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

Effective: 0901Z
11 JUL 2024 to 0901Z
05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
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**CORRECTIONS, COMMENTS AND/OR PROCUREMENT**

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
[https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/](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/](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/](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](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
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

(1) ILS, PAR, LPV, GLS minima

<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, SALS, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</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>
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**

<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>(200-½)</td>
<td>1440/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-½)</td>
<td>288 (300-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/½</td>
<td>1740-2</td>
</tr>
</tbody>
</table>

**COPTER MINIMA ONLY**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-½</td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE AIRPORTS**

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

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

**COLD TEMPERATURE ERROR TABLE**

<table>
<thead>
<tr>
<th>HEIGHT ABOVE AIRPORT IN FEET</th>
</tr>
</thead>
<tbody>
<tr>
<td>200</td>
</tr>
<tr>
<td>-----</td>
</tr>
<tr>
<td>+10</td>
</tr>
<tr>
<td>-10</td>
</tr>
<tr>
<td>-20</td>
</tr>
<tr>
<td>-30</td>
</tr>
<tr>
<td>-40</td>
</tr>
<tr>
<td>-50</td>
</tr>
</tbody>
</table>

**AIRCRAFT APPROACH CATEGORIES**

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

**MANEUVERING TABLE**

<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**

The SW-1, 11 JUL 2024 to 05 SEP 2024
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></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

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>
</tbody>
</table>

RVR (feet) | Visibility (SM) |
<table>
<thead>
<tr>
<th></th>
<th></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>
</tbody>
</table>

RADAR MINIMA

Rwy GP/TCH/RPI  | DA/MDA-VIS | HAT | CEIL-VIS | DA/MDA-VIS | HAT | CEIL-VIS |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR 10 2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-1½)</td>
<td>(500-1   )</td>
<td>600/50</td>
</tr>
<tr>
<td>28 2.5°/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100</td>
<td>(100-1½)</td>
<td>(600-1   )</td>
<td>600/60</td>
</tr>
<tr>
<td>ASR 10</td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-1½)</td>
<td>DE</td>
<td>600/50</td>
</tr>
<tr>
<td>28</td>
<td>ABC</td>
<td>600/50</td>
<td>513</td>
<td>(600-1½)</td>
<td>CDE</td>
<td>600/60</td>
</tr>
<tr>
<td>CIR 10</td>
<td>AB</td>
<td>600-1½</td>
<td>463</td>
<td>(500-1½)</td>
<td>CDE</td>
<td>600-1½</td>
</tr>
<tr>
<td>28</td>
<td>AB</td>
<td>600-1½</td>
<td>503</td>
<td>(600-1½)</td>
<td>CDE</td>
<td>600-1½</td>
</tr>
</tbody>
</table>

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

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

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

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

SW-1, 11 JUL 2024 to 05 SEP 2024

B2
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 by an authorized non-FAA service provider. 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 Orig 31DEC09 Procedure Amendment Effective Date

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

MISCELLANEOUS

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

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

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

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

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

From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.

DME required for LOC only.

Circling to Rwy 25 NA at night.

# For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

RNAV 1 - DME/DME/IRU or GPS

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 communications section of the chart with a ☐.
<table>
<thead>
<tr>
<th>ABBRIVIATION</th>
<th>DESCRIPTION</th>
<th>ABBRIVIATION</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
<td>GLS</td>
<td>Ground based Augmentation System</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
<td>GP</td>
<td>Glidepath</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
<td>GPI</td>
<td>Ground Point of Interception</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
<td>GS</td>
<td>Glide Slope</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
<td>HAA</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
<td>HAL</td>
<td>Height above Landing</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
<td>HCH</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
<td>HGS</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
<td>HIRL</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>ARS</td>
<td>Arrival</td>
<td>HUD</td>
<td>High Intensity Runway Lights</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface</td>
<td>IAF</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Automated Surface Observation System</td>
<td>ICAO</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
<td>IF</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
<td>IM</td>
<td>Intermediate Fix</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observation System</td>
<td>INT</td>
<td>Intersection</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
<td>K</td>
<td>Knots</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
<td>LR</td>
<td>Lead Radial</td>
</tr>
<tr>
<td>CW</td>
<td>Circling</td>
<td>LIRL</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
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<tr>
<td>CDI</td>
<td>Clearance Delivery</td>
<td>LNAV</td>
<td>Landing</td>
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<td>Channel</td>
<td>LOC</td>
<td>Low Intensity Runway Lights</td>
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<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
<td>LP</td>
<td>Lateral Navigation</td>
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<td>Circling</td>
<td>LPA</td>
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<td>CLNC DEL</td>
<td>Common Traffic Advisory</td>
<td>LPV</td>
<td>Localizer Performance</td>
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<td>Localizer Performance with Vertical Guidance</td>
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<td>LVP</td>
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<td>Digital-Automated Terminal Information Service</td>
<td>MS</td>
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<td>Decision Height</td>
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<td>Displaced Threshold</td>
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<td>Diverse Vector Area</td>
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<td>Flight Director System</td>
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<td>Flight Management System</td>
<td>NA</td>
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<td>Obstacle Departure Procedure</td>
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<td>Takeoff Run Available</td>
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<td>Visual Approach Slope Indicator</td>
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<td>VCOA</td>
<td>Visual Climb over Airport</td>
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<td>Wide Area Augmentation System</td>
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<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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</tbody>
</table>
**PLANVIEW SYMBOLS**

### ROUTES
- **Procedure Track**
- **Feeder Route**
- **Missed Approach**
- **Visual Flight Path**

**Minimum Route Altitude**
- **3100 NoPT to LOM**
- **045°**
- **345°**

**Procedure Turn**
- *(Type degree and point of turn optional)*

**HOLDING PATTERNS**
- **Hold-in-lieu of Procedure Turn**
- **4 NM**

**Arrival**
- **10000**
- **8000**

**Missed Approach**
- **090°**
- **1 min**

**HOLD**
- **090°**
- **270°**

**HOLD 8000**
- **090°**
- **270°**

Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes, (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown. DME fixes may be shown.

### FIXES/ATC REPORTING REQUIREMENTS
- **Reporting Point**
- **Waypoint**
- **MAP WP** *(Flyby)*
- **MAP WP** *(Flyover)*
- **Flyover Point**

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

### INDICATED AIRSPEED
- **175K** Mandatory Airspeed
- **120K** Minimum Airspeed
- **250K** Maximum Airspeed
- **180K** Recommended Airspeed

### RADIO AIDS TO NAVIGATION
- **110.1** Underline indicates No Voice transmitted on this frequency
- **VOR**
- **VORTAC**
- **TACAN**
- **VOR/DME**
- **DME**
- **NDB**
- **NDB/DME**
- **LOM** *(Compass locator at Outer Marker)*
- **Marker Beacon**
- **Marker beacons that are not specifically part of the procedure.**

**Primary NAVAID**
- **LOC/LDA/SDF Transmitter**
- **LOM** *(Distance From Facility)*
- **AKRON**
- **Chan 92**

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

**TACAN or DME NAVAID**
- **VHF** *(Paired Frequency)*

**Computer Navigation Fix (CNF)-No ATC Function** *("x" omitted when it is a MAP)*
- **R-198** Radial line and value
- **LR-198** Lead Radial
- **LB-198** Lead Bearing

---

**Legend**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**RADIO AIDS TO NAVIGATION**

**FIXES/ATC REPORTING REQUIREMENTS**

**ALTITUDES**

**INDICATED AIRSPEED**

**HOLDING PATTERNS**

**ROUTES**
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

LEGEND 23110
LEGEND 22251

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°.
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°.
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: VDA 3.0°.

On Caper procedures this is depicted in the following format: VDA 3.0°.

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

LEGEND 22251

LEGEND

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°.
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On Caper procedures this is depicted in the following format: VDA 3.0°.

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

LEGEND 22251

LEGEND
RADIO AIDS TO NAVIGATION

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

Non-Compulsory:
- VOR
- VORTAC
- DME
- NDB
- VOR/DME
- TACAN
- LOC

(shown when installation is offset from its normal position off the end of the runway.)

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

Reporting Point (Compulsory)

Reporting Point (Non-Compulsory)

Obvious DME

(DME mileage matches route mileage)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS

Distance not to scale

Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

Radial line and value

Lost Communications Track

Visual Flight Path

Holding Pattern

Airway/Jet Route Identification

R-Restricted

W-Warning

P-Prohibited

A-Alert

MOA-Military Operations Area

ALTIMETERS

Mandatory Altitude (Cross at)

Minimum Altitude (Cross at or above)

Maximum Altitude (Cross at or below)

Top altitude restriction

INDICATED AIRSPEED

Mandatory Airspeed

Minimum Airspeed

Maximum Airspeed

AIRPORTS

Civil

Military

Heliport

Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Distance to scale

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Closed Surface
- Non-Movement
- 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.

ARRESTING SYSTEM: uni-directional, bi-directional, Jet Barrier

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

# 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
- Runway Slope: --- 0.3% Down...0.8% UP ---
- 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.

The airport sketch box includes the final approach course or final approach course extended.

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 are indicated on the airport sketch by an identifier, e.g., 🟢, 🟠 etc.

A dot ⭕ portayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., 🟢. Negative symbology, e.g., 🟠, 🟤 indicates Pilot Controlled Lighting (PCL).

### Category I Approach Lighting System

**ALSF-1**

- **High Intensity**
- Length: 2400/3000 Feet

**ALSF-2**

- **High Intensity**
- Length: 2400/3000 Feet

### Category II Approach Lighting System

#### ALSF-1

- High Intensity
- Length: 2400/3000 Feet

#### ALSF-2

- High Intensity
- Length: 2400/3000 Feet

### Short Approach Lighting System

**SALS/SALSF**

- **High Intensity**
- Length: 1500 Feet

**Simplified Short Approach Lighting System**

**SSALR**

- **High Intensity**
- Length: 2400 Feet

### Medium Intensity Approach Lighting System

**MALS**

- **High Intensity**
- Length: 1500 Feet

**ODALS**

- **High Intensity**
- Length: 1500 Feet

**TDZ/CL**

- **Availability** of TDZ/CL will be shown by note in sketch e.g. "TDZ/CL Rwy 15"

**NOTE:** CIVIL ALSF-2 and ALSF-3 ONLY

**NOTE:** MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \text{\textcircled{2}} \), etc.

A dot \( * \) portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \text{\textcircled{A}} \). Negative symbology, e.g., \( \text{\textcircled{A}} \), \( \text{\textcircled{o}} \) indicates Pilot Controlled Lighting (PCL).

### Precision Approach Path Indicator
**PAPI**

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: \( \text{\textcircled{2}} \) White \( \text{\textcircled{r}} \) Red

### Pulsating Visual Approach Slope Indicator
**PVASI**

- Pulsating White
- Pulsating Red
- Steady White
- Steady Red

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

### Tri-Color Visual Approach Slope Indicator
**TRCV**

- Above Glide Path
- On Glide Path
- Below Glide Path
- Slightly Below Glide Path

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

### Alignment of Elements Systems
**APAP**

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

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<th>VHF FREQUENCY</th>
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**Note:** The content provided is a representation of the table from the document. The table includes various names, procedures, and sectors related to airport charts and minimums, indicating different routes and locations such as Denver, Colorado, and specific FAA designations. The document is likely a procedural guide or reference material for pilots and air traffic control, detailing necessary flight information and charting for safe and efficient navigation.
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---SEE SANTA TERESA, NM

### DOUBLE EAGLE II

---SEE ALBUQUERQUE, NM
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K11
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

INSTRUMENT APPROACH PROCEDURE CHARTS

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 hangers 412’ from DER, 301’ left of centerline, 18’ AGL/4687’ MSL.
Rwy 29, vehicles on roadway beginning 971’ from DER, 315’ left of centerline, 15’ AGL/4741’ MSL.
Trees beginning 1651’ from DER, 528’ left of centerline, up to 100’ AGL/4839’ MSL.

ALAMOGORDO, NM
ALAMOGORDO-WHITE SANDS RGNL (ALM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 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.
ALBUQUERQUE, NM
ALBUQUERQUE INTL SUNPORT (ABQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 29MAY14 (14149) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 515' per NM to 7800.

DEPARTURE PROCEDURE:
Rwys 3, 30, climbing left turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.
Rwy 8, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight. (Do not exceed 250 KTS until ABQ VORTAC).
Rwys 12, 21, climbing right turn direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern (hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.
Rwy 26, climb direct ABQ VORTAC. If required, continue climb in ABQ VORTAC holding pattern. (Hold W, left turns, 077° inbound) to cross ABQ VORTAC at or above MEA/MCA for route of flight.

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

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 21JUL16 (16203) (FAA)
Rwys 3, 12, 21, 26, 30, Heading as assigned by ATC.
Rwy 8, Heading as assigned by ATC; requires minimum climb of 470' per NM to 7600. Do not exceed 240Kts until established on assigned heading.

DOUBLE EAGLE II (AEG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 14FEB08 (08045) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 035° to 11700 before turning right, all others turn left on course.
Rwy 17, climb heading 169° to 9400 before turning left, all others turn right on course.
Rwy 22, climb heading 215° to 9100 before turning left, all others turn right on course.
Rwy 35, climb heading 349° to 11000 before turning right, all others turn left on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, antenna 64' from DER, 395' left of centerline, 8' AGL/ 5807' MSL.
Tree 3482' from DER, 1409' right of centerline, 100' AGL/ 5919' MSL.
Rwy 35, antenna 53' from DER, 405' right of centerline, 9' AGL/ 5808' MSL.

ANGEL FIRE, NM
ANGEL FIRE (AXX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 31JUL08 (08213) (FAA)
TAKEOFF MINIMUMS:
Rwy 35, NA-obstacles.

DEPARTURE PROCEDURE:
Rwy 17, use ANEKE RNAV DEPARTURE.

ARTESIA, NM
ARTESIA MUNI (ATS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15AUG19 (19227) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, vegetation 88' from DER, 189' right of centerline, 7' AGL/3524' MSL.
Vegetation on road beginning 385' from DER, 407' right of centerline crossing runway extended centerline, up to 15' AGL/3534' MSL.
Rwy 22, aircraft on tarmac beginning at DER, 147' right of centerline, up to 42' AGL/3591' MSL.
Vegetation on road beginning 541' from DER, 638' left of centerline, crossing runway extended centerline, up to 15' AGL/3564' MSL.
Rwy 31, taxiing aircraft beginning at DER, 114' left of centerline, crossing runway extended centerline, up to 42' AGL/3551' MSL.
Vegetation 62' from DER, 493' left of centerline, 8' AGL/3542' MSL.
Towers beginning 2596' from DER, 1109' right of centerline, up to 88' AGL/3619' MSL.
ASBREN, CO

ASBREN-PITKIN COUNTY/SARDY FLD (ASE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, NA - Environmental.

DEPARTURE PROCEDURE:

Rwy 33, use SARDP DEPARTURE.

TAKEOFF OBSTACLE NOTES:

Rwy 33, terrain beginning 4' from DER, 351' left of centerline, up to 7720' MSL.

Tree 23' from DER, 396' right of centerline, 7713' MSL.

Trees beginning 112' from DER, 408' right of centerline, up to 47' AGL/7715' MSL.

Fences, terrain beginning 147' from DER, 358' left of centerline, up to 7721' MSL.

Tree 234' from DER, 478' right of centerline, 7718' MSL.

Trees beginning 256' from DER, 537' right of centerline, up to 7719' MSL.

Trees beginning 696' from DER, 600' left of centerline, up to 7727' MSL.

Trees beginning 989' from DER, 624' left of centerline, up to 7760' MSL.

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.

Vegetation, trees, terrain beginning 2519' from DER, 1172' left of centerline, up to 7872' MSL.

Vegetation, trees, terrain beginning 2535' from DER, 966' left of centerline, up to 7875' MSL.

Terrain, vegetation, trees beginning 3047' from DER, 773' left of centerline, up to 8079' MSL.

Trees, vegetation, trees beginning 3355' from DER, 751' left of centerline, up to 8079' MSL.

Trees, vegetation, trees beginning 4447' from DER, 934' left of centerline, up to 7963' MSL.

Trees, vegetation, trees beginning 1.7 NM from DER, 2897' left of centerline, up to 8191' MSL.

Trees, vegetation, trees, terrain beginning 2.4 NM from DER, 2322' left of centerline, up to 8543' MSL.

Terrain 2519' from DER, 1172' left of centerline, 7872' MSL.

Vegetation, trees, terrain beginning 2535' from DER, 966' left of centerline, up to 7875' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

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

CANON CITY, CO
FREMONT COUNTY (1V6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 35, NA-ATC
DEPARTURE PROCEDURE:
Rwy 11, climb on heading 113° and PUB R-274 to PUB VORTAC before proceeding on course.
Rwy 29, climbing left turn to intercept PUB R-274 to PUB VORTAC before proceeding on course. Do not exceed 210 KIAS until established on PUB R-274 eastbound.
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree and pole beginning 4' from DER, 20' left of centerline, up to 5383' MSL.
Pole 9' from DER, 19' right of centerline, 5383' MSL.
Tree 28' from DER, 213' left of centerline, 5384' MSL.
Rwy 29, fence, NAVAID beginning 8' from DER, 112' right of centerline, up to 17' AGL/5450' MSL.
Vehicles on road beginning 57' from DER, 290' left of centerline, up to 5450' MSL.
Vehicles on road 349' from DER, 541' right of centerline, 5454' MSL.

CARLSBAD, NM
CAVERN CITY AIR 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. Rwy 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/3265' MSL.
Pole 520' from DER, 27' right of centerline, 24' AGL/3269' MSL.
Vehicle on road 720' from DER, 462' right of centerline, 15' AGL/3260' MSL.
Pole 837' from DER, 444' right of centerline, 26' AGL/3299' MSL.
Rwy 26, bush 107' from DER, 193' left of centerline, 6' AGL/3276' MSL.
Rwy 32R, fence 43' from DER, 333' left of centerline, 4' AGL/3273' MSL.
CLAYTON, NM
CLAYTON MUNI AIRPARK (CAO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 31JAN19 (19031) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 220’ per NM to 6700.
Rwy 30, std. w/min. climb of 257’ per NM to 6700.
DEPARTURE PROCEDURE:
Rwy 20, climb heading 201° to 5500 before turning right.
Rwy 30, climb heading 301° to 6700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 2, sign 2’ from DER, 201’ left of centerline, 4’ AGL/4971’ MSL.
Fence 5’ from DER, 418’ left of centerline, 4’ AGL/4972’ MSL.
Fence 183’ from DER, 513’ left of centerline, 7’ AGL/4975’ MSL.
Rwy 12, vegetation 15’ from DER, on centerline, 4948’ MSL.
Rwy 20, general utility 9’ from DER, 123’ right of centerline, 4’ AGL/4967’ MSL.
Fence 33’ from DER, 613’ right of centerline, 6’ AGL/4971’ MSL.
Rwy 30, terrain 5’ from DER, 242’ left of centerline, 4968’ MSL.
Electrical system, sign beginning 21’ from DER, 123’ left of centerline, up to 4’ AGL/4971’ MSL.
Vegetation 88’ from DER, 172’ right of centerline, 4969’ MSL.
Vegetation beginning 102’ from DER, 365’ right of centerline, up to 4970’ MSL.
CLOVIS, NM
CLOVIS RGNL (CVN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 19SEP13 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwys 8, 26, NA - Environmental.
Rwy 4, NA - Air traffic.
TAKEOFF OBSTACLE NOTES:
Rwy 12, pole 436’ from DER, 500’ left of centerline, 33’ AGL/4217’ MSL.
Rwy 22, vehicle on road 267’ from DER, 507’ left of centerline, 15’ AGL/4209’ MSL.
Poles beginning 1323’ from DER, 268’ right of centerline, up to 31’ AGL/4240’ MSL.
COLORADO SPRINGS, CO
CITY OF COLORADO SPRINGS MUNI (COS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 12A 14SEP17 (17257) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 250’ per NM to 6400, or alternatively with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 2000’ prior to DER.
Rwy 31, std. w/min. climb of 220’ per NM to 7000.
Rwy 35L, std. w/min. climb of 250’ per NM to 7000.
Rwy 35R, std. w/min. climb of 220’ per NM to 7000.
DEPARTURE PROCEDURE:
Rwys 13, 17L/R, climbing left turn direct BRK VOR/DME, thence...
Rwy 31, climb heading 307° to 7000, then climbing right turn direct BRK VOR/DME, thence...
Rwy 35R, climb heading 352° to 7000, then climbing right turn direct BRK VOR/DME, thence...
Rwy 35L, climbing right turn direct BRK VOR/DME, thence...
...continue climb in holding pattern (hold NW, LT, 159° inbound) to cross BRK VOR/DME at or above MEA/MCA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 13, RADAR antenna 4979’ from DER, 1640’ left of centerline, 107’ AGL/6292’ MSL.
Rwy 17L, runway edge light (REIL) 25’ from DER, 115’ left and right of centerline, 3’ AGL/6104’ MSL.
Rwy 35L, runway edge light (REIL) 39’ from DER, 115’ right of centerline, 2’ AGL/6178’ MSL.
Tree 5698’ from DER, 1773’ right of centerline, 50’ AGL/6338’ MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 2 17AUG17 (17229) (FAA)
Rwy 13, heading as assigned by ATC; requires minimum climb of 250’ per nm to 7400.
Rwy 17L, heading as assigned by ATC.
Rwy 17R, heading as assigned by ATC.
Rwy 31, heading as assigned by ATC; requires minimum climb of 260’ per nm to 7200.
Rwy 35L, heading as assigned by ATC; requires minimum climb of 265’ per nm to 7200.
Rwy 35R, heading as assigned by ATC; requires minimum climb of 240’ per nm to 7000.
COLORADO SPRINGS, CO (CON’T)
MEADOW LAKE (FLY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05OCT23 (23278) (FAA)
TAKEOFF MINIMUMS:
Rwys 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.
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 763’ 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.

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.
Vehicles on road 104’ from DER, 513’ right 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 15’ AGL/6333’ MSL.
Fence 14’ from DER, 499’ right of centerline, 5’ AGL/6190’ MSL.
Navigation aid 39’ from DER, 93’ right of centerline, 4’ AGL/6189’ MSL.
Trees 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.

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

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 HOMMЕ DEPARTURE.

DELTA, CO
BLAKE FLD (AJZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 10AUG23 (23222) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, std w/min climb of 412'/NM to 10200, or 3300-3 for VCOA.
Rwys 14, 32, NA-Environmental.
Rwy 21, std w/min climb of 452'/NM to 10200, or 3300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, DME required, climbing right turn headed 212° to intercept MTJ VOR/DME R-297 to BRICK/MTJ 23.4 DME...
climb-in-hold (hold NW, RT, 117° inbound) to cross BRICK at or above 11300.
VCOA:
Obtain ATC approval for climb in visual conditions when requesting IFR clearance. DME required, climb in visual conditions
to cross Blake Fld airport at or above 8300, fly heading 248° and MTJ VOR/DME R-279 to BRICK/MTJ 23.44 DME, climb-in-
hold (hold NW, RT, 117° inbound) to cross BRICK at or above 11300.
TAKEOFF OBSTACLE NOTES:
Rwy 3, ground beginning 56' from DER, 103' left of centerline up to 5296' MSL.
Bush 69' from DER, 224' left of centerline 6' AGL/5197 MSL.
Bush 101' from DER, 103' left of centerline 5' AGL/5196' MSL.
Rwy 21, road beginning 6' from DER, 348' right of centerline 5124' MSL.
Bush 29' from DER, 253' right of centerline 2' AGL/5113' MSL.

DEMING, NM
DEMING MUNI (DMN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 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.
Rwy 22, climb on a heading between 218° CW to 302° from DER; then on assigned route.
Rwy 26, climb on a heading between 260° CW to 290° from DER; 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/4344' MSL.
Building, sign beginning 2172' from DER, 793' 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, 605' 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DENVER, CO

CENTENNIAL (APA)

AMDT 5A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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, climb on a heading between 350° CW to 162° from DER. All other courses: climbing left turn to intercept DEN VOR/DME R-198 to DEN VOR/DME, thence...
Rwy 28, climb on a heading between 333° CW to 103° from DER. All other courses: climbing right turn to intercept DEN VOR/DME R-210 to DEN VOR/DME, thence...
Rwy 35L/R, climb on a heading between 333° CW to 162° from DER. All other courses: climbing on heading 350° to intercept DEN VOR/DME R-211 to DEN VOR/DME, thence...

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicle on road 196' from DER, 408' left of centerline, 5799' MSL.
Vehicle on road 283' from DER, 402' left of centerline, 5804' MSL.
Vehicle on road 389' from DER, 396' left of centerline, 5809' MSL.
Vehicle on road 483' from DER, 618' right of centerline, 5815' MSL.
Vehicle on road 521' from DER, 393' left of centerline, 5815' MSL.
Vehicle on road 611' from DER, 569' right of centerline, 5817' MSL.
Vehicle on road 644' from DER, 401' left of centerline, 5818' MSL.
Vehicle on road 719' from DER, 528' right of centerline, 5818' MSL.
Vehicle on road 781' from DER, 425' left of centerline, 5823' MSL.

Rwys 17L/R, takeoff minimums:

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, 355' left of centerline, up to 5833' MSL.
Fence, vehicle on road, terrain beginning 1210' from DER, 3' right of centerline, up to 5841' MSL.
Vehicle on road beginning 1237' from DER, 31' left of centerline, up to 5834' MSL.
Terrain beginning 1282' from DER, 229' right of centerline, up to 5843' MSL.
Building, vehicle on road, pole beginning 1384' from DER, 71' left of centerline, up to 33' AGL/5854' MSL.
Pole, vehicle on road, terrain beginning 1470' from DER, 204' right of centerline, up to 5862' MSL.
Building, pole, vehicle on road, fence beginning 1562' from DER, 194' right of centerline, up to 40' AGL/5877' MSL.
Building, fence, pole, vertical structure beginning 1600' from DER, 229' right of centerline, up to 41' AGL/5879' MSL.
Building, tree beginning 1680' from DER, 306' right of centerline, up to 46' AGL/5882' MSL.
Building, fence, vehicle on road, pole, tree, terrain beginning 1685' from DER, 31' right of centerline, up to 5885' MSL.
Building, pole, terrain, vehicle on road beginning 2056' from DER, 34' right of centerline, up to 5889' MSL.
Building, pole beginning 2270' from DER, 662' right of centerline, up to 38' AGL/592' MSL.

Rwy 17L, taking 10' from DER, 9' right of centerline, 2' AGL/5888' 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 2887' from DER, 455' right of centerline, 44' AGL/5959' MSL.
Tree 2973' from DER, 1211' left of centerline, 35' AGL/5963' MSL.
Tree 2974' from DER, 948' right of centerline, 42' AGL/5964' MSL.
Trees beginning 2997' from DER, 748' right of centerline, up to 50' AGL/5967' MSL.
Tree, lighting beginning 3025' from DER, 769' right of centerline, up to 56' AGL/5970' MSL.
Tree 3309' from DER, 747' left of centerline, 35' AGL/5970' MSL.
Trees 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 2130' from DER, 1029' right of centerline, 31' AGL/5928' MSL.
Pole 2289' from DER, 863' right of centerline, 30' AGL/5935' MSL.
Pole beginning 2361' from DER, 255' right of centerline, up to 32' AGL/5942' MSL.
Pole 2738' from DER, 1069' right of centerline, 42' AGL/5947' MSL.
Pole 2824' from DER, 904' right of centerline, 43' AGL/5948' MSL.
Pole 3118' from DER, 1151' right of centerline, 27' AGL/5949' MSL.
Tree 3163' from DER, 568' right of centerline, 66' AGL/5975' MSL.
Building 3226' from DER, 886' right of centerline, 73' AGL/5996' MSL.
Building beginning 3261' from DER, 820' right of centerline, up to 87' AGL/6010' MSL.
Building, tree, pole beginning 3281' from DER, 492' right of centerline, up to 88' AGL/6021' MSL.
DENVER, CO (CON’T)

CENTENNIAL (APA) (CON’T)

Rwy 17R (CON’T), 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’ right of centerline, up to 35’ AGL/5820’ MSL.

Rwy 35R, lighting 8’ from DER, 30’ right of centerline, 2’ AGL/5795’ 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.

COLORADO AIR AND SPACE PORT (CFO)

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° CCW to 083° from DER, all other courses climbing right turn direct DEN VOR/DME.

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

Rwy 35, climb on a heading between 313° CW to 172° from DER, all other courses climbing left turn direct DEN VOR/DME.

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

TAKEOFF OBSTACLE NOTES:

Rwy 17, pole 3618’ from DER, 516’ left of centerline, 43’ AGL/5603’ MSL.

Rwy 26, trees beginning 98’ from DER, 456’ right of centerline, up to 50’ AGL/5489’ MSL.

DENVER INTL (DEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15NOV12 (12320) (FAA)

DEPARTURE PROCEDURE:

Rwy 7, climb on a heading between 315° CW to 218° from DER. All other courses: climbing right turn, thence...

Rwy 8, climb on a heading between 310° CW to 220° from DER. All other courses: climbing right turn, thence...

Rwys 16L, 16R, climb on a heading between 213° CCW to 353° from DER. All other courses: climbing left turn, thence...

Rwys 17L, 17R, climb on a heading between 222° CCW to 353° from DER. All other courses: climbing right turn, thence...

Rwy 25, climb on a heading between 317° CW to 083° or 206° CCW to 083° from DER. All other courses: climbing left turn, thence...

Rwy 26, climb on a heading between 313° CW to 083° or 219° CCW to 083° from DER. All other courses: climbing left turn, thence...

Rwys 34L, 34R, climb on a heading between 313° CW to 172° from DER. All other courses: climbing right turn, thence...

Rwys 35L, 35R, climb on a heading between 313° CW to 172° from DER. All other courses: climbing right turn, thence...

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, sign 21’ from DER, 337’ left of centerline, 5’ AGL/5357’ MSL.

Rwy 16L, multiple signs beginning 126’ from DER, 490’ left of centerline, up to 7’ AGL/5359’ MSL.

Communication tower 4749’ from DER, 1358’ left of centerline, 107’ AGL/5478’ MSL.

Rwy 25, sign 48’ from DER, 450’ right of centerline, 6’ AGL/5354’ MSL.

Rwy 26, sign 50’ from DER, 339’ left of centerline, 5’ AGL/5356’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 26MAR20 (20086) (FAA)

Rwys 7, 8, 16L, 16R, 17L, 17R, 25, 26, 34L, 34R, 35L, 35R, heading as assigned by ATC.
DENVER, CO (CON’T)
ROCKY MOUNTAIN METRO (BJC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 26MAR20 (21168) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climb on a heading between 350° CW to 160° from DER. All other courses, climbing right turn heading 147° to intercept DEN VOR/DME R-284 to DEN VOR/DME, thence...
Rwsys 12L/R, climb on a heading between 160° CCW to 350° from DER. All other courses, climb heading 115° to intercept DEN VOR/DME R-275 to DEN VOR/DME, thence...
Rwy 21, climb on a heading between 160° CCW to 026° from DER. All other courses, climbing left turn heading 044° to intercept DEN VOR/DME R-272 to DEN VOR/DME, thence...
Rwy 30R, climb on a heading between 350° CW to 113° from DER. All other courses, climbing right turn heading 142° to intercept DEN VOR/DME R-280 to DEN VOR/DME, thence...
...climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, pole 431' from DER, 369' right of centerline, 49' AGL/5622' MSL.
Rwy 12L, multiple poles beginning 10' from DER, 395' left of centerline, up to 2' AGL/5567' MSL.
Rwy 12R, multiple poles and lighting beginning 8' from DER, 52' right of centerline, up to 2' AGL/5596' MSL.
Rwy 21, wind indicator 117' from DER, 209' left of centerline, 10' AGL/5622' MSL.
Rwy 30L, lighting 40' from DER, 76' right of centerline, 2' AGL/5676' MSL.
Lighting 40' from DER, 76' left of centerline, 2' AGL/5676' MSL.
Building 42' from DER, 499' left of centerline, 28' AGL/5703' MSL.
Building, vehicles on road, terrain and fence beginning 245' from DER, 147° left of centerline, up to 33' AGL/5708' MSL.
Fence, terrain and pole beginning 993' from DER, 92' left of centerline, up to 19' AGL/5734' MSL.
Pole, vehicle on road, tree and terrain beginning 1413' from DER, 715' left of centerline, up to 5736' MSL.
Tree and vehicle on road beginning 2761' from DER, 1094' left of centerline, up to 32' AGL/5754' MSL.
...climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, pole 431' from DER, 369' right of centerline, 49' AGL/5622' MSL.
Rwy 12L, multiple poles beginning 10' from DER, 395' left of centerline, up to 2' AGL/5567' MSL.
Rwy 12R, multiple poles and lighting beginning 8' from DER, 52' right of centerline, up to 2' AGL/5596' MSL.
Rwy 21, wind indicator 117' from DER, 209' left of centerline, 10' AGL/5622' MSL.
Rwy 30L, lighting 40' from DER, 76' right of centerline, 2' AGL/5676' MSL.
Lighting 40' from DER, 76' left of centerline, 2' AGL/5676' MSL.
Building 42' from DER, 499' left of centerline, 28' AGL/5703' MSL.
Building, vehicles on road, terrain and fence beginning 245' from DER, 147° left of centerline, up to 33' AGL/5708' MSL.
Fence, terrain and pole beginning 993' from DER, 92' left of centerline, up to 19' AGL/5734' MSL.
Pole, vehicle on road, tree and terrain beginning 1413' from DER, 715' left of centerline, up to 5736' MSL.
Tree and vehicle on road beginning 2761' from DER, 1094' left of centerline, up to 32' AGL/5754' MSL.
...climb in DEN VOR/DME holding pattern (hold south, right turn, 343° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
SW-1, 11 JUL 2024 to 05 SEP 2024

DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 10NOV16 (16315) (FAA)
Rwsys 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:
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/56549' MSL.
Vehicles on roadway 243' from DER, 28' right of centerline, 15' AGL/5652' 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/6662' MSL.
ERIE, CO
ERIE MUNI (EIK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 21OCT10 (10294) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 500-2 or std. with a min. climb gradient of 270’ per NM to 5700.
DEPARTURE PROCEDURE:
Rwy 15, turn right;
Rwy 33, turn left; climb direct BJC VOR/DME. Departures on BJC R-340 CW R-150 climb on course. All others climb in BJC holding pattern (NE, left turns 203° inbound) to cross BJC VOR/DME at or above 13300, or comply with RADAR vectors.

FARMINGTON, NM
FOUR CORNERS RGNL (FMN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 400-2¾ 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.
Building 4019’ from DER, 653’ right of centerline, 96’ AGL/5611’ MSL.
Tower 2.1 NM from DER, 782’ left of centerline, 113’ AGL/5839’ MSL.
Rwy 25, sign 36’ from DER, 219’ left of centerline, 15’ AGL/5479’ MSL.
NAVAID 200’ from DER, 442’ left of centerline, 15’ AGL/5493’ MSL.

FORT COLLINS, CO
NORTHERN COLORADO RGNL (FNL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 26APR18 (18116) (FAA)
TAKEOFF MINIMUMS:
Rwys 6, 24, NA-VFR runway.
DEPARTURE PROCEDURE:
Rwy 15, climb on a heading between 177° CCW to 329° from DER. All other courses: climbing left turn heading 017° to intercept GLL VOR/DME R-242 to GLL VOR/DME, thence...
Rwy 33, climb on a heading between 323° CW to 148° from DER. All other courses: climbing right turn heading 122° to intercept GLL VOR/DME R-257 to GLL VOR/DME, thence... ...climb in GLL VOR/DME holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 33, multiple trees beginning 833' from DER, 516’ right of centerline, up to 66’ AGL/5025’ MSL.
Multiple poles beginning 567’ from DER, 540’ left of centerline, up to 26’ AGL/4995’ MSL.
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1 13SEP18 (18256) (FAA)
Rws 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 turno 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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 12  18MAY24 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, NA-Obstacles.
Rwy 22, NA-Obstacles, facility reception (JNC VOR/DME).
DEPARTURE PROCEDURE:
Rwys 11, 29, use MONUMENT DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 11, light poles beginning 7’ from DER, 55’ left of centerline, up to 3’ AGL/4863’ MSL.
Light poles 8’ from DER, 54’ right of centerline, 1’ AGL/4862’ MSL.
Poles beginning 251’ from DER, 285’ left of centerline, up to 20’ AGL/4883’ MSL.
Rwy 29, vertical structure 151’ from DER, 432’ right of centerline, 22’ AGL/4846’ MSL.
NAV/AID, tower beginnig 266’ from DER, 398’ right of centerline, up to 43’ AGL/4865’ MSL.

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, std. w/min. climb of 420’ per NM to 9000 or 4600-5 for VCOA.
DEPARTURE PROCEDURE:
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° CCW to 350° from DER. All other headings: climbing left turn, thence...
Rwy 28, climb on a heading between 294° CW to 097° or 209° CCW to 097° from DER. All other headings: climbing right turn, thence...
Rwy 35, climb on a heading between 293° CW to 169° from DER. All other headings: climbing right turn, thence...
...direct GLL VOR/DME, climb in GLL VOR/DME holding pattern (hold NE, right turns, 205° inbound) to 16500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 28, tree 1634’ from DER, 836’ left of centerline, 56’ AGL/4717’ MSL.
Fence 237’ from DER, 422’ right of centerline, 11’ AGL/4670’ MSL.
Fence 99’ from DER, 423’ left of centerline, 10’ AGL/4665’ MSL.
Rwy 35, multiple trees beginning 1860’ from DER, 595’ right of centerline, up to 67’ AGL/4785’ MSL.
Tree 2854’ from DER, 524’ left of centerline, 73’ AGL/4770’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 07DEC17 (17341) (FAA)
Rwys 10, 17, 28, 35, heading as assigned by ATC.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GUNNISON, CO
GUNNISON-CRESTED BUTTE RGNL (GUC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 500’ per NM to 9500, or 2500-3 for climb in VCOA.
Rwy 24, std. w/min. climb of 420’ per NM to 9300, or 2500-3 for climb in VCOA.
Rwy 17, 35, NA - Obstacles.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 077° to 9500 then climbing right turn direct HBU VOR/DME, thence...
Rwy 24, climb heading 242° to 9300 then climbing left turn direct HBU VOR/DME, thence...
...continue climb in HBU VOR/DME holding pattern (hold SW, LT, 031° inbound) to depart HBU VOR/DME at or above MEA/MCA for route of flight.

VCOA:
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.

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

HAYDEN, CO
YAMPA VALLEY (HDN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 02JUL09 (09183) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, std. w/min. climb of 400’ per NM to 12200, or 3200-3 for climb in visual conditions.
Rwy 28, std. w/min. climb of 245’ per NM to 9500, or 3200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 10, climb on heading 147° to 12200 before proceeding on course.
Rwy 28, climb on heading 238° to 9500 before proceeding on course.

Rwys 10, 28, for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 241’ from DER, 420’ right of centerline, 100’ AGL/6699’ MSL.
Tree 644’ from DER, 340’ left of centerline, 100’ AGL/6699’ MSL.
Multiple transmission towers, beginning 3606’ from DER, left to right of centerline, up to 145’ AGL/6745’ MSL.
Terrain beginning 1714’ from DER, 707’ right of centerline, up to 6876’ MSL.
HOBBNS, NM
LEA COUNTY RGNL (HOB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 18OCT12 (12292) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple trees beginning 546’ from DER, 811’ right of centerline, up to 40’ AGL/3700’ MSL.
Sign 822’ from DER, 694’ left of centerline, 38’ AGL/3676’ MSL.
Rwy 12, road at DER, 112’ right of centerline, 15’ AGL/3654’ MSL.
Rwy 17, obstruction light on glideslope, 1014’ from DER, 486’ right of centerline, 37’ AGL/3687’ MSL.
Rwy 21, tree 1304’ from DER, 726’ right of centerline, 46’ AGL/3690’ MSL.
Rwy 30, wind sock 103’ from DER, 280’ left of centerline, 16’ AGL/3675’ MSL.
Pole 1053’ from DER, 540’ right of centerline, 25’ AGL/3689’ MSL.
Rwy 35, multiple fences, roads and poles beginning 103’ from DER, across centerline, up to 37’ AGL/3696’ MSL.
Pole 299’ from DER, 495’ left of centerline, 25’ AGL/3682’ MSL.

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. w/min. climb of 280’ per NM to 4000.
Rwy 32, 300-1 or std. w/min. climb of 280’ per NM to 4000.
Rwy 32, 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).
LA JUNTA, CO
LA JUNTA MUNI (LHX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 31MAR16 (16091) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb via heading 080°.
Rwy 12, climb via heading 120°.
Rwy 26, turn left heading 160°.
Rwy 30, turn left heading 140°.
All aircraft, intercept LAA R-238 (V210) to LAA VOR/DME. When at or above 8000 proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 26, rod 196' from DER, 445' left of centerline, 10' AGL/4241' MSL.
Fence 224' from DER, 198' right of centerline, 7' AGL/4235' MSL.

LAMAR, CO
SOUTHEAST COLORADO RGNL (LAA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 21MAY20 (20142) (FAA)
DEPARTURE PROCEDURE:
Rwys 8, 36, climbing left turn direct LAA VOR/DME, thence...
Rwy 18, climbing left/right turn direct LAA VOR/DME, thence...
Rwy 26, climbing right turn direct LAA VOR/DME, thence...
Aircraft departing LAA R-048 CW R-118 climb on course. All others continue climb in LAA holding pattern (north, right turns, 169° inbound) to 6000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 977' from DER, 415' left of centerline, 4254' MSL.
Rwy 18, fence, terrain beginning 130' from DER, 341' left of centerline, up to 3724' MSL.
Terrain beginning 433' from DER, 498' left of centerline, up to 3729' MSL.
Fence 552' from DER, 398' left of centerline, 9' AGL/3733' MSL.
Terrain 1309' from DER, 247' left of centerline, 3739' MSL.

