY 35**

**COLORADO AIR AND SPACE PORT (CFO)**

For inop ALS, increase S-LOC 35 Cats C and D visibility to 2 1/2 SM.

**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**
- 119.025
- DENVER APP CON 128.25 371.95
- SPACE PORT TOWER * 120.2 (CTAF)

**GND CON**
- 124.7

**CLNC DEL**
- 121.75 (When twr closed)

**UNICOM**
- 122.95

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### APP CRS

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### APP CRS

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### Cat 5559

**MISSED APCH FIX**
- I-VWT 110.9
- Chan 46

---

**COLORADO AIR AND SPACE PORT**

**180°**

**360°**

**7500**

**hdg 352°**

**LOC only**

**ILS or LOC RWY 35**

**COLORADO AIR AND SPACE PORT (CFO)**

**110.9**

**Chan 46**

**DENVER, COLORADO**

**Amdt 2B 30JAN20**

39°47'N-104°32'W

**ILS or LOC RWY 35**

**COLORADO AIR AND SPACE PORT (CFO)**

**SW-1, 30 NOV 2023 to 25 JAN 2024**

**SW-1, 30 NOV 2023 to 25 JAN 2024**

**170**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C.

Atmospheric Pressure Reference Station (APRS):

- Colored dots indicate APRS beacons.
- APRS beacons are located near the airport and along the approach path.
- The APRS beacon data is used to assist in navigation at low altitudes.

Procedure NA for arrivals on DVV VORTAC airway radials 314 CW 068.

Procedure NA for arrivals on FQF VORTAC airway radials 306 CW 078.
DENVER, COLORADO

ATIS 119.025
DENVER APP CON 128.25 371.95
SPACE PORT TOWER 120.2 (CTAF)
GND CON 124.7
CLNC DEL 124.7
CLNC DEL 121.75
(When twr closed) 122.95

RNAV (GPS) RWY 26
COLORADO AIR AND SPACE PORT (CFO)

MISSED APPROACH: (Do not exceed 200K until LIMEX) Climb to 6100 then climbing left turn to 7600 direct LIMEX and hold.

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 1/4 SM, and increase LNAV Cat C/D visibility to 1/2 SM.

Procedure NA for arrival on FQF VORTAC airway radials 038 CW 148.

Procedure NA for arrivals at LIMEX on V611 northeast bound and V611 southeast bound.

\[\Delta 6147\]

\[\Delta 6270\]
RNAV (GPS) RWY 35
COLORADO AIR AND SPACE PORT (CFO)

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 ¾ SM.

Procedure NA for arrivals on FQF VORTAC airway radials 078 CW 220.

LNAV only

RNAV (GPS) RWY 35
COLORADO AIR AND SPACE PORT (CFO)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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 route. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.
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.
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)
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.
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)
PIKES TWO DEPARTURE

**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.
DENVER, COLORADO

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
All runways: Standard.

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)

SW-1, 30 NOV 2023 to 25 JAN 2024
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.
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.

MEEEKER 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.
SKYEE ONE DEPARTURE (RNAV)

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

SKYEE ONE DEPARTURE (RNAV)

SKYEE ONE DEPARTURE (RNAV)
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)
NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

DENVER DEP CON 128.25 371.95

NOTE:  Chart not to scale.

FL230
TOP ALTITUDE:
DENVER, COLORADO

AL-6851 (FAA)
(CFO)

restrictions advise CLNC DEL prior to taxi.

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: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE:  RNAV.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  Turbojets only.
NOTE:  RADAR required.
NOTE:  CLNC DEL (when twr closed)

TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.

128.25  371.95

DENVER DEP CON

121.75 (when twr closed)

CLNC DEL

128.25 371.95

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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)
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.
Simultaneous approach authorized with Rwy 26. For inoperative MALS, increase S-LOC 25 Cat C and D visibility to RVR 5500.

**RVR 1800 authorized with use of FD or AP to DA.

D-ATIS

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<td>379.9</td>
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<td>120.35</td>
<td>379.3</td>
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DENVER TOWER

| 128.75 | 273.55 |

GND CON

| 121.35 | 379.175 |

ALTERNATE MISSED APCH FIX

FAF to MAP 5 NM

SW-1, 30 Nov 2023 to 25 Jan 2024

RADAR REQUIRED

ILS or LOC RWY 25

DENVER INTL (DEN)
ILE RWY 34R (SA CAT I)
DENVER INTL (DEN)

- Requires specificOPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.
- 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
  - ARR 125.6 379.9
  - DEP 134.025

- DENVER APP CON
  - 135.3 351.95

- DENVER TOWER
  - 121.35 379.175

- CPDC
  - 125.6 379.9

- LOCALIZER
  - 353°

- RADAR or GPS REQUIRED
  - ROUTING TO BFREE
    - (not to scale)
  - HYGEN
    - FQF 37.9 Radar
  - I-OUF
    - HYGEN
  - Rwy Idg
  - 133°54.5

- ELEV
  - 5434
  - TDZE 5354

- Misc
  - 116.3 QFQ
  - Chan 110

- SW-1, 30 Nov 2023 to 25 Jan 2024

- DENVER, COLORADO
  - Amdt 3A 11DEC14

- ILS RWY 34R (SA CAT I)
  - 39°52'N-104°40'W

- DENVER INTL (DEN)
  - AL-9077 (FAA)
  - 23334
DENVER, COLORADO

DENVER INTL (DEN)

ILS RWY 35L (SA CAT I)

DENVER APP CON

DEP  134.025 (NORTH)

GND CON  121.85  377.1

DENVER TOWER  124.3  322.45

ELEV 5434  Chan 22

TDZE 5434

LOC/DME  I-AQD  108.5

APP CRS  353°  Rwy Idg  12000  Apt Elev  5434

DENVER INTERNATIONAL

Amdt 5B  19JUL18

34R, 35L, 35R

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

HIIR all Rwys

TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

HILR all Rwys

39°52'N-104°40'W

ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

AL-9077 (FAA)
ILS RWY 34L (CAT II & III)  
DENVER INTL (DEN)

**CAT II:** RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Immediate approach authorized with Rwy 35L/R.

**CAT III:** RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

**MISSING APPROACH:** Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

**ROUTING TO KALHR**  
(not to scale)

**MISSING APCH FIX**  
HYGEN  
FQF 37.9  
RADAR  
Ch 110

**ALTERNATE MISSSED APCH FIX**  
HYGEN  
DEN 31.5  
RADAR  
Ch 117.9

**CATEGORY II & III ILS - SPECIAL AIRCROW & AIRCRAFT CERTIFICATION REQUIRED**

**DENVER, COLORADO**  
Amdt 2C 07OCT21

**ILS RWY 34L (CAT II & III)**
DENVER, COLORADO

DENVER INTL (DEN)

ILS RWY 35L (CAT II & III)

LOC/DME I-AQD
108.5
Chan 22

APP CRS
353°

Rwy Idg
12000

TDZE
5434

Apt Elev
5434

DENVER, COLORADO

DENVER APP CON

12000

DENVER TOWER

124.3 322.45

GND CON
121.85 377.1

CLNC DEL
118.75

CPDLC

AL-9077 (FAA)

RNV 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.

D-ATIS

ARR
125.6 379.9

DEP
134.025

DENVER APP CON

119.3 307.3 120.35 379.3
(NORTH)

119.3 307.3 120.35 379.3
(SOUTH)

DENVER TOWER

124.3 322.45

GND CON
121.85 377.1

CLNC DEL
118.75

CPDLC

MISS APPROACH: Climb to 10000 then right turn direct GLL VOR/DME and hold.

DENVER

117.9

DENVER INTL (DEN)

LEGEND

RADAR

I-AQD

Rwy Idg

Apt Elev

DER

I-AF

MSD

N

DENC

ELEV 5434

TDZE 5434

MS-2

DENVER INTL (DEN)

ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

ILS RWY 35L (CAT II & III)
RNAV (RNP) Z RWY 7
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 6000.

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**DENVER APP CRS**

<table>
<thead>
<tr>
<th>ARR</th>
<th>125.6 379.9</th>
<th>DEP</th>
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<tr>
<td>DENVER APP CON</td>
<td>(NORTH)</td>
<td>DENVER APP CON</td>
<td>(SOUTH)</td>
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**DENVER TOWER**

128.75 273.55

**DENVER TOWER**

128.75 273.55

**GND CON**

121.35 379.175

**CLNC DEL**

118.75

**CPDLC**

---

**MISSED APPROACH:** Climb to 5900 then climbing right turn to 10000 direct CIDMU and track 081° to LIMEX and hold.

---

**AUTHORIZATION REQUIRED**

DENVER, COLORADO

Amdt 1 26MAR20

---

**SMALL AREA**

DENVER, COLORADO

AL-9077 (FAA)

---

**5434**

**TDZE 5352**

---

**HIRL**

all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

---

**RNAV (RNP) Z RWY 7**

DENVER INTL (DEN)

---

**ELEV 5434**

**TWR 12000 X 150**

---

**RNP 0.15 DA**

5602/24 250 (200-½)

---

**RNP 0.30 DA**

5753/40 401 (400 -¼)

---

**GP 3.00° TCH 55**

See planview for multiple IF locations.

---

**5 NM**

---

**<Category A**

---

**Category B**

---

**Category C**

---

**Category D**
For uncompensated Baro-VNAV systems, procedure NA below \(-25^\circ C\) (\(-13^\circ F\)) or above \(45^\circ C\) (\(114^\circ F\)). 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.

**Malfunctioning Approach Fix**

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

**RNAV (RNP) Z RWY 16L**

**DENVER INTL (DEN)**

---

**173°**

**APP CRS**

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**RNAV (RNP) Z RWY 16L**

---

**DENVER TOWER**

**DENVER APP CON**

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<th>ARR</th>
<th>125.6 379.9</th>
<th>119.3 307.3</th>
<th>120.35 379.3</th>
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<tr>
<td>DEP</td>
<td>134.025</td>
<td>(NORTH)</td>
<td>(SOUTH)</td>
</tr>
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---

**AMS RW16L 25 NM**

---

**10300**
RNAV (RNP) Z RWY 16R

DENVER INTL (DEN)

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

APPROACH AUTHORIZATION REQUIRED

For uncompensated Baro-VNAV systems, procedure NA below -24°C or above 54°C. For inop ALS, increase RNP 0.30 all CATs visibility to RVR 4500.

SW-1, 30 NOV 2023 to 25 JAN 2024
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 authorized. Use of FD or AP providing RNAV track guidance required during RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to 10000 direct LIMEX and hold.

**MISSING APCH FIX**

**AUTHORIZATION REQUIRED**
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1/2 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).

MISSING APPROACH: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

MISSED APCH FIX
See planview for multiple IF locations.
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.

D-ATIS
ARR 125.6 379.9
DEP 134.025
DENVER APP CON 132.35 239.275
DENVER TOWER 121.85 377.1
CLNC DEL 118.75
CPDLC

MISSED APCH FIX

NIWOT 7 NM

MISSED APPROACH: Climb to 6000 then climbing right turn to 10000 direct NIWOT and hold.

MALS R

- 5.2NM

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

See planview for multiple IF locations.

VP 3.00° TCH

CHART A

- See planview for multiple IF locations.

A 5733

GRASP

- 7000

GP 3.00° TCH 55

RNP 0.15 DA 5566/24 257 (200-1/2)

RNP 0.30 DA 5611/24 302 (200-1/2)

AUTHORIZATION REQUIRED

HOTDG

7000 263° (1.1)

7300 263°(5.8)

263° (5.2)

HOTDG

7000 263° (1.1)

7300 263° (5.8)

See planview for multiple IF locations.

GP 3.00° TCH 55

RNP 0.15 DA 5566/24 257 (200-1/2)

RNP 0.30 DA 5611/24 302 (200-1/2)

AUTHORIZATION REQUIRED
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 1/2 mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

D-ATIS
ARR 125.6 379.9
DEP 134.025

DENVER APP CON
119.3 307.3 120.35 379.3
(NORTH) (SOUTH)

DENVER TOWER
135.3 351.95

GND CON
121.35 379.175

CINC DEL
118.75

CPDLC

MISSED APCH FIX
HYGEN

RADAR REQUIRED
ELEV 5434
TDZE 5327

HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R

WINTR

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 70).

GND CON
118.75

WINTR

5.1 NM

WINTR

10000

TCH 300°

CATALOG REQUIRED

AUTHORIZED REQUIRED

DENVER, COLORADO
Orig C 01FEB18

DENVER INTL (DEN)

AL-9077 (FAA)

RNAV (RNP) Z RWY 34L
DENVER INTL (DEN)

39°52'N-104°40'W

DEP
ARR
CLNC DEL
CPDLC

D-ATIS

WINTR

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00°/TCH 70).

GND CON
118.75

WINTR

10000

TCH 300°

CATALOG REQUIRED

AUTHORIZED REQUIRED

DENVER, COLORADO
Orig C 01FEB18

DENVER INTL (DEN)

AL-9077 (FAA)

RNAV (RNP) Z RWY 34L
DENVER INTL (DEN)

39°52'N-104°40'W

DEP
ARR
CLNC DEL
CPDLC
RNAV (RNP) Z RWY 34R
DENVER INTL (DEN)

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 1½ mile and RNP 0.30 all Cats visibility to 2½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

RNAV (RNP) Z RWY 34R
DENVER INTL (DEN)

MISSED APPROACH: Climb to 6000 then climbing left turn to 10000 direct HYGEN and hold.

RADAR REQUIRED

ELEV 5434 TDZE 5354

HIRL all Rwy's

See planview for multiple IF locations.

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00°/TCH 63).

GND CON
121.35 379.175

CLEN DEL
118.75

CPDLC

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 1½ mile and RNP 0.30 all Cats visibility to 2½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

AUTHORIZATION REQUIRED

CATEGORY
A  B  C  D

RNP 0.10 DA
5739/40 385 (400-3/4)

RNP 0.20 DA
5849/60 493 (500-1/4)

RNP 0.30 DA
5980-1 626 (600-1/3)

DISP 17L 17R 16R 16L 34L 34R 35L 35R
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.

MISSED APPROACH: Climb to 10000, then right turn direct GLL VOR/DME and hold.
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.

RNAV (RNP) Z RWY 35R
DENVER INTL (DEN)

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

MISSED APCH FIX: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

RADAR REQUIRED

ELEV 5434 TDZE 5370
HRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

AUTHORIZED REQUIRED

RNP 0.10 DA
5631/24 261 (200-1/2)

RNP 0.30 DA
5702/32 332 (300-1/2)

See planview for multiple IF locations.

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.

RNAV (RNP) Z RWY 35R
DENVER INTL (DEN)

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

MISSED APCH FIX: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

RADAR REQUIRED

ELEV 5434 TDZE 5370
HRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

AUTHORIZED REQUIRED

RNP 0.10 DA
5631/24 261 (200-1/2)

RNP 0.30 DA
5702/32 332 (300-1/2)

See planview for multiple IF locations.

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.

RNAV (RNP) Z RWY 35R
DENVER INTL (DEN)

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

MISSED APCH FIX: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

RADAR REQUIRED

ELEV 5434 TDZE 5370
HRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

AUTHORIZED REQUIRED

RNP 0.10 DA
5631/24 261 (200-1/2)

RNP 0.30 DA
5702/32 332 (300-1/2)

See planview for multiple IF locations.

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.

RNAV (RNP) Z RWY 35R
DENVER INTL (DEN)

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

MISSED APCH FIX: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

RADAR REQUIRED

ELEV 5434 TDZE 5370
HRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

AUTHORIZED REQUIRED

RNP 0.10 DA
5631/24 261 (200-1/2)

RNP 0.30 DA
5702/32 332 (300-1/2)

See planview for multiple IF locations.

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.

RNAV (RNP) Z RWY 35R
DENVER INTL (DEN)

MISSED APPROACH: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

MISSED APCH FIX: Climb to 5900, then climbing right turn to 8000 direct YIMZO and hold.

RADAR REQUIRED

ELEV 5434 TDZE 5370
HRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

AUTHORIZED REQUIRED

RNP 0.10 DA
5631/24 261 (200-1/2)

RNP 0.30 DA
5702/32 332 (300-1/2)

See planview for multiple IF locations.

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.
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat C/D visibility to RVR 5500. Use of FD or AP required during simultaneous operations.

**MISSED APPROACH:** Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

---

### Category C/D

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<th>B</th>
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<td>5720/35</td>
<td>368 (300⁻)</td>
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**DENVER, COLORADO**

Amdt 2 20APR23

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**DENVER INTL (DEN)**

**RNAV (GPS) Y RWY 7**

---

**DENVER INTL (DEN)**

Amdt 2 20APR23
DENVER, COLORADO

RNAV (GPS) Y RWY 8
DENVER INTL (DEN)

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.

- **MAILSR**
- **MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to Witne and hold.**

**D-ATIS**
- **ARR**
  - 125.6 379.9
- **DEP**
  - 134.025

**DENVER APP CON**
- **NW**
  - 119.3 307.3 120.35 379.3
- **SW**
  - (NORTH)
  - (SOUTH)

**DENVER TOWER**
- **DENVER INTL (DEN)**
  - 132.35 239.275

**GND CON**
- **121.85 377.1**

**CLNC DEL**
- **118.75**

**CPDLC**

**RADAR REQUIRED**
- **ELEV 5434**
  - **TDZE 5354**

**LNAV MDA**
- **200 (200-1/2)**

**LNAV/ VNAV DA**
- **479 (400-1/4)**

**LNAV MDA**
- **366 (300-1/2)**
  - **366 (300-%)**

**DNEDER INTL (DEN)**

Amdt 1C 07DEC17

39°52'N 104°40'W

223
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 MALS, 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.

**MISSING APCH FIX**

**ELEV**

**RADAR REQUIRED**
RNAV (GPS) Y RWY 16R
DENVER INTL (DEN)

LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. Simultaneous approach authorized.

Final approach course offset 3.00°.

DENVER, COLORADO
AL-9077 (FAA)

DENVER INTL (DEN)

Orig 30NOV23
39°52'N-104°40'W
225
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 C/D visibility to RVR 5500. Use of FD or AP providing RNP 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.

**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 C/D visibility to RVR 5500. Use of FD or AP providing RNP 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.

**RNAV (GPS) Y RWY 17L**

**DENVER INTL (DEN)**
DENVER, COLORADO

Amdt 1C  12OCT17

RAILRAD REQUIRED

A 6260

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 1 1/2 mile, and LNAV Cat C/D to 1 1/2 mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

DENVER INTL (DEN)

DENVER TOWER 124.3 322.45
GND CON 121.85 377.1

DENVER APP CON

ARR 125.6 379.9
DEP 134.025

V

JAKUR and on track
Climb to 10000 direct

LNAV MDA

5940/24 548 (600-1 1/4)

5940-1 1/4 548 (600-1 1/4)
DENVER, COLORADO

AL-9077 (FAA)

23334

RNAV (GPS) Y RWY 25
DENVER INTL (DEN)

DENVER INTL (DEN)

RNAV (GPS) Y RWY 25
DENVER INTL (DEN)

Amdt 1B  07DEC17

**RNAV (GPS) Y RWY 25**

**DENVER INTL (DEN)**

**DENVER INTL (DEN)**

RNAV (GPS) Y RWY 25
DENVER INTL (DEN)

Amdt 1B  07DEC17

**RNAV (GPS) Y RWY 25**

**DENVER INTL (DEN)**

RNAV (GPS) Y RWY 25
DENVER INTL (DEN)

Amdt 1B  07DEC17
RNAV (GPS) Y RWY 26
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 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.

