Federal Aviation Administration

TM

# U.S. Terminal Procedures Publication

## Southwest (SW) Vol 1 of 4

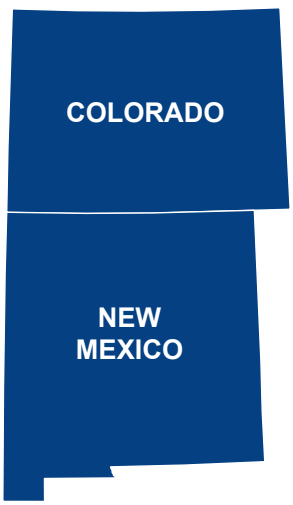
Effective: 0901Z

**07 AUG 2025**

to: 0901Z

**02 OCT 2025**

Consult the Change Notice (CN) effective 04 SEP 2025 for revised Instrument Procedure Charts for this volume

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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/**

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

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Frequently asked questions (FAQ) are answered on our website at: **https://www.faa.gov/go/ais**
See the FAQs prior to contact via toll free number or email.

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

# INOP COMPONENTS 25051

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

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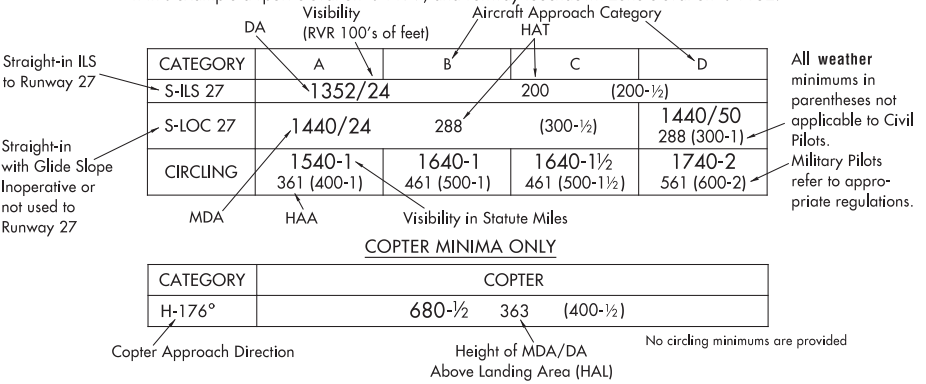
# TERMS/LANDING MINIMA DATA 20142

## IFR LANDING MINIMA

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

### LANDING MINIMA FORMAT

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




### COPTER MINIMA ONLY




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

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

### COLD TEMPERATURE AIRPORTS

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

### COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

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

### AIRCRAFT APPROACH CATEGORIES

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

### MANEUVERING TABLE

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

TERMS/LANDING MINIMA DATA 20142





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# TERMS/LANDING MINIMA DATA 25163

## 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 table below. The resultant arcs are then connected tangentially to define the protected area.

### CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

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

Users may ignore the presence of C symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.



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### Comparable Values of RVR and Visibility

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

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

## RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored
Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.
T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

TERMS/LANDING MINIMA DATA 25163

## 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.

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

### MISCELLANEOUS

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

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

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

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



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## STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

## PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

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

RNAV STAR and DP PBN/Equipment Requirements Notes Box

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

## PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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 contolled lighting, e.g., (A1), (V)

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

To activate lights, use frequency indicated in the communications section of the chart with a (L)

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

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# ABBREVIATIONS 25107

| | |
|---|---|
| AAF | Army Air Field |
| AAUP | Attention All Users Page |
| ADF | Automatic Direction Finder |
| ADIZ | Air Defense Identification Zone |
| AFAUX | Air Force Auxiliary |
| AFB | Air Force Base |
| AFRC | Armed Forces Reserve Center/Air Force Reserve Command |
| AGL | Above Ground Level |
| AFHP | Air Force Heliport |
| AFIS | Automatic Flight Information Service |
| AHP | Army Heliport |
| ALF | Auxiliary Landing Field |
| ALS | Approach Light System |
| ALSF | Approach Light System with Sequenced Flashing Lights |
| ANGB | Air National Guard Base |
| ANGS | Air National Guard Station |
| Ant | Antenna |
| AOB | At or Below |
| AP | Autopilot System |
| APCH | Approach |
| APP CON | Approach Control |
| AR | Authorization Required |
| ARB | Air Reserve Base |
| ARPT | Airport |
| ARR | Arrival |
| AS | Air Station |
| ASOS | Automated Surface Observing System |
| ASR | Airport Surveillance RADAR |
| ASSC | Airport Surface Surveillance Systems |
| ATC | Air Traffic Control |
| ATCT | Airport Traffic Control Tower |
| ATIS | Automatic Terminal Information Service |
| AUNICOM | Automated UNICOM |
| AWOS | Automated Weather Observing System |
| Baro-VNAV | Barometric Vertical Navigation |
| BC | Back Course |
| brg | Bearing |
| CAPT | Captain |
| CAT | Category |
| CCW | Counterclockwise |
| CDI | Course Deviation Indicator |
| CGAS | Coast Guard Air Station |
| Chan | Channel |
| CIR | Circling |
| CL | Centerline Lighting System |
| CLNC DEL | Clearance Delivery |
| CNF | Computer Navigation Fix |
| CPDLC | Controller Pilot Data Link Communications |
| CTAF | Common Traffic Advisory Frequency |
| CW | Clockwise |
| D-ATIS | Digital-Automatic Terminal Information Service |
| DA | Decision Altitude |
| DEP | Departure |
| DEP CON | Departure Control |
| DER | Departure End of Runway |
| DH | Decision Height |
| DME | Distance Measuring Equipment |
| DP | Departure Procedure |
| DTHR | Displaced Runway Threshold |
| DVA | Diverse Vector Area |
| ELEV | Elevation |
| EMAS | Engineered Material Arresting System |
| EXEC | Executive |
| FAF | Final Approach Fix |
| FD | Flight Director System |
| FL | Flight Level |
| FLD | Field |
| FM | Fan Marker |
| FMS | Flight Management System |
| GBAS | Ground Based Augmentation System |
| GCA | Ground Control Approach |
| GCO | Ground Communication Outlet |
| GLS | Ground Based Augmentation System Landing System |
| GP | Glidepath |
| GPS | Global Positioning System |
| GS | Glide Slope |
| HAA | Height Above Airport |
| HAL | Height Above Landing |
| HAT | Height Above Touchdown |
| HATh | Height Above Threshold |
| HCH | Heliport Crossing Height |
| hdg | Heading |
| HIRL | High Intensity Runway Lights |
| HUD | Head-up Display |
| IAF | Initial Approach Fix |
| IAP | Instrument Approach Procedure |
| ICAO | International Civil Aviation Organization |
| IF | Intermediate Fix |
| IFR | Instrument Flight Rules |
| ILS | Instrument Landing System |
| IM | Inner Marker |
| INC | Incorporated |
| Inop | Inoperative |
| INT | Intersection |
| INTCNTL | Intercontinental |
| INTL | International |
| JNGB | Joint National Guard Base |
| JRB | Joint Reserve Base |
| K | Knots |
| KIAS | Knots Indicated Airspeed |
| LAAS | Local Area Augmentation System |

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# ABBREVIATIONS 25107

| | |
|---|---|
| LDA | Localizer Type Directional Aid |
| Ldg | Landing |
| LIRL | Low Intensity Runway Lights |
| LNAV | Lateral Navigation |
| LOA | Letter of Agreement/ Authorization |
| LOC | Localizer |
| LOM | Locator Outer Marker |
| LP | Localizer Performance |
| LPV | Localizer Performance with Vertical Guidance |
| LR | Lead Radial |
| LRRS | Long Range RADAR Station |
| MAA | Maximum Authorized Altitude |
| MALS | Medium Intensity Approach Lighting System |
| MALSF | Medium Approach Lighting System with Sequenced Flashers |
| MALSR | Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights |
| MAP | Missed Approach Point |
| MCAF | Marine Corps Air Facility |
| MCALF | Marine Corps Auxiliary Landing Filed |
| MCAS | Marine Corps Air Station |
| MCB | Marine Corps Base |
| MCOLF | Marine Corps Outlying Field |
| MDA | Minimum Descent Altitude |
| MEA | Minimum Enroute Altitude |
| MEML | Memorial |
| METRO | Metropolitan |
| MIRL | Medium Intensity Runway Lights |
| MM | Middle Marker |
| MOCA | Minimum Obstruction Clearance Altitude |
| MRA | Minimum Reception Altitude |
| MSL | Mean Sea Level |
| MSPEC | Management Specification |
| MUNI | Municipal |
| N/A | Not Applicable |
| NA | Not Authorized |
| NAAS | Naval Auxiliary Air Station |
| NAF | Naval Air Facility |
| NALF | Naval Auxiliary Landing Field |
| NAS | Naval Air Station |
| NDB | Nondirectional Radio Beacon |
| NM | Nautical Mile |
| NOLF | Naval Outlying Field |
| NoPT | No Procedure Turn |
| NOTAM | Notice to Airmen |
| NS | Naval Station |
| NTL | National |
| ODALS | Omnidirectional Approach Lighting System |
| ODP | Obstacle Departure Procedure |
| OM | Outer Marker |
| OPSPEC | Operations Specification |
| PAR | Precision Approach Radar |
| PDC | Pre-Departure Clearance |
| PRM | Precision Runway Monitor |
| Pvt | Private |
| R | Radial |
| RA | Radio Altimeter setting height |
| RAIL | Runway Alignment Indicator Lights |
| RCLS | Runway Centerline Light System |
| REIL | Runway End Identifier Lights |
| RF | Radius to Fix |
| RGNL | Regional |
| RLLS | Runway Lead-in Light System |
| RNAV | Area Navigation |
| RNP | Required Navigation Performance |
| RPI | Runway Point of Interception) |
| RVR | Runway Visual Range |
| RWY | Runway |
| S | Straight-in |
| SALS | Simplified Short Approach Light System |
| SALSF | Short Approach Lighting System with Sequenced Flashing Lights |
| SDF | Simplified Directional Facility |
| SFB | Space Force Base |
| SID | Standard Instrument Departure |
| SM | Statute Mile |
| SR-SS | Sunrise-Sunset |
| SSALF | Short Approach Lighting System with Sequenced Flashing Lights |
| SSALR | Simplified Short Approach Light System with Runway Alignment Indicator Lights |
| SSALS | Simplified Short Approach Lighting System |
| ST | Saint |
| STE | Sainte |
| STAR | Standard Terminal Arrival |
| TAA | Terminal Arrival Area |
| TACAN | Tactical Air Navigation |
| TCH | Threshold Crossing Height |
| TDZ | Touchdown Zone |
| TDZE | Touchdown Zone Elevation |
| TDZ/CL | Touchdown Zone and Runway Centerline Lighting |
| TDZL | Touchdown Zone Lights |
| THR | Threshold |
| TODA | Takeoff Distance Available |
| TORA | Takeoff Run Available |
| tr | Track |
| TRML | Terminal |
| TWR | Tower |
| UNICOM | Universal Communications Station |
| USA | United States Army |
| USAF | United States Air Force |

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# ABBREVIATIONS 25107

| | |
|---|---|
| USCG…… | United States Coast Guard |
| USMC…… | United States Marine Corps |
| USN…… | United States Navy |
| USSF…….. | United States Space Force |
| VASI…… | Visual Approach Slope Indicator |
| VCOA…… | Visual Climb Over Airport |
| VDA…… | Vertical Descent Angle |
| VDP…… | Visual Descent Point |
| VFR……... | Visual Flight Rules |
| VGSI…….. | Visual Glide Slope Indicator |
| VNAV……. | Vertical Navigation |
| VOR……... | Very High Frequency Omni-Directional Range |
| VORTAC……... | Very High Frequency Omni-Directional Range/Tactical Air Navigation |
| WAAS…… | Wide Area Augmentation System |
| WP/WPT……... | Waypoint |



SW-1, 07 AUG 2025 to 02 OCT 2025

25107

# LEGEND 23334

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

## PLANVIEW SYMBOLS

### ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

### HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000 / 8000
090° (IAS) 270°
4 NM

HOLD 10000 / 8000
090° 1 min 270°

Missed Approach
090° 270°

Arrival
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)

GLGHR INT — Intersection

MYLES
I-LVF 14.9 — (Distance From Facility)

DME

Flyover Point

x (CFTSP) — 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

### ALTITUDES

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

### INDICATED AIRSPEED

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

### RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

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.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

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

LEGEND 23334



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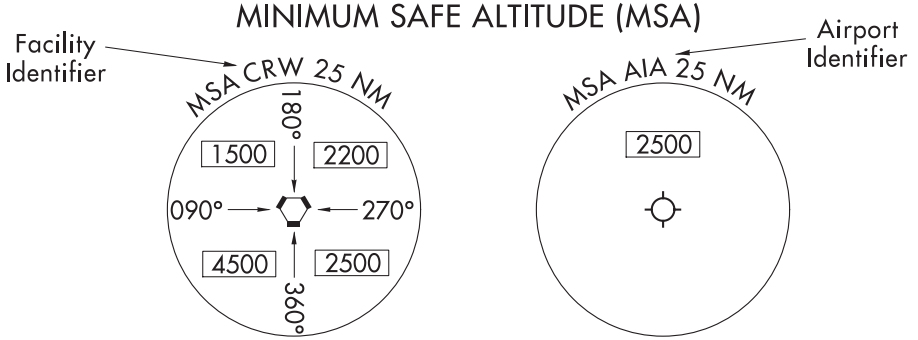
# LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)



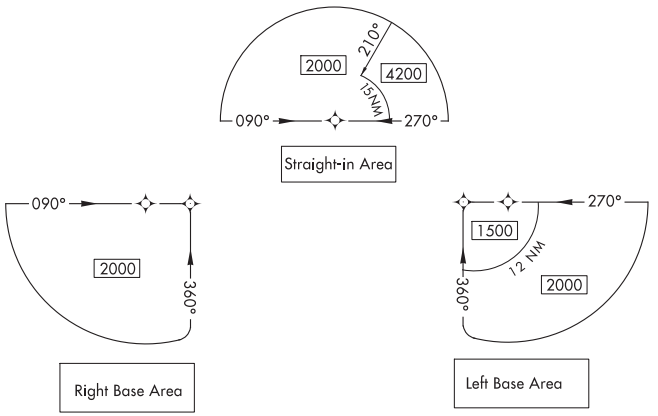
## PLANVIEW SYMBOLS

### MINIMUM SAFE ALTITUDE (MSA)




(arrows on distance circle identify sectors)

### TERMINAL ARRIVAL AREA (TAA)




### MISCELLANEOUS

VOR Changeover Point

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

Distance not to scale

International Boundary

Air Defense Identification Zone

### SPECIAL USE AIRSPACE

R-352

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

### AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

### OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- ± Doubtful accuracy

LEGEND 23110

SW-1, 07 AUG 2025 to 02 OCT 2025

# LEGEND 24361

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

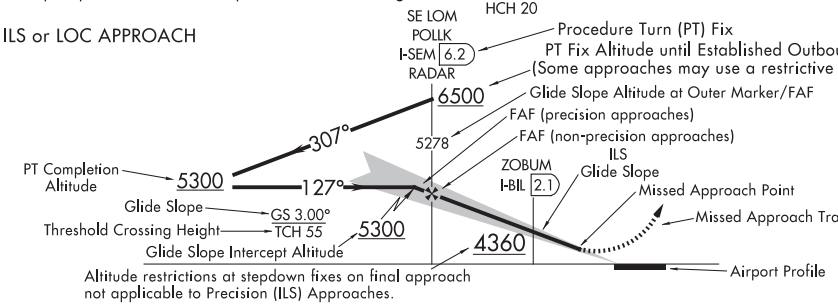
### PROFILE VIEW

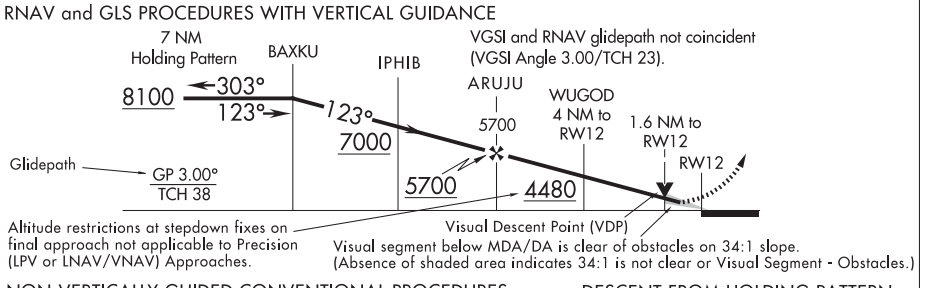
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

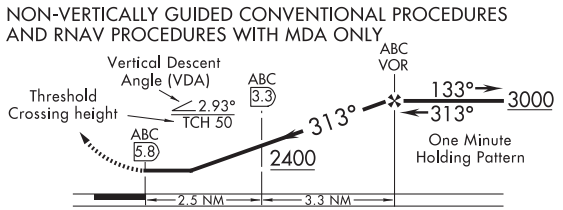
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°, TCH 55

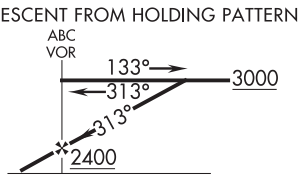
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

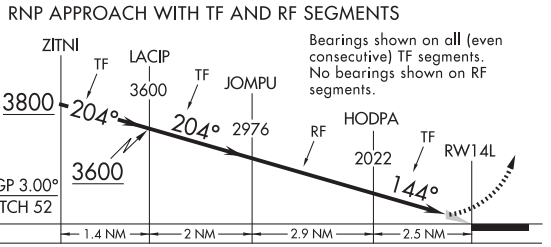
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure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




#### ALTITUDES

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

#### PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 24361





SW-1, 07 AUG 2025 to 02 OCT 2025

# LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS



## RADIO AIDS TO NAVIGATION

Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

Non-Compulsory:

VOR · VORTAC · DME · NDB/DME · VOR/DME · TACAN · NDB

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x
(CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## AIRPORTS

Civil · Military · Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil · Military · Joint (Civil-Military)

## ROUTES

MAA FL200 Maximum Authorized Altitude

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Arrival Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

## SPECIAL USE AIRSPACE

R-352

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

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

N
Indicates True North is not aligned to the top of the page

Ldg KLAS and KHND
Ldg Rwys 16L/C/R
Terminus identifier

SW-1, 07 AUG 2025 to 02 OCT 2025

LEGEND 23334

# LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

## RADIO AIDS TO NAVIGATION

Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

Non-Compulsory:

VOR VORTAC DME NDB/DME

VOR/DME TACAN NDB

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

## FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) Computer Navigation Fix (CNF) - No ATC Function

## MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

Takeoff Minimums and (Obstacle) Departure Procedures entry published.

## ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

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

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

## SPECIAL USE AIRSPACE

R-352

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

## ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

## INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

## AIRPORTS

Heliport

Civil Military Joint (Civil-Military)

## MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500 4100
090° 270°
5300 4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

LEGEND 23334





SW-1, 07 AUG 2025 to 02 OCT 2025

## AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | 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.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

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

| | Unlit | Lit |
|---|---|---|
| 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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures

landing point

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... ←0.3% Down.....0.8% UP→
(shown when rounded runway slope is ≥ 0.3%)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

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

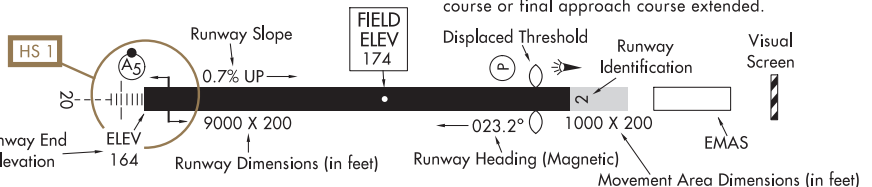
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

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

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

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

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




SCOPE

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

# LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

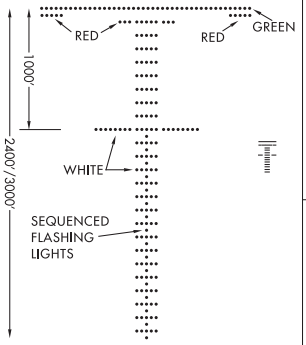
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (V), etc.

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

## CATEGORY I APPROACH LIGHTING SYSTEM

(A1)

**ALSF-1**

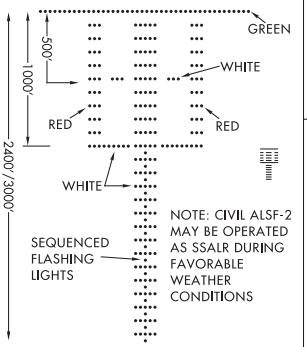



(High Intensity)
LENGTH 2400/3000 FEET

## CATEGORY II APPROACH LIGHTING SYSTEM

(A)

**ALSF-2**

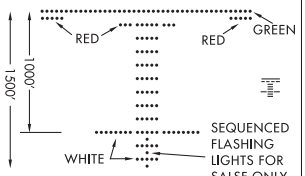



(High Intensity)
LENGTH 2400/3000 FEET

## SHORT APPROACH LIGHTING SYSTEM

(A2) (A2)

**SALS/SALSF**



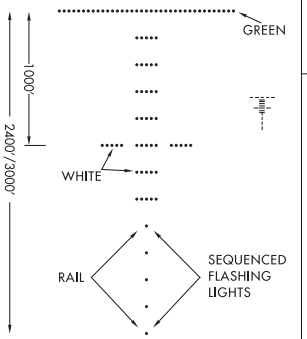

(High Intensity)
LENGTH 1500 FEET

## SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A3)

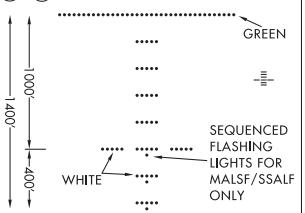
**SSALR**




(High Intensity)
LENGTH 2400/3000 FEET

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

(A4) (A4)



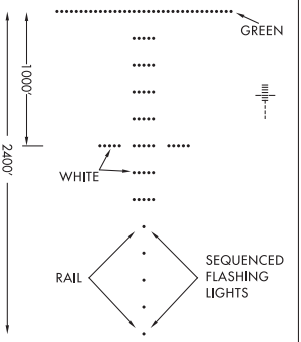

LENGTH 1400 FEET

## MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

(A5)

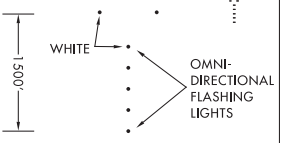
**MALSR**




LENGTH 2400 FEET

## OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

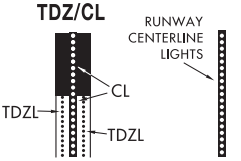
**ODALS**




LENGTH 1500 FEET

## RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**




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

LEGEND 22195





SW-1, 07 AUG 2025 to 02 OCT 2025

# LEGEND 22195

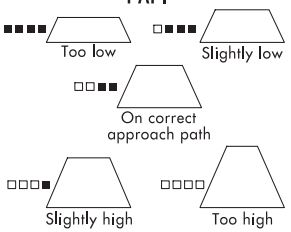
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

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

## (P) PRECISION APPROACH PATH INDICATOR

**PAPI**



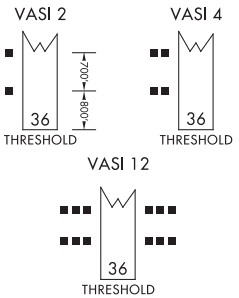

Legend: □ White ■ Red

## (V) VISUAL APPROACH SLOPE INDICATOR

**VASI**

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

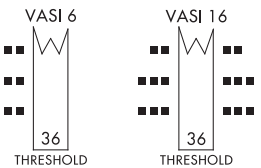
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW




## (V3) VISUAL APPROACH SLOPE INDICATOR

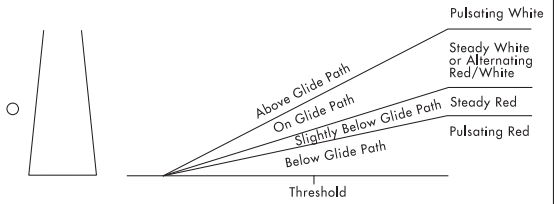
**VASI**

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




## (V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

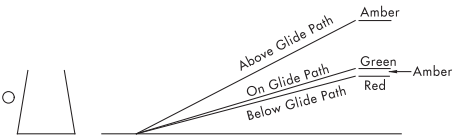
**PVASI**




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

## (V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

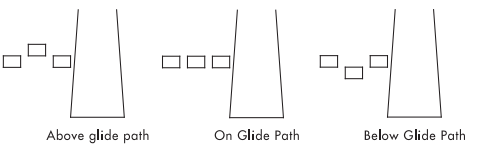
**TRCV**




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

## (V5) ALIGNMENT OF ELEMENTS SYSTEMS

**APAP**




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

LEGEND 22195



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# SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107



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# SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
(ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

| ft/NM | % | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 152 | 2.50 | 152 | 228 | 304 | 380 | 456 | 532 | 608 | 684 | 760 | 836 | 912 |
| 200 | 3.29 | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1100 | 1200 |
| 210 | 3.46 | 210 | 315 | 420 | 525 | 630 | 735 | 840 | 945 | 1050 | 1155 | 1260 |
| 220 | 3.62 | 220 | 330 | 440 | 550 | 660 | 770 | 880 | 990 | 1100 | 1210 | 1320 |
| 230 | 3.79 | 230 | 345 | 460 | 575 | 690 | 805 | 920 | 1035 | 1150 | 1265 | 1380 |
| 240 | 3.95 | 240 | 360 | 480 | 600 | 720 | 840 | 960 | 1080 | 1200 | 1320 | 1440 |
| 250 | 4.11 | 250 | 375 | 500 | 625 | 750 | 875 | 1000 | 1125 | 1250 | 1375 | 1500 |
| 260 | 4.28 | 260 | 390 | 520 | 650 | 780 | 910 | 1040 | 1170 | 1300 | 1430 | 1560 |
| 270 | 4.44 | 270 | 405 | 540 | 675 | 810 | 945 | 1080 | 1215 | 1350 | 1485 | 1620 |
| 280 | 4.61 | 280 | 420 | 560 | 700 | 840 | 980 | 1120 | 1260 | 1400 | 1540 | 1680 |
| 290 | 4.77 | 290 | 435 | 580 | 725 | 870 | 1015 | 1160 | 1305 | 1450 | 1595 | 1740 |
| 300 | 4.94 | 300 | 450 | 600 | 750 | 900 | 1050 | 1200 | 1350 | 1500 | 1650 | 1800 |
| 310 | 5.10 | 310 | 465 | 620 | 775 | 930 | 1085 | 1240 | 1395 | 1550 | 1705 | 1860 |
| 320 | 5.27 | 320 | 480 | 640 | 800 | 960 | 1120 | 1280 | 1440 | 1600 | 1760 | 1920 |
| 330 | 5.43 | 330 | 495 | 660 | 825 | 990 | 1155 | 1320 | 1485 | 1650 | 1815 | 1980 |
| 340 | 5.60 | 340 | 510 | 680 | 850 | 1020 | 1190 | 1360 | 1530 | 1700 | 1870 | 2040 |
| 350 | 5.76 | 350 | 525 | 700 | 875 | 1050 | 1225 | 1400 | 1575 | 1750 | 1925 | 2100 |
| 360 | 5.92 | 360 | 540 | 720 | 900 | 1080 | 1260 | 1440 | 1620 | 1800 | 1980 | 2160 |
| 370 | 6.09 | 370 | 555 | 740 | 925 | 1110 | 1295 | 1480 | 1665 | 1850 | 2035 | 2220 |
| 380 | 6.25 | 380 | 570 | 760 | 950 | 1140 | 1330 | 1520 | 1710 | 1900 | 2090 | 2280 |
| 390 | 6.42 | 390 | 585 | 780 | 975 | 1170 | 1365 | 1560 | 1755 | 1950 | 2145 | 2340 |
| 400 | 6.58 | 400 | 600 | 800 | 1000 | 1200 | 1400 | 1600 | 1800 | 2000 | 2200 | 2400 |
| 450 | 7.41 | 450 | 675 | 900 | 1125 | 1350 | 1575 | 1800 | 2025 | 2250 | 2475 | 2700 |
| 500 | 8.23 | 500 | 750 | 1000 | 1250 | 1500 | 1750 | 2000 | 2250 | 2500 | 2750 | 3000 |
| 550 | 9.05 | 550 | 825 | 1100 | 1375 | 1650 | 1925 | 2200 | 2475 | 2750 | 3025 | 3300 |

SUPPLEMENTAL TABLES 25107





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# SUPPLEMENTAL TABLES 25107

## INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
## RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executingdescents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

| ANGLE | ft/NM | GROUND SPEED (knots) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 330 | 360 |
| 2.0 | 212 | 212 | 318 | 424 | 530 | 637 | 743 | 849 | 955 | 1061 | 1167 | 1273 |
| 2.5 | 265 | 265 | 398 | 531 | 663 | 796 | 929 | 1061 | 1194 | 1326 | 1459 | 1592 |
| 2.6 | 276 | 276 | 414 | 552 | 690 | 828 | 966 | 1104 | 1242 | 1380 | 1518 | 1655 |
| 2.7 | 287 | 287 | 430 | 573 | 716 | 860 | 1003 | 1146 | 1289 | 1433 | 1576 | 1719 |
| 2.8 | 297 | 297 | 446 | 594 | 743 | 892 | 1040 | 1189 | 1337 | 1486 | 1634 | 1783 |
| 2.9 | 308 | 308 | 462 | 616 | 770 | 923 | 1077 | 1231 | 1385 | 1539 | 1693 | 1847 |
| 3.0 | 318 | 318 | 478 | 637 | 796 | 955 | 1115 | 1274 | 1433 | 1592 | 1751 | 1911 |
| 3.1 | 329 | 329 | 494 | 658 | 823 | 987 | 1152 | 1316 | 1481 | 1645 | 1810 | 1974 |
| 3.2 | 340 | 340 | 510 | 679 | 849 | 1019 | 1189 | 1359 | 1529 | 1699 | 1868 | 2038 |
| 3.3 | 350 | 350 | 526 | 701 | 876 | 1051 | 1226 | 1401 | 1577 | 1752 | 1927 | 2102 |
| 3.4 | 361 | 361 | 541 | 722 | 902 | 1083 | 1263 | 1444 | 1624 | 1805 | 1985 | 2166 |
| 3.5 | 372 | 372 | 557 | 743 | 929 | 1115 | 1301 | 1487 | 1672 | 1858 | 2044 | 2230 |
| 3.6 | 382 | 382 | 573 | 765 | 956 | 1147 | 1338 | 1529 | 1720 | 1911 | 2103 | 2294 |
| 3.7 | 393 | 393 | 589 | 786 | 982 | 1179 | 1375 | 1572 | 1768 | 1965 | 2161 | 2358 |
| 3.8 | 404 | 404 | 605 | 807 | 1009 | 1211 | 1413 | 1614 | 1816 | 2018 | 2220 | 2421 |
| 3.9 | 414 | 414 | 621 | 828 | 1036 | 1243 | 1450 | 1657 | 1864 | 2071 | 2278 | 2485 |
| 4.0 | 425 | 425 | 637 | 850 | 1062 | 1275 | 1487 | 1700 | 1912 | 2124 | 2337 | 2549 |
| 4.5 | 478 | 478 | 717 | 956 | 1196 | 1435 | 1674 | 1913 | 2152 | 2391 | 2630 | 2869 |
| 5.0 | 532 | 532 | 797 | 1063 | 1329 | 1595 | 1861 | 2126 | 2392 | 2658 | 2924 | 3190 |
| 5.5 | 585 | 585 | 878 | 1170 | 1463 | 1755 | 2048 | 2340 | 2633 | 2925 | 3218 | 3510 |
| 6.0 | 639 | 639 | 958 | 1277 | 1597 | 1916 | 2235 | 2555 | 2874 | 3193 | 3512 | 3832 |
| 6.5 | 692 | 692 | 1038 | 1385 | 1731 | 2077 | 2423 | 2769 | 3115 | 3461 | 3808 | 4154 |
| 7.0 | 746 | 746 | 1119 | 1492 | 1865 | 2238 | 2611 | 2984 | 3357 | 3730 | 4103 | 4476 |
| 7.5 | 800 | 800 | 1200 | 1600 | 2000 | 2400 | 2800 | 3200 | 3600 | 4000 | 4400 | 4800 |
| 8.0 | 854 | 854 | 1281 | 1708 | 2135 | 2562 | 2989 | 3416 | 3843 | 4270 | 4697 | 5124 |
| 8.5 | 908 | 908 | 1362 | 1816 | 2270 | 2724 | 3178 | 3632 | 4086 | 4540 | 4994 | 5448 |
| 9.0 | 962 | 962 | 1444 | 1925 | 2406 | 2887 | 3368 | 3849 | 4331 | 4812 | 5293 | 5774 |
| 9.5 | 1017 | 1017 | 1525 | 2034 | 2542 | 3050 | 3559 | 4067 | 4576 | 5084 | 5592 | 6101 |
| 10.0 | 1071 | 1071 | 1607 | 2143 | 2678 | 3214 | 3750 | 4286 | 4821 | 5357 | 5893 | 6428 |

SUPPLEMENTAL TABLES 25107





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# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

## AKRON, CO

### COLORADO PLAINS RGNL(AKO)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 11 ..... 1
RNAV (GPS) RWY 29 ..... 2
VOR RWY 29 ..... 3

## ALAMOGORDO, NM

### ALAMOGORDO-WHITE SANDS RGNL(ALM)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 4
DPS ..... CORONA ONE (OBSTACLE) (RNAV) ..... 5

**ALAMOGORDO, NM**
**---SEE HOLLOMAN AFB**

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

## ALAMOSA, CO

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

TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC RWY 02 ..... 6
RNAV (GPS) RWY 02 ..... 7
RNAV (GPS) RWY 20 ..... 8
VOR-B ..... 9
AIRPORT DIAGRAM ..... 10

## ALBUQUERQUE, NM

### ALBUQUERQUE INTL SUNPORT(ABQ)

TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
RADAR MINIMUMS ..... N
HOT SPOT ..... P
STARS ..... BRRTO ONE (RNAV) ..... Z8
COLTR FOUR (RNAV) ..... Z13
CURLY THREE ..... Z14
FRIHO FOUR ..... Z24
LAVAN THREE ..... Z30
LOWBO THREE (RNAV) ..... Z37
LZZRD FOUR (RNAV) ..... Z40
MIERA TWO ..... Z42
SNDIA FOUR (RNAV) ..... Z56
IAPS ..... ILS OR LOC RWY 03 ..... 11
ILS OR LOC RWY 08 ..... 12
RNAV (RNP) Y RWY 21 ..... 13
RNAV (RNP) Y RWY 26 ..... 14
RNAV (RNP) Z RWY 03 ..... 15
RNAV (RNP) Z RWY 08 ..... 16
RNAV (RNP) Z RWY 21 ..... 17
RNAV (RNP) Z RWY 26 ..... 18
RNAV (GPS) Y RWY 03 ..... 19
RNAV (GPS) Y RWY 08 ..... 20
VOR RWY 08 ..... 21
AIRPORT DIAGRAM ..... 22
DPS ..... ADYOS THREE (RNAV) ..... 23
ALBUQUERQUE THREE ..... 24
ATOMK THREE (RNAV) ..... 25
BOSQE THREE (RNAV) ..... 26
DOOKK THREE (RNAV) ..... 27
FYSTA THREE (RNAV) ..... 28
GRZZZ FOUR (RNAV) ..... 29
JEMEZ THREE (RNAV) ..... 30
LARGO THREE ..... 31
MNZNO THREE (RNAV) ..... 32
RDRNR THREE (RNAV) ..... 34

### DOUBLE EAGLE II(AEG)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... CURLY THREE ..... Z14
FRIHO FOUR ..... Z24
LAVAN THREE ..... Z30
MIERA TWO ..... Z42
IAPS ..... ILS OR LOC RWY 22 ..... 35
RNAV (GPS) RWY 04 ..... 36
RNAV (GPS) RWY 22 ..... 37
AIRPORT DIAGRAM ..... 38

## ANGEL FIRE, NM

### ANGEL FIRE(AXX)

TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 17 ..... 39
DPS ..... ANEKE TWO (OBSTACLE) (RNAV) ..... 40

## ARTESIA, NM

### ARTESIA MUNI(ATS)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 41
RNAV (GPS) RWY 22 ..... 42
RNAV (GPS) RWY 31 ..... 43



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## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**ASPEN, CO**
**ASPEN-PITKIN COUNTY/SARDY FLD(ASE)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... HAREI ONE (RNAV) ..... Z25
LOYYD ONE (RNAV) ..... Z39
MMARY ONE (RNAV) ..... Z43
IAPS ..... RNAV (GPS)-F ..... 44
LOC/DME-E ..... 45
ROARING FORK VISUAL RWY 15 ..... 46
AIRPORT DIAGRAM ..... 47
DPS ..... SARDD THREE (OBSTACLE) ..... 48
ASPEN SEVEN ..... 49
LINDZ ONE ..... 50
PITKN FIVE (RNAV) ..... 52

**ASPEN-PITKIN COUNTY/SARDY FLD**
**---SEE ASPEN, CO**

**ASTRONAUT KENT ROMINGER**
**---SEE DEL NORTE, CO**

**AURORA, CO**
**---SEE BUCKLEY SPACE FORCE BASE**

**BELEN, NM**
**BELEN RGNL(BRG)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 21 ..... 53
VOR-A ..... 54

**BLAKE FLD**
**---SEE DELTA, CO**

**BUCKLEY SPACE FORCE BASE(KBKF)**
**AURORA, CO**
TAKEOFF MINIMUMS ..... L
STARS ..... DANDD ONE ..... Z15
LANDR THREE ..... Z26
LARKS THREE ..... Z28
POWDR ONE ..... Z51
QUAIL ONE ..... Z53
RAMMS EIGHT ..... Z54
TOMSN NINE ..... Z63
IAPS ..... ILS OR LOC/DME RWY 32 ..... 55
RNAV (GPS) RWY 32 ..... 56
TACAN RWY 32 ..... 57
AIRPORT DIAGRAM ..... 58
DPS ..... BUCKLEY ONE ..... 59
DENVER THREE ..... 60
PIKES THREE ..... 62
PLAINS TWO ..... 63
ROCKIES SEVEN ..... 65
YELLOWSTONE FIVE ..... 67

**BUENA VISTA, CO**
**CENTRAL COLORADO RGNL(AEJ)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 33 ..... 69
DPS ..... PUEBLO TWO (OBSTACLE) (RNAV) ..... 70

**BURLINGTON, CO**
**KIT CARSON COUNTY(ITR)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 15 ..... 71
RNAV (GPS) RWY 33 ..... 72
LOC RWY 33 ..... 73
NDB RWY 15 ..... 74

**BUTTS AHP (FORT CARSON)(KFCS)**
**FORT CARSON, CO**
IAPS ..... RNAV (GPS) RWY 31 ..... 75

**CANNON AFB(KCVS)**
**CLOVIS, NM**
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC RWY 04 ..... 76
ILS OR LOC RWY 13 ..... 77
ILS OR LOC RWY 22 ..... 78
ILS OR LOC RWY 31 ..... 79
RNAV (GPS) RWY 04 ..... 80
RNAV (GPS) RWY 13 ..... 81
RNAV (GPS) RWY 22 ..... 82
RNAV (GPS) RWY 31 ..... 83
TACAN RWY 04 ..... 84
TACAN RWY 13 ..... 85
TACAN RWY 22 ..... 86
TACAN RWY 31 ..... 87
AIRPORT DIAGRAM ..... 88

**CANON CITY, CO**
**FREMONT COUNTY(1V6)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 29 ..... 89

**CARLSBAD, NM**
**CAVERN CITY AIR TRML(CNM)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS RWY 03 ..... 90
RNAV (GPS) RWY 03 ..... 91
RNAV (GPS) RWY 14R ..... 92
RNAV (GPS) RWY 21 ..... 93
RNAV (GPS) RWY 32L ..... 94
VOR RWY 32L ..... 95
AIRPORT DIAGRAM ..... 96

**CAVERN CITY AIR TRML**
**---SEE CARLSBAD, NM**

**CENTENNIAL**
**---SEE DENVER, CO**

**CENTRAL COLORADO RGNL**
**---SEE BUENA VISTA, CO**

**CITY OF COLORADO SPRINGS MUNI**
**---SEE COLORADO SPRINGS, CO**



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# INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**CLAYTON, NM**
**CLAYTON MUNI AIRPARK(CAO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 02 ..... 97
RNAV (GPS) RWY 20 ..... 98

**CLOVIS, NM**
**CLOVIS RGNL(CVN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS RWY 04 ..... 99
RNAV (GPS) RWY 04 ..... 100
RNAV (GPS) RWY 22 ..... 101
RNAV (GPS) RWY 30 ..... 102
VOR RWY 22 ..... 103
AIRPORT DIAGRAM ..... 104

**CLOVIS, NM**
**---SEE CANNON AFB**

**COLORADO AIR AND SPACE PORT**
**---SEE DENVER, CO**

**COLORADO PLAINS RGNL**
**---SEE AKRON, CO**

**COLORADO SPRINGS, CO**
**CITY OF COLORADO SPRINGS MUNI(COS)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... DEBERRY FIVE ..... Z17
OZZZY FIVE (RNAV) ..... Z48
IAPS ..... ILS OR LOC RWY 17L ..... 105
ILS OR LOC RWY 35L ..... 106
ILS OR LOC RWY 35R ..... 107
ILS RWY 17L (SA CAT I - II) ..... 108
ILS RWY 35L (SA CAT II) ..... 109
RNAV (RNP) Z RWY 17L ..... 110
RNAV (RNP) Z RWY 17R ..... 111
RNAV (RNP) Z RWY 35L ..... 112
RNAV (RNP) Z RWY 35R ..... 113
RNAV (GPS) RWY 31 ..... 114
RNAV (GPS) Y RWY 17L ..... 115
RNAV (GPS) Y RWY 17R ..... 116
RNAV (GPS) Y RWY 35L ..... 117
RNAV (GPS) Y RWY 35R ..... 118
VOR RWY 17L ..... 119
NDB RWY 35L ..... 120
AIRPORT DIAGRAM ..... 121
DPS ..... SPRINGS SIX ..... 122
**MEADOW LAKE(FLY)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 15 ..... 124
RNAV (GPS) RWY 33 ..... 125
DPS ..... FALCON ONE (OBSTACLE) (RNAV) ..... 126

**CORTEZ, CO**
**CORTEZ MUNI(CEZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 127
RNAV (GPS) Y RWY 21 ..... 128
RNAV (GPS) Z RWY 21 ..... 129
VOR RWY 21 ..... 130
AIRPORT DIAGRAM ..... 131
DPS ..... LEDVE ONE (OBSTACLE) ..... 132
CORTEZ TWO ..... 133

**CRAIG, CO**
**CRAIG-MOFFAT(CAG)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 07 ..... 134
RNAV (GPS) RWY 25 ..... 135
VOR RWY 25 ..... 136

**DEL NORTE, CO**
**ASTRONAUT KENT ROMINGER(RCV)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 24 ..... 137
DPS ..... HOMME ONE (OBSTACLE) (RNAV) ..... 138

**DELTA, CO**
**BLAKE FLD(AJZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 03 ..... 139

**DEMING, NM**
**DEMING MUNI(DMN)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 140
RNAV (GPS) RWY 08 ..... 141
RNAV (GPS) RWY 22 ..... 142
RNAV (GPS)-A ..... 143
VOR-B ..... 144



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## INDEX OF TERMINAL CHARTS AND MINIMUMS


| NAME | PROC | SECT PG |
|---|---|---|
| **DENVER, CO** | | |
| **CENTENNIAL(APA)** | | |
| TAKEOFF MINIMUMS | | L |
| DIVERSE VECTOR AREA | | L |
| ALTERNATE MINIMUMS | | M |
| HOT SPOT | | P |
| STARS | BRNKO FOUR (RNAV) | Z5 |
| | DANDD ONE | Z15 |
| | DUNNN SIX (RNAV) | Z18 |
| | LANDR THREE | Z26 |
| | LARKS THREE | Z28 |
| | PINNR THREE (RNAV) | Z49 |
| | POWDR ONE | Z51 |
| | QUAIL ONE | Z53 |
| | RAMMS EIGHT | Z54 |
| | TOMSN NINE | Z63 |
| | ZOMBZ SIX (RNAV) | Z66 |
| IAPS | ILS OR LOC RWY 35R | 145 |
| | RNAV (RNP) Z RWY 17L | 146 |
| | RNAV (GPS) RWY 28 | 147 |
| | RNAV (GPS) RWY 35R | 148 |
| | RNAV (GPS) Y RWY 17L | 149 |
| AIRPORT DIAGRAM | | 150 |
| DPS | DENVER THREE | 151 |
| | ECHOO ONE (RNAV) | 153 |
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| | PIKES THREE | 157 |
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# 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.



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**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)

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

DOUBLE EAGLE II (AEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 14FEB08 (08045) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**ANGEL FIRE, NM**

ANGEL FIRE (AXX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31JUL08 (08213) (FAA)

TAKEOFF MINIMUMS:

**Rwy 35,** NA-obstacles.

DEPARTURE PROCEDURE:

**Rwy 17,** use ANEKE RNAV DEPARTURE.

**ARTESIA, NM**

ARTESIA MUNI (ATS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15AUG19 (19227) (FAA)

TAKEOFF OBSTACLE NOTES:

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

**ASPEN, CO**

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15,** NA - Environmental.

DEPARTURE PROCEDURE:

**Rwy 33,** use SARDD DEPARTURE.

TAKEOFF OBSTACLE NOTES:

**Rwy 33,** terrain beginning 4' from DER, 351' left of centerline, up to 7720' MSL.
Tree 23' from DER, 395' 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.
Trees beginning 1085' from DER, 593' left of centerline, up to 7788' MSL.
Vegetation, trees, terrain beginning 1232' from DER, 673' left of centerline, up to 7809' MSL.
Trees beginning 1768' from DER, 679' left of centerline, up to 7814' MSL.
Trees beginning 2183' from DER, 723' left of centerline, up to 7821' MSL.
Trees beginning 2398' from DER, 800' left of centerline, up to 7835' MSL.
Terrain 2519' from DER, 1172' left of centerline, 7872' MSL.
Trees beginning 2535' from DER, 966' left of centerline, up to 7875' MSL.
Terrain, trees beginning 2627' from DER, 732' left of centerline, up to 7931' MSL.
Tree 3040' from DER, 1230' left of centerline, 7946' MSL.
Vegetation, trees, terrain beginning 3047' from DER, 773' left of centerline, up to 7995' MSL.
Terrain, trees beginning 3269' from DER, 770' left of centerline, up to 8004' MSL.
Vegetation, trees, terrain beginning 3355' from DER, 751' left of centerline, up to 8079' MSL.
Trees, terrain, vegetation, building, pole beginning 4447' from DER, 934' left of centerline, up to 7963' MSL.
Trees, terrain beginning 1.7 NM from DER, 2897' left of centerline, up to 8191' MSL.
Trees beginning 1.8 NM from DER, 3058' left of centerline, up to 8227' MSL.
Trees, terrain beginning 2.4 NM from DER, 2322' left of centerline, up to 8543' 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.
Vehicles on road beginning 85' from DER, 505' right of centerline, up to 7917' MSL.

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

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

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**CARLSBAD, NM**
CAVERN CITY AIR TRML (CNM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (21112) (FAA)
TAKEOFF MINIMUMS:
**Rwy 21,** std. w/min. climb of 206' per NM to 4300, or 1200-3 for climb in visual conditions.
**Rwy 26,** std. w/min. climb of 241' per NM to 4500, or 1300-3 for climb in visual conditions.
**Rwy 32L,** std. w/min. climb of 208' per NM to 4100.
DEPARTURE PROCEDURE:
**Rwy 21,** for climb in visual conditions, cross Cavern City Air Trml at or above 4300 before proceeding on course. **Rwys 26, 32L,** for climb in visual conditions, cross Cavern City Air Trml at or above 4400 before proceeding on course.
**Rwy 32R,** Climb heading 341° to 4100 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** bushes beginning 65' from DER, 344' right of centerline, up to 6' AGL/3254' MSL.
Vehicle on road 388' from DER, 514' right of centerline, 15' AGL/3260' MSL.
**Rwy 8,** pole 604' from DER, 192' right of centerline, 26' AGL/3264' MSL.
**Rwy 14L,** bush 110' from DER, 216' left of centerline, 4' AGL/3246' MSL.
Localizer 164' from DER, 458' right of centerline, 8' AGL/3250' MSL.
Vehicle on road 398' from DER, 121' left of centerline, 15' AGL/3257' MSL.
Pole 398' from DER, 129' left of centerline, 20' AGL/3265' MSL.
Pole 520' from DER, 27' right of centerline, 24' AGL/3269' MSL.
Vehicle on road 720' from DER, 462' right of centerline, 15' AGL/3260' MSL.
Pole 837' from DER. 444' right of centerline, 26' AGL/3299' MSL.
**Rwy 26,** bush 107' from DER, 193' left of centerline, 6' AGL/3276' MSL.
**Rwy 32R,** fence 43' from DER, 333' left of centerline, 4' AGL/3273' MSL.

**CLAYTON, NM**

CLAYTON MUNI AIRPARK (CAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

**Rwy 20,** climb heading 201° to 5500 before turning right.

**Rwy 30,** climb heading 301° to 6700 before turning left.

TAKEOFF OBSTACLE NOTES:

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

**CLOVIS, NM**

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

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 2 17AUG17 (17229) (FAA)

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

**Rwy 17L,** heading as assigned by ATC.

**Rwy 17R,** heading as assigned by ATC.

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

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

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



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## 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 783' from DER, 523' left of centerline, 6921' MSL.
Tree and vehicles on road beginning 904' from DER, 50' right of centerline, up to 6924' MSL.
Tree, vehicles on road and pole beginning 1104' from DER, 8' left of centerline, up to 6929' MSL.
Trees and vehicles on road beginning 1280' from DER, 14' right of centerline, up to 6934' MSL.
Tree 1456' from DER, 763' left of centerline, 6932' MSL.
Tree 1655' from DER, 650' left of centerline, 6944' MSL.
Tree 1741' from DER, 519' left of centerline, 6953' MSL.
Trees and buildings beginning 1852' from DER, 406' left of centerline, up to 6977' MSL.
Trees beginning 2878' from DER, 1137' left of centerline, up to 6995' MSL.
Tree 3403' from DER, 1199' left of centerline, 7000' MSL.
Tree 3660' from DER, 1120' left of centerline, 7003' MSL.
Trees beginning 3747' from DER, 897' left of centerline, up to 7011' MSL.
Tree 4510' from DER, 1244' left of centerline, 7013' MSL.
Tree 4788' from DER, 1254' left of centerline, 7017' MSL.
Tree 4799' from DER, 1068' left of centerline, 7019' MSL.
Tree 4978' from DER, 1015' left of centerline, 7020' MSL.
Building 5309' from DER, 1895' left of centerline, 38' AGL/7024' MSL.
Spire and building beginning 5363' from DER, 287' left of centerline, up to 66' AGL/7036' MSL.
Buildings beginning 1.1 NM from DER, 2240' left of centerline, up to 36' AGL/7068' MSL.
Building 1.2 NM from DER, 2417' left of centerline, 36' AGL/7069' MSL.

## CORTEZ, CO

CORTEZ MUNI (CEZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

Use LEDVE DEPARTURE.

## CRAIG, CO

CRAIG-MOFFAT (CAG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

**Rwy 7,** std. w/min. climb of 510' per NM to 7200, or 2400-3 for climb in visual conditions.
**Rwy 25,** std. w/min. climb of 350' per NM to 8200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 7,** climb direct to CHE VOR/DME, or for climb in visual conditions, cross Craig-Moffat Airport at or above 8500 then proceed on CHE R-247 to CHE VOR/DME, thence ....
**Rwy 25,** climbing right turn to intercept CHE VOR/DME radial 265 to CHE VOR/DME, or for climb in visual conditions, Cross Craig-Moffat Airport at or above 8500 then proceed on CHE R-247 to CHE VOR/DME, thence ....
.... Aircraft departing CHE VOR/DME on radials 214° CW 296° climb on course. All other aircraft climb in holding pattern (hold NW, right turns, 108° inbound) to cross CHE VOR/DME at or above; radials 297° CW 076° 11500, radials 077° CW 114° 10200, radials 115° CW 213° 11600. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** vertical structure 108' from DER, 288' left of centerline, 18' AGL/6202' MSL.
Multiple trees beginning 450' from DER, 211' left and right of centerline, up to 100' AGL/6276' MSL.
Vehicles on road 104' from DER, 513' right to left of centerline, up to 15' AGL/6214' MSL.
**Rwy 25,** vehicles on multiple roads beginning 5' from DER, 118' left and right of centerline, up to 15' AGL/6333' MSL.
Fence 14' from DER, 499' right of centerline, 5' AGL/6190' MSL.
Navigation aid 39' from DER, 93' right of centerline, 4' AGL/6189' MSL.
Tree 362' from DER, 435' right of centerline, 100' AGL/6203' MSL.
Multiple trees beginning 1457' from DER, 450' left of centerline, up to 100' AGL/6338' MSL.
Multiple poles 796' from DER, 625' left of centerline, up to 40' AGL/6285' MSL.
Terrain beginning 1941' from DER, 927' left of centerline, up to 6337' MSL.
Multiple buildings beginning 5509' from DER, 552' left of centerline, up to 15' AGL/6338' MSL.

**DEL NORTE, CO**

ASTRONAUT KENT ROMINGER (RCV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3, 21,** NA - turf/dirt runway.

DEPARTURE PROCEDURE:

**Rwy 6, 24,** use HOMME DEPARTURE.

**DELTA, CO**

BLAKE FLD (AJZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 10AUG23 (25219) (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 heading 212° to intercept MTJ VOR/DME R-297 to BRICK/MTJ 23.4 DME…

**Rwy 21,** DME required, climb on heading 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-297 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, 505' left of centerline, 38' AGL/4353' MSL.
Trees beginning 1522' from DER, 88' right of centerline, up to 44' AGL/4362' MSL.
Tree 1630' from DER, 236' left of centerline, 39' AGL/4355' MSL.
Tree 1940' from DER, 514' right of centerline, 47' AGL/4365' MSL.
Tree 4351' from DER, 1651' right of centerline, 100' AGL/4428' MSL.


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

25219

## DENVER, CO

### CENTENNIAL (APA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** vehicle on road 196' from DER, 408' left of centerline, 5799' MSL.
Vehicle on road 283' from DER, 402' left of centerline, 5804' MSL.
Vehicle on road 389' from DER, 396' left of centerline, 5809' MSL.
Vehicle on road 483' from DER, 618' right of centerline, 5815' MSL.
Vehicle on road 521' from DER, 393' left of centerline, 5815' MSL.
Vehicle on road 611' from DER, 569' right of centerline, 5817' MSL.
Vehicle on road 644' from DER, 401' left of centerline, 5818' MSL.
Vehicle on road 719' from DER, 528' right of centerline, 5818' MSL.
Vehicle on road 781' from DER, 425' left of centerline, 5823' MSL.
Tree, vehicle on road beginning 835' from DER, 458' right of centerline, up to 20' AGL/5828' MSL.
Vehicle on road 927' from DER, 464' left of centerline, 5827' MSL.
Terrain 958' from DER, 624' right of centerline, 5835' MSL.
Terrain, vehicle on road beginning 1013' from DER, 254' right of centerline, up to 5836' MSL.
Terrain, vehicle on road beginning 1113' from DER, 119' right of centerline, up to 5839' MSL.
Vehicle on road beginning 1138' from DER, 535' left of centerline, up to 5833' MSL.
Fence, vehicle on road, terrain beginning 1210' from DER, 3' right of centerline, up to 5841' MSL.
Vehicle on road beginning 1237' from DER, 31' left of centerline, up to 5834' MSL.
Terrain beginning 1282' from DER, 229' right of centerline, up to 5843' MSL.
Building, vehicle on road, pole beginning 1384' from DER, 71' left of centerline, up to 33' AGL/5854' MSL.
Pole, vehicle on road, terrain beginning 1470' from DER, 204' right of centerline, up to 5862' MSL.
Building, pole, vehicle on road, fence beginning 1562' from DER, 194' right of centerline, up to 40' AGL/5877' MSL.
Building, fence, pole, vertical structure beginning 1600' from DER, 229' right of centerline, up to 41' AGL/5879' MSL.
Building, tree beginning 1680' from DER, 306' right of centerline, up to 46' AGL/5882' MSL.
Building, fence, vehicle on road, pole, tree, terrain beginning 1685' from DER, 31' right of centerline, up to 5885' MSL.
Building, pole, terrain, vehicle on road beginning 2056' from DER, 34' right of centerline, up to 5889' MSL.
Building, pole beginning 2270' from DER, 662' right of centerline, up to 38' AGL/5892' MSL.
**Rwy 17L,** lighting 10' from DER, 9' right of centerline, 2' AGL/5886' MSL.
Pole 1755' from DER, 882' left of centerline, 31' AGL/5929' MSL.
Tree 2533' from DER, 342' left of centerline, 26' AGL/5949' MSL.
Tree 2579' from DER, 342' left of centerline, 27' AGL/5950' MSL.
Tree 2867' from DER, 455' right of centerline, 44' AGL/5959' MSL.
Tree 2973' from DER, 1211' right of centerline, 35' AGL/5963' MSL.
Tree 2974' from DER, 948' right of centerline, 42' AGL/5964' MSL.
Trees beginning 2997' from DER, 748' right of centerline, up to 50' AGL/5967' MSL.
Tree, lighting beginning 3025' from DER, 769' right of centerline, up to 56' AGL/5970' MSL.
Tree 3309' from DER, 747' left of centerline, 35' AGL/5970' MSL.
Tree 3344' from DER, 756' left of centerline, 36' AGL/5974' MSL.
Trees beginning 3444' from DER, 1225' right of centerline, up to 50' AGL/5981' MSL.
Building beginning 3849' from DER, 1479' left of centerline, up to 59' AGL/5988' MSL.
Tree 4767' from DER, 893' right of centerline, 49' AGL/6007' MSL
**Rwy 17R,** terrain 9' from DER, 96' left of centerline, 5869' MSL.
Terrain 10' from DER, 273' right of centerline, 5872' MSL.
Vehicle on road, terrain beginning 75' from DER, 302' right of centerline, up to 5885' MSL.
General utility 103' from DER, 253' left of centerline, 7' AGL/5875' MSL.
Wind indicator, terrain beginning 118' from DER, 443' left of centerline, up to 5883' MSL.
Vehicle on road, terrain beginning 190' from DER, 353' right of centerline, up to 5887' MSL.
Pole, fence, terrain beginning 525' from DER, 196' right of centerline, up to 5918' MSL.
Pole 2190' from DER, 1029' right of centerline, 31' AGL/5928' MSL.
Pole 2289' from DER, 863' right of centerline, 30' AGL/5935' MSL.
Pole beginning 2361' from DER, 255' right of centerline, up to 32' AGL/5942' MSL.
Pole 2738' from DER, 1069' right of centerline, 42' AGL/5947' MSL.
Pole 2824' from DER, 904' right of centerline, 43' AGL/5948' MSL.
Pole 3108' from DER, 1151' right of centerline, 27' AGL/5949' MSL.
Tree 3163' from DER, 568' right of centerline, 66' AGL/5975' MSL.
Building 3226' from DER, 888' right of centerline, 73' AGL/5996' MSL.
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.

**CON'T**

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



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## 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' left of centerline, up to 35' AGL/5820' MSL.
**Rwy 35R,** lighting 8' from DER, 30' right of centerline, 2' AGL/5795' MSL.
Lighting 8' from DER, 30' left of centerline, 2' AGL/5794' MSL

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

### COLORADO AIR AND SPACE PORT (CFO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 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.


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## 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...

**Rwys 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...

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** pole 431' from DER, 369' right of centerline, 49' AGL/5622' MSL.

**Rwy 12L,** multiple poles beginning 10' from DER, 395' left of centerline, up to 2' AGL/5567' MSL.

**Rwy 12R,** multiple poles and lighting beginning 8' from DER, 52' right of centerline, up to 2' AGL/5596' MSL.

**Rwy 21,** wind indicator 117' from DER, 209' left of centerline, 10' AGL/5622' MSL.

**Rwy 30L,** lighting 40' from DER, 76' right of centerline, 2' AGL/5676' MSL.
Lighting 40' from DER, 76' left of centerline, 2' AGL/5676' MSL.
Building 42' from DER, 499' left of centerline, 28' AGL/5703' MSL.
Building, vehicles on road, terrain and fence beginning 245' from DER, 147' left of centerline, up to 33' AGL/5708' MSL.
Fence, terrain and pole beginning 993' from DER, 92' left of centerline, up to 19' AGL/5734' MSL.
Pole, vehicle on road, tree and terrain beginning 1413' from DER, 715' left of centerline, up to 5736' MSL.
Tree and vehicle on road beginning 2761' from DER, 1094' left of centerline, up to 32' AGL/5754' MSL.

**Rwy 30R**, pole 10' from DER, 60' left of centerline, 2' AGL/5661' MSL.
Pole 11' from DER, 245' right of centerline, 2' AGL/5661' MSL.
Lighting 39' from DER, 126' right of centerline, 2' AGL/5662' MSL.
Pole 154' from DER, 496' left of centerline, 2' AGL/5667' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 10NOV16 (16315) (FAA)

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

## DURANGO, CO

### DURANGO-LA PLATA COUNTY (DRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwy 3,** climbing right turn to 9000 heading 160° and DRO VOR/DME R-125 to RESER INT, or for climb in visual conditions: Cross Durango-La Plata County Airport Southeast bound at or above 8200 MSL, then proceed on DRO VOR/DME R-125 to RESER INT.

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

TAKEOFF OBSTACLE NOTES:

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

## EAGLE, CO

### EAGLE COUNTY RGNL (EGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwys 7, 25,** 6100-5 for VCOA.

VCOA:

**All Runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Eagle County Rgnl airport at or above 12500.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** electrical system 9' from DER, 34' right of centerline, 1' AGL/6549' MSL.
Electrical system 10' from DER, 32' left of centerline, 1' AGL/6549' MSL.
Vehicles on road 243' from DER, 29' right of centerline, 15' AGL/6562' MSL.
Tree 5041' from DER, 1688' right of centerline, 6695' MSL.
Tree 5176' from DER, 1717' right of centerline, 6720' MSL.
Trees beginning 5283' from DER, 1665' right of centerline, up to 6746' MSL.
Tree 5402' from DER, 1768' right of centerline, 6780' MSL.
Trees beginning 5466' from DER, 1675' right of centerline, up to 6794' MSL.