LAS CRUCES, NM
LAS CRUCES INTL (LRU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 18AUG16 (16231) (FAA)
TAKEOFF MINIMUMS:
Rwys 4, 8, 12, 22, 26, 30, 2500-3 for climb in visual conditions.
VCOA:
All runways, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Las Cruces Intl southwest bound at or above 6500 on CUS VOR/DME R-038 to ZAXOX INT/DMN 27 DME. Continue climb in ZAXOX holding pattern (hold W, right turns, 094° inbound) to cross ZAXOX at or above MEA or assigned altitude for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 4, bush beginning 67' from DER, 169' right of centerline, up to 8' AGL/4458' MSL.
Tree, bush, vegetation beginning 122' from DER, 180' right of centerline, up to 10' AGL/4460' MSL.
Tree, bush, pole, 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.
Rwy 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.
Rwy 12, bush beginning 106' from DER, 351' right of centerline, up to 4443' MSL.
Rwy 22, bush 30' from DER, 489' right of centerline, 4440' MSL.
Bush 5' from DER, 365' left of centerline, 4439' MSL.
Pole, 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.
Rwy 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.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LAS CRUCES, NM (CON’T)
LAS CRUCES INTL (LRU) (CON’T)
Rwy 30, tree 12’ from DER, 276’ right of centerline, 4463’ MSL.
Tree, bush beginning 15’ from DER, 290’ right of centerline, up to 10’ AGL/4465’ MSL.
Tree 52’ from DER, 426’ right of centerline, 11’ AGL/4466’ MSL.
Trees beginning 135’ from DER, 279’ right of centerline, up to 13’ AGL/4468’ MSL.
Trees beginning 97’ from DER, 318’ left of centerline, up to 4466’ MSL.
Trees beginning 230’ from DER, 316’ left of centerline, up to 4467’ MSL.
Tree 420’ from DER, 544’ left of centerline, 4468’ MSL.

LAS CRUCES, NM (CON’T)
LAS CRUCES INTL (LRU) (CON’T)
Rwy 30, tree 12’ from DER, 276’ right of centerline, 4463’ MSL.
Tree, bush beginning 15’ from DER, 290’ right of centerline, up to 10’ AGL/4465’ MSL.
Tree 52’ from DER, 426’ right of centerline, 11’ AGL/4466’ MSL.
Trees beginning 135’ from DER, 279’ right of centerline, up to 13’ AGL/4468’ MSL.
Trees beginning 97’ from DER, 318’ left of centerline, up to 4466’ MSL.
Trees beginning 230’ from DER, 316’ left of centerline, up to 4467’ MSL.
Tree 420’ from DER, 544’ left of centerline, 4468’ MSL.

LAS VEGAS, NM
LAS VEGAS MUNI (LVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  13APR06  (06103)  (FAA)
DEPARTURE PROCEDURE:
Rwys 2, 14 turn left/right.
Rwy 20, turn left (except via FTI R-215).
Rwy 32, turn right.
Departures via FTI VORTAC R-001 CW R-215 climb on course. Departures via FTI VORTAC R-216 CW R-360 proceed direct FTI VORTAC. Climb in FTI VORTAC holding pattern (hold north, left turn, 192° inbound) to cross FTI at airway MEA/MCA. (NOTE: climb in hold not authorized for turbojet aircraft).

LEADVILLE, CO
LAKE COUNTY (LXV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  28FEB19  (19059)  (FAA)
DEPARTURE PROCEDURE:
Rwy 16, use LOZUL (RNAV) DEPARTURE.
Rwy 34, use DAVVY (RNAV) DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 16, poles, signs beginning 9’ from DER, 17’ left of centerline, up to 2’ AGL/9926’ MSL.
Pole 10’ from DER, 17’ right of centerline, 2’ AGL/9926’ MSL.
Trees beginning 180’ from DER, 516’ left of centerline, up to 9948’ MSL.
Transmission line, poles beginning 499’ from DER, 632’ left of centerline, up to 101’ AGL/9989’ MSL.
Rwy 34, pole 10’ from DER, 26’ left of centerline, 2’ AGL/9932’ MSL.
Trees beginning 18’ from DER, 462’ right of centerline, up to 9949’ MSL.

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, pole, vehicles on road, and elevator beginning 1020’ from DER, 298’ 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, 465’ right and 495’ left of centerline, up to 30’ AGL/5398’ MSL.
Trees beginning 398’ 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 (24053) (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.
VCOA:
Rwy 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vance Brand at or above 12200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, sign 21’ from DER, 204’ left of centerline, 2’ AGL/5032’ MSL.
Traverse way 203’ from DER, 470’ left of centerline, 5041’ MSL.
Tree 311’ from DER, 518’ left of centerline, 5042’ MSL.
Tree, building beginning 674’ from DER, 528’ right of centerline, up to 5059’ MSL.
Tree, pole beginning 842’ from DER, 577’ right of centerline, up to 5062’ MSL.
Tree 1812’ from DER, 683’ left of centerline, 5077’ MSL.
Rwy 29, terrain 12’ from DER, 227’ left of centerline, 5056’ MSL.
Tree 54’ from DER, 320’ right of centerline, 5058’ MSL.
Tree 82’ from DER, 154’ left of centerline, 5071’ MSL.
Trees beginning 92’ from DER, 112’ left of centerline, up to 23’ AGL/5082’ MSL.
Tree 1056’ from DER, 248’ right of centerline, 5093’ MSL.
Trees beginning 1088’ from DER, 371’ right of centerline, up to 77’ AGL/5139’ MSL.
Trees beginning 1203’ from DER, 20’ right of centerline, up to 80’ AGL/5144’ MSL.
Tree 1633’ from DER, 612’ left of centerline, 5102’ MSL.
Trees beginning 1757’ from DER, 554’ left of centerline, up to 5126’ MSL.
Tree 2095’ from DER, 176’ left of centerline, 5127’ MSL.
Tree 2518’ from DER, 773’ right of centerline, 5148’ MSL.
Trees beginning 2571’ from DER, 931’ right of centerline, up to 5152’ MSL.
Tree 3783’ from DER, 1316’ right of centerline, 5168’ MSL.
Tree 3823’ from DER, 1519’ right of centerline, 5176’ MSL.
Trees beginning 4106’ from DER, 979’ right of centerline, up to 5177’ MSL.
Trees beginning 4465’ from DER, 1120’ right of centerline, up to 5196’ MSL.
Trees beginning 4519’ from DER, 714’ right of centerline, up to 93’ AGL/5198’ MSL.
Tree 5482’ from DER, 276’ left of centerline, 5198’ MSL.

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/7139’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MEEEKER, CO
MEEEKER COULTER FLD (EEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11JUL24 (24193) (FAA)
TAKEOFF MINIMUMS:
Rwys 3, 21, 4200-5 for VCOA.

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Meeker Coulter Fld airport at or above 10500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3**, vegetation 13' from DER, 13' left of centerline, 6428' MSL.
Vegetation 14' from DER, 142' right of centerline, 6427' MSL.
Pole, vegetation beginning 65' from DER, 36' right of centerline, up to 6' AGL/6448' MSL.
Vegetation 387' from DER, 67' left of centerline, 6431' MSL.
Vegetation 532' from DER, 154' left of centerline, 6439' MSL.
Terrain, fence beginning 783' from DER, 186' left of centerline, up to 6450' MSL.
Terrain 793' from DER, 157' right of centerline, 6451' MSL.
Vegetation 827' from DER, 249' right of centerline, 6452' MSL.
Terrain, vegetation beginning 987' from DER, 77' left of centerline, up to 6461' MSL.
Vegetation beginning 993' from DER, 155' right of centerline, up to 6464' MSL.
Terrain 1040' from DER, 312' left of centerline, 6462' MSL.
Fence, terrain, vegetation beginning 1046' from DER, 55' left of centerline, up to 2' AGL/6475' MSL.
Fence 1154' from DER, 151' right of centerline, 8' AGL/6465' MSL.
Fence, vegetation beginning 1388' from DER, 49' left of centerline, up to 5' AGL/6483' MSL.
Vegetation beginning 1503' from DER, 234' left of centerline, up to 6492' MSL.
Vegetation, fence beginning 1721' from DER, 315' left of centerline, up to 6498' MSL.
Vegetation, fence beginning 1913' from DER, 157' left of centerline, up to 6507' MSL.
Terrain 1972' from DER, 317' right of centerline, 6470' MSL.
Vegetation 1987' from DER, 61' right of centerline, 6472' MSL.
Terrain 2088' from DER, 242' right of centerline, 6476' MSL.
Terrain 2216' from DER, 152' right of centerline, 6481' MSL.
Tree, terrain, vegetation beginning 2329' from DER, 192' left of centerline, up to 6509' MSL.
Terrain beginning 2379' from DER, 12' right of centerline, up to 6489' MSL.
Tree 2506' from DER, 695' left of centerline, 6512' MSL.
Terrain beginning 2513' from DER, 2' right of centerline, up to 6491' MSL.
Fence, terrain beginning 2579' from DER, 246' left of centerline, up to 1' AGL/6523' MSL.
Vegetation, fence, terrain, tree beginning 2753' from DER, 52' left of centerline, up to 6535' MSL.
Vegetation, tree beginning 3050' from DER, 798' left of centerline, up to 6547' MSL.
Vegetation, tree beginning 3277' from DER, 896' left of centerline, up to 6550' MSL.
Trees beginning 3513' from DER, 707' left of centerline, up to 6570' MSL.
Trees beginning 3798' from DER, 1221' left of centerline, up to 6584' MSL.
Trees, terrain beginning 3956' from DER, 181' left of centerline, up to 6599' MSL.
Tree, terrain beginning 5420' from DER, 1503' left of centerline, up to 6624' MSL.
Trees, terrain beginning 5707' from DER, 1421' left of centerline, up to 6645' MSL.
Trees, terrain beginning 1 NM from DER, 1541' left of centerline, up to 6710' MSL.
Trees, vegetation, terrain beginning 1.2 NM from DER, 1061' left of centerline, up to 6738' MSL.
Tree, terrain, vegetation beginning 1.3 NM from DER, 1222' left of centerline, up to 6807' MSL.
Vegetation, tree, fence 1.3 NM from DER, 1665' right of centerline, up to 6655' MSL.
Terrain, vegetation beginning 1.4 NM from DER, 1164' left of centerline, up to 7003' MSL.
Terrain, vegetation beginning 1.4 NM from DER, 1737' right of centerline, up to 6658' MSL.
Terrain, vegetation tree beginning 1.5 NM from DER, 1574' left of centerline, up to 7093' MSL.
Terrain, vegetation, trees, fence, pole, trees beginning 1.6 NM from DER, 43' left of centerline, up to 7134' MSL.
Terrain beginning 1.8 NM from DER, 1437' right of centerline, up to 6712' MSL.
Tree, terrain 1.9 NM from DER, 476' right of centerline, up to 6763' MSL.
Terrain, vegetation beginning 2.1 NM from DER, 610' right of centerline, up to 6958' MSL.
Trees, terrain, vegetation beginning 2.1 NM from DER, 50' right of centerline, up to 7063' MSL.
Trees, terrain, fences beginning 2.2 NM from DER, 414' right of centerline, up to 100' AGL/7184' MSL.

**Rwy 21**, NAVAID 23' from DER, 80' left of centerline, 14' AGL/6355' MSL.
Tree 97' from DER, 473' left of centerline, 6388' MSL.
Tower 152' from DER, 512' left of centerline, 57' AGL/6393' MSL.
MONTE VISTA, CO
MONTE VISTA MUNI (MVI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 16, 28, 34, NA - Rwy surfaces.
DEPARTURE PROCEDURE:
Rwy 2, climbing right turn direct ALS VORTAC, thence . . .
Rwy 20, climbing left turn direct ALS VORTAC, thence . . .
. . .climb-in-holding pattern (SE, right turn, 301° inbound) to cross ALS VORTAC at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 2, NAVAID 10' from DER, 9' left of centerline, 2' AGL/7611' MSL.
Tree 14' from DER, 203' right of centerline, 7612' MSL.
Tree 111' from DER, 464' right of centerline, 8' AGL/7614' MSL.
Tank 313' from DER, 444' left of centerline, 18' AGL/7626' MSL.
Traverse way beginning 317' from DER, 383' right of centerline, up to 7621' MSL.
Tower, poles beginning 401' from DER, 396' left of centerline, up to 48' AGL/7658' MSL.
Rwy 2 , trees, poles beginning 910' from DER, 411' right of centerline, up to 57' AGL/7665' MSL.
Tree 2558' from DER, 126' left of centerline, 7674' MSL.
Rwy 20, NAVAID 11' from DER, 9' left of centerline, 7613' MSL.
Fence 67' from DER, 283' left of centerline, 9' AGL/7615' MSL.

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

MORIARTY, NM
MORIARTY MUNI (0E0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 25JAN24 (24025) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb on heading 079° to 7100 before proceeding on course.
Rwy 17, climb on heading 169° to 6900 before proceeding on course.
Rwys 26, 35, climbing right turn direct OTO VOR, continue climb in OTO VOR holding pattern (hold east, right turn, 254° inbound) to cross OTO VOR at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 8, fence 85' from DER, 392' right of centerline, 4' AGL/6189' MSL.
Rwy 26, bushes beginning 4' from DER, 452' right of centerline, up to 6207' MSL.
Bush 67' from DER, 9' left of centerline, 6206' MSL.
Tree 1689' from DER, 394' right of centerline, 6248' MSL.
Tree 1851' from DER, 247' right of centerline, 49' AGL/6256' MSL.
Rwy 35, windsock 63' from DER, 322' right of centerline, 11' AGL/6193' MSL.
AWOS antenna 778' from DER, 605' left of centerline, 31' AGL/6218' MSL.
Transmission line 1322' 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, climb via heading 194° 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 ....

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

PORTALES, NM

PORTALES MUNI (PRZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF OBSTACLE NOTES:

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

Terrain beginning 35’ from DER, left and right of centerline, 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 050° and PUB R-225 to PUB VORTAC, thence ...

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

RANGELY, CO

RANGELY (4V0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwys 7, 25, use ELIZZ (RNAV) DEPARTURE.
RATON, NM
RATON MUNI/CREWS FLD (RTN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07APR11 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, std. w/min. climb of 251' per NM to 9600 or 2100-3 for climb in visual conditions.
Rwy 7, std. w/min. climb of 367' per NM to 9300 or 2100-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climbing right turn heading 090° and CIM VORTAC R-040 northeast bound to airway MEA, then on course to assigned altitude, or for climb in visual conditions, cross Raton Muni/Crews Fld at or above 8400 before proceeding on course.
Rwy 7, for climb in visual conditions, cross Raton Muni/Crews Fld at or above 8400 before proceeding on course. Rwy 20, climb on CIM VORTAC R-040 southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn south on V263-611 until reaching MEA, then on course to assigned altitude.
Rwy 25, climbing left turn heading 227° and CIM VORTAC R-040 southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn south on V263-611 until reaching MEA, then on course to assigned altitude.

RIFLE, CO
RIFLE GARFIELD COUNTY (RIL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/ min. climb of 400' per NM to 11900 or 5400 - 5 for VCOA.
DEPARTURE PROCEDURE:
Rwy 8, DME required. Climb on RIL VOR/DME R-083 to ZOBAK/7.41 DME, then climbing left turn direct RIL VOR/DME. Climb in RIL VOR/DME holding pattern (hold E, right turn, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute.
Rwy 26, use SQUAT DEPARTURE.
VCOA:
Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rifle Garfield County Airport at or above 10800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, terrain beginning 155' from DER, 380' right of centerline, up to 5551' MSL.
Pole 4049' from DER, 1379' right of centerline, 42' AGL/5642' MSL.
Obstruction light on NDB tower, 41' from DER, 300' left of centerline, 46' AGL/5586' MSL.

ROSWELL, NM
ROSWELL AIR CENTER (ROW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 26MAR20 (20086) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climbing left turn to 6000 on heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.
TAKEOFF OBSTACLE NOTES:
Rwy 35, tower 1970’ from DER 926’ left of centerline, 93’ AGL/3755’ MSL.

RUIDOSO, NM
SIERRA BLANCA RGNL (SRR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 25FEB21 (21056) (FAA)
DEPARTURE PROCEDURE:
Use CAPITAN DEPARTURE.
TAKEOFF OBSTACLE NOTES:
Rwy 12, terrain, 9’ from DER, 5’ right of centerline, 6722’ MSL.
Trees, beginning 61’ from DER, 146’ left of centerline, up to 6727’ MSL.
Tree, 99’ from DER, 125’ right of centerline, 6725’ MSL.
Rwy 24, tree, 648’ from DER, 264’ right of centerline, 11’ AGL/6832’ MSL.
Trees, beginning 747’ from DER, 300’ left of centerline, up to 15’ AGL/6835’ MSL.
Vehicle on road, 940’ from DER, 39’ left of centerline, up to 15’ AGL/6854’ MSL.
Pole, 4427’ from DER, 942’ left of centerline, 45’ AGL/6925’ MSL.
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.

Vehicles, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SW-1, 11 JUL 2024 to 05 SEP 2024

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, NAVID, lighting beginning 5’ from DER, 27’ right of centerline, up to 3’ AGL/7387’ MSL.

Fence, NAVID, lighting beginning 6’ from DER, 27’ left of centerline, up to 8’ AGL/7391’ MSL.

Trees beginning 22’ from DER, 410’ right of centerline, up to 7396’ MSL.

Tree 61’ from DER, 287’ left of centerline, 7392’ MSL.

Vehicle on road 2.4 NM from DER, 2608’ right of centerline, 7778’ MSL.

Trees beginning 2.5 NM from DER, 1053’ right of centerline, up to 7939’ MSL.

Trees beginning 2.5 NM from DER, 1345’ right of centerline, up to 7961’ MSL.

Rwy 24, lighting 9’ from DER, 28’ right of centerline, 3’ AGL/7525’ MSL.

Pole, lighting, NAVID beginning 9’ from DER, 27’ left of centerline, up to 2’ AGL/7525’ MSL.

Tree, NAVID 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 637’ from DER, 66’ left of centerline, up to 7565’ MSL.

Transmission line, pole, vehicle on road, tree beginning 666’ from DER, 97’ right of centerline, up to 65’ AGL/7595’ MSL.

Tree 1031’ from DER, 294’ left of centerline, 7571’ MSL.

Tree, fence beginning 1045’ from DER, 53’ left of centerline, up to 7573’ MSL.

Trees beginning 1264’ from DER, 228’ left of centerline, up to 7596’ MSL.

Catenary 1295’ from DER, 352’ right of centerline, 57’ AGL/7605’ MSL.

Rwy 24, pole, 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.

Pole, tree 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.

Pole, tree beginning 5575’ from DER, 714’ right of centerline, up to 36’ AGL/7678’ MSL.

Trees beginning 5849’ from DER, 904’ right of centerline, up to 7679’ MSL.

Tree, pole beginning 1.2 NM from DER, 2180’ right of centerline, up to 7741’ MSL.

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.

Pole, tree beginning 1.5 NM from DER, 965’ right of centerline, up to 54’ AGL/7769’ MSL.

Trees beginning 1.5 NM from DER, 2207’ right of centerline, up to 7775’ MSL.

Pole 1.6 NM from DER, 1980’ right of centerline, 36’ AGL/7776’ MSL.

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.

Tree, pole beginning 1.6 NM from DER, 2193’ right of centerline, up to 33’ AGL/7792’ MSL.

Pole 1.7 NM from DER, 2595’ right of centerline, 35’ AGL/7801’ MSL.

Poles beginning 1.7 NM from DER, 1370’ right of centerline, up to 34’ AGL/7803’ MSL.

Pole 1.7 NM from DER, 2741’ right of centerline, 33’ AGL/7805’ MSL.

Pole 1.8 NM from DER, 2828’ right of centerline, 37’ AGL/7812’ MSL.

Poles beginning 1.8 NM from DER, 1582’ right of centerline, up to 51’ AGL/7817’ MSL.

Pole 1.9 NM from DER, 2968’ right of centerline, 36’ AGL/7819’ MSL.

Pole 1.9 NM from DER, 2372’ right of centerline, 38’ AGL/7823’ MSL.

Pole 1.9 NM from DER, 1791’ right of centerline, 56’ AGL/7831’ MSL.

Pole 2 NM from DER, 2750’ right of centerline, 41’ AGL/7832’ MSL.

Tree 2.1 NM from DER, 4041’ right of centerline, 100’ AGL/7825’ MSL.

Tree 2.3 NM from DER, 4034’ left of centerline, 100’ AGL/7833’ MSL.

Tree 2.3 NM from DER, 4022’ 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’
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, climbing direct SAF VORTAC, thence...
Rwys 28, 20, 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 2, 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.

SANTA TERESA, NM
DONA ANA COUNTY INTL JETPORT (DNA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 22JUN17 (17173) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, std. with a min. climb of 430’ per NM to 8500, or 2800-3 for VCOA.
Rwy 28, std. with a min. climb of 365’ per NM to 8300, or 2800-3 for VCOA.
VCOA:
Rwys 10, 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dona Ana County Intl Jetport at or above 6800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, bushes and light support structure beginning 6’ from DER, 29’ left of centerline, up to 7’ AGL/4115’ MSL.
Light support structure 9’ from DER, 30’ right of centerline, 4113’ MSL.
Bush 159’ from DER, 518’ right of centerline, 4115’ 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, 200-1/4 or std. w/ min. climb of 216’ per NM to 5100, or alternatively, with standard TAKEOFF minimums and a normal 200/NM climb gradient, TAKEOFF must occur no later than 1500’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 33, climbing right turn via heading 030° and ONM VORTAC R-179 to ONM VORTAC, continue climb-in-hold (hold North, right turns, 182° inbound) to cross ONM VORTAC at or above MEA/MCA for direction of flight.
TAKEOFF OBSTACLE NOTES:
Rwy 33, trees beginning 67’ from DER, 66’ left of centerline, up to 15’ AGL/4814’ MSL.
Trees beginning 436’ from DER, 438’ right of centerline, up to 15’ AGL/4814’ MSL.
Tower 4996’ from DER, 1161’ left of centerline, 147’ AGL/4947’ MSL.
Tower 5851’ from DER, 584’ right of centerline, 200’ AGL/4956’ MSL.
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.
Pole, beginning 134’ from DER, 494’ right of centerline, up to 4410’ MSL.
Poles, tank beginning 403’ from DER, 581’ right of centerline, up to 28’ AGL/4425’ MSL.
Poles, tank beginning 2.5 NM from DER, 2924’ right of centerline, up to 30’ AGL/4425’ MSL.
Pole, vertical point beginning 9’ from DER, 9’ left of centerline, up to 4390’ MSL.
Pole, tank beginning 2.5 NM from DER, 2924’ right of centerline, up to 30’ AGL/4425’ MSL.
Pole, vertical point beginning 9’ from DER, 9’ left of centerline, up to 4390’ MSL.
Pole, tank beginning 2.5 NM from DER, 2924’ right of centerline, up to 30’ AGL/4425’ MSL.
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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 31, climbing left turn to intercept TAS VORTAC R-125 to TAS VORTAC. Do not exceed 240 K until TAS VORTAC.
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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) expect further clearance 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 291' from DER, 395' left of centerline, 7134' MSL.
  Pole beginning 1275' from DER, 626' right of centerline, up to 7134' MSL.
  Pole 1429' from DER, 486' right of centerline, 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.
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, 9900' 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/9088' MSL.
  Fence 292' from DER, 422' right of centerline, 18' AGL/9085' MSL.
  Tree 356' from DER, 387' left of centerline, 7146' MSL.
  Tree 307' from DER, 387' left of centerline, 7146' MSL.
  Tree 356' from DER, 387' left of centerline, 7146' 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, 395' left of centerline, 55' AGL/9093' MSL.
  Tree 385' from DER, 380' right of centerline, 56' AGL/9094' MSL.
  Tree 431' from DER, 266' right of centerline, 50' AGL/9088' MSL.

TRINIDAD, CO
PERRY Stokes (TAD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 15SEP16 (16259) (FAA)
DEPARTURE PROCEDURE:
  Use TRINIDAD RNAV DEPARTURE.
TRUTH OR CONSEQUENCES, NM
TRUTH OR CONSEQUENCES MUNI (TCS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25APR19 (19115) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 7, 11, 13, 15, 19, 25, 29, 31, 33, std. w/min. climb of 370’ per NM to 13000 or 3700-3 for VCOA.
VCOA:
Rwys 1, 7, 11, 13, 15, 19, 25, 29, 31, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Truth or Consequences Muni airport at or above 8400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree 196' from DER, 47' left of centerline, 4823' MSL.
Rwy 13, fence 39' from DER, 342' left of centerline, 7' AGL/4796' MSL.
Vegetation 65' from DER, 115' left of centerline, 4809' MSL.
Rwy 31, vegetation 57' from DER, 399' left of centerline, 4861' MSL.
Vegetation 170' from DER, 519' left of centerline, 4866' MSL.
Rwy 33, tower 527' from DER, 553' left of centerline, 66' AGL/4895' MSL.

TUCUMCARI, NM
TUCUMCARI MUNI (TCC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
Rwy 21, climb on heading 208° until 5500 before turning right.
Rwy 26, climb on heading 258° until 5500 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 98' from DER, 486' left of centerline, 4067' MSL.
Tree 308' from DER, 499' left of centerline, 4072' MSL.
Tree 354' from DER, 569' left of centerline, 4073' MSL.
Tree 371' from DER, 485' left of centerline, 4087' MSL.
Rwy 8, terrain 24' from DER, 331' left of centerline, 4040' MSL.
Rwy 21, electrical system 7' from DER, 60' right of centerline, 3' AGL/4041' MSL.
Transmission line, pole beginning 494' from DER, 469' left of centerline, up to 34' AGL/4067' MSL.
Rwy 26, vehicles on road 558' from DER, crossing centerline, 15' AGL/4079' MSL.
Tree 595' from DER, 344' right of centerline, 4102' MSL.
Tree 847' from DER, 578' right of centerline, 4114' MSL.

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

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

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

YUMA, CO
YUMA MUNI (2V6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  24MAY18  (18144)  (FAA)
TAKEOFF MINIMUMS:
  Rwys 12, 30, NA - airport.
  Rwys 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.

SW-1, 11 JUL 2024 to 05 SEP 2024
### Alternate Minima (ref: 14 CFR 91.169)

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<th>Precision Approach</th>
<th>Non-Precision Approach</th>
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<td><strong>Standard</strong></td>
<td>600-2</td>
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<tr>
<td><strong>Non-Standard or restrictions</strong></td>
<td>As indicated below</td>
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<td><strong>Helicopters</strong></td>
<td>For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility</td>
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<td><strong>US Military</strong></td>
<td>See Service Regulations</td>
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**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).

**NAME** | **ALTERNATE MINIMUMS**
---|---
**AKRON, CO** | COLORADO PLAINS RGNL (AKO)RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29 Category D 800-2½.
**ALAMOGORDO, NM** | ALAMOGORDO-WHITE SANDS RGNL (ALM)RNAV (GPS) Rwy 4 NA when local weather not available. Category C, 800-2½; Category D, 800-2½.
**ALBUQUERQUE, NM** | ALBUQUERQUE INTL SUNPORT (ABQ)ILS or LOC Rwy 3¹ RNP Rwy 4 RNAV (GPS) Y Rwy 3³ RNAV (GPS) Y Rwy 8³ VOR Rwy 8⁴ ¹ILS, LOC, Category D, 1200-3. ²Categories D, E, 1200-3. ³Category D, 1200-3. ⁴Categories A, B, 1100-2; Category C, 1100-3; Category D, 1200-3; Category E, 2200-3.
**ARTESIA, NM** | ARTESIA MUNI (ATS)RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 31 NA when local weather not available. Category D, 800-2½.
**ASPEN, CO** | ASPEN-PITKIN COUNTY/SARDY FLD (ASE)RNAV (GPS)-F Categories A, B, 2400-2; Category C, 3200-3.
**BURLINGTON, CO** | KIT CARSON COUNTY (ITR)LOC Rwy 33 NDB Rwy 15RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33 NA when local weather not available. Category D, 800-2½.
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<th>NAME</th>
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<td>CAVERN CITY ILS Rwy 3&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>MUNI (CEZ) RNAV (GPS) Rwy 3&lt;sup&gt;12&lt;/sup&gt;</td>
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<td>A</td>
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<td>VOR Rwy 17L&lt;sup&gt;9&lt;/sup&gt;</td>
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"SW-1, 11 JUL 2024 to 05 SEP 2024"
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<td>LDA Rwy 25(^1)</td>
<td>RNAV (GPS)-D(^2)</td>
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<td>(^1)LDA/GS, 1800-3; LDA, 2100-2½. (^2)Categories A, B, 2700-2; Categories C, D, 2700-3. (^3)Category A, 1400-2; Category B, 1500-2; Category C, 2100-3.</td>
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<td>ERIE, CO</td>
<td>ERIE MUNI (EIK)...</td>
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<td>VOR-A(^5)</td>
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<td>VOR/DME Rwy 7(^3)</td>
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<td>NORTHERN COLORADO RGNL (FN)(^1)</td>
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<td>RNAV (GPS) Rwy 15(^2)</td>
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<td>VOR Rwy 6(^2)</td>
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<td></td>
<td>Categories A, B, 900-2½; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>NUCLA, CO</td>
<td>HOPKINS FLD (AIB).........................RNAV (GPS)-A</td>
</tr>
<tr>
<td></td>
<td>Category C, 900-2½.</td>
</tr>
<tr>
<td>PAGOSA SPRINGS, CO</td>
<td>STEVENS FLD (PSO).........................RNAV (GPS) Rwy 1</td>
</tr>
<tr>
<td></td>
<td>Category B, 900-2; Category C, 1300-3.</td>
</tr>
<tr>
<td>PORTALES, NM</td>
<td>PORTALES MUNI (PRZ).........................RNAV (GPS) Rwy 1</td>
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<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>PUEBLO, CO</td>
<td>PUEBLO MEML (PUB).........................ILS or LOC Rwy 8R, RNAV (GPS) Rwy 26L</td>
</tr>
<tr>
<td></td>
<td>1LOC, Category C, 900-2½; Categories D, E, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>2NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>3LOC, Category C, 900-2½; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>4LOC, Category C, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>5Categories A, B, 1000-2, Category C, 1000-2½; Category D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>6Categories A, B, 1700-2; Category C, 1800-3.</td>
</tr>
<tr>
<td></td>
<td>7Categories A, B, 1900-2; Category C, 1900-3.</td>
</tr>
<tr>
<td>RANGELY, CO</td>
<td>RANGELY (4V0)..............................RNAV (GPS) Rwy 7, RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 2000-2; Category C, 2000-3.</td>
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<tr>
<td></td>
<td>2Categories A, B, 1700-2; Category C, 1800-3.</td>
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<tr>
<td>RATON, NM</td>
<td>RATON MUNI/CREWS FLD (RTN)................RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>Category D, 1300-3.</td>
</tr>
<tr>
<td>RIFLE, CO</td>
<td>RIFLE GARFIELD COUNTY (RIL)..............ILS Rwy 26, LOC-A</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) W Rwy 26, RNAV (GPS) Y Rwy 8</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y Rwy 26, RNAV (RNP) Z Rwy 26</td>
</tr>
<tr>
<td></td>
<td>1ILS, Categories A, B, C, D, 1300-4.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 2400-2; Category C, 2400-3.</td>
</tr>
<tr>
<td></td>
<td>3Categories A, B, 1700-2; Category C, 1700-3; Category D, 2600-3.</td>
</tr>
<tr>
<td></td>
<td>4Categories A, B, 1900-2; Category C, 1900-3; Category D, 2600-3.</td>
</tr>
<tr>
<td></td>
<td>5Categories A, B, C, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>7Categories A, B, 1900-2; Category C, 1900-3.</td>
</tr>
<tr>
<td>SANTA FE, NM</td>
<td>SANTA FE RGNL (SAF).......................ILS or LOC Rwy 2, RNAV (GPS) Rwy 2</td>
</tr>
<tr>
<td></td>
<td>1NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>2ILS, LOC, Category C, 1000-3; Category D, 1400-3.</td>
</tr>
<tr>
<td></td>
<td>3Category C, 1000-3; Category D, 1400-3.</td>
</tr>
<tr>
<td></td>
<td>4NA when local weather not available.</td>
</tr>
<tr>
<td>SILVER CITY, NM</td>
<td>GRANT COUNTY (SVC).........................RNAV (GPS) Rwy 8</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 26, VOR-A</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>2Category D, 1300-3.</td>
</tr>
<tr>
<td>SPRINGFIELD, CO</td>
<td>SPRINGFIELD MUNI (8V7)......................RNAV (GPS) Rwy 17</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>STEAMBOAT SPRINGS, CO</td>
<td>STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS).........................RNAV (GPS) Z Rwy 32, VOR/DME-C</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>1Categories A, B, 2300-2.</td>
</tr>
<tr>
<td></td>
<td>2Categories A, B, 1300-2.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>-----------------------</td>
<td>----------------------------------------</td>
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<tr>
<td>STERLING, CO</td>
<td>STERLING MUNI (STK)......................RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available. Category D, 800-2¼.</td>
</tr>
<tr>
<td>TELLURIDE, CO</td>
<td>TELLURIDE RGNL (TEX).....................LOC Rwy 9(^1) RNAV (GPS) Y Rwy 9(^2) RNAV (GPS) Z Rwy 9(^4) VOR/DME-A(^3)</td>
</tr>
<tr>
<td>TRINIDAD, CO</td>
<td>PERRY STOKES (TAD)......................RNAV (GPS) Rwy 3(^1) RNAV (GPS) Rwy 21(^2)</td>
</tr>
<tr>
<td>TRUTH OR CONSEQUENCES</td>
<td>TRUTH OR CONSEQUENCES MUNI (TCS).........VOR-A</td>
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<tr>
<td>WRAY, CO</td>
<td>WRAY MUNI (2V5).........................RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35</td>
</tr>
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</table>
ALBUQUERQUE, NM  
ALBUQUERQUE INTL SUNPORT (ABQ)  
RADAR-1 123.9 127.4 253.5 354.1  

<table>
<thead>
<tr>
<th>ASR</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
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<tr>
<td>8</td>
<td>AB</td>
<td>5700/24</td>
<td>385</td>
<td>(400-½)</td>
<td>CDE</td>
<td>5700/35</td>
<td>385</td>
<td>(400-¾)</td>
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<tr>
<td>3</td>
<td>AB</td>
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<td>395</td>
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<td>CDE</td>
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C CIRCLING ALL RWYS  

<table>
<thead>
<tr>
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<th>HAT/HA</th>
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<th>CAT</th>
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<td>407</td>
<td>(500-½)</td>
<td>C</td>
<td>4040-¾</td>
<td>407</td>
<td>(500-¾)</td>
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<tr>
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<td>DE</td>
<td>4040-1</td>
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<td>3</td>
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<td>4020-1</td>
<td>353</td>
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<td>DE</td>
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<td>(400-1½)</td>
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<tr>
<td>17</td>
<td>AB</td>
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<td>414</td>
<td>(500-1)</td>
<td>C</td>
<td>4080-1½</td>
<td>414</td>
<td>(500-1½)</td>
<td></td>
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<tr>
<td></td>
<td>DE</td>
<td>4080-1½</td>
<td>414</td>
<td>(500-1½)</td>
<td></td>
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<tr>
<td>35</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>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>4060-1½</td>
<td>389</td>
<td>(400-1½)</td>
<td></td>
<td></td>
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<td></td>
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</tr>
</tbody>
</table>

C CIRCLING ALL RWYS  

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

ROSWELL, NM  
ROSWELL AIR CENTER (ROW)  
RADAR-1 119.6 239.0  

<table>
<thead>
<tr>
<th>ASR</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
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<th>HAT/HA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>21</td>
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<td>(500-½)</td>
<td>C</td>
<td>4040-¾</td>
<td>407</td>
<td>(500-¾)</td>
<td></td>
</tr>
<tr>
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<td>DE</td>
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<td>407</td>
<td>(500-1)</td>
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<td>3</td>
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<td>(400-1)</td>
<td>DE</td>
<td>4020-1½</td>
<td>353</td>
<td>(400-1½)</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>AB</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>
<td></td>
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<td>DE</td>
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<td>414</td>
<td>(500-1½)</td>
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<tr>
<td>35</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>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td>4060-1½</td>
<td>389</td>
<td>(400-1½)</td>
<td></td>
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</tbody>
</table>

C CIRCLING ALL RWYS  

<table>
<thead>
<tr>
<th>ASR</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
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<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>
<td></td>
</tr>
<tr>
<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>
<td></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>
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 rwys. 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 rwys 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>HS 1</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 rtlnel 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><strong>DENVER, CO</strong></td>
<td>HS 1</td>
<td>Frequent helicopter operations.</td>
</tr>
<tr>
<td><strong>ROCKY MOUNTAIN METRO (BJC)</strong></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><strong>EAGLE, CO</strong></td>
<td>HS 1</td>
<td>High density parking area.</td>
</tr>
<tr>
<td><strong>EAGLE COUNTY RGNL (EGE)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>GRAND JUNCTION, CO</strong></td>
<td>HS 1</td>
<td>Rwy 22 and Rwy 29 close proximity, wrong rwy departure risk.</td>
</tr>
<tr>
<td><strong>GRAND JUNCTION RGNL (GJT)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ROSWELL, NM</strong></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>
<tr>
<td><strong>ROSWELL AIR CENTER (ROW)</strong></td>
<td></td>
<td></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.

See following page for arrival routes.

(Continued on following page)
DENVER INTL (DEN) 
DENVER COLORADO

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: 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 HAITR at 11000 and at 210K, then on track 263°. Expect RADAR vectors to final approach course.

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

LANDING RUNWAYS 25, 26: 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.
NOTE: Air traffic control required.

NOTE: Aircraft landing Centennial Airport do not file - to be assigned by ATC.

NOTE: GPS required.

NOTE: Chart not to scale.

See following page for arrival routes.
BRNKO THREE ARRIVAL (RNAV) Arrival Routes

BRNKO 16000 14000

NOTE: Chart not to scale.

NOTE: Jet aircraft only.
NOTE: Aircraft landing Centennial Airport do not file - to be assigned by ATC.
NOTE: GPS required.
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)

TMALE TRANSITION (TMALE.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 UNCIR 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.
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.

Arrival Routes

CLASH FOUR ARRIVAL (RNAV)

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.

DENVER INTL (DEN)  
DENVER, COLORADO  

PERIOD/DATE  
07OCT21  TO  05SEP2024  

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 QWIKE at 11000 and at 210K, then on track 353°. Expect RADAR vectors to final approach course.

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

LANDING RUNWAYS 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.
ALBUQUERQUE INTL SUNPORT (ABQ)

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.

LANING 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.
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.
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.
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.

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

See following page for Arrival Routes.

CAARS TRANSITION (CAARS.DUNNN5)
FRAAY TRANSITION (FRAAY.DUNNN5)

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

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
DUNNN FIVE ARRIVAL (RNAV) Arrival Routes

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

(RIPEARON ON FOLLOWING PAGE)

NOTE: Chart not to scale.  

DUNNN FIVE ARRIVAL (RNAV) Arrival Routes
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 XBEGIN between 13000 and 14000, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPAR at 11000 and at or below 240K, then on track 327° to cross XXWILL at 11000, then on track 323° to cross XXHOME at 10000, then on track 323° to cross XXMAAK at 9000, then on track 353° to cross XXYOUU at 9000, then on track 353°. Expect RADAR vectors to final approach course.

LANDING KAPA RUNWAY 35R: From BYEBI on track 278° to cross XBEGIN between 13000 and 14000, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPAR at 11000 and at or below 240K, then on track 350° to cross XXBEGIN 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 XBEGIN between 13000 and 14000, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPAR at 11000 and at or below 240K, then on track 327° to cross XXWILL at 11000, then on track 323° to cross XXHOME at 10000, then on track 323° to cross XXMAAK at 9000, then on track 353° to cross XXYOUU at 9000, then on track 353°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING CENTENNIAL:
From over XXYOUU- proceed direct to RAPHO and cross at 8000, then direct LOWRE and execute the RNAV (GPS) RWY 17L approach.
From over XXBEGIN- 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 XXYOUU- proceed to NSPYR execute the ILS or LOC RWY 30R approach.
NOTE: Jet aircraft only.
NOTE: HIPEE Enroute Transition: do not file - to be assigned by ATC.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
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: Expect runway assignment on initial contact with Denver TRACON.

NOTE: Chart not to scale.

HIPEE TRANSITION (HIPEE.FLATI4)
MJANE TRANSITION (MJANE.FLATI4)
TOFUU TRANSITION (TOFUU.FLATI4)
FLATI FOUR ARRIVAL (RNAV) Arrival Routes (CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.
NOTE: AL-9077 (FAA)
NOTE: Denver INTL (DEN) DENVER, COLORADO

Arrival Routes
(Continued on following page)

NOTE: Jet aircraft only.
NOTE: RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: HIPEE Enroute Transition: do not file - to be assigned by ATC.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
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NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
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NOTE: Landing South select Rwy 16R Transition.
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NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
NOTE: Landing North select Rwy 34R Transition.
NOTE: Landing West select Rwy 26 Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing South select Rwy 16R Transition.
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, 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 16L/R or 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 YEASS, 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 YEASS, 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 YEASS, 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, proceed on the ILS RWY 16R, when DEN is landing north, proceed on the ILS RWY 34R.
ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence. . . .

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

. . . .From over FRIHO DME fix via ABQ R-006 to ABQ VORTAC. Expect vectors to final approach course after passing FRIHO DME fix.
NOTE: Chart not to scale.

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.
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 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 APP CON
124.95 346.4
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: 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.

SW-1, 11 JUL 2024 to 05 SEP 2024
Arrival Routes

NOTE: Chart not to scale.

132.35  239.275 (Rwys 8L-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: 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.

Arrival Routes

128.75  273.55 (Rwy 7-25)
132.35  239.275 (Rwys 8L-26, 17L-35R)
124.3  322.45 (Rwy 17R-35L)
135.3  351.95 (Rwys 16L-34R, 16R-34L)

NOTE: Landing west select Rwy 26 transition.
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 HA1TR 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 RO1DEY 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 H1MOM 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 YU1PEE between 13000 and 15000 and at 250K, then on track 230° to FFFAT, then on track 173° to cross DO1GG 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.
LONGZ THREE ARRIVAL (RNAV)
Transition Routes

KAMPR Transition (KAMPR.LONGZ3)
LBERT Transition (LBERT.LONGZ3)
BYYEKE Transition (BYYEKE.LONGZ3)

NOTE: Jet aircraft only.
NOTE: BYYEKE Enroute Transition: Do not file - to be assigned by ATC.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
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: Expect runway assignment on initial contact with Denver TRACON.