MISSED APPROACH:
Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.

ATIS
ARR 125.6 379.9
DEP 134.025

DENVER APP CON
DENVER TOWER
GND CON
CLNC DEL
CPDLC

DENVER, COLORADO
AL-9077 (FAA)

DENVER INTL (DEN)

RNAV (GPS) Y RWY 26

DENVER, COLORADO

SW-1, 30 NOV 2023 to 25 JAN 2024
DENVER, COLORADO

RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)

ELEV 5434 TDZE 5327

MISSED APCH FIX
HYGEN

RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)

Amdt 2D 07OCT21

DENVER, COLORADO

AL-9077 (FAA) 23334

DENVER, COLORADO

230

39°52'N 104°40'W

RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)

Amdt 2D 07OCT21

DENVER, COLORADO

AL-9077 (FAA) 23334

DENVER, COLORADO

230

39°52'N 104°40'W

RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)
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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.
**RNAV (GPS) Y RWY 35L**

**DENVER INTL (DEN)**

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**DENVER, COLORADO**

**AL-9077 (FAA)**

**DENVER, COLORADO**

**APCRS 12000**

**Category C**

**APP CRS 353°**

**Rwy Idg 12000**

**TDZE 5434**

**Apt Elev 5434**

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**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.**

**DENVER TOWER**

**DENVER APP CON**

**DENVER TOWER**

**CLNC DEL**

**CPDLC**

**DENVER APP CON**

**DENVER TOWER**

**DENVER TOWER**

**DENVER TOWER**

**DENVER TOWER**

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**D-ATIS**

**Arr 125.6 379.9**

**Dep 134.025**

**DENVER APP CON**

**GND CON**

**124.3 322.45**

**121.85 377.1**

**118.75**

**120.35 379.3**

**125.6 379.9**

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**RNAV (GPS) Y RWY 35L**

**DENVER INTL (DEN)**

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**RDPR REQUIRED**

**ELEV 5434**

**TDZE 5434**

**HIRL all Rwy**

**TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R**

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**RADAR REQUIRED**

**AIR**

**APCRS 12000**

**Rwy Idg 12000**

**TDZE 5434**

**Apt Elev 5434**

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**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.**

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**ARD**

**ARR**

**125.6 379.9**

**Dep 134.025**

**DENVER APP CON**

**GND CON**

**124.3 322.45**

**121.85 377.1**

**118.75**

**120.35 379.3**

**125.6 379.9**

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**D-ATIS**

**Arr 125.6 379.9**

**Dep 134.025**

**DENVER APP CON**

**GND CON**

**124.3 322.45**

**121.85 377.1**

**118.75**

**120.35 379.3**

**125.6 379.9**

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**RNAV (GPS) Y RWY 35L**

**DENVER INTL (DEN)**

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**Amdt 2B 12OCT17**

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**SW-1, 30 NOV 2023 to 25 JAN 2024**
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
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 noted 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.
NOTE:  Takeoff Rwy 8 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:  Turbojets only.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS 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.
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)
TAKEN MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 400' per NM to 5934.
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: Turbujetsonly.
NOTE: Rwy 16L/R, 17L/R RADARrequired.
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.

CHUWY ONE DEPARTURE (RNAV)

DENVER, COLORADO

DENVER INTL (DEN)

(1) 25° 26°

FL230
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 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.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 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: Turbojets only.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

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.
Rwy 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.

(TOP ALTITUDE: FL230)

NOTE: Chart not to scale.
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)
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8, 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.

TAKEOFF MINIMUMS
Rwy 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.
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)
TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 410' per NM to 5934.
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.
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 LODEE 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.
DENVER, COLORADO

DENVER INTL

10000

NOTE: RADAR required

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
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.
NOTE: Chart not to scale.

**TOP ALTITUDE:**

**FL230**

**TAKEOFF MINIMUMS**

- 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.
- Rwy 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:** Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

**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:** DME/DME/IRU or GPS required.
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.
TOP ALTITUDE:
FL230

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
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: Rwy 25 Departures - RADAR required.

NOTE: Chart not to scale.

(TOP ALTITUDE:
FL230)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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.
SW-1, 30 NOV 2023 to 25 JAN 2024

TAKEOFF MINIMUMS

Rwys 8, 16L: Standard with minimum climb of 465’ per NM to 5934.
Rwys 17L/R, 34L/R: Standard with minimum climb of 320’ per NM to 5934.
Rwy 16R: Standard with minimum climb of 465’ per NM to 5934.
Rwys 25, 35L/R: Standard with minimum climb of 320’ per NM to 5934.

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 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)
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 25 Departures - 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: For non-GPS equipped aircraft TXC DME must be operational.

TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 500’ 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 225’ 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.
Rwy 34L: Standard with minimum climb of 500’ per NM to 5934 then minimum climb of 220’ per NM to 14000.
Rwy 34R: Standard with minimum climb of 500’ per NM to 5934 then minimum climb of 230’ per NM to 14000.
Rwys 35L/R: Standard with minimum climb of 500’ per NM to 5934 then minimum climb of 240’ per NM to 14000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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.
HHOTH TWO DEPARTURE (RNAV)

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.
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.

(HHOTH2.HHOTH) 20254
HHOTH TWO DEPARTURE (RNAV) 10SEP20

NOTE: Chart not to scale.
\v

\textbf{DEPARTURE ROUTE DESCRIPTION}
\textbf{SEE ADDITIONAL REQUIREMENTS ON AAUP}

\textbf{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. . . .

\textbf{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. . . .

\textbf{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. . . .

\textbf{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. . . .

\textbf{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. . . .

\textbf{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. . . .

\textbf{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.

\textbf{JOBBA TRANSITION (HHOTH2.JOBBA)}

\textbf{SAABR TRANSITION (HHOTH2.SAABR)}
258

(PIKES2.DEN) 23334
DENVER INTL (DEN)

PIKES TWO DEPARTURE

DENVER, COLORADO

AL-9077 (FAA)

DENVER DEP CON

TOP ALTITUDE:

128.45 251.075

10000

D-ATIS DEP
134.025
CLNC DEL
118.75

DENVER

CPDLC

117.9 DEN

*

R
0
9
1

ADANE

SW-1, 30 NOV 2023 to 25 JAN 2024

HUGO

V389

Chan 72

Chan 58

(
19) 37

174°

BLACK FOREST
112.5 BRK

9000

5
14
R-

(
38
)

112.1 HGO

82

5
4
2
R

DRAKE

V83389

(
19)

7800

R28
2

R354

(
35)

182
°

FL2
30

TEHEV

PUEBLO

BINKE

5
4
2
R

116.7 PUB

TAKEOFF MINIMUMS

R002

J
1344

(
41)

Chan 114

All runways: Standard.
NOTE: RADAR required.

ALAMOSA
113.9 ALS
Chan 86

(CONTINUED ON FOLLOWING PAGE)

PIKES TWO DEPARTURE
(PIKES2.DEN)30JAN20

NOTE: Chart not to scale.
DENVER, COLORADO

DENVER INTL (DEN)

SW-1, 30 NOV 2023 to 25 JAN 2024

97

(
44 °
)

SOLAR

00
110
0
970

55)
(

*

°
159

FL2
14 30
30
0
1

Chan 126


DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 feet 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.
DENVER DEP CON
128.25 371.95
D-ATIS DEP
134.025
CINC DEL
118.75
CPDLC

TOP ALTITUDE:
10000

AKRON
114.4 AKO
Chan 91

ASHBY
V8
6500
066°
(50)

HAYS CENTER
117.7 HCT
Chan 124

MC COOK
115.3 MCK
Chan 100

MOCA for MC COOK
transition only.

THURMAN
112.9 TXC
Chan 76

V8
6500
066°
(55)

BELKE

TEKMY
FL210
*9000
073°
(66)

BELKE

FL210
*9000
073°
(66)

CABET

O84°
(56)

R-264

R-241

EPKEE

9000
065°
(28)

EMMYS

9000
065°
(28)

FL230
*8100
100°
(42)

EXTAN

9000
065°
(28)

R-264

FL230
*8100
100°
(42)

GARDEN CITY
113.3 GCK
Chan 80

WEEDS

130

R-290

6300
FL230

107

R-236

129°
(94)

R-290

130

R-273

100°
(88)

R-296

100°
(88)

MC COOK
115.3 MCK
Chan 100

*FL210

FL210
*9000
073°
(66)

MC COOK
115.3 MCK
Chan 100

TOP ALTITUDE:
10000

DENVER
117.9 DEN
Chan 126

DENVER INTL
DENVER INTL

TAKEOFF MINIMUMS
All Runways: Standard

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SW-1, 30 NOV 2023 to 25 JAN 2024
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.
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 RADAIR 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.

**TAKEOFF MINIMUMS**

Rwys 7, 26: NA-ATC.
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)
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)
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Rwys 34L/R, 35L/R 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.

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
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)
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.
SMMUR TWO DEPARTURE (RNAV)

**TOP ALTITUDE:**
FL230

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
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: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R 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: RAITT enroute transition is ATC assigned only.

NOTE: Chart not to scale.
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)
TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
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: Turbojets only.
NOTE: Rwys 34L/R, 35L/R 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.
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 Ciro 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)

### TAKEOFF MINIMUMS

- **Rwys 7, 26**: NA-ATC.
- **Rwys 8, 35L/R**: Standard with minimum climb of 400' per NM to 5934.
- **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.

### Notes:
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turbojets only.
- Rwys 16L/R, 17L/R RADAR required.
- Takeoff Rwys 8, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
- Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

### Chart Information:
- **XXWNG**: Chart not to scale.
- **XXWNG ONE DEPARTURE (RNAV)**
- **XXWNG**: (NARRATIVE ON FOLLOWING PAGE)

---

**NOTE:** Chart not to scale.

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**XXWNG ONE DEPARTURE (RNAV)**

---

**XXWNG**: (NARRATIVE ON FOLLOWING PAGE)
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.
DENVER, COLORADO

DENVER INTL (DEN)

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
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.
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 225’ per NM to 14800.
Rwy 17L: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 210’ per NM to 15500.
Rwy 17R: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 215’ per NM to 14300.
Rwy 25: Standard with minimum climb of 425’ per NM to 5934, then minimum climb of 230’ per NM to 15700.
Rwy 34L: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 230’ per NM to 14600.
Rwy 34R: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 220’ per NM to 15700.
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: Accelerate 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

NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
ZIMMR THREE DEPARTURE (RNAV)

T

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 intercept course 263° to cross 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 (ZIMMR3.CHNGY)
Circling NA for Cat D southwest of Rwy 12R-30L

Final approach course offset 19.98°.

MISSED APPROACH: Climb to 6200 then climbing left turn to 8400 direct NSPYR and hold.

Category A

**LP**

- **MDA**
  - 6020-1
  - 359 (400-1)

**UNAV MDA**

- 6120-1
  - 459 (500-1)
- 6120-1\(\frac{1}{8}\)
  - 459 (500-1\(\frac{1}{8}\))

**CIRCLING**

- 6180-1
  - 507 (600-1)
- 6240-1
  - 567 (600-1)
- 6360-2
  - 687 (700-2)
- 6360-2\(\frac{1}{4}\)
  - 687 (700-2\(\frac{1}{4}\))

**TCH 41**

- 6200
- 8400
- **NSPYR**

**HALFF**

- 154°
- 7100
- 6700
- 135°

**PYPPP**

- 3.00°

**DUUUD**

- 6200
- 8400
- **NSPYR**

**ELEV 5673**

- **TDZE 5661**

**DENVER, COLORADO**

Amdt 1 26MAR20

**ROCKY MOUNTAIN METRO (BJC)**

**RNAV (GPS) RWY 12L**

**39°55'N-105°07'W**
<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>42508W30A</td>
<td>295°</td>
<td>7002</td>
<td>5628</td>
<td>5673</td>
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</table>

Baro-VNA and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNA systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-D.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 1/4 mile.

### ATIS
- **DENVER APP CON**: 126.25
- **DENVER**: 125.12 263.02
- **TWR**: 118.6 (CTAF) 233.7
- **GND**: 121.7
- **CLNC DEL**: 132.6

### CLNC DEL
- RNAV (GPS) RWY 30L
- BJC
- 39°55'N-105°07'W

### RNAV (GPS) RWY 30L
- **ROCKY MOUNTAIN METRO**
- **DENVER, COLORADO**
- Amdt 2 13NOV14

---

**RNAV (GPS) RWY 30L**

### METRO TOWER

- **HYGEN**
- **TWR**: 66529
- **TDZE**: 5628
- **6204**
- **ELEV**: 5673

### RADAR REQUIRED

- **1 NM to RW30L**
- **295° to RW30L**

### CATEGORY

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<td>298 (300-1/8)</td>
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<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
<td>6180-1</td>
<td>6240-1</td>
<td>6360-2</td>
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**SW-1, 30 NOV 2023 to 25 JAN 2024**

**DENVER, COLORADO**

**ROCKY MOUNTAIN METRO (BJC)**

**RNAV (GPS) RWY 30L**

**DENVER, COLORADO**

Amdt 2 13NOV14

**39°55'N-105°07'W**
### RNAV (GPS) RWY 30R

**ROCKY MOUNTAIN METRO (BJC)**

**RNAV (GPS) RWY 30R**

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<th><strong>ATIS</strong></th>
<th><strong>DENVER APP CON</strong></th>
<th><strong>METRO TOWER</strong></th>
<th><strong>GND CON</strong></th>
<th><strong>CLNC DEL</strong></th>
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<tr>
<td>126.25</td>
<td>125.12 263.02</td>
<td>118.6 (CTAF) 233.7</td>
<td>121.7</td>
<td>132.6</td>
</tr>
</tbody>
</table>

**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 B2 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility 1/4 mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 1/2 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 1 1/2 mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1 3/4 mile.**

**MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

U.S. CUSTOMS: PARK ON NORTHWEST SIDE OF TERMINAL RAMP.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS

NOTE: RADAR required
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
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.
**NOTE:** Chart not to scale.

**FL230**

**TOP ALTITUDE:**

**DENVER, COLORADO**

**TAKEOFF MINIMUMS**

Rwys 3, 21: NA.


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**NOTE:** Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

---

**TAKING OF MINIMUMS**

Rwys 3, 21: NA.


---

**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.
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 (ECHO01.DUUZE)
SHAYK TRANSITION (ECHO01.SHAYK)
WYNDM TRANSITION (ECHO01.WYNDM)
ZIRKL TRANSITION (ECHO01.ZIRKL)
(MRSHH2.MRSHH) 21224
MRSHH TWO DEPARTURE (RNAV)

DENVER, COLORADO

TOP ALTITUDE: FL230

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 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)
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

TAKEOFF MINIMUMS
NOTE: RADAR required.
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.
NOTE: Chart not to scale.

CONTINUED ON FOLLOWING PAGE
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to assigned altitude and heading between 350° CW 113° from DER. Thence...

TAKEOFF RUNWAYS 12L/R: Climbing right turn to assigned altitude and heading between 350° CW 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.
TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Chart not to scale.

NOTE: RADAR required.

TAKEOFF MINIMUMS
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.
DENVER, COLORADO

AL-5612 (FAA)

DENVER DEP CON

125.12  263.02

TAKEOFF MINIMUMS

Rwys 3, 21: NA.

NOTE: RADAR required.
NOTE: Turbojets only.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.

(AFRA)
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)
NOTE: Chart not to scale.

FL230

TOP ALTITUDE:

DENVER, COLORADO

AL-5612 (FAA)

(BJC)

restrictions advise CLNC DEL prior to taxi.

NOTE: Accelerate to 250K or greater upon reaching 10000.

NOTE: RADAR required.

NOTE: Turbojets only.

NOTE: RNAV 1.

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.

TAKEOFF MINIMUMS

Rwys 3, 21: NA.

NOTE: Chart not to scale.
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)
NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

(CONTINUED ON FOLLOWING PAGE)
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.
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 MALS, increase LNAV Cat C/D visibility to 1 mile.

misSED APPROACH: Climb to 7500 then climbing right turn to 10200 direct RESER and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>120.625</th>
<th>DENVER CENTER</th>
<th>118.575 348.7</th>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
</tr>
</thead>
</table>

**RW03** 2.3 NM to WAVGI

**HINDY**

**JUBEP**

**WAVGI** 2.3 NM to RW03

**RSK**

**JUBEP**

**HINDY**

**WAVGI** 2.3 NM to RW03

**RSK**

**JUBEP**
RNAV (GPS) RWY 21
DURANGO-LA PLATA COUNTY (DRO)

Rwy 21 helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Final approach course offset 3.00°.

 Procedure NA for arrivals at BBRTA on V211 eastbound.

Missed Approach: Climb to 11000 direct ELLL and on track 260° to RIZAL and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
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<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>
**TAKEOFF MINIMUMS**

13100  225K

**GGIRO**

**ZAMRU**

**SPRKT**

**GORMN**

**BELGN**

**ZILOP**

**PARIZ**

**RUBAY**

**EAGLE, COLORADO**

**EAGLE COUNTY RGNL (EGE)**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 25**: Begin a climbing left turn as soon as practicable but not later than DER heading 206° to 7100, then on (assigned) transition, maintain 15000. Expect filed altitude 10 minutes after departure.

**BEVVR TRANSITION (BEVVR1.BELGN)**

**RUBAY TRANSITION (BEVVR1.RUBAY)**

**SPRKT TRANSITION (BEVVR1.SPRKT)**

**NOTE**: On departure rapidly rising terrain and trees within 1.5 miles west of the airport and within 0.25 miles south of the airport.

**NOTE**: RNAV 1.

**NOTE**: GPS required.

**NOTE**: Obstacle protection not ensured for turns delayed beyond DER.

**NOTE**: Do not exceed 210K until established direct COPER.

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**NOTE**: Do not exceed 210K until established direct COPER.
GYPSUM SIX DEPARTURE

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/I-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.

GYPSUM SIX DEPARTURE

19JUL18
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.

TAKEOFF MINIMUMS
Rwy 7: NA - ATC
Rwy 25: Standard with minimum climb of 815' per NM to 15000.

NOTE: Chart not to scale.
RNP APCH.

AWOS-3
133.825

DENVER APP CON
125.12 263.02

UNICOM
123.0 (CTAF)

ERIE, COLORADO
AL-6664 (FAA)

ERIE MUNI (EIK)

RNP APCH.

MISSED APPROACH: Climbing right turn to 7300 direct
ZABNI and hold.

Procedure NA for arrivals at BJC VOR/DME
on V81 southwest bound.

Category A

Category B

Category C

Category D

ERIE, COLORADO
Orig 25FEB21

40°01'N-105°03'W
311
**ERIE, COLORADO**

**VOR/DME BJC 115.4**

**APP CRS 203°**

**Rwy Idg TDZE N/A**

**Apt Elev 5119**

**DME required.**

**AWOS-3 133.825**

**DENVER APP CON 125.12 263.02**

**UNICOM 123.0 (CTAF)**

**MAE BJC 25 NM**

**HOLD 7300 14000**

**R-023**

**JEFFCO 115.4 BJC 101**

**Chan 101**

**5800 B SHATZ 13.5**

**5928 A**

**5703**

**5374 ±**

**5390**

**5513**

**5387 ±**

**5703 A**

**MAGIH BJC 7.4**

**ZEXOT BJC 10.7**

**SHATZ BJC 13.5**

**One Minute Holding Pattern**

**Procedures NA for arrivals at BJC VOR/DME on V81 southwest bound.**

**ERIE MUNI (EIK)**

**VOR-A**

**ERIE MUNI (EIK)**

**VOR-A**

**ERIE MUNI (EIK)**

**Amdt 1 25FEB21**

**40°01'N-105°03'W**
**ILS or LOC RWY 25**

**FOUR CORNERS RGNL (FMN)**

**DME required.**

- VDP NA with Durango altimeter setting. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase S-ILS 25 DA to 5950 feet and all visibilities ½ SM; increase all MDAs 260 feet and S-LOC 25 visibility Cat C/D ¾ SM, and Circling visibility Cat B ¼ SM and Cat C ½ SM.