**CON'T**



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## EAGLE, CO (CON'T)

EAGLE COUNTY RGNL (EGE) (CON'T)

**Rwy 7 (CON'T),** trees beginning 5573' from DER, 1663' right of centerline, up to 6824' MSL.
Tree 5643' from DER, 1927' right of centerline, 6843' MSL.
Trees beginning 5682' from DER, 1633' right of centerline, up to 6868' MSL.
Tree 5756' from DER, 2014' right of centerline, 6892' MSL.
Trees beginning 5792' from DER, 1641' right of centerline, up to 6907' MSL.
Trees beginning 5860' from DER, 1501' right of centerline, up to 6926' MSL.
Trees, terrain, vehicles on road beginning 1 NM from DER, 1445' right of centerline, up to 6997' MSL.
Trees, vehicles on road, terrain beginning 1.6 NM from DER, 1755' right of centerline, up to 7019' MSL.
Tree 1.7 NM from DER, 3239' right of centerline, 7040' MSL.
Tower, vehicles on road, trees beginning 1.8 NM from DER, 1685' right of centerline, up to 52' AGL/7101' MSL.
Trees beginning 1.9 NM from DER, 2661' right of centerline, up to 23' AGL/7241' MSL.
Tree, terrain beginning 2 NM from DER, 2294' right of centerline, up to 7252' MSL.
Tree 2.3 NM from DER, 3923' left of centerline, 6913' MSL.
Tree, transmission line, vehicles on road beginning 2.4 NM from DER, 3961' left of centerline, up to 102' AGL/7112' MSL.
**Rwy 25,** electrical system 9' from DER, 55' right of centerline, 2' AGL/6462' MSL.
Electrical system 10' from DER, 54' left of centerline, 1' AGL/6462' MSL.
Trees, tank beginning 1.3 NM from DER, 324' right of centerline, up to 6718' MSL.
Trees, vehicles on road beginning 1.4 NM from DER, 7' right of centerline, up to 6835' MSL.
Trees beginning 1.4 NM from DER, 45' left of centerline, 6709' MSL.
Trees, vehicles on road, pole beginning 1.5 NM from DER, 67' right of centerline, up to 6898' MSL.
Trees beginning 1.5 NM from DER, 18' left of centerline, up to 6866' MSL.
Tree, tank beginning 1.6 NM from DER, 3' left of centerline, up to 30' AGL/6877' MSL.
Trees, vehicles on road beginning 1.6 NM from DER, 98' right of centerline, up to 30' AGL/7008' MSL.
Trees beginning 1.7 NM from DER, 382' left of centerline, up to 6954' MSL.
Trees, pole beginning 1.7 NM from DER, 82' right of centerline, up to 27' AGL/7188' MSL.
Trees beginning 1.8 NM from DER, 309' left of centerline, up to 7115' MSL.
Trees beginning 1.8 NM from DER, 583' right of centerline, up to 7308' MSL.
Trees beginning 1.9 NM from DER, 787' left of centerline, up to 7271' MSL.
Trees, vehicles on road beginning 1.9 NM from DER, 20' right of centerline, up to 7548' MSL.
Pole, trees, vehicles on road beginning 2 NM from DER, 75' left of centerline, up to 7694' MSL.
Tower, pole, trees, vehicles on road beginning 2 NM from DER, 68' right of centerline, up to 24' AGL/7716' MSL.
Trees beginning 2.1 NM from DER, 190' left of centerline, up to 7751' MSL.
Trees, terrain beginning 2.2 NM from DER, 169' left of centerline, up to 7806' MSL.
Tree, terrain beginning 2.3 NM from DER, 1138' left of centerline, up to 7828' MSL.
Terrain, trees beginning 2.4 NM from DER, 229' left of centerline, up to 7932' MSL.
Vehicles on road, trees beginning 2.4 NM from DER, 3' right of centerline, up to 15' AGL/7721' MSL.
Trees beginning 2.5 NM from DER, 3' right of centerline, up to 15' AGL/7744' MSL.
Terrain, trees beginning 2.5 NM from DER, 251' left of centerline, up to 7942' 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.



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

25219

## FORT COLLINS, CO

NORTHERN COLORADO RGNL (FNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 26APR18 (18116) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6, 24,** NA-VFR runway.

DEPARTURE PROCEDURE:

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

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

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

TAKEOFF OBSTACLE NOTES:

**Rwy 33,** multiple trees beginning 833' from DER, 516' right of centerline, up to 66' AGL/5025' MSL.
Multiple poles beginning 567' from DER, 540' left of centerline, up to 26' AGL/4995' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 13SEP18 (18256) (FAA)

**Rwys 15, 33** headings as assigned by ATC.

## FORT MORGAN, CO

FORT MORGAN MUNI (FMM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 04FEB16 (16035) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 14,** ground and vehicle on road beginning 36’ from DER, 157’ left of centerline, up to 15’ AGL/4528’ MSL.
Buildings beginning 329’ from DER, 577’ right of centerline, up to 25’ AGL/4527’ MSL.
**Rwy 32,** ground beginning 13’ from DER, 271’ right of centerline, up to 4600’ MSL.

## GALLUP, NM

GALLUP MUNI (GUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18AUG94 (94230) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** CAT A,B 1300-2 or std. with a min. climb of 300' per NM until passing 8000. CAT C,D 1600-3 or std. with a min. climb of 320' per NM until passing 8500.
**Rwy 24,** 700-2 or std. with a min. climb of 370' per NM until passing 8000.

DEPARTURE PROCEDURE:

**Rwy 6**,turn left.
**All aircraft** climb direct GUP VORTAC. Departures via GUP R-190 CW R-242 climb on course. Departures via GUP R-243 CW R-189 climb in GUP holding pattern (SW, right turns, 047° inbound) to cross GUP at or above 9000.

## 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 16MAY24 (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.
NAVAID, tower beginning 266’ from DER, 398’ right of centerline, up to 43’ AGL/4865’ MSL.



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

## 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.

## 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.
**CON'T**



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**GUNNISON, CO (CON'T)**

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

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

**HAYDEN, CO**

YAMPA VALLEY (HDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 02JUL09 (09183) (FAA)

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

DEPARTURE PROCEDURE:
**Rwy 10,** climb on heading 147° to 12200 before proceeding on course.
**Rwy 28,** climb on heading 238° to 9500 before proceeding on course.
**Rwys 10, 28,** for climb in visual conditions: cross Yampa Valley airport at or above 9700 before proceeding on course.

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

**HOBBS, NM**

LEA COUNTY RGNL (HOB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** sign, terrain beginning 16' from DER, 256' left of centerline, up to 4' AGL/3650' MSL.
Light poles 40'from DER, 149' right of centerline, 3' AGL/3649' MSL.
Trees beginning 503' from DER, 417' right of centerline, up to 57' AGL/3700' MSL.
Sign 822' from DER, 694' left of centerline, 29' AGL/3676' MSL.
**Rwy 13,** vegetation beginning 5' from DER, 270' right of centerline, up to 3640' MSL.
**Rwy 17,** terrain 26' from DER, 263' right of centerline, 3652' MSL.
**Rwy 22,** tree 710' from DER, 642' right of centerline, 41' AGL/3683' MSL.
**Rwy 31,** terrain 19' from DER, 17' left of centerline, 3662' MSL.
Sign 34' from DER, 377' right of centerline, 4 ' AGL/3663' MSL.
Fence 43' from DER, 313' left of centerline, 6' AGL/3667' MSL.
Vehicles 73' from DER, 316' left of centerline, 15' AGL/3678' MSL.
Pole, fence, vehicles, vegetation beginning 98' from DER, 42' left of centerline, up to 21' AGL/3681' MSL.
Pole 1034' from DER, 539' right of centerline, 26' AGL/3689' MSL.
Trees beginning 1465' from DER, 456' right of centerline, up to 45' AGL/3710' MSL.
Trees beginning 1548' from DER, 528' right of centerline, up to 55' AGL/3722' MSL.
**Rwy 35,** vehicles, terrain, fence beginning 30' from DER, 1' left of centerline, up to 15' AGL/3680' MSL.
Vehicles, fence beginning 79' from DER, 11' right of centerline, up to 15' AGL/3676' MSL.
Vehicles beginning 156' from DER, 19' right of centerline, up to 15' AGL/3677' MSL.
Vehicles beginning 157' from DER, 1' left of centerline, up to 15' AGL/3681' MSL.
Poles beginning 288' from DER, 41' left of centerline, up to 24' AGL/3685' MSL.
Pole, fence, signs, building beginning 289' from DER, 15' right of centerline, up to 22' AGL/3682' MSL.
Poles, sign, tree beginning 299' from DER, 86' left of centerline, up to 26' AGL/3689' MSL.
Poles, buildings, vehicles beginning 354' from DER, 15 ' left of centerline, up to 33' AGL/3693' MSL.
Building 607' from DER, 192' right of centerline, 26' AGL/3687' MSL.
Building, tree beginning 624' from DER, 37' right of centerline, up to 30' AGL/3688' MSL.
Poles, building beginning 686 ' from DER, 43' left of centerline, up to 35' AGL/3695' MSL.
Buildings, pole beginning 899' from DER, 204' right of centerline, up to 32' AGL/3693' MSL.


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**HOLLOMAN AFB (KHMN)**
ALAMOGORDO, NM
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 20FEB25 (25051) (USAF)
DEPARTURE PROCEDURE:
**Rwy 4,** climb on heading between 320° CW to 340° from DER.
**Rwy 16,** climb on heading between 160° CW to 200° from DER.
**Rwy 22**, climb on heading between 170° CW to 200° from DER.
**Rwy 25,** climb on heading between 295° CW to 340° from DER.
**Rwy 34,** climb on heading between 280° CW to 330° 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.

**HOLYOKE, CO**
HOLYOKE (HEQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
**Rwy 32,** 300-1 or std. w/min. climb of 280' per NM to 4000.
TAKEOFF OBSTACLE NOTES:
**Rwy 14,** trees 2011' from DER, 29' left of centerline, 100' AGL/3829' MSL.
**Rwy 32,** trees 1009' from DER, 697' left of centerline, 100' AGL/3839' MSL.
Tower 4448' from DER, 1036' left of centerline, 165' AGL/3886' MSL.

**KREMMLING, CO**
MC ELROY AIRFIELD (20V)
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, 3725' MSL.
**Rwy 18,** fence, terrain beginning 130' from DER, 341' left of centerline, up to 3724' MSL.
Terrain beginning 433' from DER, 498' left of centerline, up to 3729' MSL.
Fence 552' from DER, 398' left of centerline, 9' AGL/3733' MSL.
Terrain 1309' from DER, 247' left of centerline, 3739' MSL.



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**LAS CRUCES, NM**

LAS CRUCES INTL (LRU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

**Rwy 4,** std w/min climb of 301'/NM to 5800, or 3100-3 for VCOA.
**Rwy 8,** std w/min climb of 205'/NM to 5700, or 3100-3 for VCOA.
**Rwy 22,** std w/min climb of 215'/NM to 5800, or 3100-3 for VCOA.
**Rwy 26,** std w/min climb of 241'/NM to 5800, or 3100-3 for VCOA.
**Rwy 30,** std w/min climb of 245'/NM to 5800, or 3100-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 4,** climb on heading between 250° CW 040° from DER.
**Rwy 8,** climb on heading between 110° CW 260° from DER.
**Rwy 12,** climb on heading between 120° CW 300° from DER.
**Rwy 22,** climb on heading between 220° CW 040° from DER.
**Rwy 26,** climb on heading between 260° CW 040° from DER.
**Rwy 30,** climb on heading between 130° CW 300° from DER.

VCOA:

**Rwys 4, 8, 22, 26, 30,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Las Cruces Intl airport at or above 7400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees, pole beginning 8' from DER, 29' left of centerline, up to 4459' MSL.
Trees beginning 85' from DER, 170' right of centerline, up to 6' AGL/4456' MSL.
Trees beginning 122' from DER, 179' right of centerline, up to 10' AGL/4460' MSL.
Vehicles on road, trees beginning 144' from DER, 142' right of centerline, up to 4465' MSL.
Tree 188' from DER, 372' left of centerline, 4' AGL/4460' MSL.
Trees beginning 192' from DER, 214' left of centerline, up to 4462' MSL.
Tree beginning 347' from DER, 291' left of centerline, up to 4463' MSL.
Trees beginning 403' from DER, 357' left of centerline, up to 6' AGL/4464' MSL.
Tree 480' from DER, 255' left of centerline, 4465' MSL.
Tree 520' from DER, 251' left of centerline, 4467' MSL.
**Rwy 8,** vehicles on road, trees, pole beginning 1' from DER, 29' left of centerline, up to 4450' MSL.
Vehicles on road, trees beginning 165' from DER, 244' left of centerline, up to 4451' MSL.
Vehicles on road 766' from DER, 636' left of centerline, 4457' MSL.
**Rwy 12,** light poles on DER, 67' left of centerline, 2' AGL/4437' MSL.
Light poles 5' from DER, 83' right of centerline, 1' AGL/4437' MSL.
Vehicles on road, trees beginning 108' from DER, 352' right of centerline, up to 4449' MSL.
**Rwy 22,** trees 6' from DER, 365' left of centerline, 4439' MSL.
Pole, trees beginning 11' from DER, 30' right of centerline, up to 3' AGL/4437' MSL.
Trees beginning 31' from DER, 216' right of centerline, up to 4440' MSL.
Trees beginning 31' from DER, 285' left of centerline, up to 4441' MSL.
Vehicles on road beginning 55' from DER, 166' right of centerline, up to 4451' MSL.
Vehicles on road, trees beginning 105' from DER, 224' left of centerline, up to 4449' MSL.
Vehicles on road, trees beginning 151' from DER, 245' left of centerline, up to 4450' MSL.
Vehicles on road beginning 200' from DER, 217' left of centerline, up to 4451' MSL.
Vehicles on road beginning 472' from DER, 491' right of centerline, up to 4453' MSL.
Vehicles on road beginning 614' from DER, 597' right of centerline, up to 4454' MSL.
**Rwy 26,** trees, pole beginning 2' from DER, 29' right of centerline, up to 5' AGL/4442' MSL.
Trees 24' from DER, 360' right of centerline, 6' AGL/4443' MSL.
Trees beginning 27' from DER, 452' left of centerline, up to 4439' MSL.
Trees 36' from DER, 438' right of centerline, 4444' MSL.
Tree 38' from DER, 438' right of centerline, 4445' MSL.
Trees beginning 43' from DER, 195' right of centerline, up to 8' AGL/4446' MSL.
Trees 65' from DER, 467' left of centerline, 6' AGL/4440' MSL.
Vehicles on road beginning 100' from DER, 11' left of centerline, up to 4451' MSL.
Trees beginning 156' from DER, 260' right of centerline, up to 9' AGL/4448' MSL.
Vehicles on road 628' from DER, 9' left of centerline, 4453' MSL.
**Rwy 30,** vehicles on road, pole, light poles beginning 1' from DER, 30' left of centerline, up to 4470' MSL.
Trees beginning 15' from DER, 289' right of centerline, up to 10' AGL/4465' MSL.
Vehicles on road, trees beginning 53' from DER, 294' left of centerline, up to 4471' MSL.
Vehicles on road, trees beginning 66' from DER, 278' right of centerline, up to 4470' MSL.
Vehicles on road beginning 309' from DER, 58' right of centerline, up to 4471' 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, 208' right and 348' left of centerline, up to 61' AGL/5407' MSL.
Poles, vehicles on road beginning 1746' from DER, 464' right of centerline, up to 75' AGL/5417' MSL.
**Rwy 34,** terrain 7' from DER, 369' right of centerline, 5375' MSL.
Sign 13' from DER, 124' left of centerline, 3' AGL/5376' MSL.
Fence 44' from DER, 255' right of centerline, 5377' MSL.
Tree, building beginning 151' from DER, 463' right and 495' left of centerline, up to 30' AGL/5398' MSL.
Trees beginning 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.

**CON'T**

**LONGMONT, CO (CON'T)**

VANCE BRAND (LMO) (CON'T)

**Rwy 29 (CON'T),** tree 2095' from DER, 176' left of centerline, 5127' MSL.
Tree 2518' from DER, 773' right of centerline, 5149' MSL.
Trees beginning 2571' from DER, 931' right of centerline, up to 5152' MSL.
Tree 3783' from DER, 1316' right of centerline, 5168' MSL.
Tree 3823' from DER, 1519' right of centerline, 5176' MSL.
Trees beginning 4106' from DER, 979' right of centerline, up to 5177' MSL.
Trees beginning 4465' from DER, 1120' right of centerline, up to 5196' MSL.
Trees beginning 4519' from DER, 714' right of centerline, up to 93' AGL/5198' MSL.
Tree 5482' from DER, 276' left of centerline, 5198' MSL.

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.

**MEEKER, CO**

MEEKER COULTER FLD (EEO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 11JUL24 (24193) (FAA)
TAKEOFF MINIMUMS:
**Rwys 3, 21,** 4200-5 for VCOA.
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.
**CON'T**



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**MEEKER, CO (CON'T)**

MEEKER COULTER FLD (EEO) (CON'T)

**Rwy 3 (CON'T),** 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.
Vegetation, terrain, tree 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 6656' 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.
Trees, terrain beginning 2 NM from DER, 610' right of centerline, up to 6958' MSL.
Terrain, trees, vegetation beginning 2.1 NM from DER, 50' right of centerline, up to 7063' MSL.
Terrain, trees, fence 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:
**Rwys 10, 16, 28, 34,** NA - Rwy surfaces.
DEPARTURE PROCEDURE:
**Rwy 2,** climbing right turn direct ALS VORTAC, thence . . .
**Rwy 20,** climbing left turn direct ALS VORTAC, thence . . .
. . .climb-in-holding pattern (SE, right turn, 301° inbound) to cross ALS VORTAC at or above MEA for route of flight.
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** NAVAID 10' from DER, 9' left of centerline, 2' AGL/7611' MSL.
Tree 14' from DER, 203' right of centerline, 7612' MSL.
Tree 111' from DER, 464' right of centerline, 8' AGL/7614' MSL.
Tank 313' from DER, 444' left of centerline, 18' AGL/7626' MSL.
Traverse way beginning 317' from DER, 383' right of centerline, up to 7621' MSL.
Tower, poles beginning 401' from DER, 396' left of centerline, up to 48' AGL/7658' MSL.
**Rwy 2 ,** trees, poles beginning 910' from DER, 411' right of centerline, up to 57' AGL/7665' MSL.
Tree 2558' from DER, 126' left of centerline, 7674' MSL.
**Rwy 20,** NAVAID 11' from DER, 9' left of centerline, 7613' MSL.
Fence 67' from DER, 283' left of centerline, 9' AGL/7615' MSL.

**MONTROSE, CO**

MONTROSE RGNL (MTJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 07MAY09 (09127) (FAA)

DEPARTURE PROCEDURE:
Use MONTROSE DEPARTURE.

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**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.

**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, 4064' MSL.

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

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

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



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**PUEBLO, CO**

PUEBLO MEML (PUB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 26MAY16 (21056) (FAA)

TAKEOFF MINIMUMS:

**Rwys 8L, 26R,** NA, Environmental.

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

DEPARTURE PROCEDURE:

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

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

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

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

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

**RANGELY, CO**

RANGELY (4V0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

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

**RATON, NM**

RATON MUNI/CREWS 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.

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

25219

**ROSWELL, NM**

ROSWELL AIR CENTER (ROW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 26MAR20 (20086) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**RUIDOSO, NM**

SIERRA BLANCA RGNL (SRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:

Use CAPITAN DEPARTURE.

TAKEOFF OBSTACLE NOTES:

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

**SALIDA, CO**

SALIDA/HARRIET ALEXANDER FLD (ANK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15AUG19 (21280) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

**CON'T**

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



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## SALIDA, CO (CON'T)

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

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

## SANTA FE, NM

SANTA FE 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,** climb direct SAF VORTAC, thence…
**Rwys 20, 28,** climbing left turn direct SAF VORTAC, thence…
...continue climb in SAF VORTAC holding pattern (hold se, right turns, 332° inbound) to cross SAF VORTAC at or above airway MEA/MCA for direction of flight. Pilots shall notify SAF Air Traffic Control Tower or Albuquerque Air Route Traffic Control Center prior to flying this departure procedure.

TAKEOFF OBSTACLE NOTES:

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


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**SANTA TERESA, NM**

DONA ANA COUNTY INTL JETPORT (DNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** bushes and light support structure beginning 6' from DER, 29' left of centerline, up to 7' AGL/4115' MSL.
Light support structure 9' from DER, 30' right of centerline, 1' AGL/4111' MSL.
Bush 159' from DER, 518' right of centerline, 4115' MSL.

**Rwy 28,** light support structure 9' from DER, 29' right of centerline, 4112' MSL.
Sign 31' from DER, 250' left of centerline, 4113' MSL.
Railroad 1335' from DER, 837' left of centerline, 23' AGL/4148' MSL.

**SILVER CITY, NM**

GRANT COUNTY (SVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAY14 (14149) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

**Rwys 8, 26,** use SILVER CITY DEPARTURE.

**SOCORRO, NM**

SOCORRO MUNI (ONM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

**Rwys 6,15,24,** NA-terrain.

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**SPRINGFIELD, CO**

SPRINGFIELD MUNI (8V7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** terrain 2' from DER, 148' right of centerline, 4388' MSL.
Pole, vertical point beginning 9' from DER, 9' left of centerline, up to 4390' MSL.
Fence 17' from DER, 445' right of centerline, 3' AGL/4396' MSL.
Vehicle on road, terrain beginning 134' from DER, 494' right of centerline, up to 4410' MSL.
Poles, tank beginning 403' from DER, 581' right of centerline, up to 30' AGL/4425' MSL.
Antenna 2.5 NM from DER, 2924' right of centerline, up to 30' AGL/4425' MSL.
Tower 2.5 NM from DER, 2923' right of centerline, 417' AGL/4802' MSL.

**Rwy 35,** pole 9' from DER, 10' right of centerline, 3' AGL/4392' MSL.
Fence 117' from DER, 446' left of centerline, 3' AGL/4394' MSL.
Vehicle on road 222' from DER, 546' left of centerline, 4408' MSL.
Poles beginning 539' from DER, 622' left of centerline, up to 28' AGL/4420' MSL.
Pole 1195' from DER, 623' left of centerline, 29' AGL/4421' MSL.


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**STEAMBOAT SPRINGS, CO**

STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JAN20 (21112) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

**STERLING, CO**

STERLING MUNI (STK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF MINIMUMS:

**Rwys 4, 22,** NA-Environmental.

TAKEOFF OBSTACLE NOTES:

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

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

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

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

**TAOS, NM**

TAOS RGNL (SKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07DEC17 (17341) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

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

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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



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**TELLURIDE, CO**

TELLURIDE RGNL (TEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9**, NA-obstacles.

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

**TRINIDAD, CO**

PERRY STOKES (TAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 15SEP16 (16259) (FAA)

DEPARTURE PROCEDURE:

Use TRINIDAD RNAV DEPARTURE.

**TRUTH OR CONSEQUENCES, NM**

TRUTH OR CONSEQUENCES MUNI (TCS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

**TUCUMCARI, NM**

TUCUMCARI MUNI (TCC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 08NOV18 (18312) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

**WALDEN, CO**

WALDEN-JACKSON COUNTY (33V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

**Rwys 17, 35,** NA-ATC.

DEPARTURE PROCEDURE:

**Rwys 4, 22,** Use WALRU RNAV DEPARTURE.

**WALSENBURG, CO**

SPANISH PEAKS AIRFIELD (4V1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

DEPARTURE PROCEDURE:

Use GOSIP RNAV DEPARTURE.

**WRAY, CO**

WRAY MUNI (2V5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20MAR03 (03079) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** 500-2 or std. with a min. climb of 280' per NM to 4400.

DEPARTURE PROCEDURE:

**Rwy 17,** climbing right turn via AKO VOR/DME R-084 to 7000 before proceeding on course.

**Rwy 35,** climbing left turn via AKO VOR/DME R-077 to 7000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 35,** trees 2175' left of DER, 100' AGL/3778' MSL.

**YUMA, CO**

YUMA MUNI (2V6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwys 12, 30,** NA - airport.

**Rwy 34,** 200-1 1/8 or std. w/ min. climb of 240’ per NM to 4400.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** terrain and lighting beginning 15’ from DER, 111’ right of centerline, up to 4134’ MSL.

**Rwy 34,** terrain and sign beginning 13’ from DER, 199’ left of centerline, up to 4132’ MSL.

Trees beginning 845’ from DER, 525’ left of centerline, up to 4172’ MSL.

Grain elevator 2298’ from DER, 821’ right of centerline, 87’ AGL/4216’ MSL.

Tree 2871’ from DER, 1198’ left of centerline, 4205’ MSL.

Building 5750’ from DER, 830’ left of centerline, 172’ AGL/4302’ MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR ALTERNATE AIRPORT MINIMUMS

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

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

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

| | Precision Approach | Non-Precision Approach |
|---|---|---|
| Standard | **600-2** | **800-2** |
| ⚠Non-Standard or restrictions | As indicated below | As indicated below |
| Helicopters | For the selected approach:<br>Ceiling: 200' above published ceiling<br>Visibility: the greater of 1 SM visibility or the published visibility | |

***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, LDA, 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 800-2¼.

**ALAMOGORDO, NM**
ALAMOGORDO-WHITE SANDS
RGNL (ALM)……**RNAV (GPS) Rwy 4**
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

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

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

NAME — ALTERNATE MINIMUMS

**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, 800-2¼.

**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 15[1]**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.
[1]Category D, 800-2¼.


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NAME ALTERNATE MINIMUMS

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

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

**CLOVIS, NM**
CLOVIS
RGNL (CVN)……**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 30**
**VOR Rwy 22**
NA when local weather not available.

**COLORADO SPRINGS, CO**
CITY OF COLORADO SPRINGS
MUNI (COS)……**ILS or LOC Rwy 17L[46]**
**ILS or LOC Rwy 35L[7]**
**ILS or LOC Rwy 35R[2]**
**NDB Rwy 35L[8]**
**RNAV (GPS) Rwy 31[1]**
**RNAV (GPS) Y Rwy 17L[5]**
**RNAV (GPS) Y Rwy 17R[1]**
**RNAV (GPS) Y Rwy 35L[1]**
**RNAV (GPS) Y Rwy 35R[1]**
**RNAV (RNP) Z Rwy 17R[3]**
**VOR Rwy 17L[9]**
[1]Category C, 900-2½; Category D, 1100-3.
[2]ILS, Category B, 700-2; Category C, 900-2½; Category D, 1100-3; LOC, Category C, 900-2 ½; Category D, 1100-3.
[3]Categories A, B, C, D, 800-2½.
[4]LOC, Categories A, B, 1400-2; Categories C, D, 1400-3.
[5]Categories A, B, 900-2; Category C, 900-2½; Category D, 1100-3.
[6]NA when local weather not available.
[7]LOC, Category C, 800-2¼; Category D, 1100-3.
[8]Category C, 800-2¼; Category D, 1100-3.
[9]Categories A, B, 1300-2; Categories C, D, 1300-3.

MEADOW LAKE (FLY)……**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.

**CORTEZ, CO**
CORTEZ
MUNI (CEZ)……**RNAV (GPS) Rwy 3[12]**
**RNAV (GPS) Y Rwy 21[3]**
**RNAV (GPS) Z Rwy 21[4]**
**VOR Rwy 21[3]**
[1]NA when local weather not available.
[2]Category D, 900-3.
[3]Category C, 900-2¾; Category D, 1200-3.
[4]Categories A, B, 1300-2; Categories C, D, 1300-3.

**CRAIG, CO**
CRAIG-MOFFAT (CAG)……**RNAV (GPS) Rwy 7[1]**
**RNAV (GPS) Rwy 25[2]**
**VOR Rwy 25[34]**
[1]Category A, 1000-2; Category B, 1200-2; Categories C, D, 1600-3.
[2]Category A, 1100-2; Category B, 1200-2; Categories C, D, 1600-3.
[3]Categories A, B, 2000-2; Categories C, D, 2000-3.
[4]NA when local weather not available.

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

**DELTA, CO**
BLAKE FLD (AJZ)……**RNAV (GPS) Rwy 3**
Category B, 1200-2; Category C, 1500-3.

**DEMING, NM**
DEMING MUNI (DMN)……**RNAV (GPS)-A[1]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 8[1]**
**RNAV (GPS) Rwy 22[1]**
**VOR-B[1]**
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Categories A, B, C, D, 800-2¼.

**DENVER, CO**
CENTENNIAL
(APA)……**ILS or LOC Rwy 35R[1]**
**RNAV (GPS) Rwy 35R[2]**
**RNAV (GPS) Y Rwy 17L[3]**
[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 1100-3.

COLORADO AIR AND SPACE
PORT (CFO)……**ILS or LOC Rwy 17[12]**
**ILS or LOC Rwy 26[2]**
**ILS or LOC Rwy 35[1]**
**RNAV (GPS) Rwy 17[3]**
**RNAV (GPS) Rwy 26[3]**
**RNAV (GPS) Rwy 35[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.


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NAME ALTERNATE MINIMUMS

**DENVER, CO (CON'T)**
ROCKY MOUNTAIN METRO (BJC)..... **RNAV (GPS) Rwy 12L**
NA when local weather not available.
Category D, 800-2¼.

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

**EAGLE, CO**
EAGLE COUNTY RGNL (EGE)..... **LDA Rwy 25[1]**
**RNAV (GPS)-D[2]**
**RNAV (GPS) Y Rwy 25[3]**
[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.

**ERIE, CO**
ERIE MUNI (EIK)..... **RNAV (GPS)-B**
**VOR-A**
NA when local weather not available
Category C, 800-2¼.

**FARMINGTON, NM**
FOUR CORNERS RGNL (FMN)..... **ILS or LOC Rwy 25[12]**
**RNAV (GPS) Rwy 5[3]**
**RNAV (GPS) Rwy 7[3]**
**RNAV (GPS) Rwy 23[4]**
**RNAV (GPS) Rwy 25[4]**
**VOR Rwy 25[3]**
**VOR/DME Rwy 5[3]**
**VOR/DME Rwy 7[3]**
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 900-2½; Category D, 900-3.
[3]Category C, 900-2½; Category D, 1000-3.
[4]Category C, 900-2½; Category D, 900-3.

**FORT COLLINS/LOVELAND, CO**
NORTHERN COLORADO RGNL (FNL)..... **ILS or LOC Rwy 33[1]**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33[2]**
**VOR-A[2]**
NA when local weather not available.
[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

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

NAME ALTERNATE MINIMUMS

**GALLUP, NM**
GALLUP MUNI (GUP)..... **RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[1]**
**VOR Rwy 6[2]**
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 1000-3; Category D, 1300-3.
[2]Categories A, B, 1000-2; Category C, 1000-3; Category D, 1300-3.

**GRANBY, CO**
GRANDBY-GRAND COUNTY (GNB)..... **RNAV (GPS)-C**
NA when local weather not available.
Categories A, B, 2000-2; Category C, 2000-3.

**GRAND JUNCTION, CO**
GRAND JUNCTION RGNL (GJT)..... **ILS or LOC Rwy 11[1]**
**LDA Rwy 29[2]**
**RNAV (GPS) Rwy 29[2]**
**RNAV (GPS) Y Rwy 11[2]**
NA when control tower closed.
[1]LOC, Category C, D, 1000-3.
[2]Category C, D, 1000-3.

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

**GUNNISON, CO**
GUNNISON-CRESTED BUTTE RGNL (GUC)..... **ILS or LOC Rwy 6[1]**
**RNAV (RNP) Rwy 6**, 800-2¼
**VOR or GPS-A[23]**
[1]ILS, Categories A, B, C, 1100-4; LOC, Categories A, B, 1600-3; Category C, 1900-3; Category D, 2400-3.
[2]Categories A, 1600-2; Category B, 1700-2; Category C, 1900-3; Category D, 2400-3.
[3]NA when local altimeter setting not available except for operators with approved weather reporting service.

NAME ALTERNATE MINIMUMS

**HAYDEN, CO**
YAMPA
VALLEY (HDN)……**RNAV (GPS) Rwy 28**[1]
**RNAV (GPS) Y Rwy 10**[23]
**RNAV (RNP) Z Rwy 10**[24]
**VOR-B**[25]
[1]Category C, 1100-3; Category D, 1600-3.
[2]NA when local weather not available.
[3]Categories A, B, C, 1400-5; Category D, 1600-5.
[4]Categories A, B, C, D, 1400-5.
[5]Categories A, B, 1300-2; Category C, 1300-3; Category D, 1600-3.

**HOBBS, NM**
LEA COUNTY
RGNL (HOB)……**ILS or LOC Rwy 4**[12]
**RNAV (GPS) Rwy 4**[3]
**RNAV (GPS) Rwy 22**[3]
**RNAV (GPS) Rwy 31**[3]
**VOR or TACAN Rwy 22**[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 800-2¼; Category D, 800-2½.

**HOLYOKE, CO**
HOLYOKE (HEQ)……**RNAV (GPS) Rwy 32**
NA when local weather not available.

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

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

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

NAME ALTERNATE MINIMUMS

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

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

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

**LIMON, CO**
LIMON MUNI (LIC)……**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.
Category C, 900-2½.

**LONGMONT, CO**
VANCE BRAND (LMO)……**RNAV (GPS) Rwy 29**[1]
**RNAV (GPS)-B**[2]
**VOR/DME-A**[2]
NA when local weather not available.
[1]Category C, 900-2¼; Category D, 1500-3.
[2]Category C, 900-2½; Category D, 1500-3.

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

**MEEKER, CO**
MEEKER COULTER
FLD (EEO)……**RNAV (GPS)-B**[1]
**RNAV (GPS) Rwy 3**[2]
**VOR-A**[3]
[1]Categories A, B, 1900-2; Category C, 2300-3.
[2]Categories A, B, 1900-2; Category C, 1900-3.
[3]Categories A, B, 1700-2; Category C, 2300-3.

**MONTROSE, CO**
MONTROSE
RGNL (MTJ)……**RNAV (GPS) Rwy 13**[1]
**RNAV (GPS) Rwy 17**[1]
**RNAV (GPS) Rwy 35**[2]
**VOR Rwy 13**[2]
NA when local weather not available.
[1]Category D, 1100-3.
[2]Category C, 900-2¾; Category D, 1100-3.


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NAME ALTERNATE MINIMUMS

**NUCLA, CO**
HOPKINS FLD (AIB)……**RNAV (GPS)-A**
Category C, 900-2½.

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

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

**PUEBLO, CO**
PUEBLO
MEML (PUB)……**ILS or LOC Rwy 8R**[12]
**ILS or LOC Rwy 26L**[23]
**RNAV (GPS) Rwy 8R**[4]
**RNAV (GPS) Rwy 17**[5]
**RNAV (GPS) Rwy 26L**[4]
**RNAV (GPS) Rwy 35**[4]
[1]LOC, Category C, 900-2½; Categories D, E, 1100-3.
[2]NA when control tower closed.
[3]LOC, Category C, 900-2½; Category D, 1100-3.
[4]Category C, 900-2½; Category D, 1100-3.
[5]Categories A, B, 1000-2, Category C, 1000-2¾; Category D, 1100-3.

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

**RATON, NM**
RATON MUNI/
CREWS FLD (RTN)……**RNAV (GPS) Rwy 25**
NA when local weather not available.
Category D, 1300-3.

**RIFLE, CO**
RIFLE GARFIELD
COUNTY (RIL)……**ILS Rwy 26**[1]
**LOC-A**[2]
**RNAV (GPS) W Rwy 26**[3]
**RNAV (GPS) Y Rwy 8**[4]
**RNAV (RNP) Y Rwy 26**[5]
**RNAV (RNP) Z Rwy 8**[6]
**RNAV (RNP) Z Rwy 26**[5]
**VOR/DME-C**[7]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Categories A, B, 2400-2; Category C, 2400-3.
[3]Categories A, B, 1700-2; Category C, 1700-3; Category D, 2600-3.
[4]Categories A, B, 1900-2; Category C, 1900-3; Category D, 2600-3.
[5]Categories A, B, C, D, 900-2½.
[6]Categories A, B, C, 900-3.
[7]Categories A, B, 1900-2; Category C, 1900-3.

NAME ALTERNATE MINIMUMS

**ROSWELL, NM**
ROSWELL AIR
CENTER (ROW)……**ILS Z or LOC Z Rwy 21**[12]
**LOC BC Rwy 3**[1]
**RNAV (GPS) Rwy 3**[2]
**RNAV (GPS) Rwy 17**[2]
**RNAV (GPS) Rwy 21**[2]
**RNAV (GPS) Rwy 35**[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

**RUIDOSO, NM**
SIERRA BLANCA
RGNL (SRR)……**RNAV (GPS) Rwy 24**
Category C, 800-2¼; Category D, 1100-3.

**SALIDA, CO**
SALIDA/HARRIETT ALEXANDER
FLD (ANK)……**RNAV (GPS)-A**
Categories A, B, 2200-2.

**SANTA FE, NM**
SANTA FE RGNL (SAF)……**ILS or LOC Rwy 2**[12]
**RNAV (GPS) Rwy 2**[3]
**RNAV (GPS) Rwy 15**[3]
**RNAV (GPS) Rwy 20**[3]
**RNAV (GPS) Rwy 28**[3]
**RNAV (GPS) Rwy 33**[3]
**VOR/DME-A**[34]
**VOR Rwy 33**[34]
[1]NA when control tower closed.
[2]ILS, LOC, Category C, 1000-3; Category D, 1400-3.
[3]Category C, 1000-3; Category D,1400-3.
[4]NA when local weather not available.

**SILVER CITY, NM**
GRANT
COUNTY (SVC)……**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**[1]
**VOR-A**[1]
NA when local weather not available.
[1]Category D, 1300-3.

**SPRINGFIELD, CO**
SPRINGFIELD
MUNI (8V7)……**RNAV (GPS) Rwy 17**
NA when local weather not available.

**STEAMBOAT SPRINGS, CO**
STEAMBOAT SPRINGS/BOB ADAMS
FLD (SBS)……**RNAV (GPS) Z Rwy 32**[1]
**VOR/DME-C**[2]
NA when local weather not available.
[1]Categories A, B, 2300-2.
[2]Categories A, B, 1300-2.

| NAME | ALTERNATE MINIMUMS | NAME | ALTERNATE MINIMUMS |
|---|---|---|---|

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

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

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

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

**TRUTH OR CONSEQUENCES, NM**
TRUTH OR CONSEQUENCES
MUNI (TCS)...……**VOR-A**
NA when local weather not available.
Category D, 1200-3.

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

## RADAR INSTRUMENT APPROACH MINIMUMS

### ALBUQUERQUE, NM

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

### ALBUQUERQUE INTL SUNPORT (ABQ)

**RADAR- 1** 123.9 127.4 253.5 354.1 T A

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

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



### ROSWELL, NM

Orig-D, 06OCT22 (22279) (FAA) ELEV **3671**

### ROSWELL AIR CENTER (ROW)

**RADAR- 1** 119.6 239.0 T

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 21[1] | | AB | **4040**-½ | 407 | (500-½) | C | **4040**-¾ | 407 | (500-¾) |
| | | | DE | **4040**-1 | 407 | (500-1) | | | | |
| | 3 | | ABC | **4020**-1 | 353 | (400-1) | DE | **4020**-1¼ | 353 | (400-1¼) |
| | 17 | | AB | **4080**-1 | 414 | (500-1) | C | **4080**-1⅛ | 414 | (500-1⅛) |
| | | | DE | **4080**-1¼ | 414 | (500-1¼) | | | | |
| | 35 | | ABC | **4060**-1 | 389 | (400-1) | D | **4060**-1¼ | 389 | (400-1¼) |
| | | | E | **4060**-1½ | 389 | (400-1½) | | | | |
| CIRCLING | ALL RWYS | | AB | **4140**-1 | 469 | (500-1) | C | **4140**-1½ | 469 | (500-1½) |
| | | | D | **4300**-2 | 629 | (700-2) | E | **4400**-2½ | 729 | (800-2½) |

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

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## LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

| CITY/AIRPORT | LDG RWY | HOLD-SHORT POINT | AVBL LDG DIST |
|---|---|---|---|
| PUEBLO, CO | | | |
| PUEBLO MEMORIAL (PUB) | 17 | 08L-26R | 4,700 feet |
| | 26L | 17-35 | 8,300 feet |

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## HOT SPOTS

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

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

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

(SEE CONTINUATION PAGE FOR MORE LISTINGS)







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## HOT SPOTS

(CONTINUED)

| CITY/AIRPORT | HOT SPOT | DESCRIPTION* |
|---|---|---|
| DENVER, CO | | |
| ROCKY MOUNTAIN METRO (BJC) | HS 1 | Frequent helicopter operations. |
| | HS 2 | Multiple hold lines in close proximity. Hold line on Twy B south of Rwy 12R-30L is prior to Twy D. |
| | HS 3 | Pilots taxiing south 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. |
| EAGLE, CO | | |
| EAGLE COUNTY RGNL (EGE) | HS 1 | High density parking area. |
| GRAND JUNCTION, CO | | |
| GRAND JUNCTION RGNL (GJT) | HS 1 | Rwy 22 and Rwy 29 close proximity, wrong rwy departure risk. |
| ROSWELL, NM | | |
| ROSWELL AIR CENTER (ROW) | HS 1 | Twy A, Twy B, and Twy D form a complex int in close proximity to Rwy 03-21. |

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

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(AALLE.AALLE4) 25163

AL-9077 (FAA)

# AALLE FOUR ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO




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AALLE FOUR ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO
DENVER INTL (DEN)

(AALLE.AALLE4) 12JUN25

# AALLE FOUR ARRIVAL (RNAV) Arrival Routes








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AALLE FOUR ARRIVAL (RNAV) Arrival Routes
DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From AALLE on track 231° to cross HEDDD between 16000 and FL190 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, RWY 16R, RWY 17L, RWY 17R 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 236° to GRILA, then on track 173° to cross HIMOM at 11000 and at 210K, then on track 173°. Expect RADAR vectors to final approach course.

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 16L, when DEN is landing north, execute the ILS RWY 35R.

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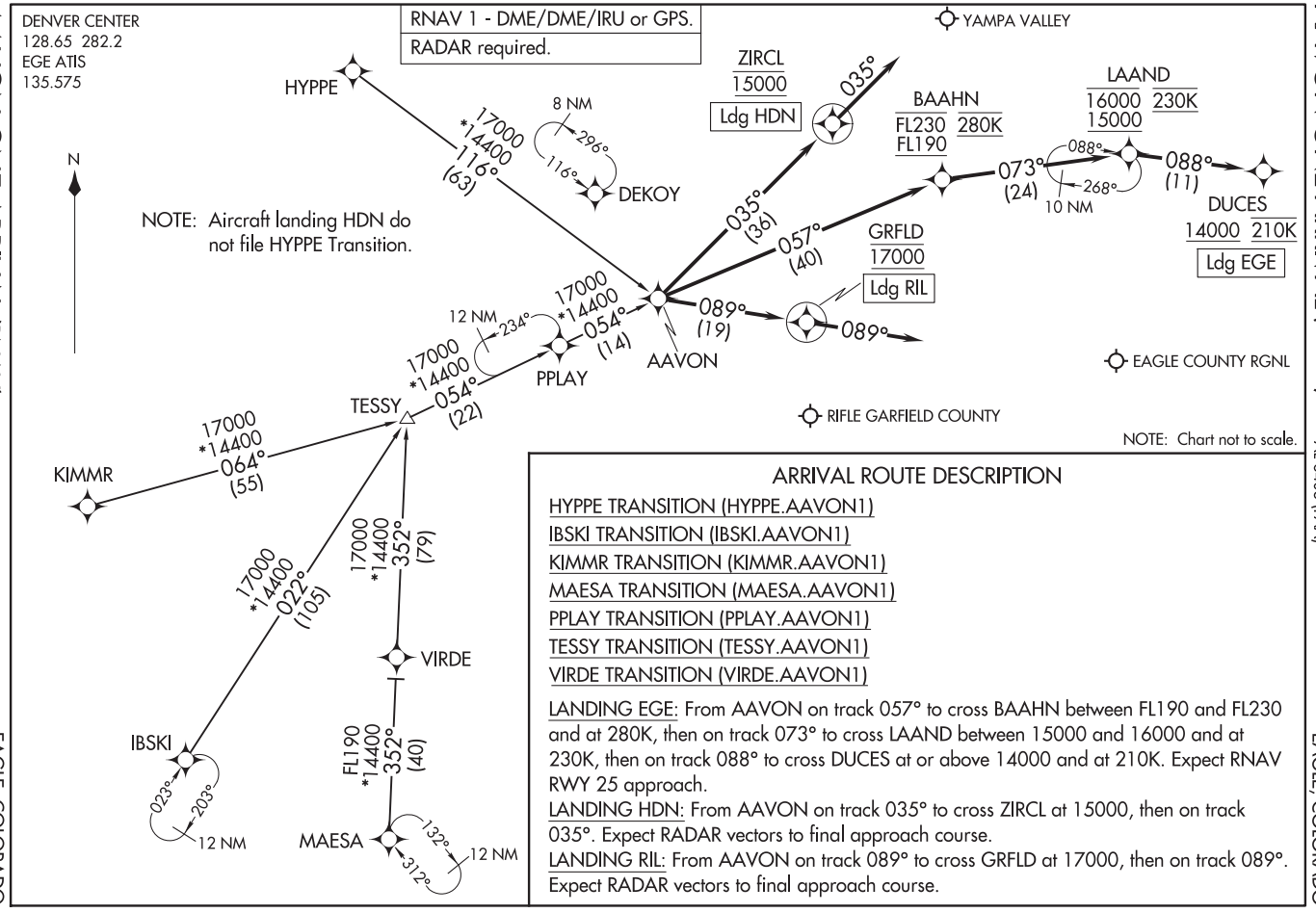
# AAVON ONE ARRIVAL (RNAV)

(AAVON.AAVON1) 17APR25

DENVER CENTER
128.65 282.2
EGE ATIS
135.575

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




## ARRIVAL ROUTE DESCRIPTION

HYPPE TRANSITION (HYPPE.AAVON1)
IBSKI TRANSITION (IBSKI.AAVON1)
KIMMR TRANSITION (KIMMR.AAVON1)
MAESA TRANSITION (MAESA.AAVON1)
PPLAY TRANSITION (PPLAY.AAVON1)
TESSY TRANSITION (TESSY.AAVON1)
VIRDE TRANSITION (VIRDE.AAVON1)

LANDING EGE: From AAVON on track 057° to cross BAAHN between FL190 and FL230 and at 280K, then on track 073° to cross LAAND between 15000 and 16000 and at 230K, then on track 088° to cross DUCES at or above 14000 and at 210K. Expect RNAV RWY 25 approach.
LANDING HDN: From AAVON on track 035° to cross ZIRCL at 15000, then on track 035°. Expect RADAR vectors to final approach course.
LANDING RIL: From AAVON on track 089° to cross GRFLD at 17000, then on track 089°. Expect RADAR vectors to final approach course.

EAGLE, COLORADO

(AAVON.AAVON1) 25107

AAVON ONE ARRIVAL (RNAV)

EAGLE, COLORADO

Z4

AL-6403 (FAA)

# BRNKO FOUR ARRIVAL (RNAV) Transition Routes

(BRNKO.BRNKO4) 17APR25

DENVER, COLORADO

BRNKO FOUR ARRIVAL (RNAV) Transition Routes

(BRNKO.BRNKO4) 25107

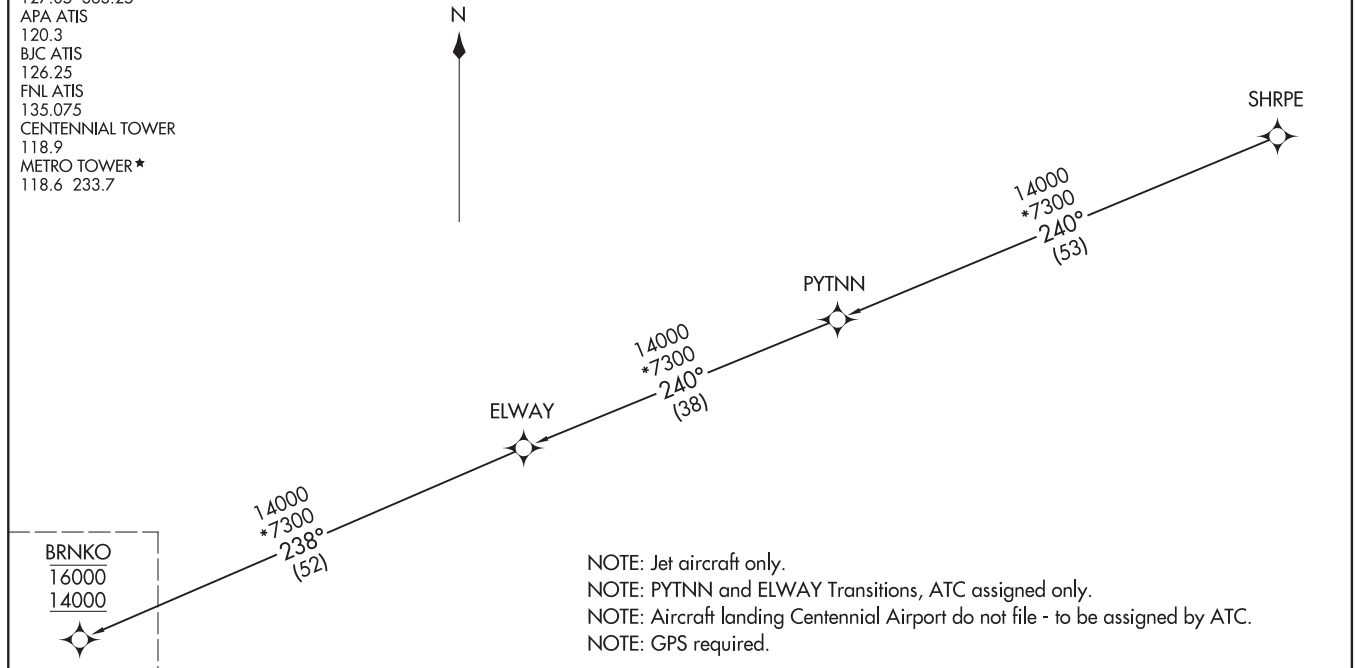
DENVER, COLORADO

Z5

AL-5715 (FAA)

DENVER CENTER
133.4 377.175
DENVER APP CON
127.05 363.25
APA ATIS
120.3
BJC ATIS
126.25
FNL ATIS
135.075
CENTENNIAL TOWER
118.9
METRO TOWER*
118.6 233.7

RNAV 1 - GPS.
RADAR required.



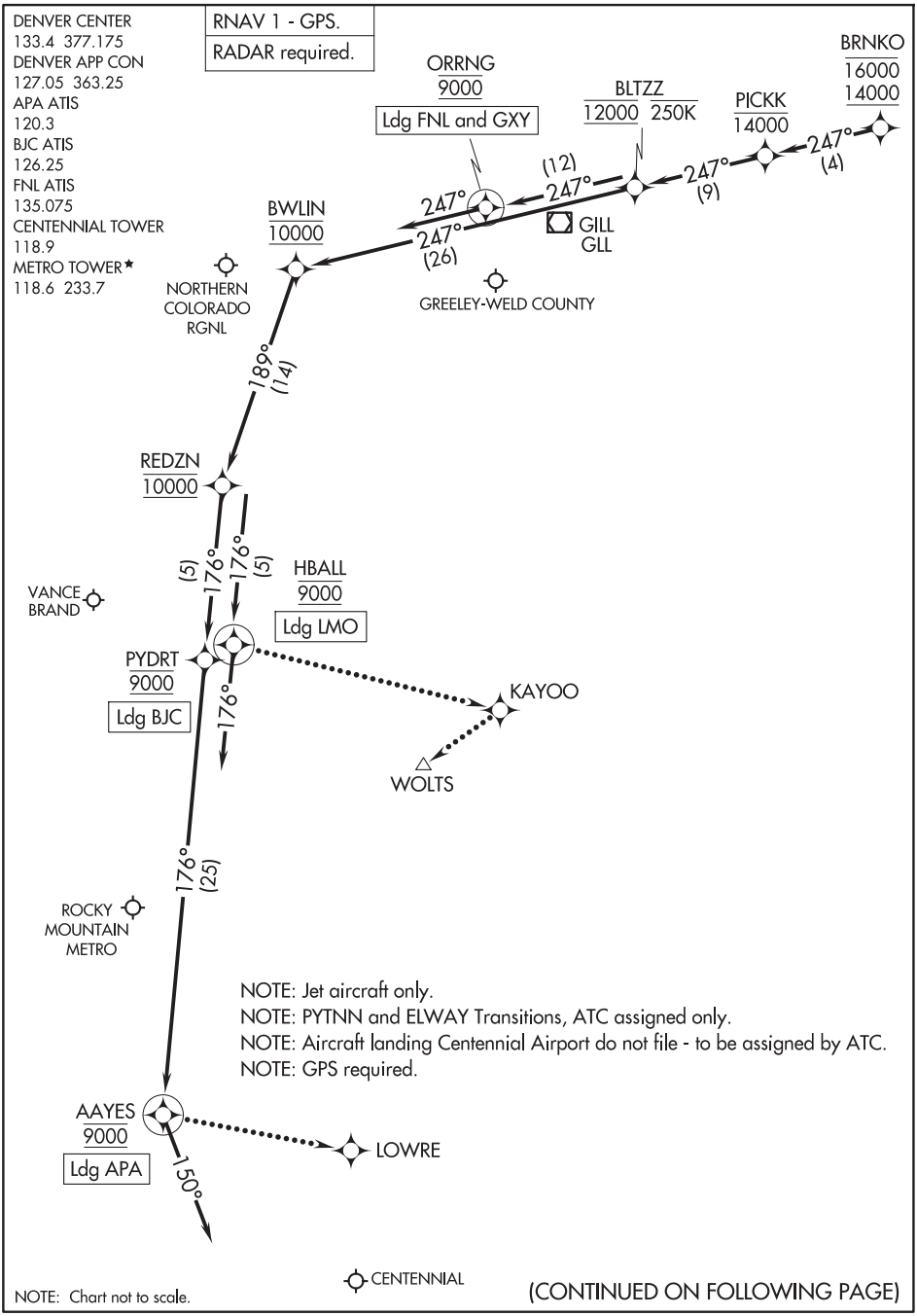

NOTE: Jet aircraft only.
NOTE: PYTNN and ELWAY Transitions, ATC assigned only.
NOTE: Aircraft landing Centennial Airport do not file - to be assigned by ATC.
NOTE: GPS required.

See following page for arrival routes.

ELWAY TRANSITION (ELWAY.BRNKO4)
PYTNN TRANSITION (PYTNN.BRNKO4)
SHRPE TRANSITION (SHRPE.BRNKO4)

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)





SW-1, 07 AUG 2025 to 02 OCT 2025

(BRNKO.BRNKO4) 25107

# BRNKO FOUR ARRIVAL (RNAV)

AL-5715 (FAA)

DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

## ARRIVAL ROUTE DESCRIPTION

LANDING APA: 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 BJC: 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.

LANDING FNL/GXY: 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 LMO: 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 APA: From AAYES proceed to LOWRE and proceed on the RNAV (GPS) RWY 17L approach.

LANDING BJC: From PYDRT proceed on the RNAV (GPS) RWY 12L approach.

LANDING LMO: From HBALL proceed to KAYOO then to WOLTS and proceed on the RNAV (GPS) RWY 29 approach.

LANDING FNL/GXY: Proceed to GLL VOR/DME, and proceed on the approach.

RNAV 1-DME/DME/IRU or GPS
RADAR required.
N
ALBUQUERQUE APP CON
123.9 354.1
D-ATIS
118.0 257.7
FOXRR
10000 210K
Ldg Rwy 21
UNCIR
8000 210K
Ldg Rwy 8
STIKI
10000 210K
BRNDO
9000 210K
Ldg Rwy 26
BIBQU
8000 210K
Ldg Rwy 3
AMRRA
10000
XMRKS
11000 250K
SHWNA
9000
ELRRA
18000
14000
BRRTO
FL280 270K
FL210
TMALE
FL350
KALSE
050° (13)
053° (12)
077° (3)
071° (22)
084° (8)
083° (9)
052° (8)
052° (1)
051° (29)
10 NM 23°
10 NM 242°
14000
*12400
062° (43)
14000
*12400
024° (52)
CAUTION: Glider activity sunrise to sunset; 30 to 50 miles
east of KABQ; 17500 feet MSL and below.
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.
(NARRATIVE ON FOLLOWING PAGE)
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.

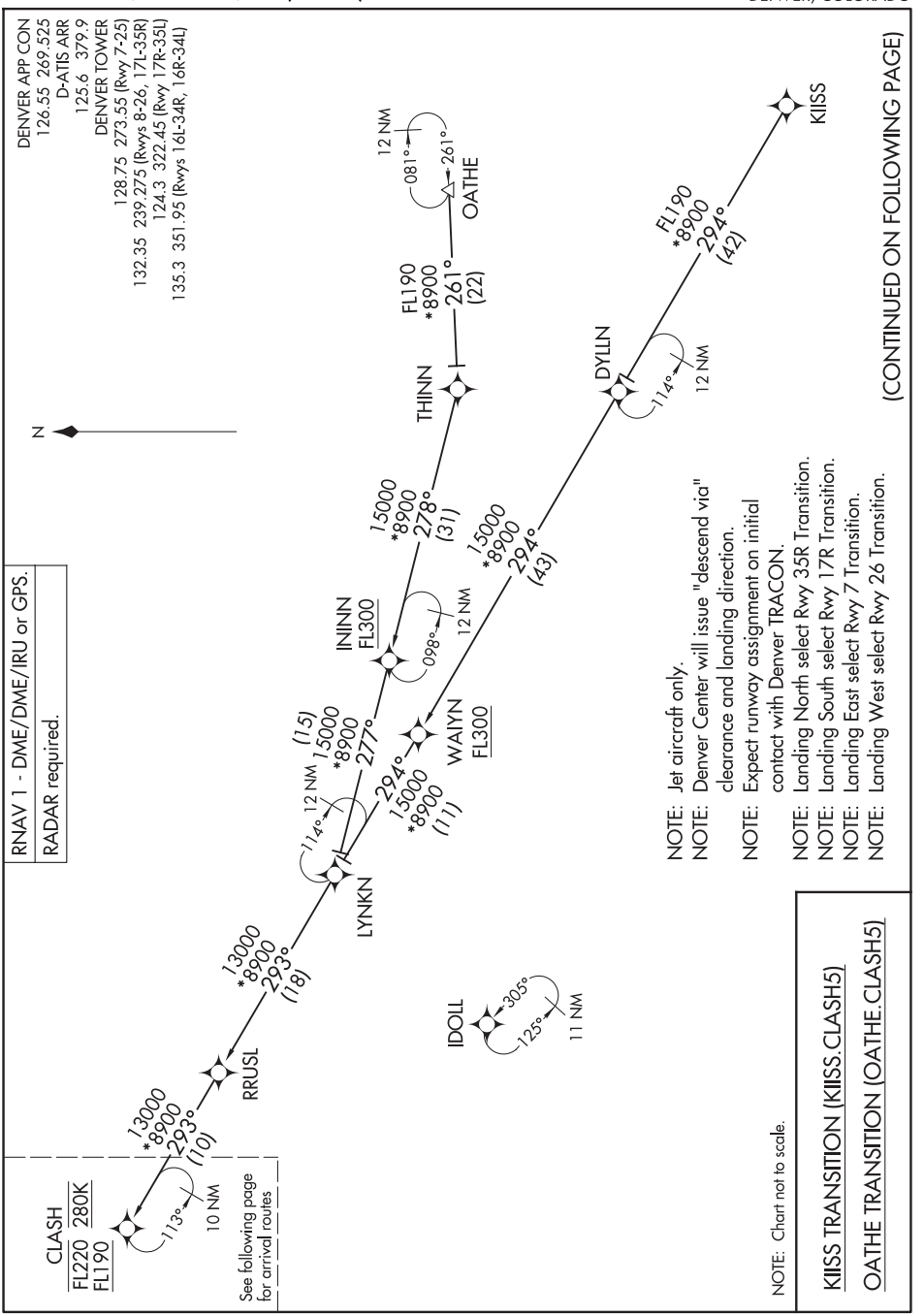
LANDING RUNWAY 8: From XMRKS on track 052° to cross AMRRA at or above 10000, then on track 053° to cross UNCIR at or above 8000 and at 210K. Expect RNP or ILS RWY 8 approach or RADAR vectors to final approach course.

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.


SW-1, 07 AUG 2025 to 02 OCT 2025

# CLASH FIVE ARRIVAL (RNAV) Transition Routes




(CONTINUED ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

(CLASH.CLASH5) 25163

AL-9077 (FAA)

# CLASH FIVE ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

From CLASH on track 296° to cross EVRLY between 15000 and FL190 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.

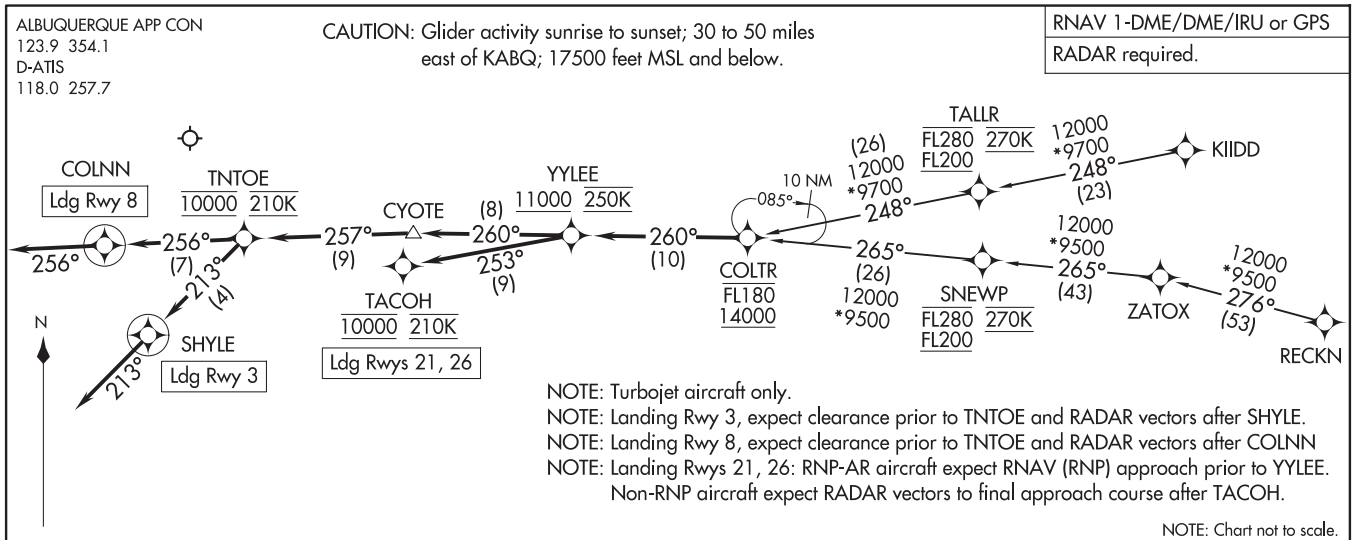
LOST COMMUNICATIONS: In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 17R, when DEN is landing north, execute the ILS RWY 35R.

# COLTR FOUR ARRIVAL (RNAV)

(COLTR.COLTR4) 02DEC21

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)




## ARRIVAL ROUTE DESCRIPTION

KIIDD TRANSITION (KIIDD.COLTR4)

RECKN TRANSITION (RECKN.COLTR4)

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

LANDING RUNWAY 3: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 213° to SHYLE, then on track 213°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 3 approach.