(Continued on following page)

NOTE: Chart not to scale.
Arrival Routes

Ldg Rwy 35R
173° (11)
118° (5)
083° (3)
Ldg Rwy 25 and 26
Ldg Rwy 16L/R and 17L/R

NOTE: Jet aircraft only.
NOTE: BYYKE Enroute Transition: Do not file - to be assigned by ATC.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
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: Expect runway assignment on initial contact with Denver TRACON.

(continued 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 RWY 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 170° to cross HDGGG 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, proceed on the ILS RWY 16R, when DEN is landing north, proceed on the ILS RWY 34R.
NOTE: Chart not to scale.

LOWBO THREE ARRIVAL (RNAV)

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 clearance 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.

SW-1, 11 JUL 2024 to 05 SEP 2024
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 DWNL 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 DWNL 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)
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.
**NIIXX THREE ARRIVAL (RNAV) Transition Routes**

<table>
<thead>
<tr>
<th>Route</th>
<th>Mileage</th>
<th>Bearing</th>
</tr>
</thead>
<tbody>
<tr>
<td>NARNO TRANSITION (NARNO.NIIXX3)</td>
<td>10 NM</td>
<td>126°</td>
</tr>
<tr>
<td>HALEN TRANSITION (HALEN.NIIXX3)</td>
<td>12 NM</td>
<td>125°</td>
</tr>
<tr>
<td>ZIGEE TRANSITION (ZIGEE.NIIXX3)</td>
<td>12 NM</td>
<td>305°</td>
</tr>
</tbody>
</table>

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

**Halen Transition (Halen.NIIXX3)**

- **FL190 (56)**
- **Narino Transition (Narino.NIIXX3)**
- **Fl190 (54)**
- **Zigee Transition (Zigee.NIIXX3)**

**Niixx Three Arrival (RNAV) Transition Routes**

**NOTE:** Chart not to scale.

**DENVER, COLORADO**

**DENVER INTL (DEN)**

**AL-9077 (FAA)**

**DENVER APP CON**

126.55 269.525
125.6 379.9
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
134.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

**DENVER TOWER**

125.6 379.9
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
134.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

**DENVER INTL (DEN)**

**DENVER TOWER**

125.6 379.9
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
134.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

**DENVER TOWER**

125.6 379.9
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
134.3 322.45 (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: 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 RPIIDS, 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 RPIIDS, 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.
**ARRIVAL 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: Turbojet aircraft only.

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

(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 KBCJ: 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 112° to cross BDOWN at 9000, then on track 112°. Expect RNAV (GPS) RWY 12L approach or visual approach as assigned by ATC.

LANDING KFNK/KCF0/KGXY: From PINNR on track 112° to cross TINGE between 10000 and 11000, then on track 112° to cross BDOWN at 9000, then on track 112°. Expect RADAR vectors to final approach course.

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

LOST COMMUNICATIONS

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

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

LANDING KCF0: 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.
NOTE: Adjacent STAR is TOMSN ARRIVAL.

(CONTINUED ON FOLLOWING PAGE)
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.
ARRIVAL ROUTE DESCRIPTION

DATME TRANSITION (DATME.SNDIA4)

FITEE TRANSITION (FITEE.SNDIA4)

TAMEY TRANSITION (TAMEY.SNDIA4)

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

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

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

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

LOST COMMUNICATIONS: From over CADAT, execute RNAV RNP approach for assigned runway. Non-RNAV (RNP) from over CADAT, fly heading 175° climb and maintain 10000 then direct ABQ VORTAC and hold.
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 B-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L 34R, 16R 34L)

FL200
057°
(22)

FL200
058°
(50)

FL260
059°
(27)

FL270
056°
(48)

FL260
056°
(49)

ABASN
FL270
MAA FL260

JNETT
FL260
Maa FL260

HAGIC
Maa FL260

FL200
069°
(92)

FL200
056°
(48)

WUNZE
FL260
MAA FL260

12 NM

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.

BUMMP TRANSITION (BUMMP.SSKII3)
BUOMM TRANSITION (BUOMM.SSKII3)
HAGHY TRANSITION (HAGHY.SSKII3)
JNETT TRANSITION (JNETT.SSKII3)
WUNZE TRANSITION (WUNZE.SSKII3)

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.
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 QWIIKE 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

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)

CLIFF
11000  210K
Ldg Rwy 17L/R

EPPIC
15000  240K
13000

ZATUT
15000  240K
13000

JIBAT
11000  210K
Ldg Rws 25 and 26

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.

NOTE:  Chart not to scale.

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TBARR THREE ARRIVAL (RNAV) Arrival Routes

(TBARR.TBARR3) 07OCT21
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 QWIK 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.

(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN9): 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.TOMSN9): 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.TOMSN9): From over EKR VOR/DME on EKR R-064 and GLL R-258 to RIDJE, then on FQF R-306 to TOMSN. Thence.

. . . .from over TOMSN on FQF R-306 to FQF VORTAC. Expect RADAR vectors to the final approach course at or before FQF VORTAC.
DENVER APP CON
128.45 251.075
APA ATIS
120.3
CFO ATIS
119.025
CENTENNIAL TOWER
118.9
SPACE PORT TOWER★
120.2

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

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

NOTE: Chart not to scale.
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 KCFO: 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 SKIPL.
RNAV (GPS) RWY 11
COLORADO PLAINS RGNL (AKO)

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

As of SW-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7500 to KUKMY and hold.

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 43).

LNAV only

*1.2 NM to RW29

8 NM

TCH 32

GP 3.00°

7500

KUKMY

7 NM

HOLD 17500

7500

289°

109°

7500

109°

289°

7500

289°

7001

FL500

KIQER

6300

KUKMY

YELUR

289°

7 NM

JUBOS

7 NM

(IAF)

Rwy Idg

Apt Elev

289°

109°

+1.2

289°

109°

7 NM

289°

109°

7 NM

KUKMY

TDZE

4716

ELEV

4716

Rwy

7001

LNAV only

5260-1

5420-2

5420-2½

5080-1

5080-1½

4933-1

4987-1

4716

4796

4799

5062

4822

5300

6300

424 (500-1)

544 (600-1)

704 (800-2)

704 (800-2¼)

7001

109°

199°

7 NM

289°

5420-1

5420-1½

7500

109°

199°

7 NM

289°

5420-1

5420-1½

7500

109°

199°

7 NM

289°

5420-1

5420-1½

7500

109°

199°

7 NM

289°

5420-1

5420-1½
Circling NA for Cats C and D southwest of Rwy 11-29.

VOR RWY 29
COLORADO PLAINS RGNL (AKO)

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

ASOS
135.475

DENVER CENTER
133.95 317.55

UNICOM
122.8 (CTAF)

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 43).

Remain within 10 NM

CATEGORY
A  B  C  D
S-29  5120-1  437 (500-1)  5120-1¼  437 (500-1¼)
CIRCLING  5140-1  5260-1  5300-1½  5300-2

AKRON, COLORADO
Orig-C  22APR21
Circling NA to Rwy's 17 and 35. Circling NA for Cats C and D southeast of Rwy 4-22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Civil aircraft require ATC clearance prior to entering Restricted Area 5107D.

Procedure NA for arrival on CNX VORTAC airway radials 111 CW 265.

Procedure NA for arrival at PIO VOR/DME on V280 southwest bound.

Holding Pattern

Circling NA to Rwy's 17 and 35. Circling NA for Cats C and D southeast of Rwy 4-22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Civil aircraft require ATC clearance prior to entering Restricted Area 5107D.

Procedure NA for arrival on CNX VORTAC airway radials 111 CW 265.

Procedure NA for arrival at PIO VOR/DME on V280 southwest bound.
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: GPS required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 4: Standard with minimum climb of 320' per NM to 6800.
Rwys 17, 35: NA-Environmental
Rwy 22: NA-Airspace.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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.
RNP APCH-GPS.

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

Procedure NA for arrivals at WAPRE on V368 southwestbound.

MALSR

MISSING APPROACH: Climb to 14600 direct APKOW and on track 317° to ICORY and hold, continue climb-in-hold to 14600.

ASOS
135.175

DENVER CENTER
128.375 379.95

UNICOM
122.8 (CTAF)

MISSING APCH FIX

ICORY
317°
9 NM

APKOW
26°C

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

ALAMOSA, COLORADO
AL-18 (FAA)

Rwy 20 helicopter visibility reduction below ½ 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)

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

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

RNAV (GPS) RWY 20
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)
MISSED APPROACH: Climb to 11000 direct ALS VORTAC and hold, continue climb-in-hold to 11000.

DME required. RADAR required for arrivals at TUYPI.

---

**ASOS**

- **DENVER CENTER**: 128.375 379.95
- **TUYPI**: ALS 40
- **ICORY**: ALS 17
- **EKULY**: ALS 17
- **CUXAM**: ALS 6.1
- **DANNE**: ALS 17

---

**HOLD**

- 17500
- 10000
- 10000 NoPT to DANNE
- 187° hdg (3) and 142° (10.3)

---

**Holding Pattern**

- 17500
- 322°
- 142°
- 9100

---

**Category**

- **A**: 8040-1 500 (500-1)
- **B**: 8080-1½ 540 (600-1½)
- **C**: 8100-2
- **D**: 8100-2

---

**ALAMOSA, COLORADO**

- **37°26’N-105°52’W**

---

**SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)**

**VOR-B**

**AL-18 (FAA)**

---

**Amdt 6 24MAR22**
ALBUQUERQUE, NEW MEXICO

ILS or LOC RWY 3
ALBUQUERQUE INTL SUNPORT (ABQ)

LOC  I-BZY
111.5
APP CRS
034°
Rwy Idg
tDZ
Apt Elev
10000
5312
5355

MALSR

ASR

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

D-ATIS

ALBUQUERQUE APP CON

118.0  257.7

123.9  354.1

120.3  351.9

GND CON

121.9  348.6

119.2  259.3

CLNC DEL

CPDLC

CBIBQU

ABQ

7400

GS 3.00°
TCH 60

CATEGORY

A
B
C
D

S-ILS 3
5512/18
200 (200-½)

S-LOC 3
5600/24
288 (300-½)

CIRCLING
5840-1
485 (500-1)

5920-1
565 (600-1)

5940-1½
585 (600-½)

6460-3
1105 (1200-3)

ALBUQUERQUE, NEW MEXICO

Amdt 3  10DEC15

35°02'N-106°36'W

ALBUQUERQUE INTL SUNPORT (ABQ)
ILS or LOC RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

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

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

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

CPDLC

ALT"ERANTE
MISSED APCH FIX

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE, NEW MEXICO

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ALBUQUERQUE, NEW MEXICO
RNAV (RNP) Y RWY 21
ALBUQUERQUE INTL SUNPORT (ABQ)

For uncompensated Baro-VNAV systems, procedure 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.

RADAR REQUIRED

See planview for multiple IF locations.

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

GP 3.00°
TCH 55

AUTHORIZATION REQUIRED

ALBUQUERQUE, NEW MEXICO
Orig B 17SEP15
35°02’N-106°36’W
RNAV (RNP) Y RWY 26
ALBUQUERQUE INTL SUNPORT (ABQ)

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

AUTHORIZATION REQUIRED

ALBUQUERQUE, NEW MEXICO

Amdt 1B 16AUG18
RNAV (RNP) Z RWY 8
ALBUQUERQUE INTL SUNPORT (ABQ)

For uncompensated Baro-VNAV systems, procedure NA below.
For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 4700. GPS required.

For uncompensated Baro-VNAV systems, procedure NA below.
For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 4700. GPS required.

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

Limit missed approach to 215K.

See planview for multiple IF locations.

See planview for multiple IF locations.

<table>
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<tr>
<th>APP CRS</th>
<th>TWR</th>
<th>APT Elev</th>
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RNAV (RNP) Z RWY 26
ALBUQUERQUE INTL SUNPORT (ABQ)

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 48°C.

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

See planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 83).
NoPT for arrival at HEGMA on V12 eastbound.
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.

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 Rwy 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.

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

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.

SW-1, 11 JUL 2024 to 05 SEP 2024
**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:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 21:** Climb heading 214° to 6200, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence . . .

**TAKEOFF RUNWAY 26:** Climb heading 259° to 7500, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence . . .

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

**FORT UNION TRANSITION (FYSTA3.FTI)**

**JLPNO TRANSITION (FYSTA3.JLPNO)**
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: Takeoff Rwy 8, do not exceed 210K until passing TYILR.
NOTE: DME/DME/IRU or GPS required.
NOTE: For use by 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.

TAKEOFF MINIMUMS
Rwy 3: Standard with minimum climb of 500' per NM to 11400.
Rwy 8: Standard with minimum climb of 500' per NM to 11300.

NOTE: Do not exceed 250K until passing GRREN.
NOTE: Takeoff Rwy 8, do not exceed 230K until passing TYILR.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 3: Climb heading 034° to 6900, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860 and direct TYILR, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

. . . . Maintain FL200, expect filed altitude ten minutes after departure.
**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.

**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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6000, then left turn direct RDRNR, cross RDRNR at or above 10000, thence . . . .

TAKEOFF RUNWAY 8: Climb heading 079° to 5860, and direct TYILR, then left turn direct RDRNR, cross RDRNR at or above 10000, thence . . . .

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 Cat C/D ½ mile, Circling Cats C/D ½ mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase visibility S-ILS 22 all Cats ½ mile.

**MISSING APPROACH:** Climb to 6500 then climbing right turn 7700 direct DUDLE LOM and hold.

**ATIS** | **ALBUQUERQUE APP CON** | **DOUBLE EAGLE II TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
119.025 | 127.4 253.5 | 120.15 (CTAF) | 121.625 | 124.8

(When twr closed)

**AWASH**

**ALTERNATE MISSED APCH FIX**

- AWASH
- 110.6 SAF
- R-238 Chan 43
- 113.2 ABO Chan 79

**AIRPORT INFORMATION**

- **ELEV** 5837
- **TDZE** 5817

---

**ALBUQUERQUE, NEW MEXICO**

Amrd 3A 11AUG22

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### RNAV (GPS) RWY 4
**DOUBLE EAGLE II (AEG)**

**ALBUQUERQUE, NEW MEXICO**

#### WAAS
<table>
<thead>
<tr>
<th>CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>56339</td>
<td>035°</td>
<td>7398</td>
<td>5837</td>
<td>5837</td>
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</tbody>
</table>

#### ATIS
- **119.025**
- **ALBUQUERQUE APP CON**
- **127.4**
- **253.5**
- **ALBUQUERQUE II TOWER**
- **120.15 (CTAF)**
- **121.625**
- **CLNC DEL 124.8**

**MISSED APPROACH:** Climb to 6300 then climbing left turn to 8600 direct EYIPE and hold.

### Holding Pattern
- **8800 NoPT**
- **215°**
- **035°**
- **7700**
- **7 NM**

### 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 DA</td>
<td>6037-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>6290-1 1/2</td>
<td>453 (500-1 1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>6300-1</td>
<td>6300-1 1/8</td>
<td>463 (500-1 1/8)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>6400-1</td>
<td>563 (600-1)</td>
<td>6420-1 1/2</td>
<td>6640-2 1/2</td>
</tr>
</tbody>
</table>

#### RNAV (GPS) RWY 4

**DOUBLE EAGLE II (AEG)**

### ALBUQUERQUE, NEW MEXICO

**Orig 15SEP16**

**35°09'N-106°48'W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114 °F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6111, LNAV/VNAV DA to 6234, increase all MDA 100 feet, and increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ½ mile and Circling Cat C/D visibility ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to ½ mile.

MALSR

MISSED APPROACH: Climb to 8800 direct YECUG and hold.

ATIS 119.025
ALBUQUERQUE APP CON 127.4 253.5
DOUBLE EAGLE II TOWER * 120.15 (CTAF)
GND CON 121.625

CLNC DEL 124.8
(When twr closed)

LNAV only

8800
YECUG

*1.1 NM to RW22

Procedure NA for arrival on ABQ VORTAC airway radials 290 CW 090.

ALBUQUERQUE A&B

MALSR

8600 Nept

7 NM

13000
(271)

18.2

07960

7700

215°

201°

8600

(108.97)

201°

021°

(6.3)

226°

8600 Nept

(8.1)

5.9 NM

7 NM

1.1 NM to RW22

(IAF) FRIHO

(IAF) NELGE

803 (900-2)

583 (600-1)

6200-383 (400-1)

6420-1

583 (600-1)

803 (900-2)

1.1 NM to

RW22

(IAF) CUTIX

7700

201°

(17.8)

(6.9)

(5.9)

215°

587 (2.0)

7 NM

215° to RW22

CUTIX

7700

201°

8600

GP 3.00°

TCH 55

LNAV only

8800

TDZE 5817

NELGE (IAF) 

CUTIX (FAF)

MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ mile.

Visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ mile.

Visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ mile.

Visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ mile.

Visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ mile.

Visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 ½ mile.
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.

ALBUQUERQUE CENTER
AWOS-3
118.025

ANGEL FIRE, NEW MEXICO
Amdt 1C 23JUL15

36°25'N-105°17'W

RNAV (GPS) RWY 17
ANGEL FIRE (AXX)

MISSED APPROACH: Climb to 14000 via 174° course to HOMDU and via 160° track to DEVEC and 160° track to FTI VORTAC and hold.
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 or above 54°C.

**AWOS-3**
126.725

**UNICOM**
123.075 (CTAF)

**MISSED APPROACH:** Climb to 5900 direct HOLAS and hold.

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

**Procedure NA for arrival on CNM VORTAC airway radials 331 CW 053.**

**CATEGORY**
A
B
C
D

**LPV DA**
3734-3/4
200 (200-3/4)

**RNAV/ VNAV DA**
3784-7/8
250 (300-7/8)

**LNAV MDA**
3920-1
386 (400-1)
3920-1/2
386 (400-1/2)

**CIRCLING**
3980-1
4000-1
4040-1/2
4240-2/4

**MIRL Rwys 4-22 and 13-31**

32°51’N-104°28’W

**ARTESIA, NEW MEXICO**

Amdt 2A 13JUN24

**ARTESIA MUNI (ATS)**

32°51’N-104°28’W
RNAV (GPS) RWY 22
ARTEASIA MUNI (ATS)

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

Amdt 1D 13JUN24

ARTEASIA, NEW MEXICO
AL-5864 (FAA)

RNAV (GPS) RWY 22
ARTEASIA MUNI (ATS)

AWOS-3 126.725

 Procedure NA for arrival on CME VORTAC airway radials 051 CW 204.

RAN B 59°

M6A RW22 25 NM

W22A

CH 87035

Rwy Idg 6800

TDZE 3522

Apt Elev 3545

216°

AWOS-3

126.725

UNICOM 123.075 (CTAF)

ROSSELW APP CON 119.6 239.0

CHISUM CME

(IAF)

SIPDE

6000 NoPT 156° (5)

(IAP/IAF)

WUNTO

HOLD 12000

12000

5 NM

6000

4600

AIRWAY RADIALS

3980-1 4040-1 (300-1)

695 (700-2)

352 (300-1)

6000 NoPT

Gucci

AIRWAY RADIALS

7000 284°

12000

216°

12000

6000

WUNTO

036°

12000

6000

 holding pattern

6000

Gucci

1.1 NM

to RW22

6000

1.1 NM

to RW22

Gucci

1.1 NM

to RW22

4600

036°

12000

6000

AIRWAY RADIALS

LPV DA 3772-1 250 (300-1)

LNAV/VNAV DA 3772-1 250 (300-1)

LNAV MDA 3920-1 398 (400-1)

CIRCLING 3980-1 435 (500-1)

4040-1.5 495 (500-1) 4240-2.1

3920-1 398 (400-1/6)

405 (500-1)

425 (700-2/4)

216°

HOLD 12000

12000

5 NM

6000

4600

AIRWAY RADIALS

3980-1 4040-1 (300-1)

7000 284°

12000

6000

WUNTO

036°

12000

6000

holding pattern

6000

Gucci

1.1 NM

to RW22

6000

1.1 NM

to RW22

Gucci

1.1 NM

to RW22

4600

036°

12000

6000

AIRWAY RADIALS

LPV DA 3772-1 250 (300-1)

LNAV/VNAV DA 3772-1 250 (300-1)

LNAV MDA 3920-1 398 (400-1)

CIRCLING 3980-1 435 (500-1)

4040-1.5 495 (500-1) 4240-2.1

3920-1 398 (400-1/6)

405 (500-1)

425 (700-2/4)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 52°C.

AWOS-3 126.725

ROSQUEL APP CON 119.6 239.0

UNICOM 123.075 (CTAF)

6500 UNOPE

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 40).

HOLAS

5 NM Holding Pattern

126° 12000

5900

306°

1.1 NM to RW31

LEKKI

5200

5 NM

HOLD 12000

5900

126° 306°

MIRL Rwys 4-22 and 13-31

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

32°31'N-104°28'W
Procedure NA at night. Circling NA for Cat C southwest of Rwy 15-33.

Circling NA for arrivals on DBL VOR/DME airway radials 175 CW 244.

VISUAL 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.

PROCEDURE NA for arrivals on DBL VOR/DME airway radials 175 CW 244.

.airway radials 175 CW 244.

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

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

AIRWAY RADIALS 175 CW 244.

AIRWAY RADIALS 175 CW 244.

AIRWAY RADIALS 175 CW 244.
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.
NOTE: This is a RADAR vector departure to assigned route/fix. Route depicted is for lost communications procedure only.

NOTE: Transponder required.

NOTE: Procedure not authorized at night.

**TAKEOFF MINIMUMS**

Rwy 15: NA - Terrain.
Rwy 33: 400-1 with minimum obstacle climb of 650' per NM to 13000, ATC climb of 840' per NM to 16000.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 33:** Climbing right turn heading 348°, maintain 16000 or assigned altitude for RADAR vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

**LOST COMMUNICATIONS:** If no transmissions are received for one minute after departure, turn left heading 273° to intercept and proceed via the I-PKN NW course (outbound) to LINDZ INT/DBL R-244/13 DME, thence via assigned fix/route.

NOTE: I-PKN back course outbound is normal sensing.
NOTE: Chart not to scale.

TOP ALTITUDE:
16000

NOTE: I-PKN back course outbound is normal sensing.

(Continued on following page)
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 on 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 (LINDZ1.JNC): From over LINDZ on DBL R-244 to SLOLM, then on JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ1.RLG): From over LINDZ on SXW R-196 to SXW VOR/DME, then on SXW R-001 to JESIE, then on RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ1.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-155 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ1.DBL): From over LINDZ on DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ1.RIL): From over LINDZ on DBL R-244 to SLOLM, then on RIL R-153 to RIL VOR/DME.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 33:** Climb direct BOYET to cross at or above 9400 and at or below 210K, then on track 287° to LINDZ, then on track 247° to GLENO, thence. . .

. . . .on transition or assigned route, maintain 16000, expect clearance to filed altitude 10 minutes after departure.

**NOVJO TRANSITION (PITKN5.NOVJO)**

**PACES TRANSITION (PITKN5.PACES)**
RNP APCH

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)

RNAV (GPS) RWY 21
BELEN RGNL (BRG)

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

CATEGORY
A
B
C
D
LNAV MDA 5560-1 380 (400-1) NA
CIRCLING 5660-1 460 (500-1) 460 (500-1½) NA

BUPNY

WUBBY

CESDA

HOLD

9100

9100

6 NM

9100

6800

5238±

5246

6052

6064

MIRL Rwy 3-21

ELEV 5200
TDZE 5180

214° to RW21

Amdt 1 03JAN19

BELEN, NEW MEXICO

AL-6564 (FAA) 20366

RNAV (GPS) RWY 21
BELEN RGNL (BRG)

BELEN, NEW MEXICO

Amdt 1 03JAN19

34°39'N-106°50'W

53

BELEN RGNL (BRG)

RNAV (GPS) RWY 21

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

53
VOR-A

Belen RGNL (BRG)

VORTAC ONM 116.8

APP CRS 345°

Rwy Idg N/A

TDZE N/A

Apt Elev 5200

DME required.

ALBUQUERQUE APP CON

AWOS-3PT

118.55

AWOS-3PT

118.55

ALBUQUERQUE APP CON

123.9 354.1

UNICOM 122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 8000 on ONM VORTAC R-345 to ONM VORTAC and hold.

CIRCLING

5680-1 480 (500-1)

5680-1 1/2

480 (500-1 1/2)

NA

VORTAC ONM 116.8

Chan 115

ONM

VORTAC

R-345

ONM

5200

5238

5259

345°

5200

TRAVE

ONM 18

HOLD

17500

8000

ONM

345°

7000

5238

5259

345°

7000

345°

165°

17500

8000

One Minute Holding Pattern

SW-1, 11 JUL 2024 to 05 SEP 2024

BELEN, NEW MEXICO

Amdt 1C 08OCT20

34°39’N-106°50’W
**ATIS**

119.675 259.3

**DENVER APP CON**

128.45 251.075

**TOWER**

121.0 291.675

**GND CON**

121.6 275.8

**CLNC DEL**

121.6 275.8

**57**

---

MISSED APPROACH: Climbing right turn to 8200 and intercept BKF TACAN R-148 direct BEKEE and hold or as directed by ATC.

Missed approach requires use of RNAV or ATC RADAR monitoring.

BUCKLEY

Chan 33 BKF

CAT E remain within 4.25 NM of Rwy when circling.

---

EMERG SAFE ALT 100 NM 16,500

---

**BUCKLEY SFB (KBKF)**

---

**TACAN Rwy 32**

---

**AL-538 [USAF]**

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SW-1, 11 JUL 2024 to 05 SEP 2024

---

AURORA, COLORADO

---

**Amdt 3 27APR17**

---

57
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 (BKF • WEEDS): From over BEEKR proceed direct WEEDS.

STVLR TRANSITION (BKF • 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 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.
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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route, maintain ATC assigned 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 (ROCKI6.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI6.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI6.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.
NOTE: Chart not to scale.

NOTE: RADAR required.

SW-1, 11 JUL 2024 to 05 SEP 2024
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.
BUENA VISTA, COLORADO
AL-9302 (FAA)

RNAV (GPS) RWY 33
CENTRAL COLORADO RGNL (AEJ)

MISSED APPROACH: Climbing right turn to 16000 direct KANON and hold, continue climb-in-hold to 16000.

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.

AWOS-3
132.925

DENVER CENTER
119.85 363.15

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at KANON on V244 eastbound.

MISSAP CH 45635
W33A

ELEV 7950
TDZE 7926

LNAV only.

*Missed approach requires minimum climb of 425 feet per NM to 14100.

RNAV (GPS) RWY 33

ORIGIN/B 31MAR16

38°49'N-106°07'W

BUENA VISTA, COLORADO
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.

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

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

Procedures NA for arrivals at TXC VORTAC airway radials 055 CW 188.

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

Procedure NA for uncompensated Baro-VNAV systems requires LNAV/VNAV NA below -23°C or above 54°C.

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

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

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

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

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Procedures NA for arrivals at TXC VORTAC airway radials 055 CW 188.
BURLINGTON, COLORADO

RNAV (GPS) RWY 33

SW-1, 11 JUL 2024 to 05 SEP 2024
MISSED APPROACH: Climb to 7000 direct ITR NDB and hold, continue climb-in-hold to 7000.

---

**LOC RWY 33**

KIT CARSON COUNTY (ITR)

---

**ALTERNATE MISSED APCH FIX**

**GOODLAND**

115.1

Chan 98

---

**SAM ITR 25 NM**

---

**ELEV 4218**

**TDZE 4205**

---

**ASOS**

135.225

---

**DENVER CENTER**

132.7

226.675

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**UNICOM**

122.8 (CTAF)

---

**UNICOM**

135.225

---

**DENVER CENTER**

132.7

226.675

---

**UNICOM**

122.8 (CTAF)

---

**ALTERNATE MISSED APCH FIX**

**GOODLAND**

115.1

Chan 98

---

**SAM ITR 25 NM**

---

**ELEV 4218**

**TDZE 4205**

---

**ASOS**

135.225

---

**DENVER CENTER**

132.7

226.675

---

**UNICOM**

122.8 (CTAF)

---

**UNICOM**

135.225

---

**DENVER CENTER**

132.7

226.675

---

**UNICOM**

122.8 (CTAF)
**NDB RWY 15**

**KIT CARSON COUNTY (ITR)**

**ASOS**

- 135.225

**DENVER CENTER**

- 132.7 226.675

**UNICOM**

- 122.8 (CTAF)

**MISSING 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.**

**SW-1, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 31**

**FORT CARSON, COLORADO**

**RNP APCH - GPS**

* Circling NA SW of RWY 13-31.

**ATIS**

| SPRINGS APP CON/DEP CON | 124.0 257.875 |

**TOWER**

| 125.5 229.4 |

**GND CON**

| 118.55 253.6 |

**CLNC DEL**

| 239.3 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 54°C.

Baro-VNAV NA when using City Of Colorado Springs Muni altimeter setting.

When local altimeter source not received, use City Of Colorado Springs Muni altimeter setting.

VDP NA when using City Of Colorado Springs Muni altimeter setting.

**CATEGORY**

| LPV DA | 6026-¾ | 200 | (200-¾) |
| LNAV/VNAV DA | 6130-¾ | 304 | (300-¾) |
| LNAV MDA | 6280-1 454 (500-1) 6280-1¾ 454 (500-1) |
| CIRCLING* | 6280-1 406 (500-1) 6400-1 526 (600-1) 6580-2 706 (800-2) 6880-3 1006 (1100-3) |

**CITY OF COLORADO SPRINGS MUNI ALTIMETER SETTING MINIMUMS**

| LPV DA | 6089-¾ | 263 | (300-¾) |
| LNAV/VNAV DA | 6193-1 | 367 | (400-1) |
| LNAV MDA | 6360-1 534 (500-1) 6360-1½ 534 (500-1½) |
| CIRCLING* | 6360-1 486 (500-1) 6480-1 606 (700-1) 6660-2½ 786 (800-2½) 6960-3 1086 (1100-3) |

**MIRL all Rwys**

**FORT CARSON, COLORADO**

**ORIG 23FEB23**

**BUTTS AHP (FORT CARSON) (KFCS)**

**RNAV (GPS) RWY 31**

**ELEV 5840**

**TDZE 5826**

**TWR 5839**

**5826 38°41'N - 104°46'W**

**P66**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**
ILS or LOC RWY 4

EMERG SAFE ALT 100 NM 9000

CATEGORY
A   B   C    D    E
S-ILS 4   4484/24 200   (200-⅓)
S-LOC 4** 4680/24 396  (400-⅓)  4680/35 396  (400-⅓)
CIRCLING 4840-1 545  (600-1)  4860-1/½ 5000-2/½  5020-2/½

CLOVIS, NEW MEXICO 34°23'N-103°19'W

Cannon AFB (KCVS)

Amdt 4 11OCT18
ILS or LOC RWY 13

CLOVIS, NEW MEXICO

LOC I-OVI 110.35 APCH CRS 128

ATA RADAR or DME required.

** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1 ½ miles.

EMERG SAFE ALT 100 NM 8000

VGSI and ILS glideslope not coincident [VGSI Angle 3.00°/TCH 37°]

6000 HOMEP CVS R-130

7000 CLINK CVS R-193

HORN

Localizer 110.35

1-OVI

CLNC DEL

CANNON TOWER 120.4 270.25

GND CON 121.9 275.8

CANNON APP CON 118.425 352.1

ATIS 119.1 269.9

CANNON AFB (KCVS)

ATC RADAR or DME required.

** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1 ½ miles.

† Missed approach requires use of RNAV or ATC radar monitoring.

‡ Missed approach requires use of RNAV or ATC radar monitoring.

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OVI

CANNON

Chan 53 CVS

LOCALIZER 110.35

I-OV
**RNAV (GPS) RWY 4**

**ATIS** 119.1 269.9

**CANNON APP CON** 118.425 352.1

**TOWER** 120.4 270.25

**GND CON** 121.9 275.8

**CLNC DEL** 120.2 293.225

- **WAAS CH 41172**
- **APCH CRS 038°**
- **Rwy Idg 10,003**
- **TDZE 4284**
- **Arpt Elev 4295**
- **AL-512 (USAFA) CANNON AFB (KCVS)**

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**DME/DME RNP-0.3 NA**

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

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**MISSING APPROACH:** Climb to 7000 direct FETEP; then to HEKDI and hold.

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**5 NM Holding Pattern**

- **VRMI and RNAV glidepath not coincident (VRMI angle 2.5°/TCH 41).**

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**CATEGORY**

- **A**
- **B**
- **C**
- **D**
- **E**

| LPV DA* | 4484/24 | 200 (200-1/2) |
| LNAV/VNAV DA** | 4700/40 | 416 (500-3/4) |
| LNAV MDA*** | 4700/40 | 416 (500-3/4) |
| CIRCLING | 4840-1 545 (600-1) | 4840-1 1/2 545 (600-1/2) | 4980-2 1/4 685 (700-2) | 5020-2 1/2 725 (800-2 1/2) | HIRL all Rwy |

---

**CLOVIS, NEW MEXICO**

**Amrd 3 07OCT21**

---

**34°23'N - 103°19'W**

---

**CANNON AFB (KCVS)**

---

**SW-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 22

CANNON AFB (KCVS)

ATIS
119.1 269.9

CANNON APP CON
118.425 352.1

TOWER
120.4 270.25

GND CON
121.9 275.8

CLNC DEL
120.2 293.225

4866

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.

Missed 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 4720/40  425     (500-¾)
C CIRCLING 4840-1 545 (600-1) 4860-1⅔ 565  (600-1½) 5000-2⅔ 705  (800-2½) 5020-2⅔ 725  (800-2½)

CLOVIS, NEW MEXICO

Amdt 6 16JUL20
RNAV (GPS) RWY 31

CANNON AFB (KCVS)

APCH CRS 308°
Rwy Ldg 8196
TDZE 4270
Arpt Elev 4295

- (USAF)

RNP APCH

** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

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

MISSED APPROACH: Climb to 7000 direct RAPKE, then turn right to ZUNEN and hold.

EMERG SAFE ALT 100 NM 9000

CLOVIS, NEW MEXICO

Amdt 5 28DEC23

34°23'N - 103°19'W

RNAV (GPS) RWY 31

CANNON AFB (KCVS)

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024
### SW-1, 11 JUL 2024 to 05 SEP 2024

**CLOVIS, NEW MEXICO**

#### TACAN Rwy 22

<table>
<thead>
<tr>
<th>TACAN</th>
<th>CVS</th>
<th>Chan</th>
<th>53</th>
<th>APCH CRS</th>
<th>212*</th>
<th>Rwy Ldg</th>
<th>10,003</th>
<th>TDZE</th>
<th>4295</th>
<th>Arpt Elev</th>
<th>4295</th>
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</thead>
<tbody>
<tr>
<td>ATIS</td>
<td>119.1</td>
<td>269.9</td>
<td></td>
<td>CANNON APP CON</td>
<td>118.425</td>
<td>352.1</td>
<td>CANNON TOWER</td>
<td>120.4</td>
<td>270.25</td>
<td>GND CON</td>
<td>121.9</td>
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<tr>
<td>CLNC DEL</td>
<td>120.2</td>
<td>293.225</td>
<td></td>
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</tr>
</tbody>
</table>

*When ALS inop, increase CAT A/B RVR to 55 and vis to 1 mile, increase CAT C/D E to 1.5 miles.*

**ALSF-1**

† MISSED APPROACH: Climb to 6000 out CVS TACAN R-220 to 6 DME (JEBES) then climbing left turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

† Missed approach requires use of RNAV or ATC RADAR monitoring.

<table>
<thead>
<tr>
<th>EMERG SAFE ALT 100 NM 9000</th>
</tr>
</thead>
<tbody>
<tr>
<td>CVS</td>
</tr>
<tr>
<td>6000</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>VGSI and descent angles</th>
</tr>
</thead>
<tbody>
<tr>
<td>not coincident.</td>
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</table>

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-22 *</td>
<td>4900/24605 (700-1½)</td>
<td>4900-1¾</td>
<td>605 (700-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>4900-1</td>
<td>605 (700-1½)</td>
<td>605 (700-1½)</td>
<td>700-1½</td>
<td>700-1½</td>
</tr>
</tbody>
</table>

**CANNON AFB (KCVS)**

Amdt 3 26MAR20

**CLOVIS, NEW MEXICO**

34°23’N-103°19’W

**CANNON AFB (KCVS)**
**RNAV (GPS) RWY 29**  
**FREMONT COUNTY (1V6)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

### AWOS:3
- **120.025**

### DENVER APP CON *
- **120.1 290.5**

### UNICOM
- **122.8 (CTAF)**

### MSA RW 29 25 NM
- 15300

---

**RNAV (GPS) RWY 29**  
**FREMONT COUNTY (1V6)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

### AWOS:3
- **120.025**

### DENVER APP CON *
- **120.1 290.5**

### UNICOM
- **122.8 (CTAF)**

### MSA RW 29 25 NM
- 15300

---

**RNAV (GPS) RWY 29**  
**FREMONT COUNTY (1V6)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

### AWOS:3
- **120.025**

### DENVER APP CON *
- **120.1 290.5**

### UNICOM
- **122.8 (CTAF)**

### MSA RW 29 25 NM
- 15300

---

**RNAV (GPS) RWY 29**  
**FREMONT COUNTY (1V6)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

### AWOS:3
- **120.025**

### DENVER APP CON *
- **120.1 290.5**

### UNICOM
- **122.8 (CTAF)**

### MSA RW 29 25 NM
- 15300

---

**RNAV (GPS) RWY 29**  
**FREMONT COUNTY (1V6)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.

### AWOS:3
- **120.025**

### DENVER APP CON *
- **120.1 290.5**

### UNICOM
- **122.8 (CTAF)**

### MSA RW 29 25 NM
- 15300

---

**RNAV (GPS) RWY 29**  
**FREMONT COUNTY (1V6)**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA north of Rwy 11-29. Circling NA to Rwy 35.
CARLSBAD, NEW MEXICO

AL-71 (FAA)

ILS RWY 3
CAVERNS CITY AIR TRML (CNM)

LOCAUZER 111.9
I-CVD

LOM/IAF
CARLZ
402 CV

REMISSED 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
116.3 CNM
Chan 110

GS 3.00°

TCH 51

CATEGORY
A
B
C
D

S-ILS 3
3495-1/2 200 (200-1/2)

S-LOC 3
3940-1/2 645 (700-1/2)

CIRCLING
3940-1 645 (700-1)

CARLZ
LOM/INT

4000
6600
CNM

FAF to MAP 4.7 NM

Knots
60
90
120
150
180

Min:Sec
4:42
3:08
2:21
1:53
1:34

CARLSBAD, NEW MEXICO

Amdt 4D 20AUG15

32°20'N 104°16'W
RNAV (GPS) RWY 3
CAVERN CITY AIR TRML (CNM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 [CTAF]

Procedure NA for arrivals at AXEPE on V102 southwest bound.
Procedure NA for arrivals at LANIC on V560 southwest bound.

MALSR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 [CTAF]

Procedure NA for arrivals at AXEPE on V102 southwest bound.
Procedure NA for arrivals at LANIC on V560 southwest bound.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 [CTAF]

Procedure NA for arrivals at AXEPE on V102 southwest bound.
Procedure NA for arrivals at LANIC on V560 southwest bound.

MALSR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 [CTAF]

Procedure NA for arrivals at AXEPE on V102 southwest bound.
Procedure NA for arrivals at LANIC on V560 southwest bound.

MALSR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 52°C (126°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 2½ miles, and increase LNAV/VNAV all Cats visibility to ¾ mile.
**RNAV (GPS) RWY 21**

**CAVERN CITY AIR TRML (CNM)**

**Rwy 21** helicopter visibility reduction below ¼ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 50°C.

**ASOS**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Temperature</th>
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</thead>
<tbody>
<tr>
<td>CARLSBAD, NEW MEXICO</td>
<td>118.375</td>
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**ALBUQUERQUE CENTER**

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<th>Temperature</th>
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<tr>
<td>UNICOM</td>
<td>123.0 (CTAF)</td>
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**ELEV**

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<tr>
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<tbody>
<tr>
<td>3295</td>
<td>3264</td>
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</tbody>
</table>

**CAVERN CITY AIR TRML (CNM)**

**Amdt 1B 27JAN22**

**Category**

- **A**
  - **LPV**
    - 3514-¼
  - **LNAV/VNAV**
    - 3514-¼
  - **LNAV MDA**
    - 3580-1
  - **CIRCLING**
    - 3700-1

**MISSED APPROACH**

- Climb to 5600 and track 214° to LERIC and on track 169° to LANIC and hold, continue climb-in-hold to 8000.

**LANIC**

- 8000 ft

**KEREY**

- 6 NM

**GUADO**

- 0.9 NM to RW21

**RWP21**

- 214°

**LAPL**

- 6 NM

**ARIO**

- 214°

**CAVERN CITY AIR TRML (CNM)**

**Amdt 1B 27JAN22**

**Airport**

<table>
<thead>
<tr>
<th>Airport</th>
<th>Temperature</th>
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<tbody>
<tr>
<td>CARLSBAD, NEW MEXICO</td>
<td>32°20'N-104°16'W</td>
</tr>
</tbody>
</table>

**CAVERN CITY AIR TRML (CNM)**

**Amdt 1B 27JAN22**

**Airport**

<table>
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<tr>
<th>Airport</th>
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</thead>
<tbody>
<tr>
<td>CARLSBAD, NEW MEXICO</td>
<td>32°20'N-104°16'W</td>
</tr>
</tbody>
</table>
Procedure NA for arrivals at CNM on V102.
VOR RWY 32L
CAVERNS CITY AIR TRML (CNM)

When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 feet and S-32L Cat C/D visibility to 1 1/2, Circling Cat C visibility to 2 1/2.

MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

CARLSBAD, NEW MEXICO
Amrdt 68 20AUG15

CARLSBAD, NEW MEXICO
AL:71 [FAA] 24081

VOR CNM
116.3
Chan 110

APP CRS
3268
TDEX
3295

5452

ELEV
3313

APCR CNM
3268

Apt Elev
3313

ASOS
118.375

ALBUQUERQUE CENTER
135.875 292.15

UNICOM
123.0 [CTAF]

<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-32L</td>
<td>3680-1</td>
<td>412 (400-1)</td>
<td>3680-1/4</td>
<td>412 (400-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>3700-1</td>
<td>3780-1</td>
<td>3960-1/4</td>
<td>4260-3</td>
</tr>
<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
</tr>
</tbody>
</table>

| Min/Sec  | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

FAF to MAP 4.7 NM

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

ELEV 3295 TDZE 3268

LR-135 292.15

LANIC (IAF)

KEHY CNM 13

CARLSBAD
32°20'N-104°16'W

CAVERNS CITY AIR TRML (CNM)
MISSING 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 1/2 mile, increase LNAV/VNAV all Cats visibility 1/2 mile, increase LNAV Cat C visibility 1/4 mile, and increase Circling Cat C visibility 1/4 mile. Baro-VNAV NA when using Dalhart altimeter setting. VDP NA with Dalhart altimeter setting.