**ATIS**

<table>
<thead>
<tr>
<th>Farmington Tower</th>
<th>118.9 (CTAF)</th>
</tr>
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<tbody>
<tr>
<td>127.15</td>
<td>257.8</td>
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</table>

**DENVER CENTER**

| 118.575 | 348.7 |

**GND CON**

| 121.7 |

**FARMINGTON TOWER**

<table>
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<td>257.8</td>
</tr>
</tbody>
</table>

**UNICOM**

| 122.95 |

**LOCALIZER**

A-7091

6040 ± 0.5°

5611

AMENDMENT 8

02DEC21

**DURANGO**

DRO

116.55

- 12NM

Channel 112(Y)

**ELEV**

5507

**APP CRS**

Rwy 1dg

6248

TDZE

5507

Apt Elev

5507

**GND CON**

121.7

**ATIS**

127.15

**FLUME RSK**

[17]

**At 8700:**

- Use I-FMN DME when on the localizer course.

**EPOTE I-FMN**

8.1

**KODYS I-FMN**

4.5

**LOCALIZER**

111.9

I-FMN

- 12NM

Channel 56

**FOGEL RSK**

10

**LOCALIZER**

116.55

I-FMN

- 12NM

Channel 112(Y)

**KODYS**

I-FMN

4.5

**RSK VORTAC**

8300

**LOCALIZER**

111.9

I-FMN

- 12NM

Channel 56

**Use I-FMN DME when on the localizer course.**

**FARMINGTON, NEW MEXICO**

Amdt 8 02DEC21

**SW-1, 30 NOV 2023 to 25 JAN 2024**

**FLUME**

R-280

**To FLUME INT**

**Hold, continue heading 321° and on RSK VORTAC**

**then climbing right turn to 9000 on MISSED APPROACH: Climb to 6100**

then climbing right turn to 9000 on heading 321° and on RSK VORTAC

**R-280 to FLUME INT and hold, continue climb-in-hold to 9000.**

**FLUME R SK**

10

**Arc**

**8600 Nopt**

**RSK VORTAC**

**4.5**

**RSK I-FMN**

8.1

**Remain within 10 NM**

**FLUME**

R-280

**+ RSK VORTAC**

**6020-1**

**6130-1**

**6380-2**

**6400-3**

**NORTH WIND 5-23 and 7-25**

MIRL Rwys 5-23 and 7-25

**REIL Rwys 23 and 25**

**MIRL Rwys 5-23 and 7-25**

121°

**GS 3.00°**

**TCH 56**

**LOC/DME**

I-FMN

111.9

Ch 56

**25°**

**FLUME**

R-280

**TWR 5569**

**116.55 DRO**

**Chan 112(Y)**

**5566**

**5605**

**I-FMN**

11.1

**R-216-206**

**25°**

**I-FMN**

2.1

**KODYS**

I-FMN

4.5

**EPOTE**

I-FMN

8.1

**IF96F**

**IF44F**

**FAF to MAP 7 NM**

Knots

60

90

120

150

180

Min:Sec

7:00

4:40

3:30

2:48

2:20

**36°44'N-108°14'W**

**FOUR CORNERS RGNL (FMN)**

**313**
RNAV (GPS) RWY 7
FOUR CORNERS RGNL (FMN)

ATIS 127.15
DENVER CENTER 118.575 348.7
FARMINGTON TOWER* 118.9 (CTAF) 257.8
GND CON 121.7
UNICOM 122.95

Climb to 8300 direct CODEN and hold.

Procedure NA for arrivals at DERMA via V95 southwest bound.

RNP APCH-GPS.

Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 6003 feet and LNAV/VNAV DA to 6223 and all visibilities ¾ SM; increase all MDAs 260 feet and visibility LNAV Cats B/C/D and Circling Cats A/B/C ¾ SM.

Category

- LPV DA
- LNAV/VNAV DA
- LNAV MDA
- Circling

36°44'N - 108°14'W

FARMINGTON, NEW MEXICO
RNAV (GPS) RWY 23
FOUR CORNERS RGNL (FMN)

8000
EXZAR
tr 265°
HASIT
7 NM

6192°
265° (8.5)
6192°
265° (8.5)

MISSED APCH FIX
HASIT
6351
076°
256°

FARMINGTON, NEW MEXICO
Amdt 2A 10AUG23
36°44'N-108°14'14"W

Exzar Rwy Idg
FARMINGTON, NEW MEXICO

127.15
118.575 348.7
ATIS
DENVER CENTER
AL-493 (FAA)

118.9 (CTAF) 257.8
121.7
GND CON
FARMINGTON TOWER
UNICOM
122.95

FARMINGTON TOWER

RNAV (GPS) RWY 23
FOUR CORNERS RGNL (FMN)

5570
5558
5569
5590
5505
5507

W23A
APP CRS
233°
Rwy Idg
TDZE
Apt Elev

Boro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5998 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 6274 feet and all visibilities 1 SM. Increase all MDAs 260 feet and LNAV visibilities Cat B ¼ SM, C/D ¾ SM and Circling visibility Cat A/B ¼ SM and Cat C ½ SM.

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

MISSED APCH FIX
HASIT
6351
076°
256°

7 NM

8000
direct EXZAR
and on

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.
RNAV (GPS) RWY 25
FOUR CORNERS RGNL (FMN)

ATIS 127.15  DENVER CENTER  118.575 348.7  FARMINGTON TOWER  118.9 (CTAF)  257.8  GND CON  121.7  UNICOM  122.95

MISSED APCH FIX

076° 256°
7 NM

6192

6040 ± KODYS 3.4 NM to RW25

6640

1.9 NM to RW25

6501 X 150

6704 X 100

1.5

3.6 NM

5.7 NM

5570

5558

8000

HASIT

1

2

5

CIRCLING

3.6 NM

3.5

1

513 (600-1)

6140-1

5980

LNAV MDA

5880-1

6069-1 562 (600-1%)

6020-1

6400-1

513 (600-1)

633 (700-1)

873 (900-2%)

893 (900-3)

513

633

873

893

6400-3

6020-1

513 (600-1)

6140-1

5980

KODYS

3.4 NM to RW25

EPOTE

7800 256° (9.1)

7800

7091

7800

7 NM

256°

8400

251°

8400

5980

6351

LNAV/VNAV DA

5707-3/4 200 (200-3/4)

LNAV/VNAV DA

6069-1 562 (600-1%)

ELEV 5507  TDZE 5507

MISSED APPROACH: Climb to 8000 direct HASIT and hold.

Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5950 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 6312 feet and all visibilities ½ SM. Increase all MDAs 260 feet and LNAV visibilities Cat C/D ¾ SM, and Circling visibility Cat B ½ SM and Cat C ½ SM.

Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5950 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 6312 feet and all visibilities ½ SM. Increase all MDAs 260 feet and LNAV visibilities Cat C/D ¾ SM, and Circling visibility Cat B ½ SM and Cat C ½ SM.
Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. VDP NA when using Durango altimeter setting. When local altimeter not received, use Durango altimeter setting and increase all MDAs 260 feet and visibility S-7 Cat C/D and Circling Cats A/B/C 3 SM.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS 127.15
DENVER CENTER 118.575 348.7
FARMINGTON TOWER* 118.9 (CTAF) 257.8
GND CON 121.7
UNICOM 122.95

ELEV 5507  TDZE 5502

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

Remain within 10 NM

CUTUL RSK (IAF) 027°

PONTO RSK 11

072°

072°

072°

072°

072°

072°

072°

072°

072°

3.28°

8300 RSK

8000

7000

6300

36°44'N-108°14'W

FARMINGTON, NEW MEXICO

Amrd 4B 12AUG21

FARMINGTON, NEW MEXICO

AL-493 (FAA)

319

VOR/DME RWY 7

FOUR CORNERS RGNL (FMN)
VOR RWY 25
FOUR CORNERS RGNL (FMN)

ATIS
127.15
DENVER CENTER
118.575 348.7
FARMINGTON TOWER
118.9 (CTAF) 257.8
GND CON
121.7
UNICOM
122.95

7151A

VORTAC RSK
115.3 Chan 100
App CRS
252°
Rwy Idg TDZE 5507 6248
Apt Elev 5507

DME required.

\[ VDP \text{ NA when using Durango-La Plata County altimeter setting. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango-La Plata County altimeter setting and increase all MDAs 260 feet; increase S-25 visibility Cat B/C/D \% SM and circling visibility Cat A/B/C \% SM.} \]

\[ \text{MISSED APPROACH: Climbing left turn to 8400 on heading 060° and on RSK VORTAC R-072 to CROMM/9 DME and hold.} \]

FARMINGTON, NEW MEXICO
AL-493 (FAA)

36°44'N-108°14'W

320
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.

NOTE: This SID requires a minimum climb of 290' per NM to 6500' for Rwy 23 departure.

NOTE: DME required.
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.
Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 5700 then climbing right turn to 8000 direct GLL VOR/DME and hold.

Procedure NA for arrival on GLL VOR/DME airway radials 221 CW 258.
RNAV (GPS) RWY 15
NORTHERN COLORADO RGNL (F’NL)

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

Procedure NA for arrivals at BARGR on V361 northeast bound.

Procedure NA for arrivals at WISER on V81 north bound.

Missed approach: Climb to 7600 direct IMOMY and hold.

RNAV (GPS) RWY 15
NORTHERN COLORADO RGNL (F’NL)

MISSED APCH FIX
IMOMY

VGS and descent angles not coincident (VGS Angle 3.00/TCH 54).

6.1 NM
3.7 NM
2.1 NM
0.9 NM

CATEGORY
A
B
C
D

LNAV MDA
5320-1
330 (400-1)

40°27’N-105°01’W
325
RNAV (GPS) RWY 33
NORTHERN COLORADO RGNL (FNL)

Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM and LNAV visibility Cat C/D to 1 SM.

MISSING APPROACH: Climb to 5600, then climbing right turn to 7400 direct LPORT and hold.

ATIS
135.075

DENVER APP CON
134.85  251.125

NOCO TOWER
118.4 (CTAF)

GND CON
121.65

Procedure NA for arrival on GLL VOR/DME airway radials 136 CW 301.

Procedure NA for arrivals at HYGEN on V220 westbound and V85 northwest bound.

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.

MISSED APCH FIX
LPORT
7 NM

Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/2 SM and LNAV visibility Cat C/D to 1 SM.

MISSING APPROACH: Climb to 5600, then climbing right turn to 7400 direct LPORT and hold.

ATIS
135.075

DENVER APP CON
134.85  251.125

NOCO TOWER
118.4 (CTAF)

GND CON
121.65

Procedure NA for arrival on GLL VOR/DME airway radials 136 CW 301.

Procedure NA for arrivals at HYGEN on V220 westbound and V85 northwest bound.

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.

MISSED APCH FIX
LPORT
7 NM

5600
7400

JUDET
1.7 NM to RW33

RW33
JUDET
1.7 NM to RW33

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.
Circling Rwy 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.

Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.

**egl 0.5% U**

**dow 0.5% D**

**ap**
NOTE: RADAR required

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
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.
NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

NOTE:  Chart not to scale.

FL230
TOP ALTITUDE:
AL-5677 (FAA)
(ECHOO1.ECHOO)
ECHOO ONE DEPARTURE (RNAV)
restrictions advise CLNC DEL prior to taxi.

NOTE:  Accelerate to 250K or greater upon reaching 10000.

NOTE:  RADAR required.
NOTE:  Turbojets only.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.

NOTE:  SW-1, 30 NOV 2023 to 25 JAN 2024
SW-1, 30 NOV 2023 to 25 JAN 2024
SW-1, 30 NOV 2023 to 25 JAN 2024
SW-1, 30 NOV 2023 to 25 JAN 2024
NOTE: Chart not to scale.

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:  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)
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)
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)
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)

DDRTM TRANSITION (MRSHH2.DDRTM)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)
NOTE: Chart not to scale.

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.
**TOP ALTITUDE: ASSIGNED BY ATC**

**NOTE:** RADAR required.

**NOTE:** Chart not to scale.

**TAKEOFF MINIMUMS**

Rwys 6, 24: NA - VFR Runway.
Rwys 15, 33: Standard.

(CONTINUED ON FOLLOWING PAGE)
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.

... RADA 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 ASHYB.

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.
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.
NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO

SKYEE ONE DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
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)
NOTE: Chart not to scale.

TOP ALTITUDE: FL230

NOTE: Accelerate to 250K or greater upon reaching 10000.
NOTE: Turbojets only.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

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: If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

FL230

(FL230)

TOP ALTITUDE: (FAA)

FL230

NOTE: Chart not to scale.
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)
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR Runway.
Rwys 15, 33: Standard.

(CONTINUED ON FOLLOWING PAGE)
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.
RNAV (GPS) RWY 32
FORT MORGAN MUNI (F'MM)

AWOS-3PT 132.95
DENVER CENTER 118.475 225.4
UNICOM 123.05 (CTAF) 0

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 ¼ mile; increase all MDA 100 feet and all Cat C and D visibilities ½ mile. Night landing: Rwy 8, 17, 26, 32, 35 NA.
Helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climb to 7400 direct
ECUDI and hold.

Amdt 1 04FEB16

200 FORT MORGAN MUNI
30 NOV 2023 to 25 JAN 2024
Rwy 24 helicopter visibility reduction below ¾ SM NA.

ASOS
118.375

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.95 (CTAF)

MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

9500
BAXTU
VGSI and descent angles not coincident (VGSI Angle 3.00° / TCH 45°).

7 NM
Holding Pattern

BAXTU
9500

DEYEB
3.1 NM to RW24

FESIX
3.1 NM

DEYEB
9500 N oPT

SW-1, 30 NOV 2023 to 25 JAN 2024
LOC RWY 6
GALLUP MUNI (GUP)

ASOS
118.375

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.95 (CTAF)

MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

Teardrop right turn
within 10 NM

GALLUP

GALLUP, NEW MEXICO

Amrd 3D 25MAR21

35°31'N-108°47'W
GALLUP, NEW MEXICO

VORTAC GUP
115.1
Chan 98

APP CRS
047°

Rwy Ldg
TDZE
Apt Elev
7315
6465
6472

ASOS
118.375

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.95 (CTAF)

MISSED APPROACH: Climbing right turn to 9000 direct GUP VORTAC and hold.

Rwy 6 helicopter visibility reduction below ½ SM NA.

GALLUP MUNI (GUP)

GALLUP, NEW MEXICO

GALLUP MUNI (GUP)

AL-526 (FAA)

SW-1, 30 NOV 2023 to 25 JAN 2024

35°31'N-108°47'W

335
RNAV (GPS)-C
GRANBY-GRAND COUNTY (GNB)

AWOS-3PT
119.925

DENVER CENTER
128.65 282.2

UNICOM
123.0 (CTAF)

Circling Rwy 27 NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: (Do not exceed 165K until PAACO)
Immediate climbing right turn to 13000 direct PAACO
and on track 302° to JANKE and hold.

ELEV 8207

GRANBY, COLORADO
Orig 19MAY22

GRANBY-GRAND COUNTY (GNB)
40°05'N-105°55'W
JANKE ONE DEPARTURE (OBSTACLE) (RNAV)

Takeoff Minumums
Rwy 9: NA - Environmental.
Rwy 27: Standard with minimum climb of 630’ per NM to 10400.

Takeoff Obstacle Notes
Rwy 27: Fence and lighting beginning 6’ from DER, 112’ right of centerline, up to 9’ AGL/8164’ MSL.

Departure Route Description
Takeoff Runway 27: Climb on heading 274° to 8707, then climbing left turn to 14000 direct PUZEN, thence . . .

. . . . then on track 323° to cross JANKE at or above 14000 before proceeding on course.
ILS or LOC RWY 11

GRAND JUNCTION RGNL (GJT)

DME required.

For inop ALS, increase S-LOC 11 Cats C and D visibility to RVR 5500.

Circling NA for Cat D north of Rwy 11-29.

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

GRAND JUNCTION, COLORADO

ATIS 118.55
DENVER APP CON* 119.7 317.4
GRAND JUNCTION TOWER* 118.1 (CTAF) 257.8
GND CON 121.7 257.8
UNICOM 122.95

Use I-GJT DME when on the localizer course.

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.

Procedure NA for arrivals at LOMMA via V187.

Procedure NA for arrivals at LOMMA via V187.

For inop ALS, increase S-LOC 11 Cats C and D visibility to RVR 5500.

Circling NA for Cat D north of Rwy 11-29.

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

GRAND JUNCTION, COLORADO

ATIS 118.55
DENVER APP CON * 119.7 317.4
GRAND JUNCTION TOWER * 118.1 (CTAF) 257.8
GND CON 121.7 257.8
UNICOM 122.95

Use I-GJT DME when on the localizer course.

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.

Procedure NA for arrivals at LOMMA via V187.

Use I-GJT DME when on the localizer course.

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.

Procedure NA for arrivals at LOMMA via V187.
MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.

Final approach course offset 5.00°.

Procedure Turn NA
Autopilot coupled approach NA inside 2.0 DME. Circling NA for Cat D north of Rwy 11-29.

MISSED APPROACH: Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VOR/DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GRAND JUNCTION, COLORADO

MONUMENT TWO DEPARTURE (OBS)  (MONMT2.JNC)  23278
AL-634 (FAA)
GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

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.
GRAND JUNCTION, COLORADO

GRAND JUNCTION SEVEN DEPARTURE

**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.
NOTE: Rwys 4 and 22 departures not authorized.

NOTE: Rwys 11 and 29 departures require a minimum climb of 320' per NM to 9500'.

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 to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500'; R-131 clockwise R-220 10500'.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)
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'.

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'.

NOTE: RNAV 1

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)
RNAV (GPS) RWY 13
GRANTS-MILAN MUNI (GNT)

MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

When local altimeter setting not received, procedure NA. Rwy 13 helicopter visibility reduction below 1/4 SM NA.

AWOS: 3PT 118.3
ALBUQUERQUE CENTER 124.325 288.25
UNICOM 122.8 (CTAF)

RNP APCH-GPS.

1. Procedure Turn NA
2. VGS and descent angles not coincident (VGS Angle 3.00/TCH 44).
3. 8000 to 10400
4. CROIN
5. 137°
6. RW13
7. RW13
8. MIRL Rwy 13-31

Category

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<td>7380-1½</td>
<td>7380-2½</td>
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GRANTS, NEW MEXICO
Orig-C 16JUN22

AL-9065 (FAA) 22167

GRANTS-MILAN MUNI (GNT)

RNAV (GPS) RWY 13

35°10'N-107°54'W

365
RNAV (GPS) RWY 31
GRANTS-MILAN MUNI (GNT)

Circling NA east of Rwy 13-31.
When local altimeter setting not received, procedure NA.

Procedure NA for arrivals at EMUXE on V291 westbound.

MISSED APPROACH: Climb to 11000 direct ZUROS WP and
left turn via 302° track to EMUXE WP and hold.