LANDING RUNWAY 8: From YYLEE on track 260° to CYOTE, then on track 257° to cross TNTOE at 10000 and at 210K, then on track 256° to COLNN, then on track 256°. Expect RADAR vectors to final approach course for RNP, GPS, or ILS RWY 8 approach.

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

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

(COLTR.COLTR4) 21336

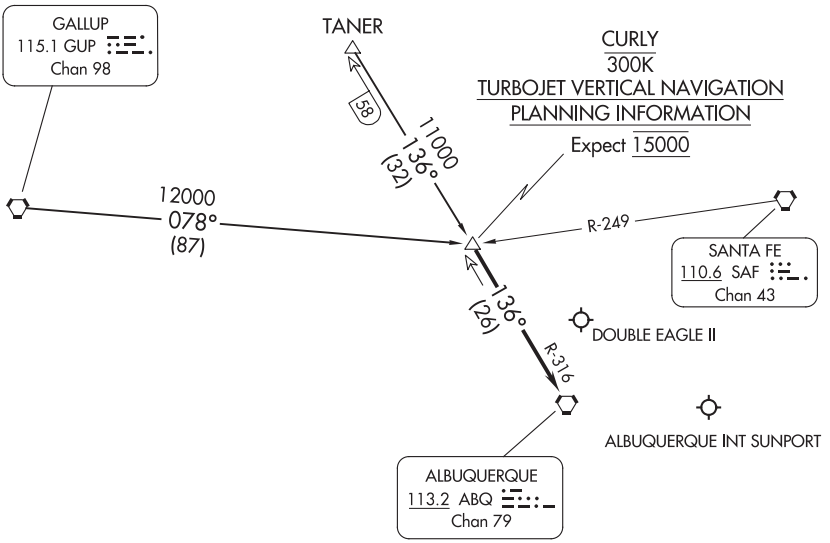
COLTR FOUR ARRIVAL (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
127.4 253.5
ABQ D-ATIS
118.0 257.7
AEG ATIS
119.025




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

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

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

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



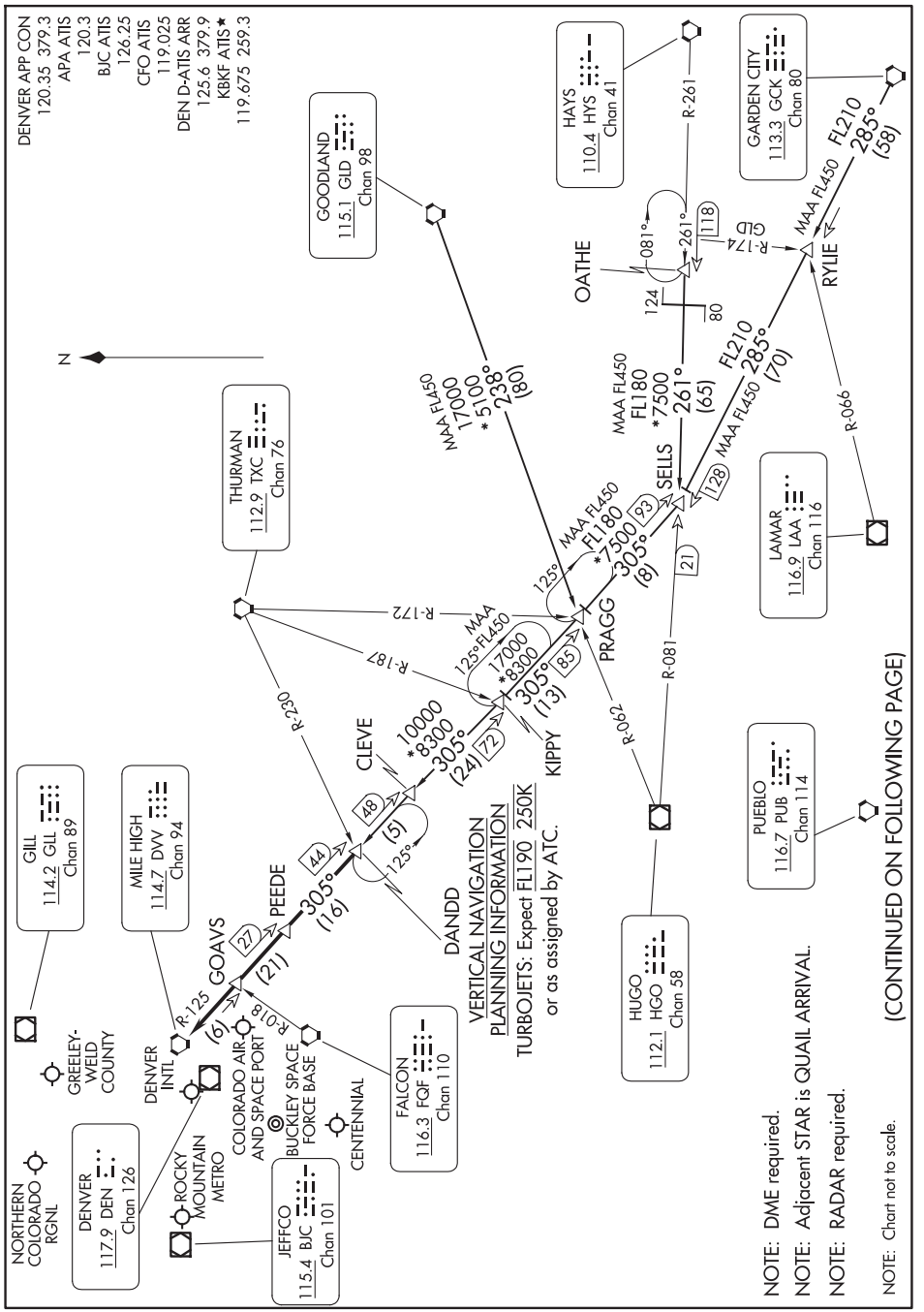
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(DANDD.DANDD1) 23334

# DANDD ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DANDD ONE ARRIVAL

(DANDD.DANDD1) 30JAN20

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

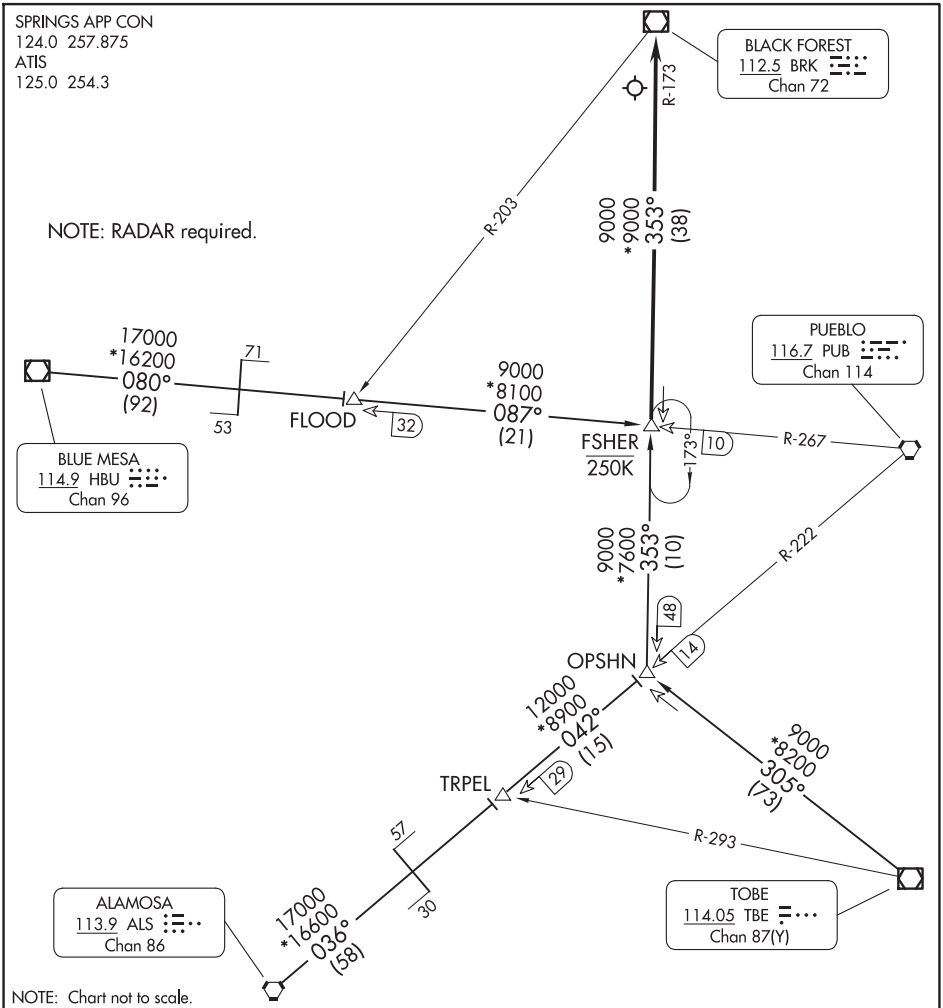
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(FSHER.DBRY5) 23334

# DEBERRY FIVE ARRIVAL

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

AL-87 (FAA)




## 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.


SW-1, 07 AUG 2025 to 02 OCT 2025

# DUNNN SIX ARRIVAL (RNAV) Transition Routes








SW-1, 07 AUG 2025 to 02 OCT 2025

DUNNN SIX ARRIVAL (RNAV) Transition Routes

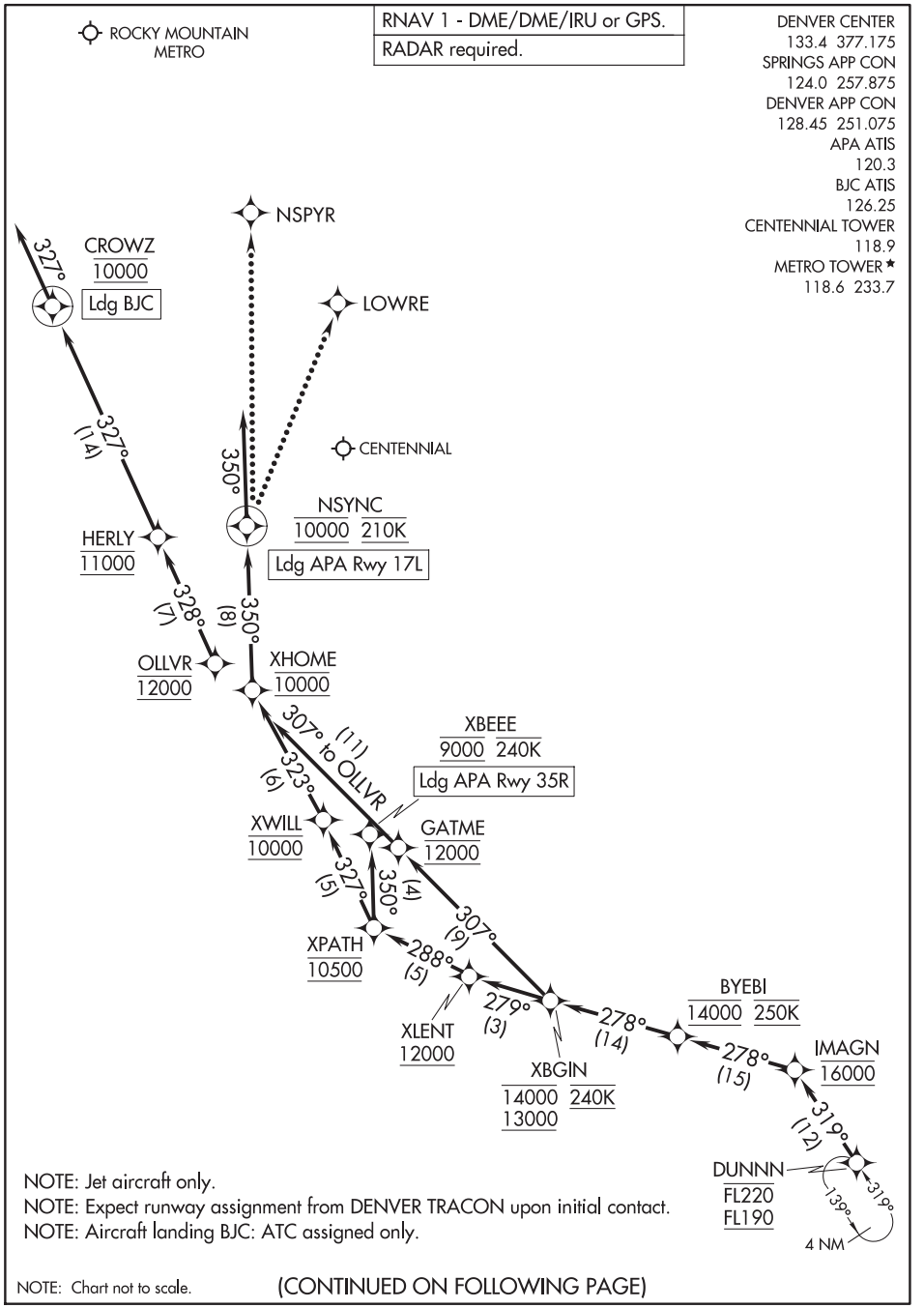
DENVER, COLORADO

(DUNNN.DUNNN6) 25107

AL-5715 (FAA)

# DUNNN SIX ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO




NOTE: Jet aircraft only.

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

NOTE: Aircraft landing BJC: ATC assigned only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

DUNNN SIX ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

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

LANDING APA RUNWAY 17L: From BYEBI on track 278° to cross XBGIN between 13000 and 14000 and at 240K, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPATH at 10500, then on track 327° to cross XWILL at 10000, then on track 323° to cross XHOME at 10000, then on track 350° to cross NSYNC at 10000 and at 210K, then on track 350°. Expect RADAR vectors to final approach course.

LANDING APA RUNWAY 35R: From BYEBI on track 278° to cross XBGIN between 13000 and 14000 and at 240K, then on track 279° to cross XLENT at or above 12000, then on track 288° to cross XPATH at 10500, then on track 350° to cross XBEEE at 9000 and at or below 240K. Expect ILS or RNAV RWY 35 approach.

LANDING BJC: From DUNNN on track 319° to cross IMAGN at 16000, then on track 278° to cross BYEBI at 14000 and at 250K, then on track 278° to cross XBGIN between 13000 and 14000 and at 240K, then on track 307° to cross GATME at 12000, then on track 307° to cross OLLVR at 12000 then on track 328° to cross HERLY at 11000, then on track 327° to cross CROWZ at 10000, then on track 327°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

LANDING CENTENNIAL:
From over NSYNC- proceed to LOWRE and proceed on the RNAV (GPS) RWY 17L approach.
From over XBEEE- 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 NSYNC- proceed to NSPYR and proceed on the ILS or LOC RWY 30R approach.


SW-1, 07 AUG 2025 to 02 OCT 2025

(FLATI.FLATI5) 25163

AL-9077 (FAA)

# FLATI FIVE ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)

DENVER, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

FLATI FIVE ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO

DENVER INTL (DEN)

(FLATI.FLATI5) 12JUN25

SW-1, 07 AUG 2025 to 02 OCT 2025

# FLATI FIVE ARRIVAL (RNAV) Arrival Routes





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

DENVER APP CON
119.3 307.3
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)

FLATI
FL220 270K
FL190

108° (12)

ELLDO
FL190 250K
16000

10 NM 288°

099° (6)

BSAFE
15000

099° (11)

BDUNN
15000 210K
14000

099° (8)

099° (7)

TSHNR
13000 210K

Ldg Rwys 16L/R, 17L/R

132° (17)

137°

MLVVA
14000

132°

Ldg Rwys 7, 8

TOTTT
17000
15000

137° (3)

YESSS

133° (9)

149° (9)

SKEWD
15000 250K
13000

BAACK
13000

118° (5)

LEKEE
12000

CAPTJ
11000 210K

Ldg Rwys 25, 26

10 NM

148° (5)

127°

307°

118° (5)

(3) 083°

083°

BABAA
14000 250K
12000

XCUTV

117° (4)

HDGHG
14000
12000

118° (3)

FFFAT

173° (11)

173° (6)

HIMOM
11000 210K

Ldg Rwys 34L/R, 35L

173°

DOGGG
11000 210K

Ldg Rwy 35R

173°

NOTE: Jet aircraft only.
NOTE: FOLSM, GNOLA, HIPEE, and MSTSH Transitions, ATC assigned only.
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 16L Transition.
NOTE: Landing East select Rwy 7 Transition.
NOTE: Landing West select Rwy 26 Transition.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 07 AUG 2025 to 02 OCT 2025

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

(FLATI.FLATI5) 25163

# FLATI FIVE ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

## ARRIVAL ROUTE DESCRIPTION

From FLATI on track 108° to cross ELLDO between 16000 and FL190 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, RWY 16R, RWY 17L, RWY 17R approach.

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

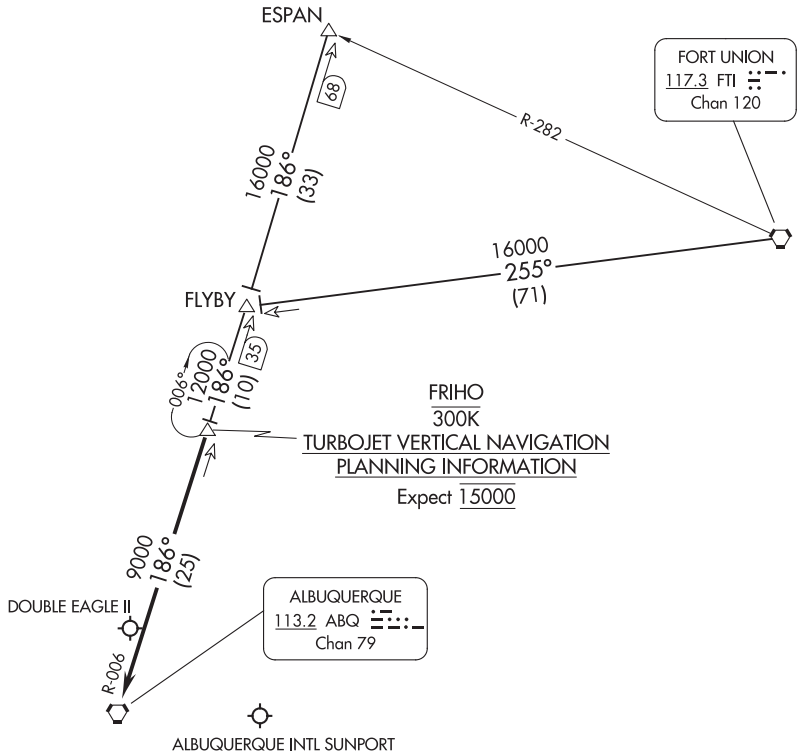
LANDING RUNWAYS 34L/R, 35L: From ELLDO on track 137° to cross TOTTT between 15000 and 17000, then on track 137° to YESSS, then on track 149° to cross BAACK at or above 13000, then on track 148° to cross BABAA between 12000 and 14000 and at 250K, then on track 173° to cross HIMOM at 11000 and at 210K,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

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

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

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025




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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(DUMBR.HAREI1) 25107

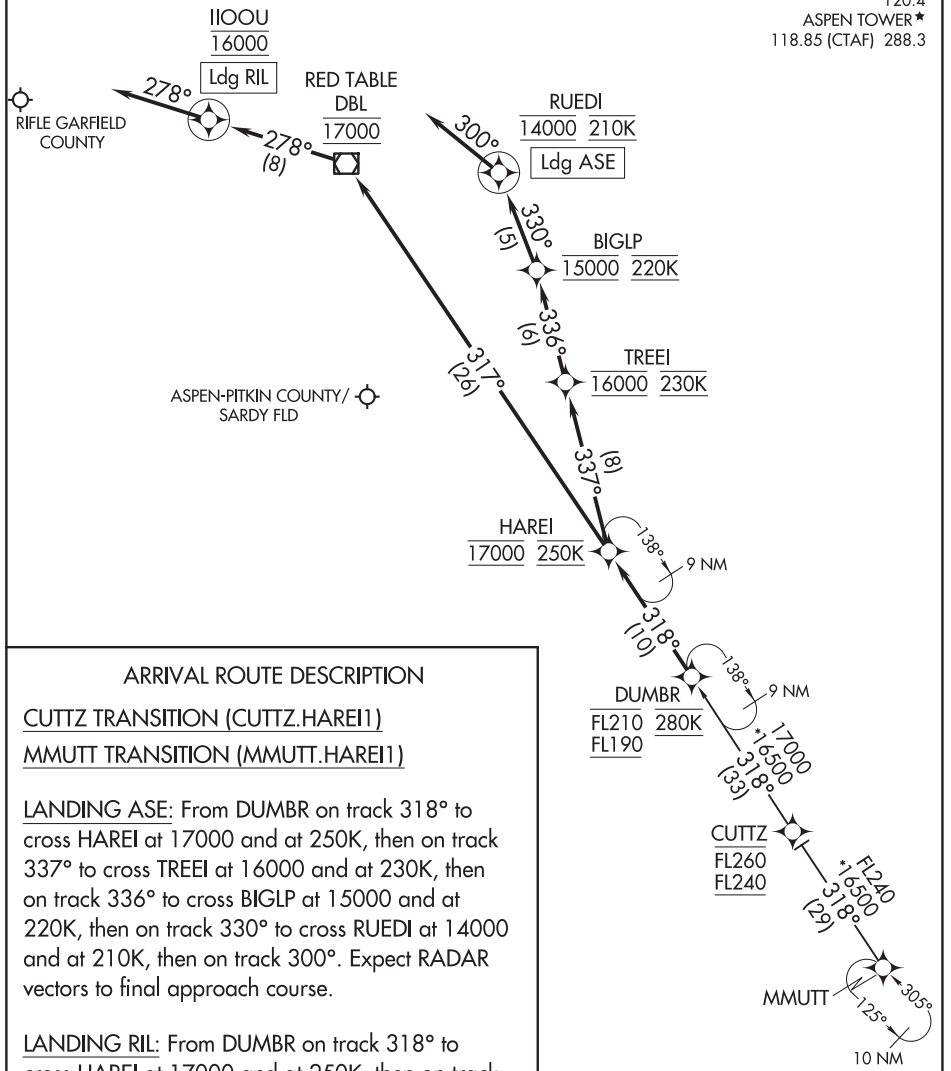
# HAREI ONE ARRIVAL

AL-5889 (FAA)

ASPEN, COLORADO

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

DENVER CENTER
119.85 363.15
ASPEN APP CON ★
123.8 288.3
ATIS
120.4
ASPEN TOWER ★
118.85 (CTAF) 288.3




## ARRIVAL ROUTE DESCRIPTION

CUTTZ TRANSITION (CUTTZ.HAREI1)

MMUTT TRANSITION (MMUTT.HAREI1)

LANDING ASE: From DUMBR on track 318° to cross HAREI at 17000 and at 250K, then on track 337° to cross TREEI at 16000 and at 230K, then on track 336° to cross BIGLP at 15000 and at 220K, then on track 330° to cross RUEDI at 14000 and at 210K, then on track 300°. Expect RADAR vectors to final approach course.

LANDING RIL: From DUMBR on track 318° to cross HAREI at 17000 and at 250K, then on track 317° to cross DBL VOR/DME at 17000, then on track 278° to cross IIOOU at 16000, then on track 278°. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

HAREI ONE ARRIVAL

ASPEN, COLORADO

(DUMBR.HAREI1) 17APR25



SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER APP CON
124.95 346.4
APA ATIS
120.3
BJC ATIS
126.25
CFO ATIS
119.025
DEN D-ATIS ARR
125.6 379.9
KBKF ATIS★
119.675 259.3
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)
TURBOJETS: Expect 17000 250K
or as assigned by ATC.
VERTICAL NAVIGATION
PLANNING INFORMATION
LANDR
YANKI
ELJAY
FONTO
GLIMR
LIBIE
YONDR
PHLAT
SIDNEY 115.9 SNY Chan 106
SCOTTSBLUFF 112.6 BFF Chan 73
CHEYENNE 113.1 CYS Chan 78
HAYES CENTER 117.7 HCT Chan 124
AKRON 114.4 AKO Chan 91
FALCON 116.3 FQF Chan 110
GILL 114.2 GIL Chan 89
MILE HIGH 114.7 DVV Chan 94
DENVER 117.9 DEN Chan 126
NORTHERN COLORADO RGNL
GREELEY-WELD COUNTY
DENVER INTL
COLORADO AIR AND SPACE PORT
BUCKLEY SPACE FORCE BASE
CENTENNIAL
ROCKY MOUNTAIN METRO
MAA FL450
FL230 *7500 242° (105)
FL250 *7500 240° (106)
10500 *7500 173° (15)
10500 *8500 060° (56)
7500 214° (131)
7500 214° (121)
7500 218° (8)
7500 *7500 173° (63)
R-229 113.9 ONL Chan 86
R-357
R-333
R-074
R-071
SNY
158
R-062
254°
074°
R-327
R-307
R-275
034°
038°
090°
R-113
R-164
R-038
030°
210°
R-030
N

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.

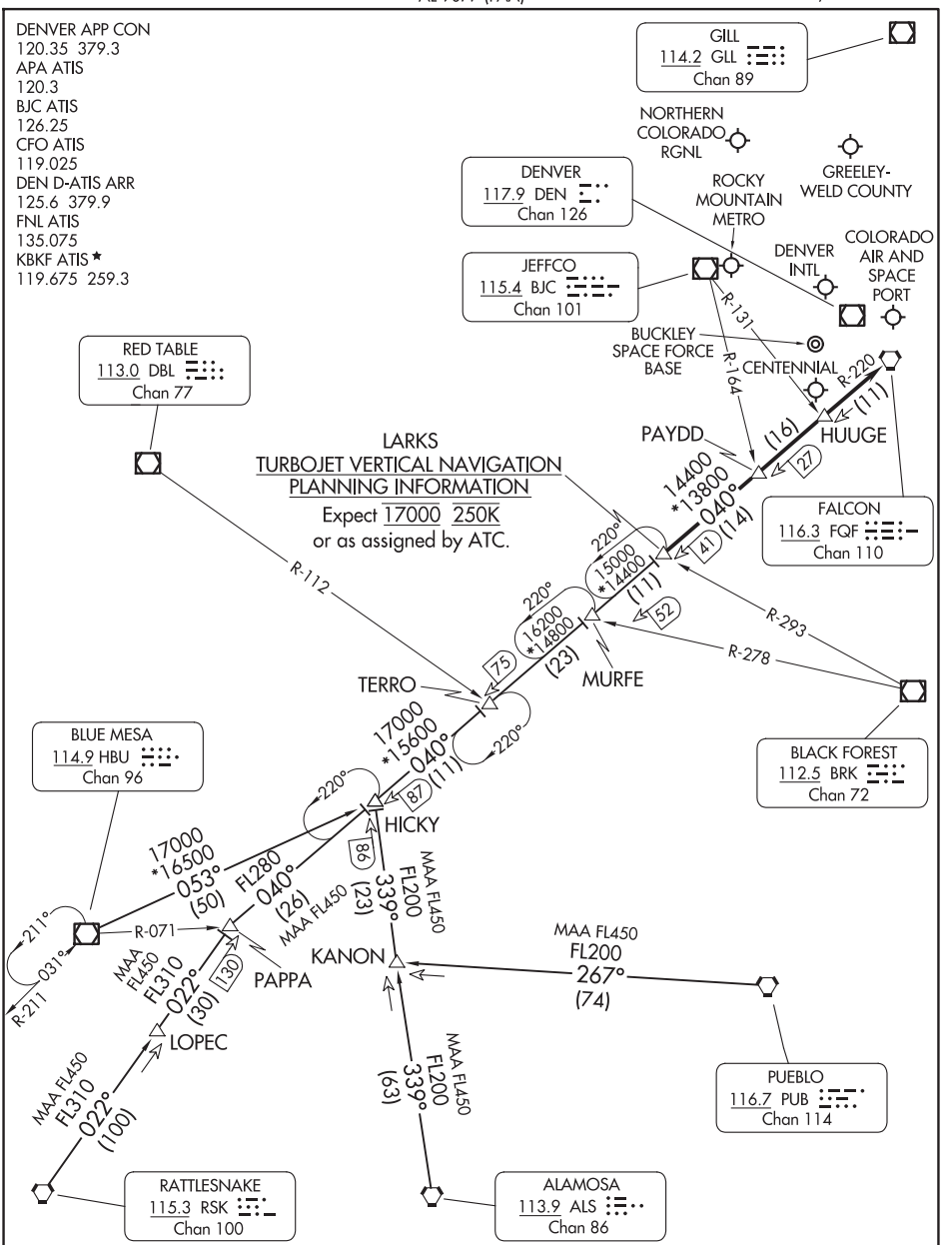

SW-1, 07 AUG 2025 to 02 OCT 2025

# LARKS THREE ARRIVAL





SW-1, 07 AUG 2025 to 02 OCT 2025




NOTE: Adjacent STAR is POWDR ARRIVAL.

NOTE: RADAR required.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

LARKS THREE ARRIVAL

DENVER, COLORADO

(LARKS.LARKS3) 30NOV23

(LARKS.LARKS3) 23334

# LARKS THREE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO

## ARRIVAL ROUTE DESCRIPTION

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

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

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

PUEBLO TRANSITION (PUB.LARKS3): From over PUB VORTAC on PUB R-267 to KANON, then on ALS R-339 and FQF R-220 to LARKS. Thence. . . .

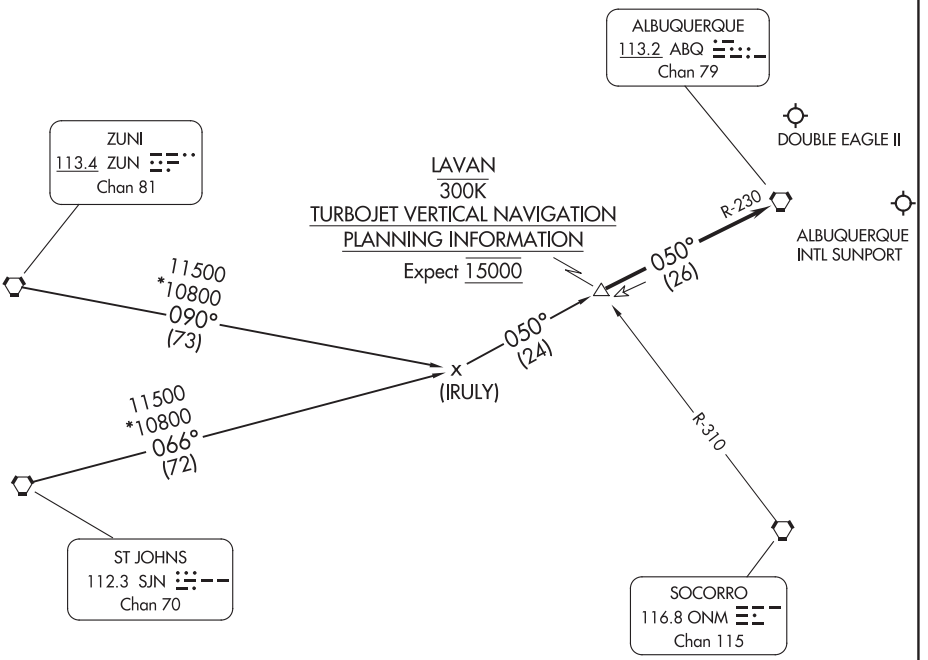
RATTLESNAKE TRANSITION (RSK.LARKS3): From over RSK VORTAC on RSK R-022 and FQF R-220 to LARKS. Thence. . . .

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

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ALBUQUERQUE APP CON
123.9 354.1
ABQ D-ATIS
118.0 257.7
AEG ATIS
119.025
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

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

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

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



SW-1, 07 AUG 2025 to 02 OCT 2025

# LAWGR FOUR ARRIVAL (RNAV) Transition Routes

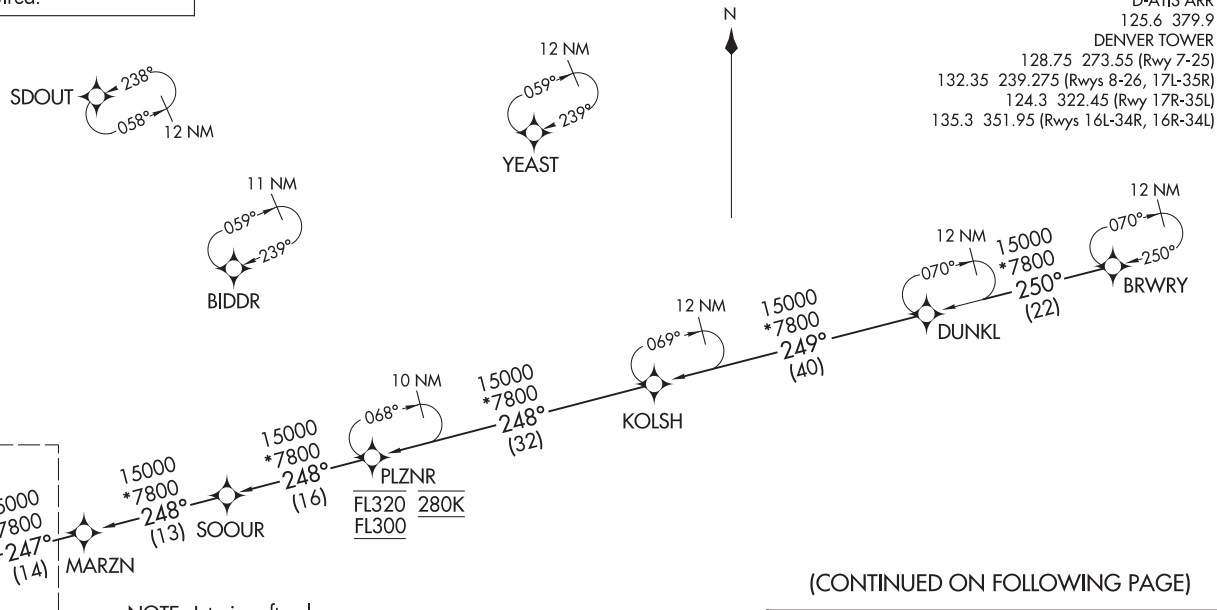
(LAWGR.LAWGR4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

RNAV 1- DME/DME/IRU or GPS.

RADAR required.

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)




See following page for arrival routes

(CONTINUED ON FOLLOWING PAGE)

NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: DUNKL, KOLSH, PLZNR, SOOUR, MARZN, and LAWGR Transitions, ATC assigned only.
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.

BRWRY TRANSITION (BRWRY.LAWGR4)
DUNKL TRANSITION (DUNKL.LAWGR4)
KOLSH TRANSITION (KOLSH.LAWGR4)
MARZN TRANSITION (MARZN.LAWGR4)
PLZNR TRANSITION (PLZNR.LAWGR4)
SOOUR TRANSITION (SOOUR.LAWGR4)

LAWGR FOUR ARRIVAL (RNAV) Transition Routes

(LAWGR.LAWGR4) 25163

AL-9077 (FAA)

Z31

DENVER, COLORADO
DENVER INTL (DEN)

# LAWGR FOUR ARRIVAL (RNAV) Arrival Routes

(LAWGR.LAWGR4) 12JUN25

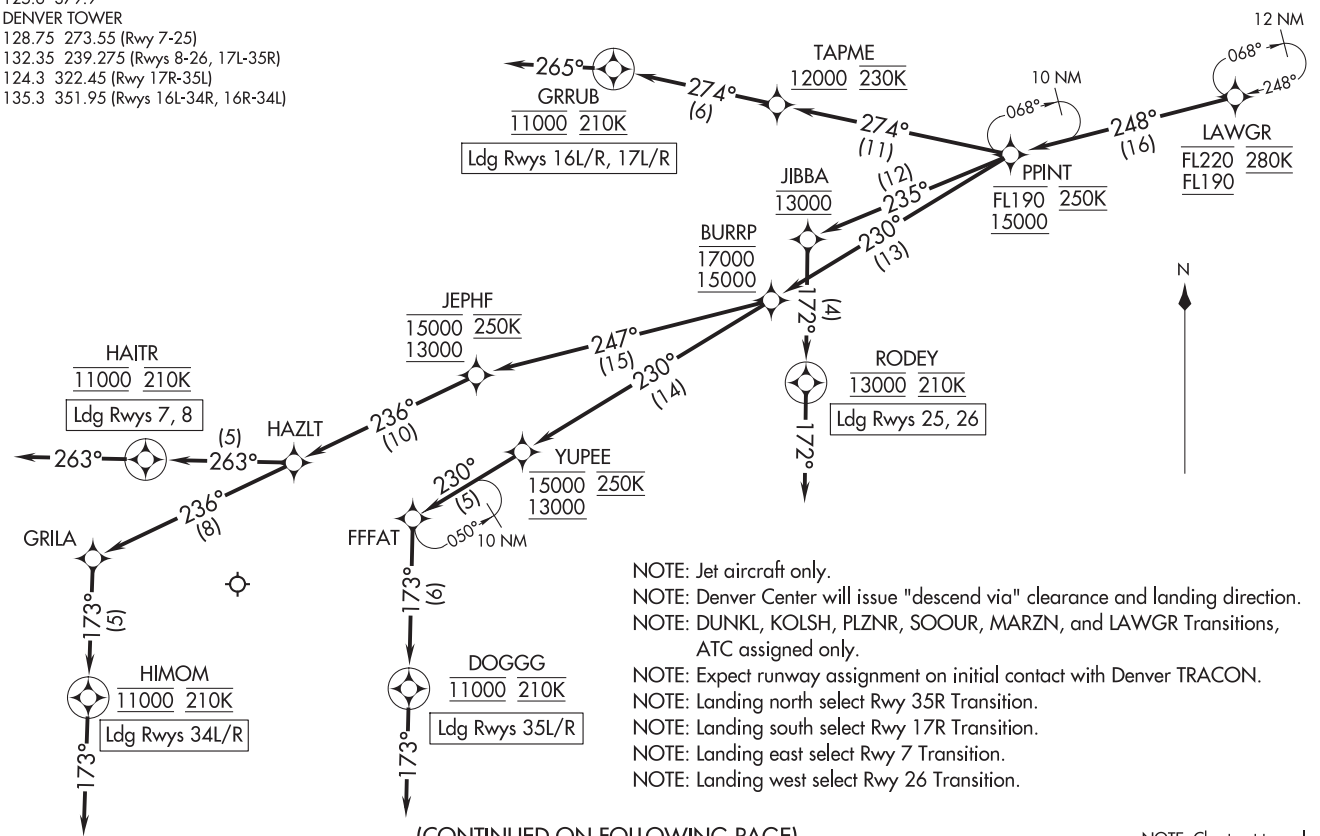
DENVER, COLORADO
DENVER INTL (DEN)

Z32

LAWGR FOUR ARRIVAL (RNAV) Arrival Routes
(LAWGR.LAWGR4) 25163
AL-9077 (FAA)
DENVER INTL (DEN)
DENVER, COLORADO

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)

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




NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: DUNKL, KOLSH, PLZNR, SOOUR, MARZN, and LAWGR Transitions, ATC assigned only.
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.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LAWGR.LAWGR4) 25163

# LAWGR FOUR ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



## ARRIVAL ROUTE DESCRIPTION

From LAWGR on track 248° to cross PPINT between 15000 and FL190 and at 250K.

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

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

LANDING RUNWAYS 25, 26: From PPINT on track 235° to cross JIBBA at 13000, then on track 172° to cross RODEY at 13000 and at 210K, then on track 172°. Expect RADAR vectors to final approach course.

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

LANDING RUNWAYS 35L/R: From PPINT on track 230° to cross BURRP between 15000 and 17000, then on track 230° to cross YUPEE between 13000 and 15000 and at 250K, then on track 230° to FFFAT, then on track 173° to cross 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.

SW-1, 07 AUG 2025 to 02 OCT 2025

LONGZ FOUR ARRIVAL (RNAV) Transition Routes
DENVER, COLORADO
DENVER INTL (DEN)
(LONGZ.LONGZ4) 12JUN25

AL-9077 (FAA)

# (LONGZ.LONGZ4) 25163

# LONGZ FOUR ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO




(CONTINUED ON FOLLOWING PAGE)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

LONGZ FOUR ARRIVAL (RNAV) Arrival Routes
(LONGZ.LONGZ4) 12JUN25
DENVER, COLORADO
DENVER INTL (DEN)

ARRIVAL ROUTE DESCRIPTION

From LONGZ on track 094° to cross FLNEL between 16000 and FL190 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, RWY 16R, RWY 17L, RWY 17R approach.

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

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

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

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

SW-1, 07 AUG 2025 to 02 OCT 2025

(LOWBO.LOWBO3) 17117

# LOWBO THREE ARRIVAL (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

LOWBO THREE ARRIVAL (RNAV)

(LOWBO.LOWBO3) 08JAN15

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

ARRIVAL ROUTE DESCRIPTION

BRMLY TRANSITION (BRMLY.LOWBO3)

GALLUP TRANSITION (GUP.LOWBO3)

ROSEI TRANSITION (ROSEI.LOWBO3)

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

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

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

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

SW-1, 07 AUG 2025 to 02 OCT 2025

(PRTTY.LOYYD1) 25107

# LOYYD ONE ARRIVAL (RNAV)

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

AL-5889 (FAA)

ASPEN, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

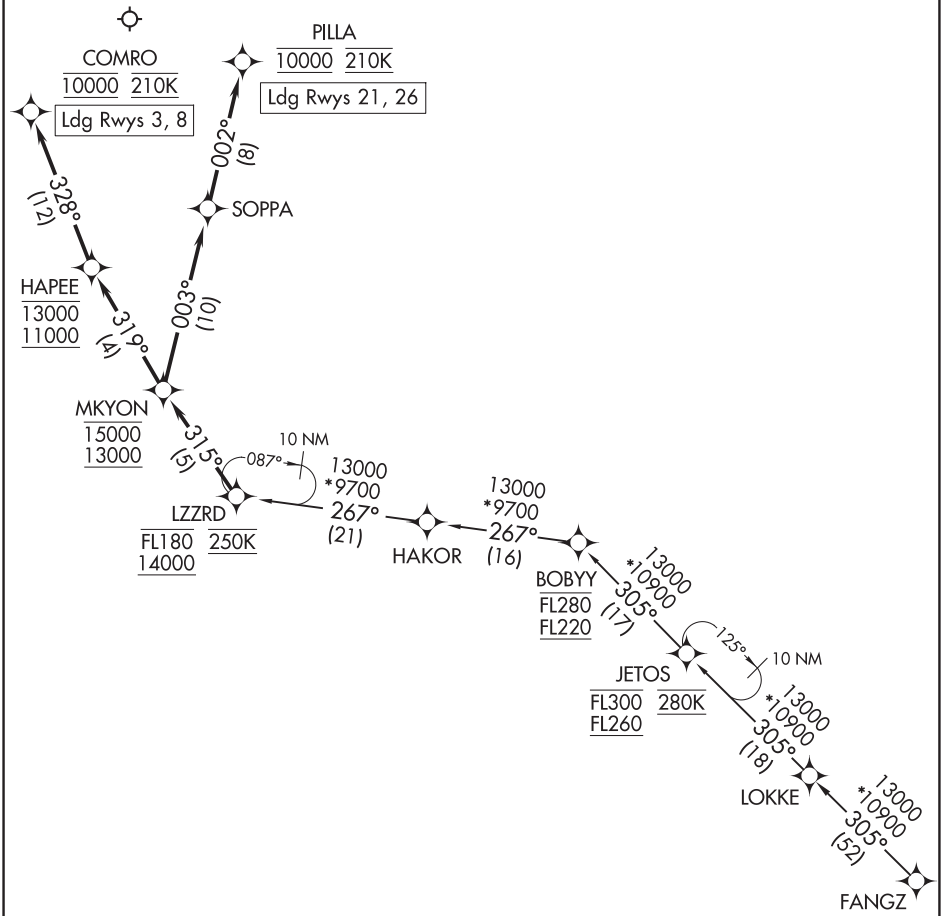
LOYYD ONE ARRIVAL (RNAV)

(PRTTY.LOYYD1) 17APR25

ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

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

ALBUQUERQUE APP CON
123.9 354.1
D-ATIS
118.0 257.7




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

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

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

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.

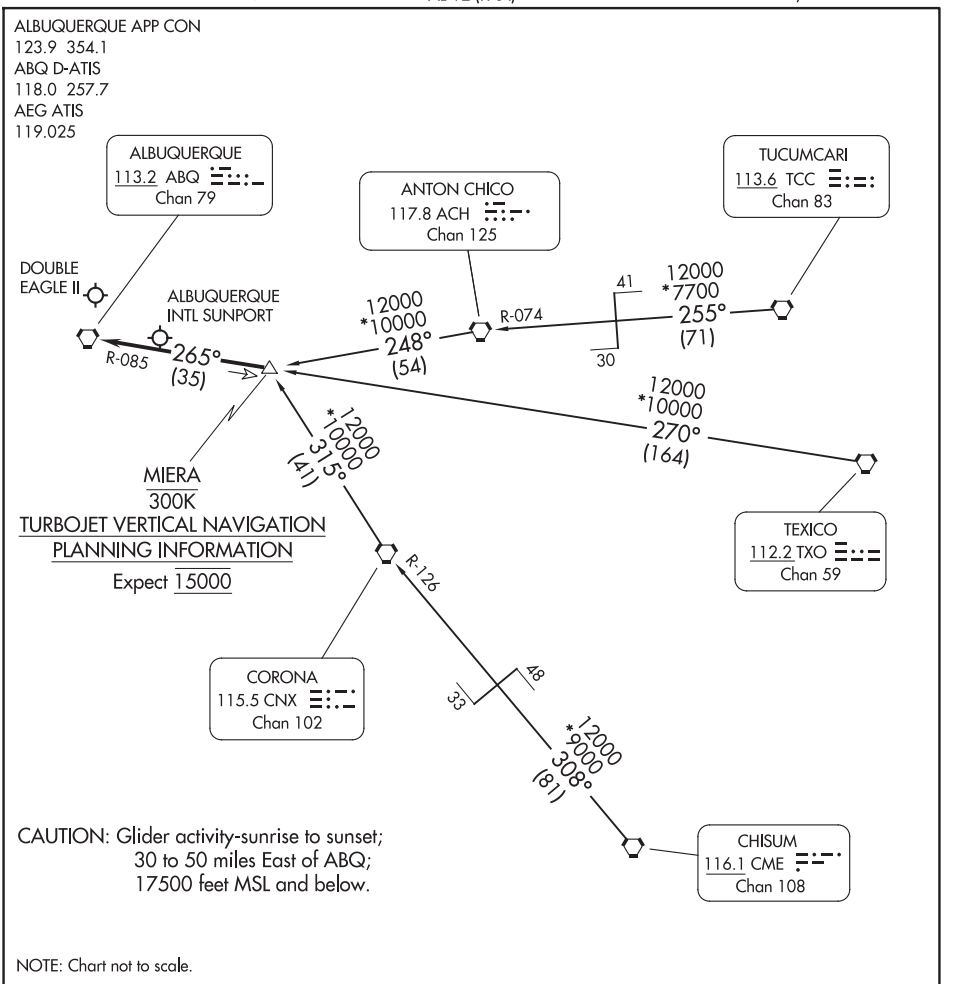
LANDING RUNWAY 8: From MKYON on track 319° to cross HAPEE between 11000 and 13000, then on track 328° to cross COMRO at 10000 and at 210K. Expect RNP Z approach or RADAR vectors to final approach course for the ILS/GPS RWY 8 approaches.

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.



SW-1, 07 AUG 2025 to 02 OCT 2025




## 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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# MMARY ONE ARRIVAL (RNAV) Transition Routes

(MMARY.MMARY1) 17APR25

ASPEN, COLORADO

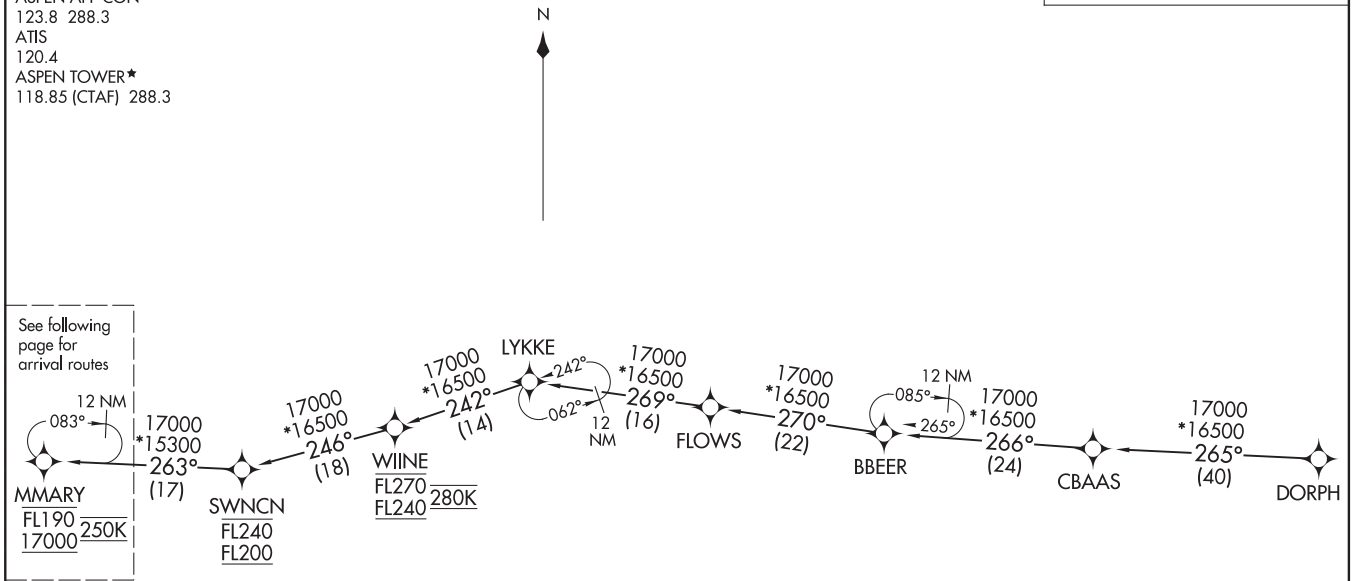
(MMARY.MMARY1) 25107

MMARY ONE ARRIVAL (RNAV) Transition Routes

ASPEN, COLORADO

DENVER CENTER
128.65 282.2
ASPEN APP CON★
123.8 288.3
ATIS
120.4
ASPEN TOWER★
118.85 (CTAF) 288.3

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




DORPH TRANSITION (DORPH.MMARY1)

NOTE: Chart not to scale.

# MMARY ONE ARRIVAL (RNAV) Arrival Routes

ASPEN, COLORADO






SW-1, 07 AUG 2025 to 02 OCT 2025

MMARY ONE ARRIVAL (RNAV) Arrival Routes

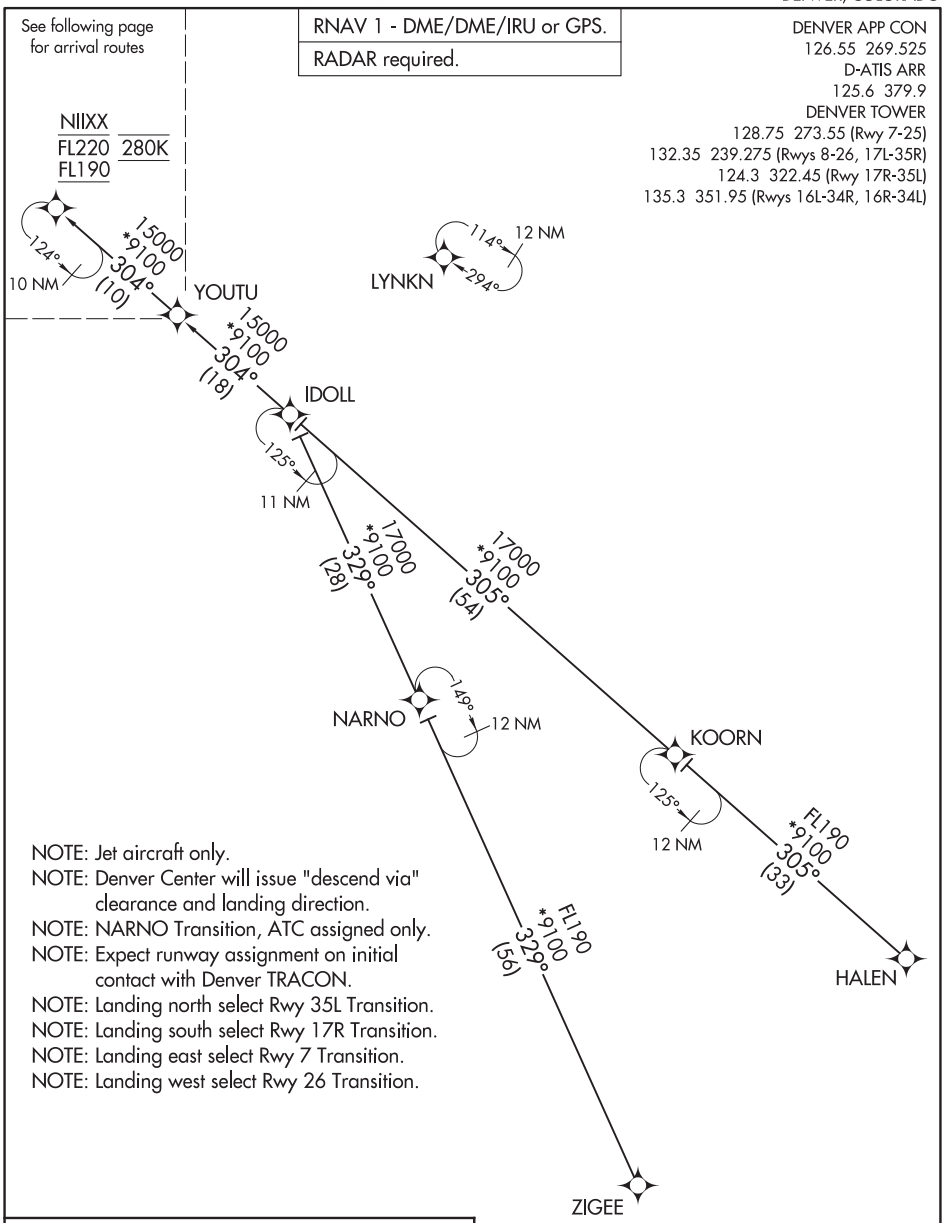
ASPEN, COLORADO

(NIIXX.NIIXX4) 25163

AL-9077 (FAA)

# NIIXX FOUR ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO




HALEN TRANSITION (HALEN.NIIXX4)
NARNO TRANSITION (NARNO.NIIXX4)
ZIGEE TRANSITION (ZIGEE.NIIXX4)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NIIXX FOUR ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO
DENVER INTL (DEN)

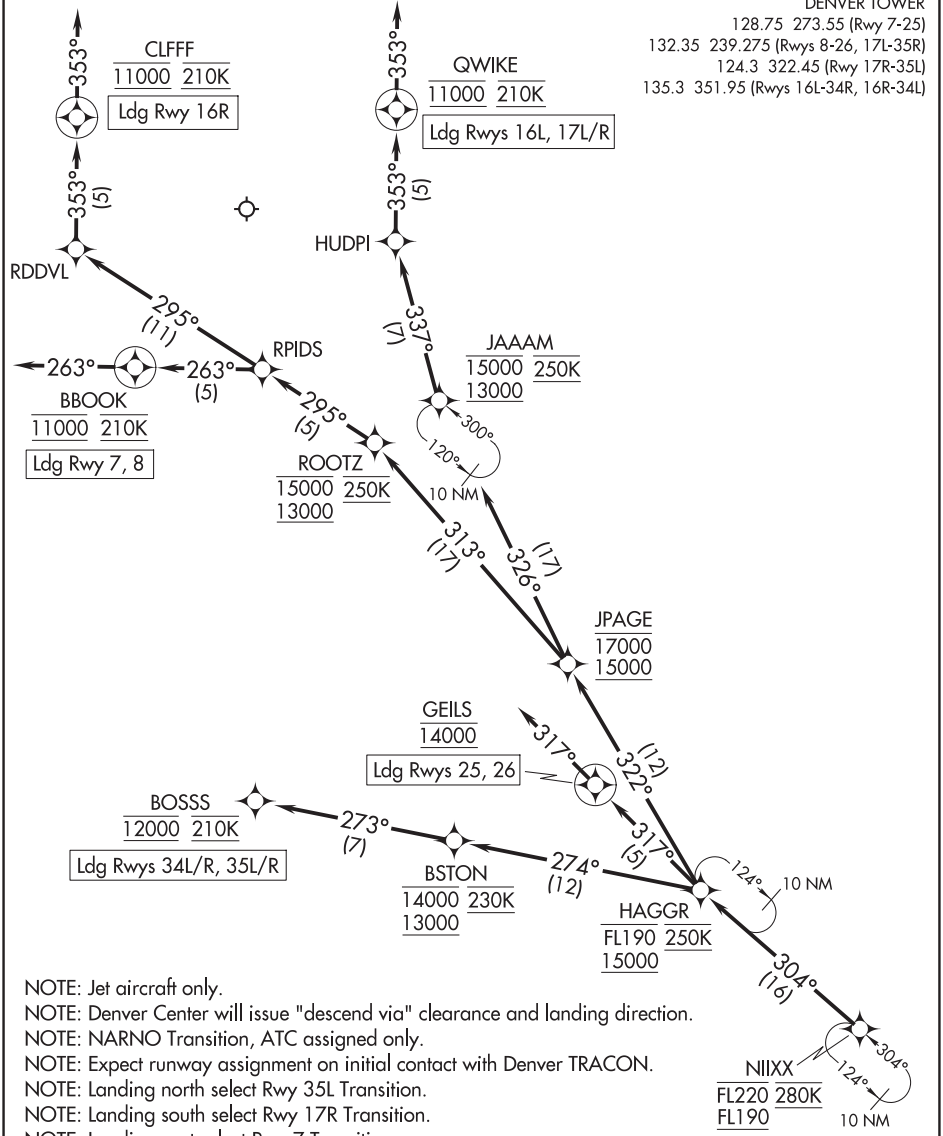
(NIIXX.NIIXX4) 12JUN25



SW-1, 07 AUG 2025 to 02 OCT 2025

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

DENVER APP CON
126.55 269.525
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)




NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: NARNO Transition, ATC assigned only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: Landing north select Rwy 35L Transition.
NOTE: Landing south select Rwy 17R Transition.
NOTE: Landing east select Rwy 7 Transition.
NOTE: Landing west select Rwy 26 Transition.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

From NIIXX on track 304° to cross HAGGR between 15000 and FL190 and at 250K.

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

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

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

LANDING RUNWAYS 25, 26: From HAGGR on track 317° to cross GEILS at 14000, then on track 317°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 34L/R, 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 34L, RWY 34R, RWY 35L, 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 35L.

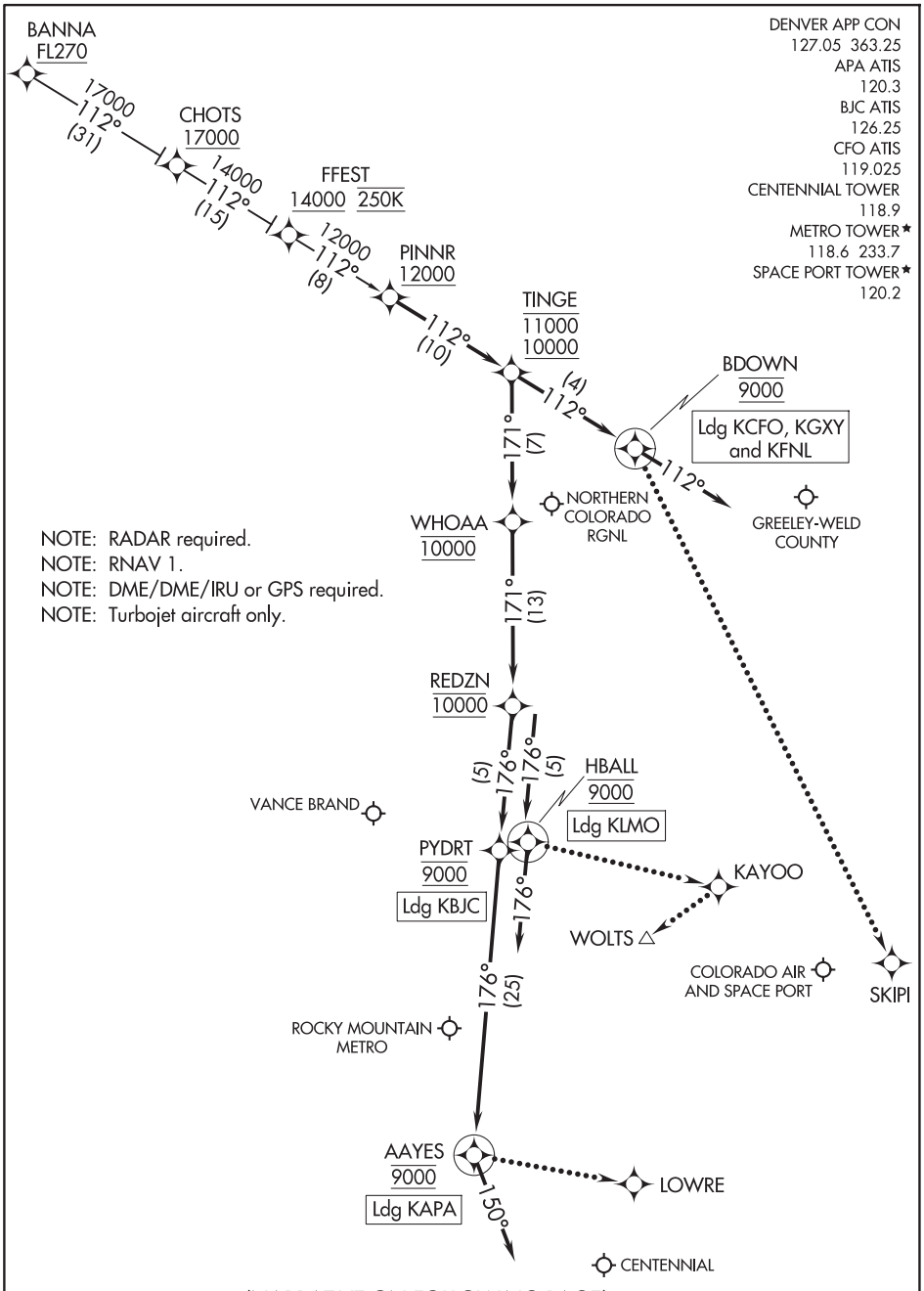
SPRINGS APP CON
124.0 257.875
ATIS
125.0 254.3
RNAV 1 - DME/DME/IRU or GPS
RADAR required
Ldg KCOS
ADANE
174°
DRAKE
271°
(18)
OZZZY
14000 250K
271°
(19)
HUGO
HGO
17000
308°
128°
10 NM
17000
*7600
241°
(30)
DOHRS
FL230
FL200
*7600°
241°
(14)
CREWW
FL270
FL200
242°
(30)
GLITR
FL280
FL200
242°
(22)
GOODLAND
GLD
N
NOTE: Turbojet aircraft only.
NOTE: Landing all other runways expect RADAR vectors prior to ADANE.
17000
*7600
302°
(25)
HYMNS
FL230
FL200
302°
(21)
TULLL
FL270
FL200
302°
(12)
LAMAR
LAA
FL280
NOTE: Chart not to scale.
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.