**ASOS**
120.625

**ALBUQUERQUE CENTER**
127.85 285.475

**UNICOM (CTAF)**
122.8 (CTAF)

**MISSING APCH FIX**

**ELEV 4970**

**TDZE 4967**

**MIRL Rwy 2-20 and 12-30**

**Amdt 2A 05MAR15**
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 ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ½ mile, and increase circling Cat C visibility ¼ 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.

Baro-VNAV and VDP 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 ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ½ mile, and increase circling Cat C visibility ¼ 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.

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

CLAYTON, NEW MEXICO

WAAAS
CH
APR CRS
W20A

APP CRS
Rwy Idg
TDZE
Apt Elev

6307
4970
42833
W20A

201°
4970

ACAGU
8000
CINCA

MIRL Rwys 2-20 and 12-30

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

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 ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ½ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

LNAV only.

LNAV only.

MISSED APPROACH: Climb to 8000 direct CACAV 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 ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ½ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

CLAYTON, NEW MEXICO

WAAAS
CH
APR CRS
W20A

APP CRS
Rwy Idg
TDZE
Apt Elev

6307
4970
42833
W20A

201°
4970

ACAGU
8000
CINCA

MIRL Rwys 2-20 and 12-30

SW-1, 11 JUL 2024 to 05 SEP 2024

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 ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ½ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

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 ½ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ½ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

CLAYTON, NEW MEXICO

WAAAS
CH
APR CRS
W20A

APP CRS
Rwy Idg
TDZE
Apt Elev

6307
4970
42833
W20A

201°
4970

ACAGU
8000
CINCA

MIRL Rwys 2-20 and 12-30

SW-1, 11 JUL 2024 to 05 SEP 2024

19171

RNAV (GPS) RWY 20
CLAYTON MUNI AIRPARK (CAO)
ILS RWY 4
CLOVIS RGNL (CVN)

DME required.

MALSR

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

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

LOC I-CVN 108.9
APP CRS 037°
Rwy Idg 7200
TDZE 4205
Apt Elev 4216

LOCALIZER 108.9
I-CVN

CANNON AFB

AWOS-3PT

CANNON AFB

CLOVIS RGNL (CVN)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 3/4 SM. Circling NA to Rwy 8 and 26.

Procedure NA for arrivals at KEBYO on V280 southwest bound.

7 NM Holding Pattern

6300 036° 037° 036° 6300 037° 5200 1.2 NM to RW04 1.2 NM to RW04

CIPAT 3 NM to RW04

VEZFO 6300 3 NM to RW04

3.4 NM 1.8 NM 1.2 NM

Putting Pattern

VEZFO 6300 036° 037° 036° 6300

6.6 NM

CATEGORY  A  B  C  D

LPV  DA  4405-1/2 200 (200-1/2)

LNAV/ VNAV  DA  4455-1/2 250 (300-1/2)

LNAV  MDA  4640-1/2 435 (500-1/2) 4640-3/4 435 (500-3/4)

CIRCLING  4680-1 464 (500-1) 4700-1/2 484 (500-1/2) 4820-2 604 (700-2)

CLOVIS, NEW MEXICO

Amdt 1A  11JUL24

CANNON APP CON 118.425 352.1

CLOVIS RGNL (CVN)

RNAV (GPS) RWY 4

CLOVIS RGNL (CVN)

RNAV (GPS) RWY 4
**RNAV (GPS) RWY 22**

**CLOVIS RGNL (CVN)**

**RNP APCH - GPS.**

- Circling NA to Rwy 8 and 26.
- MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>CANNON APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.375</td>
<td>118.425 352.1</td>
<td>119.0</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

---

**MISSED APPROACH** (A4859):

- Climb to 6300 direct VEZFO and hold.

**RNP APCH - GPS** (W22A):

- APP CRS: 217°
- Rwy Idg: 7200
- TDZE: 4214
- Apt Elev: 4216

**Circled RWY 22** (CANNON AFB):

- 6000 N oPT
- ZULAK

**Holding Pattern** (VEZFO):

- SELPE 7000 088° (10.4)

**Cannon AFB**:

- 6300 VEZFO

**Circling NA to Rwy 8 and 26.**

**Amdt 1A 11 JUL 2024 to 05 SEP 2024**

---

**Validity:** SW1-11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 30

CLOVIS RGNL (CVN)

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

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

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

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

CLNC DEL 6000

HOLD 6000

LYSOL

KEBYO

RNP APCH.

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

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

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

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

CLNC DEL 6000

HOLD 6000

LYSOL

KEBYO

RNP APCH.

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

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

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

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

CLNC DEL 6000

HOLD 6000

LYSOL

KEBYO

RNP APCH.

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

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

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

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

CLNC DEL 6000

HOLD 6000

LYSOL

KEBYO

RNP APCH.

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

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

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

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

CLNC DEL 6000

HOLD 6000

LYSOL

KEBYO

RNP APCH.
DME or RADAR required.

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

Circling NA to Rwys 8 and 26.

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

NoPT for arrival on TXO VORTAC airway radials 040 CW 124.

Circling NA to Rwys 8 and 26.

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

Circling NA to Rwys 8 and 26.

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

NoPT for arrival on TXO VORTAC airway radials 040 CW 124.
### ILS RWY 35L (SA CAT II)

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

**ATIS**
- Frequency: 125.0
- Code: 254.3

**SPRINGS APP CON**
- Frequency: 124.0
- Code: 257.875

**SPRINGS TOWER**
- Frequency: 119.9
- Code: 360.6

**GND CON**
- Frequency: 121.7
- Code: 348.6

**CLNC DEL**
- Frequency: 134.45
- Code: 363.125

#### Radar Monitoring
- Monitoring required when R-2601 in use.
- Requires specific OPSPEC, MSPEC, or LOA approval.

#### MISSED 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.

---

**ATIS**
- Frequency: 125.0
- Code: 254.3

**SPRINGS APP CON**
- Frequency: 124.0
- Code: 257.875

**SPRINGS TOWER**
- Frequency: 119.9
- Code: 360.6

**GND CON**
- Frequency: 121.7
- Code: 348.6

**CLNC DEL**
- Frequency: 134.45
- Code: 363.125

#### Radar Monitoring
- Monitoring required when R-2601 in use.
- Requires specific OPSPEC, MSPEC, or LOA approval.

#### MISSED 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.

---

**ATIS**
- Frequency: 125.0
- Code: 254.3

**SPRINGS APP CON**
- Frequency: 124.0
- Code: 257.875

**SPRINGS TOWER**
- Frequency: 119.9
- Code: 360.6

**GND CON**
- Frequency: 121.7
- Code: 348.6

**CLNC DEL**
- Frequency: 134.45
- Code: 363.125

#### Radar Monitoring
- Monitoring required when R-2601 in use.
- Requires specific OPSPEC, MSPEC, or LOA approval.

#### MISSED 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.

---

**ATIS**
- Frequency: 125.0
- Code: 254.3

**SPRINGS APP CON**
- Frequency: 124.0
- Code: 257.875

**SPRINGS TOWER**
- Frequency: 119.9
- Code: 360.6

**GND CON**
- Frequency: 121.7
- Code: 348.6

**CLNC DEL**
- Frequency: 134.45
- Code: 363.125

#### Radar Monitoring
- Monitoring required when R-2601 in use.
- Requires specific OPSPEC, MSPEC, or LOA approval.

#### MISSED 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.
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.

**ATIS**
- 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

**Category**
- **A**: RNP 0.15 DA
  - 6557/40 370 (400-3/4)
- **B**: RNP 0.25 DA
  - 6644/50 457 (500-1)
- **C**: RNP 0.30 DA
  - 6920-2 733 (800-2)

**Authorization Required**

**COLORADO SPRINGS, COLORADO**

Amdt 28 20APR23

**COLORADO SPRINGS, COLORADO**

38°48'N-104°42'W

RNAV (RNP) Z RWY 17L

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

SW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (RNP) Z RWY 17R
CITY OF COLORADO SPRINGS MUNI (COS)

MISSING APPROACH: Climb to 9000 on track 172° to KUSAC and on track 125° to JEMKI and on track 084° to DRAKE and hold.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 45°C. Simultaneous approach authorized.

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.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 49).
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required. For inop MALSR RNP 0.15 visibility all Cats to RVR 5000. RADAR monitoring required when R-2601 in use.

### ATIS
- **Springs APP CON**: 124.0 257.875
- **Springs Tower**: 119.9 360.6
- **Ground Con**: 121.7 348.6
- **CLNC DEL**: 134.45 363.125

### RNAV (RNP) Z RWY 35L

**City of Colorado Springs Muni (COS)**

**Amdt 1A 17AUG17**

- RNP 0.15 DA: 6372/30 297 (200-3)
- RNP 0.30 DA: 6427/40 352 (300-3)

**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 southbound.

**Procedure NA**: for arrivals at FSHER on V244 eastbound.

**See planview for multiple IF locations.**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 72).**

**Authorization Required**
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>SPRINGS APP CON</th>
<th>SPRINGS TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.0 254.3</td>
<td>124.0 257.875</td>
<td>119.9 360.6</td>
<td>121.7 348.6</td>
<td>134.45 363.125</td>
</tr>
</tbody>
</table>

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

- **CEGIX**
- **HONPI**
- **JODUM**
- **FALUR**
- **KIRK**
- **ZIRKU**
- **FSHER**
- **COTLA**
- **ADANE**
- **MIRL Rwys 17R-35L and 35R**
- **REIL Rwys 13, 17R, 31, and 35R**
- **TDZ/CL Rwys 17L and 35R**

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

**Procedure NA for arrivals at FSHER on V244 eastbound.**

**RNAV (RNP) Z RWY 35R**

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

**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

**DME/DME RNP 0.3 NA.**

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

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

**ADANE**

**RNAV (GPS) RWY 31**

**CATEGORY**
- A: 284 (300-1)
- B: 6602 (700-1)
- C: 6861 (600-1)
- D: 6665 (600-1)

**DME**
- 6440-1: 6602 (700-1)
- 6440-2: 6861 (600-1)
- 6602-1: 6665 (600-1)
- 6861-1: 6665 (600-1)

**LNAV**
- 6440-1: 6602 (700-1)
- 6440-2: 6861 (600-1)
- 6602-1: 6665 (600-1)
- 6861-1: 6665 (600-1)

**CIRCLING**
- 6740-1: 7040-2 1073 (1100-3)
- 6800-1: 7260-3 1073 (1100-3)
- 7040-1: 6560-1 1073 (1100-3)
- 7260-3: 6560-1 1073 (1100-3)

**ADANE on V108 eastbound.**

**MISSED APPROACH:** Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.
RNAV (GPS) Y RWY 17L

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 44°C. For inop MALSR, increase LNAV Cat C/D visibility to 2.5 SM.

MISSED APPROACH: Climb to 9000 direct CEGIX and on track 100° to DRAKE and hold.

Procedure NA for arrivals at ADANE on V108 eastbound.

Procedure NA for arrivals at LUFSE on V611 northeast bound.
RNAV (GPS) Y RWY 17R
CITY OF COLORADO SPRINGS MUNI (COS)

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.

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.

RNP APCH - GPS.

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.

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 35L**

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

<table>
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<th>ATIS</th>
<th>125.0 254.3</th>
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<tr>
<td>SPRINGS APP CON</td>
<td>124.0 257.875</td>
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<td>SPRINGS TOWER</td>
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<tr>
<td>GND CON</td>
<td>121.7 348.6</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>134.45 363.125</td>
</tr>
</tbody>
</table>

**ATIS**

**Springs App Con**

**Springs Tower**

**Gnd Con**

**Clnc Del**

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (120°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 at DRAKE on V83-389 northbound and V83 southeast bound.**

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

---

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72). MIDAY**

**Missed Approach:**

LPV     DA #

<table>
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<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/ VNAV DA</td>
<td>6380/30</td>
<td>305 (200-3)</td>
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<tr>
<td>LNAV MDA</td>
<td>6440/24</td>
<td>365 (300-3)</td>
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<td>CIRCLING</td>
<td>6740-1</td>
<td>553 (600-1)</td>
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<tr>
<td>RW35L</td>
<td>6800-1</td>
<td>613 (700-1)</td>
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<tr>
<td>GP 3.00° TCH 55</td>
<td>7040-2</td>
<td>853 (900-2)</td>
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<tr>
<td></td>
<td>7260-3</td>
<td>1073 (1100-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**COLORADO SPRINGS, COLORADO**

Amdt 1B 26APR18
ANNUAL RATE OF CHANGE
JANUARY 2020

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

10000

**RED TABLE**

113.0 DRL  
Chan 77

**MILE HIGH**

114.7 DVV  
Chan 94

**FALCON**

116.3 FQF  
Chan 110

**BLACK FOREST**

112.5 BRK  
Chan 72

**MASHD**

112.1 HGO  
Chan 58

**BLUE MESA**

114.9 HBU  
Chan 96

**ALAMOSA**

113.9 ALS  
Chan 86

**RODDY**

113.35 RIL  
Chan 80(Y)

**BLUE MESA**

114.9 HBU  
Chan 96

**ALAMOSA**

113.9 ALS  
Chan 86

**RODDY**

113.35 RIL  
Chan 80(Y)

**TOP ALTITUDE:**

10000

**RED TABLE**

113.0 DRL  
Chan 77

**MILE HIGH**

114.7 DVV  
Chan 94

**FALCON**

116.3 FQF  
Chan 110

**BLACK FOREST**

112.5 BRK  
Chan 72

**MASHD**

112.1 HGO  
Chan 58

**BLUE MESA**

114.9 HBU  
Chan 96

**ALAMOSA**

113.9 ALS  
Chan 86

**RODDY**

113.35 RIL  
Chan 80(Y)

**NOTE:** RADAR required.

**TAKEOFF MINIMUMS**

Rwys 17L, 17R: Standard.
Rwy 13: Standard with minimum climb of 250' per NM to 6400, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
Rwy 31: Standard with minimum climb of 260' per NM to 7300.
Rwy 35L: Standard with minimum climb of 283' per NM to 9000.
Rwy 35R: Standard with minimum climb of 282' per NM to 9000.

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

**AWOS-3PT**
118.45

**SPRINGS APP CON**
124.0 257.875

**UNICOM**
122.7 (CTAF)

**HOLD**
10000

**JOCKY**

**LANOI**
2.1 NM to RW15

**ADANE**

**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.

Procedure NA for arrivals at LUFSE on V611 northeastbound and V389 northbound.

Procedure NA for arrivals at ADANE on V108 eastbound and V389 northbound.

Misssed Approach: Climb to 7400, then climbing left turn to 9800 direct ADANE and hold, continue climb-in-hold to 9800.

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.

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.
RNAV (GPS) RWY 33

**MEADOW LAKE (FLY)**

**RNAV (GPS) RWY 33**

**COLORADO SPRINGS, COLORADO**

### INTRODUCTION

This page provides information for RNAV (GPS) RWY 33 at Colorado Springs, Colorado. It includes details such as approach categories, limitations, and hold patterns.

### Approach Categories

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>7026-3/4</td>
<td>200 (200-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>7079-3/4</td>
<td>253 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>7140-1</td>
<td>314 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>7340-1</td>
<td>462 (500-1)</td>
<td>7440-1</td>
<td>562 (600-1)</td>
</tr>
</tbody>
</table>

### Approach Limitations

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

### Holding Patterns

- **ADANE:** Holding Pattern 10 NM
- **ZUPUS:** Holding Pattern 10 NM

### Diagram

The diagram illustrates the approach course, holding pattern, and WAAS Rwy 15-33. It shows the progression from the initial approach point, through the holding pattern, and to the final approach segment.

### Notes

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.**
- Circling WAAS Rwy 15 NA at night.
- Circling NA Rwys 16, 8, 26 and 34.
- Procedure NA for arrivals at DRAKE on V108 eastbound.
- Procedure 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 WAAS Rwy 15 NA at night. Circling NA Rwys 16, 8, 26 and 34.**

**MISSED APPROACH:** Climb to 7300, then climbing right turn to 9000 direct ADANE and hold, continue climb-in-hold to 9000.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 153° to 7378, then climb direct DRAKE, expect filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 33: Climb on heading 333° to 7378, then climbing right turn direct DRAKE, expect filed altitude within 10 minutes after departure.

NOTE: Chart not to scale.
RNAP (GPS) RWY 3  
CORTEZ MUNI (CEZ)

MISSED APPROACH: Climb to 9800 direct CEZ VOR/DME and on track 313° to YURVE and hold.

- Rwy 3 helicopter visibility reduction below ¾ SM NA.

ASOS: 135.625
DENVER CENTER: 118.575 348.7
UNICOM: 122.8 (CTAF)

Final approach course offset 5.02°.

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

REIL Rwys 3 and 21
MIRL Rwys 3-21

LNAV MDA: 6440-1 522 (600-1)
6440-1½ 522 (600-1½)
CAUTION: Highway lights located between FAF and runway are aligned with approach area.

Procedure NA for arrivals at YURVE via V68-391 northbound.

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

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

Procedure NA for arrivals at YURVE via V68-391 northbound.

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

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

Procedure NA for arrivals at YURVE via V68-391 northbound.

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

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

Procedure NA for arrivals at YURVE via V68-391 northbound.

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

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

Procedure NA for arrivals at YURVE via V68-391 northbound.

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

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

Procedure NA for arrivals at YURVE via V68-391 northbound.

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

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

Procedure NA for arrivals at YURVE via V68-391 northbound.

MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.
When VGSI inop, procedure NA at night.

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.

CORTEZ, COLORADO

RNAV (GPS) Z RWY 21
CORTEZ MUNI (CEZ)

ASOS
135.625

DENVER CENTER
118.575 348.7

UNICOM
122.8 (CTAF)

When VGSi inop, procedure NA at night.

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.
CORTEZ, COLORADO

VOR/DME CEZ
114.35
Chan 90 (Y)

APP CRS
196°

CAUTION: Highway lights located between facility and runway are aligned with approach area. Rwy 21 helicopter visibility reduction below 7/4 SM NA. Circling NA southeast of Rwy 3-21.

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

ASOS
135.625

DENVER CENTER
118.575 348.7

UNICOM
122.8 (CTAF)

FAR 10000
14300

VOR Rwy 3-21
CIRCLING

VEF to MAP 5.5 NM

9800

TCH 50

CEZ

Reil Rwys 3 and 21
MIRL Rwy 3-21

Category
A
B
C
D

6660-1
747 (800-1)
747 (800-1/4)
6660-2
747 (800-2)
6660-2 1/4
747 (800-2 1/4)
7060-3
1142 (1200-3)

6660-1
742 (800-1)
762 (800-1/4)
6800-2 1/4
882 (900-2 1/4)

Caution: Highway lights located between facility and runway are aligned with approach area. Rwy 21 helicopter visibility reduction below 7/4 SM NA. Circling NA southeast of Rwy 3-21.

Amdt SC 27JAN22
TAKEOFF ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . .

TAKEOFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . . via (assigned route).
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.
Procedure NA for arrivals at STRIM on V26 northbound and V101 westbound.

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

MISSED APPROACH: Climb to 10000 direct CHE VOR/DME and hold, continue climb-in-hold to 10000.

Circling NA for Cat D south of Rwy 7-25. Rwy 7 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 25 NA at night.
RNAV (GPS) RWY 25
CRAIG-MOFFAT (CAG)

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.

Procedure NA for arrivals at HAHNS on V524 northeast bound.

Procedure NA for arrivals at ECHOA on V101 eastbound.

Procedure NA for arrivals at EGFAX on V220-328 southeast bound.

RNAV (GPS) RWY 25
CRAIG-MOFFAT (CAG)

ASOS
135.425

DENVER CENTER
120.475 235.975

UNICOM
122.8 (CTAF)

ELEV 6198
TDZE 6198

LP MDA
6720-1 522 (600-1)
6720-1/2 522 (600-1/2)

LNAV MDA
7280-1 1082 (1100-1/2)
7280-1/2 1082 (1100-3/2)
7280-3 1082 (1100-3)

CIRCLEING
7280-1 1082 (1100-1/2)
7320-1/2 1120 (1100-1/2)
7720-3 1522 (1600-3)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). Circling NA northwest of Rwy 6-24. Circling Rwy 6 NA at night.

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.

MIRL Rwy 6-24
REIL Rwys 6 and 24

SW-1, 11 JUL 2024 to 05 SEP 2024
SW-1, 11 JUL 2024 to 05 SEP 2024
SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024
SW-1, 11 JUL 2024 to 05 SEP 2024
SW-1, 11 JUL 2024 to 05 SEP 2024
TAKEOFF OBSTACLE NOTES

Rwy 6: REIL 38' from DER, 76' left of centerline, 3' AGL/7891' MSL. REIL 38' from DER, 77' right of centerline, 4' AGL/7891' MSL. Terrain 90' from DER, 460' left of centerline, 7892' MSL. Bush 140' from DER, 373' left of centerline, 2' AGL/7894' MSL Terrain 172' from DER, 528' left of centerline, 7895' MSL. Bush 240' from DER, 428' left of centerline, 7896' MSL. Terrain 4704' from DER, 1659' left of centerline, 8008' MSL. Terrain 4729' from DER, 1763' left of centerline, 8014' MSL. Terrain and tree beginning 4807' from DER, 1468' left of centerline, up to 8028' MSL.

Rwy 24: Terrain 11' from DER, 153' right of centerline, 7958' MSL. Terrain and bush beginning 15' from DER, 243' right of centerline, up to 7973' MSL. Terrain and bush beginning 234' from DER, 222' right of centerline, up to 7976' MSL. Terrain and bush beginning 518' from DER, 428' right of centerline, up to 7977' MSL. Terrain 619' from DER, 583' right of centerline, 7979' MSL. Terrain and bush beginning 703' from DER, 514' right of centerline, up to 7983' MSL. Bush 818' from DER, 654' right of centerline, 7984' MSL. Vehicles on road and terrain beginning 926' from DER, 583' right of centerline, up to 8002' MSL. Terrain 1335' from DER, 763' left of centerline, 7999' MSL. Terrain beginning 1389' from DER, 591' left of centerline, 8000' MSL. Bush 1462' from DER, 742' left of centerline, 8037' MSL. Terrain and tree beginning 1534' from DER, 482' left of centerline, up to 8065' MSL. Terrain beginning 1683' from DER, 413' left of centerline, up to 8106' MSL. Terrain beginning 1900' from DER, 499' left of centerline, up to 8147' MSL. Terrain beginning 2006' from DER, 400' left of centerline, up to 8191' MSL. Terrain beginning 2059' from DER, 428' left of centerline, up to 8195' MSL. Terrain and bush beginning 2164' from DER, 332' left of centerline, up to 8210' MSL. Terrain and bush beginning 2270' from DER, 427' left of centerline, up to 8228' MSL. Terrain 5615' from DER, 1931' right of centerline, 8099' MSL. Terrain, antenna and general utility beginning 5649' from DER, 1089' left of centerline, up to 5' AGL/8274' MSL. Terrain 6019' from DER, 1834' right of centerline, 8128' MSL. Terrain 6019' from DER, 1932' right of centerline, 8141' MSL. Terrain beginning 1 NM from DER, 1655' right of centerline, up to 8208' MSL. Terrain bush and tree beginning 1 NM from DER, 875' right of centerline, up to 8435' MSL. General utility and terrain beginning 1 NM from DER, 1840' right of centerline, up to 5' AGL/8427' MSL. Terrain, fence, tree and transmission tower beginning 1.7 NM from DER, 295' right of centerline, up to 8503' MSL. Terrain beginning 1.9 NM from DER, 63' left of centerline, up to 8352' MSL. Terrain 2.5 NM from DER, 1386' left of centerline, 8420' MSL.

NOTE: Chart not to scale.

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.

HOMME ONE DEPARTURE (OBSTACLE) (RNAV)
HOMME ONE DEPARTURE (OBSTACLE) (RNAV)

NOTE: Chart not to scale.
**RNAV (GPS) RWY 4**

**DEMING MUNI (DMN)**

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

**1.** Procedure NA for arrivals at FAAST on V94 westbound.

**2.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. VDP and Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cats C and D visibility ½ mile, increase Circling Cat B visibility ½ mile and Cats C and D visibility ½ mile. Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling Rwy 22, 26 NA at night.

**3.** MISSED APPROACH:
- Climb to 7100 direct JUTEP and hold.

**ASOS**

<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>LPV DA</td>
<td>4562-1</td>
<td>250 (300-1)</td>
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<td>140-2½</td>
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**LNAV/VNAV DA**

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<td>5020-2</td>
<td>5020-2½</td>
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<tr>
<td>CIRCLING</td>
<td>4880-1</td>
<td>568 (600-1)</td>
<td>4940-1</td>
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<td>566 (600-1)</td>
<td>626 (700-1)</td>
<td>706 (800-2)</td>
<td>706 (800-2½)</td>
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**Latest change:** Amdt 1C 08SEP22

**Map Diagram:**
- FAAST
- DEMING, NEW MEXICO
- ALBUQUERQUE CENTER
- SW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 8
DEMING 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 ¾ 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.

Misaligned glidepath not coincident (VGSI Angle 3.00/TCH 43).

LNAV MDA

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<tr>
<td>LNAV MDA</td>
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<td>4920-1</td>
<td>606 (700-1)</td>
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<td>4920-2</td>
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CIRCLING

MIRL Rwy 4-22
MIRL Rwy 8-26

DEMING, NEW MEXICO
Orig C 08SEP22
### RNAV (GPS) RWY 22

**DEMING MUNI (DMN)**

#### Category

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<td>4660-1¼</td>
<td>350 (400-1¼)</td>
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<tr>
<td>CIRCLING</td>
<td>4820-1</td>
<td>506 (600-1)</td>
<td>5020-2</td>
<td>5020-2¼</td>
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<tr>
<td></td>
<td>4940-1</td>
<td>626 (700-1)</td>
<td>706 (800-2)</td>
<td>706 (800-2¼)</td>
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**ASOS**

- **118.525**
- **122.8**
- **285.5**

**ALBUQUERQUE CENTER**

- **128.2**
- **285.5**

**UNICOM**

- **122.8 (CTAF)**

#### MISSED APPROACH

- Climb to 9000 direct 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.

---

**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 1/4 mile, increase LNAV Cat C and D visibility 1/4 mile, increase Circling Cat B visibility 1/4 mile and Circling Cats C and D visibility 1/2 mile. Rwy 22 helicopter visibility reduction below 1 SM NA.

Straight-in Rwy 22 NA at night, Circling Rwy 22, 26 NA at night.

**Orig-C 08SEP22**

**DEMING, NEW MEXICO**

**AL-478 (FAA)**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**DEMING MUNI (DMN)**

**RNP APCH - GPS.**
RNAV (GPS)-A
DEMING MUNI (DMN)

When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Circling Rwy 22, 26 NA at night.

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 ½ mile. Circling Rwy 22, 26 NA at night.

RNAV (GPS)-A
DEMING MUNI (DMN)

When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Circling Rwy 22, 26 NA at night.

RNAV (GPS)-A
DEMING MUNI (DMN)

When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Circling Rwy 22, 26 NA at night.

RNAV (GPS)-A
DEMING MUNI (DMN)

When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Circling Rwy 22, 26 NA at night.
DEMING, NEW MEXICO

**VOR-B**

**DEMING MUNI (DMN)**

**VORTAC DMN**

108.6

Chan 23

APP CRS 250°

Rwy Idg N/A

TDZE N/A

Apt Elev 4314

**ASOS**

118.525

**ALBUQUERQUE CENTER**

128.2 285.5

**UNICOM**

122.8 (CTAF)

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.

**CATEGORY**

A  B  C  D

**CIRCLING**

4820-1  4940-1  5020-2  5020-2½

506 (600-1)  626 (700-1)  706 (800-2)  706 (800-2½)

070° 070° 070° 070°

Remain within 10 NM

DEMING MUNI (DMN)

DEMING, NEW MEXICO

Orig 23FEB23

32°16'N-107°43'W
ILS or LOC RWY 35R
CENTENNIAL (APA)

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

ATIS 120.3  DENVER APP CON 132.75 269.3  CENTENNIAL TOWER 118.9  GND CON 121.8  CLNC DEL 128.6

MISSED 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.

SW-1, 11 JUL 2024 to 05 SEP 2024

DENVER, COLORADO

39°34'N-104°51'W

Amdt 11B 23FEB23

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

LOC/DME I-APA
111.3
Chan 50

APP CRS
10001
7001
5885
5869
5885
5885

TDZE
5885
5869

Wwy 35R
Wwy 35L

Wwy Idg
Rwy Idg

Apt Elev
Rwy Elev

6740-2
6460-1
5754-2
5910-1
5754-1
5754-1

7001 X 100
7001 X 100
5993
TWR

350°

DME 7001

7400 X 75
7001 X 100

200 (200-1/2)
575 (600-1/2)
6460-1/4
575 (600-1/4)

6460-1
591 (600-1/2)
6460-2

6460-1/2
591 (600-1/2)
6460-2

6460-1/2
591 (600-1/2)
6460-2

575 (600-1)
6540-1
855 (900-2/3)
6760-2/3

350°

1.7 NM
0.7
1.1 NM
2.9 NM
6.4 NM

CENTENNIAL (APA)

DENVER, COLORADO

Amdt 118 23FEB23
Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

Missted Approach: Climb to 6300 then climbing right turn to 10400 direct HOHUM and hold, continue climb-in-hold to 10400.

---

**DENVER, COLORADO**

**RNAV (GPS) RWY 17L**

**CENTENNIAL (APA)**

**ATIS**

120.3

**DENVER APP CON**

132.75  269.3

**CENTENNIAL TOWER**

118.9

**GND CON**

121.8

**CLNC DEL**

128.6

---

**WAAAS CH 72930**

**APP CRS 170°**

**Rwy Idg 10001**

**TDZE 5823**

**Apt Elev 5885**

---

**DENVER, COLORADO**

Amir 2A  23FEB23

**RNAV (GPS) RWY 17L**

**CENTENNIAL (APA)**

**DENVER, COLORADO**

Amir 2A  23FEB23

**39°34'N-104°51'W**
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 ¾ 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

**RNAV (GPS) RWY 28**

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

**TWR** 12000

**ELEV 5885**
**TDZE 5813**

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C or above 49°C. Rw 28 helicopter visibility reduction below ¾ SM NA. Circling Rw 35L NA at night.

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

**LPV DA** 6079-7/8 266 (200-7/8)
**LNAV/ VNAV DA** 6119-1 306 (300-1)
**LNAV MDA** 6260-1 447 (400-1)
**6260-1 3/8 447 (400-3/8)**
**CIRCLING** 6400-1 515 (600-1)
**6540-1 655 (700-1)**
**6740-2 855 (900-2)**
**6900-3 1015 (1100-3)**

**CATEGORY**

**A** 1.3 **B** 1.7 **C** 3 **D** 3.2

**1.3 NM to RW28**

**3.5 NM to RW28**

**FEGIB**

**NIDLY**

**MESME**

**283°**

**DOCKY**

**E2**

**35R**

**35L**

**TWR** 5993

**REIL Rwy 17R, 28, and 35L**

**MIRL all Rwys**

**DENVER, COLORADO**

Amdt 1C 08NOV18

**39°34'N-104°51'W**

**147**
DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6

CENTENNIAL
DENVER, COLORADO

TOP ALTITUDE: ASSIGNED BY ATC

LARAMIE
117.6 LAR
Chan 123

CHEYENNE
113.1 CYS
Chan 78

SIDNEY
115.9 SNY
Chan 106

GILL
114.2 GIL
Chan 89

MILE HIGH
114.7 DVV
Chan 94

AKRON
114.4 AKO
Chan 91

HAYES CENTER
117.7 HCT
Chan 124

FALCON
116.3 FQF
Chan 110

THURMAN
112.9 TXC
Chan 76

GOODLAND
115.1 GLD
Chan 98

HUGO
112.1 HGO
Chan 58

BLUE MESA
114.9 HBU
Chan 96

PUEBLO
116.7 PUB
Chan 114

GRAND JUNCTION
112.4 JNC
Chan 71

MEEKER
115.2 EKR
Chan 99

BLACK FOREST
112.5 BRK
Chan 72

KREMMLING
113.8 RLG
Chan 85

DENVER
117.9 DEN
Chan 126

100°

6600

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.

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.

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 (ECHO01.DUUZE)
SHAYK TRANSITION (ECHO01.SHAYK)
WYNDM TRANSITION (ECHO01.WYNDM)
ZIRKL TRANSITION (ECHO01.ZIRKL)
CENTENNIAL (APA)  
DENVER, COLORADO  

TOP ALTITUDE:  
FL230

KEEP AWAY FROM CLEARED TRACK  
FROM MRS HHH TWO DEPARTURE FOR  
DEPARTURE Rwy 17L/35L TO AERODROMES  
OF SPECIFIED TYPE.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence. . . .

...expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSSH2.CHUWY)
DDRTN TRANSITION (MRSSH2.DDRTN)
JOBBA TRANSITION (MRSSH2.JOBBBA)
SAABR TRANSITION (MRSSH2.SAABR)
XXWNG TRANSITION (MRSSH2.XXWNG)
NOTE: Chart not to scale.

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.

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

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/TEKMY.
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
CLNC DEL
128.6

DENVER DEP CON
132.75 269.3
CLNC DEL
128.6

NOTE: Chart not to scale.

6600
100°
218°
219°
243°
201°
260°

R-035
R-039
R-021
R-084

(CONTINUED ON FOLLOWING PAGE)

TOP ALTITUDE: ASSIGNED BY ATC

R-035

RADAR required.

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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route, maintain assigned altitude. 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 (ROCKI6.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI6.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI6.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.
FL230

TOP ALTITUDE:
DENVER, COLORADO

AL-571 (FAA)
SKYEE ONE DEPARTURE (RNAV)

TAKEOFF MINIMUMS
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprops only.
NOTE: Radar required.

Rwys 35L/R: Standard.
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, 28: NA.

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

SATLIE
8000

DENVER DEP CON
128.6
CLNC DEL
120.3
ATIS

SATLIE
8000

SW-1, 11 JUL 2024 to 05 SEP 2024
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.

TOP ALTITUDE: FL230

NOTE: FL230

TOP ALTITUDE:

DENVER, COLORADO

DENVER, COLORADO

AL-5715 (FAA)

(WNGSS1.WNGSS)

WNGSS ONE DEPARTURE (RNAV)

NOTE: Turbojets only.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

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 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.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb on heading 170° to 6385, then on heading 170° or as assigned by ATC. Thence.

TAKEOFF RUNWAYS 35L/R: Climb on heading 350° to 6385, then on heading 350° or as assigned by ATC. Thence.

. . . . expect RADAR vectors to cross 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.

RUNWAY 10: Climb heading 100° to 6600 before turning right.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude direct DEN VOR/DME, then on assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

CHEYENNE TRANSITION (YELLO4.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO4.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO4.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO4.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO4.NATTI): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME, then on LAR R-273 to NATTI.

RAPID CITY TRANSITION (YELLO4.RAP): From over DEN VOR/DME on DEN R-359 and GLL R-174 to GLL VOR/DME, then on GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLO4.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.
DENVER, COLORADO

LOC/DME I-FZR 110.9
APP CRS 172°
Rwy Idg 8000
TDZE 5491
Apt Elev 5515

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<th>ATIS</th>
<th>DENVER APP CON</th>
<th>TWR</th>
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<th>Down</th>
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<td>128.25 371.95</td>
<td>120.2</td>
<td>124.7</td>
<td>124.7</td>
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**MISSING APPROACH:** Climb to 8500 on heading 172° and FQF VORTAC R-127 to HUNTN INT/FQF 9.8 DME and hold.

**ALTERNATE MISSED APCH FIX:**
- Climb to 8500 on heading 172°
- Hold

**LATENDE**
- 172°
- 047°
- 078°
- 110°
- 127°
- 251°

**ELEV**
- 5515
- 5595
- 5639
- 5691

**MILE HIGH**
- 114.7
-Chan 94

**FALCON**
- 116.3
-Chan 110

**REIL Rwy 8 and 17**
- FQF 5687
- FQF 5687

**CIRCLING**
- 5691
- 200 (200-34)
- 6100 (6100-1/2)
- 785 (785-2/3

**EMERGENCY**
- 122.95 UNICOM
- 124.7 UNICOM
- 124.7 UNICOM

**HUNTN**
- 8500
- I-FZR 172°
- 9.8 DME

**FQF**
- 39°47'N-104°32'W
- SW-1, 11 JUL 2024 to 05 SEP 2024

**COLORADO AIR AND SPACE PORT**
- 9600
- 8400
- SW-1, 11 JUL 2024 to 05 SEP 2024

**COLORADO AIR AND SPACE PORT**
- 8000
- 7000
- 6100
- 585

**S-LOC 17**
- 5820-1
- 329

**CFO**
- 5691
- 5691
- 5691
- 5691

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SATellite**
- 39°47'N-104°32'W
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 1½ 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.

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

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

LOCALIZER 109.3 I-FTG Chan 30

MALSR

ELEV 5515
TDZE 5489

DENVER, COLORADO
AL-6851 (FAA)

Amdt 6B  31DEC20

COLORADO AIR AND SPACE PORT (CFO)

39°47'N-104°32'W

169
**ILS or LOC RWY 35**  
COLORADO AIR AND SPACE PORT (CFO)

**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)

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

**MISSING APPROACH:** Climb to 7500 on heading 352° and on GLL VOR/DME R-164 to PHLAT INT/DVV 6.6 DME and hold.

**ATIS CRS** 114.9  
**APPR CRS** 110.9  
**Rwy Idg** 8000  
**Apt Elev** 5515

**MILE HIGH**  
114.7 DWV  
Chan 94

**DENVER, COLORADO**  
39°47'N-104°32'W

**COLORADO AIR AND SPACE PORT**  
AL-6851 (FAA)  
Amdt 2B 30JAN20  
39°47'N-104°32'W
DENVER, COLORADO

RNAP APCH-GPS.

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

ATIS  
DENVER APP CON  
SPACE PORT TOWER  
GND CON  
CLNC DEL  
CLNC DEL  
UNICOM

119.025  
128.25  
371.95  
120.2  
124.7  
124.7  
121.75  
122.95

**MISSING APPROACH:** Climb to 8500 direct VIBPU and on track 160° to HUNTN and hold.

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

**Procedure NA for arrivals on FQF VORTAC airway radials 306 CW 078.**

**ELEV 5515**

**TDZE 5491**

**172°**

1.5 NM to RW17

HUNTN

MILE HIGH DVV

(FAF) FYZER

HOLD 7000

(IF/IAF) TACUD

AIRWAY RADIALS

DVV

068

TACUD

078

MISSED APCH FIX

HUNTN

8500

VIBPU

fr 160°

7 NM

GB 3.00°

TCH 55

14000

7000

172°

7000

172°

7000

9000

7000

6 NM

3.1 NM

1.5 NM

 CATEGORY

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

A

B

C

D

5691-3/4 200 (200-3/4)

5916-1/3 425 (500-1/3)

6000-1 509 (500-1)

6000-1 485 (500-1)

6100-1 600 (500-1/2)

6300-2 785 (800-2/2)

171
DENVER, COLORADO

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

MALSR

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

ATIS
DENVER APP CON
DENVER-intl

SPACE PORT TOWER *
120.2 (CTAF)

GND CON
124.7

CLNC DEL
124.7

CLNC DEL
121.75

(When twr closed)

UNICOM
122.95

MISSED APCH FIX

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

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

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

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

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

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

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

TAKEOFF MINIMUMS
All runways: Standard.
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.
TOP ALTITUDE: FL230

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

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 ECHO, 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)

TOP ALTITUDE:
FL230

NOTE: RADAR required.
NOTE: Turbojets only.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence.

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence.

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence.

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence.

. . . expect RADAR vectors to cross 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)
DENVER DEP CON
128.25 371.95
ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)

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.
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, maintain ATC assigned 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 (ROCKI6.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI6.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI6.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.
SKYEE ONE DEPARTURE (RNAV)

(1) TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . . expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)
NOTE: Chart not to scale.

TOP ALTITUDE:
FL230

FL230

TOP ALTITUDE:
FL230

NOTE:  Chart not to scale.

NOTE:  Chart not to scale.

NOTE:  Chart not to scale.

(FL230)

TOP ALTITUDE:
FL230

NOTE:  Chart not to scale.

NOTE:  Chart not to scale.

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NOTE:  Chart not to scale.

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 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)
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.
**ILS or LOC RWY 16L**

**DENVER INTL (DEN)**

- **LOC/DME** I-LTT 111.1 Channel 48
- **APP CRS** 173°
- **Rwy Idg** 12000
- **Apt Elev** 5357
- **MALS** 5397

**DENVER APP CON**

- **ARR** 125.6 379.9
- **DEP** 134.025

**DENVER TOWER**

- ** Frequencies:** 118.75

**GND CON**

- **Frequencies:** 121.35 379.175

**CLNC DEL**

- **Frequencies:** 119.3 307.3

- **Routing Diagram**

**Radar or GPS Required**

- **ILS** or **LOC** RWY 16L

---

**Missed Approach**

- Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

---

**Amdt 3A** 24JUL14

**DENVER, COLORADO**

**AL-9077 (FAA)**

**DENVER INTL (DEN)**

**SW-1, 11 JUL 2024 to 05 SEP 2024**
For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

RADAR or GPS REQUIRED

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

*LOC only

* I-DQQ 0.6

DENVER

117.9 DEN

Chan 126

FQF 26

ELEV 5434

TDZE 5326

ELEV 5434

TDZE 5326

SW-1, 11 JUL 2024 to 05 SEP 2024
For inoperative MALS, increase S-LOC Cats C/D visibility to RVR 4500.
S-LOC 17L DME or LOC required. Simultaneous approaches authorized with Rwys 17R and 16L/16R.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 120° and FOQ VORTAC R-078 to LIMEX INT/RQFC 31.9 DME and hold.

See inset for Routing to OWENS.

RADAR or GPS REQUIRED

VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 66).