CIRCLING

APP CRS
Rwy Idg
TDZE
Apt Elev
312°
6522
6537

ALBUQUERQUE CENTER
AWOS-3PT
118.3
124.325 288.25
UNICOM
122.8 (CTAF)

EMUXE
TUROS
WOKAR
ZUROS
YUDUN
EYEDI
CINAN

EMUXE
TUROS
WOKAR
YUDUN
EYEDI
CINAN

RNAV (GPS) RWY 31
GRANTS-MILAN MUNI (GNT)

35°10'N-107°54'W

GRANTS, NEW MEXICO
Orig-C 16JUN22

AL-9065 (FAA)

22167

RNAV (GPS) RWY 31
GRANTS-MILAN MUNI (GNT)

AWOS-3PT
AWOS-3PT
AWOS-3PT
AWOS-3PT
AWOS-3PT

ALBUQUERQUE CENTER
ALBUQUERQUE CENTER
ALBUQUERQUE CENTER
ALBUQUERQUE CENTER
ALBUQUERQUE CENTER

UNICOM
UNICOM
UNICOM
UNICOM
UNICOM

EMUXE
EMUXE
EMUXE
EMUXE
EMUXE

TUROS
TUROS
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TUROS

WOKAR
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ZUROS
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YUDUN
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EYEDI
EYEDI
EYEDI

CINAN
CINAN
CINAN
CINAN
CINAN

11000
11000
11000
11000
11000

312°
312°
312°
312°
312°

1000 to WOKAR
1000 to WOKAR
1000 to WOKAR
1000 to WOKAR
1000 to WOKAR

2.5 NM to RW31
2.5 NM to RW31
2.5 NM to RW31
2.5 NM to RW31
2.5 NM to RW31

WOKAR
WOKAR
WOKAR
WOKAR
WOKAR

1000 NQPT
1000 NQPT
1000 NQPT
1000 NQPT
1000 NQPT

238° (8.5)
238° (8.5)
238° (8.5)
238° (8.5)
238° (8.5)

132°
132°
132°
132°
132°

EMUXE
EMUXE
EMUXE
EMUXE
EMUXE

YUDUN
YUDUN
YUDUN
YUDUN
YUDUN

3.00°
3.00°
3.00°
3.00°
3.00°

TCH 40
TCH 40
TCH 40
TCH 40
TCH 40

312°
312°
312°
312°
312°

MIRL Rwy 13-31
MIRL Rwy 13-31
MIRL Rwy 13-31
MIRL Rwy 13-31
MIRL Rwy 13-31

366
366
366
366
366

GRANTS, NEW MEXICO
Orig-C 16JUN22
**ILS or LOC RWY 35**

**GREELEY-WELD COUNTY (GXY)**

**LOC/DME I-DCI**
- 110.3
- Chan 40

**APP CRS**
- 350°

**Rwy Idg**
- 8900

**TDZE**
- 4665

**Apt Elev**
- 4697

**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 1/2 SM; increase all MDAs 100 feet and visibility Cats C and D 1/2 SM.

**MISSING 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**
- 135.175

**DENVER APP CON**
- 134.85
- 251.125

**CLNC DEL**
- 126.65

**UNICOM**
- 122.8 (CTAF)

**Category**
- A
- B
- C
- D

**Table:**

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<tr>
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<td>4865-3/4</td>
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<td>S-LOC 35</td>
<td>5100-1</td>
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<td>CIRCLING</td>
<td>5120-1</td>
<td>423 (500-1)</td>
<td>5200-1</td>
<td>450 (500-1/2)</td>
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**ELEV**
- 4697

**TDZE**
- 4665

**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.

**Needs:**
- DME or RADAR REQUIRED

**M5A GLL 25 NM**
- BT001
- 6900

**REIL Rws 10, 17, 28 and 35**
- 1

**MIRL Rws 10-28 and 17-35**
- 1

**367**

**GREELEY, COLORADO**

**Amdt 3A 01MAR18**

**40°26′N-104°38′W**

**SW-1, 30 Nov 2023 to 25 Jan 2024**

**AL-325 (FAA)**

**GREELEY-WELD COUNTY (GXY)**

**ILS or LOC RWY 35**

**Greeley, Colorado**

**Amdt 3A 01MAR18**

**40°26′N-104°38′W**

**SW-1, 30 Nov 2023 to 25 Jan 2024**

**AL-325 (FAA)**
RNAV (GPS) RWY 10
GREELEY-WELD COUNTY (GXY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

AWOS-3PT 135.175
DENVER APP CON 134.85 251.125
CLNC DEL 126.65
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at NIWOT on V575 southeast bound and V220 southwest bound.

Procedure NA for arrivals at LPORT on V81 northbound.

VGSI and RNAV glidepath not coincident
NOCOL (VGSI Angle 3.00/TCH 43).

CATEGORY
A
B
C
D

LPV DA 4911-3/4 250 (300 3/4)
LNAV/ VNAV DA 4920-3/4 259 (300 3/4)
LNAV MDA 5140-1 479 (500-1) 5140-1 3/6 479 (500-1 3/6)
CIRCLING 5140-1 443 (500-1) 5200-1 503 (600-1) 5200-1 1/2 503 (600-1 1/2) 5380-2 1/4 683 (700-2 1/4)

GEELEY, COLORADO
Amdt 1C 22APR21

40°26'N-104°38'W
RNAV (GPS) RWY 28
GREELEY-WELD COUNTY (GXY)

AWOS-3PT
DENVER APP CON
CLNC DEL
UNICOM

Procedure NA for arrival on
GILL VOR/DME airway radials
095 CW 136.

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 1/2 SM, LNAV/VNAV DA to 5061 feet and visibility 1/2 SM; increase all MDAs 100 feet and visibility Cats C and D 1/2 SM.

MISSED APPROACH: Climb to 6300 then climbing left turn to 7000 direct CEDUK and hold.

BARO-VNAV NA when using Fort Collins/Loveland altimeter setting.
RNAV (GPS) RWY 35
GREELEY-WELD COUNTY (GXY)

Misapproach: Climb to 5300 then right turn to 7000 direct CEDUK and hold.

Procedure NA for arrival on GLL VOR/DME airway radials 095 CW 258.

Amdt 1B  22APR21
SW-1, 30 NOV 2023 to 25 JAN 2024

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.**
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 1½ 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.

<table>
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<th>Category</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>603 (700-1)</td>
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<td>5380-2 ¼</td>
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<td>WESAR Fix Minimums (DME Required)</td>
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<td>603 (700-1 ½)</td>
<td>683 (700-2 ¼)</td>
<td>683 (700-2 ¼)</td>
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Greeley, Colorado

Amdt 10A 01MAR18

40°26’N-104°38’W
DENVER DEP CON
134.85 251.125
CLNC DEL
126.65

NOTE: CHART NOT TO SCALE.

NOTE: RADAR required

DENVER DEP CON
134.85 251.125
CLNC DEL
126.65

NOTE: CHART NOT TO SCALE.

NOTE: RADAR required
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.
NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

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: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 10, 17, 28, 35: Standard.
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 (ECHO01.DUUZE)
SHAYK TRANSITION (ECHO01.SHYK)
WYNDM TRANSITION (ECHO01.WYNDM)
ZIRKL TRANSITION (ECHO01.ZIRKL)
**MRSHH TWO DEPARTURE (RNAV)**

**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.

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(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 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)
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.
All runways: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED 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.

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.
NOTE: RADAR required.

TAKEOFF MINIMUMS
All Runways: Standard.

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 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.
SKYEE ONE DEPARTURE (RNAV)

**NOTE:** Chart not to scale.

(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.

**SKYEE ONE DEPARTURE (RNAV)**

(SKYEE1.SKYEE) 26MAR20

GREELEY, COLORADO

GREELEY-WELD COUNTY (GXY)

AL-325 [FAA]

GREELEY-WELD COUNTY (GXY)
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)
NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

NOTE: CLNC DEL prior to taxi. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

NOTE: Accelerate to 250K or greater upon reaching 10000.

NOTE: Turbojets only.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

SW-1, 30 NOV 2023 to 25 JAN 2024
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)
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.
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
RNAV (RNP) RWY 24
GUNNISON-CRESTED BUTTE RGNL (GUC)

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.

-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 APCH FIX

HBU VOR/DME and hold.
to NUWZO, and on track 330° to KEEZR, and left turn 242°

AWOS-3PT
135.075

DENVER CENTER
124.5 350.25

UNICOM
122.7 (CTAF)

-20°F or above 75°F.

For uncompensated Baro-VNAV systems, procedure NA below
When local altimeter setting not received, procedure NA.
RF and GPS required.

When VGSi inoperative, procedure NA at night.
Missed approach requires minimum climb of 425 feet per NM to 9000.

MISSED APCH FIX

HBU VOR/DME and hold.
to NUWZO, and on track 330° to KEEZR, and left turn 242°

AWOS-3PT
135.075

DENVER CENTER
124.5 350.25

UNICOM
122.7 (CTAF)

-20°F or above 75°F.

For uncompensated Baro-VNAV systems, procedure NA below
When local altimeter setting not received, procedure NA.
RF and GPS required.

When VGSi inoperative, procedure NA at night.
Missed approach requires minimum climb of 425 feet per NM to 9000.

MISSED APCH FIX

HBU VOR/DME and hold.
to NUWZO, and on track 330° to KEEZR, and left turn 242°

AWOS-3PT
135.075

DENVER CENTER
124.5 350.25

UNICOM
122.7 (CTAF)

-20°F or above 75°F.

For uncompensated Baro-VNAV systems, procedure NA below
When local altimeter setting not received, procedure NA.
RF and GPS required.

When VGSi inoperative, procedure NA at night.
Missed approach requires minimum climb of 425 feet per NM to 9000.

MISSED APCH FIX

HBU VOR/DME and hold.
to NUWZO, and on track 330° to KEEZR, and left turn 242°
Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP 0.3 NA.

Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP 0.3 NA.

Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP 0.3 NA.

Procedure not authorized when airport closed except by prior arrangement.
DME/DME RNP 0.3 NA.
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.

* Missed approach requires minimum climb of 307 feet per NM to 8700.

Inop table does not apply to *S-ILS 10 all Cats and S-LOC Cats C/D. For inop ALS, increase S-ILS all Cats visibility to 2 1/2 SM.
**RNAV (RNP) Z RWY 10**

**YAMPA VALLEY (HDN)**

**AWOS-3PT**
- 119.275

**DENVER CENTER**
- 120.475
- 235.975

**UNICOM**
- 123.0 (CTAF)

**HAYDEN, COLORADO**  
AL-5983 (FAA)  
22083

**APP CRS**
- 104°

**Rwy Idg**
- 9490

**TDZE**
- 6591

**Apt Elev**
- 6606

---

**MALSF**
- Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.

**MSWW APPROACH:**
- Bright red.

**Rwy 10**
- Helicopter visibility reduction below 3/4 SM NA.

- For uncompensated Baro-VNAV systems, procedure NA below -28°C or above 54°C. Inop table does not apply to RNP 0.30.

- For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

**Category**
- A
- B
- C
- D

**RNP 0.20 DA**
- 7016-1 425 (500-1)

**RNP 0.20 DA**
- 7344-1 753 (800-1/2)

**RNP 0.30 DA**
- 7949-5 1358 (1400-5)

---

**Procedure NA for arrivals at CELIA on V328 northwest bound.**

**Procedure NA for arrivals at STRIM on V101 westbound.**

**MALSF**
- Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.

**MISSED APPROACH:**
- Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.

**RNP 0.20 DA**
- 7016-1 425 (500-1)

**RNP 0.20 DA**
- 7344-1 753 (800-1/2)

**RNP 0.30 DA**
- 7949-5 1358 (1400-5)
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 ½ mile, increase S-LOC Cats C/D visibility ½ mile, increase Circling Cat C visibility ¼ mile, increase Circling Cat D visibility ½ mile. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1 ½. VDP NA when using Carlsbad altimeter setting. Hwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

**TABLE**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
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<th>D</th>
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<td>3852-½</td>
<td>200 (200-½)</td>
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<td>S-LOC 3</td>
<td>4020-½</td>
<td>368 (400-½)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>4120-1</td>
<td>4160-1</td>
<td>4440-2 ½</td>
<td>4440-2 ½</td>
</tr>
<tr>
<td></td>
<td>459 (500-1)</td>
<td>499 (500-1)</td>
<td>779 (800-2 ½)</td>
<td>779 (800-2 ½)</td>
</tr>
</tbody>
</table>

**DIAGRAM**

- Use I-HOB DME when on the localizer course.
- *I-HOB only.
- *LOC only.

**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.
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 ¾ 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 1½ miles, and LNAV Cats C/D to 1¾ miles. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

ATIS
119.75
FORT WORTH CENTER
133.1 298.95
HOBBS TOWER
120.65 (CTAF) 317.4
GND CON
121.9
UNICOM
122.95
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (128°F). 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 1 ¼ mile, LNAV Cats C/D and Circling Cat visibility ¾ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. Rw 17 helicopter visibility reduction below 1 SM NA. Circling Rw 17 NA at night.

** missed approach:** Climb to 4700 then climbing left turn to 6000 direct LisyNY and hold.

** ATIS **
119.75

** Fort Worth Center **
133.1 298.95

** Hobbs Tower **
120.65 (CTAF) 317.4

** Gnd Con **
121.9

** Unicom **
122.95

** ELEV 3661 **

** TDZE 3649 **

** LNAV only. **

** Procedure NA for arrivals on **

INK VORTAC airway radials

055 CW 070.

** MSA RW 30 25 NM **

** 6200 **

** Holding Pattern **

** 128° **

** 6000 **

** GP 3.00° **

** TCH 44 **

** CATEGORY **

A  B  C  D

** LPV DA **

3899-3/4 250 (300-3/4)

** LNAV/VNAV DA **

3899-3/4 250 (300-3/4)

** LNAV MDA **

3960-1 311 (300-1)

** CIRCLING **

4120-1 4160-1 4440-2/1 4440-2 1/2

459 (500-1) 499 (500-1) 779 (800-2 1/4) 779 (800-2 1/2)
VOR or TACAN RWY 21
LEA COUNTY RGNL (HOB)

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

HOBBS, NEW MEXICO

VOR or TACAN RWY 21
LEA COUNTY RGNL (HOB)

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
**ALAMOGORDO, NEW MEXICO**

<table>
<thead>
<tr>
<th>Park</th>
<th>CRS</th>
<th>APCH Ldg</th>
<th>TDZE</th>
<th>Arpt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>APCH CRS</td>
<td>158°</td>
<td>12,134</td>
<td>4083</td>
<td>4093</td>
</tr>
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</table>

**AL-7 (USAF)**

**HOLLOMAN AFB (KHMN)**

**ATIS**

| ALBUQUERQUE CENTER | 273.5 |

**APP CON**

| 120.6 | 269.225 |

**TOWER**

| 119.3 | 254.4 |

**GND CON**

| 127.05 | 275.8 |

**CLNC DEL**

| 126.7 | 289.4 |

**RNP APCH-GPS**

**ALSF-1**

| **MISSING APPROACH:** Climb straight ahead to 7000, passing 5000 turn direct JOBAM, do not exceed 265 KIAS until turn completion and hold. |

When VGS is inop, procedure NA at night.

**CAUTION:** When Rwy 22 VGS is 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 deviation.

**USA Only:** When VGS is inop, straight-in RWY 16 authorized at night with aircrew command approval.

Visibility Reduction by Helicopters NA.

Unit 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.

**EMERG SAFE ALT 100 NM 14,200**

**HOLD 8000**

**HOLD 10,000 7000**

**IF/IAF JEMTO**

**7 NM**

**HOLDING PATTERN**

**JEMTO**

**338°**

**158°**

**158°**

**8000**

**FAGUS**

**6900**

**5800**

**1.5 NM to RW16**

**5000**

**7000**

**JOBAM**

**ELEV 4093**

**TDZE 4083**

**7CH 31**

**GP 2.88°**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LANV/VNAV DA</strong></td>
<td>4569-1</td>
<td>486</td>
<td>(500-1)</td>
<td></td>
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<tr>
<td><strong>LANV MDA</strong></td>
<td>4600-7/4</td>
<td>517</td>
<td>(600-1/2)</td>
<td></td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>4640-1</td>
<td>547</td>
<td>(600-1)</td>
<td></td>
</tr>
</tbody>
</table>

**ALAMOGORDO, NEW MEXICO**

Amendment 2 05OCT23

**HOLLOMAN AFB (KHMN)**

**RNAV (GPS) RWY 16**

**32°52'N - 106°06'W**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF 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.

TAKEOFF 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.

TAKEOFF 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.
SW-1, 30 NOV 2023 to 25 JAN 2024

CLOUD-FOUR BRAVO (RNAV) DEPARTURE (CLOUB4•CLOUD)

ATIS 273.5
CLNC DEL 126.7 289.4
GND CON 127.05 275.8
TOWER 119.3 254.4
DEP CON 128.1 284.0
ALBUQUERQUE CENTER 132.65 257.6

RADAR REQUIRED WHEN R-5103C NOT UNDER HOLLOMAN APPROACH OR CHEROKEE CONTROL

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKEOFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKEOFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

CLOUD-FOUR BRAVO (RNAV) DEPARTURE (CLOUB4•CLOUD)

Amdt 1 10AUG23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb direct BENIT, cross BENIT at 15,000.

TAKEOFF RWY 16: Climbing left turn to track 347°, intercept HMN R-032 direct CONOK, depart CONOK direct BENIT. Cross BENIT at 15,000.

TAKEOFF RWY 34: Climbing right turn on track 077°, intercept HMN R-032 direct BENIT, cross BENIT at 15,000.
IZZY ONE DEPARTURE (RNAV) (IZZY1•IZZY)

**ATIS** 273.5

**CLNC DEL**
126.7 289.4

**GND CON**
127.05 275.8

**TOWER**
119.3 254.4

**DEP CON**
128.1 284.0

ALBUQUERQUE CENTER
132.65 257.6

**AL-7 [USAF]**

<table>
<thead>
<tr>
<th>RwY</th>
<th>Knots</th>
<th>60</th>
<th>120</th>
<th>180</th>
<th>240</th>
<th>300</th>
<th>360</th>
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<tbody>
<tr>
<td>16</td>
<td>V/V(fpm)</td>
<td>425</td>
<td>850</td>
<td>1275</td>
<td>1700</td>
<td>2125</td>
<td>2550</td>
</tr>
<tr>
<td>22</td>
<td>V/V(fpm)</td>
<td>416</td>
<td>832</td>
<td>1248</td>
<td>1664</td>
<td>2080</td>
<td>2496</td>
</tr>
<tr>
<td>25</td>
<td>V/V(fpm)</td>
<td>480</td>
<td>960</td>
<td>1440</td>
<td>1920</td>
<td>2400</td>
<td>2880</td>
</tr>
</tbody>
</table>

Minimum climb to 11,000

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 16:** Climb on track 158° when leaving 6000 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

**TAKEOFF RWY 22:** Climb on track 218° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

**TAKEOFF RWY 25:** Climb on track 249° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

IZZY ONE DEPARTURE (RNAV) (IZZY1•IZZY)

Amdt 1 10AUG23

ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)
OHDEE ONE DEPARTURE

ATIS 273.5
CLNC DEL 126.7 289.4
GND CON 127.05 275.8
TOWER 119.3 254.4
DEP CON 128.1 284.0
ALBUQUERQUE CENTER 132.65 257.6

RADAR required

Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360
--- | ------ | --- | --- | --- | --- | --- | ---
04 | V/V (fpm) | 511 | 1002 | 1503 | 2004 | 2505 | 3006
16 | V/V (fpm) | 458 | 916 | 1374 | 1832 | 2290 | 2748
34 | V/V (fpm) | 415 | 830 | 1245 | 1660 | 2075 | 2490

Minimum Climb Rate

11,929 ft to 11,500 ft
11,929 ft to 12,000 ft

MILITARY USE ONLY

HOLLOMAN
Chan 92 HMN

125°
080°

TAKEOFF RWY 4: Climbing right turn to track 125°, intercept HMN R-080 to GINGR. Cross GINGR at 15,000.