(PINNR.PINNR3) 21168

# PINNR THREE ARRIVAL (RNAV)

AL-5715 (FAA)

DENVER, COLORADO




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

PINNR THREE ARRIVAL (RNAV)

DENVER, COLORADO

(PINNR.PINNR3) 31DEC20

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

BANNA TRANSITION (BANNA.PINNR3)

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

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

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

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

LOST COMMUNICATIONS

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

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

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

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

(POWDR.POWDR1) 23334

# POWDR ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO




POWDR ONE ARRIVAL

DENVER, COLORADO

(POWDR.POWDR1) 30JAN20



SW-1, 07 AUG 2025 to 02 OCT 2025

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.

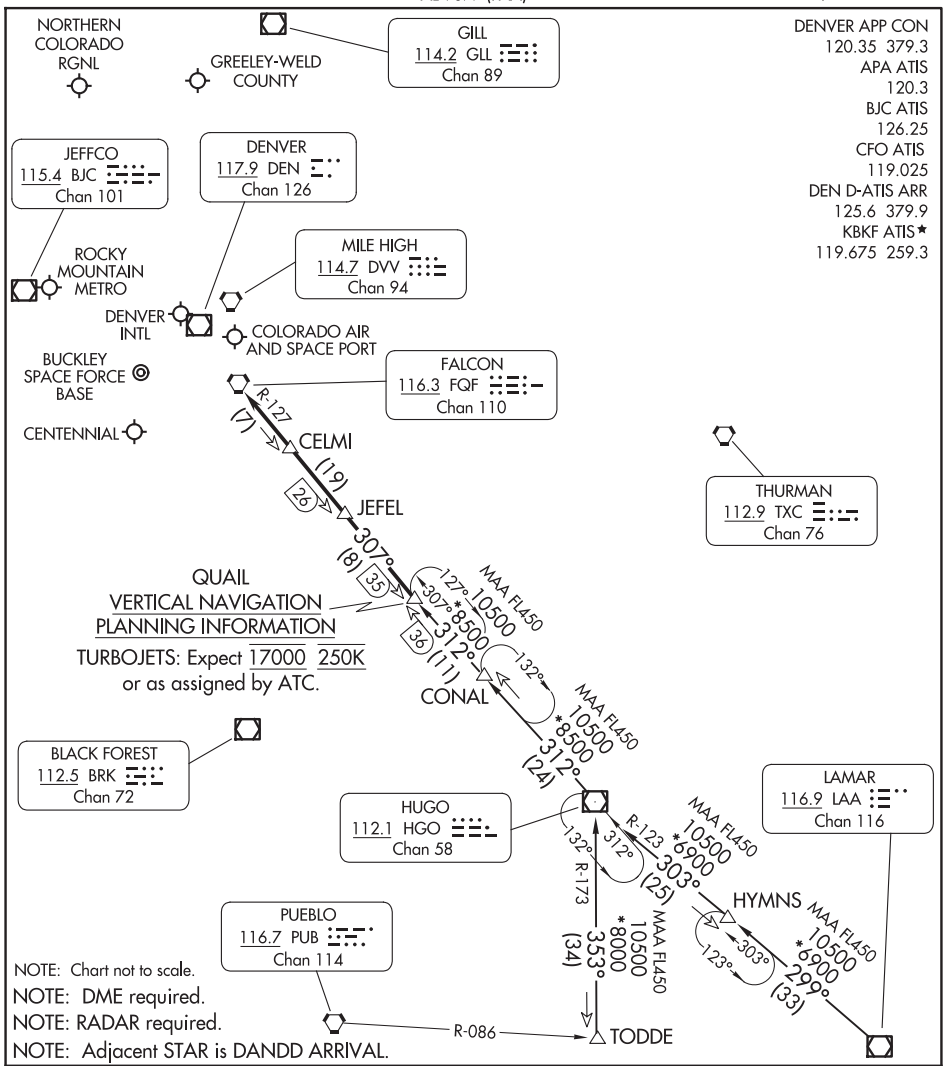

SW-1, 07 AUG 2025 to 02 OCT 2025

(QUAIL.QUAIL1) 23334

# QUAIL ONE ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO




## ARRIVAL ROUTE DESCRIPTION

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

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

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

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

QUAIL ONE ARRIVAL

DENVER, COLORADO

(QUAIL.QUAIL1) 30JAN20

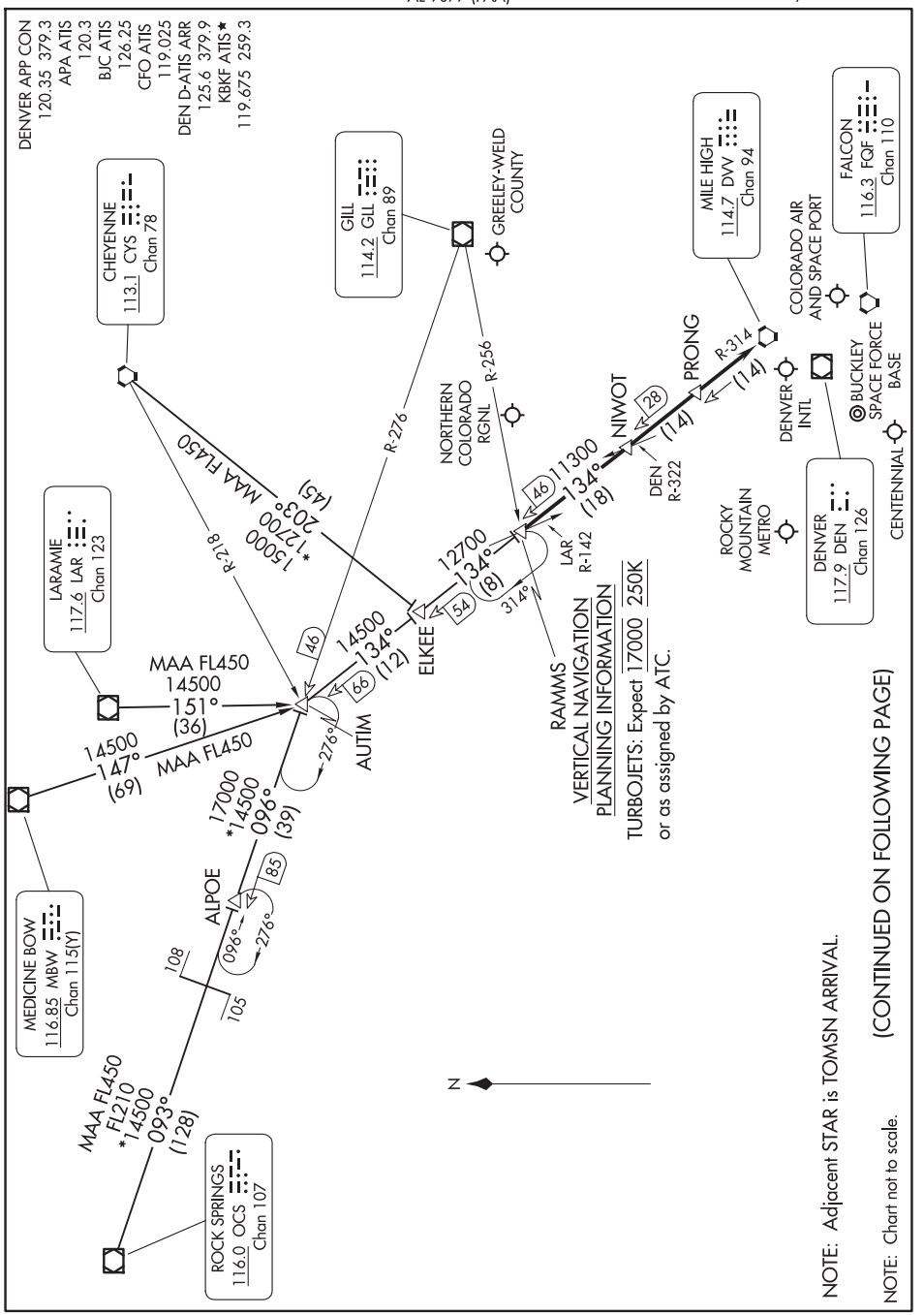


SW-1, 07 AUG 2025 to 02 OCT 2025

# RAMMS EIGHT ARRIVAL

AL-9077 (FAA)

DENVER, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

RAMMS EIGHT ARRIVAL

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

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

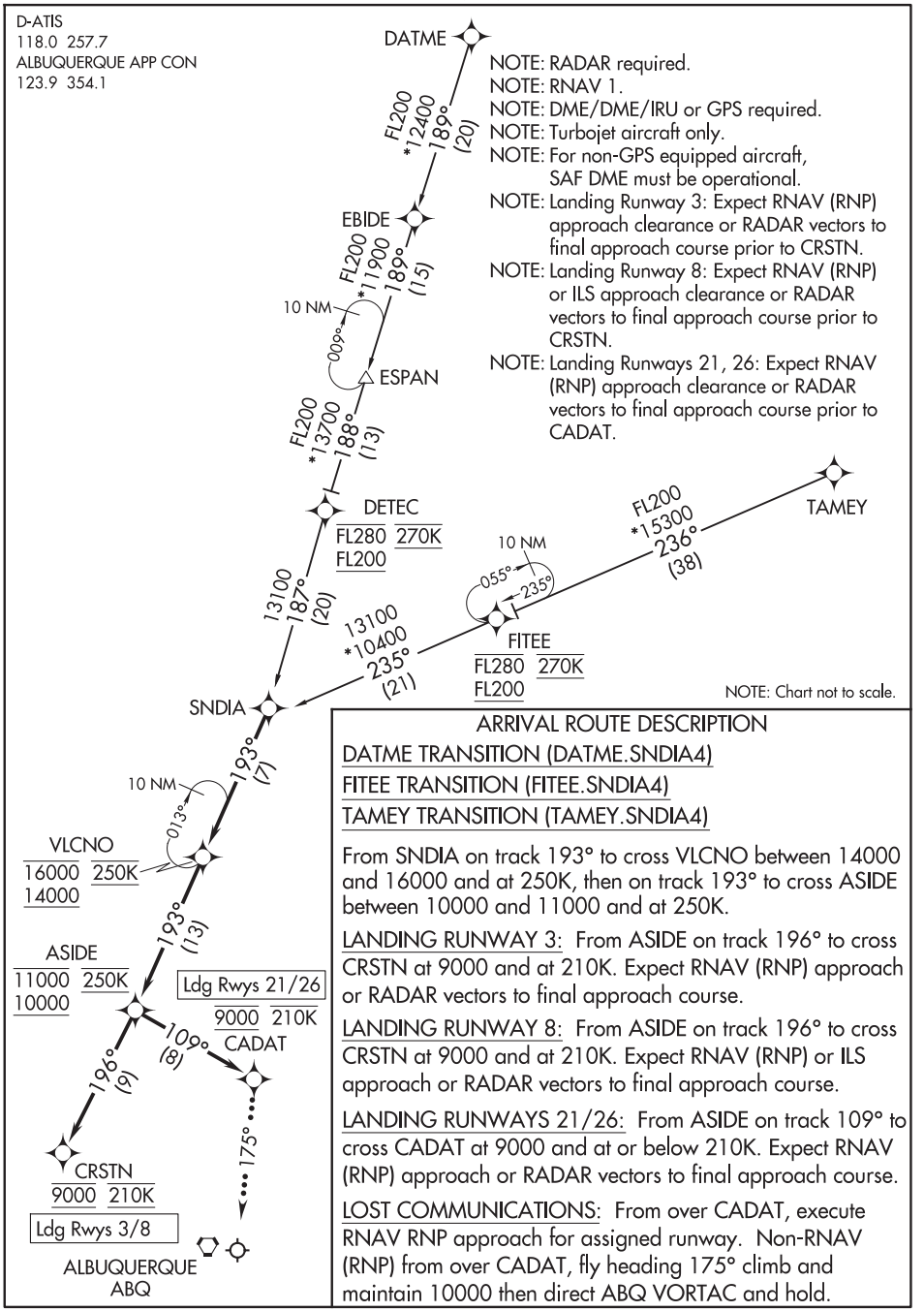
LARAMIE TRANSITION (LAR.RAMMS8): From over LAR VOR/DME on LAR R-151 and DVV R-314 to RAMMS. Thence. . . .

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.

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025




## 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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(SSKII.SSKII4) 25163

AL-9077 (FAA)

# SSKII FOUR ARRIVAL (RNAV) Transition Routes

DENVER INTL (DEN)
DENVER, COLORADO






SW-1, 07 AUG 2025 to 02 OCT 2025

SSKII FOUR ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO
DENVER INTL (DEN)

(SSKII.SSKII4) 12JUN25

# SSKII FOUR ARRIVAL (RNAV) Arrival Routes

(SSKII.SSKI4) 12JUN25

DENVER, COLORADO
DENVER INTL (DEN)

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)

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

NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: KLOWN, PEEKE, SNOEE, KTOOO, CRUDD, BOWLL, ABASN, and HAMIC Transitions, ATC assigned only.
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.

SSKII
FL220 270K
FL190

BGDEE
FL190 250K
17000

TLRID
17000
15000

BRNNO
13000 210K
Ldg Rwys 7, 8

POWPW
14000

EPPIC
15000 240K
13000

CLFFF
11000 210K
Ldg Rwys 16L/R

RDDVL

QWIKE
11000 210K
Ldg Rwys 17L/R

HUDPI

LOOOP

JIBAT
11000 210K
Ldg Rwys 25, 26

ZATUT
15000 240K
13000

CRAGG
13000 210K

NARLE
12000

TELLR
11000 210K
Ldg Rwys 34L/R, 35L/R

057° (13)
047° (13)
052° (15)
082° (22)
075° (4)
075° (5)
057° (22)
047° (20)
037° (7)
049° (7)
082° (5)
353° (5)
353° (7)
352° (8)
352°
353°
082°
237°
227°
12 NM
10 NM
N

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

AL-9077 (FAA)

(SSKII.SSKI4) 25163
SSKII FOUR ARRIVAL (RNAV) Arrival Routes
DENVER INTL (DEN)
DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

(SSKII.SSKII4) 25163

# SSKII FOUR ARRIVAL (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

## ARRIVAL ROUTE DESCRIPTION

From SSKII on track 057° to cross BGDEE between 17000 and FL190 and at 250K.

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

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

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

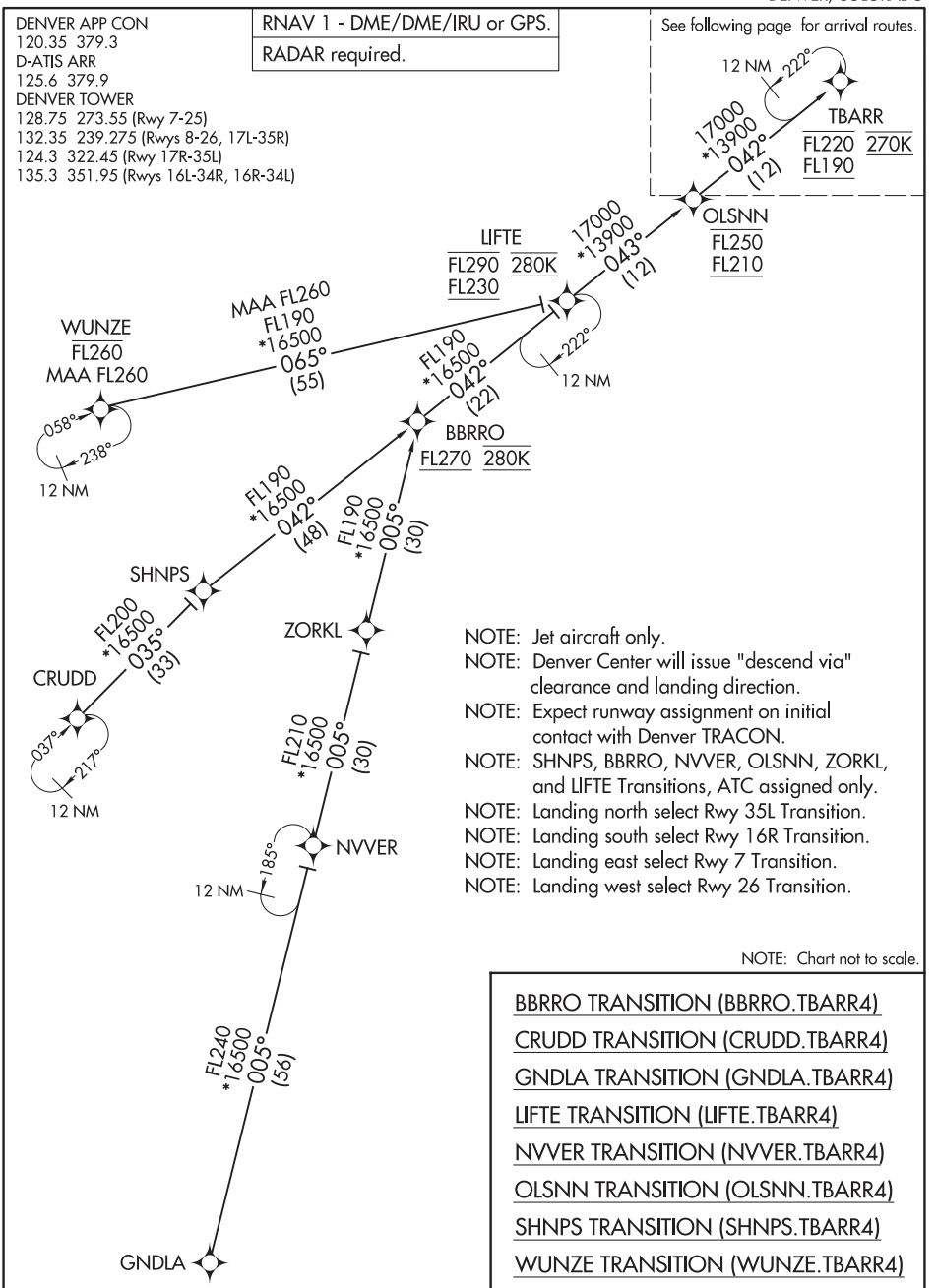
LANDING RUNWAYS 34L/R, 35L/R: From BGDEE on track 082° to cross CRAGG at 13000 and at 210K, then on track 075° to cross NARLE at or above 12000, then on track 075° to cross TELLR at 11000 and at 210K. Expect ILS or LOC RWY 34L, RWY 34R, RWY 35L, RWY 35R approach.

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

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)

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

See following page for arrival routes.




NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: SHNPS, BBRRO, NVVER, OLSNN, ZORKL, and LIFTE Transitions, ATC assigned only.
NOTE: Landing north select Rwy 35L 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.

BBRRO TRANSITION (BBRRO.TBARR4)
CRUDD TRANSITION (CRUDD.TBARR4)
GNDLA TRANSITION (GNDLA.TBARR4)
LIFTE TRANSITION (LIFTE.TBARR4)
NVVER TRANSITION (NVVER.TBARR4)
OLSNN TRANSITION (OLSNN.TBARR4)
SHNPS TRANSITION (SHNPS.TBARR4)
WUNZE TRANSITION (WUNZE.TBARR4)
ZORKL TRANSITION (ZORKL.TBARR4)

(CONTINUED ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(TBARR.TBARR4) 25163

AL-9077 (FAA)

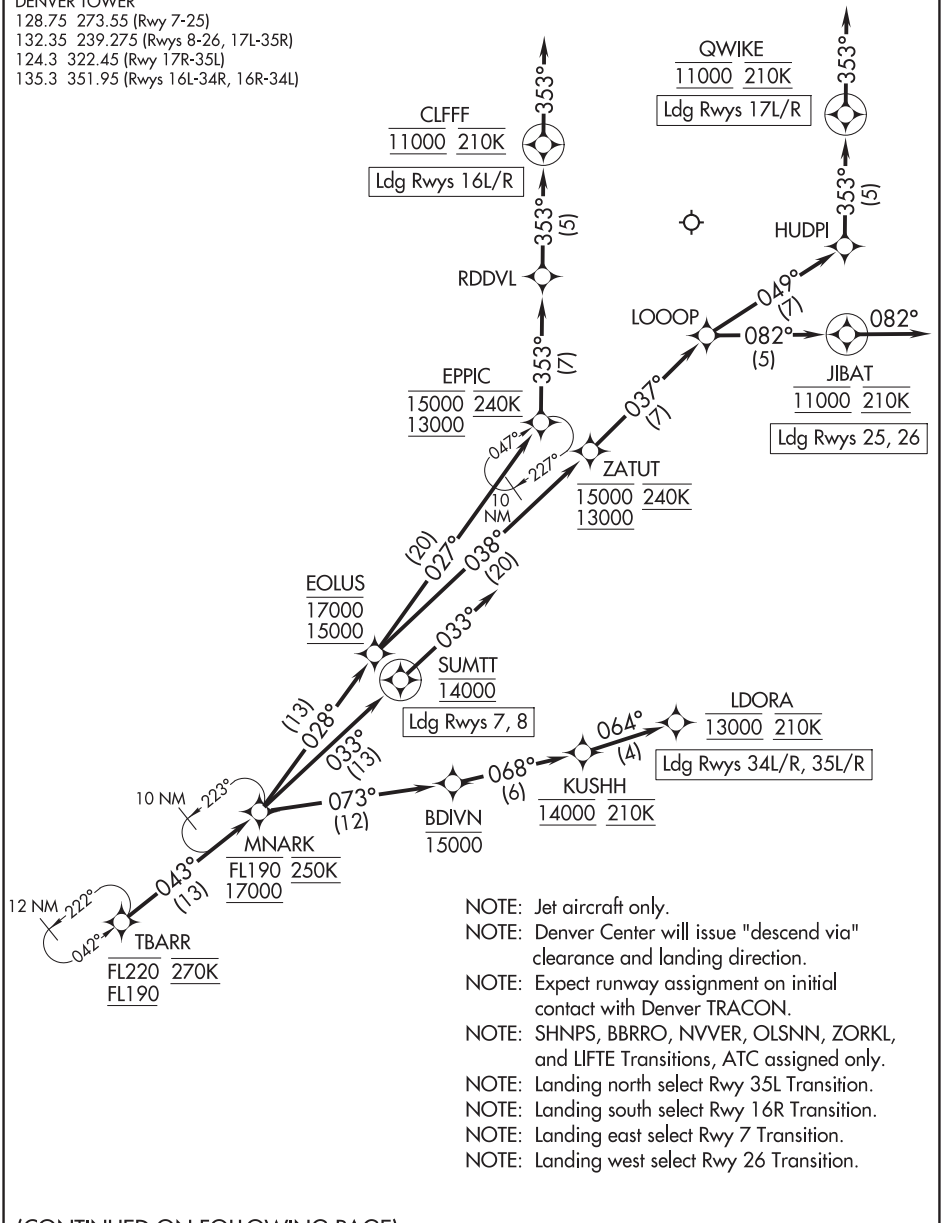
# TBARR FOUR ARRIVAL (RNAV) Arrival Routes

DENVER INTL (DEN)
DENVER, COLORADO



DENVER APP CON
120.35 379.3
D-ATIS ARR
125.6 379.9
DENVER TOWER
128.75 273.55 (Rwy 7-25)
132.35 239.275 (Rwys 8-26, 17L-35R)
124.3 322.45 (Rwy 17R-35L)
135.3 351.95 (Rwys 16L-34R, 16R-34L)

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




NOTE: Jet aircraft only.
NOTE: Denver Center will issue "descend via" clearance and landing direction.
NOTE: Expect runway assignment on initial contact with Denver TRACON.
NOTE: SHNPS, BBRRO, NVVER, OLSNN, ZORKL, and LIFTE Transitions, ATC assigned only.
NOTE: Landing north select Rwy 35L Transition.
NOTE: Landing south select Rwy 16R Transition.
NOTE: Landing east select Rwy 7 Transition.
NOTE: Landing west select Rwy 26 Transition.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-1, 07 AUG 2025 to 02 OCT 2025

ARRIVAL ROUTE DESCRIPTION

From TBARR on track 043° to cross MNARK between 17000 and FL190 and at 250K.

LANDING RUNWAYS 7, 8: From MNARK on track 033° to cross SUMTT at 14000, then on track 033°. Expect RADAR vectors to final approach course.

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

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

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

LANDING RUNWAYS 34L/R, 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 34L, RWY 34R, RWY 35L, RWY 35R approach.

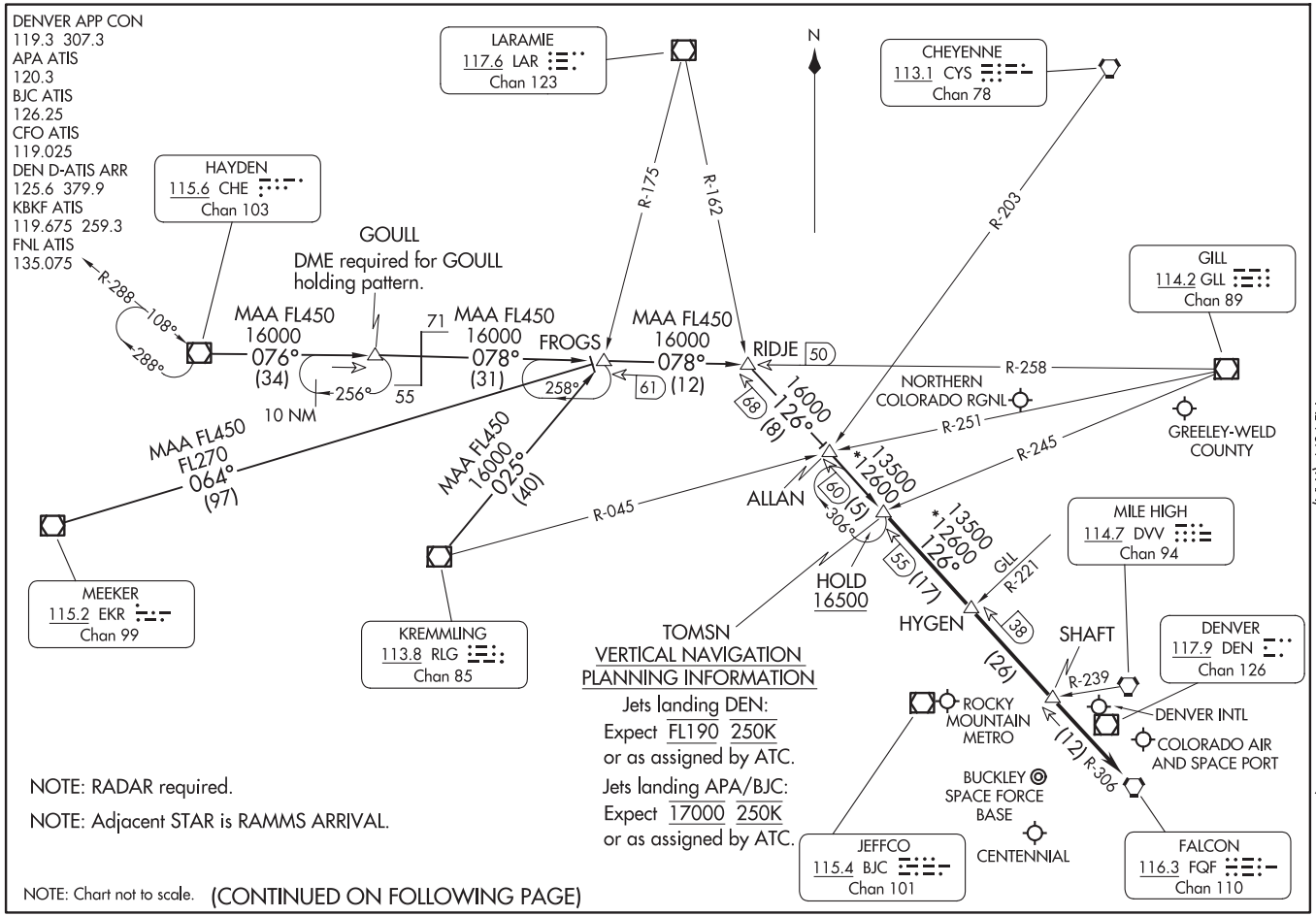
LOST COMMUNICATIONS:
In the event of lost communications prior to runway transition assignment, when DEN is landing south, execute the ILS RWY 16R, when DEN is landing north, execute the ILS RWY 35L.

SW-1, 07 AUG 2025 to 02 OCT 2025

# TOMSN NINE ARRIVAL

(TOMSN.TOMSN9) 16MAY24

DENVER, COLORADO




TOMSN NINE ARRIVAL

(TOMSN.TOMSN9) 24137

DENVER, COLORADO

AL-9077 (FAA)

Z63

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.


SW-1, 07 AUG 2025 to 02 OCT 2025

# VAAIL ONE ARRIVAL (RNAV)

(ELDRA.VAAIL1) 17APR25

EAGLE, COLORADO

EAGLE COUNTY RGNL (EGE)

## ARRIVAL ROUTE DESCRIPTION

BIGBL TRANSITION (BIGBL.VAAIL1)

BKPCK TRANSITION (BKPCK.VAAIL1)

HIKNG TRANSITION (HIKNG.VAAIL1)

LPINE TRANSITION (LPINE.VAAIL1)

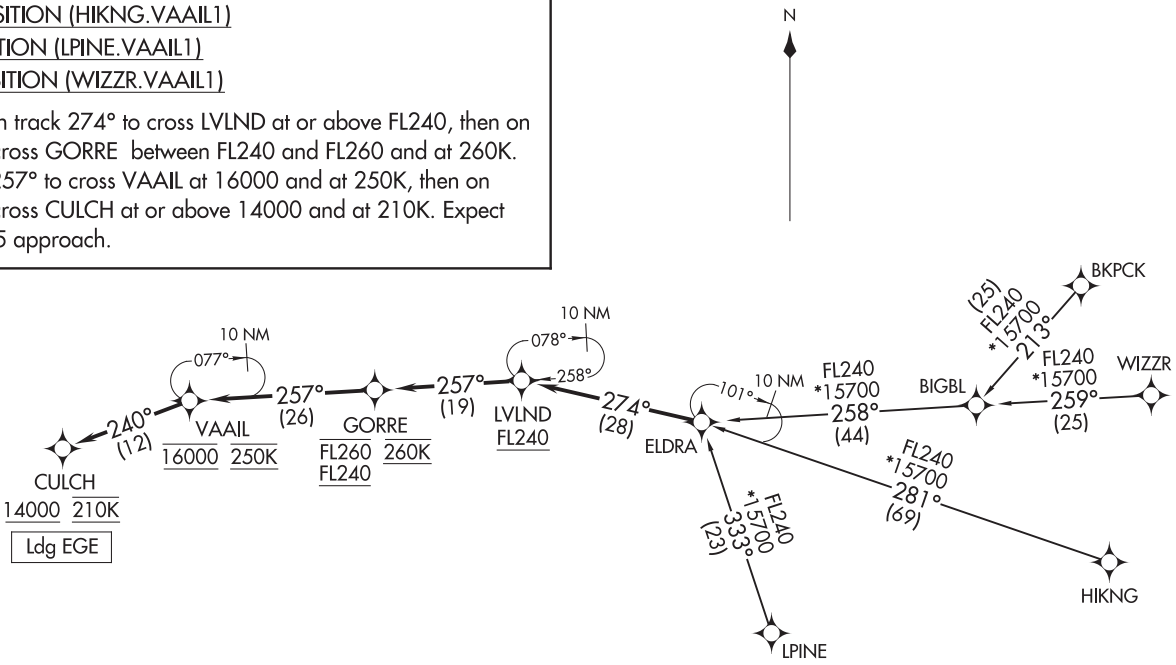
WIZZR TRANSITION (WIZZR.VAAIL1)

From ELDRA on track 274° to cross LVLND at or above FL240, then on track 257° to cross GORRE between FL240 and FL260 and at 260K. then on track 257° to cross VAAIL at 16000 and at 250K, then on track 240° to cross CULCH at or above 14000 and at 210K. Expect RNAV RWY 25 approach.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

DENVER CENTER
128.65 282.2
ATIS
135.575




NOTE: Chart not to scale.

(ELDRA.VAAIL1) 25107

# VAAIL ONE ARRIVAL (RNAV)

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

Z65

# ZOMBZ SIX ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO



DENVER CENTER
133.4 377.175
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.

See following page for arrival routes

ZOMBZ
15000 250K

13000
*12900
036°
(12)

CRWLR
16000

208°
10 NM

13900
*13900
028°
(23)

LAMOE

207°
10 NM

17000
*15300
027°
(27)

STIFS

NOTE: Jet aircraft only.
NOTE: LAMOE Transition, ATC assigned only.
NOTE: Expect runway assignment on initial contact with Denver TRACON.

NOTE: Chart not to scale.

LAMOE TRANSITION (LAMOE.ZOMBZ6)
STIFS TRANSITION (STIFS.ZOMBZ6)

(CONTINUED ON FOLLOWING PAGE)

ZOMBZ SIX ARRIVAL (RNAV) Transition Routes

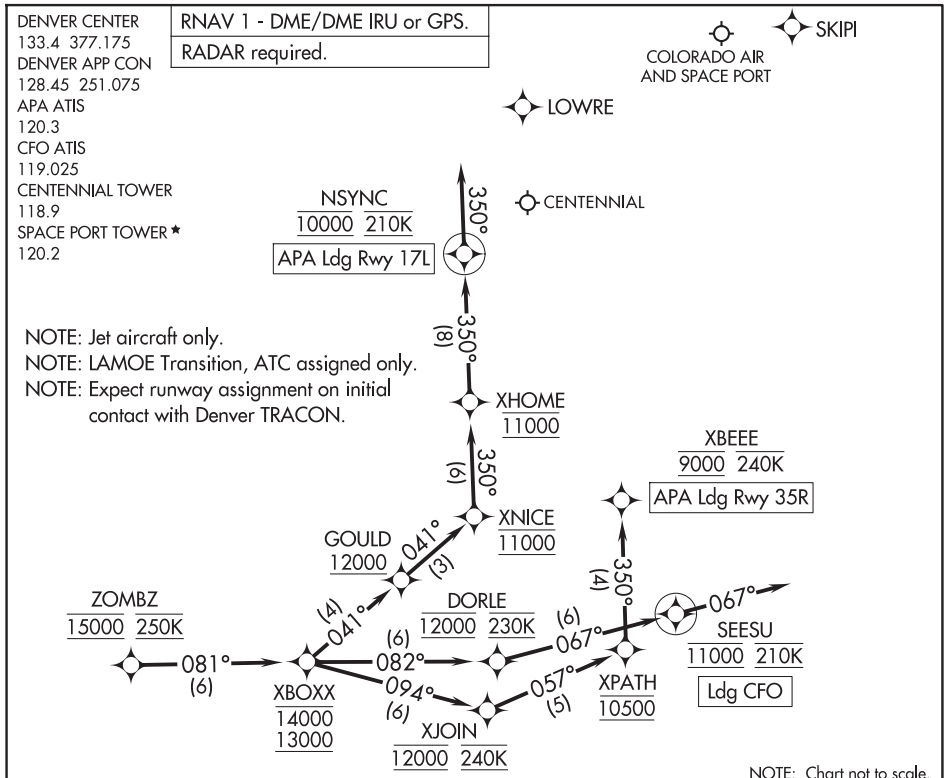
DENVER, COLORADO

(ZOMBZ.ZOMBZ6) 17APR25

(ZOMBZ.ZOMBZ6) 25107 AL-5715 (FAA)

# ZOMBZ SIX ARRIVAL (RNAV) Arrival Routes

DENVER, COLORADO




## ARRIVAL ROUTE DESCRIPTION

LANDING APA RUNWAY 17L: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 041° to cross GOULD at or above 12000, then on track 041° to cross XNICE at 11000, then on track 350° to cross XHOME at 11000, then on track 350° to cross NSYNC at 10000 and at 210K, then on track 350°. Expect RADAR vectors to final approach course.

LANDING APA RUNWAY 35R: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 094° to cross XJOIN at 12000 and at 240K, then on track 057° to cross XPATH at 10500, then on track 350° to cross XBEEE at 9000 and at or below 240K. Expect ILS or RNAV RWY 35R approach.

LANDING CFO: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 082° to cross DORLE at 12000 and at 230K, then on track 067° to cross SEESU at 11000 and at 210K, then on track 067° . Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications prior to runway transition assignment, when APA is landing north, proceed on the ILS RWY 35R approach, when APA is landing south, proceed on the RNAV (GPS) RWY 17L from LOWRE.

LANDING CFO: proceed on the ILS RWY 26 approach from SKIPI.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| CH 82340 | 109° | TDZE | 4716 |
| W11A | | Apt Elev | 4716 |

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

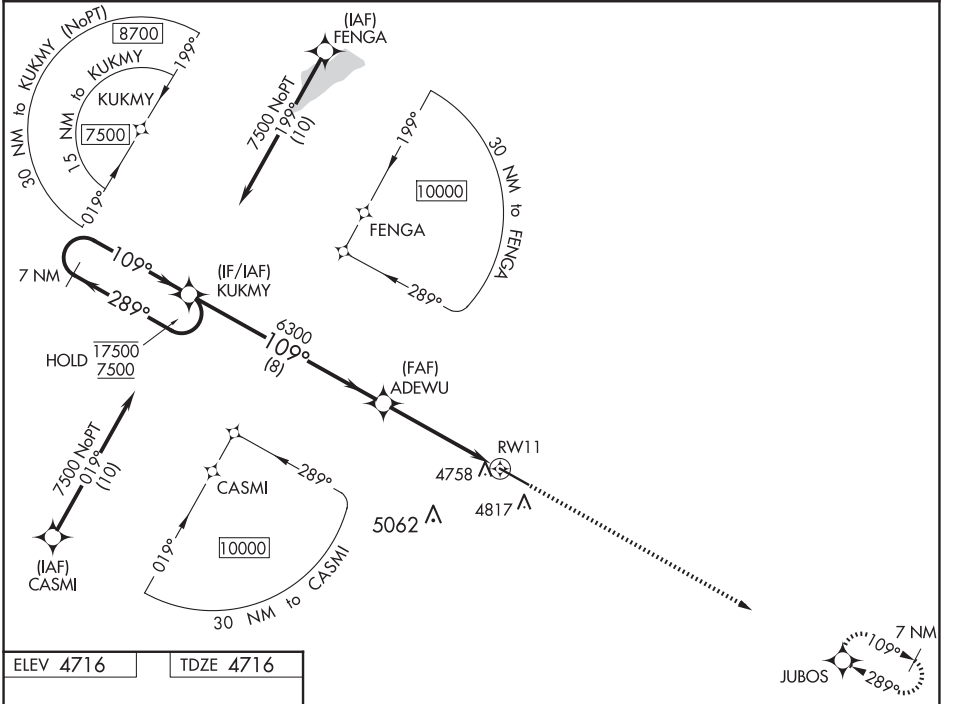
RNP APCH

Rwy 11 helicopter visibility reduction below ¾ SM NA.

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

MISSED APPROACH: Climb to 7500 direct JUBOS and hold.

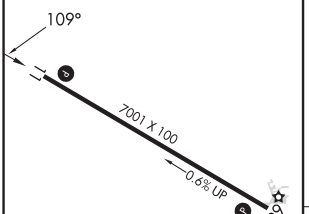
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.475 | 133.95 317.55 | 122.8 (CTAF) L |




SW-1, 07 AUG 2025 to 02 OCT 2025

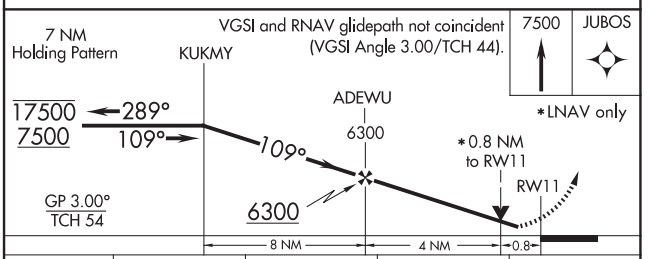
SW-1, 07 AUG 2025 to 02 OCT 2025

| ELEV 4716 | TDZE 4716 |
|---|---|




MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L




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

# RNAV (GPS) RWY 29

## COLORADO PLAINS RGNL (AKO)

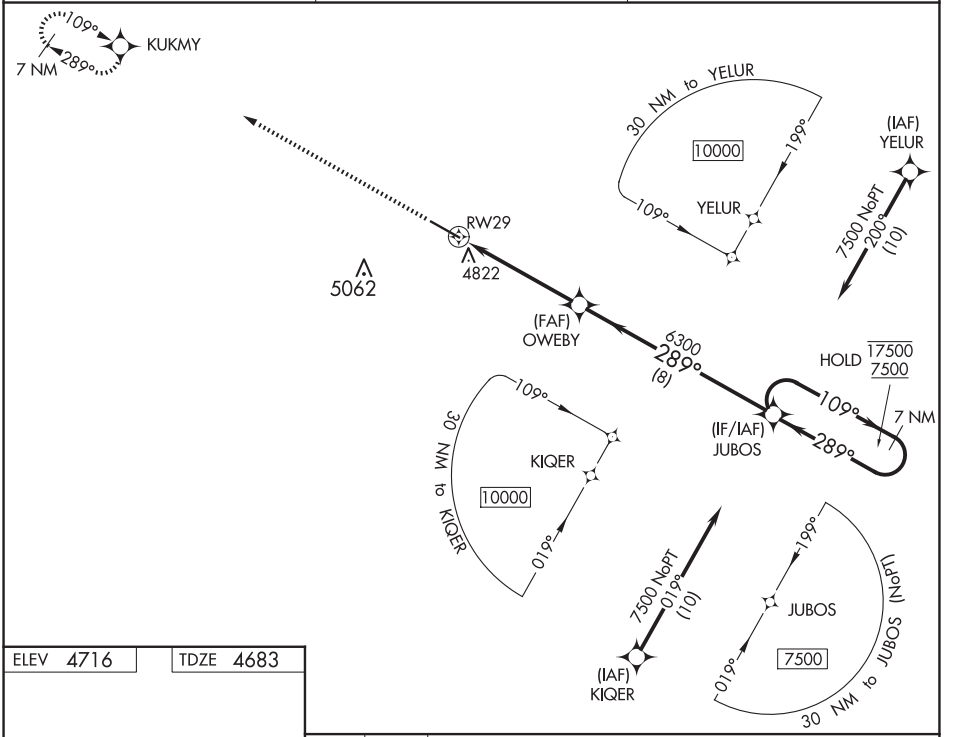
| WAAS | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| CH 45640 | 289° | TDZE | 4683 |
| W29A | | Apt Elev | 4716 |

RNP APCH.

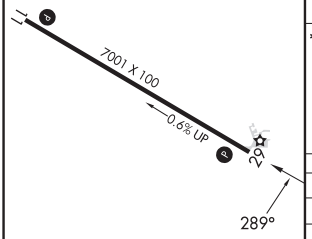
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7500 to KUKMY and hold.

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




ELEV 4716 TDZE 4683



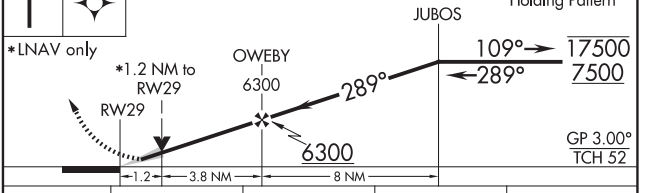

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

7500 KUKMY

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

*LNAV only

7 NM Holding Pattern




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



40°11′N-103°13′W





SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME AKO | APP CRS | Rwy Ldg | 7001 |
|---|---|---|---|
| 114.4 | 289° | TDZE | 4683 |
| Chan 91 | | Apt Elev | 4716 |

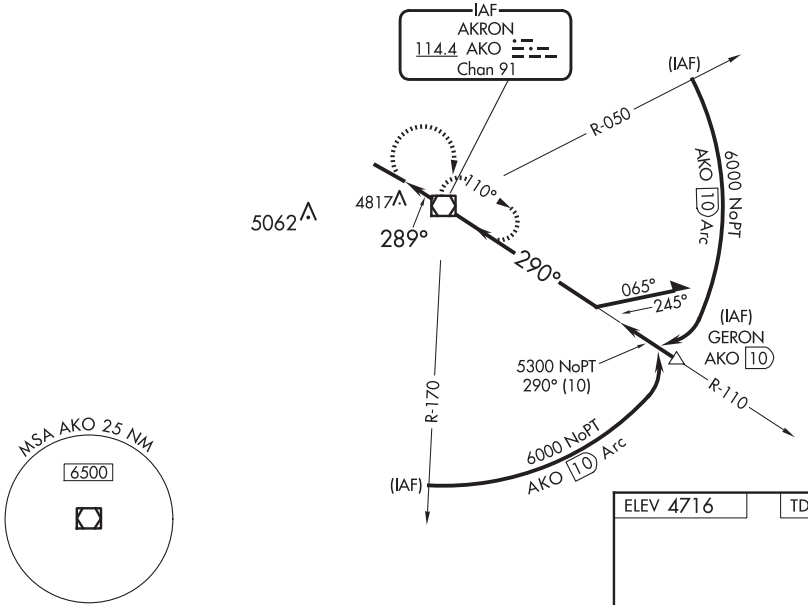
# VOR RWY 29

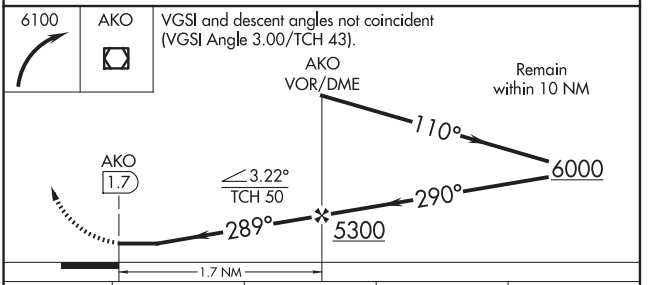
## COLORADO PLAINS RGNL (AKO)

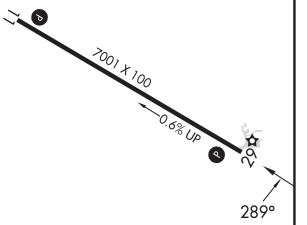
Circling NA for Cats C and D southwest of Rwy 11-29.

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

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 5120-1 437 (500-1) | | 5120-1¼ 437 (500-1¼) | |
| CIRCLING | 5140-1 424 (500-1) | 5260-1 544 (600-1) | 5300-1½ 584 (600-1½) | 5300-2 584 (600-2) |

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

FAF to MAP 1.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:42 | 1:08 | 0:51 | 0:41 | 0:34 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 9207 |
|---|---|---|---|
| CH 69240 | 038° | TDZE | 4150 |
| W04A | | Apt Elev | 4200 |

# RNAV (GPS) RWY 4

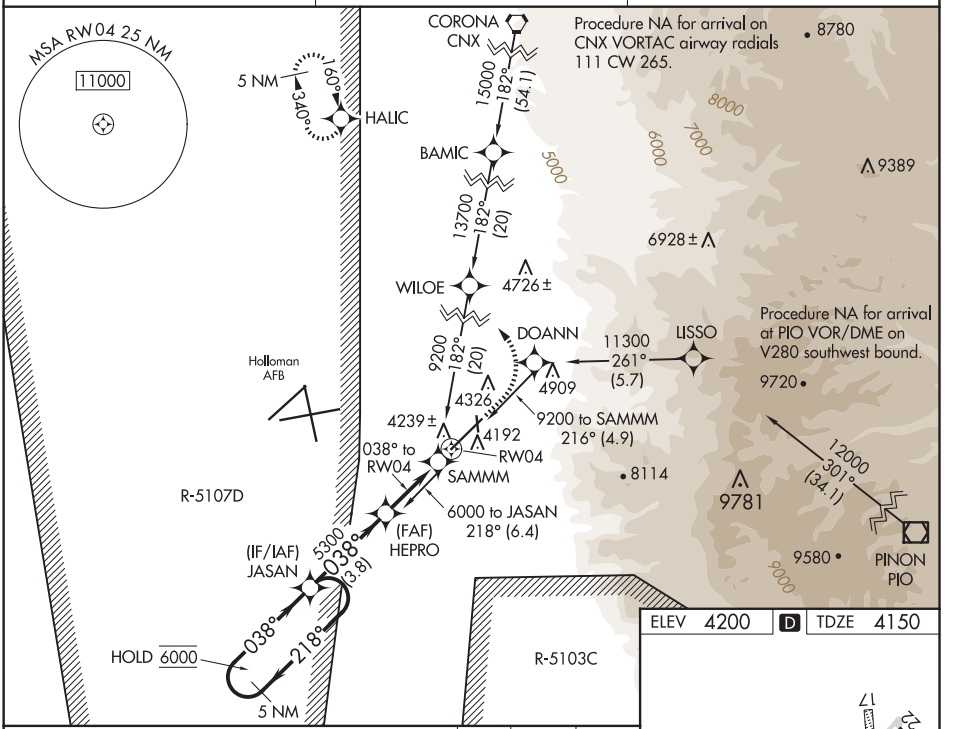
## ALAMOGORDO-WHITE SANDS RGNL (ALM)

RNP APCH.

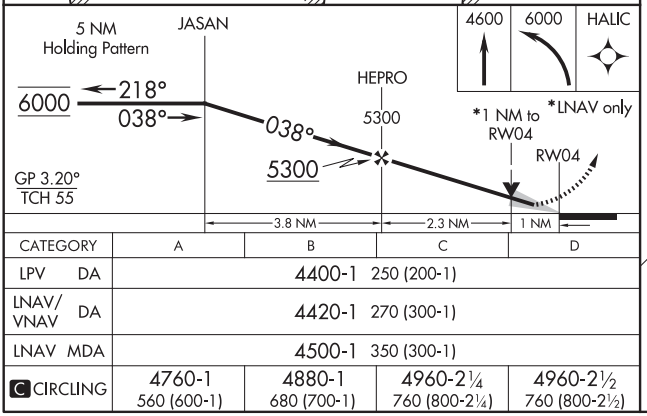
Circling NA to Rwys 17 and 35. Circling NA for Cats C and D southeast of Rwy 4-22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C. Civil aircraft require ATC clearance prior to entering Restricted Area 5107D.

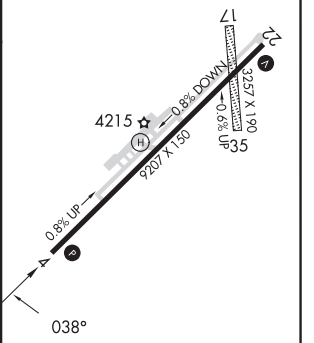
MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 direct HALIC and hold.

| AWOS-3 | HOLLOMAN APP CON ★ | UNICOM |
|---|---|---|
| 127.825 | 120.6 269.225 | 122.8 (CTAF) L |




ELEV 4200 D TDZE 4150



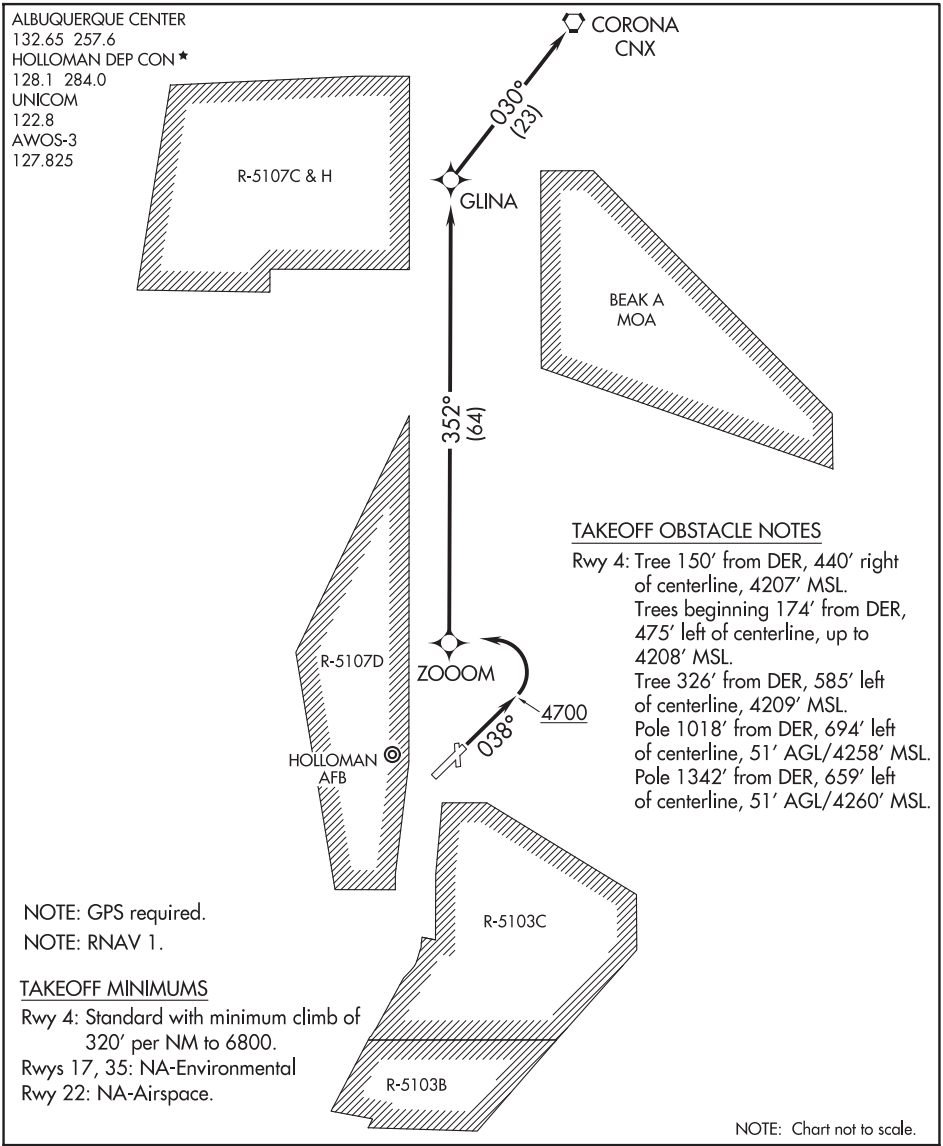




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4400-1 250 (200-1) | | | |
| LNAV/VNAV DA | 4420-1 270 (300-1) | | | |
| LNAV MDA | 4500-1 350 (300-1) | | | |
| C CIRCLING | 4760-1 560 (600-1) | 4880-1 680 (700-1) | 4960-2¼ 760 (800-2¼) | 4960-2½ 760 (800-2½) |

REIL Rwys 4 and 22
MIRL Rwy 4-22 L




SW-1, 07 AUG 2025 to 02 OCT 2025




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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC I-VQR | APP CRS | Rwy Ldg | 8519 |
|---|---|---|---|
| 111.9 | 023° | TDZE | 7540 |
| | | Apt Elev | 7540 |

# ILS or LOC RWY 2

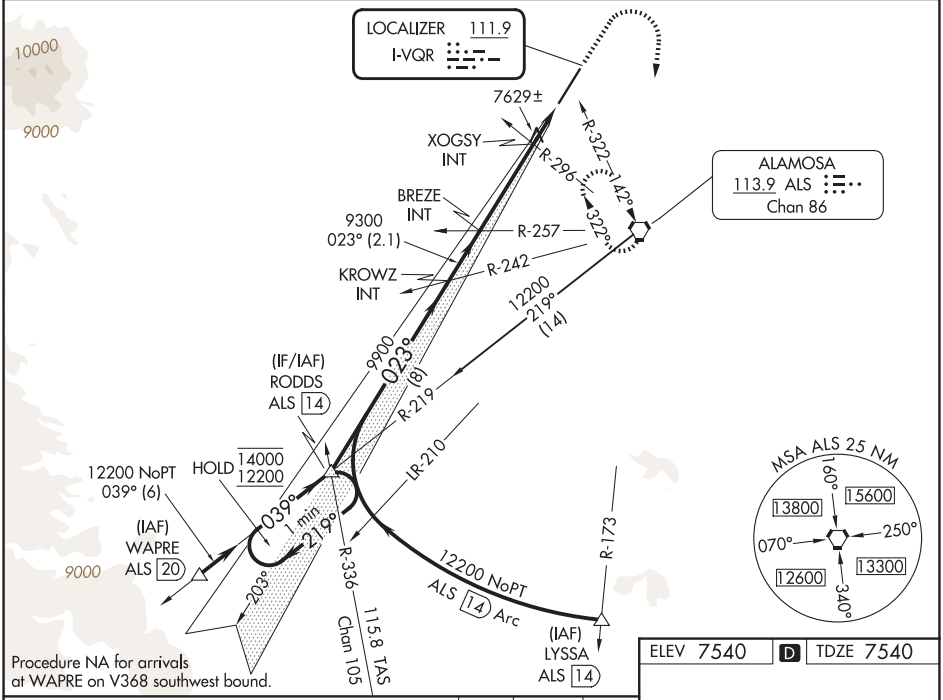
SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

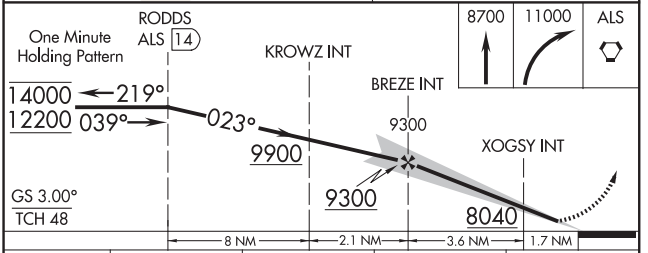
T NA -25°C — For inop ALS, increase S-LOC 2 Cats C/D visibility to 1⅜ SM.

MALSR

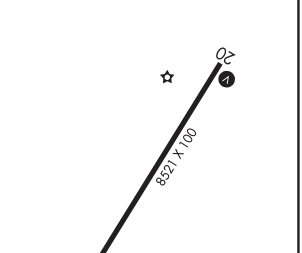
MISSED APPROACH: Climb to 8700 then climbing right turn to 11000 direct ALS VORTAC and hold, continue climb in hold to 11000.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 7740-½ 200 (200-½) | | | |
| S-LOC 2 | 8040-½ 500 (500-½) | | 8040-1 500 (500-1) | |
| CIRCLING | 8040-1 500 (500-1) | | 8080-1½ 540 (600-1½) | 8100-2 560 (600-2) |
| XOGSY FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | |
| S-LOC 2 | 7880-½ 340 (400-½) | | | |
| CIRCLING | 8040-1 500 (500-1) | | 8080-1½ 540 (600-1½) | 8100-2 560 (600-2) |




FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 2

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

| WAAS | APP CRS | Rwy Ldg | 8519 |
|---|---|---|---|
| CH 90410 | 023° | TDZE | 7540 |
| W02A | | Apt Elev | 7540 |

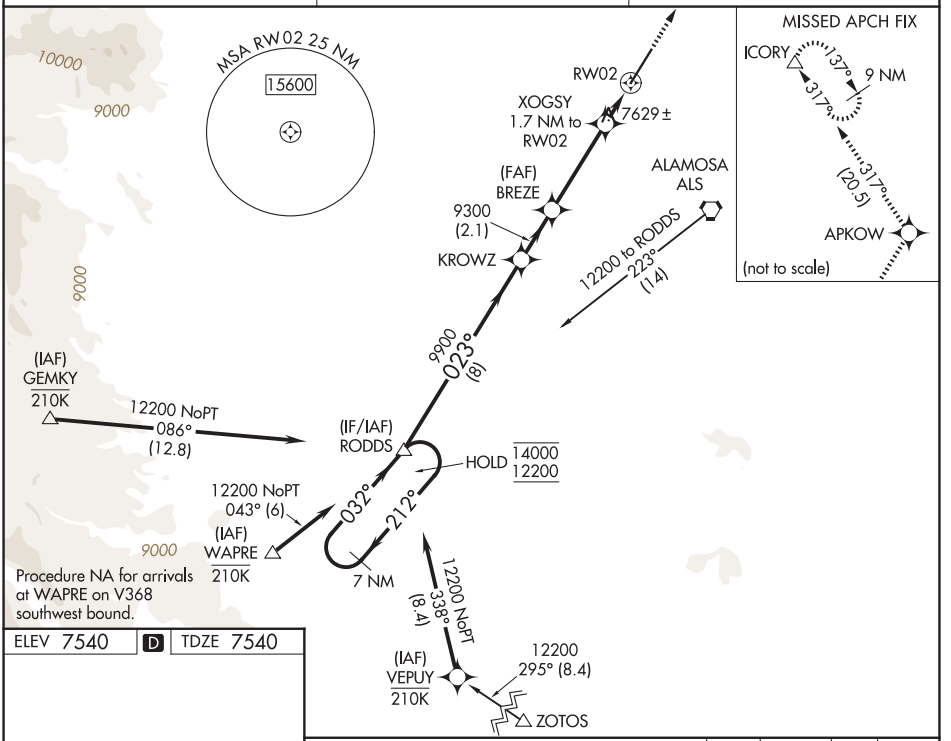
RNP APCH-GPS.

T -25°C 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.

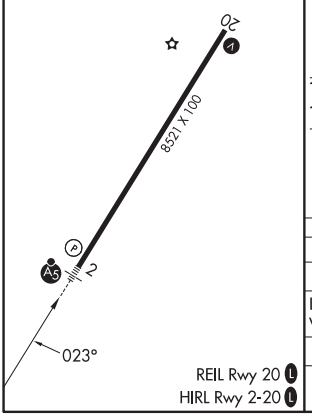
MALSR

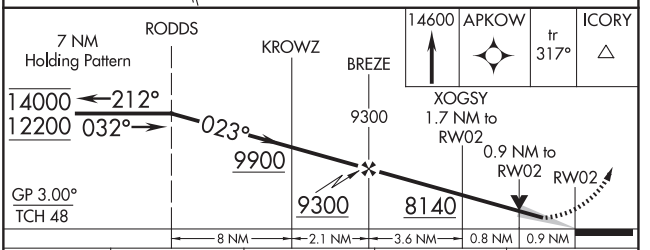
MISSED APPROACH: Climb to 14600 direct APKOW and on track 317° to ICORY and hold, continue climb-in-hold to 14600.