GS 3.00°/TCH 48

S-LOC 17I

# 5539/24 200 (200-½)

S-LOC 17I

5620/24 281 (200-½)
ILS or LOC RWY 17R
DENVER INTL (DEN)

DENVER, COLORADO

LOC/DME 1-ACX 108.5
Chan 22

APP CRS 173°
Rwy Idg 12000
TDZE 5392
Apt Elev 5434

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

Simultaneous approach authorized. For inop ALS, increase S-17R LOC Cat C/D visibility to RVR 5500.

D-ATIS
ARR 125.6 379.9
DENVER CON 120.35 379.3

DENVER TOWER 124.3 322.45
GND CON 121.85 377.1
CLNC DEL 118.75

DENVER INTL (DEN)

ALS - 39°52'N-104°40'W

200 (200-75)
3.2 NM

200 X 200

117°9 DEN
Chan 126

LOCALIZER 108.5
I-ACX 20.6
Rad 12000

MISSED APPROACH: Climb to 10000 on heading 173° and on FQF VORTAC R-197 to HOHUM INT/ FQF 22.5 DME and hold.

Landing
t\n
 Categories

A

B

C

D

S-17R

5592/18

S-LOC 17R

5720/24

328 (300-½)

5720/30

328 (300-5%)
DENVER, COLORADO

ILS or LOC RWY 25
DENVER INTL (DEN)

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

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

<table>
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<tr>
<th>D-ATIS</th>
<th>DENVER APP CON</th>
<th>DENVER TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDL/C</th>
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<tbody>
<tr>
<td>ARR</td>
<td>125.6 379.9</td>
<td>119.3 307.3</td>
<td>120.35 379.3</td>
<td>(SOUTH)</td>
<td></td>
</tr>
<tr>
<td>DEP</td>
<td>134.025</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

** MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

** ALTERNATE MISSED APCH FIX

** RADAR REQUIRED

** RADAR REQUIRED
ILS or LOC RWY 34R
DENVER INTL (DEN)

**LOC/DME I-OUF 111.1**
 Chan 48

**APP CRS**
12000
353°
TDZE 5354
Apt Elev 5434

**DENVER APP CON**
125.6 379.9 (NORTH)
134.025 (SOUTH)

**DENVER TOWER**
135.3 351.95

**DENVER**
117.9 Den (3.3)
Chan 110

**ALTERNATE MISSED APCH FIX**

**MISSING 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.

**RADAR or GPS REQUIRED**

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

**ilage**

**GS 3.00° TCH 59°**

**S-LOC 34R**

**S-LOC 34R**

**346 (300-   ) 5700/24**

**LOC/DME I-OUF**

**ilage**

**ILS or LOC RWY 34R**

**DENVER**

**ELEV 5434**

**TDZE 5354**

**ELEV 5434**

**TDZE 5354**
ILS RWY 34R (SA CAT I)
DENVER INTL (DEN)

**Required Specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.**

**MISSING 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**

- **DENVER TOWER:** 111.1
- **GND CON:** 121.35 379.175
- **CLNC DEL:** 118.75

**LOCALIZER, 111.1 I-OUF Channel 48**

**RADAR or GPS REQUIRED**

- **RTO BFREE** (not to scale)
  - 10000 I-OUF 24.6 RADAR
  - 11000 018° (2.7)
  - (IAF) TELLUR BHAPY
  - 11000 210K
  - 10050 060° (2.2)
  - (IAF) LDORA Channel 1000
  - 12000 030° (3.1)
  - (IAF) BOSSS
  - 12200 1200 I-OUF 24.6 RADAR
  - 12000 210K
  - 10000 1200 I-OUF 24.6 RADAR
  - 10300 1000 I-OUF 14 RADAR
  - 10000 7000 (6.9)
  - 9000 (4.7)
  - 10000 (3.2)
  - 12000 1200 I-OUF 24.6 RADAR
  - 13000 1200 I-OUF 24.6 RADAR
  - 13000 1200 I-OUF 24.6 RADAR

**ALTERNATE MISSED APCH FIX**

- HYGEN Channel 110
- DEN 117.9 DEN Channel 126

**HIRL all Rwys**

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

**CATEGORY**

- **A:** 10000
- **B:** 9000
- **C:** 7000
- **D:** 5000

**S-ILS 34R**

- **RA 175/14**
- **5900**
- **16000**

**ILS RWY 34R (SA CAT I)**

**Ampd 3A 11DEC14**

**DENVER, COLORADO**

**AL-9077 (FAA)**

**23334**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**DENVER INTL (DEN)**

**ILS RWY 34R (SA CAT I)**

**39°52’N-104°40’W**

**205**
DENVER, COLORADO

ILS RWY 35L (SA CAT I)
DENVER INTL (DEN)

Amdt 5B  19JUL18

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

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

120.000 120.350

DEP

ARR

GND CON

CLNC DEL

DENVER APP CON

DENVER TOWER

124.3 322.45

121.85 377.1

119.3 307.3

120.35 379.3

118.75

LOC/DME  I-AQD

108.5

Chnl 22

APP CRS

353°

Rwy Idg 12000

TDZE 5434

Apt Elev 5434

ELEV

5434

5434

DENVER, COLORADO

AL-9077 (FAA)

23334

ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

ALSF-2

DENVER TOWER

118.75 379.9

119.3 307.3

120.35 379.3

121.85 377.1

124.3 322.45

GND CON

121.85 377.1

DENVER TOWER

124.3 322.45

118.75

Sw-1, 11 july 2024 to 05 sept 2024

Sw-1, 11 july 2024 to 05 sept 2024
DENVER, COLORADO

LOC/DME I-DPP
110.15
Chan 38(Y)

APP CRS
353°

Rwy Idg
12000
TDZE
5370
Apt Elev
5434

Requires specific OPSpec, MSpec, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

D-ATIS
Arr 125.6 379.9
Dep 134.025

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

DENVER TOWER
132.3 239.275

GND CON
121.85 377.1

CLNC DEL
118.75

CPDLC

MISSED APCH FIX

RADAR or GPS REQUIRED

LOCALIZER... 110.15
I-DPP... Chan 38(Y)

FRONZ
I-DPP... Chan 126

ALT. MISSED APCH FIX

ILS Rwy 35R (SA CAT I)
DENVER INTL (DEN)

DENVER, COLORADO

Almd 3A 11DEC14

DENVER INTL (DEN)

SW-1, 11 JUL 2024 to 05 SEP 2024

ILS Rwy 35R (SA CAT I)

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER INTL (DEN)

Amdt 3A 11DEC14

DENVER INTL (DEN)

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

39°52'N-104°40'W
ILS RWY 34R (CAT II & III)
DENVER INTL (DEN)

D-ATIS
ARR 125.6 379.9
DEP 134.025
DENVER APP CON
119.3 307.3 120.35 379.3 (NORTH)
135.3 351.95 (SOUTH)

DENVER TOWER
121.35 379.175

GND CON
118.75

CLNC DEL

RADAR or GPS REQUIRED

ROUTEING TO BFREE
(not to scale)

BFREE I-OUF 24.6 RADAR 10000

BENGL I-OUF 18.6 RADAR (IF)
BOOBU I-OUF 12 RADAR

SEE INSET FOR ROUTING TO BFREE

TCH 359°

GS 3.00°

VGS and ILS glidepath not coincident
(VGS Angle 3.00/TCH 63).

SW-1, 11 JUL 2024 to 05 SEP 2024

CATEGORII II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 34R (CAT II & III)
**ILS RWY 35L (CAT II & III)**

**DENVER INTL (DEN)**

- **Amdt 5B  19JUL18**
- **34R, 35L, 35R**
- **TDZE/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 35R**
- **HIRL all Rwys**

---

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

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

---

### D-ATIS Arr 125.6 379.9

<table>
<thead>
<tr>
<th><strong>DENVER APP CON</strong></th>
<th><strong>DENVER TOWER</strong></th>
<th><strong>GND CON</strong></th>
<th><strong>CLNC DEL</strong></th>
<th><strong>CPDLC</strong></th>
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<tr>
<td>119.3 307.3</td>
<td>120.35 379.3</td>
<td>121.85</td>
<td>377.1</td>
<td>118.75</td>
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</tbody>
</table>

### Routing to CRUUP (not to scale)

- **DENVER INTL** (DEN)
- **ILS RWY 35L (CAT II & III)**

---

### Category II & III ILS - Special Aircrew & Aircraft Certification Required

- **210K**
- **353°**
- **12000**

---

### ALTERNATE MISSED APCH FIX

- **CEDUK**
- **DVV 25.5**

---

### Categories

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

---

### Missed Approach

- **CLimb to ALSF-2**
- **RNAV 1-GPS or RADAR required for procedure entry.**

---

### Chart Details

- **Thresholds**
- **GS 3.00°**
- **TCH 57**

---

### Navigation Aids

- **LOC 108.5**
- **I-AQD 353°**
- **Apt Elev 5434**

---

### Notices

- **OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.**
- **Simultaneous approach authorized.** CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
**ILS RWY 35R (CAT II & III)**

**DENVER INTL (DEN)**

**Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.**

**MISSING APPROACH:** Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

**RADAR or GPS REQUIRED**

**LOC/DME I-DPP 110.15 (DEN) 12000**

**ELEV 353°**

**APP CRS 39°52'N 104°40'W**

**Rwy Idg 12000 Apt Elev 5434**

**GND CON 121.85 377.1**

**CLEN DEL 118.75**

**DENVER APP CON**

**AIRPORT FREQ 125.6 379.9 134.025**

**D-ATIS 132.35 239.275**

**DENVER TOWER**

**FREQUENCY 119.3 307.3 120.35 379.3**

**CATEGORY B**

**CAT IIIa**

**RVR 07**

**CAT IIIb**

**RVR 03**

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

**ALTITUDE**

**TDZE 5370**

**DEP 5434**

**INCLUDES**

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

**HILR all Rwy 35R**

**TDZE 5370**

**39°52'N 104°40'W**

**ILS RWY 35R (CAT II & III)**

**DENVER INTL (DEN)**

**CAT II**

**RA 111/12 100 DA 5470**

**CAT IIIa**

**RVR 07**

**CAT IIIb**

**RVR 03**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**Ampdt 3A 11DEC14**

**211**
RNAV (RNP) Z RWY 7
DENVER INTL (DEN)

**AUTHORIZATION REQUIRED**

**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.

**D-ATIS**

**DENVER APP CON**

**DENVER TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**MAJOR**

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

**D-ATIS**

**DENVER APP CON**

**DENVER TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**MISSAPCH FIX**

**CIDMU**

(27.7) 7 NM

**LIMEX**

**5900**

**10000**

**CIDMU**

**081°**

**LIMEX**

**081°**

**7 NM**

**5900**

**10000**

**CIDMU**

**081°**

**LIMEX**

**081°**

**7 NM**

**RNAV (RNP) Glidepath not coincident (VGSI Angle 3.00/TCH 68).**

**GP 3.00° TCH 55**

**See planview for multiple IF locations.**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>12000</td>
<td>5352</td>
<td>5434</td>
<td>128.75 275.35</td>
</tr>
</tbody>
</table>

**RVR 6000.**

all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 6000.

**HIRL all Rwys**

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

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

**250 (200-½) 401 (400-¾) **

**DENVER, COLORADO**

Amdt 1 26MAR20

**DENVER, COLORADO**

Amdt 1 26MAR20
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MALSR**

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

**A**

**B**

**C**

**D**

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**Radar Required**

**Missed Approach Fix**

7 NM

BINBE

5900

10000

BINBE

Δ

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

**Authority Required**

**Category**

**A**

**B**

**C**

**D**

**RNP 0.10 DA**

5617/24 260 (200-½)

**RNP 0.30 DA**

5683/32 326 (300-½)

DENVER, COLORADO

DENVER INTL (DEN)

DENVER INTL (DEN)
**RNAV (RNP) Z RWY 16R**

**DENVER INTL (DEN)**

**AUTHORIZATION REQUIRED**

- **Category:** A
- **RNP 0.30 DA:** 5596/24 270 (200-1/2)

**SIMULTANEOUS APPROACH AUTHORIZED.** 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.

**AUTHORIZATION REQUIRED**

- **Category:** A
- **RNP 0.30 DA:** 5596/24 270 (200-1/2)

**FINAL APPROACH COURSE OFFSET 3.00°.**

- **Final approach course offset 3.00°.**

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

**MISSED APCH FIX**

- **7 NM**
- **277°**
- **257°**

**BINBE**

**APASE**

- **VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).**
- **VP 1% UP 0.5%**
- **GP 3.00° TCH 55°**

See planview for multiple IF locations.

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

**APASE**

- **VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).**
- **VP 1% UP 0.5%**
- **GP 3.00° TCH 55°**

See planview for multiple IF locations.

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024
DENVER, COLORADO

RNAV (RNP) Z RWY 17L
DENVER INTL (DEN)

GPS required. For inoperative MALS, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

RNP 0.30 DA
5716/40 377 (300-3/4)
RNP 0.10 DA
5600/24 261 (200-1/2)

VGSI and RNAV glidpath not coincident (VGSI Angle 3.00/TCH 66).

AUTHORIZATION REQUIRED
Radar Required

Radial 6260

Misplaced Approach: Climb to 10000 on track 173° to JAKUR and on track 200° to HOHUM and hold.

Category

A 330 (300 -)

B 10000

C 7000

D 4.9 NM

See planview for multiple IF locations.

HIRL all Rwys

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

Authorization Required

RNP 0.10 DA 5722/32 330 (300-¼)

RNP 0.30 DA 5894/60 502 (500-1¼)
**DENVER INTERNATIONAL (DEN)**

**RNAV (RNP) Z RWY 26**

**APP CRS**
- 263°
- Rwy 1200
- TDZE 5309
- Apt Elev 5434

**RNAV 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.

**MISSING APCH FIX**
- NIWOT
- 7 NM

**D-ATIS**
- ARR 125.6 379.9
- DEP 134.025

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

**DENVER TOWER**
- 132.35
- 239.275

**GND CON**
- 121.85
- 377.1

**CLNC DEL**
- 118.75

**CPDLC**
- 119.3 (NORTH)
- 307.3 (SOUTH)
- 120.35 (NORTH)
- 379.3 (SOUTH)
- 125.6
- 379.9

**HOTDG**
- 7000
- 263°
- (1.1)

**GRASP**
- 263°
- 7000
- 6000

**TDZE**
- 5309

**ELEV**
- 5434

**MALSR**
- 8100

**AUTHORIZATION REQUIRED**

**HIRL all Rwy**

**Authorization Required**

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

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

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

**See planview for multiple IF locations.**

**GP 3.00° TCH 55**

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

**SW1: 11 JUL 2024 to 05 SEP 2024**

**SW2: 11 JUL 2024 to 05 SEP 2024**
DENVER, COLORADO

DENVER, COLORADO

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.20 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1/2 mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

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

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.20 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1/2 mile. Simultaneous approach authorized.

Use of FD or AP providing RNAV track guidance required during simultaneous operations.

Authorizations required.

DENVER, COLORADO

Orig-C 01FEB18

DENVER INTL (DEN)

RNAV (RNP) Z RWY 34L
DENVER, COLORADO

DENVER, COLORADO

DENVER INTL (DEN)

RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

APP CRS
353°

Rwy Idg
12000

TDZE
5354

Apt Elev
5434

AL-9077 (FAA)

DENVER, COLORADO

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.

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

MISSED APCH FIX

HYGEN
7 NM

RADAR REQUIRED

ELEV 5434

TDZE 5354

HIRL all Rwys

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

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

See planview for multiple IF locations.

6000

10000

HYGEN

GP 3.00°

TCH 59°

2.5 NM

5 NM

CATEGORY

A

B

C

D

RNP 0.10 DA

5739/40

385 (400-¾)

RNP 0.20 DA

5849/60

495 (500-¹¼)

RNP 0.30 DA

5980-1 ½

626 (600-1¾)

AUTHORIZATION REQUIRED

DENVER, COLORADO

Orig-C 01FEB18

RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

39°52'N-104°40'W

ALPS-2

SW-1, 11 JUL 2024 to 05 SEP 2024

219
DENVER, COLORADO

APP CRS 353°
Rwy Idg 12000
TDZE 5434
Apt Elev 5434

DENVER, COLORADO AL-9077 (FAA)
12000

DENVER, COLORADO
39°52'N-104°40'W
ELEV 5434

RADAR REQUIRED

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

DENVER INTL (DEN)

RNAV (RNP) Z RWY 35L

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.

D-ATIS
ARR 125.6 379.9
DENVER APP CON
DEP 134.025

DENVER TOWER
124.3 322.45

GND CON
121.85 377.1

CLNC DEL
118.75

CPDLC

RNAV (RNP) Z RWY 35L

353° (4.7)

(GP 3.00°
TCH 57)

7000

(FAF)
DYMON

10000

9000

353° (3.3)

353° (3.2)

353°

118.75

120.35 379.3

124.3 322.45

125.6 379.9

W 26°

121.85 377.1

6529

GERONIMO

353°

353°

353°

7000

10000

353°

4.7 NM

118.75

120.35 379.3

124.3 322.45

125.6 379.9

CPDLC

DENVER TOWER

CLNC DEL

GND CON

DENVER APP CON

ARR 125.6 379.9

DEP 134.025

DENVER INTL (DEN)

RNAV (RNP) Z RWY 35L

39°52'N-104°40'W

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

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.

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

**RADAR REQUIRED**

- ELEV 5434
- TDZE 5370

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

**AUTHORIZATION REQUIRED**

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<td>332 (300-5/2)</td>
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

See planview for multiple IF locations.

DENVER, COLORADO
Orig-C 01FEB18

DENVER, COLORADO
Orig-C 01FEB18

DENVER INTL (DEN)

39°52'N-104°40'W
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.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 68).

### RNAV (GPS) Y RWY 7

**DENVER INTERNATIONAL (DEN)**
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.

MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

**AIRPORT ELEVATION AND RUNWAY IDENTIFIER**

**APPROACH CENTER**

**D-ATIS**

**DEP** 125.6 379.9
**ARR** 134.025
**DENVER**

**DENVER TOWER**

**GND CON** 120.35 379.3
**CLNC DEL** 121.85 377.1

**CENTRALIZED DEL**

**CPDLC**

**MISSED APCH FIX**

**Radar Required**

**ELEV 5434**

**TDZE 5354**

**MALSR**

**DENVER INTL (DEN)**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**223**
RNAV (GPS) Y RWY 16L
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALS/R, 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.

**RNAV**

- **Rwy Idg**: 12000
- **Apt Elev**: 5357

**CATALOG**

- **Category A**: 5557/18
- **Category B**: 5647/24
- **Category C**: 5660/24

**DENVER TOWER**

- **GND CON**: 121.35 379.175
- **CLNC DEL**: 118.75
- **CPDLC**

**DENVER APP CON**

- **ARR**: 125.6 379.9
- **DEP**: 134.025

**DENVER INTL (DEN)**

- **APPR CRS**: 173°
- **WAAS CH**: 99307
- **W16A**
- **Amdt 1C 12OCT17**

**DENVER, COLORADO**

- **39°52'N-104°40'W**

**RAPID INFORMATION**

- **LEETS**: 5.7 NM
- **JOBOB**: 3.8 NM
- **KUURT**: 3.9 NM
- **KIKME**: 3.2 NM

**DENVER TOWER**

- **D-ATIS**: 12000 16R
- **10000 direct BINBE and hold, 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.**

**RADAR REQUIRED**

**MISSING APCH FIX**

- **BINBE**: 7 NM
- **VGSi and RNAV glidepath not coincident (VGSi Angle 3°00/TCH 71).**

**CATEGORIES**

- **LPV**: 5557/18
- **LNAV/VNAV**: 5647/24
- **LNAV MDA**: 5660/24

**ELEV**

- **5434**
- **5260**
- **5409±**
- **5559**

**RW16L**

- **1.3 NM to RW16L**
- **1.3 NM to RW16L**
- **1.3 NM to RW16L**
- **1.3 NM to RW16L**

**TCH 60**

- **GP 3.00°**

**DC**

- **A**: 12000 (S)
- **B**: 340 (300-250)
- **C**: 340 (300-250)
- **D**: 340 (300-250)

**HIRL all Rwy**

- **TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R**

**TDZE**: 5357
RNAV (GPS) Y RWY 16R
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 RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R. # RVR 1800 authorized with use of FD or AP or HUD to DA.

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 RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R. # RVR 1800 authorized with use of FD or AP or HUD to DA.

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 RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R. # RVR 1800 authorized with use of FD or AP or HUD to DA.

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 RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R. # RVR 1800 authorized with use of FD or AP or HUD to DA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1½ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

- **WAAS CH 93529**
- **APP CRS 173°**
- **Rwy Idg 12000**
- **TDZE 5392**
- **Apt Elev 5434**

**DENVER, COLORADO**

**DENVER INTL (DEN)**

**DENVER APP CON**
- **125.6 379.9**
- **119.3 307.3**
- **120.35 379.3**

**DENVER TOWER**
- **124.3 322.45**

**GND CON**
- **121.85 377.1**

**CLNC DEL**
- **118.75**

**CPDLC**

**NORTH**
- **120.35 379.9**

**SOUTH**
- **125.6 379.3**

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<td>5592/18</td>
<td>200 (200-1½)</td>
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<td>LNAV/ VNAV DA</td>
<td>5857/60</td>
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**RNAV (GPS) Y RWY 17R**

**RADAR REQUIRED**

- Amdt 1C 12OCT17

**DENVER INTL (DEN)**

**DENVER TOWER**
- **124.3 322.45**

**GND CON**
- **121.85 377.1**

**CLNC DEL**
- **118.75**

**CPDLC**

**NORTH**
- **120.35 379.9**

**SOUTH**
- **125.6 379.3**

**MISSED APCH FIX**

- **JAKUR and on track**
- **Climb to 10000 direct**

- **Use of FD or AP providing RNAV track guidance required during simultaneous operations.**

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<td>LNAV MDA</td>
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RNAV (GPS) Y RWY 25
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

For inoperative MALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

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

**RNAV** (GPS) Y RWY 25

**DENVER APP CON**

**DENVER TOWER**

**GND CON**

**CLNC DEL**

**CPDLC**

**APt Elev** 5434

**TDZE** 5355

**Rwy Idg** 12000

**APP CRS** 263°

**DENVER, COLORADO**

**AL-9077 (FAA)**

**23334**

**228**

**DENVER, COLORADO**

**DENVER INTL (DEN)**

**39°52'N-104°40'W**

**RNAV (GPS) Y RWY 25**

**DENVER INTL (DEN)**

**39°52'N-104°40'W**

**DENVER, COLORADO**

**AL-9077 (FAA)**

**23334**

**228**

**DENVER, COLORADO**

**DENVER INTL (DEN)**

**39°52'N-104°40'W**
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.

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

RADAR REQUIRED

ELEV 5434 TDZE 5354

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

10000 353° 10000

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

6000 10000 HYGEN

LNAV

5554/18 200 (200-1/2)

5838/60 484 (500-1/4)

5940-1/4 586 (600-1/4)
RNAV (GPS) Y RWY 35L
DENVER INTL (DEN)

**Amdt 2B 12OCT17**

**Category**

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</tbody>
</table>

**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** 124.3  322.45

**DENVER APP CON**

**GND CON** 121.85  377.1

**CLNC DEL** 118.75

**CPDLC**

**RADAR REQUIRED**

**ELEV 5434**

**TDZE 5434**

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

**CELBI**

**CHOLA**

**CRUUP**

**VELI**

**CEB**

**LA**

**DA**

**LPV**

**DA**

**LNAV**

**MDA**

**-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.**

**Climb to 10000 then right turn direct GLL VOR/DME and hold.**

**DENVER INTL (DEN)**

39°52'N 104°40'W

Amdt 2B 12OCT17
RNAV (GPS) Y RWY 35R
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MSA RW35R 25 NM

ELEV 5434 TDZE 5370
HIRL all Rwy's
TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

LGEG 2200

7000 (6.9)

353°

RW35R

NOEEE 2.2 NM to RW35R

([FAF]
FRONZ

2.8

9000

DEANE

DORRY

7000

9000

7000

9000

5900

8000

5570/18 200 (200- /)

5620/24 250 (200- /)

5800/24 430 (400-/)

5800/40 430 (400-/)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
1. **PREFLIGHT:** upon review of initial clearance, consider the following:

   a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.

   b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.

   c. Advise ATC if unable to meet any speed requirements or crossing restriction on the SID.

2. **BEFORE TAKEOFF:**

   a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.

   b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.

3. **LINE UP/TAKEOFF:**

   a. **EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE GROUND) OR A HEADING.** Additionally, ATC may be assigning both on the same frequency.

   b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.

   c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin SID, either with tower or departure.

   d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."

4. **AFTER TAKEOFF:**

   a. If assigned an "RNAV off the ground" take off clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.

   b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.

   c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.

5. **SPECIFIC INFORMATION:**

   1. Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.
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: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 16L: Climb on heading 173° to intercept course 244° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 16R: Climb on heading 173° to intercept course 249° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 219° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to intercept course 215° to GOROC, then on track 269° to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 246° to cross WAKIR at or above 11000, thence . . .

. . . on track 239° to cross TUULO at or above 14000, then on track 239° to HLTON, then on track 239° to cross MTSUI at or above 16000, then on track 239° to cross BAYLR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (BAYLR6.HBU)
TEHRU TRANSITION (BAYLR6.TEHRU)
CHUWY ONE DEPARTURE (RNAV)  

**TOP ALTITUDE:** FL230

- **D-ATIS DEP:** 134.025
- **CLNC DEL:** 118.75
- **CPDLC:**
- **DENVER DEP CON:** 127.05 363.25

**TAKEOFF MINIMUMS**
- Rwy 8: Standard with minimum climb of 400' per NM to 5934.
- Rwy 25: Standard with minimum climb of 425' per NM to 5934.
- Rwy 34L/R: Standard with minimum climb of 465' per NM to 5934.
- Rwy 35L/R: Standard with minimum climb of 400' per NM to 5934.

**NOTE:**
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turboprops only.
- Rwy 16L/R, 17L/R RADAR required.
- Takeoff Rwy 8, 25, 34L/R, 35L/35R - 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.

**NOTE:** Chart not to scale.

**CHUWY ONE DEPARTURE (RNAV)**

**(CHUWY1.CHUWY) 26MAR20**

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**DENVER, COLORADO**

**DENVER INTL (DEN)**

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DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 020° to cross VELAA at or above 16000, then on track 020° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 042° to cross ELCEE at or above 16000, then on track 042° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 025° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAZZ 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 CAZZ 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 CAZZ 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 Rw 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: 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: Takeoff Rw 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: 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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: Takeoff Rw 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.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° 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 (CONN7.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.

Rwys 7, 26: NA - ATC.
Rwy 8: Standard with minimum climb of 400’ per NM to 5934.
Rwy 16L: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 215’ per NM to 16000.
Rwy 16R: Standard with minimum climb of 480’ per NM to 5934, then minimum climb of 215’ per NM to 16000.
Rwy 17L: Standard with minimum climb of 400’ per NM to 5934.
Rwy 17R: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 205’ per NM to 16000.
Rwy 25: Standard with minimum climb of 425’ per NM to 5934, then minimum climb of 225’ per NM to 16000.
Rwy 34L: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 215’ per NM to 16000.
Rwy 34R: Standard with minimum climb of 400’ per NM to 5934, then minimum climb of 210’ per NM to 16000.
Rwy 35L: Standard with minimum climb of 360’ per NM to 5934, then minimum climb of 205’ per NM to 16000.
Rwy 35R: Standard with minimum climb of 375’ per NM to 5934.

TOP ALTITUDE: FL230

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross 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)
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/R - RADAR required.

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/DMC/INU or GPS required.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.

NOTE: Rwy 14L/R, 17L/R - RADAR required. Turboprop only. Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to taxi.

NOTE: RNAV 1.
TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 315° to cross FAARM at or above 16000, then on track 315° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 350° to cross HERDR at or above 16000, then on track 342° to TROTO, then on track 326° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 330° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 323° to cross KAYOO at or below 11000, then on track 331° to cross SHICK at or above 13000, then on track 331° to cross YAMMI at or above 17000, thence . . . .

. . . on track 300° to DDRTH, maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.
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 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 280' per NM to 14000.

Rwy 17L: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 280' per NM to 14000.

Rwy 17R: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 250' per NM to 14000.

Rwy 25: Standard with minimum climb of 400' per NM to 5934.

Rwys 34L/R: Standard with minimum climb of 500' per NM to 5934, then minimum climb of 230' per NM to 14000.

Rwy 35L: Standard with minimum climb of 320' per NM to 8400.

Rwy 35R: Standard with minimum climb of 300' per NM to 5934, then minimum climb of 230' per NM to 14000.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.


NOTE: Rwy 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: 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

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.
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.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then direct to cross TIGHT at or below 10000, then on track 082° to cross HAAHN at or below 12000, then on track 082° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 073° to TWEDT, then on track 073° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EMMYS, thence. . . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to intercept course 059° to NUGGS then on track 080° to cross HIDEF at/below 10000, then on track 098° to cross BRSTO at/or below 12000, then on track 092° to cross GASSS at/above 14000, then on track 077° to SNIPR, then on track 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track to 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 018° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 098° to cross BRSTO at or below 12000, then on track 092° to cross GASSS at or above 14000, then on track 077° to SNIPR, then on track to 077° to EMMYS, thence. . . .

. . . .on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.
NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turb-jets only.
NOTE: Rwy 25 RADAR required.
NOTE: Takeoff Rwy 8, 16L/R, 17L/R, 34L/R, 35L/R, RADAR required
for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed
is required to meet crossing restrictions advise CLNC DEL prior to taxi.

(TAKEOFF MINIMUMS)
Rwys 7, 26: NA-ATC.
Rwys 8, 16L: Standard with minimum climb of 400’ per NM to 5934.
Rwys 16R: Standard with minimum climb of 450’ per NM to 5934.
Rwys 17L/R: Standard with minimum climb of 465’ per NM to 5934.
Rwy 25: Standard
Rwys 34L/R: Standard with minimum climb of 500’ per NM to 5934,
Rwys 35L/R: Standard with minimum climb of 320’ per NM to 5934.

(TOP ALTITUDE: FL230)

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then on heading 263° or as assigned by ATC, expect vectors to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

. . . on track 102° to POIZN. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (EPKEE7.DUUZE)
GAETR TRANSITION (EPKEE7.GAETR)
TOP ALTITUDE: FL230

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

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 OLDDDD, 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)  

**TOP ALTITUDE:**  
**FL230**

**TAKETO 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.

**NOTE:** Chart not to scale.

**NOTES:**  
**NOTE:** Chart not to scale.  
**DENVER INTL (DEN)**  
**DENVER, COLORADO**

**HHOTH TWO DEPARTURE (RNAV)**  

**HHOTH2.HHOTH**  

**10SEP20**
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY B: Climb on heading 083° to 5934, then left turn direct ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 359° to cross KKIMM at or above 16000, then on track 358° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 024° to cross TAGKO at or above 16000, then on track 024° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then direct NKATA at or below 10000, then on track 359° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then direct CAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

. . . on track 018° to HHOTH. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOBBA TRANSITION (HHOTH2.JOBBA)
SAABR TRANSITION (HHOTH2.SAABR)
NOTE: Chart not to scale.

SOLAR

ADANE

DENVER

TEHEV

BINKE

PAULOSA

BLACK FOREST

DENVER

HUGO

DRAKE

PIKES TWO DEPARTURE

TAKEOFF MINIMUMS

All runways: Standard.

NOTE: RADAR required.

(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 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: 10000

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 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.
(CONTINUED ON FOLLOWING PAGE)

RA RADAR required.

TOP ALTITUDE:
10000

SW-1, 11 JUL 2024 to 05 SEP 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 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 (ROCKI6.HBU):** From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

**DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG):** From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

**MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.

**MONTROSE TRANSITION (ROCKI6.MTJ):** From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

**RED TABLE TRANSITION (ROCKI6.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 RADAAR 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.
Rwy 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.
NOTE: Chart not to scale.

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

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 transiton is ATC assigned only.
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)
D-ATIS DEP
134.025
CPDLC
DENVER DEP CON
128.45 251.075

NOTE: Chart not to scale.

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: Rwys 34L/R, 35L/R RADAR required.

NOTE: RNAV 1.

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: Chart not to scale.

DENVER DEP CON
128.45 251.075

NOTE: Chart not to scale.

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: Rwys 34L/R, 35L/R RADAR required.

NOTE: RNAV 1.

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: 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 208° to cross HANGR at or above 16000, then on track 208° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 191° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 175° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SCAGS at or above FL180, thence . . . .

. . . . on track 189° to cross FRNKE at or above FL230, then on track 189° to SUDDZ. Maintain FL230. Expect higher filed altitude ten minutes after departure.
**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.

**NOTE:**
- 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.

**NOTE:**
- Chart not to scale.

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**TOP ALTITUDE:**

**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 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 DEP CON  
127.05 363.25  
D-ATIS DEP 134.025  
CLNC DEL 118.75  
CPDLC

NOTE: RADAR required.

(CONTINUED ON FOLLOWING PAGE)

SW-1, 11 JUL 2024 to 05 SEP 2024
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.
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 14000.

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.

Rwy 25: Standard with minimum climb of 425' per NM to 5934, then minimum climb of 230' per NM to 15700.

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.

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 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)
Missed Approach: Climb to 6200 then climbing left turn to 8400 direct NSPYR and hold.

Circling NA for Cat D southwest of Rwy 12R-30L

RNAV (GPS) RWY 12L
ROCKY MOUNTAIN METRO (BJC)

ATIS 126.25
DENVER APP CON 125.12 263.02

Final approach course offset 19.98°.

 CATEGORY

 A  B  C  D
 LP MDA  6020-1 359 (400-1)  6120-1 459 (500-1)  6120-1 459 (500-1)
 LNAV MDA  6180-1 507 (600-1)  6240-1 567 (600-1)  6360-2 687 (700-2)  6360-2 687 (700-2)
 CIRCLING  6180-1 507 (600-1)  6240-1 567 (600-1)  6360-2 687 (700-2)  6360-2 687 (700-2)

DENVER, COLORADO
Amdt 1 26MAR20
39°55'N-105°07'W
Baro-VNAV and VDP NA when local altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ½ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ 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 1½ mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1½ mile.

RADAR REQUIRED

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

DENVER, COLORADO

AL-5612 (FAA)

RNAV (GPS) RWY 30R
ROCKY MOUNTAIN METRO (BJC)

ATIS 126.25
DENVER APP CON 125.12 263.02
METRO TOWER* 118.6 (CTAF) 233.7
GND CON 121.7
CLNC DEL 132.6
When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 100 feet. Increase S-30L Cats C/D visibility to 1 mile and Circling Cat C to 2/4 mile. For inoperative MALS R, increase S-30R all Cats visibility to 1 mile. For inoperative MALS R, when using Denver Intl altimeter setting, increase S-30R Cats C/D visibility to 1/4 mile.

MISSED APPROACH: Climb to 6100 then climbing right turn to 7000 on heading 150° and on BJC VOR/DME R-104 to BIZEN/BJC 6.2 DME and hold.

6100 then climbing right turn to 7000 on heading 150° and on BJC VOR/DME R-104 to BIZEN/BJC 6.2 DME and hold.

When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 100 feet. Increase S-30L Cats C/D visibility to 1 mile and Circling Cat C to 2/4 mile. For inoperative MALS R, increase S-30R all Cats visibility to 1 mile. For inoperative MALS R, when using Denver Intl altimeter setting, increase S-30R Cats C/D visibility to 1/4 mile.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS

DENVER, COLORADO
DENVER, COLORADO

NOTE: RADAR required
NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DENVER, COLORADO

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.
TOP ALTITUDE:
FL230

NOTE: Chart not to scale.

TAKEOFF 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)
DENVER, COLORADO

TAKEOFF MINIMUMS

Rwys 3, 21: NA.

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

TOP ALTITUDE:
FL230

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 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.JOBBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
NOTE: RADAR required.

TOP ALTITUDE:
ASSIGNED BY ATC

DENVER DEP CON
125.12 263.02
ATIS
126.25
CLNC DEL
132.6

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 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.
DENVER, COLORADO

NOTE: Chart not to scale.

132.6
CLNC DEL
126.25
ATIS
125.12  263.02
DENVER DEP CON
125.12  263.02
CINC DEL
132.6

NOTE: RADAR required.

TAKEOFF MINIMUMS

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 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 DKD 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 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, maintain ATC assigned 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 (ROCKI6.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI6.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI6.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.
SKYEE ONE DEPARTURE (RNAV)

**NOTES:**
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turbojets only.
- RADAR required.
- Chart not to scale.

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

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**SKYEE ONE DEPARTURE (RNAV)**

**(SKYE1.SKYEE)** 21168

**ROCKY MOUNTAIN METRO (BJC)**

**(SKYE1.SKYEE)** 26MAR20
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.

NOTE:  Chart not to scale.

TOP ALTITUDE: FL230

DENVER, COLORADO

DENVER, COLORADO

AL-5612 (FAA) (BJC)

restrictions advise CLNC DEL prior to taxi.

If slower speed is required to meet crossing

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: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: RADAR required.

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

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross 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, COLORADO

NOTE: RADAR required.

NOTE: Chart not to scale.

TOP ALTITUDE: ASSIGNED BY ATC

(CONTINUED ON FOLLOWING PAGE)
DENVER, COLORADO

YELLOWSTONE FOUR DEPARTURE

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.
ILS or LOC/DME RWY 3
DURANGO-LA PLATA COUNTY (DRO)

DME required. DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required. For inop MALSR, increase S-LOC 3 Cat C/D visibility to ½ mile.

ALTM MISSED APCH FIX

MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 on heading 140° and on DRO VOR/DME R-120 to SOVDE/DRO 14 DME and hold.

CATEGORY: A B C D
S-ILS 3 6843½ 200 (200-½)
S-LOC 3 6960½ 317 (300-½)

CIRCLING: 7160-1 7220-1 7540-2½ 8140-3
471 (500-1) 531 (600-1) 851 (900-2½) 1451 (1500-3)

DURANGO, COLORADO
Amdt 5 31MAR16
37°09’N-107°45’W

DURANGO, COLORADO
AL-480 (FAA) 23110

LOC I-DRO
109.1
APP CRS
027°
Rwy Idg
TDZE
6643
Apt Elev
6689

ASOS
120.625
DENVER CENTER
118.575 348.7
UNICOM
122.8 (CTAF)
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 inap MALSR, increase LNAV Cat C/D visibility to 1 mile.

-26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

-26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

-26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

For inap MALSR, increase LNAV Cat C/D visibility to 1 mile.

-26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.

For inap MALSR, increase LNAV Cat C/D visibility to 1 mile.

-26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA.
Rwy 21 helicopter visibility reduction below 3/4 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.

Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

**RNAP APCH.**

**ASOS**

120.625

**DENVER CENTER**

118.575 348.7

**UNICOM**

122.8 (CTAF)

**MISSED APCH FIX**

7 NM

(FAF)

**RESER**

6689

**TDZE**

6689

**ELEV**

6689

**Rwy 21 helicopter visibility reduction below 3/4 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.**

**Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

---

**SW-1, 11 JUL 2024 to 05 SEP 2024**

---

**Category**

A  B  C  D

**LNAV only**

-1.2 NM to RW21

-1.3 NM to RW21

-1.5 NM to RW21

-2.5 NM to RW21

-3.2 NM to RW21

-3.8 NM to RW21

** CATEGORY **

A  B  C  D

**LNAV/ VNAV DA**

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

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1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)

1201-1  431 (500-1)
RNAV (RNP) X RWY 25

EAGLE COUNTY RGNL (EGE)

MISSING APPROACH: (Do not exceed 185K until HARRA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.

*Missed approach requires minimum climb of 269 feet per NM to 8700.

-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

EAGLE TOWER
119.8 (CTAF)

GND CON
121.8

CLNC DEL
124.75

RNAV (RNP) X RWY 25

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*Missed approach requires minimum climb of 269 feet per NM to 8700.

-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

EAGLE TOWER
119.8 (CTAF)

GND CON
121.8

CLNC DEL
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-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

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-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

EAGLE TOWER
119.8 (CTAF)

GND CON
121.8

CLNC DEL
124.75

RNAV (RNP) X RWY 25

MISSING APPROACH: (Do not exceed 185K until HARRA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.

*Missed approach requires minimum climb of 269 feet per NM to 8700.

-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

EAGLE TOWER
119.8 (CTAF)

GND CON
121.8

CLNC DEL
124.75

RNAV (RNP) X RWY 25

MISSING APPROACH: (Do not exceed 185K until HARRA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.

*Missed approach requires minimum climb of 269 feet per NM to 8700.

-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

EAGLE TOWER
119.8 (CTAF)

GND CON
121.8

CLNC DEL
124.75

RNAV (RNP) X RWY 25

MISSING APPROACH: (Do not exceed 185K until HARRA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.

*Missed approach requires minimum climb of 269 feet per NM to 8700.

-20°C

ATIS
135.575

DENVER CENTER
128.65 282.2

EAGLE TOWER
119.8 (CTAF)

GND CON
121.8

CLNC DEL
124.75

RNAV (RNP) X RWY 25

MISSING APPROACH: (Do not exceed 185K until HARRA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.

*Missed approach requires minimum climb of 269 feet per NM to 8700.
RNAV (GPS) Y RWY 25
EAGLE COUNTY RGNL (EGE)

Missed Approach: (Do not exceed 165K until ZEDPO) Climb to 15000 on the RNAV missed approach route to JESIE and hold, continue climb in-hold to 15000.

*Missed approach requires minimum climb of 318 feet per NM to 8900.*

JESIE circling NA south of Rwy 25-7. Circling NA at night. Inop table does not apply to LP [*] Cat A visibility to 1 SM and Cat C visibility to 2 SM.

When local altimeter setting not received, procedure NA. Rwy 25 helicopter visibility reduction below 3/4 SM NA.

Atmospheric Pressure (WAAS)

- 7640
- 7689
- 7802
- 7940
- 8020
- 8091
- 8220
- 8360
- 8490
- 8620
- 8750
- 8880
- 9010

**ATIS**

- 135.575

**DENVER CENTER**

- 128.65

**EAGLE TOWER**

- 119.8 (CTAF)

**GND CON**

- 121.8

**CLNC DEL**

- 124.75

**DENVER CLNC DEL**

- (When tower closed)
Circling to Rwy 7 NA at night. Circling NA for Cats C and D south of Rwy 7-25. Rwy 7 helicopter visibility reduction below 1.5 SM NA. Rwy 25 helicopter visibility reduction below ¾ SM NA. Inoperative table does not apply.