TAKEOFF RWY 16: Climbing left turn to track 035°, intercept HMN R-080 to GINGR. Cross GINGR at 15,000.

TAKEOFF RWY 34: Climbing right turn to track 125°, intercept HMN R-080 to GINGR. Cross GINGR at 15,000.

DEPARTURE ROUTE DESCRIPTION

HOLLOMAN AFB (KHMN)

Amend 1: 10 AUG 2023

ALAMOGORDO, NEW MEXICO
RNAV (GPS) RWY 14

When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Fld altimeter setting; increase all MDAs 200 feet and increase visibility LNAV.  
Cats C and D ½ SM and Circling Cats C and D ¾ SM.  
VDP NA when using Sidney Muni/Lloyd W Carr Fld altimeter setting.

MISSED APPROACH: Climb to 6500 ft and direct YOSUS and via 131° track to ASHBY and hold.

- AWOS-3 119.275
- DENVER CENTER 118.475 225.4
- UNICOM 122.7 [CTAF]

RNAV (GPS) RWY 14

40°34'N-102°16'W

HOLOYOKE, COLORADO
RNAV (GPS) RWY 32
HOLYOKE (HEQ)

VDP NA when using Sidney Muni/Lloyd W. Carr Fld altimeter setting. When local altimeter setting not received, use Sidney altimeter setting and increase all MDAs 200 feet and visibility Cat C/D ½ SM. Rwy 32 helicopter visibility reduction below ½ SM NA.

AWOS-3
119.275

DENVER CENTER
118.475 225.4

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climb to 6500 direct FEVLO and on track 201° to CITMU and hold.

RNP APCH-GPS.

FEVLO

MIRL Rwy 14-32
REIL Rwyys 14 and 32

SW-1, 30 NOV 2023 to 25 JAN 2024

HOLYOKE, COLORADO
Orig-F 19MAY22

AL-6634 (FAA)

22195

ELEV 3730
TDZE 3727

RNAV (GPS) RWY 32
HOLYOKE (HEQ)

APP CRS
321°
Rwy Idg
5000
TDZE
3727
Apt Elev
3730

6000
[IF]
FEVLO
201°

ZISAS

PIPE

321° to RW32

MAY22

RNAV (GPS) RWY 32
HOLYOKE (HEQ)

HOLYOKE, COLORADO
Orig-F 19MAY22

SW-1, 30 NOV 2023 to 25 JAN 2024

40°34'N-102°16'W
HOLYOKE FOUR DEPARTURE (RNAV)

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.

NOTE: Chart not to scale.

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.

TOP ALTITUDE:

ASSIGNED BY ATC

AWOS-3
119.275
DENVER CENTER
118.475 225.4
UNICOM
122.7 (CTAF)

HOLYOKE (HEQ)
HOLYOKE, COLORADO

HOLYOKE, COLORADO

HOLYOKE FOUR DEPARTURE (RNAV)

HOLYOKE FOUR DEPARTURE (RNAV)

HOLYOKE FOUR DEPARTURE (RNAV)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting: increase LPV and LNAV/VNAV DAs to 4604 feet and all visibilities ½ SM; increase all MDA 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¾ SM. Circling Rwy 12, 30 NA at night.

Apt Elev
LA JUNTA MUNI (LHX)

RNAV (GPS) RWY 26

MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS
135.525

DENVER CENTER
128375 379.95

UNICOM
123.0 (CTAF)

5149±

CATEGORY
A
B
C
D

LPV DA
4438-¾
250 (300-¾)

LNAV/VNAV DA
4438-¾
250 (300-¾)

LNAV MDA
4480-1
292 (300-1)
4480-7/8
292 (300-7/8)

CIRCLING
4740-1
511 (600-1)
4740-1/2
511 (600-1/2)
4860-2
631 (700-2)

RNAV (GPS) RWY 26

SW-1, 30 NOV 2023 to 25 JAN 2024
RNAV (GPS) RWY 8
SOUTHEAST COLORADO RGNL (LAA)

Procedure NA for arrivals at ZANON on V263 northwest bound.

Procedure NA for arrivals at ZANON on V263 northwest bound.

Procedure NA for arrivals at WOSUR on V10-244 westbound.

Procedure NA for arrivals at KOWTO on V263 southwest bound.

As the weather permits, flying south to north on VFR, continue to the final approach course (FAC) without losing altitude. However, if flying north to south, initially descend to 500 with a 3-mile radius until 10 miles. For the approach, descend to 3500 at the middle of the pattern. For the departure, establish the pattern at 3000 and climb to 4700 or more as the weather permits.

MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct HADOD and hold.

RNAV (GPS) RWY 8
SOUTHEAST COLORADO RGNL (LAA)

RNAV (GPS) RWY 8
SOUTHEAST COLORADO RGNL (LAA)
RNAV (GPS) RWY 18
SOUTHEAST COLORADO RGNL (LAA)

MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

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

Procedure NA for arrivals at WEYYI on V263 northwest bound.

Procedure NA for arrivals at WIZGE on V244 northeast bound.

* LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

** LNAV only.
RNAV (GPS) RWY 26
SOUTHEAST COLORADO RGNL (LAA)

LAMAR, COLORADO
AL-5290 (FAA)
21056

**APP CRS 263°**
- **Rwy Idg:** 5001
- **TDZE:** 3689
- **Apt Elev:** 3706

**RNP APCH.**
- **ASOS:** 135.625
- **DENVER CENTER:** 133.4 377.175
- **UNICOM:** 122.8 (CTAF)

**MISSED APPROACH:** Climbing right turn to 6000 direct OUDGE and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>4180-1</td>
<td>491 (500-1)</td>
<td>4180-1/3</td>
<td>4180-1 1/2</td>
</tr>
</tbody>
</table>

- **Procedure NA for arrivals at NARNE on V244 northeast bound.**
- **Procedures NA for arrivals at LAA VOR/DME airway radials 048 CW 118.**

**LAMAR**
- **LAA**

**procedure NA for arrivals at LAA VOR/DME airway radials 048 CW 118.**

**REIL Rwy 8, 26, 18, and 36**
- **MIRL Rwy B-26 and 18-36**

**ELEV 3706**
- **TDZE 3689**

**3764**
- **36**

**A343 X 100**
- **263° to RW26**

**TWO BUTTES MOA**
- **6000**
- **ODURE**
- **VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).**

**RINDE**
- **263°**

**6 NM Holding Pattern**
- **083°**
- **14000**
- **6000**

**38°04'N-102°41'W**

**36000**

**61000**

**M30 RW26 25 NM**

**5001 X 60**

**427**
VOR RWY 18
SOUTHEAST COLORADO RGNL (LAA)

ASOS
135.625

DENVER CENTER
133.4 377.175

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4600 then climbing right turn to 6000 direct LAA VOR/DME and hold.

LAMAR, COLORADO
Amdt 10E 25FEB21

38°04'N-102°41'W
429
VOR RWY 36
SOUTHEAST COLORADO RGNL (LAA)

MISSED APPROACH: Climb to 6000 direct LAA VOR/DME and hold.

- ASOS 135.625
- DENVER CENTER 133.4 377.175
- UNICOM 122.8 (CTAF)

(category)

- A
- B
- C
- D

- S-36
- 4200-1 494 (500-1)
- 4200-1½ 494 (500-1½)
- 4200-1¾ 494 (500-1¾)
- 4420-2 714 (800-2)
- 4420-2½ 714 (800-2½)

- SW-1, 30 NOV 2023 to 25 JAN 2024

- 350° 5.7 NM from FAF
ILS or LOC RWY 30
LAS CRUCES INTL (LRU)

DME required. When local altimeter setting not received, use Deming altimeter setting: increase DA to 4758 feet and all visibilities ½ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile. VDP NA when using Deming altimeter setting.

AWOS-3 119.025
ALBUQUERQUE CENTER 128.2 285.5
UNICOM 122.7 (CTAF)

MOLLY INT/DMN 46.7 DME and hold, 139° and on DMN VORTAC R-094 to MOLLY INT/DMN 46.7 DME and hold, continue climb-in-hold to 9000.

ILS or LOC RWY 30
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 % mile; increase all MDA 120 feet and visibility Cat C and D % mile.

MISSING APCH FIX
7 NM

AWOS-3
119.025

ALBUQUERQUE CENTER
128.2 285.5

UNICOM
122.7(CTAF)

MALSR

MISSING APPROACH: Climb to 9000 direct IPATE and hold, continue climb in-hold to 9000.

REIL Rwy 12
HIRL Rwy 12-30
MIRL Rws 4-22 and 8-26

CIRCLING
4900-1
443 (500-1)

LNAV only.
MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

- Procedure NA for arrival at TAFOY on V60 southwest bound.
- Procedure NA for arrival on ACH VORTAC airway radials 255 CW 285.
- Procedure NA for arrival at TAFOY.
- Inop table does not apply to Cat C. When local altimeter setting not received, use Santa Fe Rgnl altimeter setting and increase all MDAs 200 feet; increase LNAV Cat C visibility to 1 ½ SM and Circling Cat C visibility to 2 ½ SM.
When local altimeter not received, use Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase LNAV Cat C visibility to 1 SM and Circling Cat C visibility to 2 SM. VDF NA when using Santa Fe Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

**RNP APCH-GPS**

ASOS
118.525

ALBUQUERQUE CENTER
132.8 346.35

UNICOM
122.8 (CTAF)

---

10000 HONAS

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 36).

1.2 NM to RW32

319°

9000

10000 Holding Pattern

6 NM

---

 CATEGORY | A | B | C | D
---|---|---|---|---
LNAV MDA | 7320-1 | 443 (500-1) | 7320-1-1/4 | NA
| 7320-1-1/4 | 443 (500-1-1/4) | NA |
CIRCLING | 7420-1 | 543 (600-1) | 7420-1-1/2 | NA
| 7420-1-1/2 | 543 (600-1-1/2) | NA |

---

LAS VEGAS, NEW MEXICO

Orig-C 25MAR21

35°39’N-105°09’W

437
Inoperative table does not apply. When local altimeter not received, use Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase Circling Cat C visibility $\frac{3}{4}$ SM.

**MISSED APPROACH:** Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.
NOTE: Chart not to scale.

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.
LOZUL FOUR DEPARTURE (OBSTACLE) (RNAV)

NOTE: Chart not to scale.

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.

LEADVILLE, COLORADO
LAKE COUNTY (LXV)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

**RNAV (GPS) RWY 16**

**LIMON MUNI (LIC)**

**ASOS** 121.125  
**DENVER CENTER** 133.4 377.175  
**CTAF** 122.9

**RNAV (GPS) RWY 16**

**LIMON MUNI (LIC)**

**RNAV (GPS) RWY 16**

**LIMON MUNI (LIC)**

**RNAV (GPS) RWY 16**

**LIMON MUNI (LIC)**

**RNAV (GPS) RWY 16**

**LIMON MUNI (LIC)**
RNAV (GPS) RWY 34
LIMON MUNI (LIC)

MISSED APPROACH: Climbing right turn to 7400 direct RARAY and hold.

ASOS
121.125

DENVER CENTER
133.4 377.175

CTAF
122.9 ☑️

LIMON, COLORADO
AL-10953 (FAA) 23054

RNAV (GPS) RWY 34
LIMON MUNI (LIC)

WAAS
CH 42744
APP CRS 343°
W34A
Rwy Idg 4700
TDZE 5365
Apt Elev 5374

RNP APCH - GPS.

Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

CATEGORY
A  B  C  D
LPV  DA   5615-¾  250 (300-¾) NA
LNAV/  DA   5824-1¾  459 (500-1¾) NA
VNAV
LNAV  MDA  6000-1  635 (700-1) 6000-¾  635 (700-¾) NA

CIRCLING
6000-1  626 (700-1) 6220-2½  846 (900-2½) NA

LIMON, COLORADO
Orig 14JUL22

39°16'N-103°40'W

443
RNAV (GPS) RWY 29
VANCE BRAND (LMO)

For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

Procedure NA for arrivals at WOLTS on V575 southeast bound.

MISSED APPROACH: Climb to 5540 then climbing right turn to 7400 direct NIWOT and hold, continue climb-in-hold to 7400.

Procedure NA for arrivals at FIPSS on V85 southeast bound.

Limit missed approach to 200K.

For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

Procedure NA for arrivals at FIPSS on V85 southeast bound.

Limit missed approach to 200K.
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet, and increase Cat C/D visibility ½ mile. Visibility reduction by helicopters NA.

AWOS-3 120.0

DENVER APP CON 125.12 263.02

UNICOM 122.975 (CTAF)

MISSED APCH FIX

7 NM

GILL GLL

Procedure NA for arrivals at BJC VOR/DME on V81 southbound.

LONGMONT, COLORADO

Amdt 1A 30DEC21

40°10'N-105°10'W

445
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 ¾ mile.

**AWOS-3**
- 120.0

**DENVER APP CON**
- 125.12
- 263.02

**UNICOM**
- 122.975 (CTAF)

**MISSED APCH FIX**
- 11428
- 9290

Procedure NA for arrivals at BJC VOR/DME on V81 southbound.

Increase all MDA 120 feet; and increase Cat C visibility ½ mile and Cat D ¾ mile.

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 ¾ mile.

**VOR/DME-A**
- **LONGMONT, COLORADO**
- **VANCE BRAND (LMO)**
- **AL-9041 (FAA)**

**AWOS-3**
- 120.0

**DENVER APP CON**
- 125.12
- 263.02

**UNICOM**
- 122.975 (CTAF)

**MISSED APCH FIX**
- 11428
- 9290

Procedure NA for arrivals at BJC VOR/DME on V81 southbound.

Increase all MDA 120 feet; and increase Cat C visibility ½ mile and Cat D ¾ mile.

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 ¾ mile.

**VOR/DME-A**
- **LONGMONT, COLORADO**
- **VANCE BRAND (LMO)**
- **AL-9041 (FAA)**

**AWOS-3**
- 120.0

**DENVER APP CON**
- 125.12
- 263.02

**UNICOM**
- 122.975 (CTAF)

**MISSED APCH FIX**
- 11428
- 9290

Procedure NA for arrivals at BJC VOR/DME on V81 southbound.

Increase all MDA 120 feet; and increase Cat C visibility ½ mile and Cat D ¾ mile.

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 ¾ mile.
TOP ALTITUDE: FL230

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: 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.
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)
TAKOFF 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.

(MRSHH2.MRSHH) 31DEC20

MRSHH TWO 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 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)
DDRTTH TRANSITION (MRSHH2.DDRTTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)
NOTE: Chart not to scale.

**(SKYEE1.SKYEE)** 21168

**SKYEE ONE DEPARTURE (RNAV)**

**DENVER DEP CON**
125.12 263.02

**NOTE:**
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turbojets only.
- RADAR required.

**TOP ALTITUDE:**
FL230

**TAKEOFF MINIMUMS**
- Rwy 11: Standard.
- Rwy 29: Standard with minimum climb of 370’ per NM to 8000.

**NOTE:**
- Chart not to scale.

**(NARRATIVE ON FOLLOWING PAGE)**
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)
NOTE: Chart not to scale.

FL230

TOP ALTITUDE:

AL-9041 (FAA)

restrictions advise CLNC DEL prior to taxi.

NOTE: Accelerate to 250K or greater upon reaching 10000.

NOTE: Turbojets only.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: TECHNOLOGICAL ADVANCEMENTS.

TAKEOFF MINIMUMS

Rwy 11: Standard.

Rwy 29: Standard with minimum climb of 370' per NM to 8000.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwy 11: Standard.

Rwy 29: Standard with minimum climb of 370' per NM to 8000.
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)
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.

MISSING APCH FIX
7 NM

ZEDAN

10520
10441
10554

455
13900

11000

ZEDAN

7159±
7139±

7738
R-5101

7527

limit missed approach

to 210 KIAS.

7738

MISA ZUTPA 25 NM

8464

WOBVO

124175

AWOS-3
124.175

ALBUQUERQUE CENTER
132.8 346.35

UNICOM
123.0 (CTAF)

Los Alamos, New Mexico

35°53'N-106°16'W

7171

Los Alamos, New Mexico

(sw-1, 30 NOV 2023 to 25 JAN 2024

455
RNAV (GPS) Z RWY 27

**LOS ALAMOS (L.A.M.)**

**AWOS-3**
124.175

**ALBUQUERQUE CENTER**
132.8 346.35

**UNICOM**
123.0 (CTAF)

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.

**MISSING APPROACH:**
Climbing right turn to 11000 direct ZEDAN and hold.

**Limit missed approach to 210 KIAS**

**WAAS CH 56329**
**APP CRS 272°**
**Rwy Idg 6000**
**TDZE 7126**
**Apt Elev 7171**

**LNAV MDA**
Limit missed approach to 210 KIAS

**Visibility reduction by helicopters NA.**
LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

FORT WORTH CENTER
133.1 298.95

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

 app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.

LOVINGTON, NEW MEXICO

RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

app CRs 038° Rdg 6001 TDZE 3976 Apt Elev 3979

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.
RNAV (GPS) RWY 3
MEEKER COULTER FLD (EEO)

ASOS
135.525

DENVER CENTER
134.5 327.8

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at RACER on V187 northbound.

Procedure NA for arrivals on RIL VOR/DME airway radials 231 CW 334.

MISSED APPROACH: Climbing right turn to 11000 direct ZAUIS and hold.
RNAV (GPS)-B

MEEKER COULTER FLD (EEO)

App CRS
126°

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.

MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

ASOS
135.525

DENVER CENTER
134.5 327.8

UNICOM
122.8 (CTAF)

Helicopter visibility reduction below 1 SM NA.

Category
A
B
C
D

Circling
7960-1¼
7960-1½
8440-3
NA

MEEKER, COLORADO
Orig-C 15JUL21

MIRL Rwy 3-21
REIL Rwys 3 and 21

RNAV (GPS)-B

SW-1, 30 NOV 2023 to 25 JAN 2024

SW-1, 30 NOV 2023 to 25 JAN 2024

40°03’N-107°53’W

461
VOR-A
MEEKER COULTER FLD (EEO)

MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.

Helicopter visibility reduction below 1 SM NA.

Night landing: Rwy 21 NA.

Circling not authorized west of Rwy 3-21.

ASOS
135.525

DENVER CENTER
134.5 327.8

UNICOM
122.8 (CTAF)

Helicopter visibility reduction below 1 SM NA.

VOR/DME  EKR
115.2
Chan 99

APP CRS
107°

Rwy Idg
TDZE
Apt Elev
N/A
N/A

Precipitation:
NA
-25°C

MEEKER COULTER FLD (EEO)

Category:
Remain within 10 NM

CIRCLING
8000-1
8000-1½
8440-3
NA

Knots
60 90 120 150 180

Min:Sec
2:00 1:20 1:00 0:48 0:40
Circling NA to Rwy 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.

Procedure NA for arrivals on ALS VORTAC airway radials 239 CW 326.
Circle NA to Rwy 10, 28, 16, and 34. Use Alamosa altimeter setting. Direct ALS VORTAC and hold.

NoPT for arrival on ALS VORTAC airway radials 061 CW 173.