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




ELEV 7540 D TDZE 7540




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7740-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 7790-½ 250 (300-½) | | | |
| LNAV MDA | 7880-½ 340 (400-½) | | | |
| CIRCLING | 8040-1 500 (500-1) | | 8080-1½ 540 (600-1½) | 8100-2 560 (600-2) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 20

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

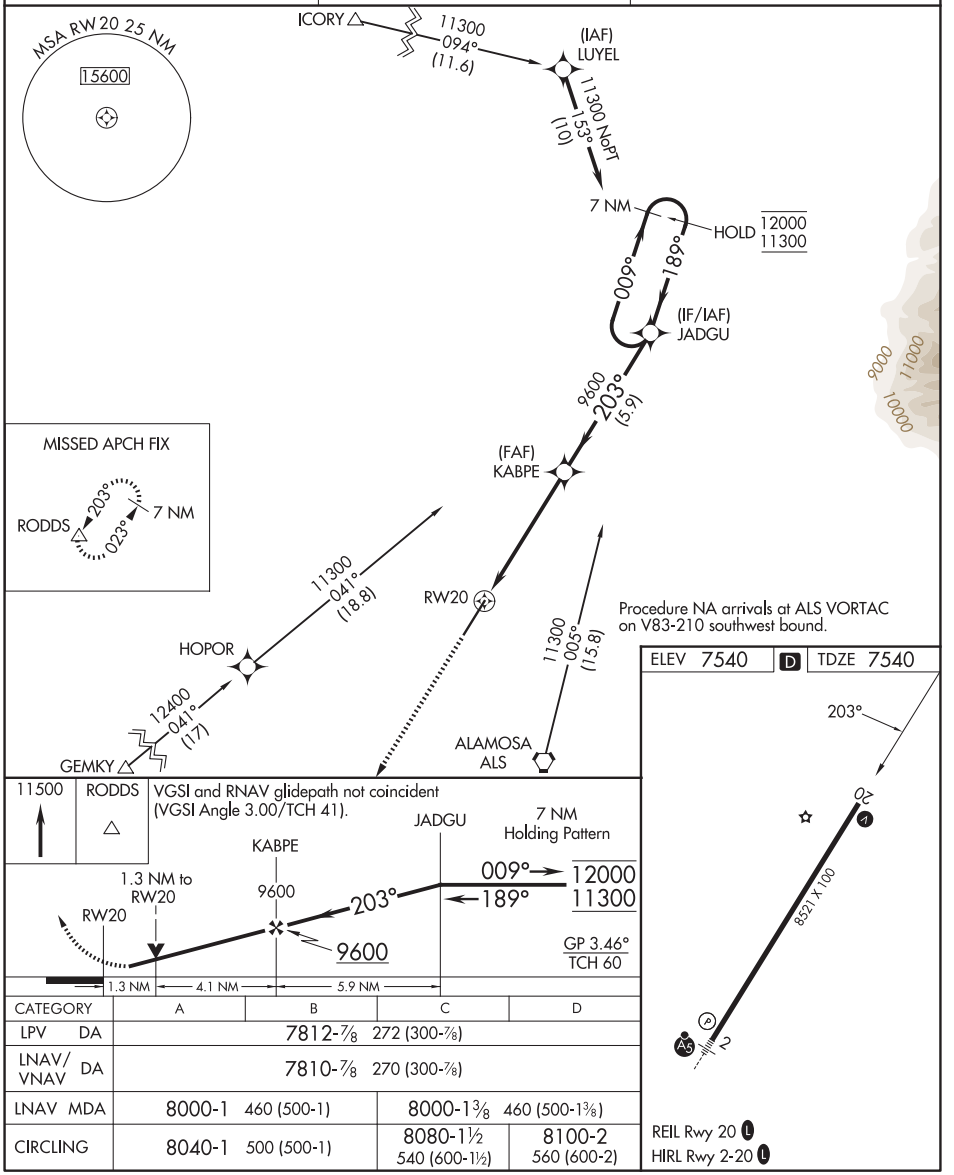
| WAAS | APP CRS | Rwy Ldg | 8519 |
|---|---|---|---|
| CH 93500 | 203° | TDZE | 7540 |
| W20A | | Apt Elev | 7540 |

RNP APCH-GPS.

T -25°C Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

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

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7812-⅞ 272 (300-⅞) | | | |
| LNAV/VNAV DA | 7810-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 8000-1 460 (500-1) | | 8000-1⅜ 460 (500-1⅜) | |
| CIRCLING | 8040-1 500 (500-1) | | 8080-1½ 540 (600-1½) | 8100-2 560 (600-2) |

REIL Rwy 20 L
HIRL Rwy 2-20 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC ALS | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.9 | 142° | TDZE | N/A |
| Chan 86 | | Apt Elev | 7540 |

# VOR-B

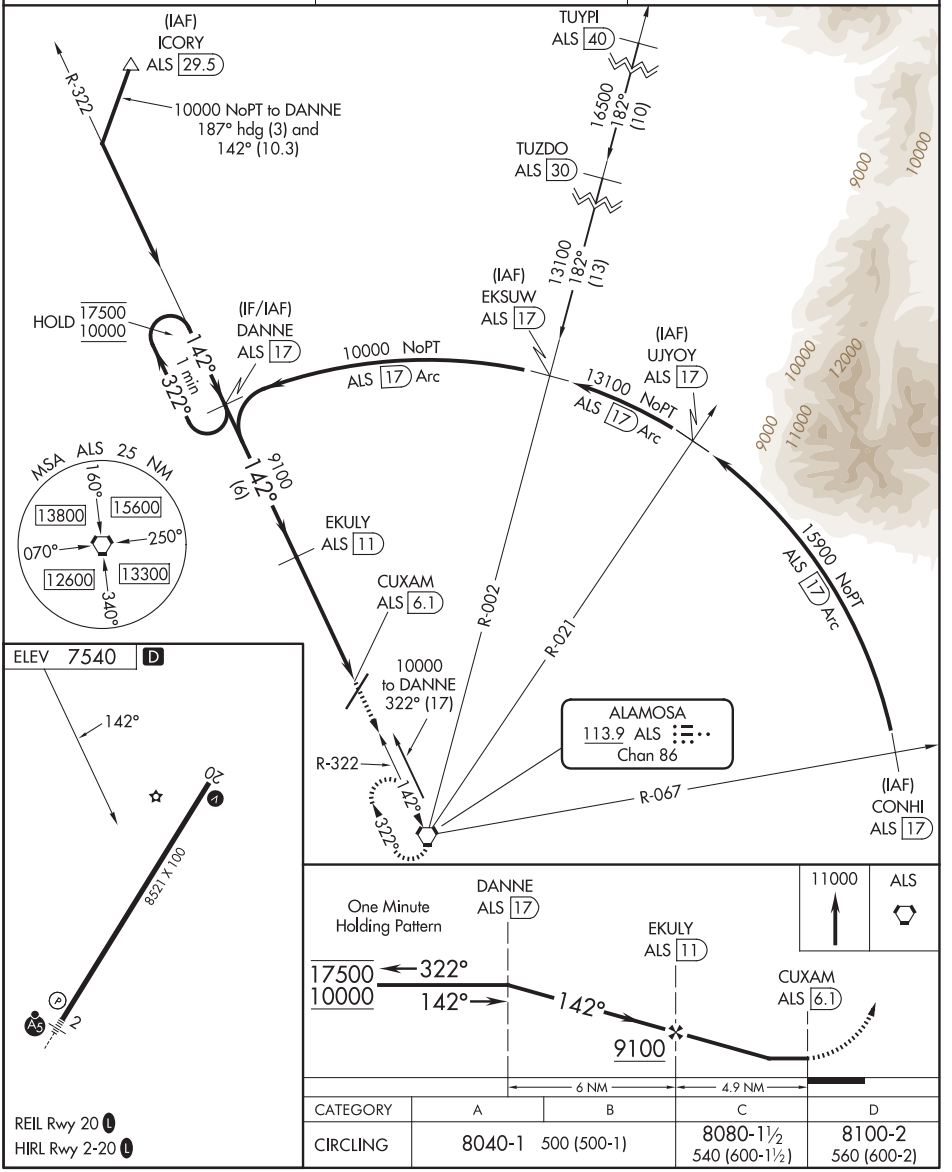
## SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

DME required. RADAR required for arrivals at TUYPI.

-25°C

MISSED APPROACH: Climb to 11000 direct ALS VORTAC and hold, continue climb-in-hold to 11000.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8040-1 | 500 (500-1) | 8080-1½ | 8100-2 |
| | | | 540 (600-1½) | 560 (600-2) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

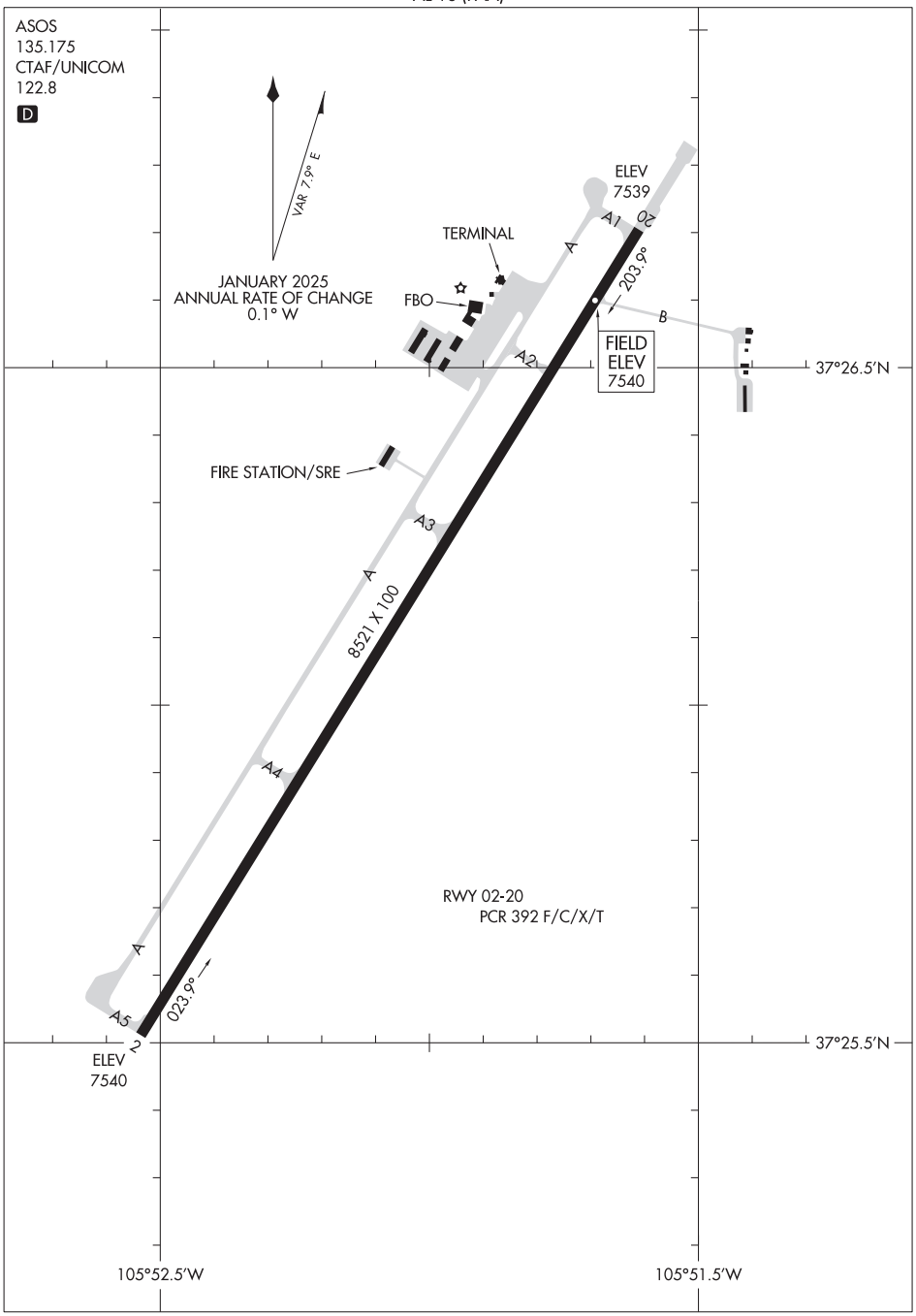
25219

# AIRPORT DIAGRAM

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

AL-18 (FAA)

ALAMOSA, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

ALAMOSA, COLORADO

SAN LUIS VALLEY RGNL/BERGMAN FLD (ALS)

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

# ILS or LOC RWY 3

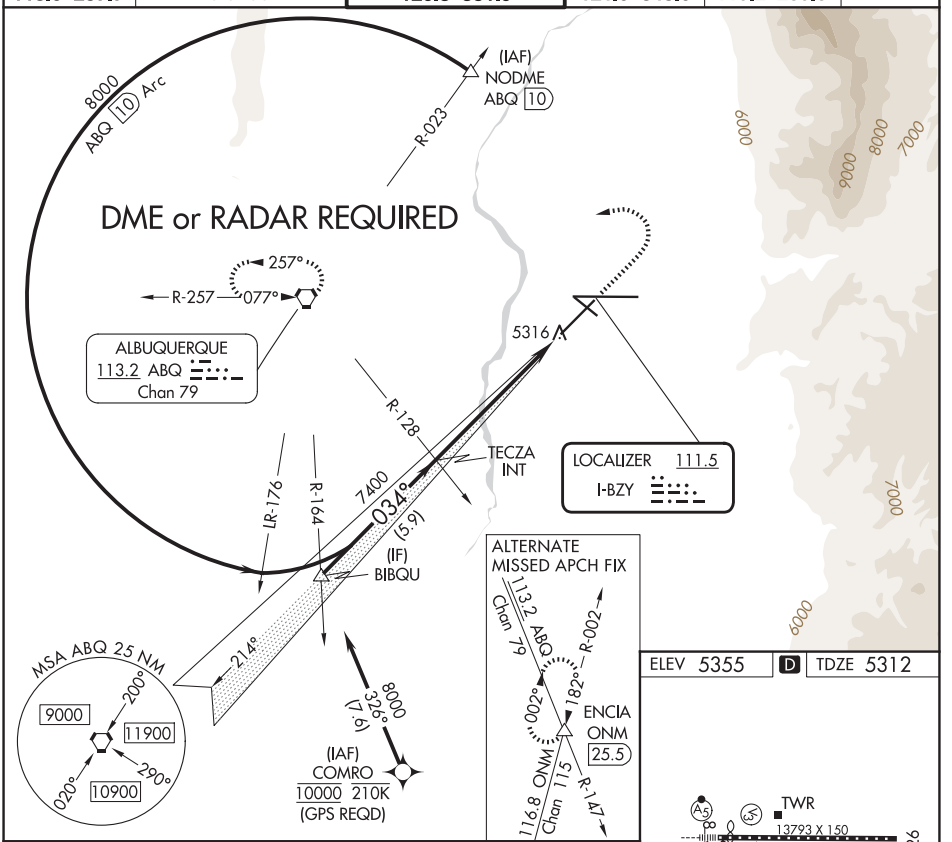
## ALBUQUERQUE INTL SUNPORT (ABQ)

ASR

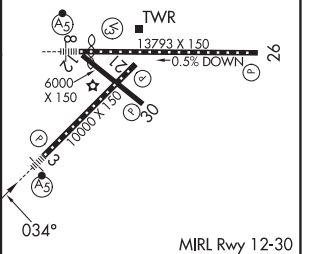
MALSR

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

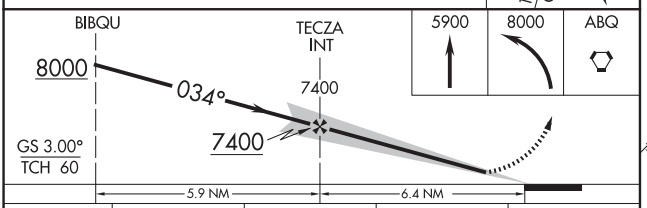
| D-ATIS | ALBUQUERQUE APP CON | ALBUQUERQUE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.0 257.7 | 123.9 354.1 | 120.3 351.9 | 121.9 348.6 | 119.2 259.3 | |




ELEV 5355 D TDZE 5312




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




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

FAF to MAP 6.4 NM

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




SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

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

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

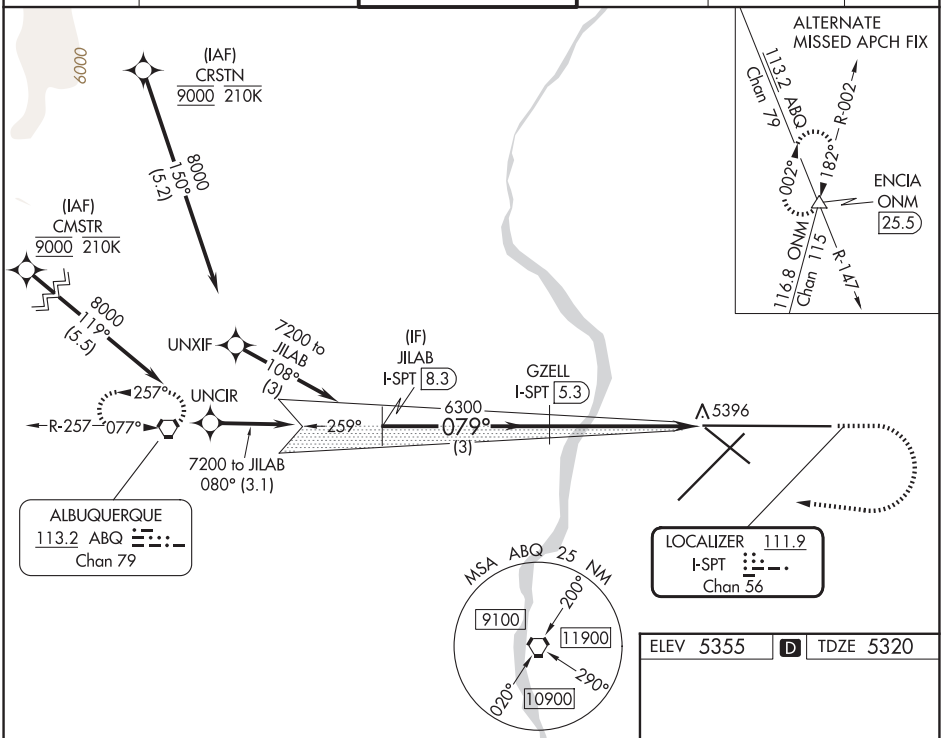
For inop ALS, increase S-LOC 8 Cat C and D visibility to RVR 6000.

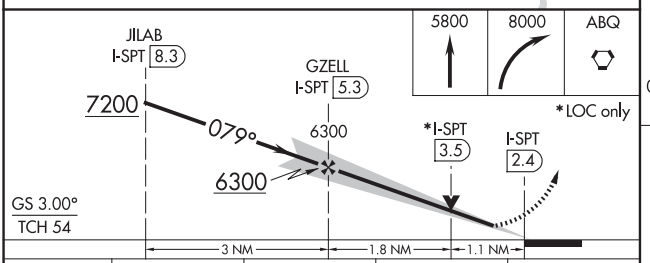
ASR

MALSR

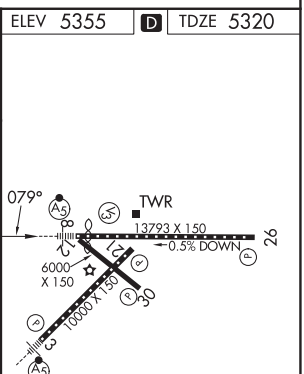
MISSED APPROACH: Climb to 5800 then climbing right turn to 8000 direct ABQ VORTAC and hold.

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




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




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

FAF to MAP 2.9 NM

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Y RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 214° | TDZE | 5316 |
| | Apt Elev | 5355 |

ASR

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

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

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

MSA RW 21 25 NM
12000

RADAR REQUIRED

(IF) NODME 9000 210K
7200 111° (6)

(IF) CADAT 9000 210K
7600 156° (4.7)

CLIPS
6600 160° (3.2)

7200 (3)
BGEYE 205K

KEIFR 205K
6600 (2.4)

(FAF) KAGNE
(1.8)

TEENR
5466 214° (2.1)
5317

RW21

(IF) FOXRR 10000 210K
8000 050° (7.5)

7 NM
259°
079°
ALBUQUERQUE ABQ

315° (2.9)
WAPMA

214° (4)
HUMKU

(6.8)

| 8000 tr 214° | HUMKU | | WAPMA | tr 315° | ABQ |
|---|---|---|---|---|---|

See planview for multiple IF locations.

KAGNE 6600
TEENR 6030
6600
RW21
214°
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).
GP 3.00° TCH 55

2.1 NM — 1.8 NM

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

AUTHORIZATION REQUIRED

ELEV 5355 D TDZE 5316

214°

TWR
13793 X 150
0.5% DOWN
6000 X 150
10000 X 150
8
26
12
30

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

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ALBUQUERQUE, NEW MEXICO | AL-12 (FAA) | 25219

# RNAV (RNP) Y RWY 26

## ALBUQUERQUE INTL SUNPORT (ABQ)

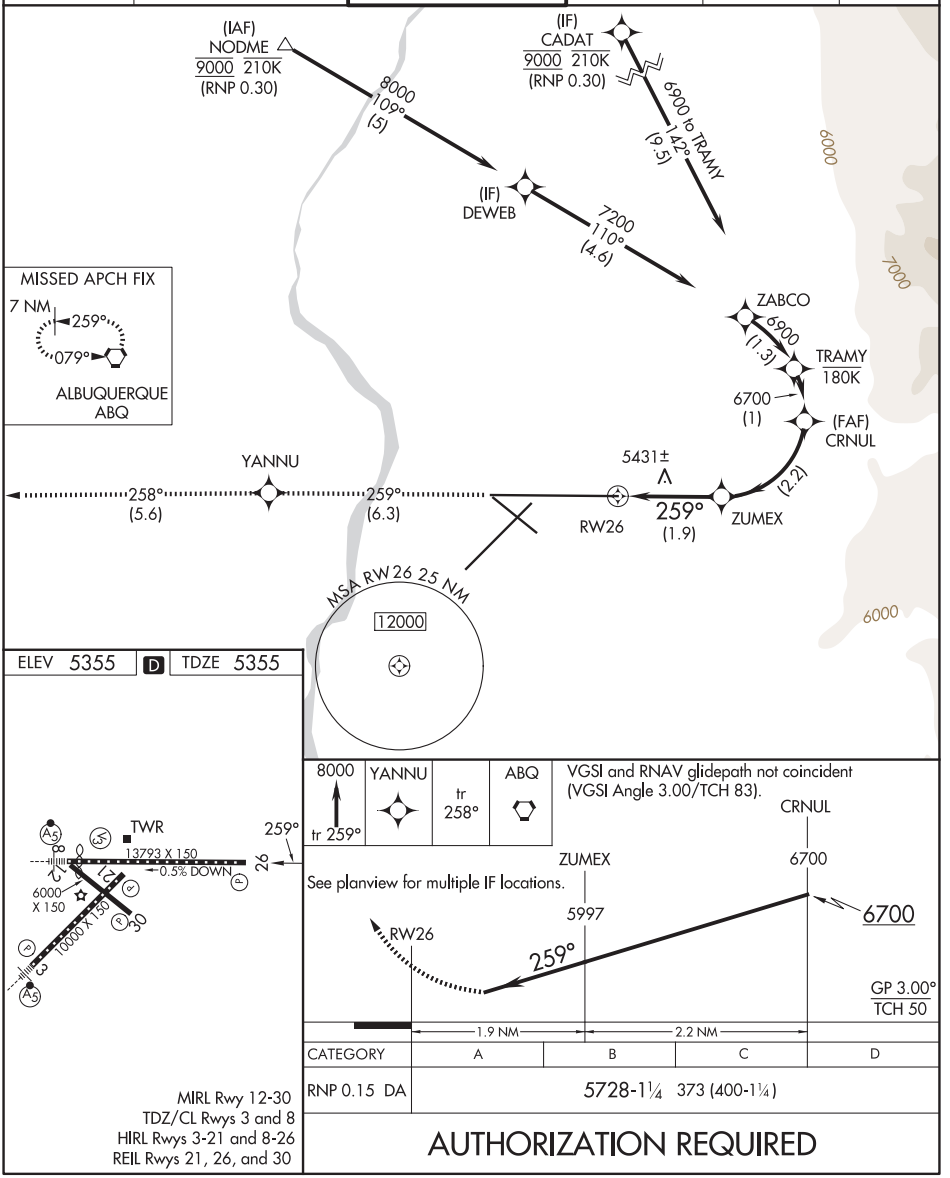
| APP CRS | Rwy Ldg | 13793 |
|---|---|---|
| 259° | TDZE | 5355 |
| | Apt Elev | 5355 |

RNP AR APCH, RF required.

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

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

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




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

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

**AUTHORIZATION REQUIRED**



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 034° | TDZE | 5312 |
| | Apt Elev | 5355 |

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

MALSR (A5)

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

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

RADAR REQUIRED

(IAF) CRSTN 9000 210K (RF REQD)

8500 125° (5)

8500 165° (6.4)

7 NM 259° 079°

(IAF) CMSTR 9000 210K (RF REQD)

(IF) ALBUQUERQUE ABQ

Limit missed approach to 215K.

8000 134° (4.2)

BIENN

6500 (4.9)

(FAF) GERNL

034° (3.6)

RW03

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

6500 034° (3)

6500 (1.6)

BILDE

MSA RW03 25 NM 12000

(IF) MRMIK

9000 213° (3.4)

PLNET

6900 001° (4)

6900 (7.3)

7200 034° (5.7)

(IF) CEMAC

(IAF) BIBQU 8000 210K

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

7500 360° (8.1)

ELEV 5355 D TDZE 5312

TWR

13793 X 150 0.5% DOWN

6000 X 150

10000 X 150

034°

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

GERNL 6500 6500 GP 3.00° TCH 60 034° RW03 3.6 NM

See planview for multiple IF locations.

| 6200 | 8000 | ABQ |
|---|---|---|

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

AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

| APP CRS | Rwy Ldg | 12793 |
|---|---|---|
| 079° | TDZE | 5320 |
| | Apt Elev | 5355 |

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

MALSR

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

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

RADAR REQUIRED

MSA RW08 25 NM
12000

(IF) CRSTN 9000 210K (RNP 0.30) (RF REQD)

8200 143° (2.6)

REYON

(IAF) CMSTR 9000 210K

7000 122° (4)

8000 119° (5.5)

RKART

7 NM 259° 079°

(IF) UNCIR 210K

7200 080° (3.1)

JILAB

6300 (3.5)

(FAF) GZELL

079° (2.9)

RW08

ALBUQUERQUE ABQ

6300 079° (3)

6300 (4.5)

Limit missed approach to 215K.

COKAR

(IF) TNTOE 10000 210K (RNP 0.60) (RF REQD)

9000 256° (6.1)

7400 350° (3.8)

7600 (4.7)

ACMIE

(IF) FRANI

8100 351° (10.4)

(IAF) COMRO 10000 210K (RNP 0.60) (RF REQD)

ELEV 5355 D TDZE 5320

VGSI and RNAV glidepath not coincident (VGSI Angle 2.95/TCH 55).

5900 8000 ABQ

GZELL 6300 6300 079° RW08

GP 3.00° TCH 54

See planview for multiple IF locations.

2.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 5619/24 299 (300-½) | | | |

AUTHORIZATION REQUIRED

079° TWR 13793 X 150 0.5% DOWN 26 21 6000 X 150 12 30 10000 X 150

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)

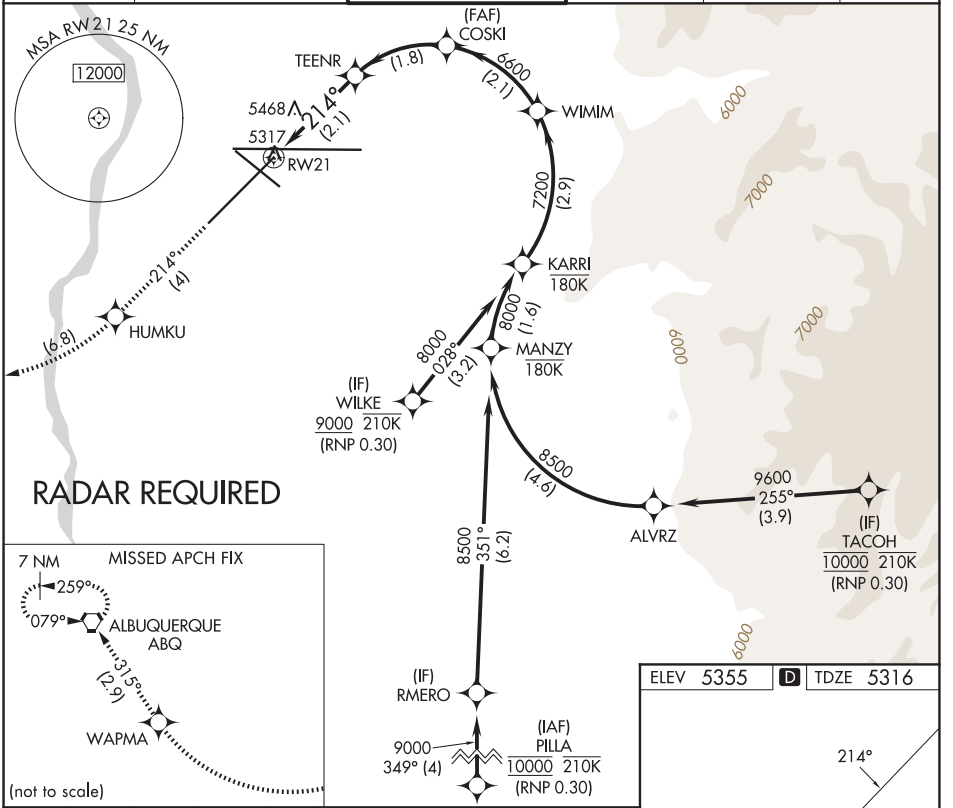
| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 214° | TDZE | 5316 |
| | Apt Elev | 5355 |

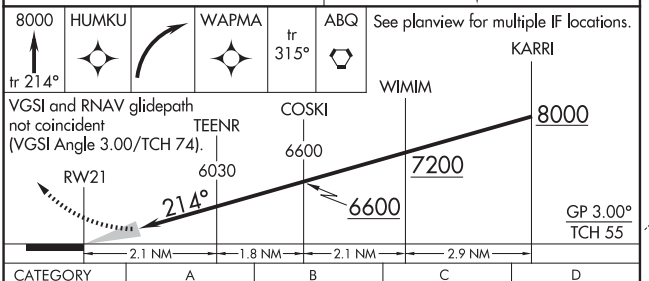
ASR

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

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

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

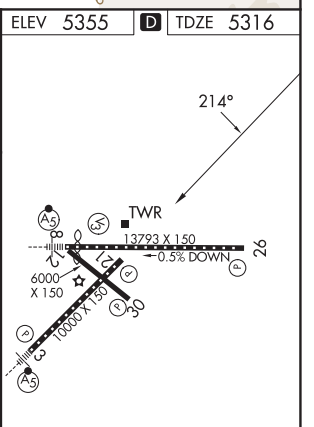



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 5755-1½ 439 (400-1½) | | | |

## AUTHORIZATION REQUIRED




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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 26

## ALBUQUERQUE INTL SUNPORT (ABQ)

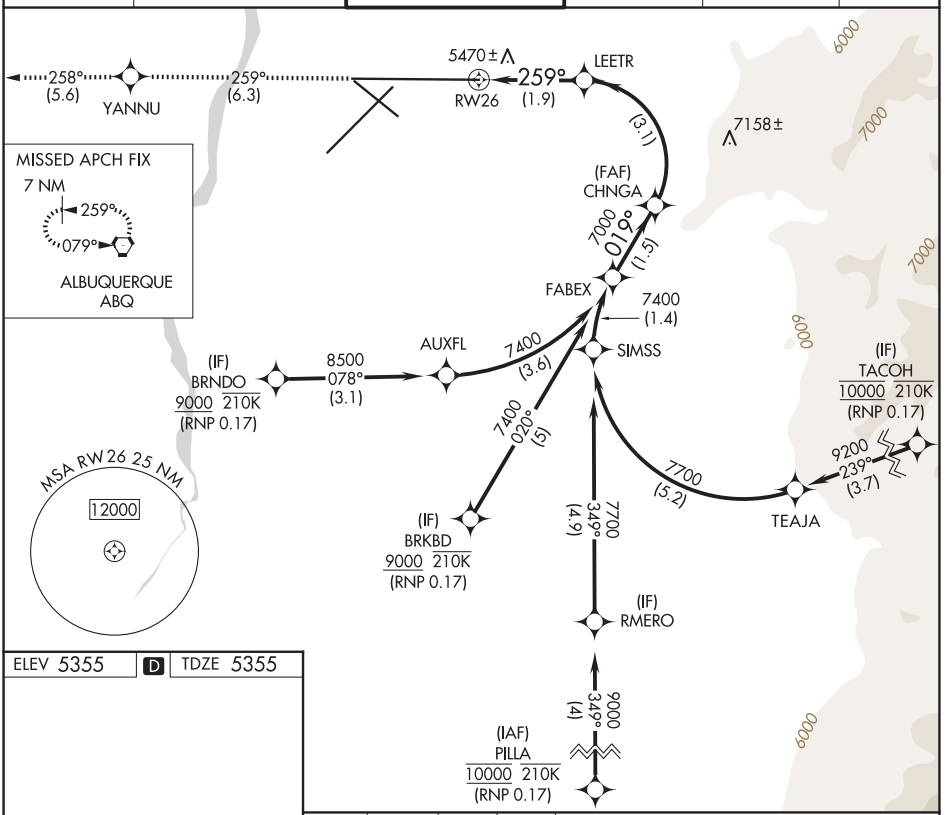
| APP CRS | Rwy Ldg | 13793 |
|---|---|---|
| 259° | TDZE | 5355 |
| | Apt Elev | 5355 |

RNP AR APCH, RF required.

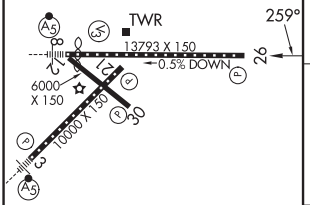
ASR For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 48°C.

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

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




ELEV 5355 D TDZE 5355

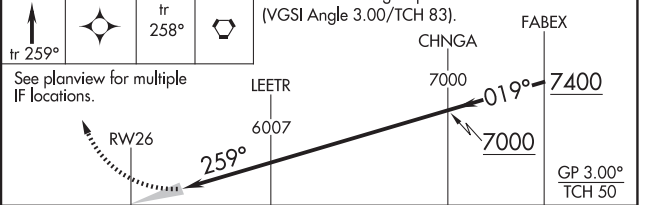



MIRL Rwy 12-30
TDZ/CL Rwys 3 and 8
HIRL Rwys 3-21 and 8-26
REIL Rwys 21, 26, and 30

| 8000 | YANNU | tr 258° | ABQ |
|---|---|---|---|
| tr 259° | | | |

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

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.17 DA | 5745-1¼ | 390 (400-1¼) | | |

AUTHORIZATION REQUIRED



35°02'N-106°36'W





SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

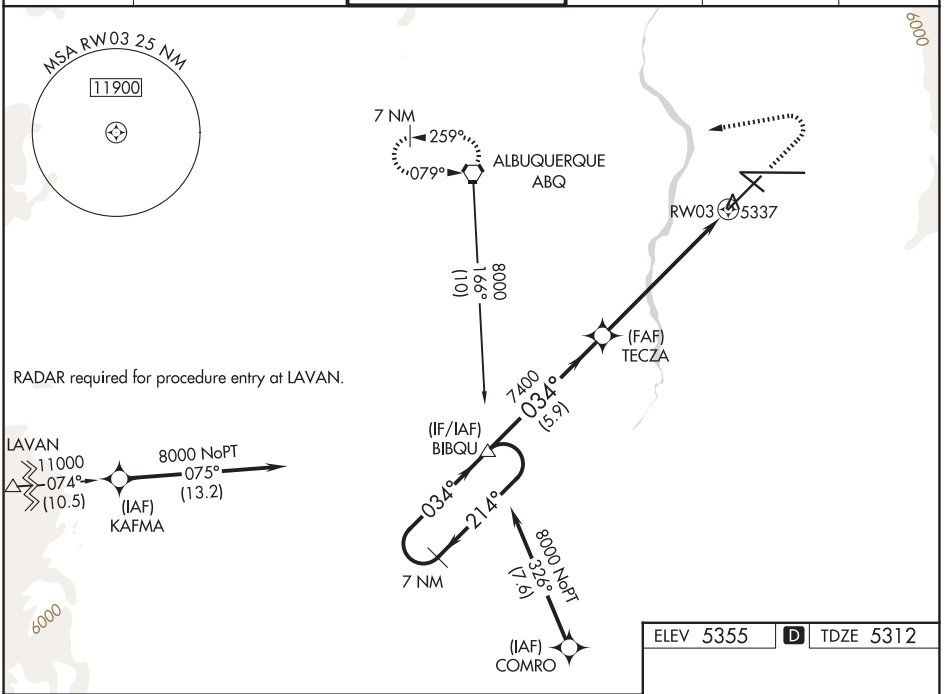
| WAAS CH 78137 W03A | APP CRS 034° | Rwy Ldg 10000 TDZE 5312 Apt Elev 5355 |
|---|---|---|

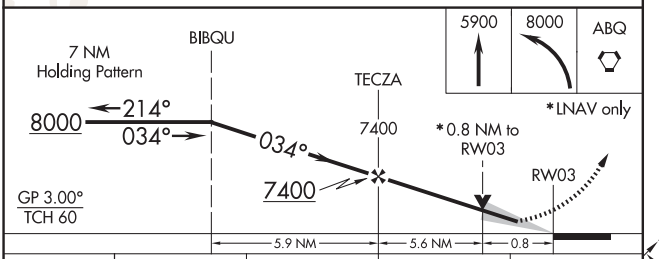
T A ASR — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 45°C (114°F).

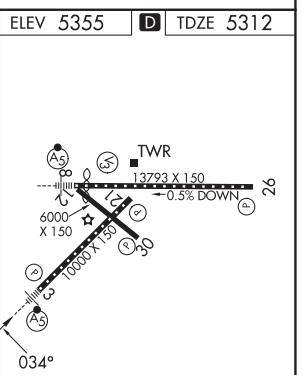
MALSR

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

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5512/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 5562/24 | | 250 (300-½) | |
| LNAV MDA | 5620/24 | | 308 (300-½) | |
| CIRCLING | 5840-1 485 (500-1) | 5920-1 565 (600-1) | 5940-1½ 585 (600-1½) | 6460-3 1105 (1200-3) |

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 8

## ALBUQUERQUE INTL SUNPORT (ABQ)

| APP CRS | Rwy Ldg | 12793 |
|---|---|---|
| 079° | TDZE | 5320 |
| | Apt Elev | 5355 |

T A ASR — DME/DME RNP-0.3 NA. — MALSR — MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.

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

Procedure NA for arrivals on ABQ VORTAC airway radials 216 CW 332.

LORAT — 9000 105° (14.2)

ACOMA — 9000 054° (21.8)

6000

6000

6 NM 259° 079°

(IAF) HEGMA

9000 NoPT 074° (5.2)

(IF/IAF) JILUG

8000 079° (6.3)

9000 to JILUG 260° (4.8)

ALBUQUERQUE ABQ

5882

(FAF) COBKA

5730

5450

RW08

EPOCE 2.3 NM to RW08

MSA RW08 25 NM

11900

ELEV 5355 D TDZE 5320

6 NM Holding Pattern

JILUG

COBKA

EPOCE 2.3 NM to RW08

9000 259° 079°

079°

3.00° TCH 54

8000

6100

1.2 NM to RW08

RW08

9000 JILUG

6.3 NM 6 NM 1.1 1.2

079°

TWR

13793 X 150

0.5% DOWN

6000 X 150

10300 X 150

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5740/24 | 420 (400-½) | 5740/40 | 420 (400-¾) |
| CIRCLING | 5840-1 485 (500-1) | 5920-1 565 (600-1) | 5940-1½ 585 (600-1½) | 6460-3 1105 (1200-3) |

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



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC ABQ | APP CRS | Rwy Ldg | 12793 |
|---|---|---|---|
| 113.2 | 077° | TDZE | 5320 |
| Chan 79 | | Apt Elev | 5355 |

# VOR RWY 8

## ALBUQUERQUE INTL SUNPORT (ABQ)

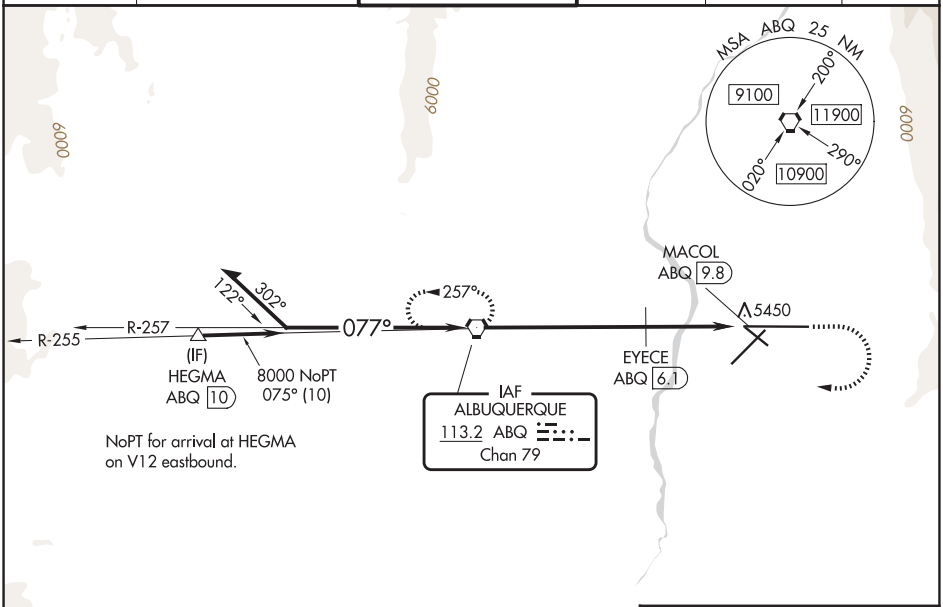
EYECE FIX MINIMUMS: For inop ALS, increase S-8 Cat C/D/E visibility to RVR 5500.
For inop ALS, increase S-8 Cat E visibility to 3 SM.
Circling Cat E NA southeast of Rwy 3-21 and northeast of Rwy 12-30.

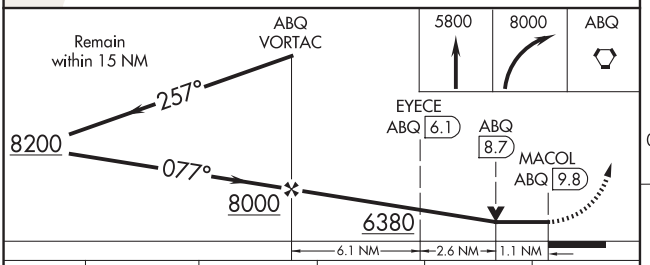
ASR

MALSR

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

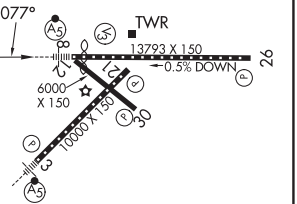
| D-ATIS | ALBUQUERQUE APP CON | ALBUQUERQUE TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 118.0 257.7 | 123.9 354.1 | 120.3 351.9 | 121.9 348.6 | 119.2 259.3 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-8 | 6380/40 1060 (1100-¾) | 6380/55 1060 (1100-1) | 6380-2½ 1060 (1100-2½) | | |
| CIRCLING | 6380-1¼ 1025 (1100-1¼) | 6380-1½ 1025 (1100-1½) | 6380-3 1025 (1100-3) | 6460-3 1105 (1200-3) | 7460-3 2105 (2200-3) |
| EYECE FIX MINIMUMS | | | | | |
| S-8 | 5700/24 380 (400-½) | | 5700/40 380 (400-¾) | | |
| CIRCLING | 5840-1 485 (500-1) | 5920-1 565 (600-1) | 5940-1½ 585 (600-1½) | 6460-3 1105 (1200-3) | 7460-3 2105 (2200-3) |

ELEV 5355 D TDZE 5320




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

FAF to MAP 9.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:48 | 6:32 | 4:54 | 3:55 | 3:16 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25219

# AIRPORT DIAGRAM

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO




AIRPORT DIAGRAM

25219

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)



SW-1, 07 AUG 2025 to 02 OCT 2025

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D-ATIS 118.0 257.7
CLNC DEL 119.2 259.3
CPDLC
GND CON 121.9 348.6
ALBUQUERQUE TOWER 120.3 351.9
ALBUQUERQUE DEP CON 127.4 253.5

N

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then direct ASTAH, cross ASTAH at or below 9000, then on depicted route to ADYOS. Thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct ABQ VORTAC, then on track 262° to ADYOS. Thence. . . .

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

GALLUP TRANSITION (ADYOS3.GUP)

ZUNI TRANSITION (ADYOS3.ZUN)

**TOP ALTITUDE: FL200**

NOTE: Chart not to scale.

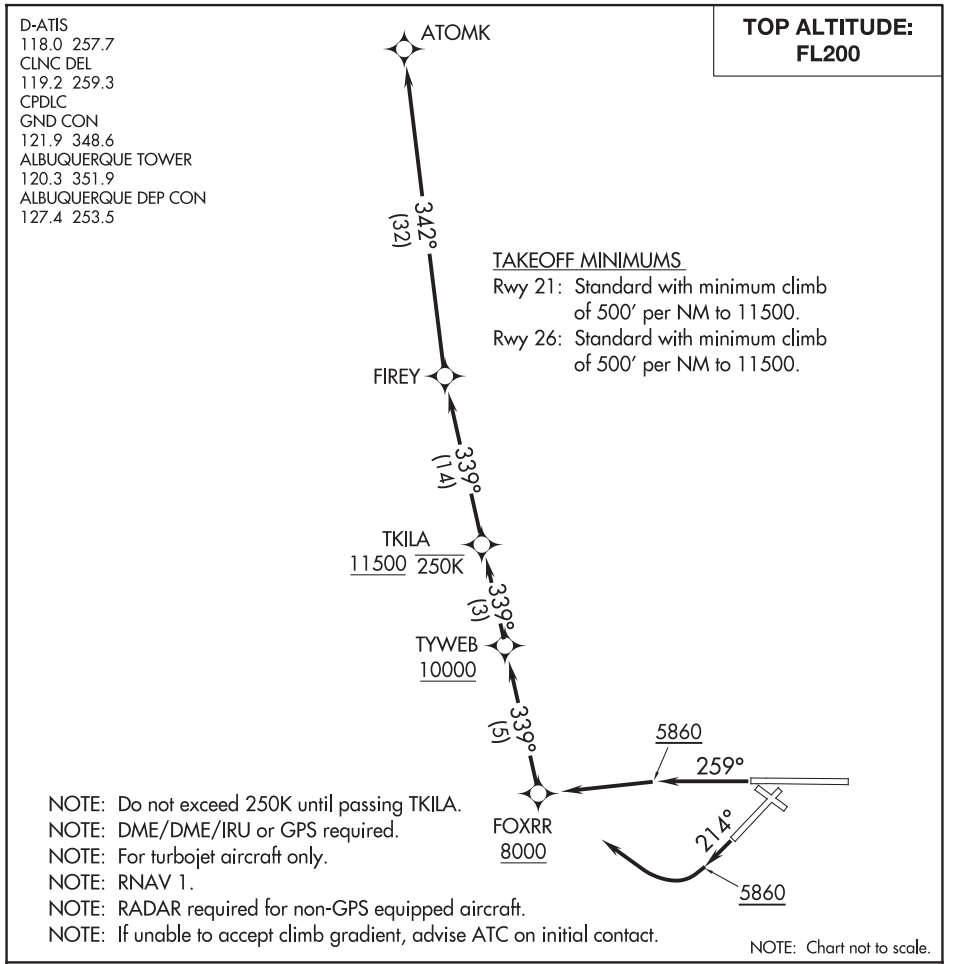



NOTE: Takeoff Runway 21, Do not exceed 210K until passing 5860.
NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft on: GUP Transition: ABQ and ONM DME's must be operational.
NOTE: For non-GPS equipped aircraft on: ZUN Transition: ABQ and ONM DME's must be operational.

TAKEOFF MINIMUMS
Rwy 21/26: Standard with minimum climb of 500' per NM to 5860.

SW-1, 07 AUG 2025 to 02 OCT 2025

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
123.9 354.1
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.
DURANGO
116.55 DRO
Chan 112 (Y)
ALAMOSA
113.9 ALS
Chan 86
TAOS
115.8 TAS
Chan 105
FORT UNION
117.3 FTI
Chan 120
TUCUMCARI
113.6 TCC
Chan 83
TEXICO
112.2 TXO
Chan 59
RATTLESNAKE
115.3 RSK
Chan 100
ALBUQUERQUE
113.2 ABQ
Chan 79
SOCORRO
116.8 ONM
Chan 115
CORONA
115.5 CNX
Chan 102
GALLUP
115.1 GUP
Chan 98
ZUNI
113.4 ZUN
Chan 81
ST JOHNS
112.3 SJN
Chan 70
257°
077°
R-257
N
NOTE: Chart not to scale.
TAKEOFF MINIMUMS
Rwys 3, 12, 21, 26, 30: Standard
Rwy 8: Standard with a minimum climb of 470' per NM to 7600.
DEPARTURE ROUTE DESCIPTION
All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 5 minutes after departure.
LOST COMMUNICATIONS: If no transmissions are received for 1 minute after departure and a climb to 14000 feet or higher has not been issued, proceed direct ABQ VORTAC, climb in holding pattern to 14000, then proceed via assigned fix/route.
If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned route.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then right turn direct FOXRR, cross FOXRR at or above 8000, then on track 339° to TYWEB, cross TYWEB at or above 10000, then on track 339° to TKILA, cross TKILA at or above 11500, then on depicted route to ATOMK, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct FOXRR, cross FOXRR at or above 8000, then on track 339° to TYWEB, cross TYWEB at or above 10000, then on track 339° to TKILA, cross TKILA at or above 11500, then on depicted route to ATOMK, thence . . . .

. . . . Maintain FL200. Expect filed altitude 10 minutes after departure.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# BOSQE THREE DEPARTURE (RNAV)

(BOSQE3.BOSQE) 25JUN15

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

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

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 21: Climb heading 214° to 5860, then climb direct JETOK, cross JETOK at or below 9000, then on track 203° to cross BOSQE at or above 10000, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then climbing left turn direct JETOK, cross JETOK at or below 9000, then on track 203°, cross BOSQE at or above 10000, thence. . . .

. . . . (transition). Maintain FL200. Expect filed altitude 10 minutes after departure.

LAMSE TRANSITION (BOSQE3.LAMSE)

SAINT JOHNS TRANSITION (BOSQE3.SJN)

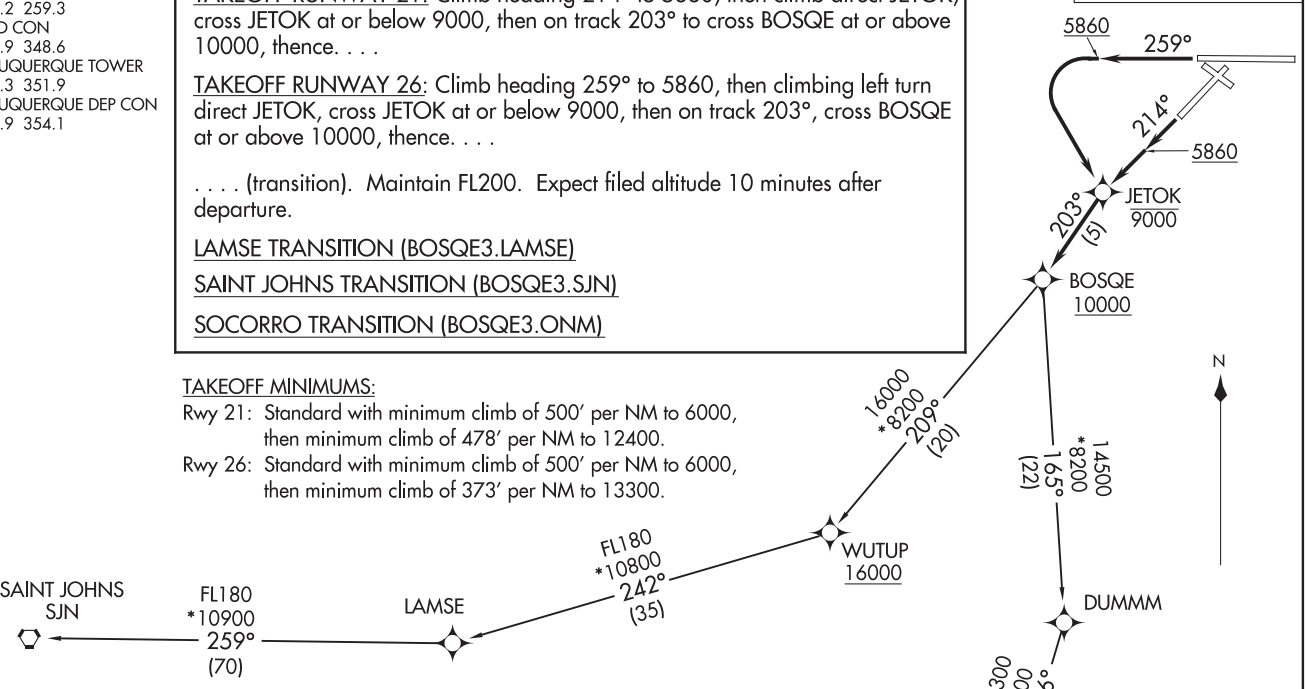
SOCORRO TRANSITION (BOSQE3.ONM)

TOP ALTITUDE: FL200

TAKEOFF MINIMUMS:

Rwy 21: Standard with minimum climb of 500' per NM to 6000, then minimum climb of 478' per NM to 12400.

Rwy 26: Standard with minimum climb of 500' per NM to 6000, then minimum climb of 373' per NM to 13300.




NOTE: DME/DME/IRU or GPS required.
NOTE: For turbojet aircraft only.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft on: ONM Transition: ONM, ABQ and CNX DME's must be operational.
NOTE: For non-GPS equipped aircraft on: SJN Transition: ONM and ABQ DME's must be operational.

NOTE: Chart not to scale.

(BOSQE3.BOSQE) 21336

BOSQE THREE DEPARTURE (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

## 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)

(FYSTA3.FYSTA) 21336

# FYSTA THREE DEPARTURE (RNAV)

AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

D-ATIS 118.0 257.7
CLNC DEL 119.2 259.3
GND CON 121.9 348.6
ALBUQUERQUE TOWER 120.3 351.9
ALBUQUERQUE DEP CON 127.4 253.5
TAKEOFF MINIMUMS
Rwy 3: Standard.
Rwy 8: Standard with minimum climb of 500' per NM to 8700.
TOP ALTITUDE: FL200
ROWHO
GRZZZ 13000
DNIDE
FLAVA
JLPNO
POPRR
5860
034°
079°
5860
TYILR 5900 210K
357° (5)
*13000 040° (6)
14000 *10700 075° (55)
14000 *12600 063° (68)
14000 *9800 075° (25)
N
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.
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)
SW-1, 07 AUG 2025 to 02 OCT 2025

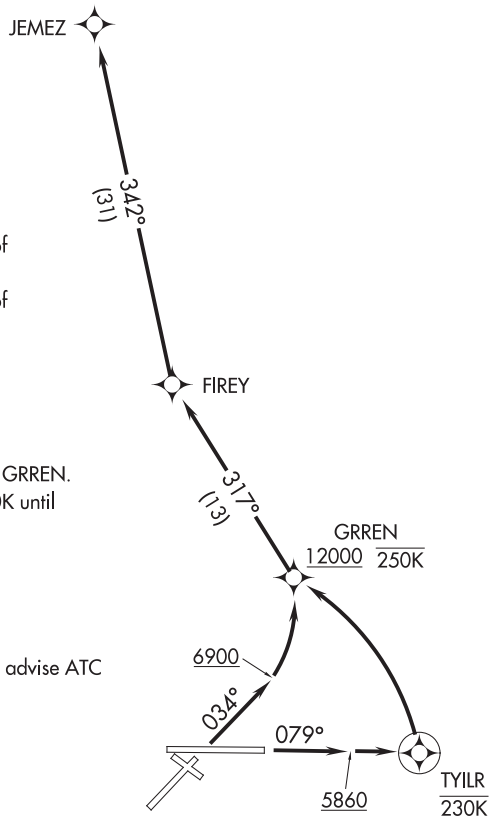
(JEMEZ3.JEMEZ) 21336

# JEMEZ THREE DEPARTURE (RNAV) AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

**TOP ALTITUDE: FL200**

D-ATIS
118.0 257.7
CLNC DEL
119.2 259.3
CPDLC
GND CON
121.9 348.6
ALBUQUERQUE TOWER
120.3 351.9
ALBUQUERQUE DEP CON
127.4 253.5




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

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

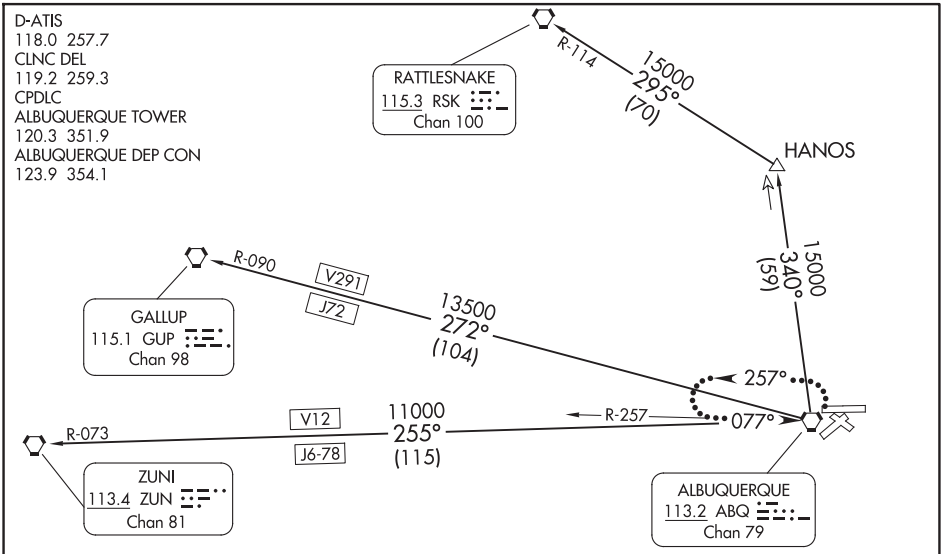
TAKEOFF RUNWAY 3: Climb heading 034° to 6900, then left turn direct GRREN, cross GRREN at or above 12000, then on depicted route to JEMEZ, thence . . . .

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

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025




TAKEOFF MINIMUMS
Rwys 3, 12, 21, 26, 30: Standard
Rwy 8: Standard with a minimum climb of 470' per NM to 7600.

NOTE: Departing Rwy 8, do not exceed 240K until established on assigned heading.
NOTE: RADAR required.
NOTE: DME required for RATTLESNAKE TRANSITION.
NOTE: Caution: Mountainous terrain all quadrants.
NOTE: Caution: Hang glider activity in vicinity of mountains.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

All aircraft climb on assigned heading for RADAR vectors to filed/assigned route. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS
If no transmissions are received for 1 minute after departure and a climb to 14000 feet or higher has not been issued, proceed direct ABQ VORTAC, climb in holding pattern to 14000, then proceed via assigned fix/route. If cleared above 14000 feet, climb on assigned heading to 14000 feet, then proceed via assigned route.

GALLUP TRANSITION (LARGO3.GUP): From over ABQ VORTAC on ABQ R-272 and GUP R-090 to GUP VORTAC.
RATTLESNAKE TRANSITION (LARGO3.RSK): From over ABQ VORTAC on ABQ R-340 to HANOS, then on RSK R-114 to RSK VORTAC.
ZUNI TRANSITION (LARGO3.ZUN): From over ABQ VORTAC on ABQ R-255 and ZUN R-073 to ZUN VORTAC.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(MNZNO3.MNZNO) 21336

# MNZNO THREE DEPARTURE (RNAV) AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO






MNZNO THREE DEPARTURE (RNAV)
(MNZNO3.MNZNO) 25JUN15
ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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)

# RDRNR THREE DEPARTURE (RNAV)

(RDRNR3.RDRNR) 25JUN15

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

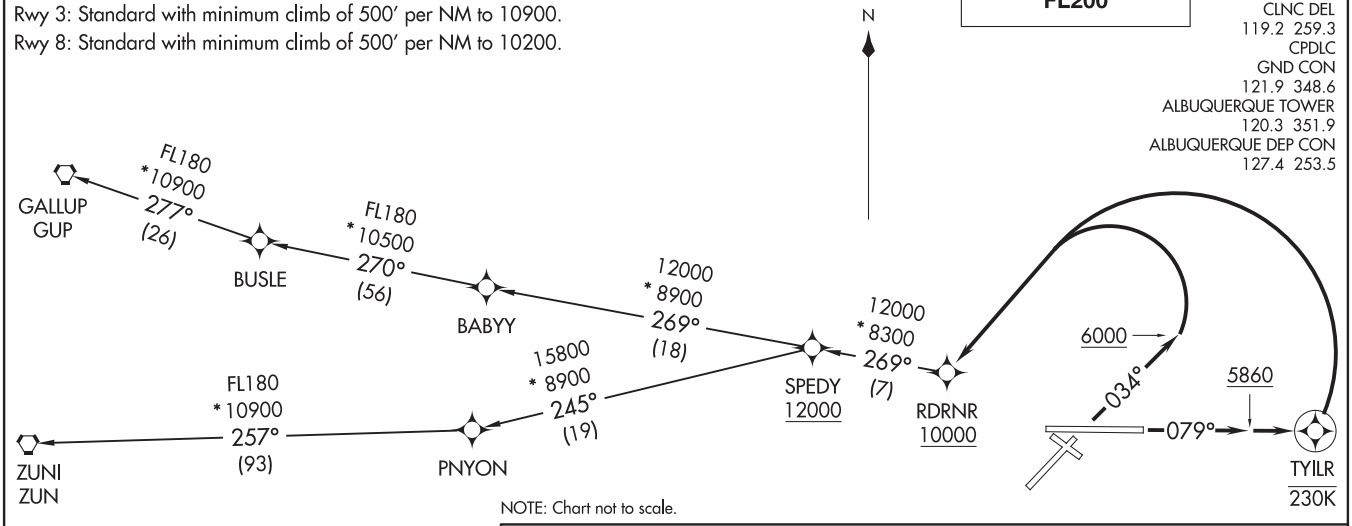
TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500′ per NM to 10900.

Rwy 8: Standard with minimum climb of 500′ per NM to 10200.

**TOP ALTITUDE: FL200**

D-ATIS 118.0 257.7
CLNC DEL 119.2 259.3
CPDLC
GND CON 121.9 348.6
ALBUQUERQUE TOWER 120.3 351.9
ALBUQUERQUE DEP CON 127.4 253.5




NOTE: Chart not to scale.

NOTE: Rwy 8, do not exceed 230K until passing TYILR.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: If unable to accept climb gradient, advise ATC on initial contact.
NOTE: For non-GPS equipped aircraft, ABQ and ONM DME's must be operational.

## DEPARTURE ROUTE DESCRIPTION

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

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

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

GALLUP TRANSITION (RDRNR3.GUP)

ZUNI TRANSITION (RDRNR3.ZUN)

(RDRNR3.RDRNR) 21336

RDRNR THREE DEPARTURE (RNAV) AL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)

ALBUQUERQUE, NEW MEXICO

| LOC I-AEG | APP CRS | Rwy Idg | 7398 |
|---|---|---|---|
| 110.1 | 215° | TDZE | 5817 |
| | | Apt Elev | 5837 |

# ILS or LOC RWY 22
## DOUBLE EAGLE II (AEG)

T A NA — When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase all DA 94 feet, increase all MDA 100 feet, and increase visibility S-LOC 22 Cats C/D ¼ mile, Circling Cats C/D ½ mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase visibility S-ILS 22 all Cats ⅜ mile.