**Missed Approach:** (Do not exceed 185K until GRODY) Climb to 14600 direct ZODSY then on track 338° to GRODY and on track 025° to JESIE and hold, continue climb in-hold to 14600.

**ATIS**
- DENVER CENTER: 135.575
- EAGLE TOWER: 119.8 (CTAF)
- GND CON: 121.8
- CINC DEL: 124.75
- DENVER CINC DEL: 124.75 (When tower closed)

**Elev 6547**

**RNP Approach**

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

**MISSED APCH FIX**

**RNAV (GPS)-D**

**Eagle County Rgnl (EGE)**

**GRODY**

**JESIE**

**ZODSY**

**NEPRY**

**POWRS**

**AWACC**

**POWRS**

**AWACC**

**Nepry**

**25°C**

**2°**

**0.5°**

**7 NM**

**5 NM**

**39°39'N-106°55'W**

**Eagle, Colorado**

Amdt 1 19JUL18
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
*** DEPARTURE ROUTE DESCRIPTION ***

**TAKEOFF RUNWAY 25:** Begin a climbing left turn as soon as practicable but no later than DER heading 206° to 7100, then direct COPER, then on depicted route to cross APRES at or above 13100, thence... . . .

...on (assigned) transition, maintain 15000. Expect filed altitude 10 minutes after departure.

**BELGN TRANSITION (BEVVR1.BELGN)**

**RUBAY TRANSITION (BEVVR1.RUBAY)**

**SPRKT TRANSITION (BEVVR1.SPRKT)**

**NOTE:** Do not exceed 210K until established direct COPER.

**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.

**NOTE:** Chart not to scale.
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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climbing left turn heading 219°, upon crossing SXW R-152 or DBL R-326 turn right on DBL R-322 to MELVL INT/DBL 25 DME then turn left on EKR R-103 to EKR VOR/DME. Cross MELVL at or above 15000, expect filed altitude 10 minutes after departure.

NOTE: Chart not to scale.
ERIE, COLORADO
AL-6664 (FAA) 24081

RNAV (GPS)-B
ERIE MUNI (EIK)

AWOS 3PT 133.825
DENVER APP CON 125.12 263.02
UNICOM 123.0 (CTAF)

HOLD 10000
7300

Procedure NA for arrivals at BJC VOR/DME on V81 southwest bound.

ERIE MUNI (EIK)
RNP APCH.

 CATEGORY A B C D
 CIRCLING 5700-1 5880-1 5880-2 1/4 NA
 581 (600-1) 761 (800-1) 761 (800-2 1/4) NA

ERIE, COLORADO
Orig 25FEB21

40°01'N-105°03'W
VOR/DME BJC

115.4

Chan 101

APP CRS

203°

Rwy Idg

TDZE

N/A

Apt Elev

5119

DME required.

MISSED APPROACH: Climbing right turn to 7300 on BJC VOR/DME R-023 to SHATZ/13.5 DME and hold, continue climb-in-hold to 7300.

AWOS-3PT

133.825

DENVER APP CON

125.12 263.02

UNICOM

123.0 (CTAF)

Procedure NA for arrivals at BJC VOR/DME on V81 southwest bound.

JEFFCO

115.4 BJC

Chan 101

HOLD

7300

3.3 NM

2.8 NM

C IRCLING

5700-1

5800-1

5880-2½

NA

581 (600-1)

761 (800-1)

761 (800-2½)

5119

5882

5878

58588

5928

5703

5374±

203°

6560

5390

5387±

5513±

5919

5700-1

5800-1

5880-2½

NA

5700-1

5800-1

5880-2½

NA

5700-1

5800-1

5880-2½

NA

5700-1

5800-1

5880-2½

NA

5700-1

5800-1

5880-2½

NA
FARMINGTON, NEW MEXICO

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 all MDAs 260 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 127.15
DENVER CENTER 118.575 348.7
FARMINGTON TOWER* 118.9 (CTAF) 257.8
GND CON 121.7
UNICOM 122.95

Misapproach: 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.

Amdt 8  02DEC21

SW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 5
FOUR CORNERS RGNL (FMN)

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 5993 feet and LNAV/VNAV DA to 6163 and all visibilities % SM; increase all MDAs 260 feet and visibility LNAV Cat B/C/D and Circling Cat A/B/C ¾ SM.

Climb to 8400 direct DIYEP and hold.

LGEBX, CH 86210, W05A, 053°

RNAV (GPS) RWY 5
FOUR CORNERS RGNL (FMN)

LNAV/VNAV MDA

LPV DA

LNAV MDA

CIRCLING

Procedure

8000

GP 3.00°

TCH 55

CATEGORY

A

B

C

D

Turn

OVPUE

7300

1.8 NM to RW05

8400

DIYEP

8000

069°

(20.5)

[IAF] RIVGE

[IAF] ZENFO

[IAF] GUVBE

[IF] OVPUE

[IF] LASGE

[IF] RIVGE

[IF] ZENFO

[IF] GUVBE

3.7 NM

1.8

6 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

8000

053°

LNAV only

RW05

8000

010°

(11.5)

RW05

8000

053°

MIRL Rwys 23 and 25

REL Rwys 23 and 25

TWR 5569

317
RNAV (GPS) RWY 7
FOUR CORNERS RGNL (FMN)

**RNAV APCH-GPS.**

Bento-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Bento-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 3/4 SM; increase all MDAs 260 feet and visibility LNAV Cats B/C/D and Circling Cats A/B/C 3/4 SM.

**MISSED APPROACH:** Climb to 8300 direct CODEN and hold.

**ATIS**
127.15

**DENVER CENTER**
118.575 348.7

**FARMINGTON TOW**
118.9 (CTAF) 257.8

**GND CON**
121.7

**UNICOM**
122.95

**INSTRUCTIONS**

- **Procedure NA for arrivals at DERMA via V95 southwest bound.**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LPV DA</strong></td>
<td>5760-3/4</td>
<td>258 (300-3/4)</td>
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<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>5980-1/8</td>
<td>478 (500-1/8)</td>
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<td><strong>LNAV MDA</strong></td>
<td>6060-1</td>
<td>558 (600-1)</td>
<td>558 (600-1)</td>
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<tr>
<td><strong>CIRCLING</strong></td>
<td>6100-1</td>
<td>593 (600-1)</td>
<td>6180-1</td>
<td>673 (700-1)</td>
</tr>
</tbody>
</table>

**FARMINGTON, NEW MEXICO**
Amdt 2A 12AUG21

**36°44'N-108°14'W**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**SW-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 23
FOUR CORNERS RGNL (FMN)

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT 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

RNAV (GPS) RWY 23
FOUR CORNERS RGNL (FMN)

EXZAR 8000
FARMINGTON, NEW MEXICO

Apt Elev
TDZE
Rwy Idg
Apt Elev

0.5% UP
0.4% UP

CIRCLING
RW23

36°44'N-108°14'W

SW-1, 11 JUL 2024 to 05 SEP 2024
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 Cats B/C/D and Circling Cats A/B/C ½ SM.

MISSED APPROACH:
Climb to 8300 direct RSK VOR/TAC and hold.

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 42).

Remain within 10 NM

CATEGORY

A  B  C  D

S-5
6060-1  562 (600-1)  6060-1½  562 (600-1½)

CIRCLING
6100-1  593 (600-1)  6180-1  6380-2½  6460-3

ELEV 5507  TDZE 5498

REIL Rwyys 23 and 25
MIRL Rwyys 5-23 and 7-25

FARMINGTON, NEW MEXICO
Orig-B 14JUL22

36°44'N-108°14'W

321
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

resar 2 NM

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

Remain within 10 NM.

Amdt 4B 12AUG21

FARMINGTON, NEW MEXICO

36°44'N-108°14'W
VOR RWY 25

FOUR CORNERS RGNL (FMN)

DME required.

- VDP 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 ½ SM and Circling visibility Cat A/B/C ½ SM.

- MISSED APPROACH: Climb to 7100 then climbing left turn to 8400 on heading 060° and on RSK VORTAC R-072 to CROMM/9 DME 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

7151A

FARMINGTON, NEW MEXICO AL-493 (FAA) 23334

ORIG 15JUN23

36°44’N-108°14’W

323
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.

**ATIS**

- **135.075**

**DENVER APP CON**

- **134.85**
- **251.125**

**NOCO TOWER**

- **118.4 (CTAF)**

**GND CON**

- **121.65**

**CLNC DEL**

- **120.25**
  - (When lwr closed)

**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.

---

**LOCALIZER 109.5**

- **I-FNL**

**LOCATOR**

- **109.5**

**I- FNL**

- **114.2 GLL**
  - Chan 89

**AIRWAY**

- **221 CW 258**

---

**Procedure NA for arrival on GLL VOR/DME airway radials 221 CW 258.**

---

**LOC I-FNL**

- **109.5**

**LOC I-FNL**

- **5047**
  - **0.5%**
  - **UP**
  - **0.5%**
  - **DOWN**

**ATIS**

- **135.075**

**FORT COLLINS/LOVELAND, COLORADO**

Amdt 7 24MAR22

---

**NORTHERN COLORADO RGNL (FNL)**

**ILS or LOC RWY 33**

---

**ATIS**

- **135.075**

**DENVER APP CON**

- **134.85**
- **251.125**

**NOCO TOWER**

- **118.4 (CTAF)**

**GND CON**

- **121.65**

**CLNC DEL**

- **120.25**
  - (When lwr closed)

**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.
RNAP (GPS) RWY 15
NORTHERN COLORADO RGNL (FNL)

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.

[Diagram with aviation symbols and coordinates]
**RNAV (GPS) RWY 33**

**NORTHERN COLORADO RGNL (FNL)**

**Circling RW 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 ½ SM and LNAV visibility Cat C/D to 1 SM.

**Missed Approach:** Climb to 5600, then climbing right turn to 7400 direct LPORT and hold.

---

**Procedure NA for arrival on GLL VOR/DME**

**Airway radials 136 CW 301.**

**Procedure NA for arrival on DVV VORTAC airway**

**Airway radials 257 CW 314.**

**LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV visibility Cat C/D to 1 SM.**

---

**Category**

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<td>5329-½ 309 (400-½)</td>
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<td>5520-1 500 (500-1)</td>
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**1 NM to RW33**

**1.7 NM to RW33**

**CONRY**

**IMOMY**

**331° Holding Pattern**

**ELEV 5020 D TDZE 5020**

**7 NM**

**319° (26.2)**

**5020**

---

**Misplaced Distance: 7 NM**

---

**CLEAN DEL 120.25 (When twr closed)**

**Procedure NA for arrival on GLL VOR/DME**

**Airway radials 136 CW 301.**

**Procedure NA for arrival on DVV VORTAC airway**

**Airway radials 257 CW 314.**

**LNAV/VNAV NA below -24°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ½ SM and LNAV visibility Cat C/D to 1 SM.**

---

**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 ½ SM and LNAV visibility Cat C/D to 1 SM.

**Missed Approach:** Climb to 5600, then climbing right turn to 7400 direct LPORT and hold.
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.

**DME required.**

**Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.**

**MISSED APPROACH:** Climbing right turn to 7400 via GLL VOR/DME R 248 to NEFFS/GLL 11.9 DME and hold.

Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.

**ATIS 135.075**

**DENVER APP CON 134.85 251.125**

**NOCO TOWER* 118.4 (CTAF) 1**

**GND CON 121.65**

**CLNC DEL 120.25**

*When twr closed*

---

**GND CON 121.65**

**CLNC DEL 120.25**

*When twr closed*

---

**ATIS 135.075**

**DENVER APP CON 134.85 251.125**

**NOCO TOWER* 118.4 (CTAF) 1**

**GND CON 121.65**

**CLNC DEL 120.25**

*When twr closed*

---
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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.
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)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)
PIKES TWO DEPARTURE (PIKES2.DEN) 30JAN20

TAKEOFF MINIMUMS
Rwys 6, 24: NA - VFR Runway.
Rwys 15, 33: Standard.

NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence . . . .

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence . . . .

. . . . RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10000 feet, cross DEN VOR/DME at or above 11000 feet.

ALAMOSA TRANSITION (PIKES2.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES2.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES2.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.
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 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.GL): 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, maintain ATC assigned 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 (ROCKI6.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VORTAC.
DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.
MONTROSE TRANSITION (ROCKI6.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI6.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.
TOP ALTITUDE: FL230

TAKEOFF MINIMUMS
Rwys 6, 24: NA.
Rwys 15, 33: Standard.

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

SKYEE ONE DEPARTURE (RNAV)

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

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)
TOP ALTITUDE:
FL230

NOTE: Chart not to scale.

NORTHERN COLORADO RGNL
FORT COLLINS/LOVELAND, COLORADO

NOTE:  FL230
NOTE:  AL-5677 (FAA) (FNL)
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.

(TOP ALTITUDE: FL230)

VOAXA

CHNGY

17000
15200
266°
(37)

208°
17000

252°
16500

15800
256°
(38)

NOTE: Chart not to scale.

NORTHERN COLORADO RGNL
FORT COLLINS/LOVELAND, COLORADO

NOTE:  FL230
NOTE:  AL-5677 (FAA)

(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 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.

SW-1, 11 JUL 2024 to 05 SEP 2024
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.
Circling Rwy 8, 17, 26, 32, 35 NA at night.

MISSED APPROACH: Climb to 7400 direct HARPU and hold.

AWOS-3PT 132.95
DENVER CENTER 118.475 225.4
UNICOM 123.05 (CTAF)

RNP APCH.

GISEY 2.3 NM to RW14

HOLD 14000
7400

7400 NoPT
234°
7 NM

[IF/IAF] ECUIDI

[IAF] DEKTE

0.54°
1.5 NM to DEKTE

7400

7400 NoPT
234°
30 NM to ECUIDI

7 NM

ECUDI

14000
7400

GP 3.00°
TCH 30

HARPU

* LNAV only

7400

CATEGORY
A
B
C
D

LFV DA 4845-1 250 (300-1)

LNAV/ VNAV DA 4845-1 250 (300-1)

LNAV MDA 5000-1 405 (500-1) 5000-1 1/2 405 (500-1/2)

445 (500-1) 485 (500-1) 5120-1 1/2 525 (600-1 1/2) 745 (800-2 1/2)

5216 X 80

CIRCLING

5040-1

5080-1

5020-1

445 (500-1) 485 (500-1) 5120-1 1/2 525 (600-1 1/2) 745 (800-2 1/2)

CATEGORY
A
B
C
D

MIRL Rwy 14-32

REIL Rwy 14 and 32
RNAV (GPS) RWY 32
FORT MORGAN MUNI (FMM)

DME/DME RNP 0.3 NA. When local altimeter setting not received, use Akron altimeter setting: increase all DA to 4879 feet and all visibilities ½ mile, increase all MDA 100 feet and all Category C and D visibilities ½ mile. Night landing: Rwy 8, 17, 26, 32, 35 NA. Helicopter visibility reduction below 1 SM NA.

MISSING APCH FIX
7 NM ECUDI

AWOS-3PT 132.95
DENVER CENTER 118.475 225.4
UNICOM 123.05 (CTAF)

6044 A

ELEV 4595
TDZE 4546

7400
ECUDI
4565
(JAF) JADEK
7400
324°
HARPU

JADEK
6200
324°

324°
7400 NAGP

7 NM

7400
Holding Pattern

2468 X 100
2459 X 80

7.8 NM

3.1 NM

745 (800-2)

360°

LNAV
DA
4796-1 250 (300-1)

LNAV/ VNAV DA
4796-1 250 (300-1)

LNAV MDA
4820-1 274 (300-1)

CIRCLING
5040-1 5080-1 5120-1½ 5340-2½

525 (600-1½) 745 (800-2½)

445 (500-1) 485 (500-1)

5731
Rwy Idg
5730
TDZE
4546
Apt Elev 4595

FORT MORGAN, COLORADO
AL-10684 (FAA)

nejk1, 11 JUL 2024 to 05 SEP 2024
DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Window Rock altimeter setting and increase all MDAs 80 feet, increase LNAV Cat A visibility ¼ SM. VDP NA with Window Rock altimeter setting.

MISSED APPROACH: Climb to 9500 direct BAXTU and hold.

Procedure NA for arrivals at GUP VORTAC on V421 northbound.

VDP NA with Window Rock altimeter setting. and increase all MDAs 80 feet, increase LNAV Cat A visibility ¼ SM. When local altimeter setting not received, use Window Rock altimeter setting.
RNAV (GPS) RWY 24
GALLUP MUNI (GUP)

ASOS
118.375

ALBUQUERQUE CENTER
124.325 288.25

UNICOM
122.95 (CTAF)

MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

Rwy 24 helicopter visibility reduction below ¾ SM NA.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 48).

Category A
LNAV MDA 7360-1/4 888 (900-1/4) 7360-2/1 888 (900-2/1)

Category C
CIRCLING 7360-1/4 888 (900-1/4) 7460-3 988 (1000-3) 7720-3 1248 (1300-3)
**LOC RWY 6**

**GALLUP MUNI (GUP)**

### ASOS

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### ABLUQUECER CENTER

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### UNICOM

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**LOC/DME I-GUP**

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<td>062°</td>
<td>7315</td>
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**NA**

Rwy 6 helicopter visibility reduction below ¾ SM NA.

**MISSPAPPROACH:** Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

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**GALLUP, NEW MEXICO**

**AMdt 3D 25MAR21**

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**LOCALIZER, I-GUP**

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**KINLY OM/INT I-GUP (6.5)**

<p>| | | |</p>
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<tbody>
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<td></td>
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</tbody>
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**INFORMATION**

- **Teardrop right turn within 10 NM**
- **LOCALIZER, I-GUP**
- **I-GUP**
- **KINLY OM/INT I-GUP (6.5)**
- **GALLUP**
- **VORTAC**
- **7500**
- **9000**
- **GUP**

---

**CATEGORIES**

<table>
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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<td>S-6</td>
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<td>7280-1</td>
<td>7280-2</td>
<td>815 (900-2½)</td>
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<td>815 (900-1)</td>
<td>815 (900-1½)</td>
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<td>7460-3</td>
<td>1248 (1300-3)</td>
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<td>808 (900-1)</td>
<td>808 (900-1½)</td>
<td>988 (1000-3)</td>
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**ELEV 6472**

**TDZE 6465**

**FAT TO MAP 5.1 NM**

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<td>Min:Sec</td>
<td>5:06</td>
<td>3:24</td>
<td>2:33</td>
<td>2:02</td>
<td>1:42</td>
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---

**35°31′N-108°47′W**

---

**GALLUP, NEW MEXICO**

Amdt 3D 25MAR21
GALLUP, NEW MEXICO
AL-526 (FAA)

VOR RWY 6
GALLUP MUNI (GUP)

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 1/2 SM NA.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 46).

Remain within 10 NM

CATEGORY
A
B
C
D

S-6
7460-1¼
7460-1½
7460-3
NA

CIRCLING
7460-1¼
7460-1½
7460-3
1248 (1300-3)

Amdt 8C 25MAR21

GALLUP, NEW MEXICO

35°31'N-108°47'W
TAKOFF MINIMUMS
Rwy 9: NA - Environmental.
Rwy 27: Standard with minimum climb of 630’ per NM to 10400.

TAKOFF OBSTACLE NOTES
Rwy 27: Fence and lighting beginning 6’ from DER, 112’ right of centerline, up to 9’ AGL/8164’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKOFF 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.
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

LOUDER 3.7

WINDO
118.55

GRAND JUNCTION TOWER
118.1 (CTAF) 257.8

GRAND JUNCTION, COLORADO

Atm 17 16MAY24

39°07'N-108°32'W

357
GRAND JUNCTION, COLORADO

APP CRS
301°

Rwy Idg
TDZE
Apt Elev
9339
4861
4861

RNAV (GPS) RWY 29
GRAND JUNCTION RGNL (GJT)

ATIS
DENVER APP CON
GRAND JUNCTION TOWER
GRAND JUNCTION TOWER
GND CON
GND CON
UNICOM
118.55
119.7 317.4
118.1 (CTAF)
257.8
121.7 257.8
122.95

 Температура:

Циркулирование для категории D севернее RWY 11-29.

Основной подход:

Миссированное приближение: Надо подняться до 10500, прямая трасса LOMMA и держитесь, продолжайте направление в точку 10500.

ATIS
118.55

DENVER APP CON
119.7 317.4

GRAND JUNCTION TOWER
118.1 (CTAF)

GND CON
121.7 257.8

UNICOM
122.95

Размеры:

OMA 12400

Маркер ВБПП 25 NM

ЕВ 4861 TDZE 4861

AL-634 (FAA)
24193

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

GRAND JUNCTION, COLORADO

Amdt 2 16MAY24

39°07'N-108°32'W

359
Circling NA for Cat D north of Rwy 11-29. Autopilot coupled approach NA inside 2.0 DME.

MISSED APPROACH: Climb to 7500 on heading 304° then climbing left turn direct JNC VOR/DME and hold, continue climb-in-hold to 11000.

Use I-ACD DME when on the localizer course.

HRSO

7500

ahdg 304°

LOC offset 20.01°
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
GRAND JUNCTION, COLORADO

GRAND JUNCTION RGNL (GJT)

MONUMENT THREE DEPARTURE (OBSTACLE)

MONUMENT THREE DEPARTURE (OBSTACLE)

MONUMENT THREE DEPARTURE (OBSTACLE)

MONUMENT THREE DEPARTURE (OBSTACLE)

DENVER DEP CON*
119.7 317.4
ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER*
118.1 257.8

TAKEOFF OBSTACLE NOTES

Rwy 11: Light poles beginning 7' from DER, 55' left of centerline, up to 3' AGL/4863' MSL.
Light poles 8' from DER, 54' right of centerline, 1' AGL/4862' MSL.
Poles beginning 251' from DER, 285' left of centerline, up to 20' AGL/4883' MSL.
Rwy 29: Vertical structure 151' from DER, 432' right of centerline, 22' AGL/4846' MSL.
Navaid, tower beginning 266' from DER, 398' right of centerline, up to 43' AGL/4865' MSL.

TAKEOFF MINIMUMS

Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with minimum climb of 235' per NM to 7400.
Rwy 29: Standard with minimum climb of 225' per NM to 8000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 116° to 6600, then climbing right turn to heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME, thence . . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to 7000, then climbing left turn to 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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on heading 116° to 6000, then right turn direct JNC VOR/DME, thence... . . .

TAKEOFF RUNWAY 29: Climb on heading 296° to 6000, then left turn direct JNC VOR/DME, thence... . . .

...(transition) maintain 6000, expect filed altitude 10 minutes after departure.

BRICK TRANSITION (JNC8.BRICK): From over JNC VOR/DME on JNC R-113 to BRICK.

DIRDY TRANSITION (JNC8.DIRDY): From over JNC VOR/DME on JNC R-082 to DIRDY.

PACES TRANSITION (JNC8.PACES): From over JNC VOR/DME on JNC R-060 to PACES.

SQUAT TRANSITION (JNC8.SQUAT): From over JNC VOR/DME on JNC R-045 to SQUAT.
Takeoff Runways 11, 29: Climb on assigned heading for RADAR vectors to assigned fix/route. Maintain ATC assigned 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'.

Top Altitude: Assigned by ATC.

Denver Dep Con: 119.7 317.4
ATIS 118.55
GND Con 121.7 257.8
Grand Junction Tower 118.1 257.8

Takeoff Minims:
Rwy 4: NA - Obstacles.
Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
Rwy 11: Standard with minimum climb of 320'/NM to 9500.
Rwy 29: Standard with minimum climb of 320'/NM to 9500.

Note: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb direct NOKXI, thence. . . .

. . . (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (NOKXI2.JNC)
HAQHY TRANSITION (NOKXI2.HAQHY)
GRAND JUNCTION, COLORADO

TESSY

GRAND JUNCTION, COLORADO

GRAND JUNCTION RGNL (GJT)

Rwy 29: Standard with minimum climb of 220'/NM to 5400.
Rwy 11: NA - ATC.
Rwys 4, 22: NA - Environmental.

TAKEOFF MINIMUMS
Rwys 4, 22: NA - Environmental.
Rwy 11: NA - ATC.
Rwy 29: Standard with minimum climb of 220'/NM to 5400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 29: Climb on heading 296° to 5361, then direct RHONE to cross at or above 7500, thence. . . .

. . . (transition). Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (RHONE3.JNC): Aircraft departing JNC VOR/DME R-221 CW R-060 depart on course. All other aircraft climb in JNC VOR/DME holding pattern to cross JNC VOR/DME at or above R-061 CW R-130 9500; R-131 CW R-220 10500 before proceeding en route.

TESSY TRANSITION (RHONE3.TESSY)
RNAV (GPS) RWY 13
GRANTS-MILAN MUNI (GNT)

RNAV (GPS) APCH-GPS.

AWOS-3PT 118.3
ALBUQUERQUE CENTER 123.25 288.25
UNICOM 122.8 (CTAF)

When local altimeter setting not received, procedure NA.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

Procedure Turn NA

VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 44)

MIRL Rwy 13-31

GRANTS, NEW MEXICO
AL-9065 (FAA)

35°10'S-107°54'W

RNAV (GPS) RWY 13
GRANTS-MILAN MUNI (GNT)

When local altimeter setting not received, procedure NA.
Rwy 13 helicopter visibility reduction below ¾ SM NA.

8000 direct CROIN WP and hold.

When local altimeter setting not received, procedure NA.
Rwy 13 helicopter visibility reduction below ¾ SM NA.
RNAV (GPS) RWY 31
GRANTS-MILAN MUNI (GNT)

**Aircraft Information**

- **ATC Information**
  - **CTAF** 122.8
  - **MISSED APPROACH**: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.

- **Runway Information**
  - **Runway 31**: 8000-3, 943 (1000-1½), 1463 (1500-3), 8664
  - **Runway 3**: 1.7, 1.7, 1.7

- **Non-RNAV Information**
  - **UNICOM**: 122.8 (CTAF)

- **Navigation Aids**
  - **VOR (IF)**: EYEDI
  - **VOR (IAF)**: EYEDI
  - **VOR (IDLG)**: ZUROS

- **Elevation**
  - **6537 ft**

- **Lat/Lon**
  - 35°10'N-107°54'W

- **Published Altitudes**
  - **MIRL**: 7172
  - **TDZE**: 6522
  - **Apt Elev**: 6537

- **Approach Data**
  - **RNP APCH-GPS**

- **Miscellaneous**
  - **Circling NA east of Rwy 13-31.
  - **When local altimeter setting not received, procedure NA.**

**Route Information**

1. Approach RW31 via 302° track to EMUXE WP and hold.
2. Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.
3. Holding Pattern at ZUROS with VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).
4. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.
5. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.
6. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.
7. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.
8. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.
9. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.
10. To RW31, YUDUN 2.5 NM to RW31, 1.7 NM to RW31.

**Airport Information**

- **Airport Name**: GRANTS-MILAN MUNI

**Source**

- **Source**: AL-9065 (FAA)

**Date**

- **SW-1, 11 JUL 2024 to 05 SEP 2024**
ILS or LOC RWY 35
GREELEY-WELD COUNTY (GXY)

 MISS APPROACH: Climb to 3500 then climbing right turn to 7000 on heading 120° and GLL VOR/DME R-136 to CEDUK INT/GLL DU. and hold.

DME or RADAR REQUIRED

ELEV 4697
TDZE 4665

 Use I-DCI DME when on the localizer course.

GS 3.0° TCH 5°

CATEGORY
A B C D

S-ILS 35
4865-17 200 (200-17)

S-LOC 35
5100-1 435 (500-1) 5100-1 435 (500-1)

CIRCLING
5120-1 435 (500-1) 5200-1 5380-2 435 (500-1)

40°26'N-104°38'W

GREELEY, COLORADO
Amdt 3A 01MAR18

GREELEY, COLORADO
AL-325 (FAA)
23334

ILS or LOC RWY 35
GREELEY-WELD COUNTY (GXY)

MISS APPROACH: Climb to 3500 then climbing right turn to 7000 on heading 120° and GLL VOR/DME R-136 to CEDUK INT/GLL DU. and hold.
RNAV (GPS) RWY 10

GREELEY-WELD COUNTY (GXY)

RNP APCH.

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 LPORT on V81 northbound.

Procedure NA for arrivals at NIWOT on V575 southeast bound and V220 southwest bound.

VGSi and RNAV glidepath not coincident

NOCOL (VGSi Angle 3.00/TCH 43)

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)

MISSED APPROACH: Climb to 5400 then climbing right turn to 7000 direct CEDUK and hold.

AWOS-3PT 4911-3/4 250 (300-3/4)
DENVER APP CON 4920-3/4 259 (300-3/4)
CLNC DEL 5140-1 479 (500-1)

Procedure NA for arrivals at LPORT on V81 northbound.

Procedure NA for arrivals at NIWOT on V575 southeast bound and V220 southwest bound.

VGSi and RNAV glidepath not coincident

NOCOL (VGSi Angle 3.00/TCH 43)

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)

MISSED APPROACH: Climb to 5400 then climbing right turn to 7000 direct CEDUK and hold.
**RNAV (GPS) RWY 28**

**GREELEY-WELD COUNTY (GXY)**

**RNP APCH.**

Baro-VNAV NA when using Fort Collins/Loveland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. When local altimeter setting not received, use Fort Collins/Loveland altimeter setting: increase LPV DA to 4935 feet and visibility ½ SM, LNAV/VNAV DA to 5061 feet and visibility ½ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

**MISSED APPROACH:** Climb to 6300 then climbing left turn to 7000 direct CEDUK and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>DENVER APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<td>135.175</td>
<td>134.85</td>
<td>251.125</td>
<td>122.8(CTAF)</td>
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- **Procedure NA for arrival on GLL VOR/DME airway radials 095 CW 136.**

- **GILL GLL**

- **RW28**

- **KWIKK 1.6 NM to RW28**

- **(FAF) KAASH**

- **(IF/IAF) COWWZ**

- **HOLD 4000 7000**

**ELEV 4697**

**TDZE 4650**

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<td>CIRCLING</td>
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<td>683 (700-2/4)</td>
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**MIRL Rwys 10, 17, 28 and 35**

**REIL Rwys 10-28 and 17-35**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**40°26'N-104°38'W**

**GREELEY, COLORADO**

**AL-325 (FAA)**

**Amdt 1B 15AUG19**
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: 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.

SW-1, 11 JUL 2024 to 05 SEP 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 BAPME at 8000 then on track 087° to ECHO, 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)
MRSHH TWO DEPARTURE (RNAV)

**Takeoff Minimums**

Rwys 10, 17, 28, 35: Standard.

**Notes:**
- DME/DME/IRU or GPS required.
- RNAV 1.
- Turbojets only.
- RADAR required.

**Chart:**
- Chart not to scale.

(Narrative on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . . expect RADAR vectors to cross 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**

**PIKES TWO DEPARTURE (PIKES2.DEN) 30JAN20**

**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.

---

**NOTE:** Chart not to scale.
GREELEY-WELD COUNTY
GREELEY, COLORADO
126.65

NOTE: Chart not to scale.

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.

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.
(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route, maintain ATC assigned 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 (ROCKI6.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI6.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 (ROCKI6.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI6.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-084 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI6.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI6.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: Chart not to scale.

NOTE: Chart not to scale.

NOTE: Chart not to scale.

SKYEE ONE DEPARTURE (RNAV)

(SKYEE1.SKYEE) 26MAR20

GREELEY, COLORADO

GREELEY-WELD COUNTY (GXY)

SW-1, 11 JUL 2024 to 05 SEP 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 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

FL230

TOP ALTITUDE:

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: Turbjets 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 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.
RNAV (RNP) RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE)
Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

GUNNISON, COLORADO
AL-517 (FAA)
24193

Apt Elev 7680

Procedure NA for arrivals on HBU VOR/DME
airway radials 096 CW 280 and for arrivals at POWES via V95 and V244

11000

OSDUE

Procedure NA for arrivals on HBU VOR/DME
airway radials 096 CW 280 and for arrivals at POWES via V95 and V244

061°

8777 ±

7949 ±

7909 ±

7717 ±

8088 ±

8209 ±

8777 ±

8724 ±

8749 ±

13000 to VOR/DME

POSLY

HBU

BLUE MESA

HBU (IAF)

POWES (IAF)

RNAV (RNP) RWY 6

CATEGORY

A

B

C

D

RNP 0.11 DA

NA

8125-1 ¼

458 (500-1 ¼)

NA

RNP 0.20 DA#

NA

8219-1 ½

552 (600-1 ½)

NA

RNP 0.26 DA†

NA

8294-1 ¾

627 (700-1 ¾)

NA

RNP 0.30 DA

NA

8354-2

687 (700-2)

NA

AUTHORIZATION REQUIRED

GUNNISON, COLORADO
Orig-A 30JUN11

24196

38°32’N-106°56’W

395

RNAV (RNP) RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)
RNAV (RNP) RWY 24
GUNNISON-CRESTED BUTTE RGNL (GUC)

**AWOS-3PT** 135.075  
**DENVER CENTER** 124.5 350.25  
**UNICOM** 122.7 (CTAF)

**ELEV** 7680  
**TDZE** 7680

**MISSPAP Approach:** Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.

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 VGSII inoperative, procedure NA at night.

Missed approach requires minimum climb of 425 feet per NM to 9000.

**AWOS-3PT** 135.075  
**DENVER CENTER** 124.5 350.25  
**UNICOM** 122.7 (CTAF)

**ELEV** 7680  
**TDZE** 7680

**MISSPAP Approach:** Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.

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 VGSII inoperative, procedure NA at night.

Missed approach requires minimum climb of 425 feet per NM to 9000.

**AUTHORIZATION REQUIRED**
Procedure NA when airport closed except by prior arrangement. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

AIRPORT Chart (GUC)

**GUNNISON, COLORADO**

**AL-517 (FAA)**

**VOR or GPS-A**

**GUNNISON-CRESTED BUTTE RGNL (GUC)**

**AWOS-3PT**

**135.075**

**DENVER CENTER**

**124.5 350.25**

**UNICOM**

**122.7 (CTAF)**

**Category**

<table>
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<td>9340-2</td>
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<td>10040-3</td>
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**Knots**

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**MISSED APPROACH**

Climbing right turn to 12000 direct HBU VOR/DME and hold.

**ATC**

**UNICOM**

**DENVER CENTER**

**122.7 (CTAF)**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**GUNNISON-CRESTED BUTTE RGNL (GUC)**

**398**

**38°3′N-106°56′W**

**GUNNISON, COLORADO**

**Amdt 7E 11 JUN 2024**
**ILS or LOC RWY 10**

**YAMPA VALLEY (HDN)**

- **LOC/DME:** HDN 109.9
- **Channel:** 36
- **DME Required:**
  - **Inop Table does not apply to S-ILS 10**
  - For inop ALS, increase S-ILS 10 visibility to 2½ SM.

**AWOS-3PT:** 119.275

**DENVER CENTER:** 120.475 235.975

**UNICOM:** 123.0 (CTAF)

**AWOS-3PT**

**DENVER CENTER**

**UNICOM**

**MISSING 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.

**AIRPORT**: Hayden, Colorado

**AWOS-3PT**: 8126

**DENVER CENTER**: 6591

**UNICOM**: 6606

**HOLD**

- **11000 to 10000**
- **10000 to 104°**
- **204° to 11000**

**GS 3.00°**

**TCH 55**

**One Minute Holding Pattern**

**REVM E I-HDN [15]**

**INEDE I-HDN [8.2]**

**8000 to 13300**

**CHE R-114**

**TILLI**

**LOCALIZER 109.9**

**I-HDN [15]**

**Chan 36**

**S-LOC 10**

<table>
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<tr>
<td>S-ILS 10</td>
<td>7412-2 823 (900-2)</td>
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<td></td>
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<tr>
<td>S-LOC 10</td>
<td>7760-1 1169 (1200-1)</td>
<td>7760-1½ 1169 (1200-1½)</td>
<td>7760-3 1169 (1200-3)</td>
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**GPS 3.00°**

**TCH 55**

**One Minute Holding Pattern**

**REVM E I-HDN [15]**

**INEDE I-HDN [8.2]**

**8000 to 13300**

**CHE R-114**

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**LOCALIZER 109.9**

**I-HDN [15]**

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**CIRCLING**

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**GPS 3.00°**

**TCH 55**

**One Minute Holding Pattern**

**REVM E I-HDN [15]**

**INEDE I-HDN [8.2]**

**8000 to 13300**

**CHE R-114**

**TILLI**

**LOCALIZER 109.9**

**I-HDN [15]**

**Chan 36**

**S-LOC 10**

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**GPS 3.00°**

**TCH 55**

**One Minute Holding Pattern**

**REVM E I-HDN [15]**

**INEDE I-HDN [8.2]**

**8000 to 13300**

**CHE R-114**

**TILLI**

**LOCALIZER 109.9**

**I-HDN [15]**

**Chan 36**
RNAV (RNP) Z RWY 10
YAMPA VALLEY (HDN)

MALSF M S A R W 1

104°

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.

AWOS-3PT
119.275

DENVER CENTER
120.475 235.975

UNICOM
123.0 (CTAF)

TCH 55
8 NM

REVME
10000
13800

MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold. Continue climb-in-hold to 13800.

Procedure NA for arrivals at STRIM on V101 westbound.

Procedure NA for arrivals at CELIA on V328 northwest bound.

For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

RNP AR APCH-GPS.

RNAV (RNP) Z RWY 10

HAYDEN, COLORADO
AL-5983 (FAA)

Amdt 2A 24MAR22

YAMPA VALLEY (HDN)

40°29’N-107°13’W

Malcolms 7016-1 425 (500-1)

RNP 0.20 DA

7016-1 425 (500-1)

7344-1 753 (800-1/2)

7949-5 1358 (1400-5)

UNICOM
6606

DENVER CENTER
120.475 235.975

MALSF

MISSED APCH FIX

TILLI

TCH 55
8 NM

REVME
10000
13800

MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold. Continue climb-in-hold to 13800.

Procedure NA for arrivals at STRIM on V101 westbound.

Procedure NA for arrivals at CELIA on V328 northwest bound.

For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

RNP AR APCH-GPS.

RNAV (RNP) Z RWY 10

HAYDEN, COLORADO
AL-5983 (FAA)

Amdt 2A 24MAR22

YAMPA VALLEY (HDN)

40°29’N-107°13’W

Malcolms 7016-1 425 (500-1)

RNP 0.20 DA

7016-1 425 (500-1)

7344-1 753 (800-1/2)

7949-5 1358 (1400-5)

UNICOM
6606

DENVER CENTER
120.475 235.975

MALSF

MISSED APCH FIX

TILLI

TCH 55
8 NM

REVME
10000
13800

MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold. Continue climb-in-hold to 13800.

Procedure NA for arrivals at STRIM on V101 westbound.

Procedure NA for arrivals at CELIA on V328 northwest bound.

For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

RNP AR APCH-GPS.

RNAV (RNP) Z RWY 10

HAYDEN, COLORADO
AL-5983 (FAA)

Amdt 2A 24MAR22

YAMPA VALLEY (HDN)

40°29’N-107°13’W

Malcolms 7016-1 425 (500-1)

RNP 0.20 DA

7016-1 425 (500-1)

7344-1 753 (800-1/2)

7949-5 1358 (1400-5)

UNICOM
6606

DENVER CENTER
120.475 235.975

MALSF

MISSED APCH FIX

TILLI

TCH 55
8 NM

REVME
10000
13800

MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold. Continue climb-in-hold to 13800.

Procedure NA for arrivals at STRIM on V101 westbound.

Procedure NA for arrivals at CELIA on V328 northwest bound.

For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

RNP AR APCH-GPS.

RNAV (RNP) Z RWY 10

HAYDEN, COLORADO
AL-5983 (FAA)

Amdt 2A 24MAR22

YAMPA VALLEY (HDN)

40°29’N-107°13’W

Malcolms 7016-1 425 (500-1)

RNP 0.20 DA

7016-1 425 (500-1)

7344-1 753 (800-1/2)

7949-5 1358 (1400-5)

UNICOM
6606

DENVER CENTER
120.475 235.975

MALSF

MISSED APCH FIX

TILLI

TCH 55
8 NM

REVME
10000
13800

MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold. Continue climb-in-hold to 13800.

Procedure NA for arrivals at STRIM on V101 westbound.

Procedure NA for arrivals at CELIA on V328 northwest bound.

For inop ALS, increase RNP 0.20 all Cats visibility to 2 SM.

RNP AR APCH-GPS.
**RNAV (GPS) RWY 28**

**YAMPA VALLEY (HDN)**

**MISSED APPROACH:** Climb to 10000 direct NESPE and on track 296° to MEKWY and hold.

### Table: Approach Fix Details

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<thead>
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<th>A</th>
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<td>7220-1</td>
<td>614 (700-1)</td>
<td>7660-3</td>
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### Diagram Notes
- **RNAV (GPS) RWY 28**
- **YAMPA VALLEY (HDN)**
- **MISSED APPROACH:** Climb to 10000 direct NESPE and on track 296° to MEKWY and hold.

### Approach Details
- **AWOS-3PT**: 119.275
- **DENVER CENTER**: 120.475 235.975
- **UNICOM**: 123.0 (CTAF)

**Notes:**
- When local altimeter not received use Craig-Moffat altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C/D visibility 1/4 mile. Rwy 28 helicopter visibility reduction below 3/4 SM NA.

**Map Details:**
- **ELEV 6606**
- **TDZE 6606**
- **HAYDEN, COLORADO**
- **AIRPORT IDENTIFIER:** 40°29'N-107°13'W
- **YAMPA VALLEY (HDN)**
- **RNP APCH:**

**Amdt 3A  06DEC18**

**Procedure NA for arrivals on CHE VOR/DME airway radial 041.**
DME required.

- Rwy 28 helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climb to 9900 direct CHE VOR/DME and hold, continue climb-in-hold to 9900.