Amdt 1 14SEP17

464
Circling NA to Rwy 10, 28, 16 and 34.
Use Alamosa altimeter setting.

**MISSING APPROACH:** Climbing right turn to 10700 direct ALS VORTAC and hold.

**ALS AWOS-3**
- **135.175**

**DENVER CENTER**
- **128.375 379.95**

**UNICOM**
- **122.8 (CTAF)**

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**ALS VORTAC**
- **113.9**
  - **Chan 86**

**APP CRS**
- **301°**

**TDZE**
- **N/A**

**Apt Elev**
- **7611**

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**GISEL ALS 15.3**

**TOCUT ALS 10**

**Son Luis Valley Rgnl/Bergman Fld**

**ALS 25 NM**
- **260°**

**VORTAC**
- **113.9**
  - **ALS**
  - **Chan 86**

**IF/IAF**
- **ALAMOSA**
- **113.9**
- **ALS**
- **Chan 86**

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**ELEV 7611**

**MIRL Rwy 2-20**

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**SW-1, 30 Nov 2023 to 25 Jan 2024**

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**MONTE VISTA, COLORADO**

**Amdt 3A 30 Jan 2020**

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**MONTE VISTA MUNI (MVI)**

**VOR/DME-A**

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**MONTE VISTA MUNI (MVI)**

**AL-6427 (FAA)**

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**SW-1, 30 Nov 2023 to 25 Jan 2024**

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**37°32’N-106°03’W**

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**465**
RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

ASOS
135.225

DENVER CENTER
127.1 343.65

UNICOM
122.8 (CTAF)

RNAV APCH.

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.

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 43).

6300
11000
PAGRE

6200
10000
7200
(7)

GIZQE

OLDIF

7300

6300
11000

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.

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 43).

6300
11000
PAGRE

6200
10000
7200
(7)

GIZQE

OLDIF

7300

6300
11000

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.

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 43).

6300
11000
PAGRE

6200
10000
7200
(7)

GIZQE

OLDIF

7300

6300
11000

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.

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 43).

6300
11000
PAGRE

6200
10000
7200
(7)

GIZQE

OLDIF

7300

6300
11000

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.

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 43).

6300
11000
PAGRE

6200
10000
7200
(7)

GIZQE

OLDIF

7300

6300
11000

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.

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.
RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

MISSED APPROACH: Climb to 11000 direct ZEMAD on track 290° to PAGRE and hold, continue climb-in-hold to 11000.

Procedure NA for arrival on MTJ VOR/DME airway radials 082 CW 257.

Procedure NA for arrival on V244 eastbound.

Procedure NA for arrivals at MEYRS on V26-244 eastbound.

Procedure NA for arrival on ETL VOR/DME airway radials 019 CW 143.

Procedure NA for arrival on V244 westbound.

Procedure NA for arrivals at NADIN on V244 westbound.

RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

VOR/RWY 13
MONTROSE RGNL (MTJ)

DME required.

Straight-in RWY 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. RWY 13 helicopter visibility reduction below 1 SM NA.

Circling RWY 31 NA at night. Circling NA east of RWY 17 and northeast of RWY 31.

When local altimeter setting not received, use delta altimeter setting: increase all MDAs 140 feet and visibility S-13 Cat C and D ½ SM and circling Cat C ¼ SM.

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
135.225

DENVER CENTER
127.1 343.65

UNICOM
122.8 (CTAF)

VOR/DME MTJ
117.1

APP CRS
117°
Chan 118

Rwy Idg
7510

TDZE
5723

Apt Elev
5759

Holding Pattern

One Minute

9500
297°
117°

PAGRE
MTJ
14.8

BODGE
MTJ
5

6600

9500

PAGRE

MTJ
R-297

Procedure NA for arrival on MTJ VOR/DME airway radials 29° CW 013.

Procedure NA for arrivals at BRUUK on V484 southeast bound.

9.8 NM

4.7 NM

CATEGORY
A
B
C
D

S-13
6140-1
417 (400-1)
6140-1½
417 (400-1½)

CIRCLING
6280-1
521 (600-1)
6420-1
661 (700-1)
6640-2½
881 (900-2½)
6800-3
1041 (1100-3)

MONTROSE RGNL (MTJ)

VOR RWY 13

470
NOTE: Chart not to scale.

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.
BLUE MESA THREE DEPARTURE

TOP ALTITUDE: 12500

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.

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.

DENVER CENTER
127.1 343.65
UNICOM
122.8
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.
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 3/4 SM NA.

MISSED APPROACH: Climb to 8700 direct PIETA and hold.

Procedure NA for arrivals at CYOTE on V60 southwest bound.

8170

9509

6 NM Holding Pattern

8700 NoPT 065° (5.7)

8400 079° (5.5)

8400 079°

8400

8400

1.2 NM to RW08

8700 Pieta

* LNAV only.

133.65 284.6 (0E0)

19JUL18

118.05

13.65 284.6

122.9

6204

259°

6204

7798 ±

7798

259°

6 NM

(IAF)

CYOTE

RDP 3.00° TCH 40

MORIARTY MUNI (WEH)

MORIARTY, NEW MEXICO

AL-308 (FAA)
RNAV (GPS) RWY 26
MORIARTY MUNI (HEH)

MISSAPPROACH: Climb to 9700 direct RIDSE and hold, continue climb-in-hold to 9700.

Procedure NA for arrivals at MEKUE on V234 northeast bound.

Procedure NA for arrivals at SALGE on V12 eastbound.

Procedure NA for arrivals at OTO VOR on V83 northbound, V12 westbound and V60 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.
Circling NA to Rwys 11 and 29. Circling Rwy 23 NA at night. When local altimeter setting not received, procedure NA.

All arrivals on V244 descend to 12000 in PAROX holding pattern before departing PAROX. NoPT for arrival at PAROX on V391 southbound.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 6446, then climbing left turn to 13300 direct PAROX, thence . . .

TAKEOFF RUNWAY 23: Climb on heading 228° to 6446, then climbing right turn to 13300 direct PAROX, thence . . .

. . . climb in PAROX holding pattern to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding on course.

NOTE: Chart not to scale.

NOTE: GPS required.
NOTE: RNAV-1.
Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/3 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 1/4 mile and Cat C 1/4 mile, and Circling Cats A/B 1/4 mile.

**MISSING APPROACH:** Climbing right turn to 12100 direct FEMAD and hold.

---

### AWOS-3

| AWOS-3 | 127.175 |
---|---|

### DENVER CENTER

| DENVER CENTER | 118.575 348.7 |
---|---|

### UNICOM

| UNICOM | 122.7 (CTAF) |
---|---|

Final approach course offset 20°.

NoPT for arrival at FEMAD on V211 northwest bound.

---

**Durango altimeter setting and increase all MDA 220 feet and LP and LNAV reduction below 1/3 SM NA.** When local altimeter setting not received, use 12100 direct FEMAD and hold.

**MISSED APPROACH:** Climbing right turn to FEMAD 12100 and hold.
**RNAV (GPS) RWY 1**

**PORTALES MUNI (PRZ)**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>014°</td>
<td>5700</td>
<td>4078</td>
<td></td>
</tr>
</tbody>
</table>

**DME/DME RNP-0.3 NA. VDP NA when using Clovis Rgnl altimeter setting. When local altimeter setting not received, use Clovis Rgnl altimeter setting and increase all MDAs 80 feet; increase Circling Cat C visibility ½ SM.**

**MISSED APPROACH:** Climbing left turn to 6300 direct ECERI and hold.

**AWOS-3**

118.175

**CANNON APP CON**

118.425 352.1

**CLNC DEL**

119.0

**UNICOM**

122.8 (CTAF)

**UNICOM**

**AWOS-3**

**CANNON APP CON**

**CLNC DEL**

**UNICOM**

**PORTALES, NEW MEXICO**

**AL-5862 (FAA)**

**21224**

**RNAV (GPS) RWY 1**

**PORTALES MUNI (PRZ)**

**480**
ILS or LOC RWY 8R

PUEBLO MEML (PUB)

DME required.

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 ½ SM and S-LOC 8R Cat E visibility to ½ SM.

ATIS
125.25

PUEBLO TOWER
119.1 (CTAF) 257.8

PUBLICATIONS
ATIS
DENVER APP CON
120.1
120.9
122.95

GND CON
121.9
120.9

CLNC DEL
122.9

ELEV
4729

ELEV 4729
D TDZE 4671

PUEBLO, COLORADO
Amdt 1D 08SEP22

10496
4671
4729

110.5

080°

LOC I-PUB
Rwy Idg
TDZE
Apt Elev

1.0%

0.9%

0.4%

0.4%

481
RNAV (GPS) RWY 8R

PUEBLO MEML (PUB)

ATIS
125.25
DENVER APP CON
120.1
290.5
PUEBLO TOWER
119.1 (CTAF)
257.8
GND CON
121.9
CLNC DEL
120.9
UNICOM
122.95

R-2601A & B

Procedure NA for arrivals at STANO
on V244 westbound.

(VGSI Angle 3.00/TCH 63).

Procedure NA for arrival at VIGIL
on V83-611 southbound.

ATIS
125.25
DENVER APP CON
120.1
290.5
PUEBLO TOWER
119.1 (CTAF)
257.8
GND CON
121.9
CLNC DEL
120.9
UNICOM
122.95

R-2601A & B

Procedure NA for arrivals at STANO
on V244 westbound.

(VGSI Angle 3.00/TCH 63).

Procedure NA for arrival at VIGIL
on V83-611 southbound.

VTOL
125.25
DENVER APP CON
120.1
290.5
PUEBLO TOWER
119.1 (CTAF)
257.8
GND CON
121.9
CLNC DEL
120.9
UNICOM
122.95

R-2601A & B

Procedure NA for arrivals at STANO
on V244 westbound.

(VGSI Angle 3.00/TCH 63).

Procedure NA for arrival at VIGIL
on V83-611 southbound.

VTOL
125.25
DENVER APP CON
120.1
290.5
PUEBLO TOWER
119.1 (CTAF)
257.8
GND CON
121.9
CLNC DEL
120.9
UNICOM
122.95

R-2601A & B

Procedure NA for arrivals at STANO
on V244 westbound.

(VGSI Angle 3.00/TCH 63).

Procedure NA for arrival at VIGIL
on V83-611 southbound.
**RNAV (GPS) RWY 17**

**PUEBLO MEML (PUB)**

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RNP APCH-GPS.**

- Rwy 17 helicopter reduction below 3/4 SM NA.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RWP and TDP**
- **RWP**: 4732
- **TDP**: 4690

**AIP**
- **RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**
- **TDZE**: 4729

**MISSED APPROACH**
- Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RNP APCH-GPS.**

- Rwy 17 helicopter reduction below 3/4 SM NA.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RWP and TDP**
- **RWP**: 4732
- **TDP**: 4690

**AIP**
- **RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**
- **TDZE**: 4729

**MISSED APPROACH**
- Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RNP APCH-GPS.**

- Rwy 17 helicopter reduction below 3/4 SM NA.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RWP and TDP**
- **RWP**: 4732
- **TDP**: 4690

**AIP**
- **RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**
- **TDZE**: 4729

**MISSED APPROACH**
- Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RNP APCH-GPS.**

- Rwy 17 helicopter reduction below 3/4 SM NA.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RWP and TDP**
- **RWP**: 4732
- **TDP**: 4690

**AIP**
- **RNAV (GPS) RWY 17**
- **RNAV (GPS) RWY 17**
- **TDZE**: 4729

**MISSED APPROACH**
- Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

**ATIS**
- **DENVER APP CON**: 120.1 290.5
- **PUEBLO TOWER**: 119.1 (CTAF) 257.8
- **GND CON**: 121.9
- **CLNC DEL**: 120.9
- **UNICOM**: 122.95

**RNP APCH-GPS.**

- Rwy 17 helicopter reduction below 3/4 SM NA.
RNAV (GPS) RWY 35

PUEBLO MEML (PUB)

ATIS 125.25 DENVER APP CON 120.1 290.5 PUEBLO TOWER 119.1 (CTAF) GND CON 257.8 CLNC DEL 121.9 UNICOM 122.95

Procedure NA for arrivals at STANO on V244 westbound.

Procedure NA for arrivals at ORWAY on V10-V244 eastbound.

Procedure NA for arrivals at VIGIL on V83-611 southbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TOP ALTITUDE: 7000

MEEKER 115.2 EKR  
Chan 99

KREMMLING 113.8 RIG
Chan 85

MILE HIGH 114.7 DVV
Chan 94

FALCON 116.3 FQF
Chan 110

BLACK FOREST 112.5 BRK
Chan 72

RED TABLE 113.0 DBL
Chan 77

GRAND JUNCTION 112.4 JNC
Chan 71

BLUE MESA 114.9 HBU
Chan 96

DURANGO 116.55 DRO
Chan 112(Y)

ALAMOSA 113.9 ALS
Chan 86

THURMAN 112.9 TXC
Chan 76

GOODLAND 115.1 GLD
Chan 98

AKRON 114.4 AKO
Chan 91

HUGO 112.1 HGO
Chan 58

LAMAR 116.9 LAA
Chan 116

TOBE 114.05 TBE
Chan 87(Y)

PUEBLO 116.7 PUB
Chan 114

PUEBLO MEML

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 8L, 26R: NA, Environmental.
Rwy 8R, 17, 26L: Standard.
Rwy 35: 400-2 1/4 or Standard with minimum climb of 343’ per NM to 5200.

(CONTINUED ON FOLLOWING PAGE)
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.
RNAV (GPS) RWY 7
RANGELY (4V0)

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

**AWOS-3PT**
119.025
**DENVER CENTER**
134.5 327.8
**UNICOM**
122.8 (CTAF)

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

**AWOS-3PT**
119.025
**DENVER CENTER**
134.5 327.8
**UNICOM**
122.8 (CTAF)

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

**AWOS-3PT**
119.025
**DENVER CENTER**
134.5 327.8
**UNICOM**
122.8 (CTAF)

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.

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.

Procedure NA for arrival at BONGO on V200 westbound.

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.
RNAV (GPS) RWY 25
RANGELY (4V0)

WAA CH 93741 W25A

APP CRS 228°  Rwy Idg 6409  TDZE 5278
Apt Elev 5278

UNICOM 122.8 (CTAF)

6409 X 75

MISSED APPROACH: Climb to 10800 direct ELIZZ and hold, continue climb-in hold to 10800.

Procedure NA for arrivals on EKR VOR/DME airway radials 199 CW 258.

Procedure NA for arrivals at airway radials 199 CW 258.

Final approach course offset 20.00°

10800 ELIZZ Visual Segment - Obstacles.

6900 WUMOS 4.2 NM to WUMOS

6521 5888 XUWBE 4.2 NM to WUMOS

6305

5428 5879

5639 [MAP] WUMOS

6143

8620

8710

NW-1, 30 Nov 2023 to 25 Jan 2024

-18°C

RNP APCH.

Rwy 25 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

AWOS-3PT 119.025  DENVER CENTER 134.5 327.8

UNICOM 122.8 (CTAF)

Procedure NA for arrivals at STRIM on V101 eastbound.

Category B

0.5 4.2 NM 4.7 NM 5 NM

LP MDA 6400-1 4 1122 (1200-1) 1122 (1200-1½) 1122 (1200-3) NA

LNAV MDA 6400-1 4 1122 (1200-1) 1122 (1200-1½) 1122 (1200-3) NA

CIRCLING 6900-1 4 1622 (1700-1) 1622 (1700-1½) 1722 (1800-3) NA

Visual Segment - Obstacles.

WUMOS

6900

8300

9100

ZEVEP

WEGIB

Final approach course offset 20.00°

WUMOS

4.7 NM

0.5

SW-1, 30 Nov 2023 to 25 Jan 2024

-18°C

WUMOS

4.2 NM

0.5
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.

ELIZZ ONE DEPARTURE (OBSTACLE) (RNAV) 19JUL18

RANGELY, COLORADO

RANGELY (4 V)/
RNAV (GPS) RWY 2
RATON MUNI/CREWS FLD (RTN)

**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**
- **118.375**

**ALBUQUERQUE CENTER**
- **132.8 346.35**

**UNICOM**
- **122.8 (CTAF)**

---

**7 NM Holding Pattern**

- **HEXMU**
- **WATGU**

---

**RNAV (GPS) RWY 2**

**CIMARRON CIM**

Procedure NA for arrivals at CIM VORTAC on V611 south bound.

**LNAV MDA**
- **7020-1 674 (700-1)**
- **7020-2 674 (700-2)**

**Category**
- **A**
- **B**
- **C**
- **D**

**36°44'N-104°30'W**

---

**RATON MUNI/CREWS FLD (RTN)**

**RNAV (GPS) RWY 2**
Circling NA for Cats C/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.

**MISSING APPROACH:** Climbing left turn to 11000 direct ADOZO and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>6760-1 422 (500-1)</td>
<td>6760-1 422 (500-1)</td>
<td>6760-1 422 (500-1)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>6840-1 488 (500-1)</td>
<td>7000-1 648 (700-1)</td>
<td>7020-1 668 (700-1)</td>
<td>7640-3 1288 (1300-3)</td>
</tr>
</tbody>
</table>

**ASOS**

- 118.375

**ALBUQUERQUE CENTER**

- 132.8 346.35

**UNICOM**

- 122.8 (CTAF)

**APP CRS**

- 248°

**TDZE**

- 6338

**Apt Elev**

- 6352

**RNAV (GPS) RWY 25**

**RATON MUNI/CREWS FLD (RTN)**

**Orig-C 12AUG21**

**495**
**ILS RWY 26**

**RIFLE GARFIELD COUNTY (RIL)**

**LOC/DME** I-RIL 110.9

**APP CRS**
- 258°

**Rwy Idg**
- 7000

**TDZE**
- 5537

**Apt Elev**
- 5537

**DME required.**

- Rwy 26 helicopter visibility reduction below 1/2 SM NA. Use I-RIL DME when on localizer course.

**ASOS**
- 135.275

**DENVER CENTER**
- 134.95
- 327.075

**UNICOM**
- 122.8 (CTAF)

**MISSING APCH FIX**

- R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME missed approach requires a minimum climb of 408 feet per NM to 10300; if unable to meet climb gradient, see LOC/DME-A.

**ASOS**
- 11235

**DENVER CENTER**
- 10735

**UNICOM**
- 122.8 (CTAF)

**RED TABLE**
- 113.0 DBL

**Elev**
- 5537

**TDZE**
- 5537

**ASOS**
- 11395

**DENVER CENTER**
- 10735

**UNICOM**
- 122.8 (CTAF)

**RED TABLE**
- 113.0 DBL

**Elev**
- 5537

**TDZE**
- 5537

When GS not used, use LOC/DME-A procedure.
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.

When VGSIs 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.

MISSING 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.

**RNAV (RNP) Y RWY 26**

**RIFLE GARFIELD COUNTY (R.I.L.)**

Authorization Required

39°32'N-107°44'W

497
RNAV (RNP) Z RWY 8
RIFLE GARFIELD COUNTY (RIL)

Authorization Required

**Attention**: 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 246° to SLOLM and track 246° to RIYNO and track 242° to HUGSI and hold.

**Procedure NA for arrival on JNC VOR/DME airway radials 323 CW 113 and arrivals at AWRAW on V26 northbound.**

**VGSI and RNAV glidepath not coincident** (VGSI Angle 3.00/TCH 47).

**See inset for routing to TONAE.**

**VGSI and RNAV glidepath not coincident** (VGSI Angle 3.00/TCH 47).

- 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 246° to SLOLM and track 246° to RIYNO and track 242° to HUGSI and hold.