MALSR

MISSED 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) L | 121.625 | 124.8 (When twr closed) |

ADF REQUIRED

AWASH

LOCALIZER 110.1 I-AEG

035° 1 min 215°

035°

215°

(CFVLF)

LOM/IAF DUDLE 351 AE

5987

5886±

7960

8000 9000 7000

A10897

7610

7988

ALTERNATE MISSED APCH FIX AWASH 136° 316° 110.6 SAF R-238 Chan 43 113.2 ABQ R-316 Chan 79

7900 013° (11.5)

MSA AE 25 NM 180° 360° 8100 11900

ALBUQUERQUE 113.2 ABQ Chan 79

ELEV 5837 TDZE 5817

215°

TWR 5922

17 35

0.4% UP

7398 X 100

5983 X 100

REIL Rwys 17 and 35 L

MIRL Rwys 4-22 and 17-35 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

6500 7700 AE

AE LOM 7629

One Minute Holding Pattern

035° 7700

215°

215° 7700

GS 3.00° TCH 55

5.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 6017-½ 200 (200-½) | | | |
| S-LOC 22 | 6140-½ 323 (400-½) | | | |
| C CIRCLING | 6400-1 563 (600-1) | | 6420-1½ 583 (600-1½) | 6640-2½ 803 (900-2½) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

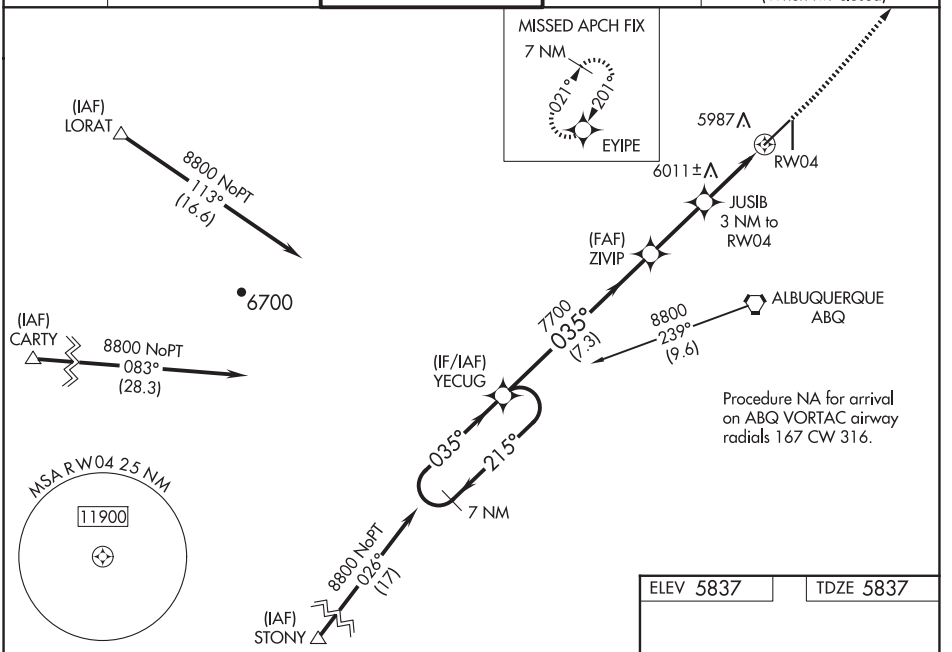
## DOUBLE EAGLE II (AEG)

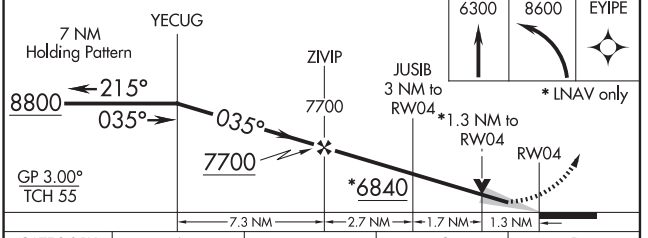
| WAAS | APP CRS | Rwy Idg | 7398 |
|---|---|---|---|
| CH 56339 | 035° | TDZE | 5837 |
| W04A | | Apt Elev | 5837 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6131 feet and LNAV/VNAV DA to 6384 feet, increase all MDA 100 feet, and increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ⅜ mile, LNAV visibility Cat C/D ¼ mile, and Circling visibility Cats C/D ½ mile. Baro-VNAV and VDP NA when using Albuquerque Intl Sunport altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114°F).

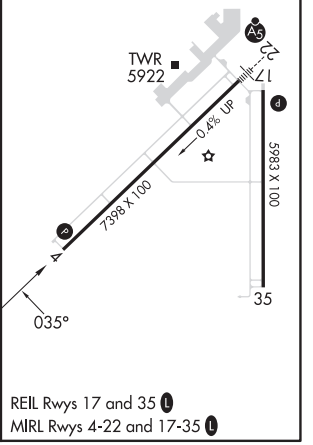
MISSED APPROACH: Climb to 6300 then climbing left turn to 8600 direct EYIPE and hold.

| ATIS | ALBUQUERQUE APP CON | DOUBLE EAGLE II TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.025 | 127.4 253.5 | 120.15 (CTAF) L | 121.625 | 124.8 (When twr closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6037-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 6290-1½ 453 (500-1½) | | | |
| LNAV MDA | 6300-1 463 (500-1) | | 6300-1⅜ 463 (500-1⅜) | |
| C CIRCLING | 6400-1 563 (600-1) | | 6420-1½ 583 (600-1½) | 6640-2½ 803 (900-2½) |




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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

## DOUBLE EAGLE II (AEG)

| WAAS | APP CRS | Rwy Idg | 7398 |
|---|---|---|---|
| CH 42539 | 215° | TDZE | 5817 |
| W22A | | Apt Elev | 5837 |

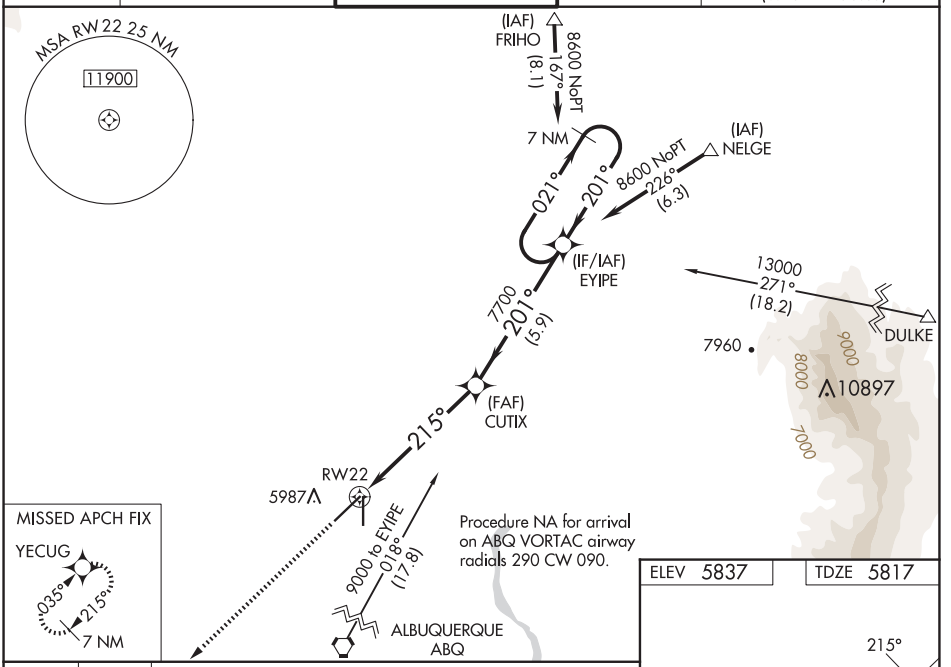
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114 °F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Sunport altimeter setting and increase LPV DA to 6111, LNAV-VNAV DA to 6234, increase all MDA 100 feet, and increase LNAV/VNAV visibility all Cats and LNAV Cat C/D visibility ⅜ mile and Circling Cat C/D visibility ½ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALSR when using Albuquerque Intl Sunport altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1⅜ mile.

A

MALSR

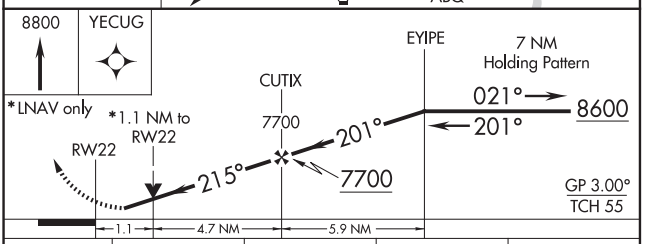
MISSED APPROACH: Climb to 8800 direct YECUG and hold.

| ATIS | ALBUQUERQUE APP CON | DOUBLE EAGLE II TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.025 | 127.4 253.5 | 120.15 (CTAF) L | 121.625 | 124.8 (When twr closed) |



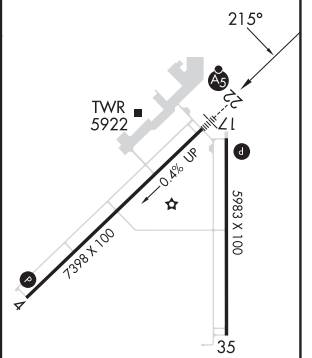

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6017-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 6140-⅝ 323 (400-⅝) | | | |
| LNAV MDA | 6200-½ 383 (400-½) | | 6200-⅝ 383 (400-⅝) | |
| C CIRCLING | 6400-1 563 (600-1) | | 6420-1½ 583 (600-1½) | 6640-2½ 803 (900-2½) |

ELEV 5837 TDZE 5817




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



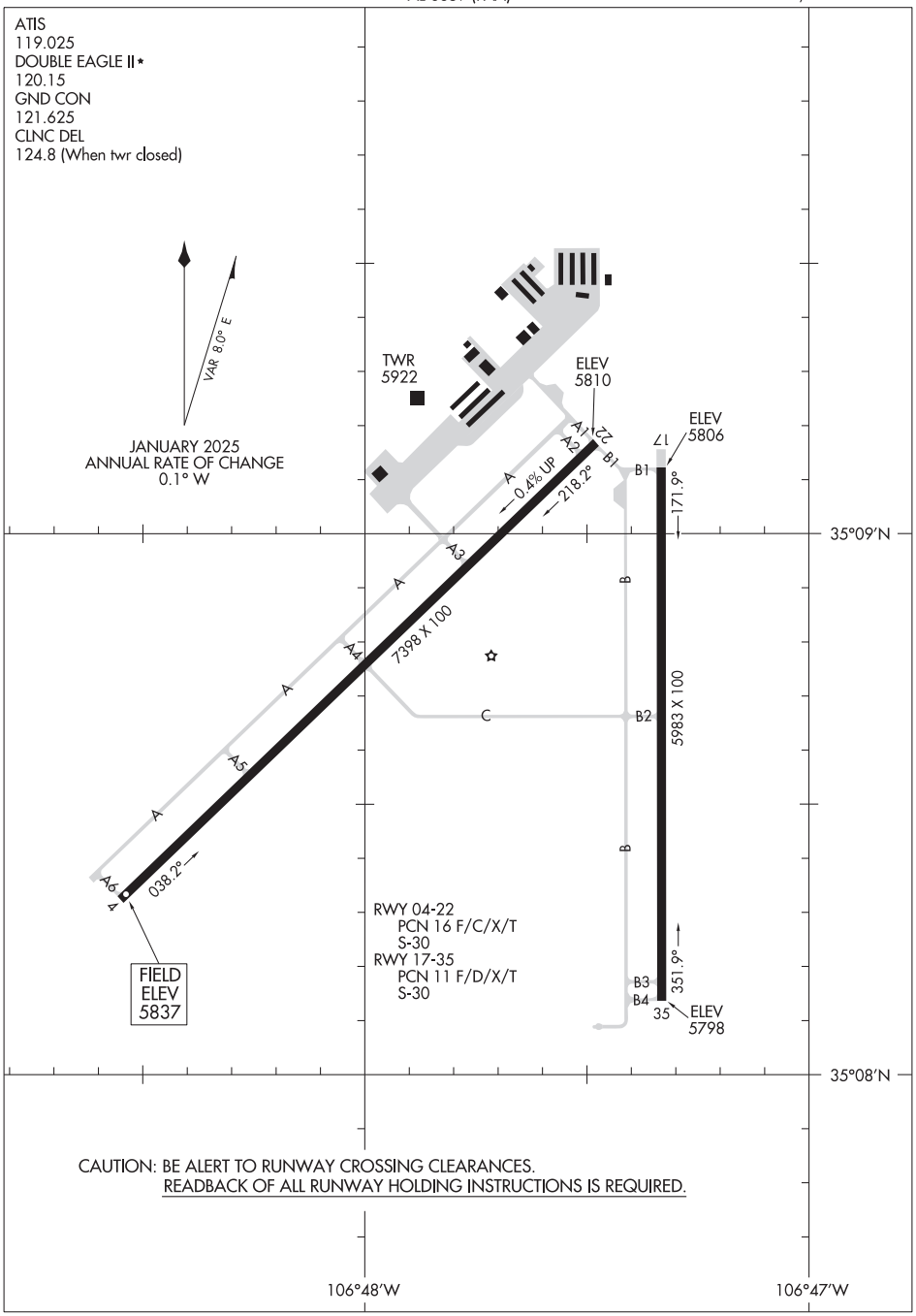
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

AL-6859 (FAA)

DOUBLE EAGLE II (AEG)
ALBUQUERQUE, NEW MEXICO




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

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

ALBUQUERQUE, NEW MEXICO
DOUBLE EAGLE II (AEG)

| APP CRS | Rwy Ldg | 8900 |
|---|---|---|
| 174° | TDZE | 8336 |
| | Apt Elev | 8380 |

# RNAV (GPS) RWY 17

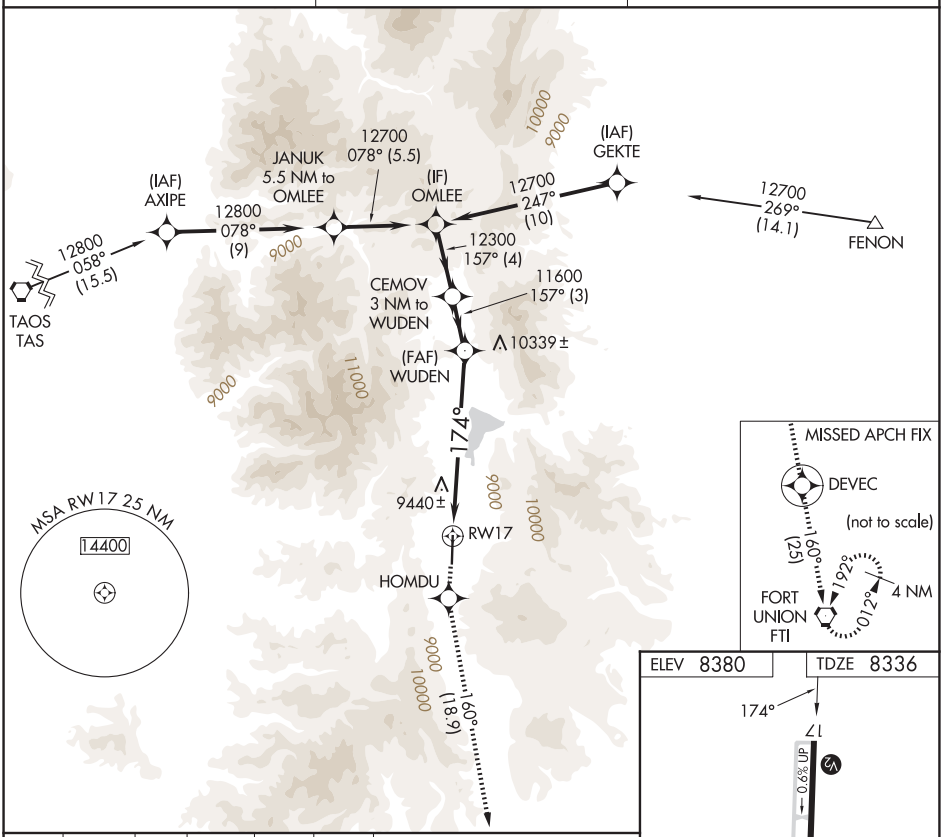
ANGEL FIRE (AXX)

T
NA
-29°C

If local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA.

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

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.025 | 132.8 346.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 9960-1¼ 1624 (1600-1¼) | 9960-1½ 1624 (1600-1½) | 9960-3 1624 (1600-3) | NA |
| CIRCLING | NA | | | |

REIL Rwys 17 and 35
MIRL Rwy 17-35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(ANEKE2.CELAV) 17229

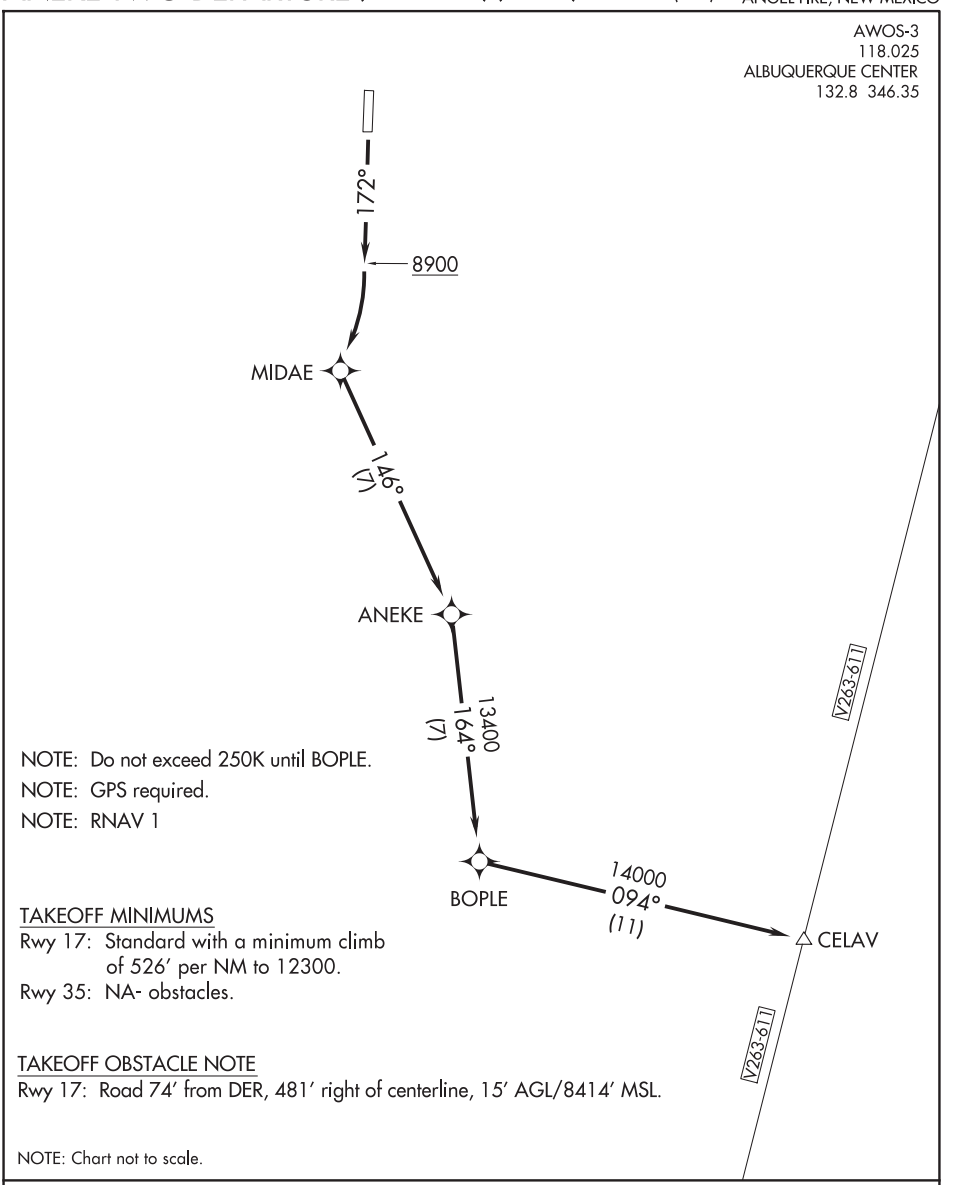
# ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9482 (FAA)

ANGEL FIRE (AXX)
ANGEL FIRE, NEW MEXICO



SW-1, 07 AUG 2025 to 02 OCT 2025




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.

ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

(ANEKE2.CELAV) 31JUL08

ANGEL FIRE, NEW MEXICO
ANGEL FIRE (AXX)

| WAAS | APP CRS | Rwy Idg | 6132 |
|---|---|---|---|
| CH 86535 | 126° | TDZE | 3534 |
| W13A | | Apt Elev | 3545 |

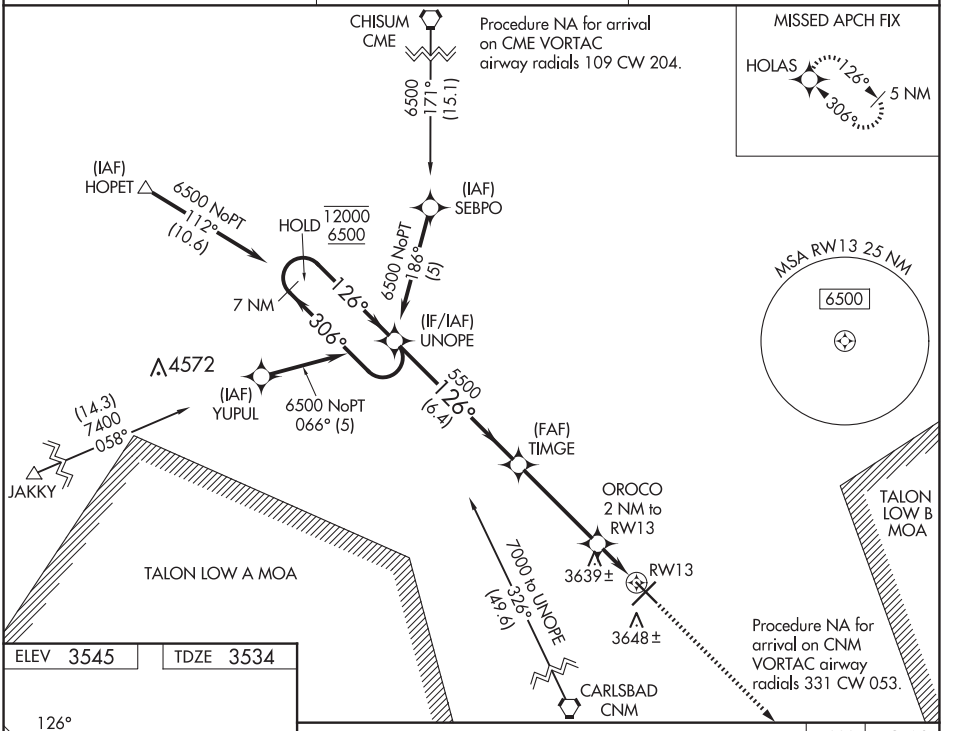
# RNAV (GPS) RWY 13
## ARTESIA MUNI (ATS)

RNP APCH - GPS.

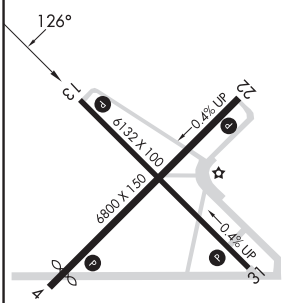
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct HOLAS and hold.

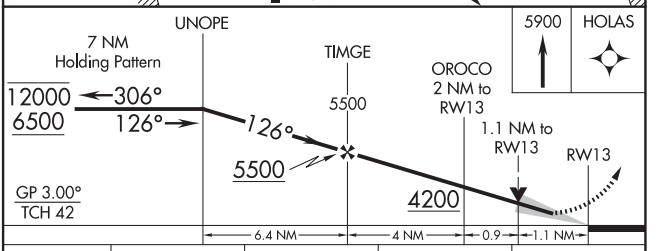
| AWOS-3 | ROSWELL APP CON ★ | UNICOM |
|---|---|---|
| 126.725 | 119.6 239.0 | 123.075 (CTAF) L |




ELEV 3545 TDZE 3534




MIRL Rwys 4-22 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3734-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 3784-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 3920-1 386 (400-1) | | 3920-1⅛ 386 (400-1⅛) | |
| C CIRCLING | 3980-1 435 (500-1) | 4000-1 455 (500-1) | 4040-1½ 495 (500-1½) | 4240-2¼ 695 (700-2¼) |




SW-1, 07 AUG 2025 to 02 OCT 2025

ARTESIA, NEW MEXICO | AL-5864 (FAA) | 24165

# RNAV (GPS) RWY 22

ARTESIA MUNI (ATS)

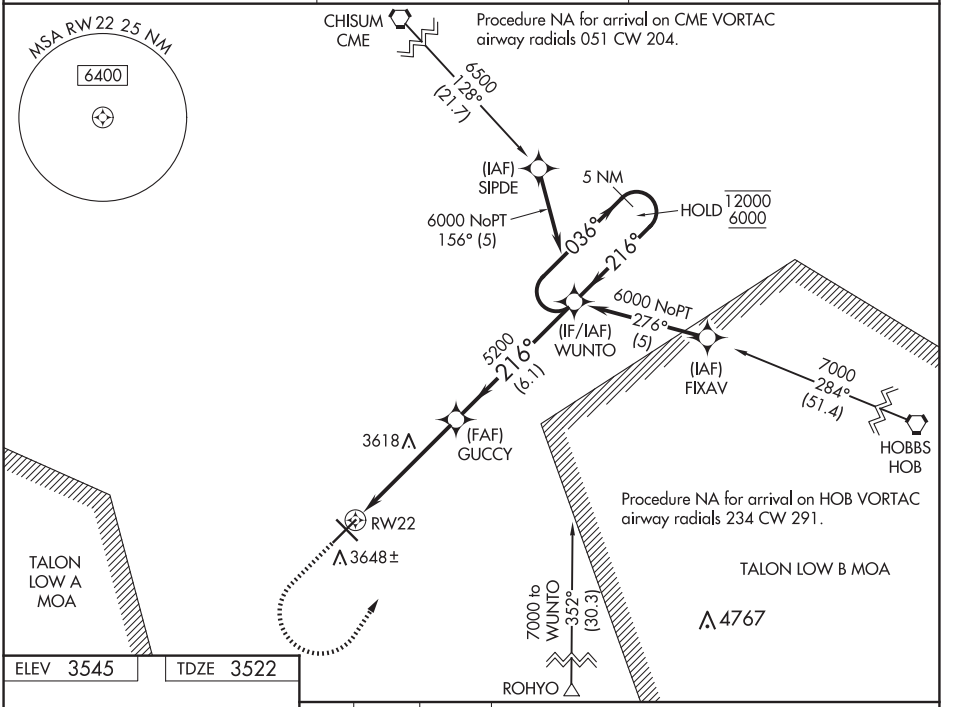
| WAAS | APP CRS | Rwy Idg | 6800 |
|---|---|---|---|
| CH 87035 | 216° | TDZE | 3522 |
| W22A | | Apt Elev | 3545 |

RNP APCH - GPS.

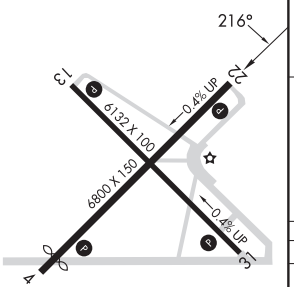
For uncompensated Baro-VNAV systems, procedure NA below -22°C or above 54°C.

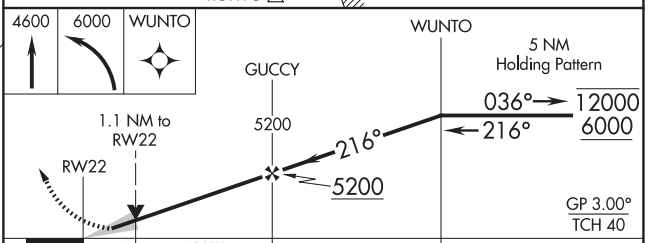
MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 direct WUNTO and hold.

| AWOS-3 | ROSWELL APP CON ★ | UNICOM |
|---|---|---|
| 126.725 | 119.6 239.0 | 123.075 (CTAF) L |




ELEV 3545 | TDZE 3522




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3772-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3772-1 250 (300-1) | | | |
| LNAV MDA | 3920-1 398 (400-1) | | 3920-1⅛ 398 (400-1⅛) | |
| C CIRCLING | 3980-1 435 (500-1) | 4000-1 455 (500-1) | 4040-1½ 495 (500-1½) | 4240-2¼ 695 (700-2¼) |

MIRL Rwys 4-22 and 13-31 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 82535 W31A | APP CRS 306° | Rwy Idg 6132 TDZE 3520 Apt Elev 3545 |
|---|---|---|

# RNAV (GPS) RWY 31

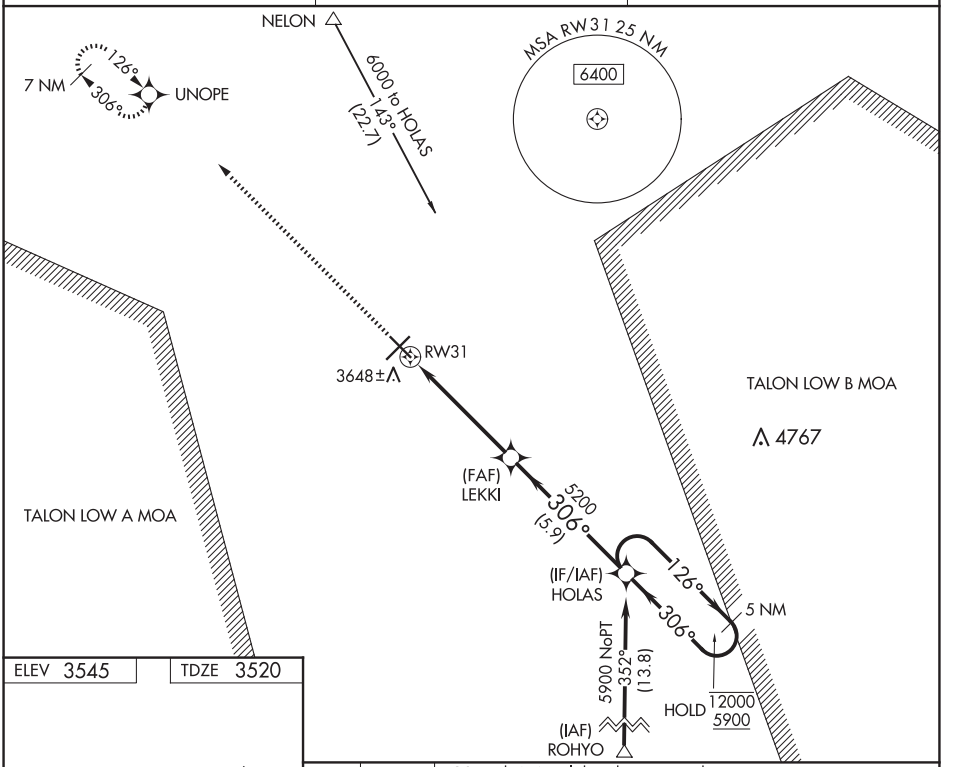
ARTESIA MUNI (ATS)

RNP APCH - GPS.

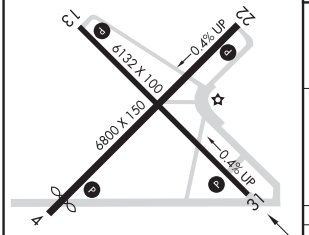
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 52°C.

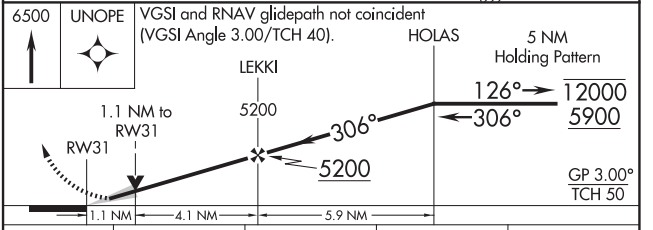
MISSED APPROACH: Climb to 6500 direct UNOPE and hold.

| AWOS-3 | ROSWELL APP CON ★ | UNICOM |
|---|---|---|
| 126.725 | 119.6 239.0 | 123.075 (CTAF) L |




ELEV 3545 TDZE 3520




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3720-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 3809-1 289 (300-1) | | | |
| LNAV MDA | 3880-1 360 (400-1) | | | |
| C CIRCLING | 3980-1 435 (500-1) | 4000-1 455 (500-1) | 4040-1½ 495 (500-1½) | 4240-2¼ 695 (700-2¼) |

MIRL Rwys 4-22 and 13-31 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

ASPEN, COLORADO | AL-5889 (FAA) | 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 166° | TDZE | N/A |
| | Apt Elev | 7838 |

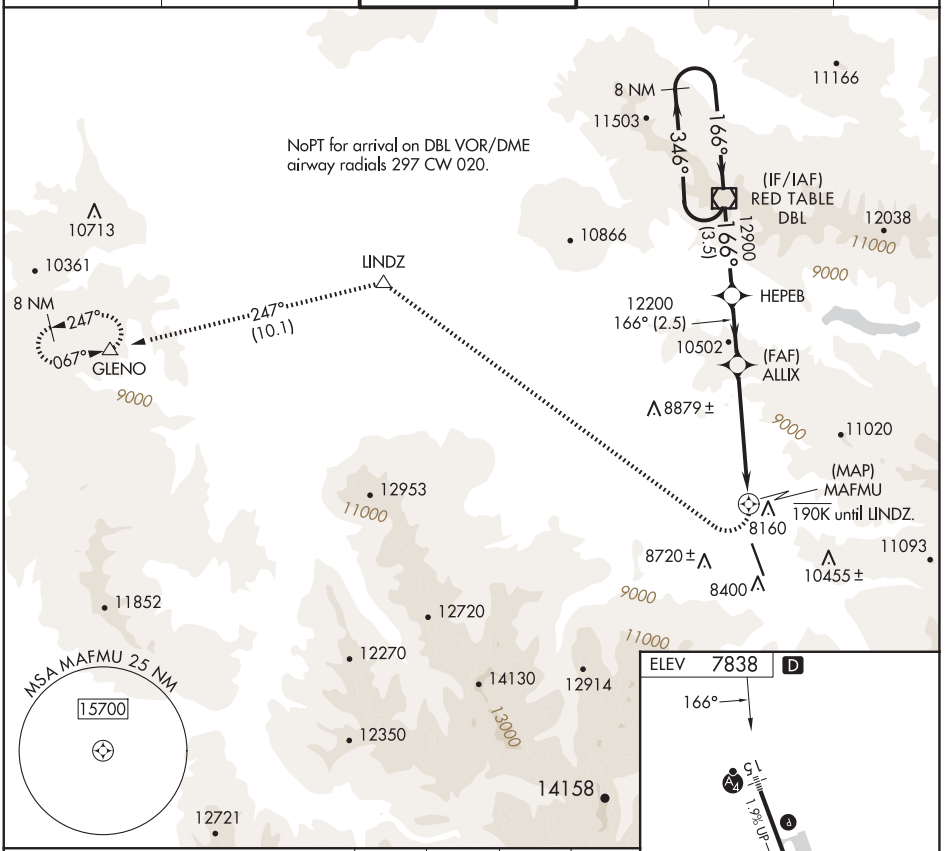
# RNAV (GPS)-F

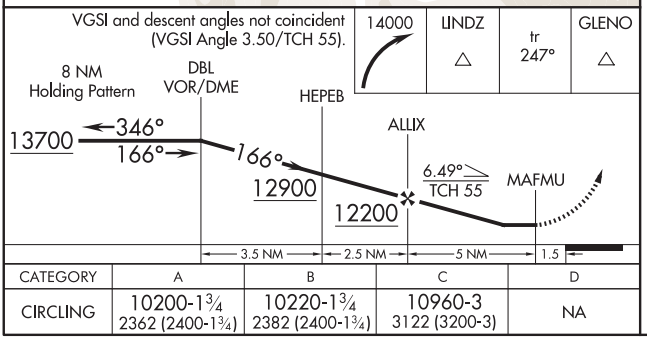
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

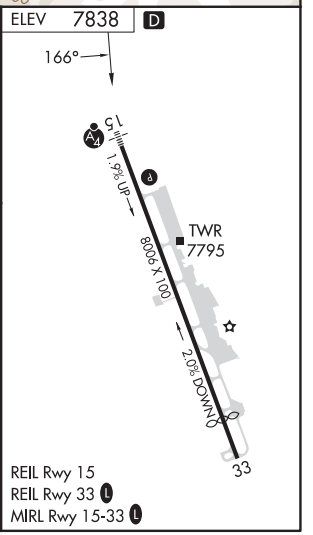
When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Procedure NA at night. Circling NA for Cat C southwest of Rwy 15-33.
-21°C

MISSED APPROACH: Climbing right turn to 14000 direct LINDZ and on track 247° to GLENO and hold.

| ATIS | ASPEN APP CON ★ | ASPEN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.4 | 123.8 288.3 | 118.85 (CTAF) L 288.3 | 121.9 | 123.75 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 10200-1¾<br>2362 (2400-1¾) | 10220-1¾<br>2382 (2400-1¾) | 10960-3<br>3122 (3200-3) | NA |

REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-ASE | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 111.15 | 151° | TDZE | N/A |
| Chan 48(Y) | | Apt Elev | 7838 |

# LOC/DME-E

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)

Procedure NA at night.
Circling NA for Cat C southwest of Rwy 15-33.
-21°C

MISSED APPROACH: Climbing right turn to 14000 on heading 300° and on I-PKN localizer NW course (303°) to LINDZ INT/DBL 12.6 DME and on DBL VOR/DME R-244 to GLENO INT/DBL 22.7 DME and hold.

| ATIS | ASPEN APP CON ★ | ASPEN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.4 | 123.8 288.3 | 118.85 (CTAF) L 288.3 | 121.9 | 123.75 | 122.95 |

DUAL VHF NAVIGATION RECEIVERS REQUIRED

MSA DBL 25 NM
200°
13100
060°
15700

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

(IAF) AJAXX I-ASE 19.1 DBL 6.6

IAF RED TABLE 113.0 DBL Chan 77

109.2 SXW Chan 29

331°

151°

13400 (6)

11503

11166

11000

R-196

(IF) JARGU INT I-ASE 13.1

13400 232° (3.4)

12038

115.2 EKR Chan 99

10713

LINDZ DBL 12.6

10866

R-232

151° (2.2)

12900

9000

10361

R-140

R-244

12300 (1.9)

KICER I-ASE 10.9

10502

11700 (1.9)

244°

064°

FIMSO I-ASE 9

9539±

303°

BACK COURSE

I-PKN back course outbound is normal sensing.

8879±

9339±

GLENO DBL 22.7

9000

DOYPE I-ASE 7.1

11020

CEYAG I-ASE 4

12953

11000

8160

8720±

8400

10455±

11093

LOCALIZER 111.15 I-ASE Chan 48(Y)

12720

9000

11000

12270

14130

12914

11670±

12350

13000

LOCALIZER 108.5 I-PKN

14158

ELEV 7838 D

151°

5

1.9% UP

TWR 7795

8006 X 100

2.0% DOWN

33

REIL Rwy 15
REIL Rwy 33 L
MIRL Rwy 15-33 L

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

| 14000 hdg 300° | I-PKN NW crs (303°) | LINDZ △ | DBL R-244 | GLENO △ |
|---|---|---|---|---|

JARGU INT I-ASE 13.1 — KICER I-ASE 10.9 — FIMSO I-ASE 9 — DOYPE I-ASE 7.1 — CEYAG I-ASE 4

13400 — 151° — 12900 — 12300 — 11700 — 6.59° TCH 55

2.2 NM — 1.9 NM — 1.9 NM — 3.1 NM — 2.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9840-3 2002 (2100-3) | 10220-3 2382 (2400-3) | 10960-3 3122 (3200-3) | NA |

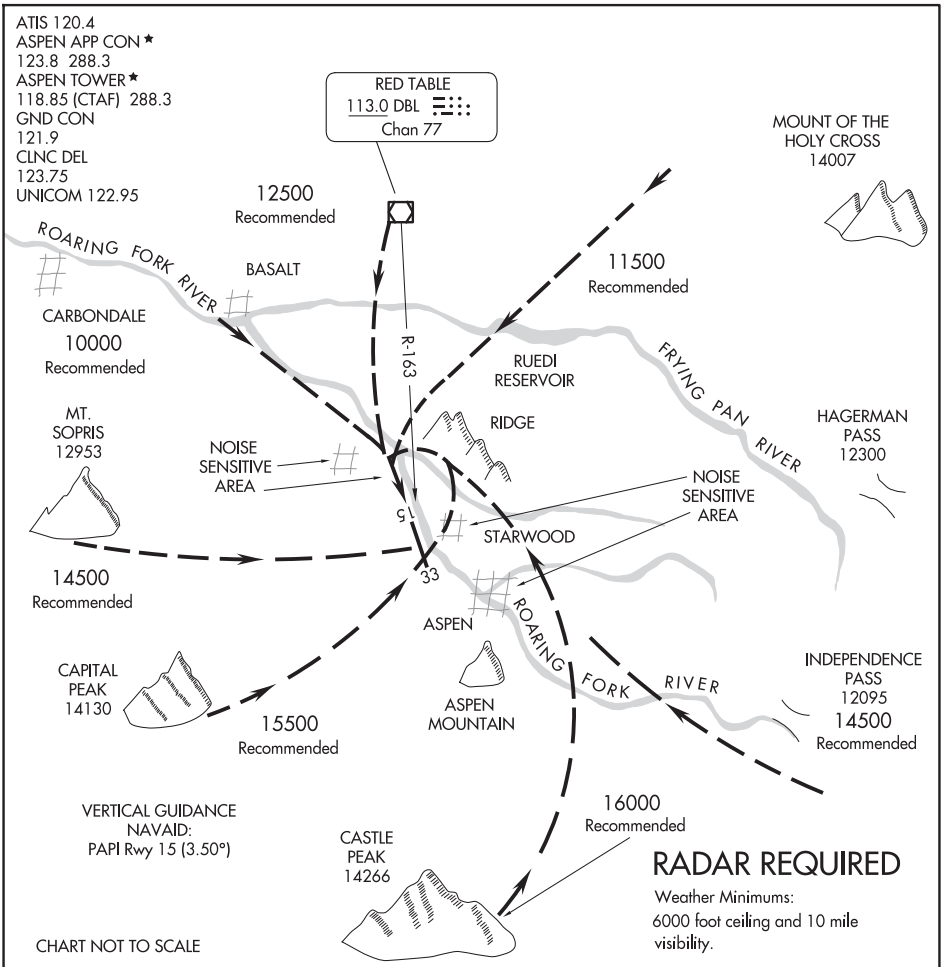


SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

24277 AL-5889 (FAA)

# ROARING FORK VISUAL RWY 15

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
ASPEN, COLORADO

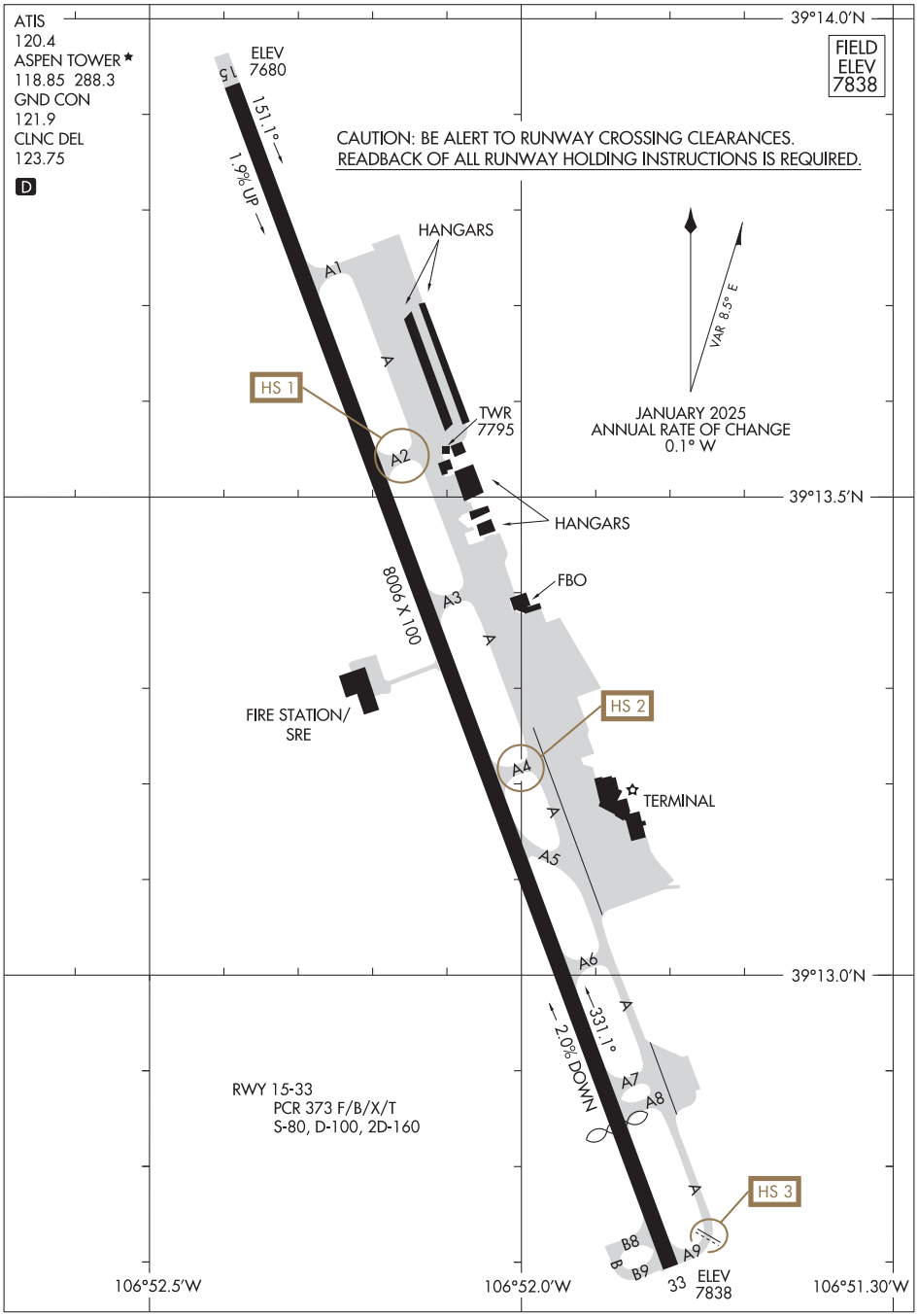



## ROARING FORK VISUAL RWY 15

Procedure not authorized at night.
When visual approaches to Runway 15 are in progress, clearances will be given utilizing in part the following phraseology:
"(IDENT) cleared for a ROARING FORK VISUAL Approach to Runway 15."



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025



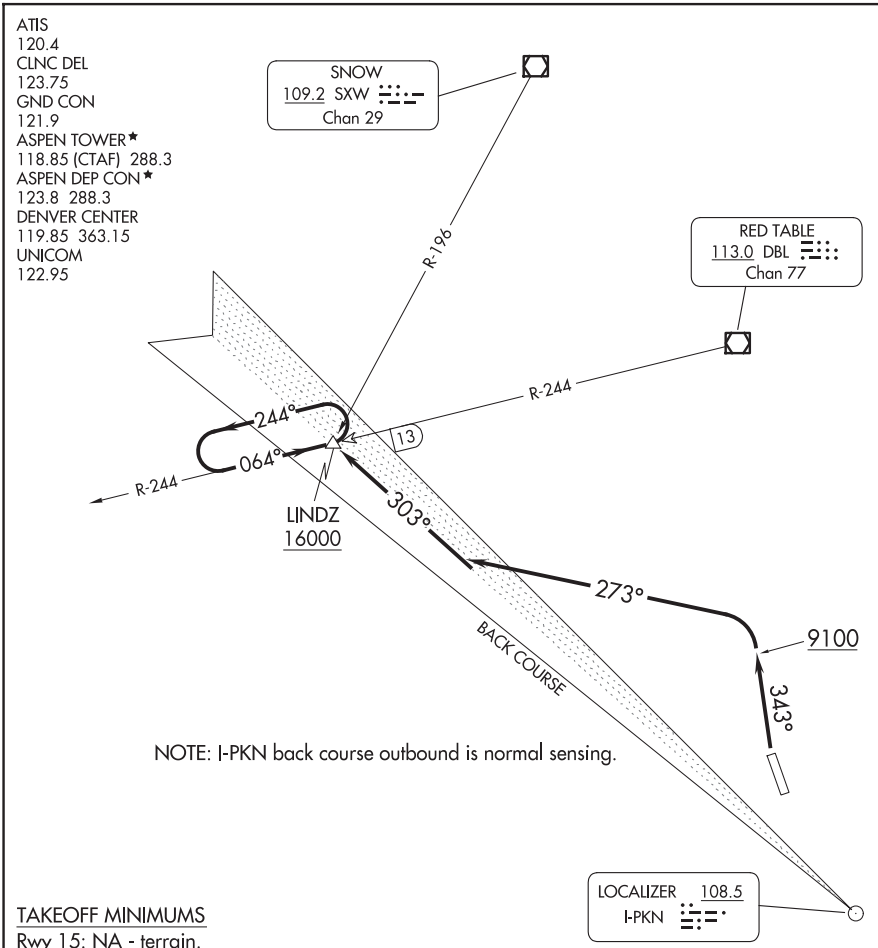



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(SARDD3.LINDZ) 24081

# SARDD THREE DEPARTURE (OBSTACLE)

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
AL-5889 (FAA)
ASPEN, COLORADO




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.

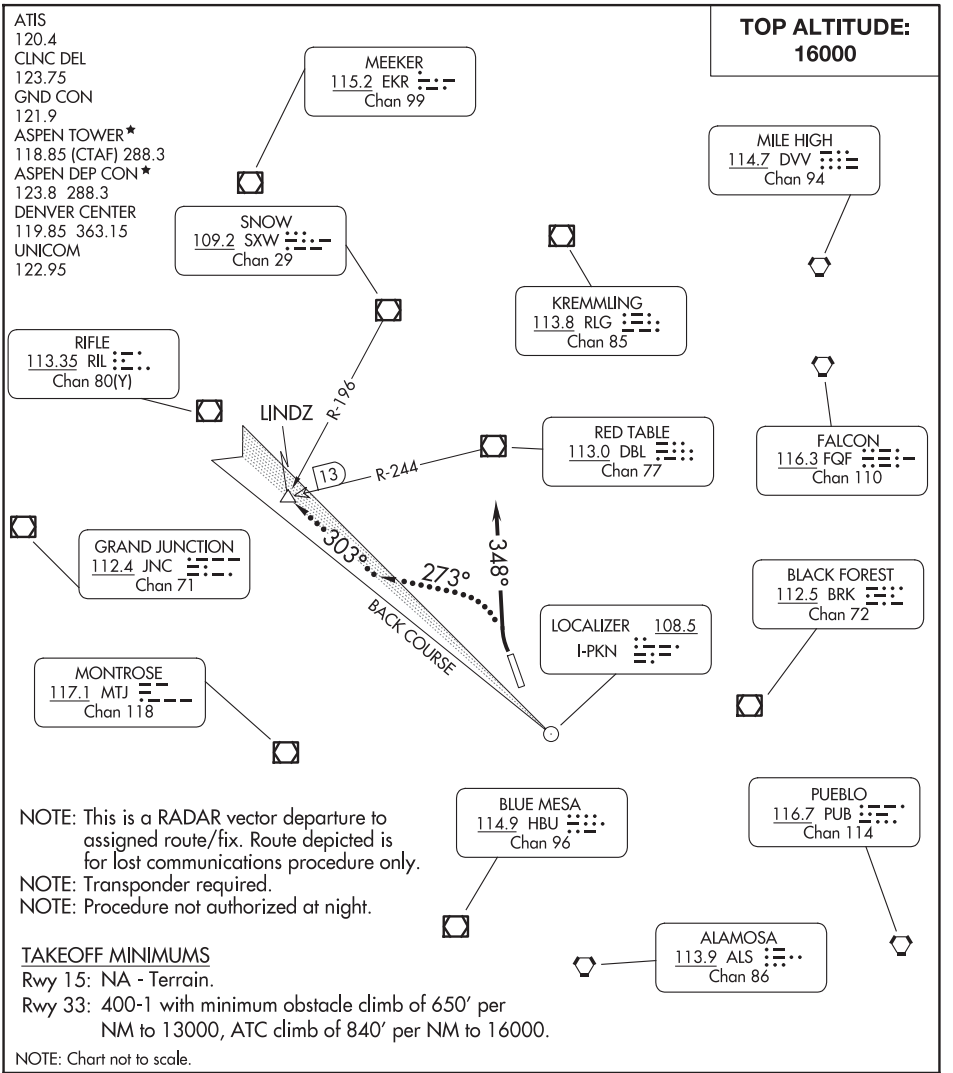
NOTE: Chart not to scale.

## 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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025




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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(LINDZ1.LINDZ) 24137

# LINDZ ONE DEPARTURE

ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
ASPEN, COLORADO

AL-5889 (FAA)




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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.


SW-1, 07 AUG 2025 to 02 OCT 2025

(PITKN5.GLENO) 24137

# PITKN FIVE DEPARTURE (RNAV)

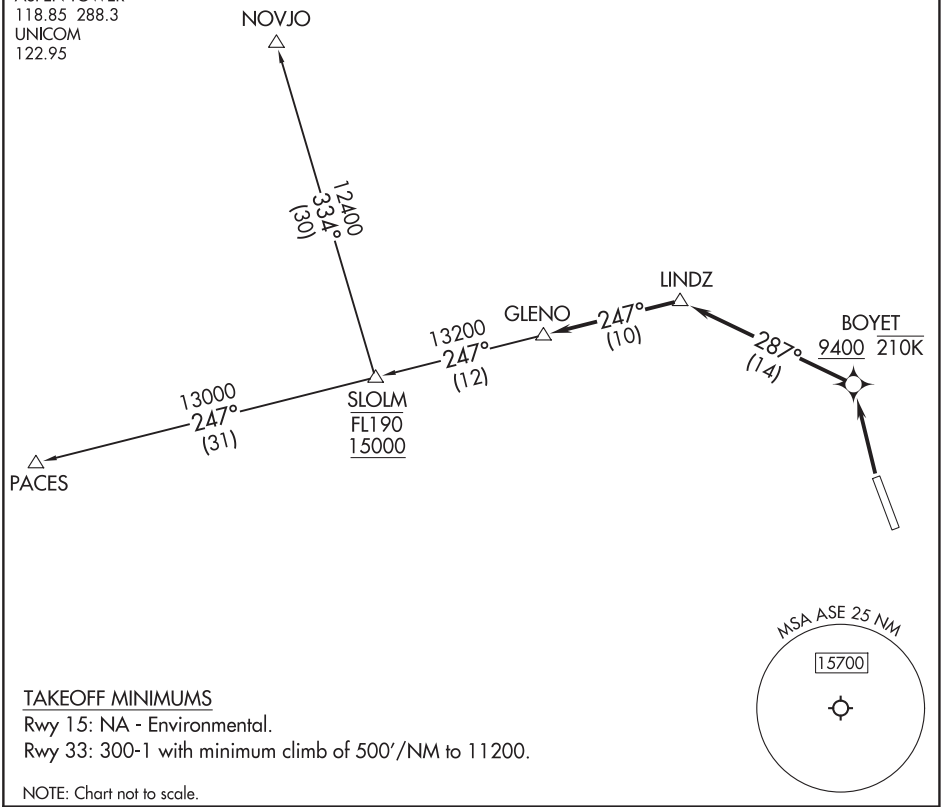
ASPEN-PITKIN COUNTY/SARDY FLD (ASE)
AL-5889 (FAA)
ASPEN, COLORADO



ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
119.85 363.15
ATIS
120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER ★
118.85 288.3
UNICOM
122.95

RNAV 1 - GPS.

**TOP ALTITUDE: 16000**







TAKEOFF MINIMUMS
Rwy 15: NA - Environmental.
Rwy 33: 300-1 with minimum climb of 500'/NM to 11200.

NOTE: Chart not to scale.

## 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)

# RNAV (GPS) RWY 21

BELEN RGNL (BRG)

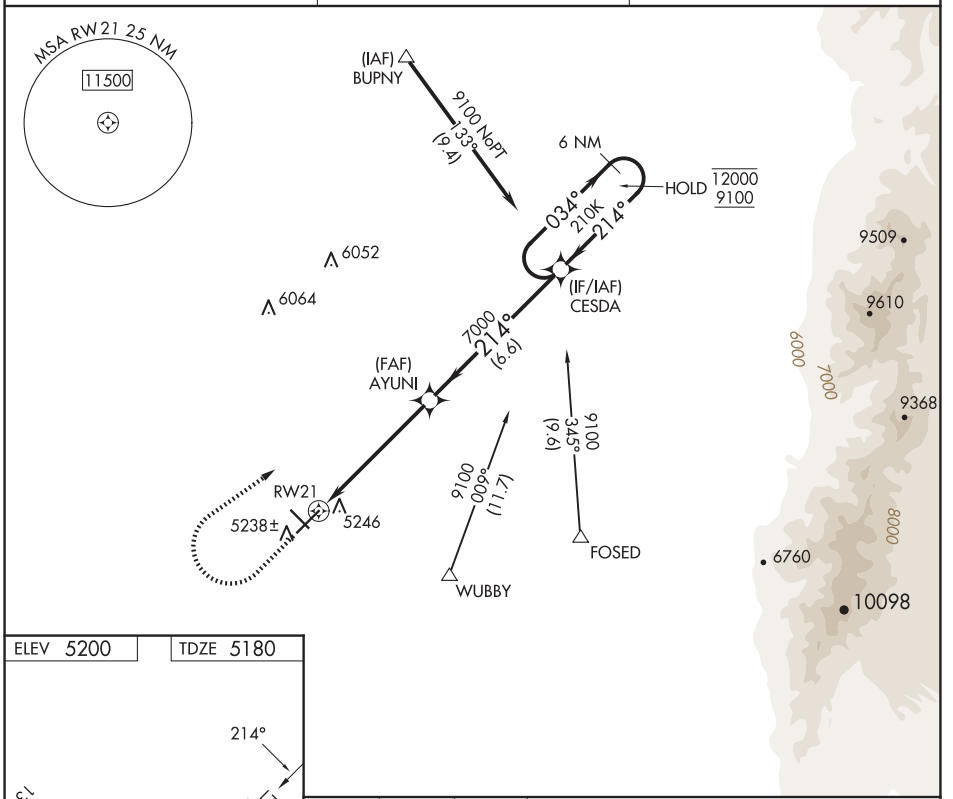
| APP CRS | Rwy Ldg | 6601 |
|---|---|---|
| 214° | TDZE | 5180 |
| | Apt Elev | 5200 |

RNP APCH

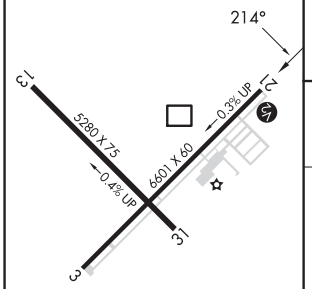
Procedure NA at night.
Rwy 21 helicopter visibility reduction below 1 SM NA.

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

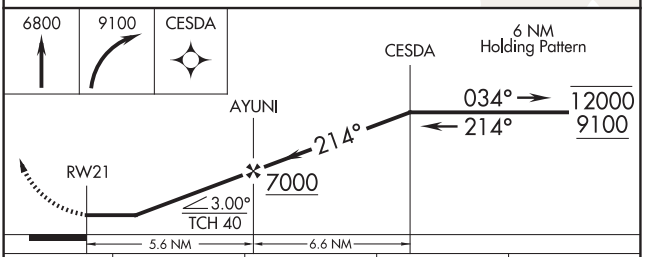
| AWOS-3PT | ALBUQUERQUE APP CON | UNICOM |
|---|---|---|
| 118.55 | 123.9 354.1 | 122.8 (CTAF) L |




ELEV 5200 TDZE 5180




MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5560-1 380 (400-1) | | | NA |
| C CIRCLING | 5600-1 400 (400-1) | 5660-1 460 (500-1) | 5660-1½ 460 (500-1½) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# VOR-A

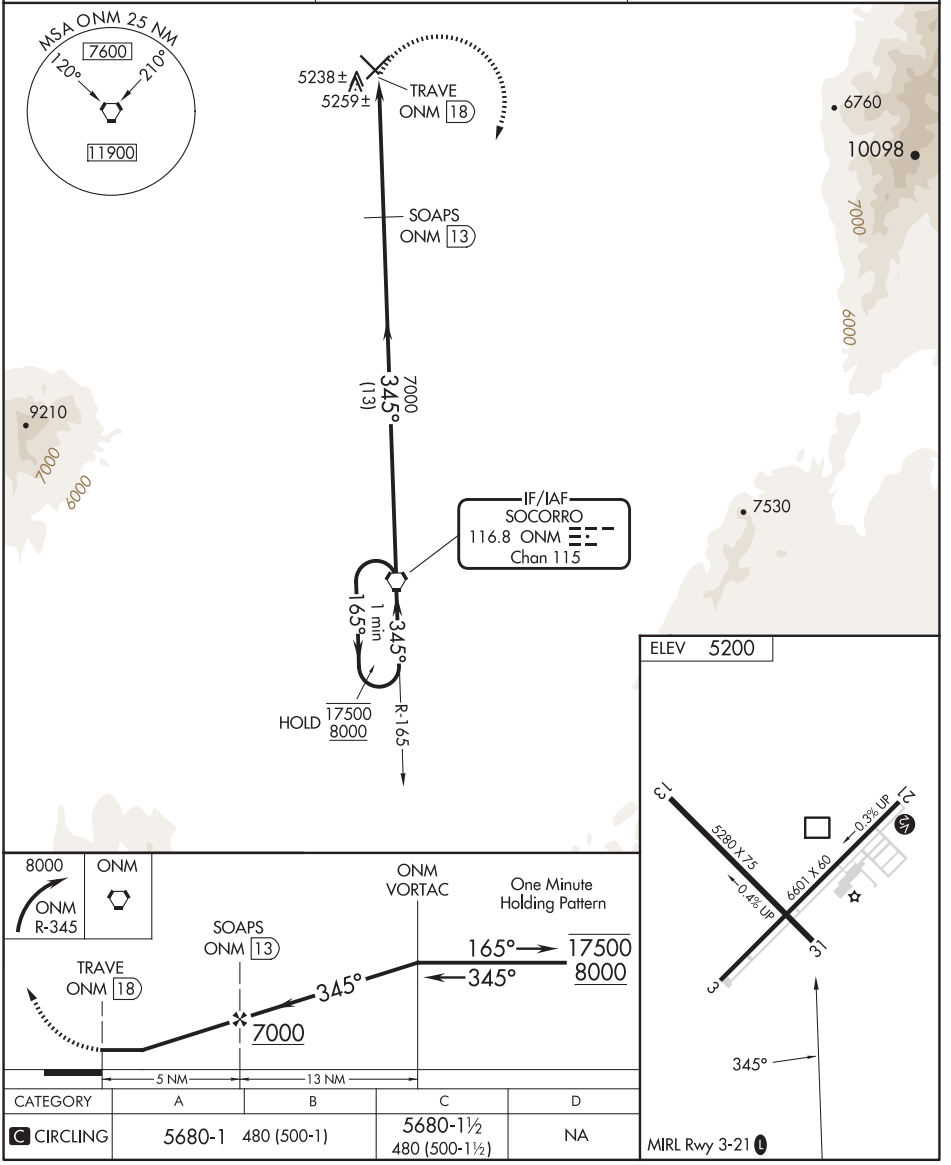
BELEN RGNL (BRG)

| VORTAC ONM | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 116.8 | 345° | TDZE | N/A |
| Chan 115 | | Apt Elev | 5200 |

DME required.