**AWOS-3PT**
- 119.275

**DENVER CENTER**
- 120.475
- 235.975

**UNICOM**
- 123.0 (CTAF)

**CATALOGUE**

- CATEGORY
  - A
  - B
  - C
  - D
- CIRCLING
  - 7900-1½
  - 7900-1⅔
  - 7900-3
  - 8200-3

**HAYDEN, COLORADO**
- Amdt 2 16MAY24
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 ½ mile, increase Circling Cat D visibility ½ mile. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1 1/4. VDP NA when using Carlsbad altimeter setting. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 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 1/2 mile, LNAV Cats C/D visibility 3/4 mile, Circling Cat C visibility 1/4 mile, and Circling Cat D visibility 1/2 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 1 1/2 miles, and LNAV Cats C/D to 1 1/2 miles. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.
MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

RNAV (GPS) RWY 21
LEA COUNTY RGNL (HOB)

ATIS 119.75
FORT WORTH CENTER 133.1 298.95
HOBBS TOWER 120.65 (CTAF) 317.4
GND CON 121.9
UNICOM 122.95

5600 FIBGA

KOYES 2.2 NM to RW21

ROBRY

DEKEC

6000 to DEKEC 040° (18)

HOBBS

HOB

RNAV (GPS) RWY 21

LPV DA 3899-3/4 250 (300-3/4)

RNAV/ VNAV DA 3899-3/4 250 (300-3/4)

RNAV MDA 4020-1 371 (400-1)

CIRCLING 4120-1 4160-1 4440-2 4440-2 1/2

HOBBS, NEW MEXICO

Amdt 2 29DEC22

32°41'N-103°13'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility 1/4 mile, LNAV Cats C/D and Circling Cat C visibility 3/4 mile, and Circling Cat D visibility 1/2 mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. Rwy 17 helicopter visibility reduction below 1 SM NA. Circling Rwy 17 NA at night.

**MISSING APPROACH:**
Climb to 4700 then climbing left turn to 6000 direct LISNY and hold.

**ATIS**
119.75

**FORT WORTH CENTER**
133.1 298.95

**HOGBBS TOWER**
120.65 (CTAF) 317.4

**GND CON**
121.9

**UNICOM**
122.95

**ELEV** 3661

**TDZE** 3649

**Closing:**
SW-1 11 JUL 2024 to 05 SEP 2024

**Ammendment 1B 04JAN18**

**LEA COUNTY RGNL (HOB) 23222**

**RNAV (GPS) RWY 30**

**HOBBS, NEW MEXICO**

**AL-851 (FAA)**

**HOBBS, NEW MEXICO**

**W3OA**

**CH 69635**

**WAAS**

**APP CRS** 308°

**Rwy Idg** 6002

**TDZE** 3649

**Apt Elev** 3661

**HOBBS, NEW MEXICO**

**3710 TWR**

**HOBBS, NEW MEXICO**

**AL-851 (FAA)**

**32°41'N-103°13'W**

**RNAV (GPS) RWY 30**

**LEA COUNTY RGNL (HOB)**

**32°41'1N-103°13'W**

**407**
MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

DME required.

Circling Rwy 17/35 NA at night.

VOR or TACAN RWY 21
LEA COUNTY RGNL (HOB)

ATIS
119.75

FORT WORTH CENTER
133.1 296.95

HOBBS TOWER
120.65 (CTAF) 317.4

GND CON 121.9

UNICOM 122.95

Amdt 9E 29DEC22
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
V A R 6.6° E
ILS or LOC X RWY 16

**When ALS inop, increase CAT AB to 1 mile, CAT CDE to 1 1/2 miles.**

When circling to Rwy 25 at night, operations VGSi required, remain on or above VGSi glidepath until threshold.

CAUTION: When Rwy 22 VGSi inop, circling to Rwy 22 NA at night.

USAF Only: When Rwy 16 VGSi inop, straight-in Rwy 16 authorized at night with aircrew command approval.

**When ALS inop, increase vis to 1/4 mile.**

When circling to Rwy 25 at Night, operations VGSi required, remain on or above VGSi glidepath until threshold.

CAUTION: When Rwy 22 VGSi inop, circling to Rwy 22 NA at night.

USAF Only: When Rwy 16 VGSi inop, straight-in Rwy 16 authorized at night with aircrew command approval.

EMERG SAFE ALT 100 NM 14,200

VGSi and ILS glidepath not coincident (VGSi angle 2°00’/TCH 50).

EMERG SAFE ALT 100 NM 14,200

VGSi and ILS glidepath not coincident (VGSi angle 2°00’/TCH 50).

CAUTION: ILS TCH 41° Height group 4 (B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25) wheel crossing height 16°.

CAUTION: CAT E and portions of CAT D’circling not fully contained in controlled airspace.

High terrain to East within 15 NM.

Unit terrain 0’ AGL/4082’ MSL, 136° right of course.

CAUTION: ILS TCH 41° Height group 4 (B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25) wheel crossing height 16°.

CAUTION: CAT E and portions of CAT D’circling not fully contained in controlled airspace.

High terrain to East within 15 NM.

Unit terrain 0’ AGL/4082’ MSL, 136° right of course.

CAUTION: ILS TCH 41° Height group 4 (B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25) wheel crossing height 16°.
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 -30.0° C ISA deviation.

USAF 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 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

SW-1, 11 JUL 2024 to 05 SEP 2024

ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

RNAV (GPS) RWY 16

Amdt 2 OCT 23
**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.
CTAF 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 132.6 257.6

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.
DEPARTURE ROUTE DESCRIPTION

**TAKEOFF RWY 4**: Climb direct BENTT, cross BENTT at 15,000.

**TAKEOFF RWY 16**: Climbing left turn to track 347°, intercept HMN R-032 direct CONOK, depart CONOK direct BENTT. Cross BENTT at 15,000.

**TAKEOFF RWY 34**: Climbing right turn on track 077°, intercept HMN R-032 direct BENTT, cross BENTT at 15,000.
IZZY ONE DEPARTURE (RNAV) (IZZY1•IZZZY)

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•IZZZY)

Amend 10AUG23

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO
OHDEE ONE DEPARTURE

**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.
**RNAV (GPS) RWY 14**

**Category**

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

**LNAV MDA**

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

**CIRCLING**

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

**APP CRS**

- 141°

**Rwy Idg**

- 5000

**TDZE**

- 3730

**Apt Elev**

- 3730

**UNICOM**

- 122.7 (CTAF)

**RNAV (GPS) RWY 14**

**RNAV (GPS) RWY 14**

**Elev**

- 3730

**TDZE**

- 3730

**Elev**

- 3730

**TDZE**

- 3730

**HOLYOKE, COLORADO**

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<tr>
<th>AWOS-3</th>
<th>DENVER CENTER</th>
<th>UNICOM</th>
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<tr>
<td>119.275</td>
<td>118.475 225.4</td>
<td>122.7 (CTAF)</td>
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</table>

**REIL Rwy 14 and 32**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 14**

**RNAV (GPS) RWY 14**

**HOLYOKE (HEQ)**

**HOLYOKE (HEQ)**

**40°34'N-102°16'W**

**419**
RNAV (GPS) RWY 32

HOLYOKE (HEQ)

**APP CRS**
- RwY Idg: 5000
- TDZE: 3727
- Apt Elev: 3730

**RNP APCH-GPS.**
- 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)

**RNAV (GPS) RWY 32**

**MISSED APPROACH:** Climb to 6500 direct FEVLO and on track 201° to CITMU and hold.

**ELEV 3730**

**TDZE 3727**
SW-1, 11 JUL 2024 to 05 SEP 2024

NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: 300-1 or standard with minimum climb of 280’ per NM to 4000.  

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb direct CIPGA, then on depicted route to cross NACIK at or above 7000.

TAKEOFF RUNWAY 32: Climb direct FEKMU, then on depicted route to cross NACIK at or above 7000.
MISSED APCH: Climb to 9300 then climbing right turn to 13400 direct FAMKO and on track 039° to BROCC and hold. # Missed approach requires minimum climb of 405 ft per NM to 10000.

Procedure NA for arrivals at RW27.

Circling NA south of Rwy 9-27. Rwy 27 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 48°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA.

Rwy 27 helicopter visibility reduction below ½ SM NA.

Minimum climb of 405 ft per NM to 10000.
When local altimeter setting not received, procedure NA. Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

Procedure NA for arrivals at UVTUH on V591 southbound.

Procedure NA for arrivals on RLG VOR/DME on airway radials 198 CW 311.

MISSED APPROACH: Climbing right turn to 15600 direct PENEY and hold, continue climb-in-hold to 15600.

**RNAV (GPS)-B**

MC ELROY AIRFIELD (20V)

**KREMMLING, COLORADO**

**APR CRS**

<table>
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<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tr>
<td>N/A</td>
<td>N/A</td>
<td>7411</td>
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</table>

**UNICOM**

122.8 (CTAF)

**DENVER CENTER**

128.65 282.2

**AWOS-3**

118.425

**15600 PENEY**

12800 to OZWEQ 4367 (10')

8.4 NM

2 NM

3.7 NM

**Category** | A | B | C | D
--- | --- | --- | --- | ---
**CIRCLING** | 9440-1¼ | 9440-1½ | 9440-3 | NA

**KREMMLING, COLORADO**

Orig-B 31JAN19

40°03'N-106°22'W

**MC ELROY AIRFIELD (20V)**

**RNAV (GPS)-B**
Amdt 3B 31JAN19

Remain within 15 NM

- 034° 4.3 NM from FAF

Sw-1, 11 JUL 2024 to 05 SEP 2024

Category

A
B
C
D

Circling

9120-1 1/4
9120-1 1/2
9260-3
NA

9120-1 1/4 (1800-1 1/4)
9120-1 1/2 (1800-1 1/2)
1709 (1800-1)
1849 (1900-3)

40°03'N-106°22'W

425
RNAV (GPS) RWY 26
LA JUNTA MUNI (LHX)

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 ¾ SM; increase all
MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¼ SM.
Circling Rwy 12, 30 NA at night.

ASOS
135.525

DENVER CENTER
128.375 379.95

UNICOM
123.0 (CTAF)

TODDE
7000
7 NM
(23.5)

ZARAT
7000
5700
081°
261°

ACERI
5700
261°
(9.9)

TEKAE
081°
7 NM

PINON CANYON
MOA

ELEV 4229
TDZE 4188

TWO BUTTES
HIGH MOA

5149 ±

 CATEGORY
LPV DA
LNAV/VNAV DA
LNAV MDA
CIRCLING

A
4438-3/4
4480-3/4
4480-7/8
4740-1

B
250 (300-3/4)
250 (300-3/4)
292 (300-7/8)
511 (600-1)

C

D

180 (220-3/4)
180 (220-3/4)
292 (300-7/8)
511 (600-1)

1.1% UP
0.5% UP

SW-1, 11 JUL 2024 to 05 SEP 2024

For uncompensated Baro-VNAV systems, LPV and LNAV/VNAV NA below -23°C or above 40°C. When local altimeter setting not received, use Lamar altimeter setting: increase LPV and LNAV/VNAV DAs to 4604 feet and all visibilities ¾ SM; increase all MDA 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¼ SM. Circling RW 12, 30 NA at night.
RNAV (GPS) RWY 8
SOUTHEAST COLORADO RGNL (LAA)

**Amdt 1D  25FEB21**

SW-1, 11 JUL 2024 to 05 SEP 2024

**LAMAR, COLORADO**

**RCPS 083°**

<table>
<thead>
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<th>B</th>
<th>C</th>
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<tbody>
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<td>LP MDA</td>
<td>4080-1 395 (400-1)</td>
<td>4080-1/8 395 (460-1/8)</td>
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<td>LNAV MDA</td>
<td>4120-1 435 (500-1)</td>
<td>4120-1/4 435 (500-1/4)</td>
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**LAMAR, COLORADO**

**AL-5290 (FAA)**

**WAAS CH 97429 W08A**

**APP CRS 083°**

**Rwy Idg 5001 TDZE 3685**

**Apt Elev 3706**

**RNP APCH:**

Rwy 8 helicopter visibility reduction below ½ SM NA.

**ASOS 135.625**

**DENVER CENTER 133.4 377.175**

**UNICOM 122.8 (CTAF)**

**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.**

**Holding Pattern 6000 NA**

**Holding Pattern 6000 NA**

**7 NM 2.4 NM to HADOD**

**1.2 NM to RW08**

**4700 6000**

**HADOD**

**VGS and descent angles not coincident (VGS Angle 3.00/TCH 29).**

**MIN MAL: Climb to 4700 then climbing right turn to 6000 direct HADOD and hold.**

**MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct HADOD and hold.**

**LNAV MDA**

**REIL Rwys 8, 26, 18, and 36**

**MIRL Rwys 8:26 and 18:36**

**38°04′N-102°41′W**

**SOUTHEAST COLORADO RGNL (LAA)**

**RNAV (GPS) RWY 8**

**38°04′N-102°41′W**

**MIRL Rwys 8:26 and 18:36**

**38°04′N-102°41′W**
RNAV (GPS) RWY 18
SOUTHEAST COLORADO RGNL (LAA)

ASOS
135.625

DENVER CENTER
133.4 377.175

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at WEYYI on V263 northwest bound.

Procedure NA for arrivals at WIZGE on V244 northeast bound.

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

MISSING APCH: Climb to 6200 direct IHIYO and hold.

MISS H APCH FIX
IHIYO

LOLME

LOMEL

IHIYO

183° to
RW18

ELEV 3706
TDZE 3695

3764
81
5001 X 60
0.45 Up

REIL Rwys 8, 26, 18, and 36
MIRL Rwys 8-26 and 18-36

LAMAR, COLORADO
Amdt 1E 25FEB21

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

LAMAR, COLORADO
Amdt 1E 25FEB21

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 26
SOUTHEAST COLORADO RGNL (LAA)

ASOS
135.625

DENVER CENTER
133.4377.175

UNICOM
122.8 [CTAF] 0

Procedure NA for arrivals at NARNE on V244 northeast bound.

Procedure NA for arrival on LAA VOR/DME airway radials 048 CW 118.

Rwy 26 helicopter visibility reduction below ¾ SM NA.

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

LAMAR, COLORADO
AL-5290 (FAA) 24081

RNAV (GPS) RWY 26
SOUTHEAST COLORADO RGNL (L.A.A.)

LAMAR, COLORADO
Orig-E 25FEB21

38°04'N-102°41'W
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

**Procedure NA for arrivals at WIZGE on V244 northeast bound.**

**Missed Approach:** Climb to 6000 direct LOV1Y and left turn on track 351° to LAA VOR/DME and hold.

**Category**
- A: 3956-1 250 (300-1)
- B: 4250-2 544 (600-2)
- C: 4400-1 694 (700-1)
- D: 4400-2 694 (700-2)
- E: 4400-2 694 (700-2)
**SOUTHEAST COLORADO RGNL (LAA)**

**VOR RWY 18**

**LAMAR, COLORADO**

Amdt 10E 25FEB21

- **ASOS**: 135.625
- **DENVER CENTER**: 133.4 377.175
- **UNICOM**: 122.8 (CTAF)

**FAF to MAP**: 7.3 NM

**ELEV**: 3706

**TDZE**: 3695

**MINIMUMS**:

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-18</td>
<td>4540-1</td>
<td>4540-1½</td>
<td>4540-2½</td>
<td>4540-2¾</td>
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<tr>
<td></td>
<td>845 (900-1)</td>
<td>845 (900-1½)</td>
<td>845 (900-2½)</td>
<td>845 (900-2¾)</td>
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<tr>
<td>CIRCLING</td>
<td>4540-1½</td>
<td>834 (900-1½)</td>
<td>834 (900-2½)</td>
<td>834 (900-2¾)</td>
</tr>
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</table>

**DME MINIMUMS**:

- **S-18**: 4260-1 565 (600-1)
- **CIRCLING**: 4420-1 714 (800-1)

**Remain within 10 NM**

**VOR/DME**: LAA 116.9 169°

**TFZ**: LAA 116.9 LAA 169°

**Chan**: 116

**Rwy Idg**: 3764

**Elev**: 0.4%

**Apt Elev**: 3706

**Directional**

- **WF**: 3764
- **R**: 3764

**VGSI and descent angles not coincident**

(VGSI Angle 3.00/TCH 45).

**MISSED APPROACH**: Climb to 4600 then climbing right turn to 6000 direct LAA VOR/DME and hold.
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 ½ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

**AWOS-3**
119.025

**ALBUQUERQUE CENTER**
128.2 285.5

**UNICOM**
122.7 (CTAF)

**Apt Elev**
4457

**TDZE**
4444

**MISSED APCH FIX**
7 NM

**RW30**

**4654**

**4959**

**4580**

**4849**

**MALSR**

**IPATE**

**7000**

**MENDZ**

**9000**

**GP 3.00°**

**TCH 47**

**ELEV 4457**

**TDZE 4444**

**CATEGORY**

<table>
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<tr>
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<th>A</th>
<th>B</th>
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<th>D</th>
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<tbody>
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<td>LPV DA</td>
<td>4644-1/2</td>
<td>200 (200-1/2)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>4749-1/2</td>
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<td>LNAV MDA</td>
<td>4840-1/2</td>
<td>396 (400-1/2)</td>
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<td>LNAV/VNAV MDA</td>
<td>4840-1/2</td>
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<td>CIRCLING</td>
<td>4900-1</td>
<td>5040-1</td>
<td>5320-21/2</td>
<td>5320-23/4</td>
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SW-1, 11 JUL 2024 to 05 SEP 2024

LAS CRUCES, NEW MEXICO

Amdt 2 18AUG16

32°17'N-106°55'W
RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

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 1/2 SM and Circling Cat C visibility to 2 1/4 SM.

Procedure NA for arrival at TAFOY on V60 southwest bound.

Procedure NA for arrival on ACH VORTAC airway radials 255 CW 285.

MSIS APPROACH: Climb to 10000 direct ITBOW and hold.

ASOS ALBUQUERQUE CENTER UNICOM
118.525 132.8 346.35 122.8 (CTAF)

RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

LNAV MDA

CIRCLING

 CATEGORY A B C D

LNAV MDA

7280 410 (500-1/4) 7280 410 (500-1/4) NA

CIRCLING

7420 543 (600-1) 7420 543 (600-1) NA

LAS VEGAS, NEW MEXICO
Orig B 25MAR21

LAS VEGAS MUNI (LVS)

RNAV (GPS) RWY 2
LAS VEGAS, NEW MEXICO

ASOS ALBUQUERQUE CENTER UNICOM
118.525 132.8 346.35 122.8 (CTAF)

RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

LNAV MDA

CIRCLING

 CATEGORY A B C D

LNAV MDA

7280 410 (500-1/4) 7280 410 (500-1/4) NA

CIRCLING

7420 543 (600-1) 7420 543 (600-1) NA

LAS VEGAS, NEW MEXICO
Orig B 25MAR21

LAS VEGAS MUNI (LVS)

RNAV (GPS) RWY 2
LAS VEGAS, NEW MEXICO

ASOS ALBUQUERQUE CENTER UNICOM
118.525 132.8 346.35 122.8 (CTAF)

RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

LNAV MDA

CIRCLING

 CATEGORY A B C D

LNAV MDA

7280 410 (500-1/4) 7280 410 (500-1/4) NA

CIRCLING

7420 543 (600-1) 7420 543 (600-1) NA

LAS VEGAS, NEW MEXICO
Orig B 25MAR21

LAS VEGAS MUNI (LVS)

RNAV (GPS) RWY 2
LAS VEGAS, NEW MEXICO

ASOS ALBUQUERQUE CENTER UNICOM
118.525 132.8 346.35 122.8 (CTAF)

RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

LNAV MDA

CIRCLING

 CATEGORY A B C D

LNAV MDA

7280 410 (500-1/4) 7280 410 (500-1/4) NA

CIRCLING

7420 543 (600-1) 7420 543 (600-1) NA

LAS VEGAS, NEW MEXICO
Orig B 25MAR21

LAS VEGAS MUNI (LVS)

RNAV (GPS) RWY 2
LAS VEGAS, NEW MEXICO

ASOS ALBUQUERQUE CENTER UNICOM
118.525 132.8 346.35 122.8 (CTAF)

RNAV (GPS) RWY 2
LAS VEGAS MUNI (LVS)

LNAV MDA

CIRCLING

 CATEGORY A B C D

LNAV MDA

7280 410 (500-1/4) 7280 410 (500-1/4) NA

CIRCLING

7420 543 (600-1) 7420 543 (600-1) NA

LAS VEGAS, NEW MEXICO
Orig B 25MAR21

LAS VEGAS MUNI (LVS)

RNAV (GPS) RWY 2
LAS VEGAS, NEW MEXICO

ASOS ALBUQUERQUE CENTER UNICOM
118.525 132.8 346.35 122.8 (CTAF)
When local altimeter setting not received, use Santa Fe Rgnl altimeter setting and increase all MDAs 200 feet; increase LNAV Cat C visibility to 1½ SM and Circling Cat C visibility to 2½ SM. Straight-in minimums NA when using Santa Fe Muni altimeter setting.

**RNAV (GPS) RWY 20**

**LAS VEGAS MUNI (LVS)**

**APP CRS:**
- 202°
- TDZE 6867
- Apt Elev 6877

**ASOS**
- 118.525

**UNICOM**
- 122.8 (CTAF)

**ALBUQUERQUE CENTER**
- 132.8
- 346.35

**ELEV**
- 6877

**TDZE**
- 6867

**GAVLY**
- 9280

**JEMAK**
- 202°

**ITBOW**
- 202°

**OVARO**
- 202°

**SOPKE**
- 1.6 NM to RW20

**ITBOW**
- Holding Pattern

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

**LNAV MDA**
- 7260-½
- 393 (400-½)
- NA

**CIRCLING**
- 7420-1
- 543 (600-1)
- 7420-1½
- 543 (600-1½)
- NA

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**LAS VEGAS, NEW MEXICO**

**Orig-C 25MAR21**

**35°39’N-105°09’W**

**349**
**RNAV (GPS) RWY 32**

**LAS VEGAS MUNI (LVS)**

**APP CRS**
- Rwy Idg: 13900
- TDZE: 6877
- Apt Elev: 6877

**Unicom**
- 122.8 (CTAF)

**ASOS**
- 118.525

**ALBUQUERQUE CENTER**
- 132.8 346.35

**HOLSU**
- 10000 200°
- 6877

**RNAV (GPS) RWY 32**

**MISSED APPROACH:** Climbing right turn to 10000 direct HONAS and hold.

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<tr>
<td>LNAV MDA</td>
<td>7320-1 443 (500-1)</td>
<td>7320-1/4</td>
<td>443 (500-1/4)</td>
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<td>CIRCLING</td>
<td>7420-1 543 (600-1)</td>
<td>7420-1/2</td>
<td>543 (600-1/2)</td>
<td>NA</td>
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</table>

**LAVGAS, NEW MEXICO**

**Orig-C 25MAR21**

**35°39’N-105°09’W**

**RNP APCH-GPS.**
- When local altimeter not received, used Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase LNAV Cat C visibility to 1/8 SM and Circling Cat C visibility to 2/8 SM, VDP NA when using Santa Fe Muni altimeter setting.
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)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb direct VUNOW, then on track 148° to LOZUL, then on assigned route, maintain 16000.

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.

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 16
LIMON MUNI (LIC)

**ASOS**

121.125

**DENVER CENTER**

133.4 377.175

**CTAF**

122.9

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.**

**MISSED APPROACH:** Climb to 7500 direct RARAY and hold.
RNAV (GPS) RWY 34

LIMON MUNI (LIC)

**ASOS**
121.125

**DENVER CENTER**
133.4 377.175

**CTAF**
122.9

**Category**
- LPV DA: 5615 - 3/4 250 (300 - 1/4)
- LNAV/VNAV DA: 5824 - 1 459 (500 - 1/2)
- LNAV MDA: 6000 - 1 635 (700 - 1/2)
- CIRCLING: 6000 - 1 626 (700 - 1/2)

**Holding Pattern**
- 7 NM
- 7400 NoPT
- 170° 350°
- 8000 7400
- 343°
- GP 3.00°
- TCH 39

MISSED APPROACH:
- Climbing right turn to 7400 direct RARAY and hold.
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 FIPSS on V85 southeast bound.

Procedure NA for arrivals at FIPSS on V85 southeast bound.

Limit missed approach to 200K.

MISSED APPROACH: Climb to 5540 then climbing right turn to 7400 direct NIWOT and hold, continue climb-in-hold to 7400.

Amdt 2B 12AUG21

21364

LONGMONT, COLORADO

AL-9041 (FAA)

VANCE BRAND (LMO)

40°10'N-105°10'W

447
LONGMONT, COLORADO
AL-9041 (FAA)

RNAV (GPS)-B
VANCE BRAND (LMO)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet, and increase Cat C/D visibility ¼ mile. DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7200 direct GLL VOR/DME and hold.

AWOS-3
120.0

DENVER APP CON
125.12 263.02

UNICOM
122.975 (CTAF)

Procedure NA for arrivals at BJC VOR/DME on V81 southbound.
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)

Procedure NA for arrivals at BJC VOR/DME on V81 southbound.

MISSED APCH FIX

AWOS-3

**LONGMONT, COLORADO**

**AL-9041 (FAA)**

**21364**

**VOR/DME-A**

**VANCE BRAND (LMO)**

**MISSING APPROACH**: Climbing right turn to 7000 direct GLL VOR/DME and hold.
ECHO ONE DEPARTURE (RNAV)

TOP ALTITUDE: FL230

SW-1, 11 JUL 2024 to 05 SEP 2024
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)
TAKEOFF MINIMUMS
Rwy 11: Standard.
Rwy 29: Standard with minimum climb of 370’ per NM to 8000.

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

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence.

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence.

. . . . expect RADAR vectors to cross KRTMN at 8000 then on track 013° to MRSHH, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)
DENVER DEP CON
125.12 263.02

TAKEOFF MINIMUMS
Rwy 11: Standard.
Rwy 29: Standard with minimum climb of 370’ per NM to 8000.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . expect RADAR vectors to cross 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

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.

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

TAKEOFF MINIMUMS

Rwy 11: Standard.

Rwy 29: Standard with minimum climb of 370' per NM to 8000.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence... . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence... . . .

...expect RADAR vectors to cross 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 APPROACH:**
Climbing right turn to 11000 direct ZEDAN and hold.

AWOS-3
124.175

ALBUQUERQUE CENTER
132.8 346.35

UNICOM
123.0 (CTAF)

SW-1, 11 JUL 2024 to 05 SEP 2024

Amdt 1A 05MAR15

LOS ALAMOS, NEW MEXICO

35°53’N-106°16’W
RNAV (GPS) Z RWY 27

LOS ALAMOS (LAM)

AWOS-3 124.175
ALBUQUERQUE CENTER 132.8 346.35
UNICOM 123.0 (CTAF)

mission missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

Climbing right turn to 11000 direct ZEDAN and hold.

MISSED APCH FIX

7 NM

0.8

7 NM

SW-1, 11 JUL 2024 to 05 SEP 2024

OS ALAMOS, NEW MEXICO
Orig-A 05MAR15

6000 X 120

0.8

4.8 NM

4 NM

4 NM

4.8 NM

35°53'N-106°16'W

459
RNAV (GPS) RWY 3
LEA COUNTY/ZIP FRANKLIN MEML (E06)

Lovington, New Mexico

Amdt 1A 21Jul16

Lea County/Zip Franklin Meml (E06)

Elev 3979
TDZE 3976

5010

WEDUT

6000

[IAF] CIMUX

6000 Nept 083° (5)

6000 Nept 038° (6)

6000 Nept 038° (6)

WEDUT

6000 Nept

6000

218°

218°

5700

5700

6000

4600

JIDSA

1.8 NM to RW03

PICTA

LPV

DA

4314-1 338 (400-1)

NA

LNAV/ VNAV DA

4314-1 338 (400-1)

NA

LNAV MDA

4400-1 424 (500-1)

4400-1 424 (500-1)

4720-2 741 (800-2)

NA

CIRCLING

4480-1 501 (600-1)

NA

5700

JIDSA

1.8 NM to RW03

PICTA

GP 3.00°

6000

218°

6 NM

3.5 NM

1.8 NM

CATEGORY A B C D

LPV DA 4314-1 338 (400-1)

NA

LNAV/ VNAV DA 4314-1 338 (400-1)

NA

LNAV MDA 4400-1 424 (500-1)

4400-1 424 (500-1)

4720-2 741 (800-2)

NA

CIRCLING 4480-1 501 (600-1)

NA

6000

ARHIF

*LNNAV only

Procedure NA for arrival at HOB VORTAC on V291 eastbound.

WEDUT

6000

218°

5700

JIDSA

1.8 NM to RW03

PICTA

LPV

DA

4314-1 338 (400-1)

NA

LNAV/ VNAV DA 4314-1 338 (400-1)

NA

LNAV MDA 4400-1 424 (500-1)

4400-1 424 (500-1)

4720-2 741 (800-2)

NA

MIRL Rwys 3-21 and 12-30

122.8 (CTAF)

\[4329\]

\[4092\]

\[4054\]
RNAV (GPS) RWY 3
MEEKER COULTER FLD (EEO)

ASOS 135.525
DENVER CENTER 134.5 327.8
UNICOM 122.8 (CTAF)

**RNAV APCH - GPS.**

- Rwy 3 helicopter visibility reduction below ½ SM NA.
- 25°C

**Procedure NA for arrivals at RACER on V187 and T317 northbound.**

- 11000 NoPT to ZA LIS 030° (3.3)
- 11000 NoPT to ZA LIS

**Procedure NA for arrivals on RIL VOR/DME airway radials 231 CW 334.**

- ZA LIS - 030° (3.3)

**Category A**
- LNAV MDA 8300-1½
- 1919 (1900-1½)

**Category B**
- LNAV MDA 8300-3
- 1919 (1900-3)

**Category D**
- MIRL Rwys 3 and 21

**MISSED APPROACH:** Climbing right turn to 11000 direct ZA LIS and hold.
VOR/DEME EKR
115.2
Elev. 6415

Circling NA west of Rwy 3-21. Rwy 21 helicopter
visibility reduction below 1 SM NA. Circling Rwy 21
NA at night.

MISSED APPROACH: Climb to 9000 on EKR VOR/DME
R-113 then climbing left turn to 10700 direct EKR
VOR/DME and hold, continue climb in hold to 10700.

ASOS
135.525

DENVER CENTER
134.5

UNICOM
122.8 (CTAF)

VOR-A

MEEKER, COLORADO

AL-6601 (FAA)

MEEKER COULTER FLD (EEO)

VOR-A

-25°C

Category
A
B
C
D
NA

CIRCLING
8020-1 1/4
8020-1 1/2
8620-3
2205 (2300-3)

KNOTS
60
90
120
150
180

MIRL Rwy 3-21
REIL Rwys 3 and 21

113°  083°

REIL Rwys 3 and 21

MEEKER COULTER FLD (EEO)

40°03'N-107°53'W

465
Circling NA to Rwy 10, 28, 16 and 34. DME/DME RNP 0.3 NA. Baro-VNAV NA. Use Alamosa altimeter setting.

Procedure NA for arrivals on ALS VORTAC airway radials 239 CW 326.

RNAV (GPS) RWY 20
MONTE VISTA MUNI (MVI)

## ALS AWOS-3
135.175

## DENVER CENTER
128.375 379.95

## UNICOM
122.8 (CTAF)

**CIRCLING**

<table>
<thead>
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<th>Category</th>
<th>A</th>
<th>B</th>
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<tbody>
<tr>
<td>LPV/DA</td>
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<tr>
<td>LNAV MDA</td>
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**RNAV (GPS) RWY 20**

**MONTE VISTA MUNI (MVI)**

NP 3.00°
TCH 52

**Category**
LPV DA

7894-1 284 (300-1)

**Linear Navigation**

LNAV/DA

7894-1 284 (300-1)

LNAV MDA

7980-1 370 (400-1)

**CIRCLING**

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<th>8180-1½</th>
<th>8360-2½</th>
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<td>469 (500-1)</td>
<td>569 (600-1½)</td>
<td>749 (800-2½)</td>
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</table>
RNAV (GPS)-B
MONTE VISTA MUNI (MVI)

ALS AWOS-3
135.175

DENVER CENTER
128.375 379.95

UNICOM
122.8 (CTAF)

DME/DME RNP-0.3 NA.
Use Alamosa altimeter setting.
Circling NA to Rwys 10, 28, 16, and 34.

MISSED APPROACH: Climbing right turn to 11600 direct ALS VORTAC and hold.

NoPT for arrival on ALS VORTAC airway radials 061 CW 173.

Amdt 1 14SEP17

MONTE VISTA, COLORADO
AL-6427 (FAA)
Circling NA to Rwys 10, 28, 16 and 34. Use Alamosa altimeter setting.

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALS AWOS-3
135.175

DENVER CENTER
128.375 379.95

UNICOM
122.8 (CTAF) *

NoPT for arrival on ALS VORTAC airway radials 061 CW 240.

IF/IAF
ALAMOSA
113.9 ALS
Chan 86

Son Luis Valley
Rgv/Bergman Fld

Use Alamosa altimeter setting.
From DIRDY, MYERS, GEJYU: RNAV 1-GPS required. DME required.

**NA**

Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glideslope until threshold. DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required. For inop ALS, increase S-LOC 17 Cat C/D visibility to 4/3 SM.

**MISSED APPROACH:** Climb to 6300 then climbing right turn to 11000 on heading 325° and MTJ VOR/DME R-297 to PAGRE/MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

**ASOS**

135.225

**DENVER CENTER**

127.1 343.65

**UNICOM**

122.8 (CTAF)

**ELEV 5759**

D TDZE 5708
MONTROSE, COLORADO

RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

ASOS
135.225

DENVER CENTER
127.1 343.65

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at PAGRE on V26 northwest bound.

Procedure NA for arrivals at NADIN on V244 westbound.

RNAV (GPS) RWY 13
MONTROSE RGNL (MTJ)

Procedure NA for arrivals at MEYRS on V26-244 eastbound.

**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.

**VNAV**

**LNAV/VNAV**

**LPV**

**DA**

**INNAV**

**DA**

**LNAV MDA**

**6160-1 437 (500-1) 437 (500-1 1/4) 1041 (1100-3)**
RNAV (GPS) RWY 17
MONTROSE RGNL (MTJ)

MISSED APPROACH: (Do not exceed 250K until PAGRE) Climb to 6200 then climbing right turn to 11000 direct PAGRE and hold, continue climb in hold to 11000.

LNAV only

For inop ALS, increase LNAV Cat C/D visibility to 1 SM.

MONTROSE, COLORADO

Amdt 1 30JAN20

38°31'N-107°54'W

471
RNAV (GPS) RWY 35
MONTROSE RGNL (MTJ)

ASOS
135.225

DENVER CENTER
127.1 343.65

UNICOM
122.8 (CTAF)

MISSED APCH FIX

PAGRE
7 NM

RNAV (GPS) RWY 35
When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 31 NA at night. Rwy 35 helicopter visibility reduction below 3/4 SM NA. Circling NA east of Rwy 17 and northeast of Rwy 31. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD on track 290° to PAGRE and hold, continue climb-in-hold to 11000.

Procedure NA for arrivals at MEYRS on V26-244 eastbound.

Procedure NA for arrivals at NADIN on V244 westbound.

ZUSU
3.1 NM to BEOJI

EBIHE
8600 (4.4)

Procedure NA for arrival on MTJ VOR/DME airway radials 082 CW 257.

Procedure NA for arrival on ETL VOR/DME airway radials 019 CW 143.

Procedure NA for arrival on ETL VOR/DME airway radials 019 CW 143.

[Diagram of airport layout with annotations and flight paths marked]
MONTROSE, COLORADO

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<thead>
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<td>6420-1</td>
<td>6640-2.3</td>
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**ASOS**

- **135.225**

**DENVER CENTER**

- **127.1 343.65**

**UNICOM**

- **122.8 (CTAF)**

**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 Cats C and D ½ SM and Circling Cat C ¼ SM.**

**MISSING APPROACH:** Climb to 6600 then climbing right turn to 9500 on MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

---

**HOLDING PATTERNS**

- **One Minute Holding Pattern**
  - 9500 R-297
  - 6600
  - 9500
  - 9500 NoPT

- **VOR/DME MTJ**
  - Rwy Idg: 7510
  - TDZE: 5723
  - Apt Elev: 5759

- **MTJ 117° Channel 118**

- **PAGRE MTJ 14.8**

- **BODGE MTJ 5**

- **MTJ VOR/DME**

- **117° 9500 NoPT**

- **117° 6600 (14.8)**

- **3.14° TCH 42**

- **MTJ 5723**

- **MTJ 14.8**

- **MTJ 117°**

- **5889**

- **5797**

- **5995**

- **9011**

- **8035**

- **5759**

- **TDZE 5723**

- **5807**

- **REIL Rwys 31 and 35**

- **HIRL Rwys 13-31 and 17-35**

- **38°31’N 107°54’W**

Amdt 9E 03NOV22

**VOR RWY 13**

**MONTROSE RGNL (MTJ)**

---

**38°31’N 107°54’W**

473
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.

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 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.
NOTE: Chart not to scale.

BRICK FOUR DEPARTURE
(BRICK4.JNC) 24MAY18

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.

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.

TOP ALTITUDE: 11000

DENVER CENTER
127.1 343.65
UNICOM
122.8

BRICK FOUR DEPARTURE
(AL-668 (FAA)

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

GRAND JUNCTION
Chan 71
112.4 JNC

UNICOM
127.1

BRICK FOUR DEPARTURE
(BRICK4.JNC) 24MAY18

MONTROSE, COLORADO
MONTROSE RGNL (MTJ)

TOP ALTITUDE: 11000

DENVER CENTER
127.1 343.65
UNICOM
122.8
RNAV (GPS) RWY 8

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night. Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 8700 direct PIETA and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
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Procedure NA for arrivals at CYOTE on V60 southwest bound.

MORIARTY, NEW MEXICO

AWOS-3 118.05
ALBUQUERQUE CENTER 133.65 284.6
CTAF 122.9

MORIARTY MUNI (0E0)

AL-308 (FAA)

24025

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

Procedure NA for arrivals at OTO VOR on V83 northbound, V12 westbound and V60 southwest bound.

Procedure NA for arrivals at SALGE on V12 eastbound.

Procedure NA for arrivals at MEKUE on V234 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 18 and 36 NA at night.
When local altimeter setting not received, procedure NA.

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.

HOLD 12000

RNAV (GPS)-A
HOPKINS FLD (AIB)

MISA AIB 25 NM

13700

126° to TUYUY

PAROX

MIRL Rwy 5-23
REIL Rwys 5 and 23

NUCLA, COLORADO

Amdt 1 24MAR22

38°14'N-108°34'W

RNAV (GPS)-A
HOPKINS FLD (AIB)
DEPARTURE ROUTE DESCRIPTION

TAKING OFF RUNWAY 5: Climb on heading 048° to 6446, then climbing left turn to 13300 direct PAROX, thence . . .

TAKING OFF 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.

TAKING OFF 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.

NOTE: GPS required.
NOTE: RNAV-1.

TAKING OFF MINIMUMS

Rwy 5: Standard with minimum climb of 317’ per NM to 8000.
Rwy 23: Standard with minimum climb of 281’ per NM to 7400.

NOTE: Chart not to scale.
Circling to Rwy 19 NA at night, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 0.5 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 ½ mile and Cat C ¾ mile, and Circling Cats A/B ¾ mile.

Final approach course offset 20°.

NoPT for arrival at FEMAD on V211 northwest bound.

MISSED APPROACH: Climbing right turn to 12100 direct FEMAD and hold.
RNAV (GPS) RWY 1
PORTALES MUNI (PRZ)

AWOS-3 118.175
CANNON APP CON 118.425 352.1
CLNC DEL 119.0
UNICOM 122.8 (CTAF)

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 ¾ SM.

MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.

R-5104A

PORTALES, NEW MEXICO

34°09’N-103°25’W
483
ILS or LOC RWY 8R

PUEBLO MEMEL (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 1/2 SM and S-LOC 8R Cat E visibility to 1/2 SM.

**MISSED APPROACH:** Climb to 7000 on heading 070° and on PUB VORTAC R-085 to JIKTA/PUB 3.9 DME and hold, continue climb-in-hold to 7000.

<table>
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<th>ATIS</th>
<th>125.25</th>
<th>DENVER APP CON</th>
<th>120.1</th>
<th>290.5</th>
<th>PUEBLO TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
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<td>119.1 (CTAF)</td>
<td>257.8</td>
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**ELEV 4729 D TDZE 4671**

**HOLD 6900 to OKDEE 259° (10.6) R-259**

**LOCALIZER 109.5**

**ILS or LOC RWY 8R**

**CATEGORY**

- **A** 4871 1/2 200 (200-1/2)
- **B**
- **C** 5200-1/2 529 (500-1/2)
- **D** 5200-1 529 (500-1)
- **E**

**CIRCLING**

- **5340-1 611 (700-1)**
- **5580-2 851 (900-2) 5800-3 1071 (1100-3)**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**PUEBLO, COLORADO**

Amend 1D 08SEP22

**38°17'N 104°30'W**

PUEBLO MEMEL (PUB)
RNAV (GPS) RWY 35
PUEBLO MEML (PUB)

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.

MISSED APPROACH: Climb to 5140 then climbing right turn to 7500 direct OHAGY and hold.

AIRNAV (GPS) RWY 35
PUEBLO MEML (PUB)

Orig-C 08SEP22

38°17'N-104°30'W

489
PUEBLO, COLORADO

AL-334 (FAA)

VOR RWY 26L
PUEBLO MEML (PUBLIC)

DME required. RADAR required for procedure entry at PYNON.

MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R:259 to OKDEE/PUB 10.6 DME and hold.

ATIS
DENVER APP CON *
PUEBLO TOWER *
GND CON
CLNC DEL
UNICOM

125.25  120.1  290.5  119.1 (CTAF)  0  257.8  121.9  120.9  122.95

PUEBLO MEML (PUBLIC)

PUEBLO, COLORADO
Amdt 1A 08SEP22

38°17'N-104°30'W
TOP ALTITUDE: 7000

CHENA  
113.1 CYS  
Chan 78

AKRON  
114.4 AKO  
Chan 91

GOODLAND  
115.1 GLD  
Chan 98

HUGO  
112.1 HGO  
Chan 58

LAMAR  
116.9 LAA  
Chan 116

TOBE  
114.05 TBE  
Chan 87(Y)

BLUE MESA  
114.9 HBU  
Chan 96

ALAMOSA  
113.9 ALS  
Chan 86

PUEBLO  
116.7 PUB  
Chan 114

DURANGO  
116.55 DRO  
Chan 112(Y)

BLACK FOREST  
112.5 BRK  
Chan 72

RED TABLE  
113.0 DBL  
Chan 77

GRAND JUNCTION  
112.4 JNC  
Chan 71

RIFLE  
113.35 RIL  
Chan 80(Y)

MEEKER  
115.2 EKR  
Chan 99

KREMMLING  
113.8 RLG  
Chan 85

FALCON  
116.3 FQF  
Chan 110

MILE HIGH  
114.7 DVV  
Chan 94

THURMAN  
112.9 TXC  
Chan 76

PUEBLO TOWER  
119.1 257.8

GRAND JUNCTION TOWER  
125.25

PUEBLO  
128.375 379.95

ATIS  
120.1 290.5

DENVER  
128.95 379.95

DENVER DEP CON  
128.375 379.95

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.
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 (4V)
RNAV (GPS) RWY 25
RANGELY (4V)
ELIZZ ONE DEPARTURE (OBSTACLE) (RNAV)

TAKEOFF MINIMUMS
Rwy 7: Standard with a minimum climb of 590' per NM to 7000.
Rwy 25: 200-1 or standard with a minimum climb of 400' per NM to 5800.