**Procedures NA for arrival on JNC VOR/DME airway radials 323 CW 113 and arrivals at AWRAW on V26 northbound.**

**RNAV (RNP) Z RWY 8**

**RIFLE GARFIELD COUNTY (RIL)**

**RNAV (RNP) Z RWY 8**

**RIFLE, COLORADO**

**Amdt 1B 17AUG17**

**RIFLE, COLORADO**

**Amdt 1B 17AUG17**

**39°32’N-107°44’W**

**RNAV (RNP) Z RWY 8**

**RIFLE GARFIELD COUNTY (RIL)**

**RNAV (RNP) Z RWY 8**

**RIFLE, COLORADO**

**Amdt 1B 17AUG17**

**39°32’N-107°44’W**

**AUTHORIZATION REQUIRED**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>RNP 0.10 DA</td>
<td>5748</td>
<td>250 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA**</td>
<td>6391</td>
<td>893 (900-3)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

**RIFLE GARFIELD COUNTY (RIL)**

**RNAV (RNP) Z RWY 8**

**RIFLE, COLORADO**

**Amdt 1B 17AUG17**

**39°32’N-107°44’W**

**AUTHORIZATION REQUIRED**

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<tr>
<td>RNP 0.10 DA</td>
<td>5748</td>
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<td>NA</td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA**</td>
<td>6391</td>
<td>893 (900-3)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) W RWY 26
RIFLE GARFIELD COUNTY (RIL)

MISSED APPROACH: Climb to 14000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.
RNAV (GPS) X RWY 26
RIFLE GARFIELD COUNTY (R.I.L.)

MISSED APPROACH: Climb to 14000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 14000. Missed approach requires a minimum climb gradient of 290 feet per NM to 9600 feet; if unable to meet climb gradient, see RNAV (GPS) W RWY 26.

For inop ALS, increase LPV all Cats visibility to 2 1/2 SM.

For inop ALS, increase LPV all Cats visibility to 2 1/2 SM.
RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

RNP APCH - GPS:
- Circling NA south of Rwy 8-26 at night.
- Procedure NA for arrival on JNC VOR/DME airway on radials 018 CW 098.
- Holding Pattern 7 NM
- ASOS 135.275
- DENVER CENTER 134.95 327.075
- UNICOM 122.8 (CTAF)
- RIFLE GARFIELD COUNTY
- CATEGORY A
- MSA RIFPU 25 NM
- 7420-1/4 (1900-1/4) 1922 (1900-1/2) 1922 (1900-1/2) 1922 (1900-3)
- 7420-3 1922 (1900-3) 8100-3 2563 (2600-3)
- Holding Pattern 7 NM
- 7420-1/4 1983 (1900-1/4) 1983 (1900-1/2) 1983 (1900-3) 8100-3 2563 (2600-3)
- 39°32’N-107°44’W
- RNAV (GPS) Y RWY 8

RIFLE, COLORADO
Amdt 2 15JUN23

RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) Y RWY 8
RIFLE GARFIELD COUNTY (RIL)
Circling NA south of Rwy 8-26 at night.

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.
**RIFLE GARFIELD COUNTY (RIL)**

**DENVER CENTER**

134.95 327.075

**RNAV 1 - GPS**

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF MINIMUMS**

Rwy 26: Standard with minimum climb of 431' per NM to 9800.

**TAKEOFF OBSTACLE NOTES**

Rwy 26: Vehicles on road 37' from DER, 267' left of centerline, up to 5481' MSL.
- Pole 1419' from DER, 615' left of centerline, 5507' MSL.
- Transmission line and pole beginning 1502' from DER, 701' left of centerline, up to 129' AGL/5559' MSL.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 26:** Climb on course 258° to GNBRL, then on track 233° to YIRDU, then on track 218° to SQUAT, maintain 10600 or as assigned.
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.
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.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3997 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4067 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cat C ¾ SM, Cat D ¾ SM and Circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

**ATIS**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ROSWELL APP CON *</th>
<th>ROSWELL TOWER *</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.45</td>
<td>306.2</td>
<td>119.6</td>
<td>239.0</td>
<td>118.5 (CTAF)</td>
<td>233.7</td>
</tr>
</tbody>
</table>

**RNP APCH - GPS.**

**MISSING APCH FIX:** Climb to 6000 direct AQZED and hold.

**Category:**

- **A:** 5 NM
- **B:** 3.8 NM
- **C:** 2.5 NM
- **D:** 1.3 NM

**Limitations:**

- **LPV DA:** 3917-3/4 250 (300-34)
- **LNAV/VNAV DA:** 3987-1 320 (400-1)
- **LNAV MDA:** 4140-1 473 (500-1)
- **CIRCLING:** 4140-1 469 (500-1)

**APCH CRS:**

- 3671 (ROW)
- 13000 X 150
- 10008 X 100

**Unicom:**

- ROSWELL APP CON: 119.6 239.0
- ROSWELL TOWER: 233.7
- ATIS: 118.5 (CTAF)
- CLNC DEL: 121.9 348.6
- UNICOM: 132.875 282.25

**ELEV:**

- 3671
- 3753
- 3822
- 3824

**TDZE:**

- 3667
- 3786
- 3824

**Holding Patterns:**

- 6300 215° 035° 5700
- 6300 035° (2.5)
- 6300 215° 035° (5.1)
- 6300 AQZED

**MISSED APPROACH:** Climb to 6000 direct AQZED and hold.
RNAP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3996 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4083 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

Procedure NA for arrivals at CME VORTAC on airway radials 313 CW 073.

ATIS
128.45 306.2

ROSWELL APP CON*
119.6 239.0

ROSWELL TOWER*
118.5 (CTAF) 233.7

GND CON
121.9 348.6

CLNC DEL
132.875 282.25

UNICOM
122.95

HOGIG
5 NM

RARKE
5 NM

CHISUM
3.6 NM

MISSED APCH FIX

KIGDE
5 NM

ASR

RNAV (GPS) RWY 17

ROSWELL AIR CENTER (ROW)

Al-354 (FAA)

SW-1, 30 Nov 2023 to 25 Jan 2024

Roswell Air Center (ROW)

SW-1, 30 Nov 2023 to 25 Jan 2024

Roswell Air Center (ROW)
RNAV (GPS) RWY 21

RNAV (GPS) RWY 21

ROSWELL AIR CENTER (ROW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C.

When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3979 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 4075 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV Cat C/D visibility ½ SM and Circling Cat D visibility ½ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting. For inop ALS, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM. For inop ALS when using Artesia altimeter setting, increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats visibility to 1 SM.

Procedure NA for arrival on CME VORTAC airway radials 051 CW 109.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C.

When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 3979 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 4075 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV Cat C/D visibility ½ SM and Circling Cat D visibility ½ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting. For inop ALS, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM. For inop ALS when using Artesia altimeter setting, increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats visibility to 1 SM.

Procedure NA for arrival on CME VORTAC airway radials 051 CW 109.
**RNAV (GPS) RWY 35**  
ROSSEL AIR CENTER (ROW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 4001 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4033 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM, and Circling Cat D ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

**ATIS**  
128.45 306.2

**ATIS**  
Rosalie APP CON *  
Rosalie TOWER *

**GND CON**  
118.5 (CTAF) 233.7

**CLNC DEL**  
132.875 282.25

**UNICOM**  
122.95

---

Procedure NA for arrivals at CME VORTAC via V291 northwest bound.

**RNAV (GPS) RWY 35**  
ROSSEL AIR CENTER (ROW)

**ATIS**  
128.45 306.2

**ATIS**  
Rosalie APP CON *  
Rosalie TOWER *

**GND CON**  
118.5 (CTAF) 233.7

**CLNC DEL**  
132.875 282.25

**UNICOM**  
122.95

---

Procedure NA for arrivals at CME VORTAC via V291 northwest bound.
LOC BC RWY 3

ROSWELL AIR CENTER (ROW)

BACK COURSE

- 5396

CHISUM
116.1 CME
Chan 108

S-3
CIRCLING

MONKI INT
I-ROW 4.7

chn 108

Use I-ROW DME when on localizer course.

MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

SW-1, 30 Nov 2023 to 25 Jan 2024

ROSWELL, NEW MEXICO

Amdt 9E 06OCT22
If local altimeter setting not received, procedure NA.

**MISSUED APPROACH:** Climbing right turn to 6000 direct CME VORTAC and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC/DME RWY 24
SIERRA BLANCA RGNL (SRR)

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.

**DME REQUIRED**

- **VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 38).**
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.

**RNAV (GPS) RWY 24**

**SIERRA BLANCA RGNL (SRR)**

**AWOS-3**  
**126.475**

**ALBUQUERQUE CENTER**  
**132.65 257.6**

**UNICOM**  
**122.8 (CTAF)**

**Procedure NA for arrivals at REYOK on V68-83 southeast bound.**

**Orig-B 25MAR21**

**33°28'N-105°32'W**

**317**
**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, 6786’ 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.

**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.
Procedure NA for arrivals at RONBE on V160 northeast bound.

Procedure NA for arrivals at RONBE on V244 eastbound.

When local altimeter setting not received, procedure NA.

Circling to Rwy 6 NA at night.

MISSED APPROACH: Climb to 16200 direct OSKAE and on track 015° to RONBE and hold, continue climb-in-hold to 16200.

Procedure NA for arrivals at RODDY on V244 eastbound.

MISSED APCH FIX

10 NM

RONBE

OSKAE

YOBUT

16200

12000

288°

288°

9 NM

6 NM

1 NM

288°

108°

108°

16000

13400

8 NM

6 NM

9 NM

SW-1, 30 NOV 2023 to 25 JAN 2024

519
**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.

**NOTE:** Chart not to scale.

**NOTE:** GPS required.

**NOTE:** RNAV-1.

**TOP ALTITUDE:**

16200

---

**TAKEOFF MINIMUMS**

Rwy 6: NA - obstacles.
Rwy 24: Standard with minimum climb of 500' per NM to 11500.
SANTA FE, NEW MEXICO

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

ATIS 128.55

ALBUQUERQUE CENTER
132.8 346.35

S-LOC 2
6740-1
437 (400-1)
6740-1½
437 (400-1½)

C CIRCLING
6800-1
451 (500-1)
6920-1
571 (600-1)
7340-3
991 (1000-3)
1311 (1400-3)

SANTA FE TOWER *
119.5 (CTAF) 239.3

GND CON 121.7

UNICOM 122.95

DME REQUIRED

1.6
2.8
I-SGB

LOCALIZER
111.7

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.
**RNAV (GPS) RWY 2**

**SANTA FE RGNL (SAF)**

**MISSED APPROACH:** Climb to 7300 then climbing left turn to 11000 direct ZEDAN and hold.

- **ATIS:** 128.55
- **ALBUQUERQUE CENTER:** 132.8 346.35
- **SANTA FE TOWER:** 119.5 (CTAF) 239.3
- **GND CON:** 121.7
- **UNICOM:** 122.95

**Procedure NA for arrivals at ZIASE via V62-263 westbound.**

**Procedure NA for arrivals at NELGE on V611 southwest bound.**

**Procedure NA for arrivals at DULKE on V190 southwest bound.**

**Category**
- **A**
- **B**
- **C**
- **D**

**LPV DA**
- 6503-3/4 200 (200-1/4)

**LNAV/VNAV DA**
- 6553-7/8 250 (300-1/4)

**LNAV MDA**
- 6740-1 437 (400-1/4)
- 7340-1 991 (1000-3)
- 7660-3 1311 (1400-3)

**CIRCLING**
- 6800-1 451 (500-1)
- 6920-1 571 (600-1)
- 7340-3 991 (1000-3)
- 7660-3 1311 (1400-3)

**Category**
- 6300-1
- 6300-3
- 6303-1
- 6303-3
- 6306-1
- 6306-3
- 6320-1
- 6320-3
- 6330-1
- 6330-3
- 6340-1
- 6340-3

**SANTA FE, NEW MEXICO**

**Amdt 1 05JAN17**

**SW-1, 30 NOV 2023 to 25 JAN 2024**

**522**
MISSED APPROACH: Climbing right turn to 9000 direct
HEGMI and hold.

NoPT for arrival at POAKE
on V83 southbound.

Final approach course offset 15.00°.

Procedure NA for arrivals at SAF VORTAC
on V263-611 westbound.

CATEGORY
A
B
C
D
LNAV MDA
6800-1
6800-1 1/8
6800-1 1/8
6800-1 1/8
CIRCLING
6800-1
6800-1
6800-1
6800-1
RNAV (GPS) RWY 28
SANTA FE RGNL (SAF)

<table>
<thead>
<tr>
<th>ATIS</th>
<th>128.55</th>
<th>ALBUQUERQUE CENTER</th>
<th>132.8 346.35</th>
<th>SANTA FE TOWER</th>
<th>119.5 (CTAF)</th>
<th>GND CON</th>
<th>121.7</th>
<th>UNICOM</th>
<th>122.95</th>
</tr>
</thead>
</table>

**Missed Approach:** Climbing left turn to 9200 direct LACRO and hold.

Final approach course offset 5.00°.

Procedure NA for arrivals at SAF VORTAC on V263-611 westbound.

DME/DME RNP-0.3 NA.

**RNAV (GPS) RWY 28**

**SANTA FE RGNL (SAF)**

**ELEV 6349**

**TDZE 6307**

**Ground Control**

**UNICOM 122.95**

**ATIS 128.55**

**ALBUQUERQUE CENTER 132.8 346.35**

**SANTA FE TOWER 119.5 (CTAF) 239.3**

**Category B C D**

**LNAV MDA**

6960-1 653 (700-1) 6960-1 653 (700-1) 7340-3 653 (700-1)

**CIRCLING**

6960-1 611 (700-1) 7340-3 1311 (1400-3)

**RNAV (GPS) RWY 28**

**SANTA FE RGNL (SAF)**
RNAV (GPS) RWY 33
SANTA FE RGNL (SAF)

ATIS 128.55
ALBUQUERQUE CENTER 132.8 346.35
SANTA FE TOWER * 119.5 (CTAF) 239.3
GND CON 121.7
UNICOM 122.95

6800 then climbing right turn to Misaed Approach: Climb to 6800 then climbing right turn to 11000 direct...ZEDAN and hold.

Procedure NA for arrivals at SAF VORTAC on V263-611 westbound.

Procedure NA for arrivals at RENCO on V190 northeast bound.

* LNAV only
* WAMOK 1.6 NM to RW33

ZEDAN
0.8 NM to RW33

REIL R wys 10, 15, 20 and 33
MIRL R wys 2-20 and 15-33

LPV DA 6555-7/6 250 (300- %)
LNAV/VNAV DA 6555-7/6 250 (300- %)
LNAV MDA 6620-1 315 (300-1) 6620-7/8 315 (300- %)

CIRCLING 451 (500-1) 571 (600-1) 7340-3 991 (1000-3) 1311 (1400-3)
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Los Alamos altimeter setting: increase all MDAs 160 feet.

**MISSPER APPROACH:** Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>ALBUQUERKE CENTER</th>
<th>SANTA FE TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.55</td>
<td>132.8 346.35</td>
<td>119.5 (CTAF)</td>
<td>121.7</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**CATEGORY**

- **A**
  - 6960-1
  - 611 (700-1)
- **B**
  - 7340-3
  - 991 (1000-3)
- **C**
  - 7660-3
  - 1311 (1400-3)
- **D**

**SANTA FE, NEW MEXICO**

Amdt 1C 06OCT22

35°37'N-106°05'W

527
When Control Tower closed, obtain local altimeter setting on unicom; when not received, use Los Alamos altimeter setting; increase all MDAs 160 feet and S-33 visibility Cat C/D ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

When Control Tower closed, obtain local altimeter setting on unicom; when not received, use Los Alamos altimeter setting; increase all MDAs 160 feet and S-33 visibility Cat C/D ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

When Control Tower closed, obtain local altimeter setting on unicom; when not received, use Los Alamos altimeter setting; increase all MDAs 160 feet and S-33 visibility Cat C/D ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
POAKE TWO DEPARTURE

TAKEOFF MINIMUMS
Rwy 2: Standard with minimum climb of 220’ per NM to 7300.
Rwy 20, 30: Standard.

CAUTION: Mountainous terrain all quadrants.

NOTE: DME required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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 THREE DEPARTURE

TAFOY THREE DEPARTURE

TAFOY THREE DEPARTURE

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 15, 20, 33: Standard.

Rwy 2: Standard with minimum climb of 256’ per NM to 8000.

CAUTION: Mountainous terrain all quadrants.

NOTE: Pilots must notify SAF air traffic control tower or
Albuquerque air route traffic control center prior
to flying this departure procedure.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn direct SAF VORTAC, then on SAF VORTAC
R-104 to TAFOY, thence . . .

TAKEOFF RUNWAY 15: Climb on heading 159° direct SAF VORTAC, then on SAF
VORTAC R-104 to TAFOY, thence . . .

TAKEOFF RUNWAY 20: Climbing left turn on heading 160° to intercept SAF VORTAC
R-284 to SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence . . .

TAKEOFF RUNWAY 33: Climbing right turn direct SAF VORTAC, then on SAF VORTAC
R-104 to TAFOY, thence . . .

. . . on assigned transition. Maintain ATC assigned altitude. Expect further clearance to
filed altitude ten minutes after departure.

ANTON CHICO TRANSITION (TAFOY3.ACH): From over TAFOY on ACH R-285 to
ACH VORTAC.

FORT UNION TRANSITION (TAFOY3.FTI): From over TAFOY on FTI R-215 to FTI VORTAC.
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.
RNAV (GPS) RWY 8
GRANT COUNTY (SVC)

AWOS-3 126.725
ALBUQUERQUE CENTER 134.45 327.15
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CITUR and on track 216° to KUNRE and hold.

Procedure NA for arrivals at VIYUL on V202 southwest bound.

MISSED APCH FIX

AL-793 (FAA)

RNP APCH+GPS.

Rwy 8 helicopter visibility reduction below 3/4 SM NA.

ELEV 5446  TDZE 5386

REIL Rwy 8
MIRL Rwy 8-26

SILVER CITY, NEW MEXICO
Amdt 1 19MAY22

32°38′N-108°09′W

GRANT COUNTY (SVC)

RNAV (GPS) RWY 8
RNAV (GPS) RWY 26
GRANT COUNTY (SVC)

Circling NA to Rwys 3, 12, 17, 21, 30 and 35. Inop table does not apply to LPV and LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct KUNRE and hold.

5940-1  494 (500-1)  514 (600-1)  654 (700-1)  1294 (1300-3)
5940-3  6740-3
5960-1  654 (700-1)  1294 (1300-3)
6100-3  6740-3
5940-1  5960-1  5960-1  654 (700-1)  1294 (1300-3)
5630-3  560 (500-3)
5840-3  560 (500-3)
5840-3  6100-3  6740-3
5630-3  560 (500-3)
5940-1  5960-1  5960-1  654 (700-1)  1294 (1300-3)
5630-3  560 (500-3)
5940-1  5960-1  5960-1  654 (700-1)  1294 (1300-3)
5630-3  560 (500-3)
5940-1  5960-1  5960-1  654 (700-1)  1294 (1300-3)
5630-3  560 (500-3)
LOC RWY 26
GRANT COUNTY (SVC)

LOC/DME I-SVC
111.7
Chan 54

APP CRS
262°

Rwy Idg
6803
TDZE
5380
Apt Elev
5446

MALS

A

NA
Circling NA to Rwys 3, 12, 17, 21, 30 and 35.