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

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5680-1 | 480 (500-1) | 5680-1½ | NA |
| | | | 480 (500-1½) | |




SW-1, 07 AUG 2025 to 02 OCT 2025

AURORA, COLORADO

# ILS or LOC/DME RWY 32

BUCKLEY SFB (KBKF)

| LOC I-BKF | APCH CRS | Rwy ldg 11,006 TDZE 5663 Arpt Elev 5663 |
|---|---|---|
| 109.7 | 323° | AL-538 [USAF] |

▼ * When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
*** Circling NA East of Rwy 14-32.

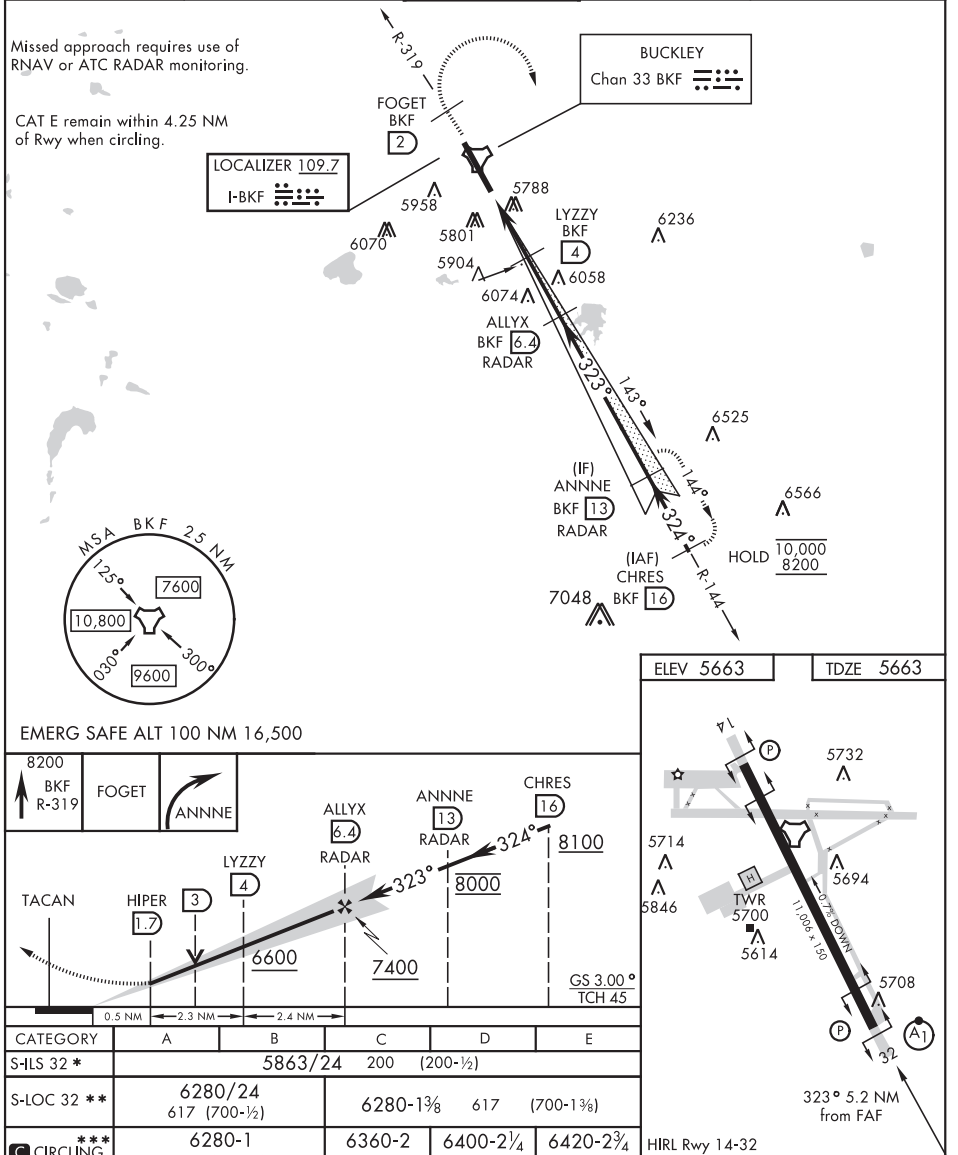
ALSF-1 (A1)

MISSED APPROACH: Climb on BKF TACAN R-319 to FOGET, then climbing right turn to 8200 and intercept BKF R-144 to ANNNE and hold or as directed by ATC.

| ATIS ★ | DENVER APP CON | TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

Missed approach requires use of RNAV or ATC RADAR monitoring.

CAT E remain within 4.25 NM of Rwy when circling.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 * | 5863/24 200 (200-½) | | | | |
| S-LOC 32 ** | 6280/24 617 (700-½) | | 6280-1⅜ 617 (700-1⅜) | | |
| C CIRCLING *** | 6280-1 617 (700-1) | | 6360-2 697 (700-2) | 6400-2¼ 737 (800-2¼) | 6420-2¾ 757 (800-2¾) |

HIRL Rwy 14-32
REIL Rwy 14

AURORA, COLORADO 39°42'N-104°45'W BUCKLEY SFB (KBKF)

Amdt 3 27APR17

ILS or LOC/DME RWY 32





SW-1, 07 AUG 2025 to 02 OCT 2025

22139

AURORA, COLORADO

# RNAV (GPS) RWY 32

| APCH CRS | Rwy ldg | 11,006 |
|---|---|---|
| 323° | TDZE | 5663 |
| | Arpt Elev | 5663 |

AL-538 (USAF)

BUCKLEY SFB (KBKF)

GPS required

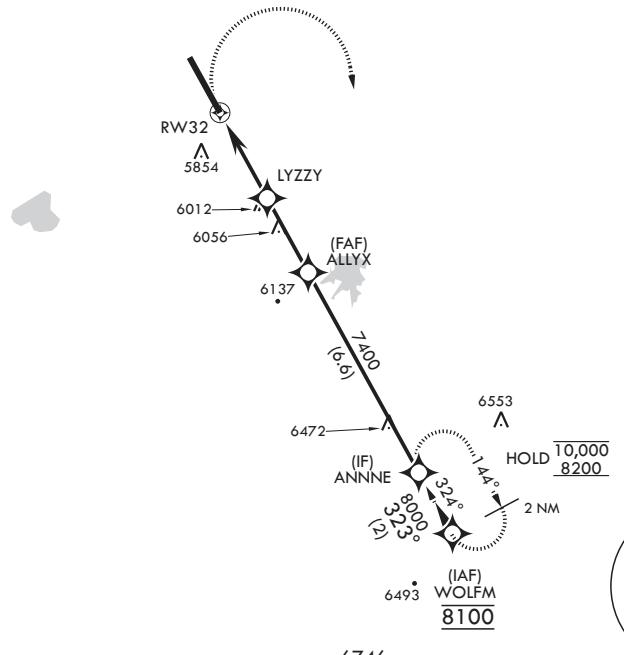
* When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/4 miles.
** Circling NA East of Rwy 14-32.

ALSF-1

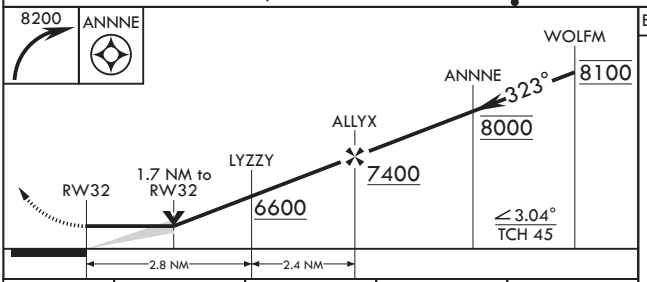
MISSED APPROACH: Climbing right turn to 8200 to ANNNE and hold or as directed by ATC.

| ATIS★ | DENVER APP CON/DEP CON | TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

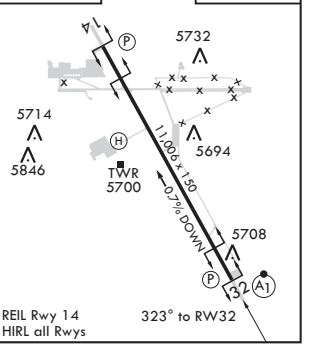
DME/DME RNP -0.3 NA




EMERG SAFE ALT 100 NM 16,500




ELEV 5663 TDZE 5663




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 6260/24 597 (600-½) | | 6260-1¼ 597 (600-1¼) | |
| CIRCLING** | 6260-1 597 (600-1) | | 6360-2 697 (700-2) | 6400-2¼ 737 (800-2¼) |



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SW-1, 07 AUG 2025 to 02 OCT 2025

AURORA, COLORADO

# TACAN RWY 32

BUCKLEY SFB (KBKF)

| TACAN BKF Chan 33 | APCH CRS 328° | Rwy ldg 11,006 TDZE 5663 Arpt Elev 5663 | AL-538 [USAF] |
|---|---|---|---|

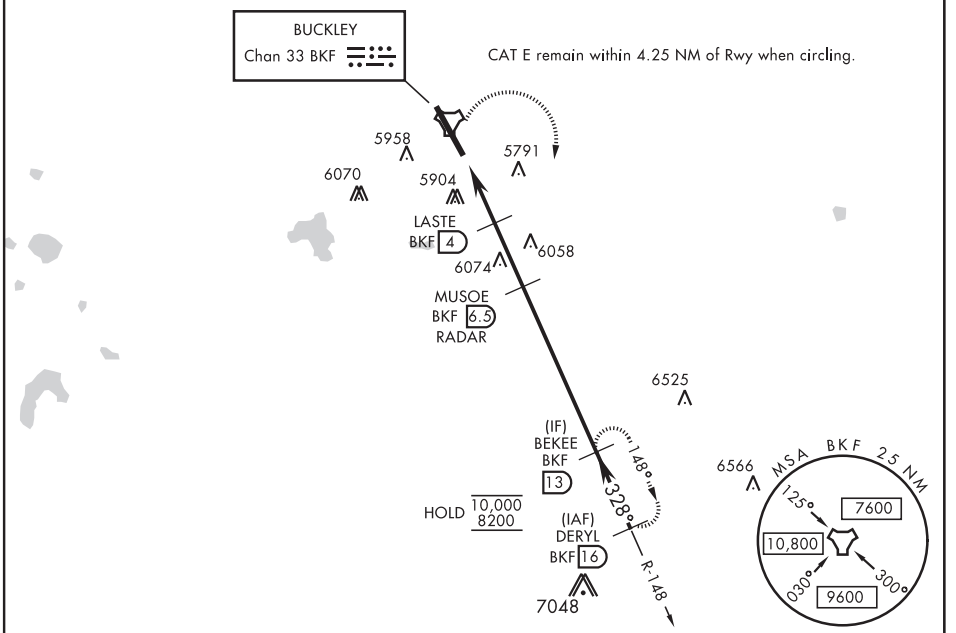
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.
** Circling NA east of Rwy 14-32.

ALSF-1

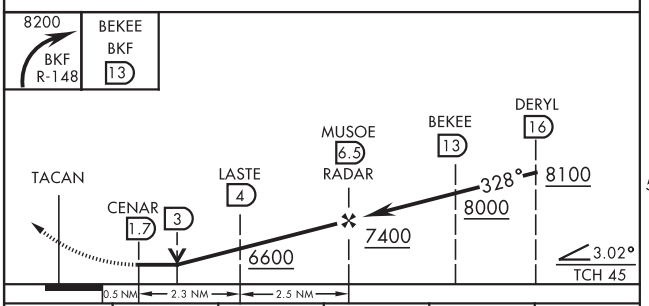
MISSED APPROACH: Climbing right turn to 8200 and intercept BKF TACAN R-148 direct BEKEE and hold or as directed by ATC.

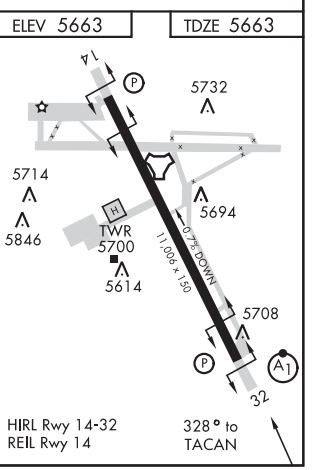
| ATIS * | DENVER APP CON | TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.675 259.3 | 128.45 251.075 | 121.0 291.675 | 121.6 275.8 | 121.6 275.8 |

Missed approach requires use of RNAV or ATC RADAR monitoring.




EMERG SAFE ALT 100 NM 16,500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32* | 6280/24 617 (700-½) | | 6280-1⅜ 617 (700-1⅜) | | |
| C CIRCLING ** | 6280-1 617 (700-1) | | 6360-2 697 (700-2) | 6400-2¼ 737 (800-2¼) | 6420-2¾ 757 (800-2¾) |

HIRL Rwy 14-32
REIL Rwy 14

328° to TACAN

AURORA, COLORADO

39°42'N-104°45'W

BUCKLEY SFB (KBKF)

Amdt 3 27APR17

TACAN RWY 32





SW-1, 07 AUG 2025 to 02 OCT 2025

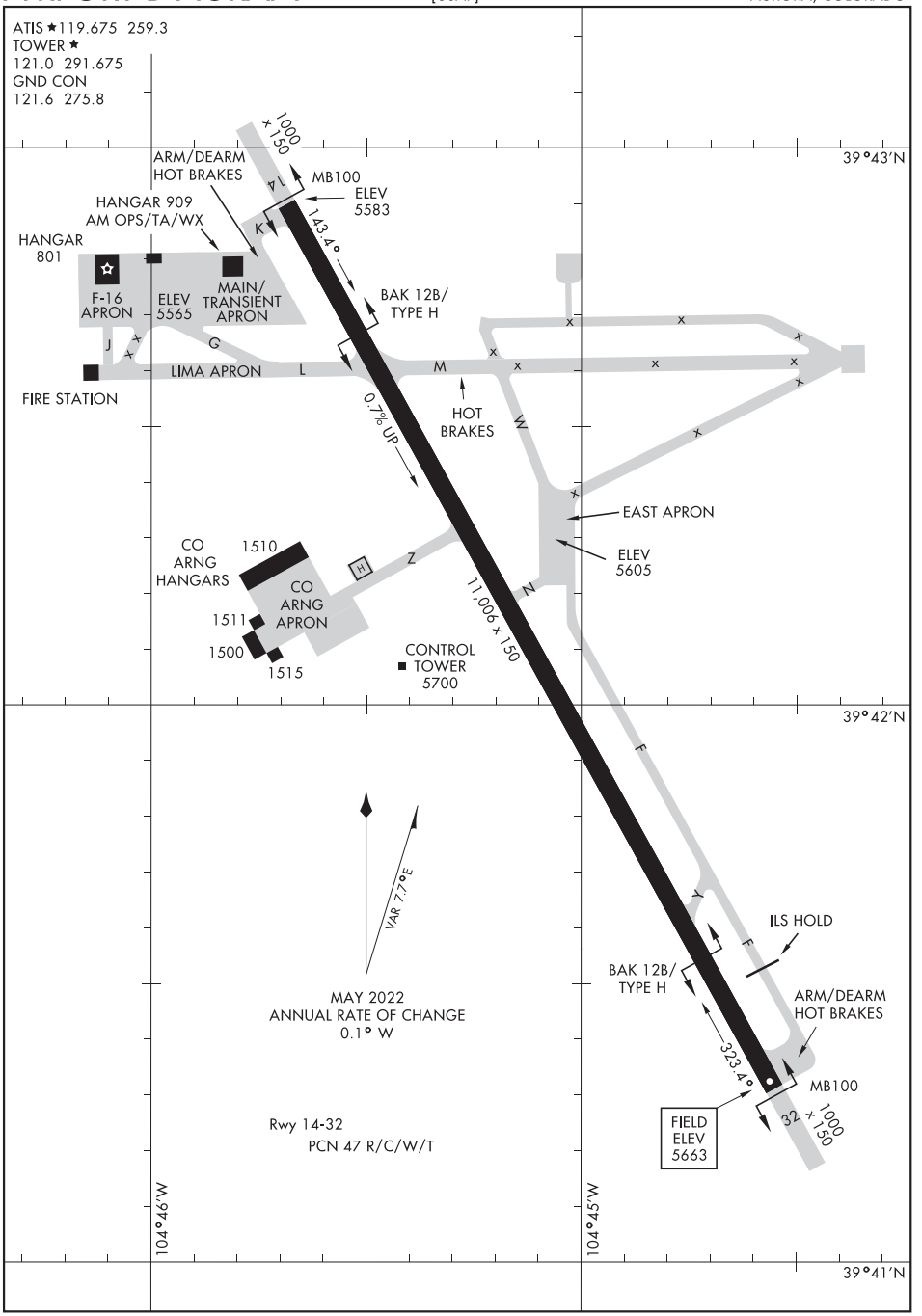
24305

# AIRPORT DIAGRAM

BUCKLEY SFB (KBKF)

[USAF]

AURORA, COLORADO




AIRPORT DIAGRAM

AURORA, COLORADO

BUCKLEY SFB (KBKF)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# BUCKLEY ONE DEPARTURE (BKF1 • BEEKR)

AURORA, COLORADO




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb to 7000 heading 143° and intercept BKF TACAN R-145 to LYZZY. Then turn left direct KROHL, then on depicted route. Cross LYZZY at 7000 then maintain minimum climb rate of 200 feet per NM until 8000. Cross KROHL, at 8000 maintain 8000. Expect requested altitude 10 minutes after departure. Thence...

WEEDS TRANSITION (BKF1 • WEEDS): From over BEEKR proceed direct WEEDS.

STVLR TRANSITION (BKF1 • STVLR): From over BEEKR proceed direct STVLR.

# DENVER THREE DEPARTURE














SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 07 AUG 2025 to 02 OCT 2025

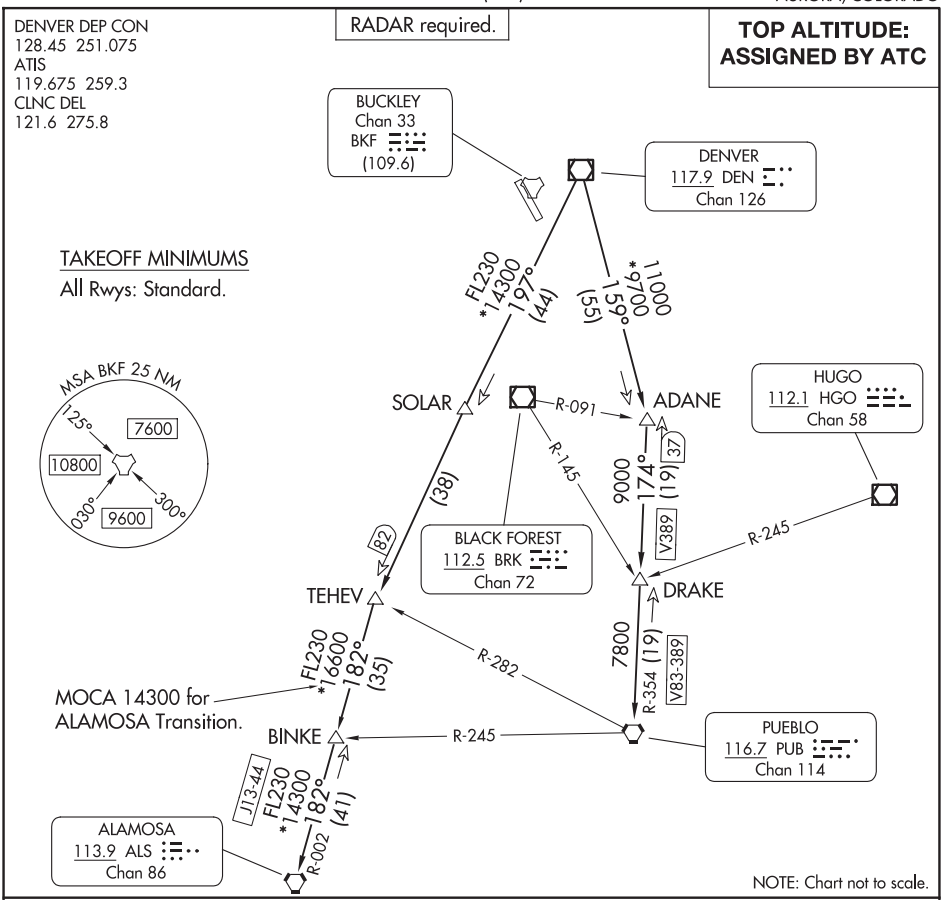
SW-1, 07 AUG 2025 to 02 OCT 2025

(PIKES3.DEN) 25219

# PIKES THREE DEPARTURE

AL-538 (FAA)

BUCKLEY SPACE FORCE BASE (KBKF)
AURORA, COLORADO




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.


SW-1, 07 AUG 2025 to 02 OCT 2025

# PLAINS TWO DEPARTURE








SW-1, 07 AUG 2025 to 02 OCT 2025

(PLAIN2.DEN) 25219

# PLAINS TWO DEPARTURE

AL-538 (FAA)

BUCKLEY SPACE FORCE BASE (KBKF)
AURORA, COLORADO



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 07 AUG 2025 to 02 OCT 2025

TOP ALTITUDE: ASSIGNED BY ATC
RADAR required.
DENVER DEP CON
128.45 251.075
ATIS
119.675 259.3
CLNC DEL
121.6 275.8
DENVER
117.9 DEN
Chan 126
BUCKLEY
Chan 33
BKF
(109.6)
MSA BKF 25 NM
7600
9600
10800
300°
030°
125°
TAKEOFF MINIMUMS
All Rwys: Standard.
NOTE: Chart not to scale.
ZIMMR
CONNR
BAYLR
BOBBA
TEHRU
16000
274°
(47)
16300
*15800
253°
(47)
FL200
*16500
243°
(47)
16000
259°
(36)
16500
243°
(59)
FL200
*16500
243°
(28)
FL280
*16700
243°
(27)
FL200
*16700
201°
(69)
V200
16000
*14600
260°
(68)
FL280
*16400
219°
(71)
FL280
*12300
218°
(64)
KREMMLING
113.8 RLG
Chan 85
MEEKER
115.2 EKR
Chan 99
RIFLE
113.35 RIL
Chan 80(Y)
RED TABLE
113.0 DBL
Chan 77
BLUE MESA
114.9 HBU
Chan 96
MONTROSE
117.1 MTJ
Chan 118
DOVE CREEK
114.6 DVC
Chan 93
R-079
R-148
R-063
R-134
R-102
R-021
R-039
R-035
R-084
R-344
080°
260°
164°
344°
075
N
(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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

(YELLO5.DEN) 25219

# YELLOWSTONE FIVE DEPARTURE

BUCKLEY SPACE FORCE BASE (KBKF)
AL-538 (FAA) AURORA, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

| WAAS | APP CRS | Rwy Ldg | 8303 |
|---|---|---|---|
| CH 45635 | 330° | TDZE | 7926 |
| W33A | | Apt Elev | 7950 |

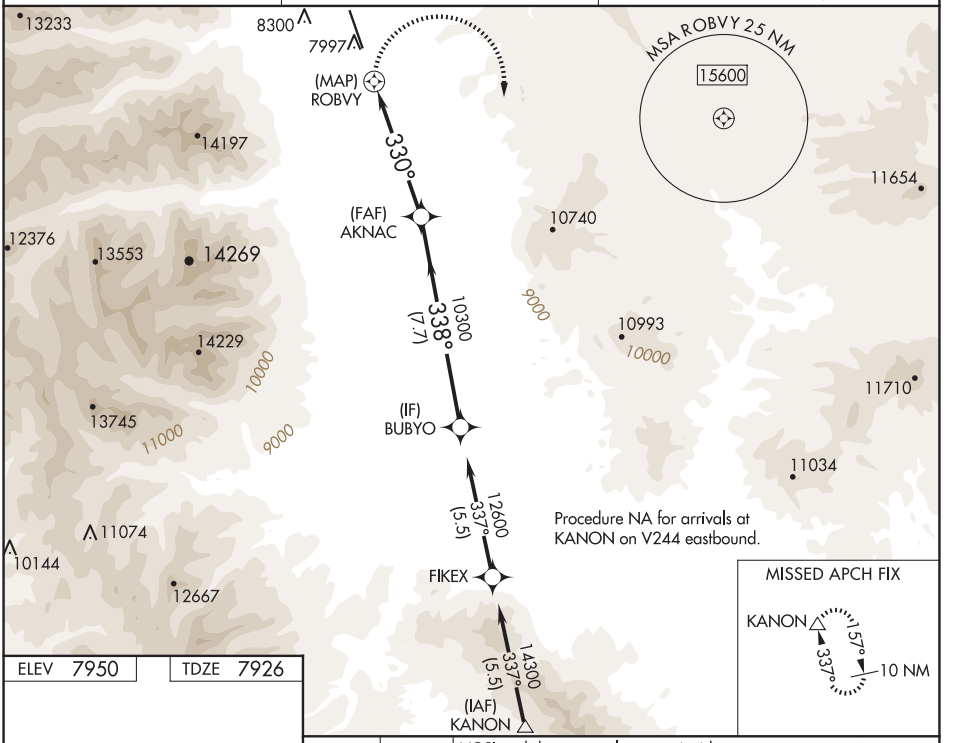
# RNAV (GPS) RWY 33
## CENTRAL COLORADO RGNL (AEJ)

T
A NA
-21°C

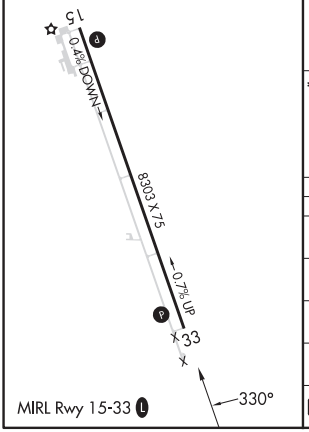
Circling NA northeast of Rwy 15-33. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salida altimeter setting and increase all MDA 100 feet. VDP NA with Salida altimeter setting. #Missed approach requires minimum climb of 425 feet per NM to 14100.

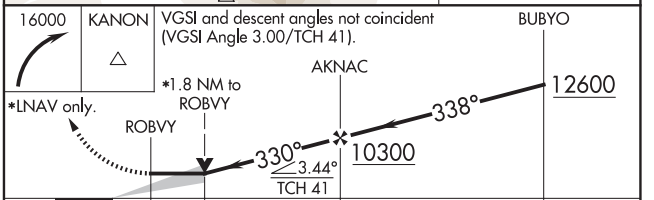
MISSED APPROACH: Climbing right turn to 16000 direct KANON and hold, continue climb-in-hold to 16000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 132.925 | 119.85 363.15 | 122.8 (CTAF) L |




ELEV 7950 TDZE 7926




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| #LP MDA | 8960-1½ | 1034 (1100-1½) | 8960-3<br>1034 (1100-3) | NA |
| LP MDA | 9840-1½ | 1914 (1900-1½) | 9840-3<br>1914 (1900-3) | NA |
| #LNAV MDA | 9300-1½ | 1374 (1400-1½) | 9300-3<br>1374 (1400-3) | NA |
| LNAV MDA | 9980-1½ | 2054 (2100-1½) | 9980-3<br>2054 (2100-3) | NA |
| C CIRCLING | 9980-1½ | 2030 (2100-1½) | 9980-3<br>2030 (2100-3) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

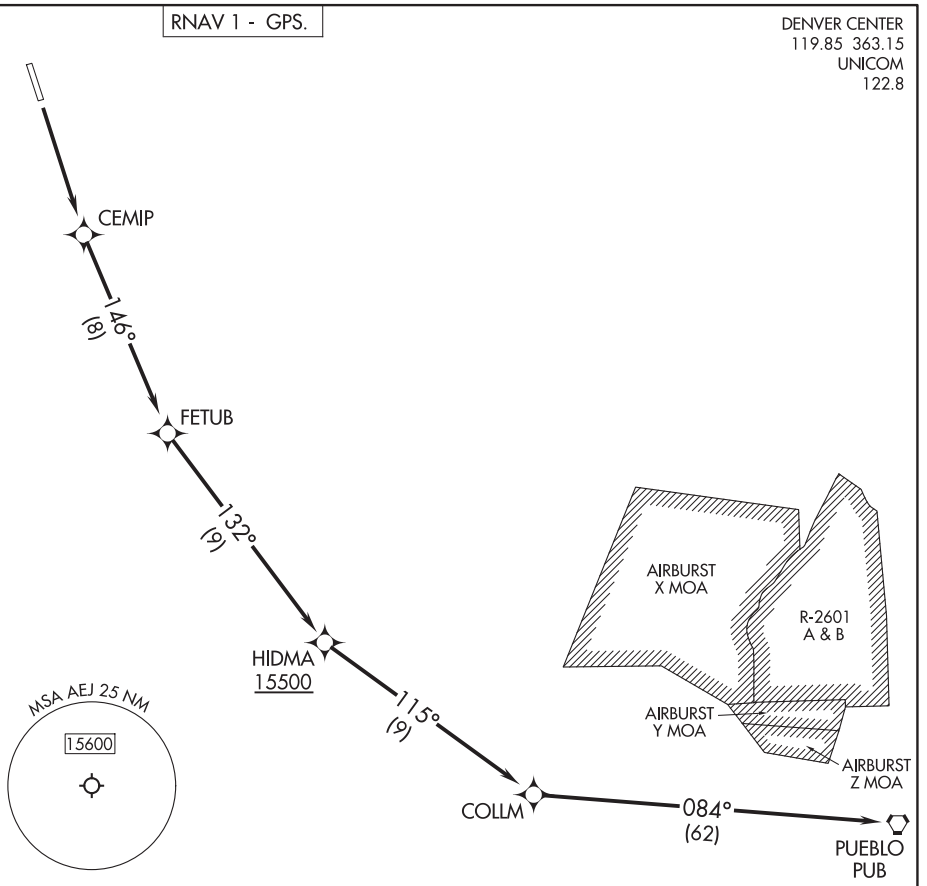
(PUBLO2.PUBLO) 23222 AL-9302 (FAA)

# PUEBLO TWO DEPARTURE (OBSTACLE) (RNAV)

CENTRAL COLORADO RGNL (AEJ)
BUENA VISTA, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025




TAKEOFF MINIMUMS

Rwy 15: Standard with minimum climb of 400'/NM to 8200, then 340'/NM to 15500.
Rwy 33: NA - Terrain.

TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEMIP, then on track 146° to FETUB, then on track 132° to cross HIDMA at or above 15500, then on depicted route to PUB VORTAC.

| WAAS CH 72999 W15A | APP CRS 154° | Rwy Idg 5199 TDZE 4218 Apt Elev 4218 |
|---|---|---|

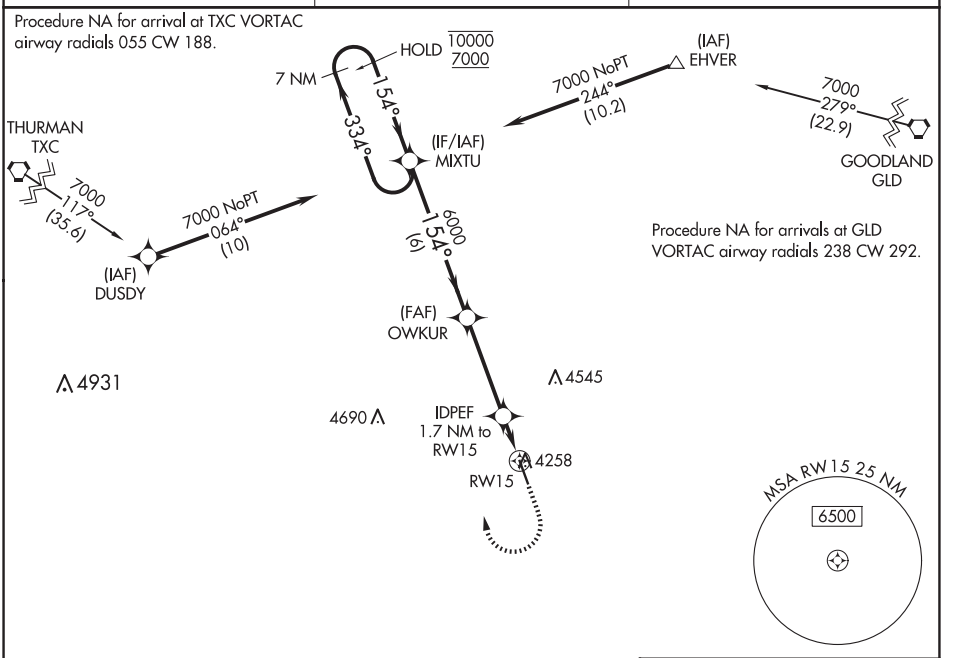
# RNAV (GPS) RWY 15
## KIT CARSON COUNTY (ITR)

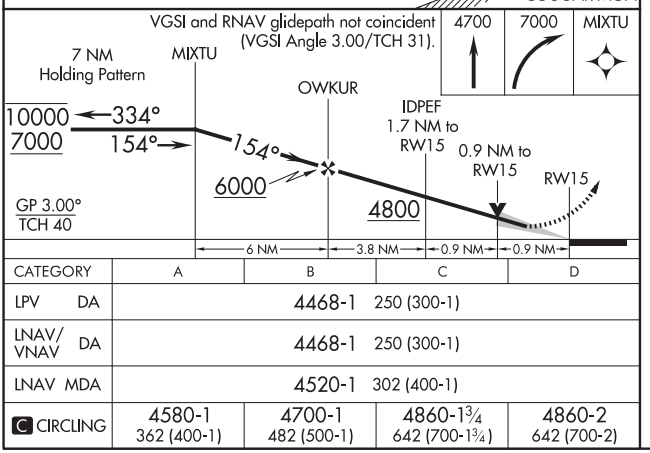
RNP APCH - GPS.

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

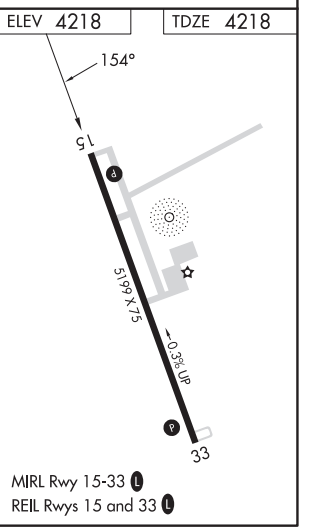
MISSED APPROACH: Climb to 4700 then climbing right turn to 7000 direct MIXTU and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.7 226.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4468-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4468-1 250 (300-1) | | | |
| LNAV MDA | 4520-1 302 (400-1) | | | |
| C CIRCLING | 4580-1 362 (400-1) | 4700-1 482 (500-1) | 4860-1¾ 642 (700-1¾) | 4860-2 642 (700-2) |






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, COLORADO AL-6895 (FAA) 24081

| WAAS | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| CH 65844 | 334° | TDZE | 4205 |
| W33A | | Apt Elev | 4218 |

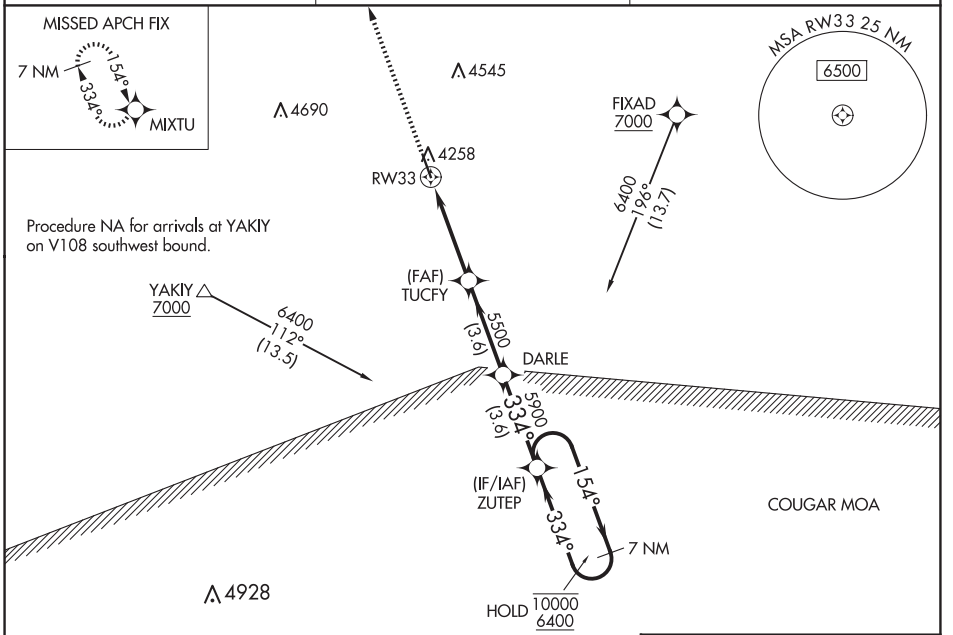
# RNAV (GPS) RWY 33
## KIT CARSON COUNTY (ITR)

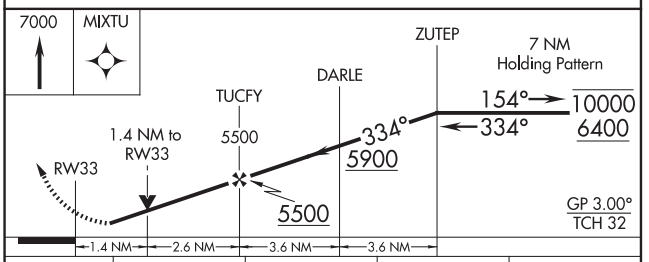
RNP APCH-GPS.

Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.

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

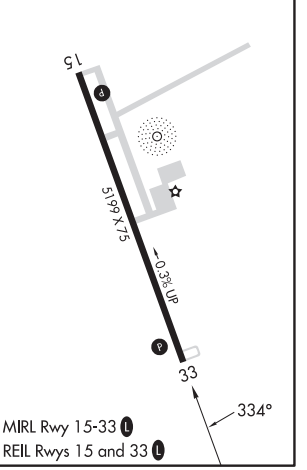
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.7 226.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4455-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4455-1 250 (300-1) | | | |
| LNAV MDA | 4680-1 475 (500-1) | | 4680-1⅜ 475 (500-1⅜) | |
| CIRCLING | 4680-1 462 (500-1) | 4700-1 482 (500-1) | 4860-1¾ 642 (700-1¾) | 4860-2 642 (700-2) |

ELEV 4218 TDZE 4205




BURLINGTON, COLORADO
Orig 14JUL22

39°15′N-102°17′W

KIT CARSON COUNTY (ITR)
RNAV (GPS) RWY 33

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 33

## KIT CARSON COUNTY (ITR)

| LOC/DME I-OBG | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| 111.9 | 334° | TDZE | 4205 |
| Chan 56 | | Apt Elev | 4218 |

ADF required.

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

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.7 226.675 | 122.8 (CTAF) L |

ALTERNATE MISSED APCH FIX

GOODLAND GLD 115.1 Chan 98

152° 332° R-152

4931

FLAGG

Procedure NA for arrivals at FLAGG on V4 westbound.

7000 to NDB 154° (18.7)

KIT CARSON 209 ITR

LOCALIZER 111.9 I-OBG Chan 56

4545

4690

139° 319°

4258

7000 159° (1.7)

115.1 GLD Chan 98

R-238

115.1 GLD Chan 98

R-232

(IAF) KURIQ I-OBG 2.1 GLD 28.9

TUCFY INT I-OBG 5

334°

109° 289°

(CFDTB)

154°

MSA ITR 25 NM 6500

COUGAR MOA

ELEV 4218 TDZE 4205

15 33

5199 X 75

0.3% UP

MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L

334°

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

7000 ITR

KURIQ I-OBG 2.1 GLD 28.9

Remain within 10 NM

154°

I-OBG 1

I-OBG 2.4

3.00° TCH 32

TUCFY INT I-OBG 5

334°

6300

5500

1.4 NM 2.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 4680-1 475 (500-1) | | 4680-1⅜ 475 (500-1⅜) | |
| C CIRCLING | 4680-1 462 (500-1) | 4700-1 482 (500-1) | 4860-1¾ 642 (700-1¾) | 4860-2 642 (700-2) |



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

BURLINGTON, COLORADO AL-6895 (FAA) 24081

| NDB ITR | APP CRS | | |
|---|---|---|---|
| 209 | 139° | Rwy Idg | 5199 |
| | | TDZE | 4218 |
| | | Apt Elev | 4218 |

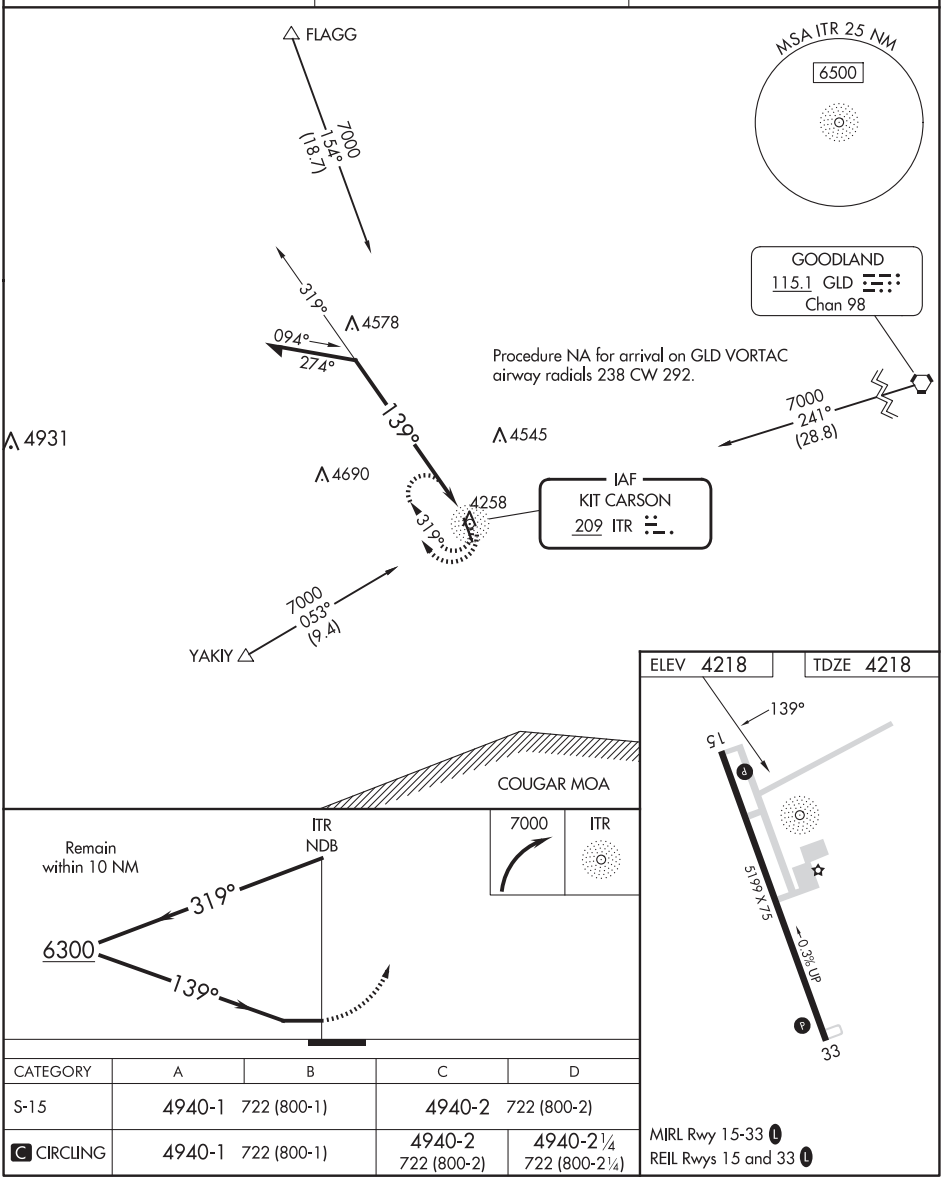
# NDB RWY 15

KIT CARSON COUNTY (ITR)

T A

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

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 132.7 226.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 4940-1 | 722 (800-1) | 4940-2 | 722 (800-2) |
| C CIRCLING | 4940-1 | 722 (800-1) | 4940-2<br>722 (800-2) | 4940-2¼<br>722 (800-2¼) |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

FORT CARSON, COLORADO

# RNAV (GPS) RWY 31

| WAAS | APCH CRS | Rwy ldg | 4500 |
|---|---|---|---|
| CH 43949 | 309° | TDZE | 5826 |
| W31A | | Arpt Elev | 5841 |

- (USA)

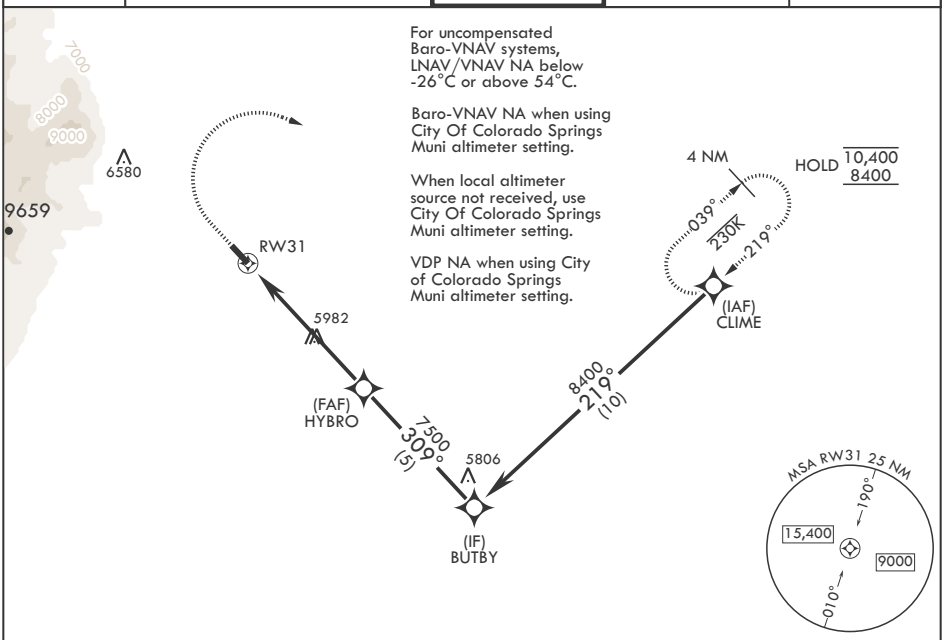
BUTTS AHP (FORT CARSON) (KFCS)

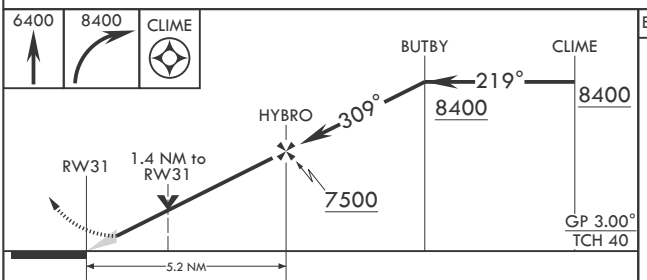
RNP APCH - GPS

* Circling NA SW of RWY 13-31.

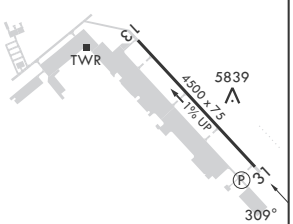
MISSED APPROACH: Climb to 6400 then climbing right turn to 8400 direct CLIME and hold.

| ATIS | SPRINGS APP CON/DEP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 108.8 | 124.0 257.875 | 125.5 229.4 | 118.55 253.6 | 239.3 |




ELEV 5841 TDZE 5826




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6026-¾ | 200 | (200-¾) | |
| LNAV/VNAV DA | 6130-⅞ | 304 | (300-⅞) | |
| LNAV MDA | 6280-1 454 | (500-1) | 6280-1⅜ 454 | (500-1⅜) |
| C 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 | 6089-⅞ | 263 | (300-⅞) | |
| LNAV/VNAV DA | 6193-1 | 367 | (400-1) | |
| LNAV MDA | 6360-1 534 | (500-1) | 6360-1½ 534 | (500-1½) |
| C CIRCLING* | 6360-1 486 (500-1) | 6480-1 606 (700-1) | 6660-2¼ 786 (800-2¼) | 6960-3 1086 (1100-3) |

MIRL all Rwys

FORT CARSON, COLORADO

38°42'N - 104°45'W

BUTTS AHP (FORT CARSON) (KFCS)

Orig 23FEB23

RNAV (GPS) RWY 31



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# ILS or LOC RWY 4

CANNON AFB (KCVS)

| LOC I-GLO | APCH CRS | Rwy ldg 10,001 / TDZE 4284 / Arpt Elev 4295 |
|---|---|---|
| 108.5 | 038° | [USAF] |

ATC RADAR or DME required. Missed approach requires use of RNAV or ATC RADAR monitoring.

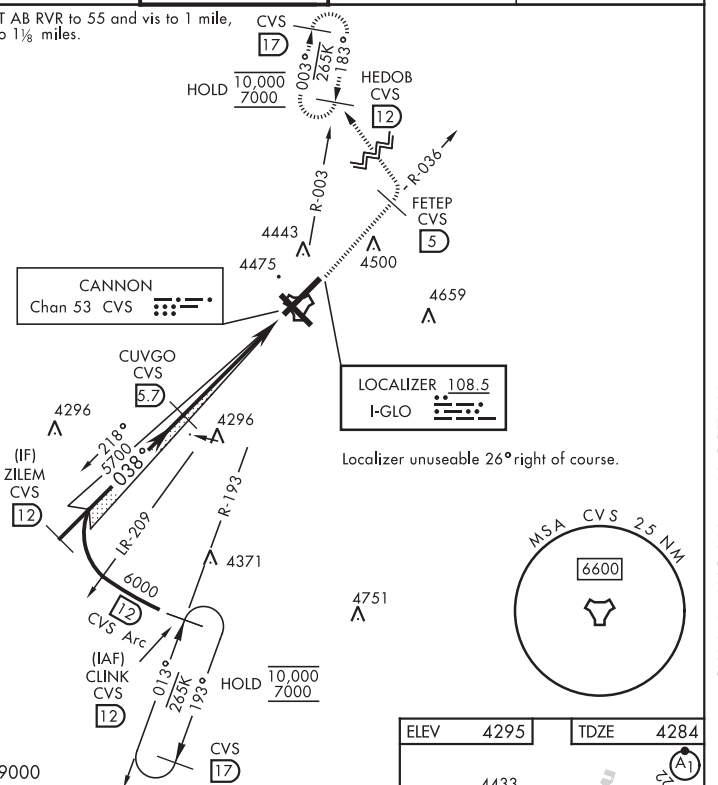
T *When ALS inop, increase all CAT RVR to 40 and vis to ¾ miles.

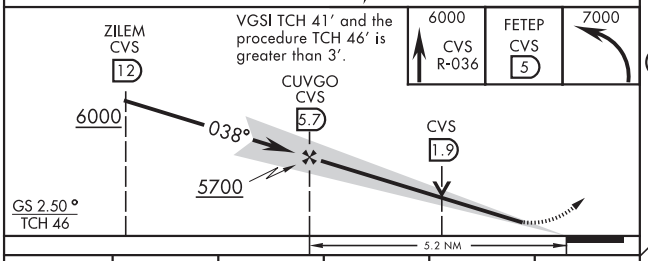
ALSF-1 (A1)

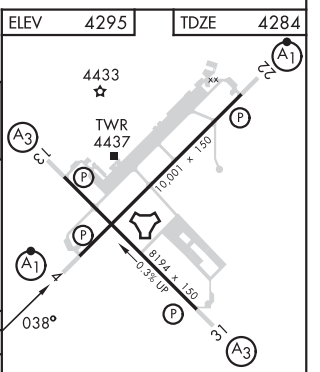
MISSED APPROACH: Climb to 6000 out CVS TACAN R-036 to 5 DME (FETEP) turning left climb to 7000 intcp CVS R-003 to 12 DME (HEDOB) and hold.

| ATIS | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

**When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 4 * | 4484/24 | | 200 | | (200-½) |
| S-LOC 4 ** | 4680/24 | 396 (400-½) | 4680/35 | 396 (400-⅝) | |
| CIRCLING | 4840-1 | 545 (600-1) | 4860-1½ 565 (600-1½) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

CLOVIS, NEW MEXICO

Amdt 4 11OCT18

34°23'N-103°19'W

CANNON AFB (KCVS)

ILS or LOC RWY 4



SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# ILS or LOC RWY 13

| LOC I-OVI | APCH CRS | Rwy ldg | 8194 |
|---|---|---|---|
| 110.35 | 128° | TDZE | 4294 |
| | | Arpt Elev | 4295 |

[USAF] CANNON AFB (KCVS)

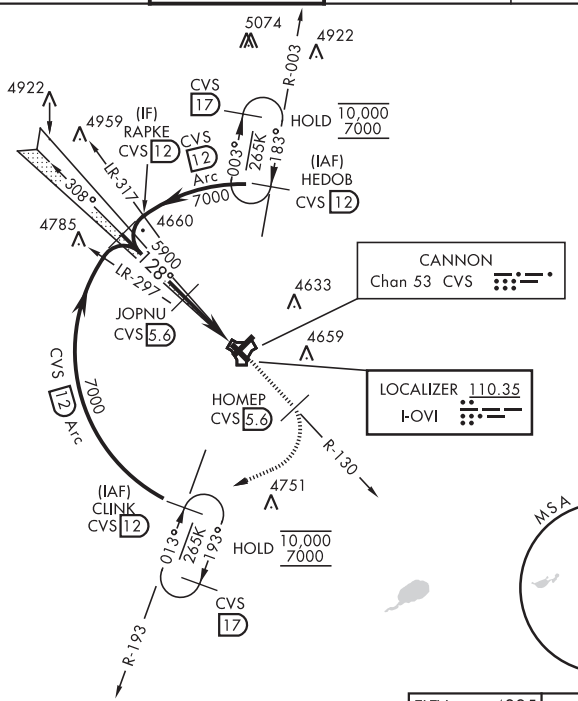
RADAR or DME required. Missed approach requires use of RNAV or RADAR monitoring.

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.

SSALR (A3)

MISSED APPROACH: Climb to 6000 out CVS TACAN R-1305.6 DME (HOMEP) then climbing right turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

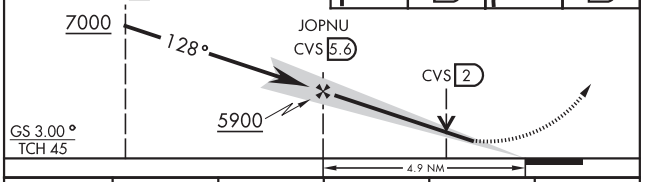
| ATIS | CANNON APP CON | CANNON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

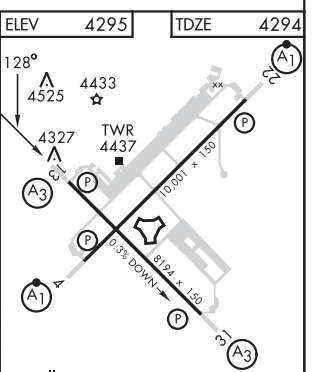



EMERG SAFE ALT 100 NM 8000

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 37).

6000 CVS R-130 | HOMEP CVS 5.6 | 7000 | CLINK CVS 12




HIRL all rwys

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13 * | 4544-½ 250 (300-½) | | | | |
| S-LOC 13** | 4760-½ 466 (500-½) | | 4760-1 466 (500-1) | | |
| CIRCLING | 4840-1 545 (600-1) | | 4860-1½ 565(600-1½) | 5000-2¼ 705(800-2¼) | 5020-2½ 725(800-2½) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

CLOVIS, NEW MEXICO 34° 23′N-103° 19′W CANNON AFB (KCVS)

Amdt 4 30JAN20

ILS or LOC RWY 13





SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# ILS or LOC RWY 22

CANNON AFB (KCVS)

| LOC I-CVS | APCH CRS | Rwy ldg 10,001<br>TDZE 4295<br>Arpt Elev 4295 |
|---|---|---|
| 109.7 | 218° | [USAF] |

Missed approach requires use of RNAV or ATC RADAR monitoring.

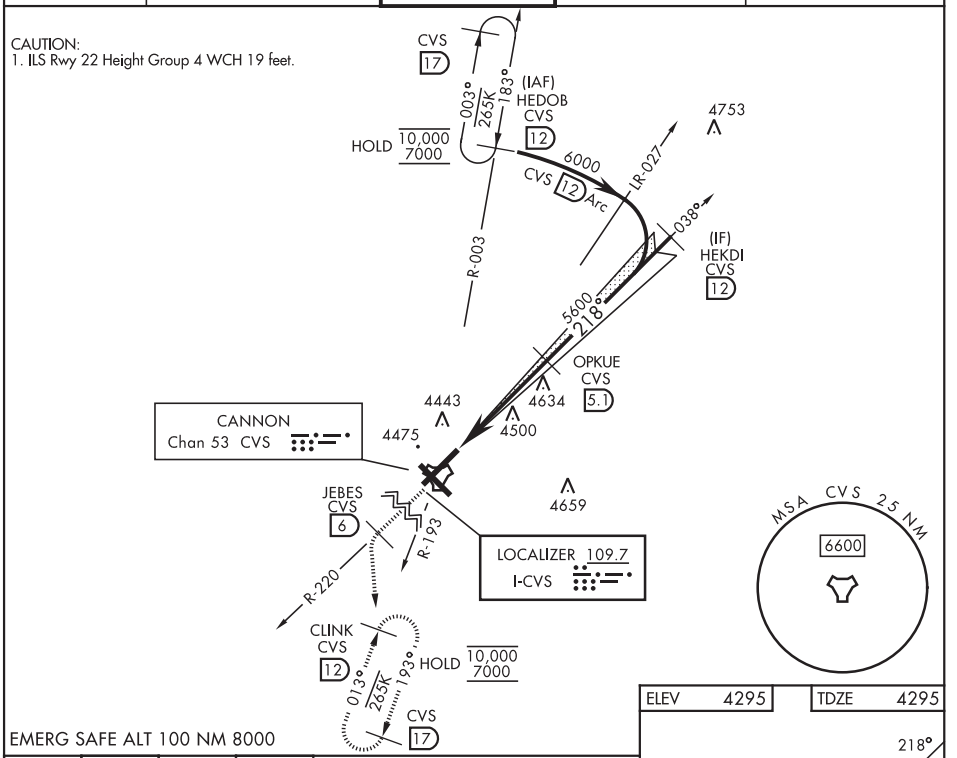
▼ * When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

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

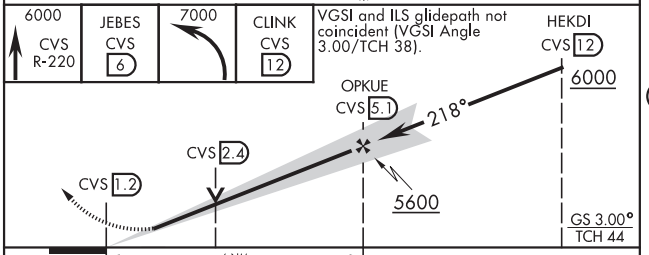
| ATIS | CANNON APP CON | CANNON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

CAUTION:
1. ILS Rwy 22 Height Group 4 WCH 19 feet.

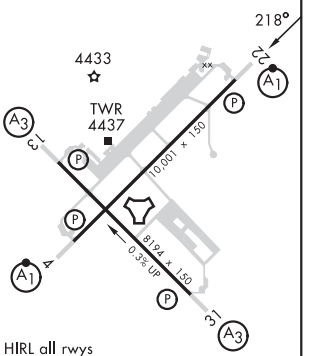



| 6000 CVS R-220 | JEBES CVS 6 | 7000 | CLINK CVS 12 |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 38).




| ELEV 4295 | TDZE 4295 |
|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22* | 4495/24 | | 200 | (200-½) | |
| S-LOC 22** | 4720/24 425 (500-½) | | 4720/40 425 (500-¾) | | |
| CIRCLING | 4840-1 545 (600-1) | | 4860-1½ 565 (600-1½) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



34°23′N-103°19′W





SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# ILS or LOC RWY 31

CANNON AFB (KCVS)

| LOC I-BNN | APCH CRS | Rwy ldg 8194<br>TDZE 4270<br>Arpt Elev 4295 |
|---|---|---|
| 108.3 | 308° | [USAF] |

ATC RADAR or DME required. Missed approach requires use of RNAV or ATC RADAR monitoring.

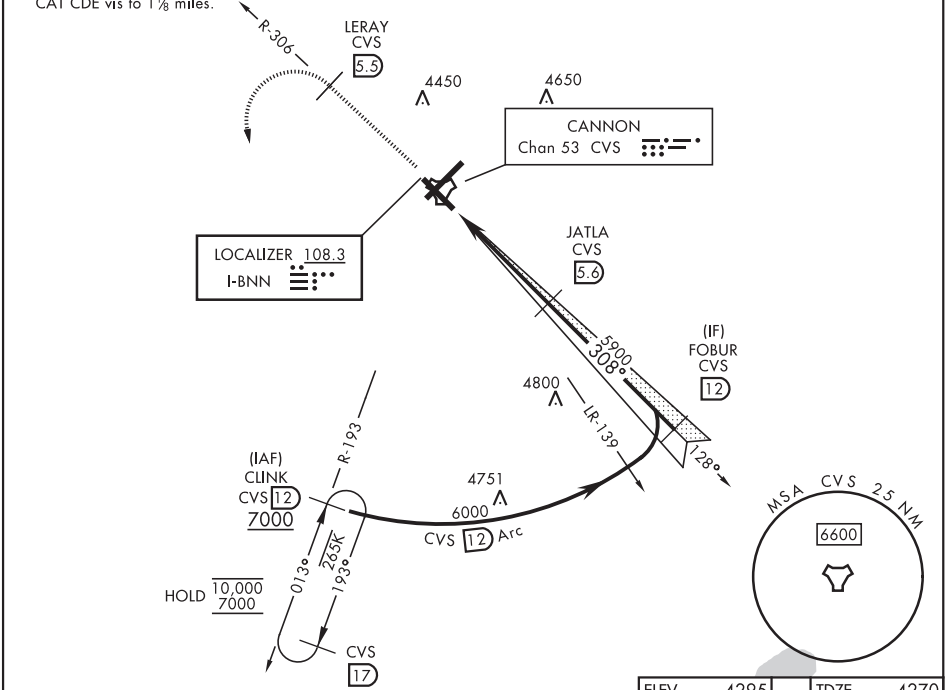
▼ * When ALS inop, increase vis to ¾ mile.