TAKEOFF OBSTACLE NOTES
Rwy 7: Fence, navaid, vertical point beginning 23' from DER, 1' right of centerline, up to 6' AGL/5294' MSL.
   Tree, navaid beginning 32' from DER, 78' left of centerline, up to 5281' MSL.
   Pole, wind indicator beginning 80' from DER, 258' left of centerline, up to 18' AGL/5297' MSL.
   Fence, traverse way beginning 352' from DER, 234' right of centerline, up to 1' AGL/5297' MSL.
   Poles beginning 476' from DER, 581' left of centerline, up to 26' AGL/5304' MSL.
   Pole 755' from DER, 584' left of centerline, 37' AGL/5309' MSL.
   Terrain beginning 1.1 NM from DER, 1777' left of centerline, up to 5633' MSL.
   Terrain 1.2 NM from DER, 2529' right of centerline, 5539' MSL.
   Terrain, trees beginning 1.3 NM from DER, 1414' right of centerline, up to 5623' MSL.
   Trees, terrain beginning 1.8 NM from DER, 1414' right of centerline, up to 5806' MSL.
   Trees beginning 1.9 NM from DER, 626' right of centerline, up to 5950' MSL.
   Trees, terrain beginning 2 NM from DER, 407' right of centerline, up to 6007' MSL.
   Terrain beginning 2.1 NM from DER, 1070' left of centerline, up to 5769' MSL.
   Trees, terrain beginning 2.1 NM from DER, 396' right of centerline, up to 6119' MSL.
   Trees, terrain beginning 2.2 NM from DER, 954' left of centerline, up to 5853' MSL.
   Trees beginning 2.3 NM from DER, 393' right of centerline, up to 6158' MSL.
   Trees, terrain beginning 2.3 NM from DER, 616' left of centerline, up to 6018' MSL.
   Trees beginning 2.4 NM from DER, 424' left of centerline, up to 6084' MSL.
Rwy 25: Vegetation 86' from DER, 363' left of centerline, 5250' MSL.
   Vegetation beginning 141' from DER, 382' left of centerline, up to 5277' MSL.
   Vegetation 326' from DER, 491' left of centerline, 5281' MSL.
   Poles, vegetation, building beginning 424' from DER, 404' left of centerline, up to 26' AGL/5286' MSL.
   Trees, vegetation, building beginning 2551' from DER, 306' right of centerline, up to 5302' MSL.
   Tree 2589' from DER, 80' right of centerline, 5303' MSL.
   Building 3590' from DER, 1369' left of centerline, 29' AGL/5332' MSL.
   Tower 3451' from DER, 1406' left of centerline, 103' AGL/5408 MSL.

NOTE: Chart not to scale.
RNAV (GPS) RWY 2
RATON MUNI/CREWS FLD (RTN)

Procedure NA for arrivals at CIM VORTAC on V611 south bound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

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)

RNAV (GPS) RWY 2
RATON MUNI/CREWS FLD (RTN)

ASOS
118.375

ALBUQUERQUE CENTER
132.8 346.35

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 2
RATON MUNI/CREWS FLD (RTN)
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.

Procedure NA for arrivals at ECDOL on V263 northeast bound.

Procedure NA for arrivals at SAYKA on V269-389 southwest bound.

MISSED APPROACH: Climbing left turn to 11000 direct ADOZO and hold.

**RNAV (GPS) RWY 25**

**RATON MUNI/CREWS FLD (RTN)**

**ASOS**
- 118.375

**ALBUQUERQUE CENTER**
- 132.8
- 346.35

**UNICOM**
- 122.8 (CTAF)

**APP CRS**
- 248°

**TDZE**
- 6338

**Apt Elev**
- 6352

**Rwy Idg**
- 4425

**Apt Elev**
- 6338

**MISSED APCH FIX**

**ADOZO**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**RATON, NEW MEXICO**

**Orig-C 12AUG21**

**36°44'-104°30'W**
RIFLE, COLORADO

LOC/DME I-RIL

<table>
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<th>Rwy Idg</th>
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<tr>
<td>258°</td>
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RSW-1, 11 JUL 2024 to 05 SEP 2024

113.35 RIL
Rwy 26 helicopter visibility reduction below 3/4 SM NA.

ASOS 135.275
DENVER CENTER 134.95 327.075
UNICOM 122.8 (CTAF)

111.2° R-250
11100
11395
12200
12700
13300

RED TABLE
113.0 DBL
Chan 77

When GS not used, use LOC-A procedure.

Procedure NA for arrival on DBL VOR/DME airway radials 244/CW 297.

Use I-RIL DME when on localizer course.

113.0 DBL (not to scale)

For LOC-A, airway radials 244 CW 297.

SM NA.
Amdt 1B 17AUG17

RNAV (RNP) Y RWY 26
RIFLE GARFIELD COUNTY (RIL)

When VGS is 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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at TRUEL on V6 northeast bound.

Procedure NA for arrivals at DBL VOR/DME on V8 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

Procedure NA for arrivals at TRUEL on V6 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at V361 northeast bound.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.

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.

MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

Procedure NA for arrivals at DBL VOR/DME on V361 northeast bound.
RNAV (RNP) Z RWY 8
RIFLE GARFIELD COUNTY (RIL)

**AUTHORIZATION REQUIRED**

**AVAILABILITY**: 13000ft MSL to 11300ft MSL, 280K

**RNAV (GPS)**

**MISSED APPROACH**: Climb to 13000 on track 078° to NEBUE, right turn to CULTA, and track 246° to SLOLM and track 246° to HUGSI and hold.

**UNICOM**: 122.8 (CTAF)
**ASOS**: 135.275
**DENVER CENTER**: 134.95 327.075

**RIFLE, COLORADO**

Amdt 1B 17AUG17

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**REFERENCES**

7000 X 100

39°32’N-107°44’W
RNAV (RNP) Z RWY 26
RIFLE GARFIELD COUNTY (RIL)

When VGS is inoperative, procedure NA at night. RF required. GPS is required. Missed approach requires RNP less than 1.0.
For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 38°C (100°F).
* Missed approach requires minimum climb of 398 feet per NM to 9100.

### AUTHORIZATION REQUIRED

**RNP 0.10 DA**: 5955-1 418 (500-1) NA
**RNP 0.30 DA**: 6387-2 850 (900-2½) NA

SW-1, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) X RWY 26
RIFLE GARFIELD COUNTY (R.I.L.)

RNP APCH - GPS.

APPROACH:
- Climb to 14000 and track 235° to SAWOM and continue on track 218° to WOKPA.
- Hold at 14000 and continue on track 218° to WOKPA and hold.
- Missed approach requires a minimum climb gradient of 290 feet per NM to 9600 feet; if unable to meet climb gradient, climb-in-hold to 14000.

For inop ALS, increase LPV all Cat's visibility to 2½ SM.

RNAV (GPS) X RWY 26
RIFLE GARFIELD COUNTY (R.I.L.)

RNP APCH - GPS.

APPROACH:
- Climb to 14000 and track 235° to SAWOM and continue on track 218° to WOKPA.
- Hold at 14000 and continue on track 218° to WOKPA and hold.
- Missed approach requires a minimum climb gradient of 290 feet per NM to 9600 feet; if unable to meet climb gradient, climb-in-hold to 14000.

For inop ALS, increase LPV all Cat’s visibility to 2½ SM.

RNAV (GPS) X RWY 26
RIFLE GARFIELD COUNTY (R.I.L.)

RNP APCH - GPS.

APPROACH:
- Climb to 14000 and track 235° to SAWOM and continue on track 218° to WOKPA.
- Hold at 14000 and continue on track 218° to WOKPA and hold.
- Missed approach requires a minimum climb gradient of 290 feet per NM to 9600 feet; if unable to meet climb gradient, climb-in-hold to 14000.

For inop ALS, increase LPV all Cat’s visibility to 2½ SM.
RNAV (GPS) Y RWY 8

RIFLE GARFIELD COUNTY (RIL)

Circling NA south of Rwy 8-26 at night.

Final approach course offset 10.13°

Procedure NA for arrival on JNC VOR/DME airway on track 310° to WOSUV and hold, continue climb-in-hold to 14000.

Category A B C D
LNAV MDA 7420-1/4 7420-1/2 7420-3 1922 (1900-1/4) 1922 (1900-1/2) 8100-3 2563 (2600-3)
CIRCLING 7420-1/4 7420-1/2 7420-3 1883 (1900-1/4) 1883 (1900-1/2) 7420-3 1883 (1900-3)
LOC-A

Circling NA south of Rwy 8-26 at night. Rwy 26 helicopter visibility reduction below 1/4 SM NA.

Missed Approach: Climb to 13000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and an EKR VOR/DME R-185 to WOKPA/EKR 44.2 DME and hold.

ASOS 135.275

DENVER CENTER 134.95 327.075

UNICOM 122.8 (CTAF)

Procedure NA for arrival on DBL/DME airway radials 24.4 CW 297.

Use I-RIL DME when on localizer course.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).

Category A

B

C

D

CIRCLING 7920-1 1/4 2383 (2400-1 1/4) 7920-3 2383 (2400-3) NA
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.

**ASOS**

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**DENVER CENTER**

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**UNICOM**

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**RIFLE GARFIELD COUNTY (RIL)**

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**RIFLE, COLORADO**

**AL-6741 (FAA)**
**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.

**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.
NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 26: NA- ATC.
Rwy 8: Standard with a minimum climb of 396' per NM to 11100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to intercept course 162° to SLOLM, then on track 246° to EDUKY, thence . . .

. . . on assigned route, maintain 14000, expect clearance to assigned altitude 10 minutes after departure.
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 ½ SM and Circling visibility Cat D ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct AQZED and hold.
**RNAV (GPS) RWY 17**

**ROSSELW AIR CENTER (ROW)**

**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

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 1/4 SM; increase LNAV/VNAV DA to 4083 feet; increase all MDAs 80 feet and visibility LNAV Cat C 1/4 SM and Circling Cat D 1/4 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.
**RNAV (GPS) RWY 21**

**ROSSELW AIR CENTER (ROW)**

**WAAS CH 69302 W21A**

**APP CRS 215°**

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**ATIS** 128.45 306.2

**ROSWELL APP CON** 120.6 239.0

**ROSWELL TOWER** 118.5 (CTAF) 233.7

**GND CON** 121.9 348.6

**CLNC DEL** 132.875 282.25

**UNICOM** 122.95

**MISSED APPROACH:**
- Climb to 6300 direct GICEC and hold.
- Procedure NA for arrival on CME VORTAC airway radials 051 CW 109.
- For uncompensated Baro-VNAV systems, LNAV/VNAV DA to 3979 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 4075 feet and all visibilities 1 SM; increase all MDAs 80 feet and LNAV Cat C/D visibility 1/2 SM and Circling Cat D visibility 1/2 SM. Baro-VNAV and VDP NA when using Artesia altimeter setting. For inop ALS, increase LPV all Cats visibility to 1 SM, and LNAV/VNAV all Cats visibility to 1 SM.

**MALSR** 271° (11.1)

**KOBS** 6000 NoPT

**RNAV GPS** (RNAV GPS RWY 21)

**ROSWELL, NEW MEXICO**

**Orig-C 06OCT22**

**33°18'N-104°32'W**

**SW-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 35

ROSWELL AIR CENTER (ROW)

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

MISSED APCH FIX

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 1/4 SM; increase LNAV/VNAV DA to 4033 feet; increase all MDAs 80 feet and visibility LNAV Cat C 1/4 SM, and Circling Cat D 1/4 SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

Procedure NA for arrivals at CME VORTAC via V291 northwest bound.

ASR

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 1/4 SM; increase LNAV/VNAV DA to 4033 feet; increase all MDAs 80 feet and visibility LNAV Cat C 1/4 SM, and Circling Cat D 1/4 SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

Procedure NA for arrivals at CME VORTAC via V291 northwest bound.
MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

Use I-ROW DME when on localizer course.

Remain within 10 NM

Disregard glide slope indications.

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<td>4100-1½</td>
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</table>
If local altimeter setting not received, procedure NA.

### MISSED APPROACH
Climbing right turn to 6000 direct CME VORTAC and hold.

#### 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**

#### Frequency Table

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#### ROSWELL, NEW MEXICO
Amdt 1B 06OCT22

33°18'N-104°32'W

517
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W
TAKEOFF MINIMUMS
Rwys 6, 12, 30: Standard.
Rwy 24: Standard with minimum climb of 245’ per NM to 8300 or 1200-3 for climb in visual conditions.

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 6: Climb direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.
TAKEOFF RUNWAY 12: Climbing left turn to intercept course 015° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.
TAKEOFF RUNWAY 24: Climbing left turn to intercept course 043° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.
TAKEOFF RUNWAY 30: Climbing right turn to intercept course 104° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.
VCOA RUNWAY 24: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sierra Blanca Rgnl at or above 7900 then direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.
Procedure NA for arrivals at RONBE on V160 northeastbound.

MISSED APPROACH: Climb to 16200 direct OSKAE and on track 015° to RONBE and hold, continue climb-in-hold to 16200.

When local altimeter setting not received, procedure NA.

Always follow published procedures.
**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.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

First, we need to understand that RNAV (GPS) RWY 2 at SANTA FE RGNL (SAF) includes specific navigational aids and guidelines for pilots.

ATIS
128.55

ALBUQUERQUE CENTER
132.8 346.35

SANTA FE TOWER
119.5 (CTAF) 239.3

ATIS
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.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 69).

**MISSED APPROACH:** Climb to 7300 then climbing left turn to 11000 direct ZEDAN and hold.

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>6503-3½</td>
<td>200 (200-3½)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>6553-7½</td>
<td>250 (300-3½)</td>
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<tr>
<td>LNAV MDA</td>
<td>6740-1</td>
<td>437 (400-1)</td>
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<td></td>
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<tr>
<td></td>
<td>6740-1½</td>
<td>437 (400-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>6800-1</td>
<td>451 (500-1)</td>
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<td></td>
<td>6920-1</td>
<td>571 (600-1)</td>
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<td></td>
<td>7340-3</td>
<td>991 (1000-3)</td>
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<tr>
<td></td>
<td>7660-3</td>
<td>1311 (1400-3)</td>
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</tr>
</tbody>
</table>

SANTA FE, NEW MEXICO

Amdt 1 05JAN17

SW-1, 11 JUL 2024 to 05 SEP 2024

AL-548 (FAA) 24193

SANTA FE RGNL (SAF)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.  

**MISSED APPROACH:** Climb to 10300 direct LACRO and hold, continue climb-in-hold to 10300.

Procedure NA for arrivals at SAF VORTAC on V62 263 eastbound.

**MISSED APCH FIX**

**LACRO**  
15° 11 NM

**SAF**

**GND CON** 121.7

**UNICOM** 122.95

**SAFA**

**ATIS** 128.55

**ALBUQUERQUE CENTER** 132.8 346.35

**SANTA FE TOWER** 119.5 (CTAF) 239.3

**CIRCLING**

**LPV** DA 6569-3/4 250 (300-3/4)

**LNAV/VNAV** DA 6569-3/4 250 (300-3/4)

**LNAV MDA** 6740-1 421 (400-1) 6740-1/2 421 (400-1/2)

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1 05JAN17**

**35°37'N-106°05'W**

**35°37'N-106°05'W**

**35°37'N-106°05'W**

**35°37'N-106°05'W**
RNAV (GPS) RWY 20
SANTA FE RGNL (SAF)

**Missed Approach:** Climbing right turn to 9000 direct HEGMI and hold.

**Final Approach Course Offset:** 15.00°.

Procedure NA for arrivals at SAF VORTAC on V263-611 westbound.
Final approach course offset 5.00°.

Procedure NA for arrivals at SAF VORTAC on V263-611 westbound.

LACRO and hold.

Procedure NA for arrivals at SAF VORTAC on V263-611 westbound.

LACRO 3.00°

130° 310°

10000

7 NM

COTAC 3.6 NM to RW28

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33
RNAV (GPS) RWY 33
SANTA FE RGNL (SAF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 43°C (110°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6800 then climbing right turn to 11000 direct ZEDAN and hold.

ALTERNATE RUNWAY:

ATIS 128.55
ALBUQUERQUE CENTER 132.8 346.35
SANTA FE TOWER* 119.5 (CTAF) 239.3
GND CON 121.7
UNICOM 122.95

10554

Procedure NA for arrivals at SAF VORTAC on V263-611 westbound.

Procedure NA for arrivals at RENCO on V190 northeast bound.

 CATEGORY
 A  B  C  D
 LPV  DA  6555-½  250 (300-½)
 LNAV/  VNAV DA  6555-½  250 (300-½)
 LNAV MDA  6620-1  315 (300-1)  6620-½  315 (300-½)
 CIRCLING  6800-1  451 (500-1)  6920-1  571 (600-1)  7340-3  991 (1000-3)  7660-3  1311 (1400-3)

SANTA FE, NEW MEXICO

Amdt 1 05JAN17

SANTA FE, NEW MEXICO

35°37'N-106°05'W

529

RNAV (GPS) RWY 33
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.

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.

MDAs 160 feet and S-33 visibility Cat C/D SM.

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.

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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.

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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.

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

H
0.1° W
ANNUAL RATE OF CHANGE
JANUARY 2020
V
A
R 8.2° E
D
6301 X 75
6316 X 100
AL-548 (FAA)
106°05.5'W
35°36.5'N
SANTA FE, NEW MEXICO
(SAF)
0.7%
U
P
24193
ELEV 6273
35°37.5'N
35°37.0'N
35°36.5'N
RWY 02-20
PCN 46 F/C/X/T
S-116, D-164, 2S-83, 2D-269
RWY 10-28
PCN 4 F/C/Y/T
S-12.5
RWY 15-33
PCN 10 F/C/Y/T
S-28, D-43.5
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
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

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 15, 20, 33: Standard.
Rwy 2: Standard with a 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.
CAUTION: Mountainous terrain all quadrants.

TAKEOFF MINIMUMS
Rwys 10, 28: NA - ATC.
Rwys 15, 20: Standard.
Rwy 2: Standard with minimum climb of 235’ per NM to 8200.
Rwy 33: Standard with minimum climb of 310’ per NM to 8200.

TAKEOFF RUNWAYS 2, 33: Climbing left turn to heading 204° thence.
TAKEOFF RUNWAY 15: Climbing right turn to heading 204° thence.
TAKEOFF RUNWAY 20: Climbing on heading 207° thence.

. . . . . . . . . . intercept and proceed on SAF R-255 to ZIASE INT, then on assigned transition.
Maintain ATC assigned altitude.

ALBUQUERQUE TRANSITION (ZIASE5.ABQ): From over ZIASE INT on ABQ R-006 to ABQ VORTAC.

GALLUP TRANSITION (ZIASE5.GUP): From over ZIASE INT on SAF R-255 and GUP R-075 to GUP VORTAC.

NOTE: Chart not to scale.
RNAV (GPS) RWY 10
DONA ANA COUNTY INTL JETPORT (D.A.N.)

MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

Table:

<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>LNAV MDA</td>
<td>4700-1</td>
<td>588 (600-1)</td>
<td>4700-1 ³⁄₄</td>
<td>588 (600-1¼)</td>
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<tr>
<td>CIRCLING</td>
<td>4760-1</td>
<td>647 (700-1)</td>
<td>4760-1 ³⁄₄</td>
<td>647 (700-1¼)</td>
</tr>
</tbody>
</table>

DME/DME RNP-0.3 NA. When local altimeter setting not received, use El Paso Intl altimeter setting.

Notes:
- Holding Pattern
- 5 NM to SAZAR
- 9000 SUSIQ
- 2.7 NM to RW10
- 9000 NA-PT
- 9000-1 ³⁄₄

Additional Information:
- RNAV (GPS) RWY 10
- SANTA TERESA, NEW MEXICO
- RNAV (GPS) RWY 10
- SANTA TERESA, NEW MEXICO
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.
Circling NA to Rwy 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.

Procedure NA for arrivals at KEAPS on V202 and T310 northeast bound.

Procedure NA for arrival on DMN VORTAC on V202 and T310 northeast bound.

Procedure NA for arrivals at KEAPS NA below -25°C or above 54°C.

NA below -25°C or above 54°C.

For LPV and LNAV/VNAV systems, LNAV/VNAV NA does not apply to LPV and LNAV/VNAV.

Inop LPV and LNAV/VNAV.

For LPV and LNAV/VNAV systems, LNAV/VNAV NA does not apply to LPV and LNAV/VNAV.

Inop LPV and LNAV/VNAV.

For LPV and LNAV/VNAV systems, LNAV/VNAV NA does not apply to LPV and LNAV/VNAV.
When local altimeter setting not received, procedure NA.
Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night.

**AWOS-3**

**126.725**

**ALBUQUERQUE CENTER**

**134.45**

**327.15**

**UNICOM**

**122.8 (CTAF)**

**VOR/A**

**CATEGORY**

**A**

5940-1

5960-1

6100-1

6740-3

**B**

494 (500-1)

514 (600-1)

654 (700-1)

1294 (1300-3)

**C**

6100-1

654 (700-1)

**D**

6740-3

**VOR-A**

**GRANT COUNTY (SVC)**

**Elev**

5446

**Silver City, New Mexico**

Amdt 7D 11AUG22

32°38′N-108°09′W
**SILVER CITY TWO DEPARTURE (OBSTACLE)**

**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.
When VGSIs inoperative, Circling Rwy 15 NA at night. When VGSIs inoperative, 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.

MISSAPPROACH: Climbing right turn to 8000 direct ONM VORTAC and hold.

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.

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.

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.
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.

CAUTION: Steeply rising terrain all quadrants of airport.

MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.
**RNAV (GPS) RWY 17**

**SPRINGFIELD MUNI (8V7)**

- **APP CRS**: Rwy Indg 5000, TDZE 4390, Apt Elev 4390
- **ELEV**: 4390

**CATEGORY**

<table>
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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>4960-1</td>
<td>570 (600-1)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>5060-1</td>
<td>5080-1</td>
<td>NA</td>
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<tr>
<td>NA</td>
<td>670 (700-1)</td>
<td>690 (700-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**HOLD 7000**

7 NM

**NEYIP**

171°

**RW17**

1.7 NM to RW17

**7000**

171°

**IYATA**

7 NM

**HOLD 7000**

**RNAV (GPS) RWY 17**

**CIRCLING**

**MISSED APPROACH**: Climbing right turn to 7000 direct IYATA and hold, continue climb-in-hold to 7000.

**AL-10312 (FAA)**

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**4461**

**5171 ±**

**AWOS-3PT** 118.975

**DENVER CENTER** 133.4 377.175

**CTAF** 122.9
RNAV (GPS) Z RWY 32

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

MISSED APPROACH: Climb to 13600 direct HAHNS and hold, continue climb-in-hold to 13600.

RNAV (GPS) Z RWY 32

AWOS-3 118.325

DENVER CENTER 120.475 235.975

UNICOM 122.8 (CTAF)

Circling NA northeast of Rwy 14-32. Rwy 32 helicopter visibility reduction below 1 SM NA. Rwy 32 Straight-in minimums NA at night. Circling Rwy 32 NA at night.

Category

A

B

C

D

LNAV MDA

NA

2219 (2300-1¼)

2219 (2300-1½)

CIRCLING

NA

2219 (2300-1¼)

2219 (2300-1½)

40°31’N-106°52’W

STEAMBOAT SPRINGS, COLORADO

Orig 21MAR24
Circling NA northeast of Rwy 14-32.
When local altimeter setting not received, use Yampa
Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct
HABRO and hold, continue climb-in-hold to 11300.

AWOS: 3  
118.325

DENVER CENTER  
120.475 235.975

UNICOM  
122.8 (CTAF)

RNAV (GPS)-E
STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

STEAMBOAT SPRINGS, COLORADO  
AL-6404 (FAA)  
24081

40°31'N-106°52"W
547

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

547
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)

1. **RNAV (GPS) RWY 15**
   - **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 4620-11/2 4720-21/4

2. **Circling NA to Rwys 4 and 22.** Rw 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

3. **AWOS-3**
   - 118.525

4. **DENVER CENTER**
   - 118.475 225.4

5. **UNICOM**
   - 122.8 (CTAF)

6. **Sidney UNICOM**
   - 118.525 225.4

7. **RNAV (GPS) RWY 15**
   - **HOLD 5515**
   - **7 NM Holding Pattern**
   - **ZETAX**
   - **VPV HLD 4288-1 250 (300-1)**
   - **LNAV/VNAV HLD 4288-1 250 (300-1)**
   - **LNAV MDA 4480-1 442 (500-1) 4480-13/6 442 (500-13/6)**
   - **CIRCLING 4520-1 4580-1 4620-11/2 4720-21/4**

8. **Procedure NA for arrival on SNY VOR/DME airway radials 176 CW 278.**

9. **Procedure NA for arrivals at TUMBL on V132 southeast bound.**

10. **Misssed Approach:**
    - Climb to 6400 direct ANUCE and hold.

11. **MISSED APCH FIX**
    - ZETAX 6400 ANUCE

12. **SW-1, 11 JUL 2024 to 05 SEP 2024**
    - 549

13. **STERLING, COLORADO**
    - Orig-C 21MAY20

14. **RNAV (GPS) RWY 15**
    - 40°37’N 103°16’W
RNAV (GPS) RWY 4
TAOS RGNL (SKX)

**DME/DME RNP-0.3 NA**
If local altimeter setting not received, procedure NA.

**MISSED APPROACH:** Climbing left turn to 11000 direct TELOY and hold.

**AWOS-3PT**
132.975

**ALBUQUERQUE CENTER**
132.8 346.35

**UNICOM**
122.8 (CTAF)

---

**Turn NA**

**DIXAN**

**WOMPI**

**TELOY**

**ELEV**

**11000**

**TELOY and hold.**

**MISSED APPROACH:** Climbing left turn to 11000 direct TELOY and hold.

**SW-1, 11 JUL 2024 to 05 SEP 2024**

**UNICOM**
132.975

**ALBUQUERQUE CENTER**
122.8 346.35

---

**CIRCLING**

**TELOY**

**WOMPI**

---

**RNAV (GPS) RWY 4**
TAOS RGNL (SKX)

---

**TAOS, NEW MEXICO**
Orig-B 27FEB20

---

**RNAV (GPS) RWY 4**

---

**TAOS RGNL (SKX)**

---

**551**

---

**RNAV (GPS) RWY 4**
TAOS RGNL (SKX)
VOR/DME-B
TAOS RGNL (SKX)

AWOS-3PT 132.975
ALBUQUERQUE CENTER 132.8 346.35
UNICOM 122.8 (CTAF)

No PT for arrival on TAS VORTAC airway radial 353.

MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.

One Minute Holding Pattern

CIRCLING

12000 296°
116° 12000

8000-1¼ 905 (1000-1¼)
8000-2¾ 905 (1000-2¼)
8200-3 925 (1000-3)

 CATEGORY A B C D
L CIRCLING 8000-1¼ 905 (1000-1¼) 8000-2¾ 905 (1000-2¼) 8200-3 925 (1000-3)

TAOS, NEW MEXICO
Amdt 3B 27FEB20
RNAV (GPS) Y RWY 9

**TELLURIDE, COLORADO**

**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 on Rwy 9-27, DME/DME RNP-0.3 NA.**

# Missed approach requires a minimum climb of 380 feet per NM to 12500.

**MISSUED APPROACH:** Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

**Procedure NA for arrivals at HAVWU on V187 southeast bound.**

**VOR/DME and hold, continue right turn to 15000 direct ETL.**

**Missed approach requires a minimum climb of 380 feet per NM to 12500.**

**Category A:**
- LP MDA: 11500-1/4, 2462 (2500-1/4)
- LNAV MDA: 11900-1/2, 2682 (2900-1/4)
- LNAV MDA: 12140-1/2, 3102 (3100-1/4)
- CIRCLING: 3070 (3100-1/4)

**Category B:**

**Category C:**

**Category D:**

**TELLURIDE RGNL (TEX)**

Amdt 1 15OCT15
37°57'N-107°55'W
RNAV (GPS) Z RWY 9

Telluride RGNL (TEX)

**Western Air Navigation Advisory Service**

**TELLURIDE, COLORADO**

Al-6920 (FAA)

096°

**Category**

- **A**: 10640-1 1/4
  - 15000
  - 15000
  - 15000

- **B**: 10640-1 1/2
  - 15000
  - 15000
  - 15000

- **C**: 10640-3
  - 15000
  - 15000
  - 15000

- **D**: NA
  - NA
  - NA

**Procedure NA** for arrivals at HAVWU on V187 southeast bound.

Limit missed approach to 180K.

**Data**

- **AWOS-3**: 118.325
- **DENVER CENTER**: 125.35 354.05
- **UNICOM**: 123.0 (CTAF)

**Map**

- **Telluride RGNL (TEX)**
- **RNAV (GPS) Z RWY 9**
- **Telluride RGNL (TEX)**
- **Telluride RGNL (TEX)**
- **Telluride RGNL (TEX)**
- **Telluride RGNL (TEX)**
- **Telluride RGNL (TEX)**

**Information**

- **Circling NA at night**: When local altimeter setting not received, procedure 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.
- **RNAV (GPS) Z RWY 9**: 37°57'N-107°55'W

**Origin**: 28APR16

**AWOS-3**: 118.325

**DENVER CENTER**: 125.35 354.05

**UNICOM**: 123.0 (CTAF)
Procedure NA for arrivals at ETL VOR/DME on V382 northwest bound.
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.

NoPT for arrival on ETL VOR/DME airway radials 235 CW 019.

<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>CIRCLING</td>
<td>12420-6</td>
<td>3350</td>
<td>(3400-6)</td>
<td>NA</td>
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</table>

TELLURIDE RGNL (TEX)
RNAV (GPS) RWY 3

PERRY STOKES (TAD)

TRINIDAD, COLORADO

AL-427 (FAA)

23222

RNP APCH.

- Circling NA to Rwy 9 and 27. VDP NA when using Pueblo Meml altimeter setting. When local altimeter setting not received, use Pueblo Meml altimeter setting and increase all MDAs 300 feet; increase LNAV Cats A/B visibility ¼ SM and Cats C/D visibility ½ SM and Circling Cats A/B visibility ½ SM, Cat C 1 SM, and Cat D ½ SM.

ASOS

| 119.025 |

DENVER CENTER

| 128.375 | 379.95 |

UNICOM

| 122.8 (CTAF) |

MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

Procedure NA for arrivals at TATKE on V611 southbound.

ASOS

| 119.025 |

DENVER CENTER

| 128.375 | 379.95 |

UNICOM

| 122.8 (CTAF) |

MISSED APCH FIX

Categories

| A | B | C | D |

LNAV MDA

| 6500-1 | 6500-1¼ | 6500-2 | 743 (800-2) |

CIRCLING

| 6500-1 | 6500-1¼ | 6500-2 | 6560-2½ |

TRINIDAD, COLORADO

Amdt 1B 20JUN19

37°16'N-104°20'W

559
DENVER CENTER
128.375

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF OBSTACLE NOTES
Rwy 3: Multiple trees beginning 46’ from DER, left and right of centerline, up to 15’ AGL/5744’ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 035° to 6200, then climbing left turn to 10000 direct JOGEL and on track 346° to RADIO.
TAKEOFF RUNWAY 21: Climb heading 215° to 6200, then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO.

LOST COMMUNICATIONS:
If not in contact with Denver ARTCC at 10000 or assigned altitude if lower, continue climb to assigned altitude and thence on assigned route.
TRUTH OR CONSEQUENCES, NEW MEXICO

**VOR-A**

**TRUTH OR CONSEQUENCES MUNI (TCS)**

**ASOS**
- 120.675

**ALBUQUERQUE CENTER**
- 128.2 285.5

**UNICOM**
- 122.8 (CTAF)

**FAF**
- 162° 2.4 NM

TRUTH OR CONSEQUENCES MUNI (TCS)

**MISSED APPROACH:** Climbing left turn to 8300 direct TCS VORTAC and hold, continue climb-in-hold to 8300.

**Circling**
- NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

**CATEGORY**

**FAF to MAP**
- 2.4 NM

**CIRCLING**
- 5560-1 698 (700-1)

**Revised**
- Amdt 9E 07OCT21

**Altitude**
- 4862 ft

**VORTAC TCS**
- 112.7

**Channel**
- 74

**TDZE**
- N/A

**Apt Elev**
- 4862 ft

**APP CRS**
- 162°

**TDZE**
- N/A

**ELEVATION**
- 4862 ft

**TRUTH OR CONSEQUENCES, NEW MEXICO**

**33°14'N-107°16'W**

**7627**

**6543**

**5749**

**6081**

**6834**

**6223**

**5374**

**5242**

**4895**

**Appendix**

**Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.**

**TRUTH OR CONSEQUENCES, NEW MEXICO**

**33°14'N-107°16'W**

**563**

**SW-1, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 3
TUCUMCARI MUNI (TCC)

APP CRS
033°

Rwy Idg
7104

TDZE
4043

Apt Elev
4065

RNP APCH.

If local altimeter setting not received, procedure NA.

ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

UNICOM

7104 X 100

4600 X 60

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

Category
A
B
C
D

LNAV
MDA
4420-1 377 (400-1)

4420-1¼ 377 (400-1¼)

If local altimeter setting not received, procedure NA.

RNP APCH.

If local altimeter setting not received, procedure NA.

ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

UNICOM

7104 X 100

4600 X 60

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

TUCUMCARI, NEW MEXICO
Orig-A 15AUG19
35°11'N-103°36'W
GPS or RNP 0.3 required. DME/DME RNP 0.3 NA. Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21. If local altimeter setting not received, procedure NA.

MISSING APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS
119.275

ALBUQUERQUE CENTER
126.85 285.6

UNICOM
122.95 (CTAF)

---

Procedure NA for arrival at TCC VORTAC via V402 westbound.

---

TUCUMBARI, NEW MEXICO

RNAV (GPS) RWY 21
TUCUMBARI MUNI (TCC)

---

SW-1, 11 JUL 2024 to 05 SEP 2024

TUCUMBARI, NEW MEXICO

Orig-A 08OCT20

35°11’N-103°36’W

565
566

AL-431 (FAA)

TUCUMCARI, NEW MEXICO

22195

4600
APP CRS
TDZE
4055
258°
Apt Elev 4065
Rwy Idg

RNAV (GPS) RWY 26
TUCUMCARI MUNI(TCC)

RNP APCH.
MISSED APPROACH: Climb to 5000 then climbing

T

Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.

left turn to 6500 direct ROVSE and hold.

When local altimeter setting not received, procedure NA.

ASOS

ALBUQUERQUE CENTER

UNICOM

119.275

126.85 285.6

122.95 (CTAF)L

(IAF)

HOLD

SW-1, 11 JUL 2024 to 05 SEP 2024

12000
6000

6 NM

078°
4163

(IAF)

6000

RW26

JADIL

258°

258°
TUCUMCARI

(6.1)

(FAF)

TCC

LIDIY

(IF/IAF)

6000 NoPT

ROVSE

252° (5.8)

7000 to ROVSE

5054

077° (12.2)

M
ELEV

TDZE

4065

SA

62
W2
5N
R
M

4055

6800

5271

258° to
1
2

RW26
5000

ROVSE

V

6500

LIDIY

ROVSE
6 NM

8

26

0.6% UP

Holding Pattern

1
0
0

4600 X 60

X

1.6 NM to

7
1
0
4

RW26

078°

258°

RW26

258°

6000

12000
6000

3.01°

3

TCH 45
1.6 NM

CATEGORY

LNAV MDA

MIRL Rwys 3-21 and 8-26

L

4.4 NM

A

C CIRCLING

4600-1

545 (600-1)

4600-1 535 (600-1)

TUCUMCARI, NEW MEXICO
Orig-A 25FEB21

6.1 NM

B

C

D
5

4600-1 8

5
545 (600-1
8 )

4600-15 8

4640-2

535 (600-15 8 )

575 (600-2)

TUCUMCARI MUNI(TCC)
35°11'N-103°36'W

RNAV (GPS) RWY 26

SW-1, 11 JUL 2024 to 05 SEP 2024

Procedure NA for arrivals at
TCC VORTAC on V402 westbound.

60
00
20 No
(7 7° PT
.6
)

IREVE


**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.

**ASOS**  
119.275

**ALBUQUERQUE CENTER**  
126.85 285.6

**UNICOM**  
122.95 (CTAF)

**ELEV 4065**

**TDZE 4047**

201° to VORTAC

**5100**  
**6100**  
**TCC**

**FETUR**  
TCC 2

**TCC VORTAC**

**TCC**

**6100**

**5229**

Remain within 10 NM

**CATEGORY**

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<td>S-21</td>
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<td>553 (600-1)</td>
<td>4600-1½</td>
<td>4600-1¾</td>
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<tr>
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<td>535 (600-1)</td>
<td>4600-1½</td>
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<td>535 (600-1)</td>
<td>4640-2</td>
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**CATEGORY**

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<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-21</td>
<td>4480-1</td>
<td>433 (500-1)</td>
<td>4480-1¼</td>
<td>4480-1½</td>
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<td>CIRCLING</td>
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<td>515 (600-1)</td>
<td>4580-1½</td>
<td>4640-2</td>
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<tr>
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<td></td>
<td>515 (600-1)</td>
<td>4640-2</td>
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</tr>
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</table>
Circling NA to Rwys 17 and 35. Circling NA southeast of Rwy 4-22. Rwy 4 helicopter visibility reduction below ⅔ 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.

**WALDEN-JACKSON COUNTY (33V)**

**AWOS-3**

**DENVER CENTER**

**CTAF**

**WAAS**

**RAV (GPS) RWY 4**
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.

### WALDEN-JACKSON COUNTY (33V)

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>8880-1 727 (800-1)</td>
<td>8880-2 727 (800-2)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

WALDEN, COLORADO

Orig 05JUN08

40°45'N-106°16'W

569
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.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 53°C. Baro-VNAV and VDP NA when using Imperial altimeter setting. When local altimeter setting not received, use Imperial altimeter setting and increase LPV DA to 4020 feet, increase LNAV/VNAV DA to 4088 feet and all visibilities 1/2 SM. Increase all MDAs 160 feet and LNAV visibility Cat C/D 1/2 SM, and Circling visibility Cat C/½ SM, Cat D ¼ SM.
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 ⅔ 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 ⅓ SM.

MISSED APPROACH: Climb to 6200 direct COLOD and hold.

AWOS 3  
118.25

DENVER CENTER  
132.7  226.675

UNICOM  
122.8 (CTAF)

**UNICOM**

DENVER CONTROL (CTAF)

6600 COLOD

RW35  
352°

6600 CAREE  
082°

6600 GUDSE  
262°

6600 NoPT  
082° (10)

RW35  
352°

3.1 NM LNAV only

2.3 NM to RW35

2.3 NM to CAREE

082° to CAREE

6200 COLOD

GWVR (GPS) RWY 35

WRAY, COLORADO

AL-9039 (FAA)

20156

SW-1, 11 JUL 2024 to 05 SEP 2024

SW-1, 11 JUL 2024 to 05 SEP 2024

Amdt 2A  24MAY18

40°06'N-102°14'W

575
**RNAV (GPS) RWY 16**

**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). Rwy 16 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.**

**MISSING APPROACH:** Climb to 7000 direct CEMAP and hold.

---

### Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>4382-1</td>
<td>250 (300-1)</td>
<td>NA</td>
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<td>LNAV/VNAV DA</td>
<td>4452-1</td>
<td>320 (400-1)</td>
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<td>LNAV MDA</td>
<td>4580-1</td>
<td>448 (500-1)</td>
<td>4580-1 448 (500-1 1/2)</td>
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<td>CIRCLING</td>
<td>4620-1</td>
<td>4640-1</td>
<td>4700-1 562 (600-1 1/2)</td>
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---

**AWOS-3**

| DENVER CENTER | 135.375 | 317.55 |

**UNICOM**

| 122.8 (CTAF) |

---

**Coordinating Frequency**

| 911.500 |

---

**YUMA MUNI (2V6)**

**Origin 24 MAY 18**

**40°06’N-102°43’W**
RNAV (GPS) RWY 34

YUMA MUNI (2V6)

**RNAV (GPS) RWY 34**

**YUMA MUNI (2V6)**

**Orig 24MAY18**

**40°06'N-102°43'W**

---

**AIRPORT CODES**

**WAAS CH 61241 W34A**

**APP CRS 347°**

**Rwy Idg 4201**

**TDZE 4133**

**Apt Elev 4138**

---

**CIRCLING NA to Rwy's 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 APPROACH: Climb to 7000 direct PATNE and hold.**

---

**AWOS-3 135,375**

**DENVER CENTER 133.95 317.55**

**UNICOM 122.8 (CTAF)**

---

**7 NM Holding Pattern**

**VGSi and RNAV glidepath not coincident (VGSi Angle 3.00°/TCH 39)**

**7000 PATNE**

**7000 NoPT**

**7000 NoPT (10)**

**1 NM to RW34**

---

**CATEGORY**

**A**

**B**

**C**

**D**

**LPV DA 4333-1 200 (200-1)**

**NA**

**NA**

**NA**

**LNAV/ VNAV DA 4383-1 250 (300-1)**

**NA**

**NA**

**LNAV MDA 4500-1 367 (400-1)**

**NA**

**NA**

**C CIRCLING 4620-1 4640-1 4700-1/2**

**NA**

**577 577**

**YUMA, COLORADO**

**Orig 24MAY18**

**40°06'N-102°43'W**

**YUMA MUNI (2V6)**

**RNAV (GPS) RWY 34**
INTENTIONALLY LEFT BLANK
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.

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<th>%</th>
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<th>ANGLE</th>
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