MISSED APPROACH: Climb to 5900 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
126.725

ALBUQUERQUE CENTER
134.45 327.15

UNICOM
122.8 (CTAF)

ELEV 5446
TDZE 5380

SILVER CITY
110.8 SVC
Chan 45

1.2

I-SVC
1.8

LOC/DME
I-SVC
111.7
Chan 54

LOCATOR
111.7
Chan 54

LOCALIZER
111.7
Chan 54

LOCALIZER

MALS

I-SVC

VIDLE

Use I-SVC DME when on the localizer course.

Remain within 10 NM

2.1 NM

3.5 NM

2.2 NM

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-26</td>
<td>6100-3/4</td>
<td>720 (700-3/4)</td>
<td>6100-1/4</td>
<td>720 (700-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>6100-1</td>
<td>654 (700-1)</td>
<td>6100-2</td>
<td>6740-3</td>
</tr>
</tbody>
</table>

SW-1, 30 NOV 2023 to 25 JAN 2024

32°38'N-108°09'W

SILVER CITY, NEW MEXICO
Amdt 6 14JUL22

AL-793 (FAA)
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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>CIRCLING</td>
<td>5940-1</td>
<td>5960-1</td>
<td>6100-13/4</td>
<td>6740-3</td>
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<tr>
<td></td>
<td>494 (500-1)</td>
<td>514 (600-1)</td>
<td>654 (700-13/4)</td>
<td>1294 (1300-3)</td>
</tr>
</tbody>
</table>
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.
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.

MISSAP PROACH: Climbing right turn to
8000 direct ONM VORTAC and hold.

Holding at HETUD
requires ATC approval.

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.

MISSAP PROACH: Climbing right turn to
8000 direct ONM VORTAC and hold.

Holding at HETUD
requires ATC approval.

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.

MISSAP PROACH: Climbing right turn to
8000 direct ONM VORTAC and hold.

Holding at HETUD
requires ATC approval.

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.

MISSAP PROACH: Climbing right turn to
8000 direct ONM VORTAC and hold.

Holding at HETUD
requires ATC approval.

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.

MISSAP PROACH: Climbing right turn to
8000 direct ONM VORTAC and hold.

Holding at HETUD
requires ATC approval.

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.

MISSAP PROACH: Climbing right turn to
8000 direct ONM VORTAC and hold.

Holding at HETUD
requires ATC approval.
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.

CAUTION: Steeply rising terrain all quadrants of airport.
RNAV (GPS) RWY 17
SPRINGFIELD MUNI (8V7)

AWOS-3PT
118.975

DENVER CENTER
133.4 377.175

CTAF
122.9

MISSED APPROACH: Climbing right turn to 7000 direct YATA and hold, continue climb-in-hold to 7000.

RNAV (GPS) RWY 17
SPRINGFIELD MUNI (8V7)

Category

LNAV MDA
4960-1 570 (600-1)

CIRCLING
5060-1 670 (700-1)

MIRL Rwy 17-35
35

37°28'N-102°37'W
Circling NA northeast of Rwy 14-32. When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

**AWOS-3**
118.325

**DENVER CENTER**
120.475 235.975

**UNICOM**
122.8 (CTAF)

**REIL Rwy 32**
HIIRL Rwy 14-32

**SW-1**, 30 NOV 2023 to 25 JAN 2024
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet. Procedure NA at night. Circling NA northeast of Rwy 14-32.

MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then on BQZ VOR/DME R-172 to SBURG INT/BQZ 11.4 DME and hold.
RNAV (GPS) RWY 15
STERLING MUNI (STK)

**RNP APCH.**

- Circling NA to Rwy's 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.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>DENVER CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.525</td>
<td>118.475 225.4</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**Procedure NA for arrival on SNY VOR/DME airway radials 176 CW 278.**

**Procedure NA for arrivals at TUMBL on V132 southeast bound.**

**MISSED APPROACH:**
- Climb to 6400 direct ANUCE and hold.

**Missed APCH Fix**
- ANUCE 6400 ANUCE
- * LNAV only.

**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) 4480-13/6 442 (500-13/6)

**CIRCLING**
- 4520-1 4580-1 4620-1 4720-2
- 482 (500-1) 542 (600-1) 582 (600-1/2) 682 (700-2/4)

**WASHINGTON**
- CH 56330
- W15A
- WAAS
- APP CRS 155°
- Rwy Idg 5201
- TDZE 4038
- Apt Elev 4038

**STERLING, COLORADO**
- Orig-C 21MAY20

**HOLD**
- 14000
- 7500
- 335°
- 7 NM

**ZETAX**
- 5800
- 4269 ± A
- 4195 ± A
- 5800
- 4900

**JUDNI**
- 2.6 NM to RW15
- 1.3 NM to RW15

**JORAL**
- 2.6 NM to RW15
- 1.3 NM to RW15

**ELEV 4038**

**TDZE 4038**

**MISSED APPROACH FIX**
- ANUCE 6400 ANUCE
- * LNAV only.

**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) 4480-13/6 442 (500-13/6)

**CIRCLING**
- 4520-1 4580-1 4620-1 4720-2
- 482 (500-1) 542 (600-1) 582 (600-1/2) 682 (700-2/4)
**RNAV (GPS) RWY 33**

**STERLING MUNI (STK)**

**AWOS-3**

**118.525**

**DENVER CENTER**

**118.475**

**225.4**

**UNICOM**

**122.8**

**CTAF**

**HOLD**

7 NM

7500

6400

**PROcedures NA for arrival on AKO VOR/DME airway radials 276 CW 081.**

**MISSED APPROACH:**

Climb to 7500 direct ZETAX and hold, continue climb-in-hold to 7500.

**RNAV (GPS) RWY 33**

**STERLING, COLORADO**

**AL-6348 (FAA)**

20142

**REIL Rwy’s 15 and 33**

33° to RW33

**MIRL Rwy 15-33**

33°

**TPA**

**MIA**

**PAV**

**SFA**

**TPX**

**PAR**

**SAV**

**PAX**

**TLZ**

**MIA**

**PAR**

**PAX**

**TLZ**

**TPX**

**SFA**

**HOLD**

7500

6400

**MINIMUMS**

**5201 X 75**

**20142**

**GP 3.0°**

**TCH 44**

**CIRCLING**

**DA**

**LPV**

**DA**

**LNAV/VNAV**

**DA**

**LNAV MDA**

**6400**

**ZETAX**

**7500**

**TDZE**

**4028**

**ELEV**

**4038**

**STERLING, COLORADO**

**Orig-B 21MAY20**

**40°37'N-103°16'W**

**546**
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.

ALBUQUERQUE CENTER

UNICOM 122.8 (CTAF)

AWOS-3PT 132.975

TELOY

OQUDI

LNAV only.

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.

ALBUQUERQUE CENTER

UNICOM 122.8 (CTAF)

AWOS-3PT 132.975

TELOY

OQUDI

LNAV only.

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.

W3S-1, 30 NOV 2023 to 25 JAN 2024

SW-1, 30 NOV 2023 to 25 JAN 2024
VOR/DME-B
TAOS RGNL (SKX)

VORTAC TAS 115.8
Chan 105

AWOS-3PT 132.975
ALBUQUERQUE CENTER 132.8 346.35
UNICOM 122.8 (CTAF)

No PT for arrival on TAS VORTAC airway radial 353.

Category
CIRCLING 8000-1¼ 905 (1000-1¼)

MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.
RNAV (GPS) Y RWY 9

TELLURIDE RGNL (TEX)

**Amdt 1 15OCT15**

TELLURIDE, COLORADO

**WAAS CH 82621**
**W09A**

**APP CRS**
**096°**

**Rwy Idg**
**TDZE** 9038

**Apt Elev**
**9070**

**TURESTONE**
**91 9**

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**TUREST
RNAV (GPS) Z RWY 9
TELLURIDE RGNL (TEX)

AWOS:3 118.325
DENVER CENTER 125.35 354.05
UNICOM 123.0 (CTAF)

**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:** Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

Limit missed approach to 180K.

**Procedure NA for arrivals at HAVWU on V187 southeast bound.**

**Clearance:**
- Climb in hold to 15000.
- VOR/DME and hold, continue right turn to 15000 direct ETL.

**RNAV (GPS) Z RWY 9:**
- APP CRS 096°
- REP CRS 6911
- 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.

**Limit missed approach to 180K.**

**RNAV (GPS) Z RWY 9:**
- APP CRS 096°
- REP CRS 6911
- 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.
Circling NA north of Rwy 9-27.
Circling NA at night.
DME required.

Procedure NA for arrivals at ETL VOR/DME on V382 northwest bound.

LOC/DME I-TEX
- 109.3
- Chan 30

APP CRS 093°
Rwy Idg TDZE Apt Elev 6911 9037 9070

AWOS-3
118.325

Circling NA at night.

DENVER CENTER
- 125.35
- 354.05

UNICOM
- 123.0 (CTAF)

LOCALIZER
- 109.3
- Chan 30
- LOC offset 3.00°

LOCI/DME I-TEX
- Chan 30

VGSI and descent angles not coincident
(VGSI Angle 3.55/TCH 46).

DME REQUIRED

VGSI Angle 3.55

LOCI/DME I-TEX
- Chan 30

MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 on ETL R-104 to ETL VOR/DME and hold.

Circling NA north of Rwy 9-27.

DME required.

TELLURIDE, COLORADO

Amdt 3A 10NOV16

37°57'N-107°55'W
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
118.325

DENVER CENTER
125.35 354.05

UNICOM
123.0 (CTAF)

NoPT for arrival on ETL VOR/DME airway radials 235 CW 019.

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
118.325

DENVER CENTER
125.35 354.05

UNICOM
123.0 (CTAF)

NoPT for arrival on ETL VOR/DME airway radials 235 CW 019.
RNAV (GPS) RWY 3

PERRY STOKES (TAD)

TRINIDAD, COLORADO

APP CRS
035°

Rwy Idg TDZE Apt Elev 5500 5757 5762

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 1/2 SM and Cats C/D visibility 1 SM and Circling Cats A/B visibility 1/2 SM, Cat C 1 SM, and Cat D 3/4 SM.

ASOS DENVER CENTER UNICOM

119.025 126.375 379.95 122.8 (CTAF)

DENVER CENTER

126.375 379.95

8416 7631

7323 WAXOX

8000 035°

7453 7323

JOSAT

WAXOX

RW03

3.8 NM to RW03

YUBVU

RW03

RW03

3.8 NM to RW03

RW03

2.2 NM to RW03

RW03

TDZE 5757

5762

ELEV

SW-1, 30 NOV 2023 to 25 JAN 2024

MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

MISS APCH FIX

7 NM

346° JOGEL

RW03

5500

743 (800-1)

6439

6439

7 NM

346°

JOGEL

SW-1, 30 NOV 2023 to 25 JAN 2024

MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

TRINIDAD, COLORADO

Amdt 1B 20JUN19

37°16'N-104°20'W

555
TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwys 9, 27: NA-ATC
Rwys 3, 21: Standard

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.
Circling NA to Rwy 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
120.675

ALBUQUERQUE CENTER
128.2 285.5

UNICOM
122.8 (CTAF)

TRUTH OR CONSEQUENCES, NEW MEXICO

Chi 130

MIRL Rwy 13-31

TRUTH OR CONSEQUENCES MUNI (TCS)

ELEV 4862

162° 2.4 NM from FAF

FAF to MAP 2.4 NM

CIRCLING
5560-1 698 (700-1)

5580-2 718 (800-2)

6000-3 1138 (1200-3)

TRUTH OR CONSEQUENCES MUNI (TCS)

VOR-A

MIRL Rwy 13-31

TRUTH OR CONSEQUENCES, NEW MEXICO

Amdt 9E 07OCT21

33°14'N-107°16'W

559
RNAV (GPS) RWY 3
TUCUMCARI MUNI (TCC)

If local altimeter setting not received, procedure NA.

ASOS 119.275
ALBUQUERQUE CENTER 126.85 285.6
UNICOM 122.95 (CTAF)

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

APP CRS 033°
Rwy Idg 7104
TDZE 4043
Apt Elev 4065

TUCUMCARI, NEW MEXICO
Orig A 15AUG19
35°11'N-103°36'W

RNAV (GPS) RWY 3
TUCUMCARI MUNI (TCC)
RNAV (GPS) RWY 21
TUCUMCARI MUNI (TCC)

ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

Procedure NA for arrival at TCC VORTAC via V402 westbound.

GPS or RNP 0.3 required. DME/DME RNP 0.3 NA.
Circling NA for Cat D north of Rd 8 and northwest of Rd 21.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

RNAV (GPS) RWY 21
TUCUMCARI MUNI (TCC)

ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

Procedure NA for arrival at TCC VORTAC via V402 westbound.

GPS or RNP 0.3 required. DME/DME RNP 0.3 NA.
Circling NA for Cat D north of Rd 8 and northwest of Rd 21.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

RNAV (GPS) RWY 21
TUCUMCARI MUNI (TCC)

ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

Procedure NA for arrival at TCC VORTAC via V402 westbound.

GPS or RNP 0.3 required. DME/DME RNP 0.3 NA.
Circling NA for Cat D north of Rd 8 and northwest of Rd 21.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.
RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21. When local altimeter setting not received, procedure NA.

ASOS
119.275

ALBUQUERQUE CENTER
126.85  285.6

UNICOM
122.95 (CTAF)

Procedure NA for arrivals at TCC VORTAC on V402 westbound.

RNP APCH.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6500 direct ROVSE and hold.

When local altimeter setting not received, procedure NA.

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
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RNAV (GPS) RWY 26
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RNAV (GPS) RWY 26
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RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)

RNAV (GPS) RWY 26
TUCUMCARI MUNI (TCC)
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
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

ELEV 4065
TDZE 4047

201° to
VORTAC

5100
6100

TCC

VORTAC

6100

Remain within 10 NM

4600

FETUR

TCC

2

TUCUMCARI
113.6
TCC
Chan 83

TCC 2

FETUR

5800

3.03°

TCH 52

TCC

180°

5500

180°

5500

270°

5500

ELEV 4065
TDZE 4047

201° to
VORTAC

5100
6100

TCC

VORTAC

6100

Remain within 10 NM

4600

FETUR

TCC

2

TUCUMCARI
113.6
TCC
Chan 83

TCC 2

FETUR

5800

3.03°

TCH 52

TCC

180°

5500

180°

5500

270°

5500

CATEGORY
A

4600-1
553 (600-1)

4600-1½
535 (600-1½)

4600-1¾
515 (600-1¾)

CIRCLING

4600-1
535 (600-1)

4600-1½
535 (600-1½)

4600-1¾
515 (600-1¾)

FETUR FIX MINIMUMS

S-21

4480-1
433 (500-1)

4480-1½
433 (500-1½)

4480-1¾
433 (500-1¾)

CIRCLING

4580-1
515 (600-1)

4580-1½
515 (600-1½)

4580-1¾
515 (600-1¾)

SW-1, 30 NOV 2023 to 25 JAN 2024

TUCUMCARI, NEW MEXICO
Amdt 6A 08OCT20

35°11'N-103°36'W
563
RNAV (GPS) RWY 4
WALDEN-JACKSON COUNTY (33V)

Rwy 4 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

**Procedure NA for arrivals at WALRU on V524 northeast bound.**

**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.

**Category:**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>DA</td>
<td>8403-1</td>
<td>250 (300-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/VNAV</td>
<td>DA</td>
<td>8407-1</td>
<td>254 (300-1)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>8520-1</td>
<td>367 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>8520-1</td>
<td>366 (400-1)</td>
<td>8620-1</td>
<td>8820-1</td>
</tr>
</tbody>
</table>

**WAAS CH 78442 W04A**

**AWOS-3**

**DENVER CENTER**

**CTAF**

**WALDEN-JACKSON COUNTY (33V)**

**AL-10349 (FAA)**

**Orig 30JAN20**

**40°45'N-106°16'W**
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
118.625

DENVER CENTER
126.5 371.85

CTAF
122.9

WALDEN-JACKSON COUNTY (33V)

RNAV (GPS)-A

ELEV 8153

MIPAE

WALRU

CEGOR

14200

12300

152°

Procedures

Turn NA

CIRCLING

8880-1  727 (800-1)

8880-2  727 (800-2)

NA

CATEGORY
A
B
C
D

40°45'N-106°16'W

WALDEN-JACKSON COUNTY (33V)

RNAV (GPS)-A

WALDEN, COLORADO

Orig 05JUN08

SW-1, 30 NOV 2023 to 25 JAN 2024

SW-1, 30 NOV 2023 to 25 JAN 2024

565
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.
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.
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 ½ 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 1½ 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.

**AWOS**
- 3.1 NM to GUDSE (IAF)
- 2.3 NM to CAREE

**DENVER CENTER**
- 6600 NoPT 082° (10)

**UNICOM**
- 122.8 (CTAF)

**MISSING APCH FIX**
- 352° to RW35
- 3677

**ELEV 3677**

**TDZE 3653**

**REIL Rws 17 and 35**

**UNICOM**
- 122.8 (CTAF)

**SW-1, 30 NOV 2023 to 25 JAN 2024**

**WARNING**
- 30°27'03.7" N 102°14'14.5" W

**AMENDMENT**
- 22MAY18

**Amdt 2A 24MAY18**

**VGSI and RNAV glidepath not coincident**
- **(VGSI Angle 3.00°/TCH 43).**
RNAV (GPS) RWY 16

YUMA MUNI (2V6)

Category

<table>
<thead>
<tr>
<th>LPV</th>
<th>DA</th>
<th>4382-1</th>
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<th>NA</th>
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<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>4452-1</td>
<td>320 (400-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>4580-1</td>
<td>448 (500-1)</td>
<td>4580-1½</td>
<td>448 (500-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>4620-1</td>
<td>482 (500-1)</td>
<td>4640-1</td>
<td>502 (600-1)</td>
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</tbody>
</table>

MISSED APPROACH: Climb to 7000 direct CEMAP and hold.

7 NM Holding Pattern

CIRCLING

Holding Pattern

YUMA, COLORADO

Orig 24MAY18

40°06'N-102°43'W
RNAV (GPS) RWY 34
YUMA MUNI (2V6)

Circling NA to Rwy 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.

MISSING APCH FIX: Climb to 7000 direct PATNE and hold.

AWOS-3 135.375
DENVER CENTER 133.95 317.55
UNICOM 122.8 (CTAF)

MISSING APCH FIX

RNAV (GPS) RWY 34
YUMA MUNI (2V6)

RNAV (GPS) RWY 34
YUMA MUNI (2V6)

RNAV (GPS) RWY 34
YUMA MUNI (2V6)

RNAV (GPS) RWY 34
YUMA MUNI (2V6)
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

<table>
<thead>
<tr>
<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>60  90  120  150  180  210  240  270  300  330  360</td>
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<tr>
<td>152</td>
<td>2.50</td>
<td>150  230  300  380  460  530  610  680  760  840  910</td>
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<tr>
<td>200</td>
<td>3.29</td>
<td>200  300  400  500  600  700  800  900 1000 1100 1200</td>
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<td>210</td>
<td>3.46</td>
<td>210  320  420  530  630  740  840  950 1050 1160 1260</td>
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<tr>
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<td>220  330  440  550  660  770  880  990 1100 1210 1320</td>
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<td>240</td>
<td>3.95</td>
<td>240  360  480  600  720  840  960 1080 1200 1320 1440</td>
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<tr>
<td>250</td>
<td>4.11</td>
<td>250  380  500  630  750  880 1000 1130 1250 1380 1500</td>
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<tr>
<td>260</td>
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<td>260  390  520  650  780  910 1040 1170 1300 1430 1560</td>
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