SSALR (A3)

MISSED APPROACH: Climb to 6000 out CVS TACAN R-306 to 5.5 DME (LERAY) then turn left climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

| ATIS | CANNON APP CON | CANNON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

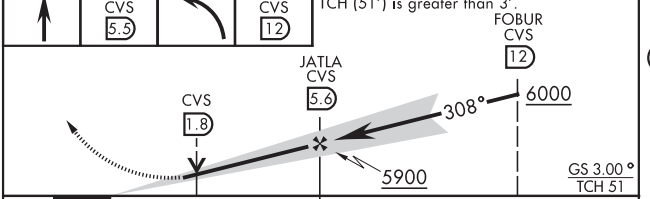
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.



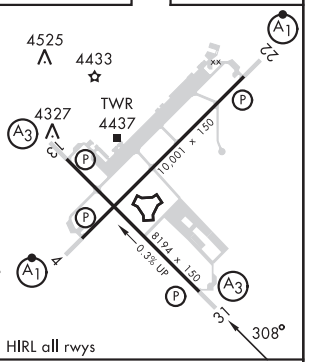

EMERG SAFE ALT 100 NM 9000

| 6000 | LERAY CVS 5.5 | 7000 | CLINK CVS 12 |
|---|---|---|---|

VGSI TCH (41′) and the procedure TCH (51′) is greater than 3′.




ELEV 4295 TDZE 4270




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31* | 4470-½ 200 (200-½) | | | | |
| S-LOC 31** | 4660-½ 390 (400-½) | | 4660-⅝ 390 (400-⅝) | | |
| CIRCLING | 4840-1 545 (600-1) | | 4860-1½ 565 (600-1½) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# RNAV (GPS) RWY 4

| WAAS CH 41172 W04A | APCH CRS 038° | Rwy ldg 10,001 TDZE 4284 Arpt Elev 4295 |
|---|---|---|

(USAF)

CANNON AFB (KCVS)

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop increase RVR to 60 vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

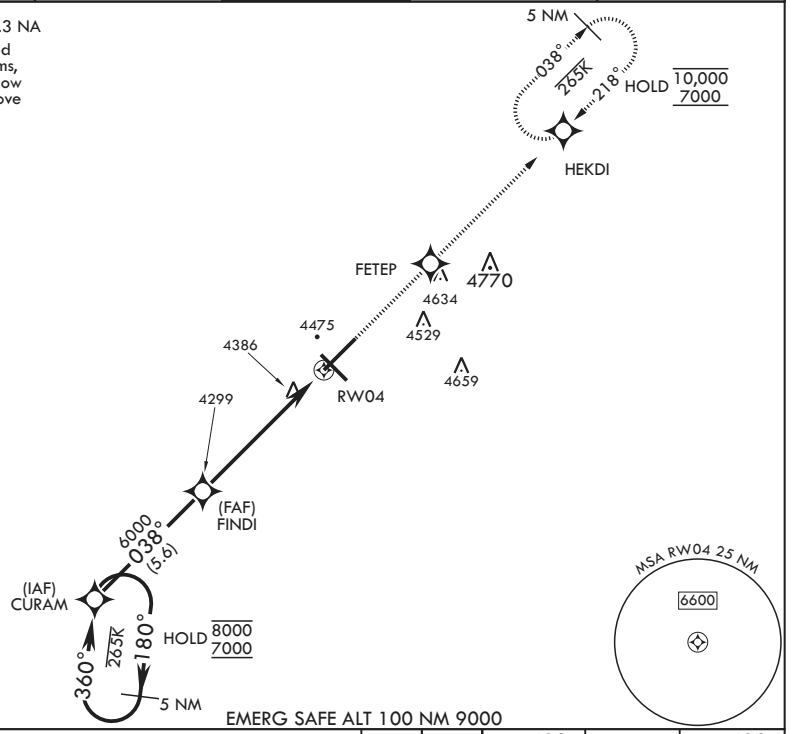
ALSF-1

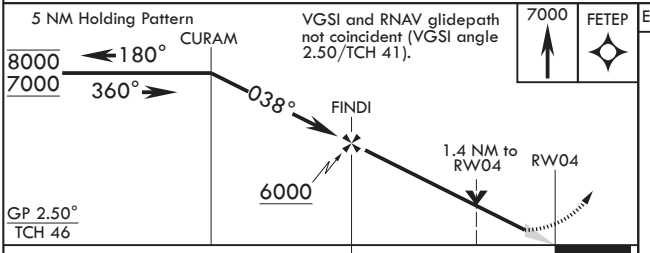
MISSED APPROACH: Climb to 7000 direct FETEP, then track to HEKDI and hold.

| ATIS | CANNON APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

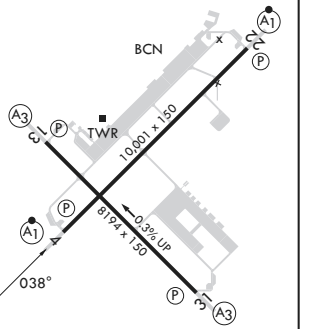
DME/DME RNP-0.3 NA

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




ELEV 4295 TDZE 4284




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA* | 4484/24 | | 200 | (200-½) | |
| LNAV/VNAV DA** | 4700/40 | | 416 | (500-¾) | |
| LNAV MDA*** | 4700/24 | 416 (500-½) | 4700/40 | 416 | (500-¾) |
| CIRCLING | 4840-1 | 545 (600-1) | 4840-1½ 545 (600-1½) | 4980-2¼ 685 (700-2¼) | 5020-2½ 725 (800-2½) |

HIRL all rwys

CLOVIS, NEW MEXICO

34°23'N - 103°19'W

CANNON AFB (KCVS)

Amdt 3 07OCT21

RNAV (GPS) RWY 4



SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# RNAV (GPS) RWY 13

CANNON AFB (KCVS)

| APCH CRS | Rwy ldg | 8194 |
|---|---|---|
| 128° | TDZE | 4294 |
| | Arpt Elev | 4295 |

(USAF)

RNP APCH

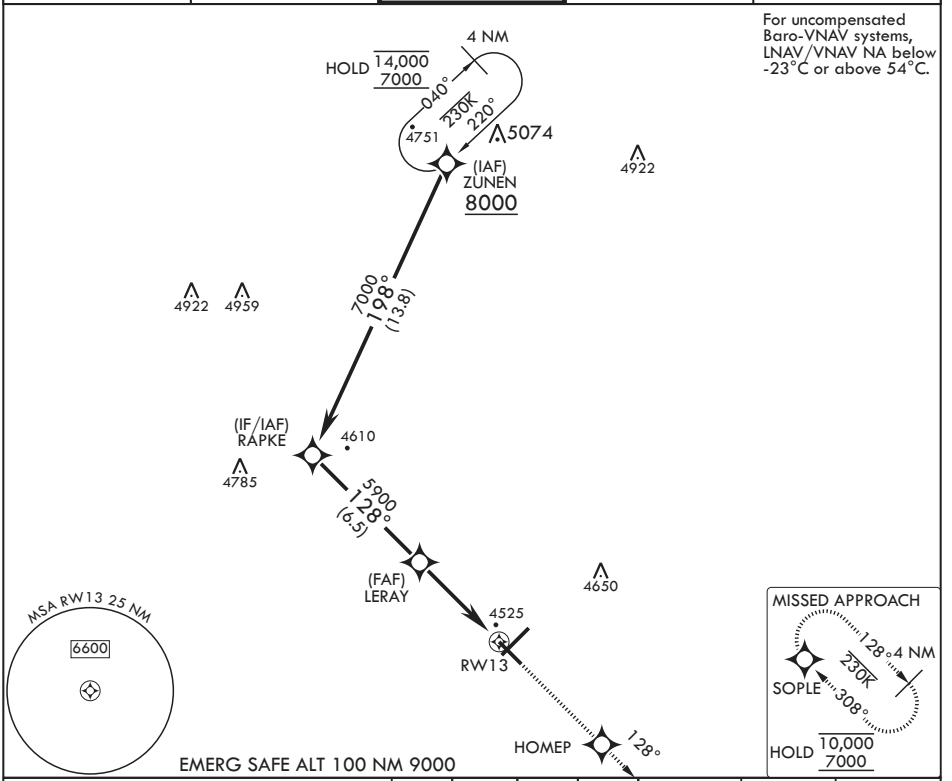
SSALR (A3)

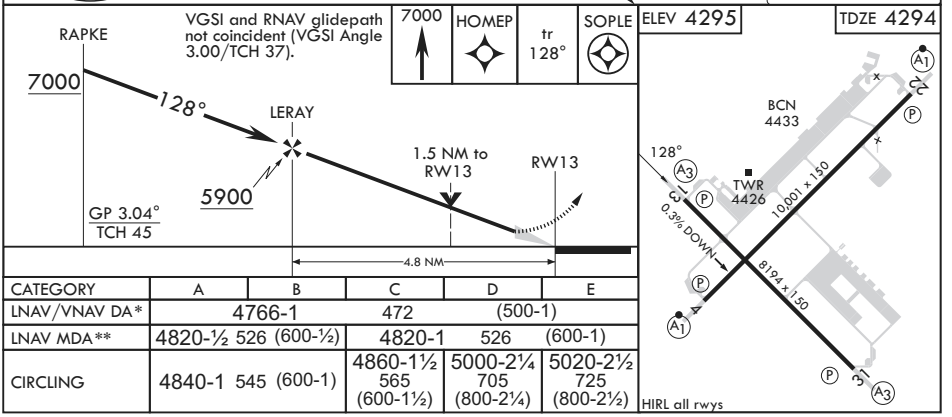
MISSED APPROACH: Climb to 7000 direct HOMEP, then track 128° to SOPLE and hold.

▼ * When ALS inop increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/2 miles.

| ATIS | CANNON APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

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




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 4766-1 | | 472 | (500-1) | |
| LNAV MDA** | 4820-½ 526 (600-½) | | 4820-1 | 526 | (600-1) |
| CIRCLING | 4840-1 545 (600-1) | | 4860-1½ 565 (600-1½) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

CLOVIS, NEW MEXICO

Amdt 4 07OCT21

34°23'N - 103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 13



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

25219

CLOVIS, NEW MEXICO

# RNAV (GPS) RWY 22

CANNON AFB (KCVS)

| WAAS CH 41173 W22A | APCH CRS 218° | Rwy ldg 10,001<br>TDZE 4295<br>Arpt Elev 4295 | (USAF) |
|---|---|---|---|

Missed approach requires use of RNAV or ATC radar monitoring.

▼ * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 1/4 miles.

ALSF-1

MISSED APPROACH: Climb to 7000 direct JEBES, track 171° to CLINK and hold.

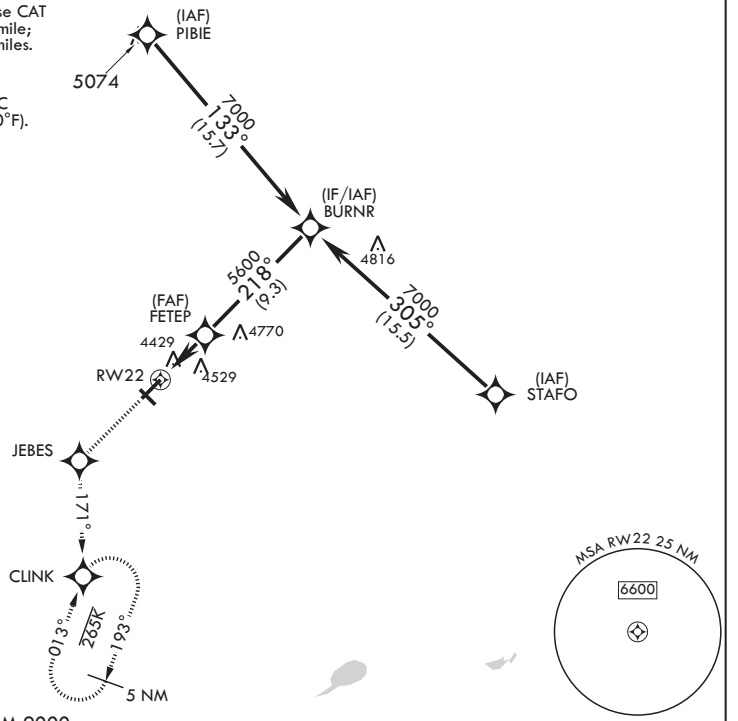
| ATIS | CANNON APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |

*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

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

DME/DME RNP-0.3 NA

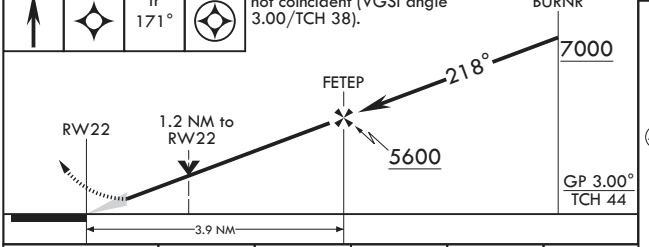
CAUTION: Group 4 WCH 19ft.



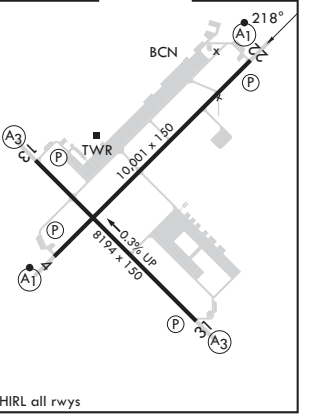

EMERG SAFE ALT 100 NM 9000

| 7000 | JEBES | tr 171° | CLINK |
|---|---|---|---|

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




ELEV 4295 TDZE 4295




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

HIRL all rwys

CLOVIS, NEW MEXICO

Amdt 6 16JUL20

34°23'N - 103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 22



SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# RNAV (GPS) RWY 31

CANNON AFB (KCVS)

| APCH CRS | Rwy ldg | 8194 |
|---|---|---|
| 308° | TDZE | 4270 |
| | Arpt Elev | 4295 |

(USAF)

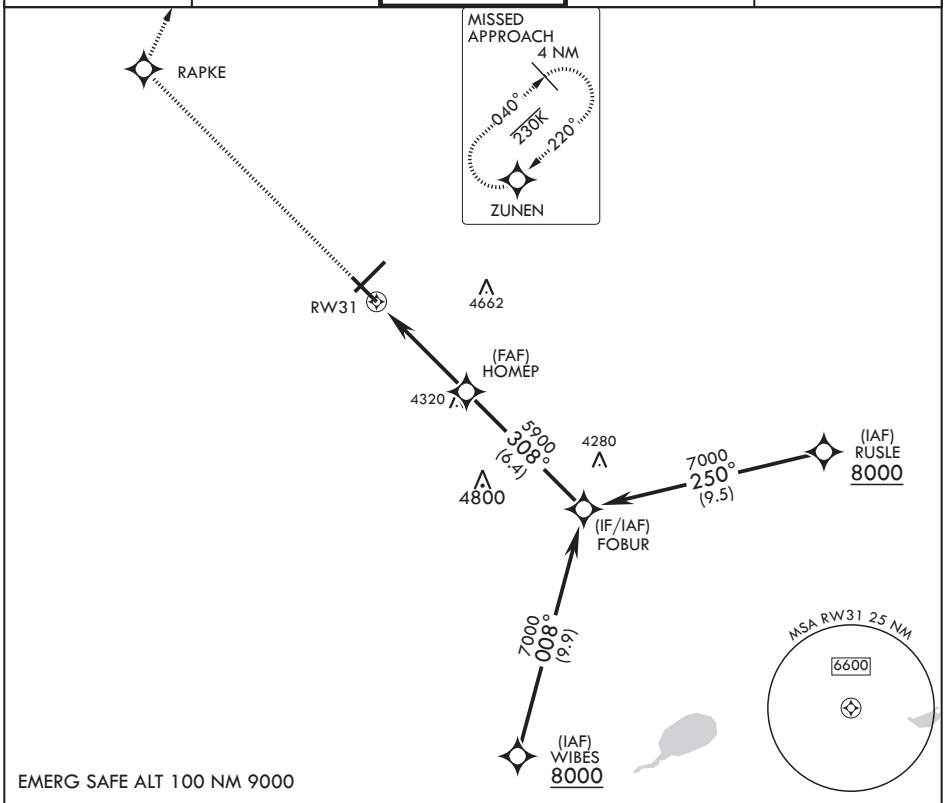
RNP APCH

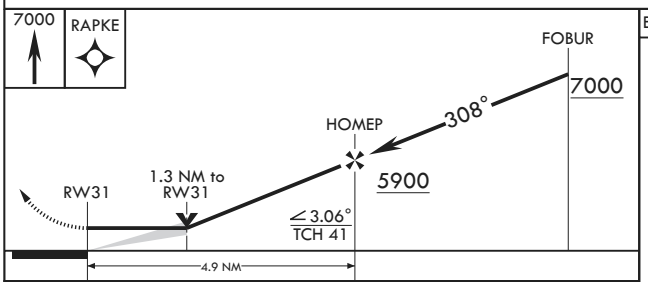
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 3/8 miles.

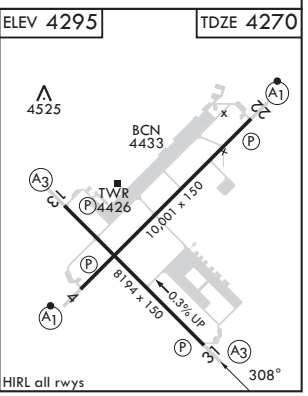
SSALR (A3)

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

| ATIS | CANNON APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 4720-½ | 450 (500-½) | 4720-⅞ | 450 | (500-⅞) |
| CIRCLING | 4840-1 | 545 (600-1) | 4860-1½ 565 (600-1½) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

CLOVIS, NEW MEXICO

Amdt 5 28DEC23

34°23'N - 103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 31





SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# TACAN RWY 4

| TACAN CVS Chan **53** | APCH CRS **048°** | Rwy ldg **10,001**<br>TDZE **4284**<br>Arpt Elev **4295** |
|---|---|---|

(USAF)

CANNON AFB (KCVS)

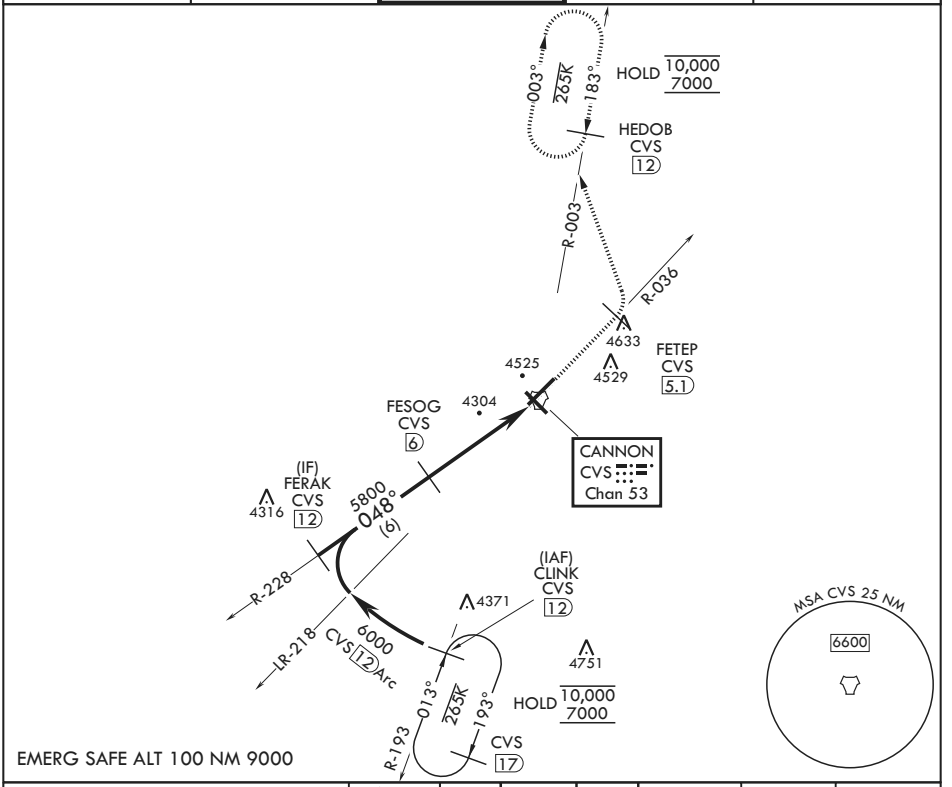
Missed approach requires use of RNAV or ATC radar monitoring.

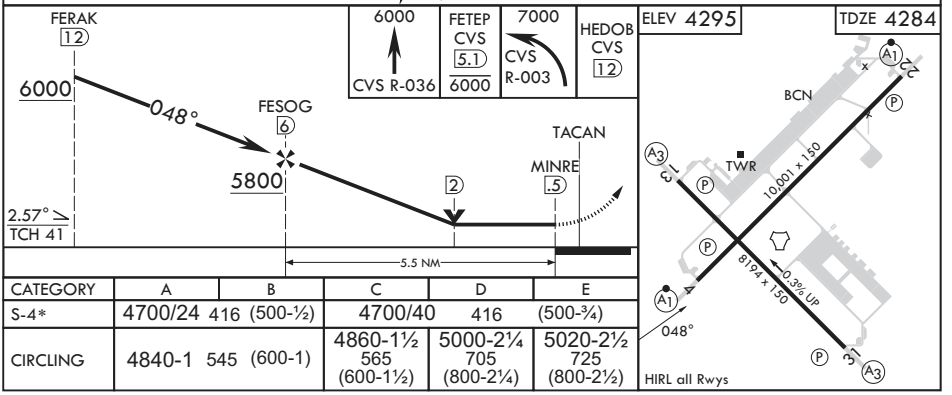
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 6000 via CVS TACAN R-036 to 5.1 DME (FETEP), cross FETEP at or below 6000, then turn left climbing to 7000 to intercept CVS TACAN R-003 to 12 DME (HEDOB) and hold,.

| ATIS | CANNON APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| **119.1 269.9** | **118.425 352.1** | **120.4 270.25** | **121.9 275.8** | **120.2 293.225** |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4* | 4700/24 | 416 (500-½) | 4700/40 | 416 | (500-¾) |
| CIRCLING | 4840-1 | 545 (600-1) | 4860-1½<br>565<br>(600-1½) | 5000-2¼<br>705<br>(800-2¼) | 5020-2½<br>725<br>(800-2½) |

CLOVIS, NEW MEXICO

Amdt 3 10OCT19

34°23'N - 103°19'W

CANNON AFB (KCVS)

TACAN RWY 4

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# TACAN RWY 13

| TACAN | APCH CRS | Rwy Idg | 8194 |
|---|---|---|---|
| CVS Chan 53 | 120° | TDZE | 4294 |
| | | Arpt Elev | 4295 |

[USAF]

CANNON AFB (KCVS)

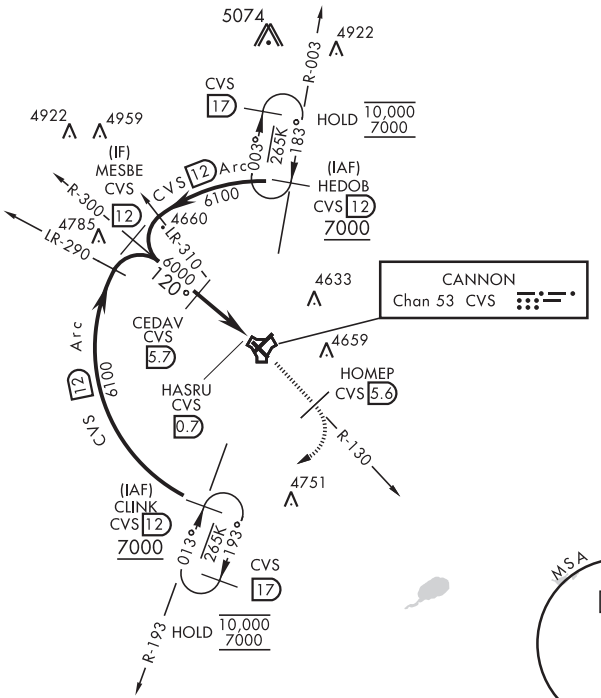
Missed approach requires use of RNAV or RADAR monitoring.

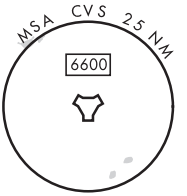
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.

SSALR (A3)

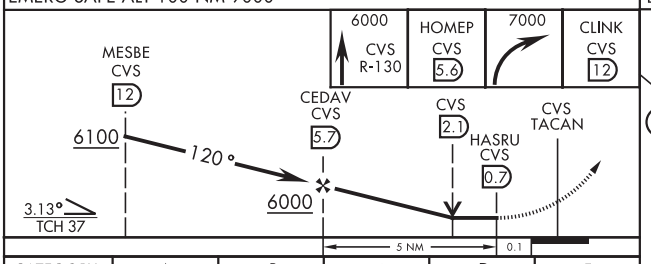
MISSED APPROACH: Climb to 6000 out CVS TACAN R-130 to 5.6 DME (HOMEP) then turn right climbing to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

| ATIS | CANNON APP CON | CANNON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |



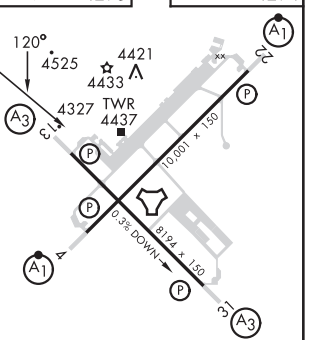




EMERG SAFE ALT 100 NM 9000




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13 * | 4800-¾ | 506 (600-¾) | 4800-1 | 506 (600-1) | |
| CIRCLING | 4840-1 | 545 (600-1) | 4860-1½ 565 (600-1½) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

ELEV 4295 TDZE 4294




HIRL all rwys

CLOVIS, NEW MEXICO

34° 23′N-103° 19′W

CANNON AFB (KCVS)

Amdt 2 09NOV17

TACAN RWY 13





SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# TACAN RWY 22

| TACAN | APCH CRS | Rwy ldg | 10,001 |
|---|---|---|---|
| CVS Chan 53 | 212° | TDZE | 4295 |
| | | Arpt Elev | 4295 |

[USAF]

CANNON AFB (KCVS)

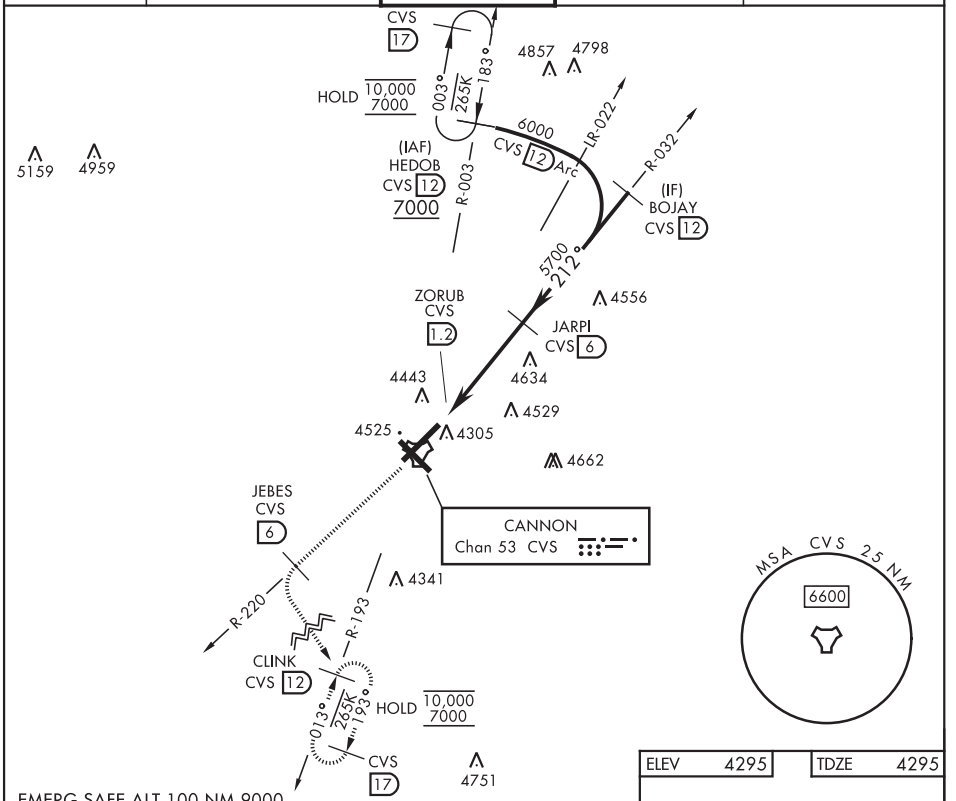
Missed approach requires use of RNAV or RADAR monitoring.

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1¾ miles.

ALSF-1

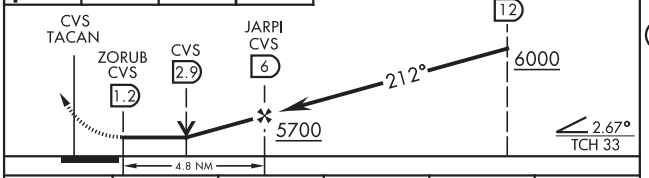
MISSED APPROACH: Climb to 6000 out CVS TACAN R-220 to 6 DME (JEBES) then climbing left turn to 7000 intercept CVS R-193 to 12 DME (CLINK) and hold.

| ATIS | CANNON APP CON | CANNON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |



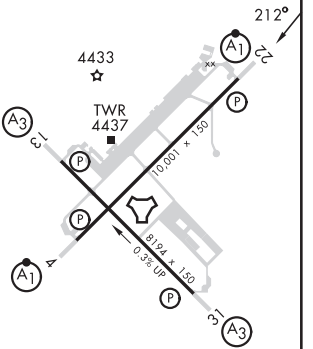

| 6000 CVS R-220 | JEBES CVS 6 | 7000 | CLINK CVS 12 |
|---|---|---|---|

VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22 * | 4900/24 605 (700-½) | | 4900-1⅜ 605 (700-1⅜) | | |
| CIRCLING | 4900-1 605 (700-1) | | 4900-1¾ 605 (700-1¾) | 5000-2¼ 705 (800-2¼) | 5020-2½ 725 (800-2½) |

ELEV 4295 TDZE 4295




HIRL all rwys

CLOVIS, NEW MEXICO

34° 23′N - 103° 19′E

CANNON AFB (KCVS)

Amdt 3 26MAR20

TACAN RWY 22



SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO

# TACAN RWY 31

CANNON AFB (KCVS)

| TACAN CVS Chan 53 | APCH CRS 316° | Rwy ldg 8194<br>TDZE 4270<br>Arpt Elev 4295 |
|---|---|---|

(USAF)

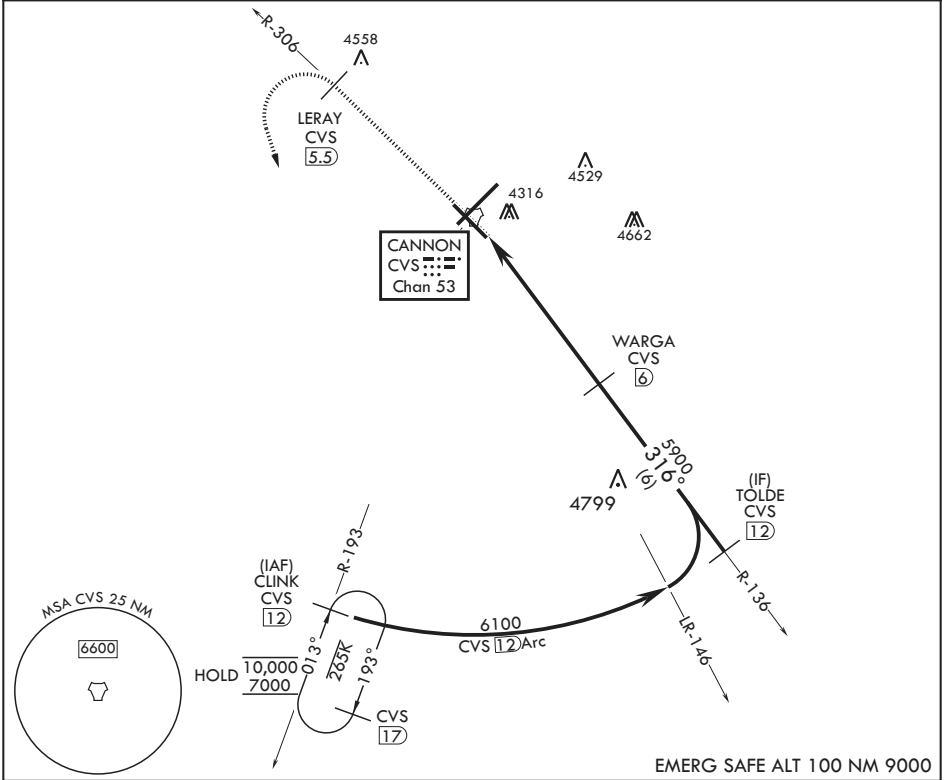
Missed approach requires use of RNAV or ATC radar monitoring.

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

SSALR (A3)

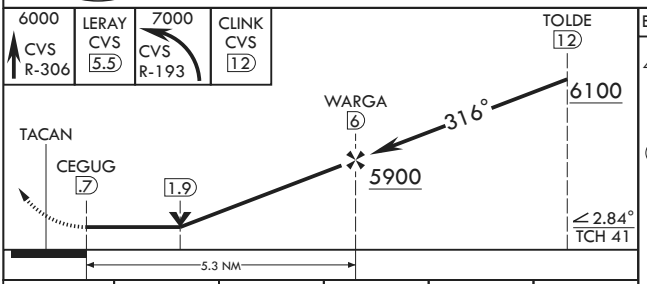
MISSED APPROACH: Climb to 6000 out CVS TACAN R-306 to 5.5 DME (LERAY) then turn left climbing to 7000 intercept CVS TACAN R-193 to 12 DME (CLINK) and hold.

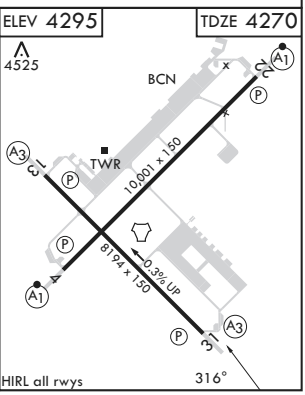
| ATIS | CANNON APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.1 269.9 | 118.425 352.1 | 120.4 270.25 | 121.9 275.8 | 120.2 293.225 |




EMERG SAFE ALT 100 NM 9000

| 6000 CVS R-306 | LERAY CVS 5.5 | 7000 CVS R-193 | CLINK CVS 12 |
|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31* | 4700-½ | 430 (500-½) | 4700-¾ | 430 | (500-¾) |
| CIRCLING | 4840-1 | 545 (600-1) | 4860-1½<br>565<br>(600-1½) | 5000-2¼<br>705<br>(800-2¼) | 5020-2½<br>725<br>(800-2½) |

CLOVIS, NEW MEXICO

Amdt 3 10OCT19

34°23'N - 103°19'W

CANNON AFB (KCVS)

TACAN RWY 31



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

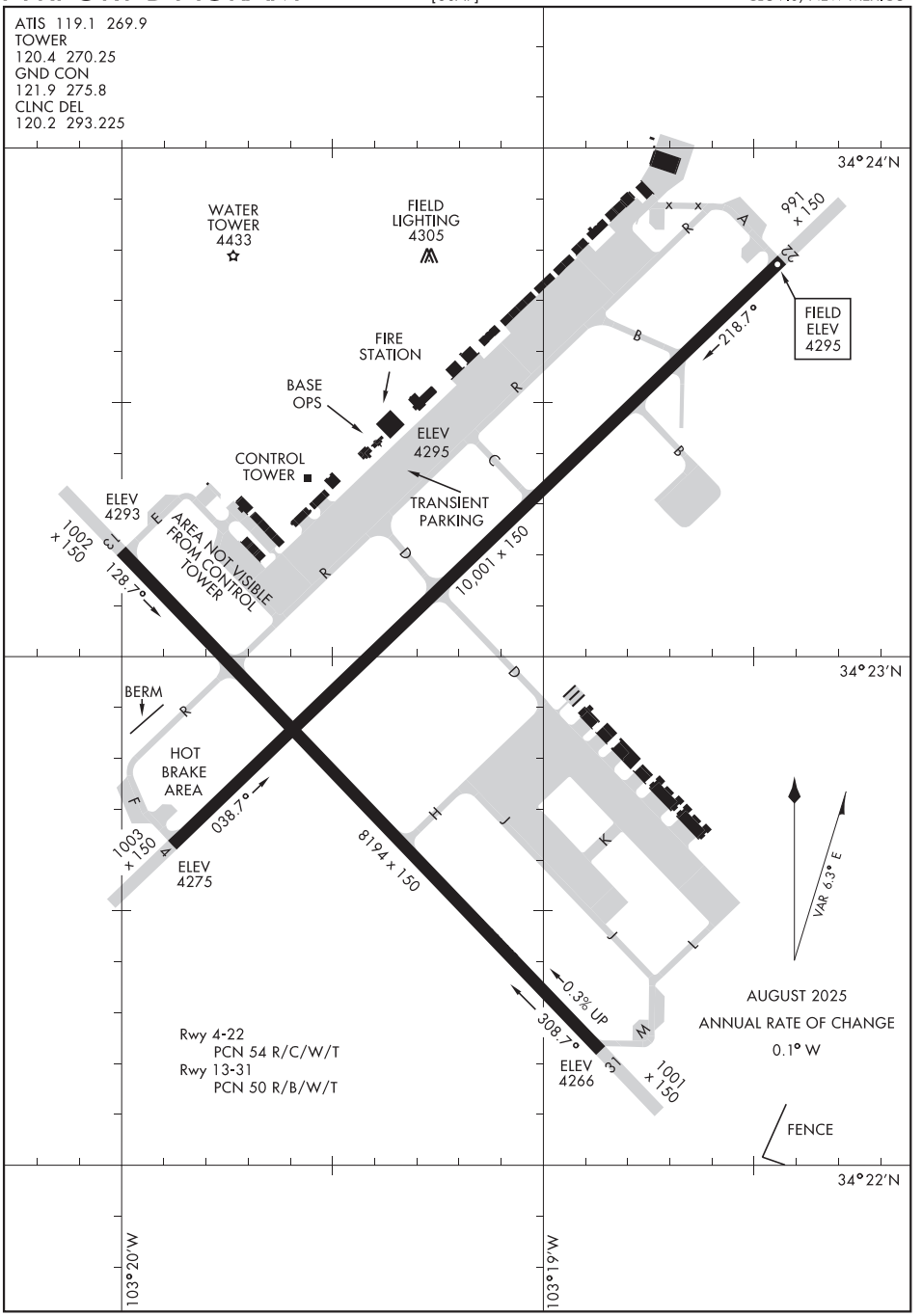
25219

# AIRPORT DIAGRAM

CANNON AFB (KCVS)

[USAF]

CLOVIS, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

CLOVIS, NEW MEXICO
CANNON AFB (KCVS)

| WAAS CH 69530 W29A | APP CRS 293° | Rwy Ldg 5399 | TDZE 5407 | Apt Elev 5442 |
|---|---|---|---|---|

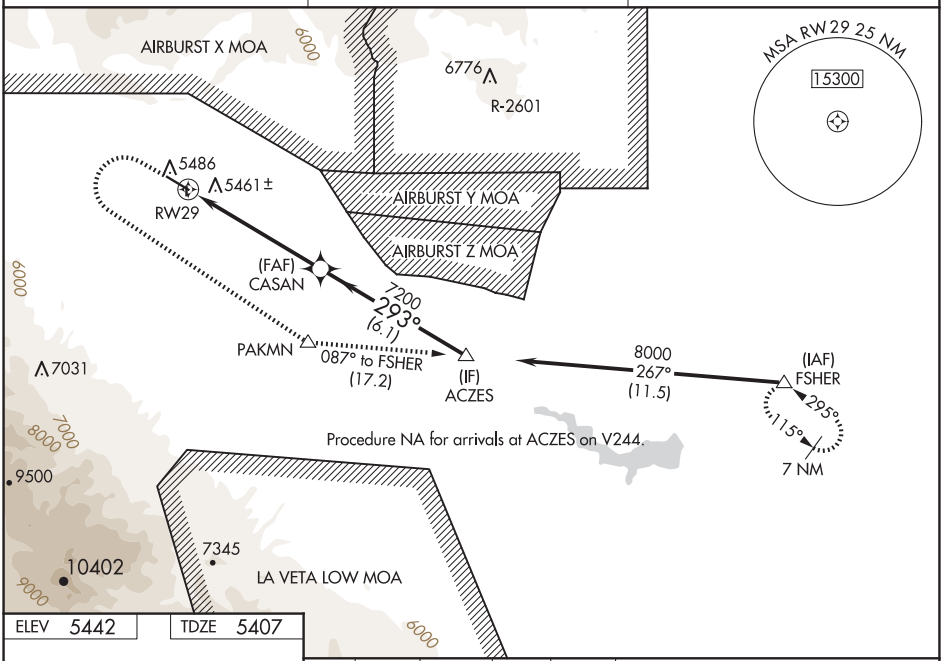
# RNAV (GPS) RWY 29
FREMONT COUNTY (1V6)

RNP APCH.

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

MISSED APPROACH: (Do not exceed 210K until PAKMN) Climb to 5900 then climbing left turn to 8000 direct PAKMN and track 087° to FSHER and hold.

| AWOS-3 | DENVER APP CON ★ | UNICOM |
|---|---|---|
| 120.025 | 120.1 290.5 | 122.8 (CTAF) L |

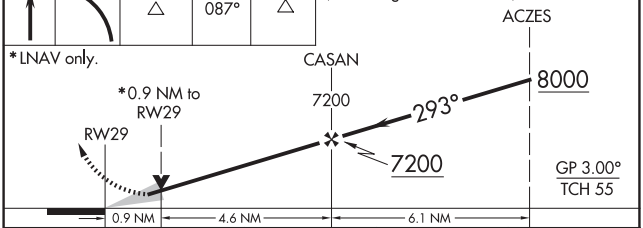


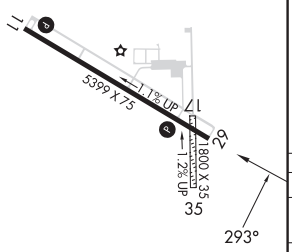

ELEV 5442 TDZE 5407

| 5900 | 8000 | PAKMN | tr 087° | FSHER |
|---|---|---|---|---|
| ↑ | ↱ | △ | | △ |

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

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5657-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 5657-¾ 250 (300-¾) | | | NA |
| LNAV MDA | 5720-1 313 (300-1) | | 5720-⅞ 313 (300-⅞) | NA |
| C CIRCLING | 5800-1 358 (400-1) | 5900-1 458 (500-1) | 5980-1½ 538 (600-1½) | NA |

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 3

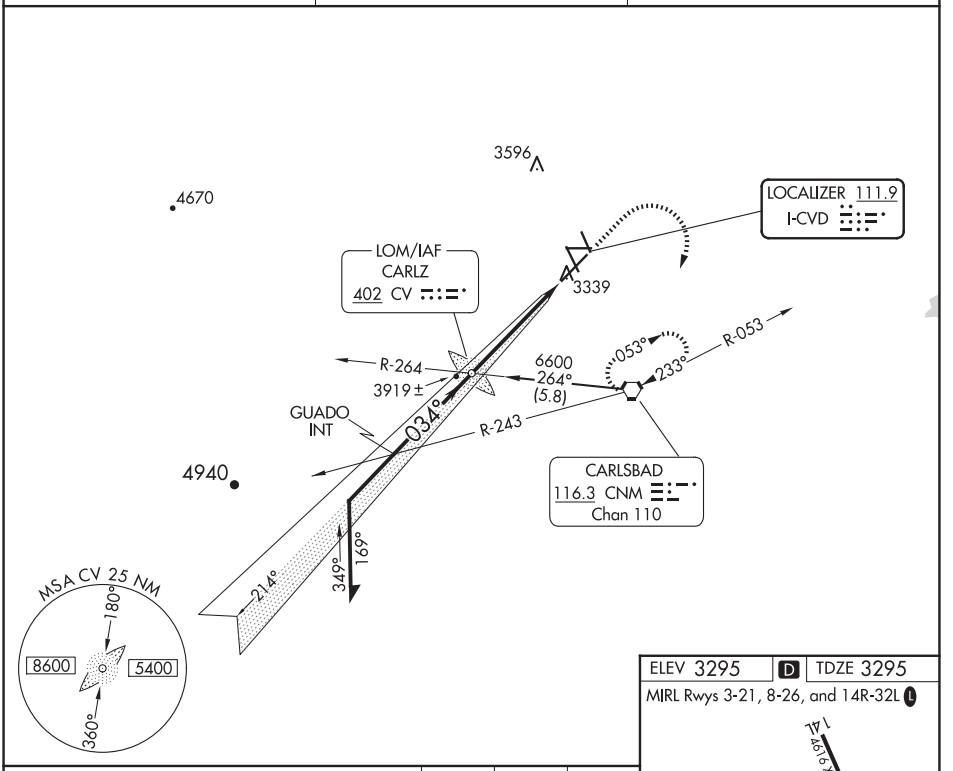
## CAVERN CITY AIR TRML (CNM)

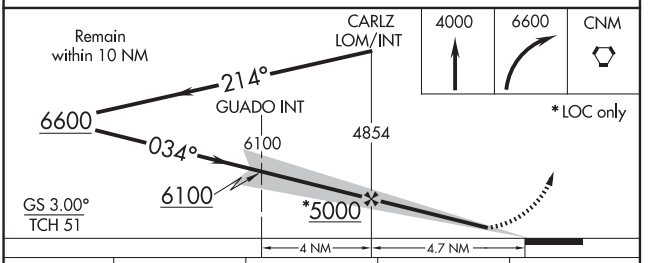
| LOC I-CVD | APP CRS | Rwy Ldg | 7504 |
|---|---|---|---|
| 111.9 | 034° | TDZE | 3295 |
| | | Apt Elev | 3295 |

MALSR

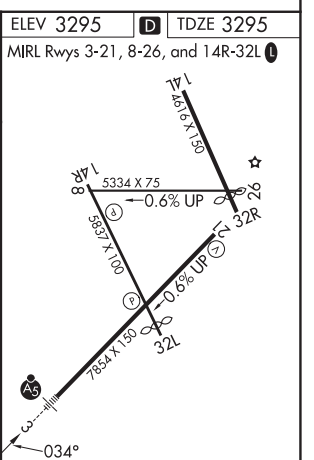
MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.875 292.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 3495-½ 200 (200-½) | | | |
| S-LOC 3 | 3940-½ 645 (700-½) | | 3940-1¼ 645 (700-1¼) | 3940-1½ 645 (700-1½) |
| C CIRCLING | 3940-1 645 (700-1) | | 3960-1⅜ 665 (700-1⅜) | 4260-3 965 (1000-3) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

## CAVERN CITY AIR TRML (CNM)

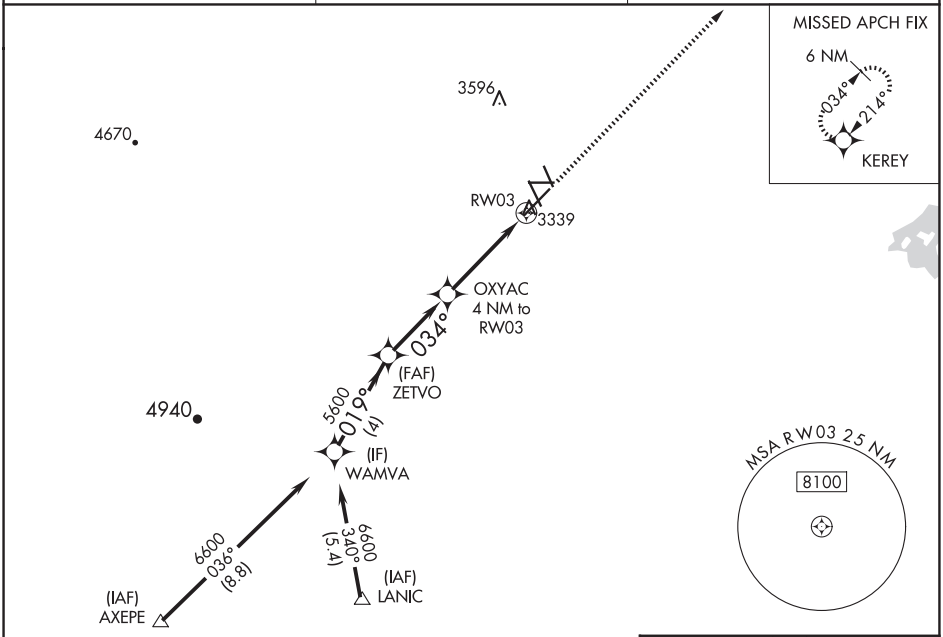
| WAAS | APP CRS | | |
|---|---|---|---|
| CH **81835** | **034°** | Rwy Ldg | **7504** |
| **W03A** | | TDZE | **3295** |
| | | Apt Elev | **3295** |

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

MALSR

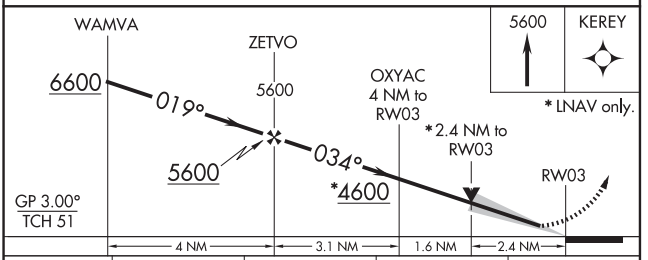
MISSED APPROACH: Climb to 5600 direct KEREY and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| **118.375** | **135.875 292.15** | **123.0** (CTAF) L |



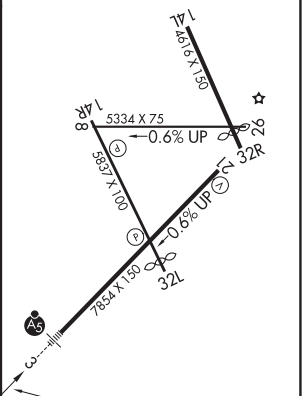

Procedure NA for arrivals at AXEPE on V102 southwest bound.

Procedure NA for arrivals at LANIC on V560 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3495-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 3545-½ | 250 (300-½) | | |
| LNAV MDA | 4100-½ 805 (900-½) | 4100-¾ 805 (900-¾) | 4100-1⅞ 805 (900-1⅞) | |
| C CIRCLING | 4100-1 805 (900-1) | 4100-1¼ 805 (900-1¼) | 4100-2½ 805 (900-2½) | 4260-3 965 (1000-3) |

ELEV 3295 D TDZE 3295




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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 14R

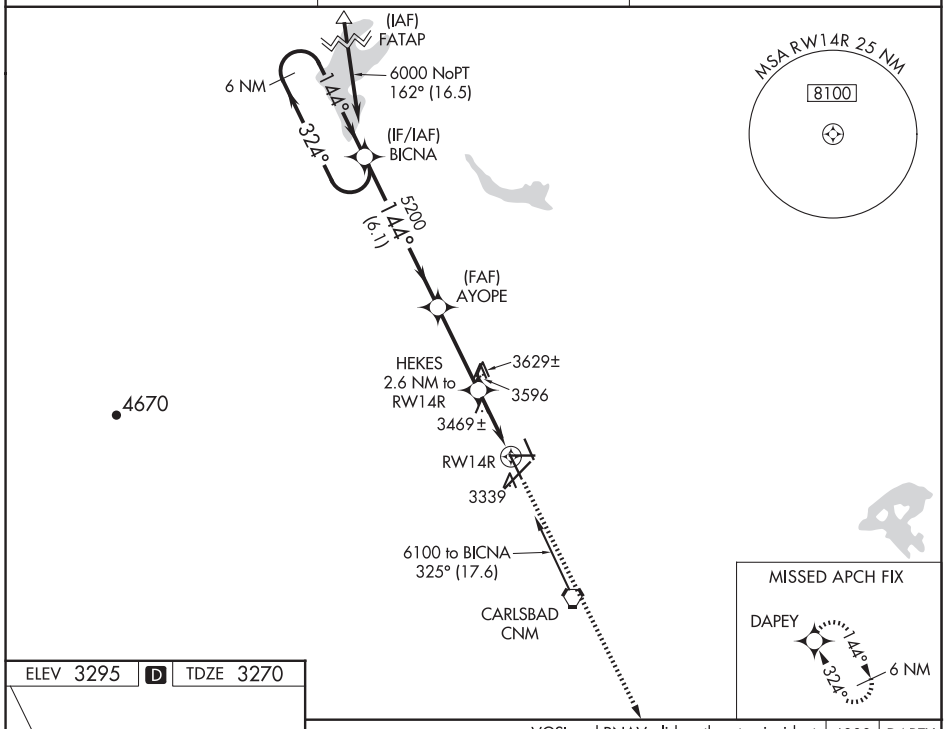
## CAVERN CITY AIR TRML (CNM)

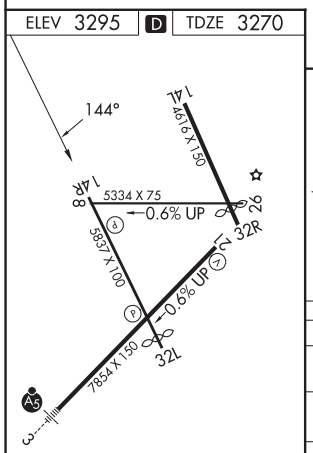
| WAAS | APP CRS | Rwy Ldg | 5837 |
|---|---|---|---|
| CH 61034 | 144° | TDZE | 3270 |
| W14A | | Apt Elev | 3295 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

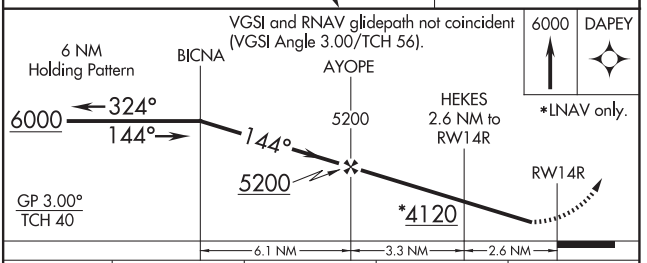
MISSED APPROACH: Climb to 6000 direct DAPEY and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.875 292.15 | 123.0 (CTAF) L |




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3520-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3520-1 250 (300-1) | | | |
| LNAV MDA | 3720-1 450 (500-1) | | 3720-1⅜ 450 (500-1⅜) | |
| C CIRCLING | 3720-1 425 (500-1) | 3780-1 485 (500-1) | 3960-1¾ 665 (700-1¾) | 4260-3 965 (1000-3) |



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| WAAS | APP CRS | Rwy Ldg | 7854 |
|---|---|---|---|
| CH 90234 | 214° | TDZE | 3264 |
| W21A | | Apt Elev | 3295 |

# RNAV (GPS) RWY 21

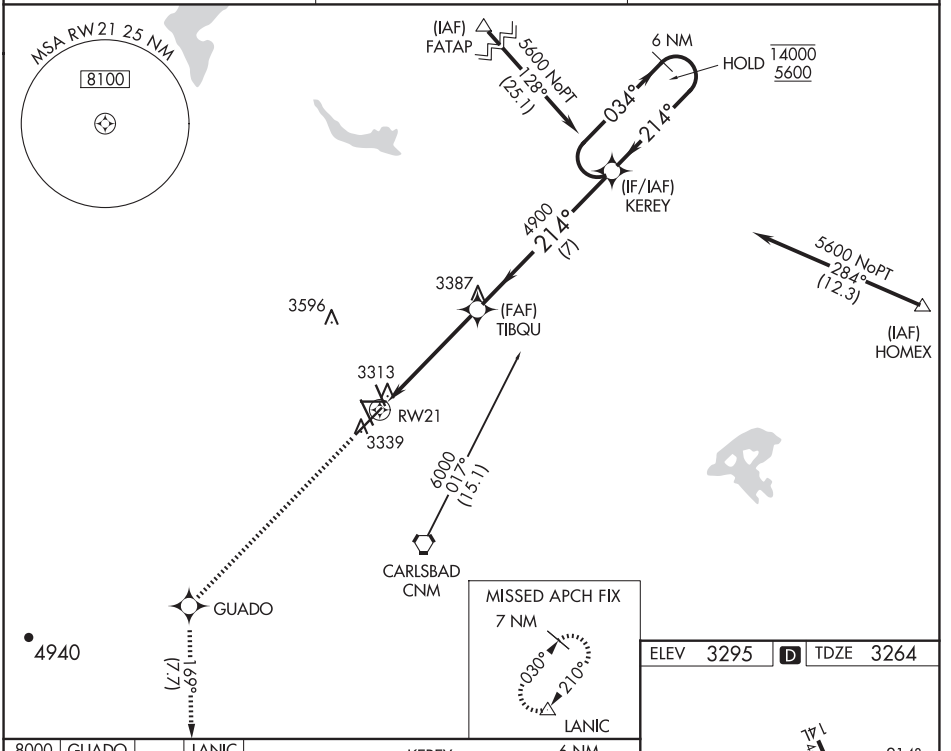
## CAVERN CITY AIR TRML (CNM)

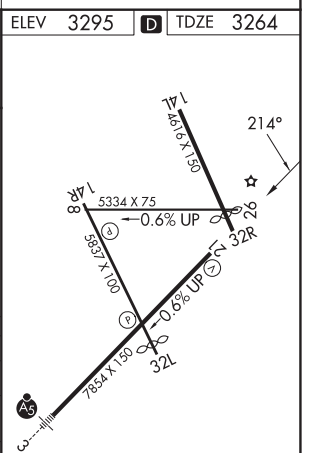
RNP APCH - GPS.

T A Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 50°C.

MISSED APPROACH: Climb to 8000 direct GUADO and on track 169° to LANIC and hold, continue climb-in-hold to 8000.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.875 292.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3514-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 3514-¾ | 250 (300-¾) | | |
| LNAV MDA | 3580-1 | 316 (300-1) | 3580-⅞ | 316 (300-⅞) |
| C CIRCLING | 3700-1 405 (500-1) | 3780-1 485 (500-1) | 3960-1¾ 665 (700-1¾) | 4260-3 965 (1000-3) |

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

CARLSBAD, NEW MEXICO AL-71 (FAA) 25163

| WAAS | APP CRS | Rwy Ldg | 5452 |
|---|---|---|---|
| CH 78226 | 324° | TDZE | 3268 |
| W32A | | Apt Elev | 3295 |

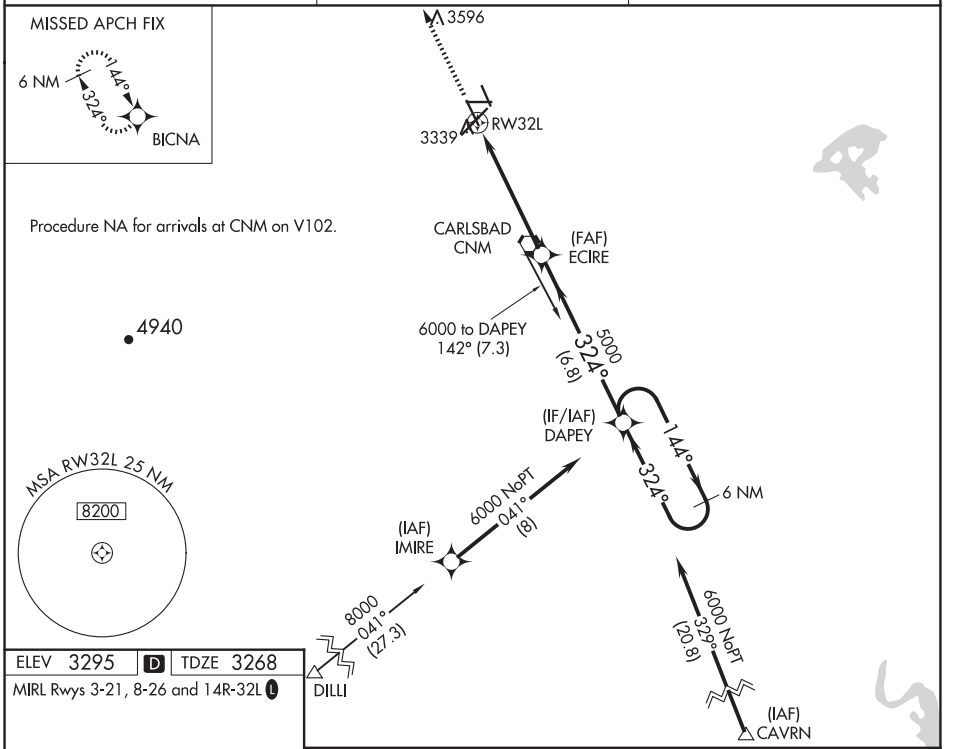
# RNAV (GPS) RWY 32L

## CAVERN CITY AIR TRML (CNM)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 ft. Increase LP Cats C/D visibility to 1⅝ mile, LNAV Cats C/D to 1¾ mile and Circling Cat C to 2¼ mile. VDP NA when using Artesia Muni altimeter setting.

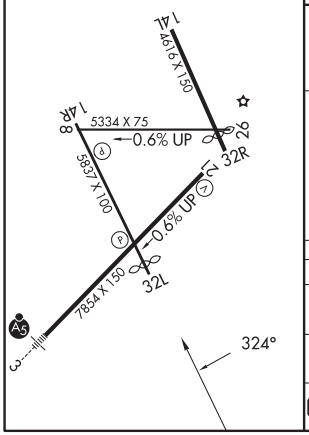
MISSED APPROACH: Climb to 6000 direct BICNA and hold.

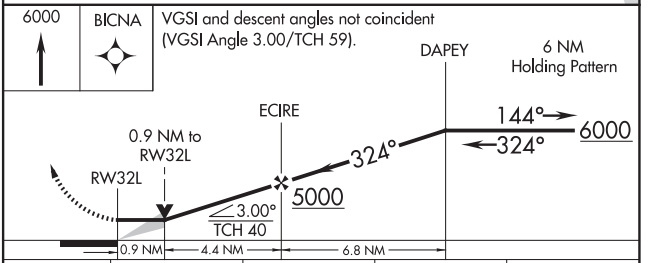
| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.875 292.15 | 123.0 (CTAF) L |




ELEV 3295 D TDZE 3268

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3720-1 452 (500-1) | | 3720-1⅜ 452 (500-1⅜) | |
| LNAV MDA | 3740-1 472 (500-1) | | 3740-1⅜ 472 (500-1⅜) | |
| C CIRCLING | 3740-1 445 (500-1) | 3780-1 485 (500-1) | 3960-1¾ 665 (700-1¾) | 4260-3 965 (1000-3) |

CARLSBAD, NEW MEXICO
Amdt 1D 10SEP20

32°20'N-104°16'W

CAVERN CITY AIR TRML (CNM)

RNAV (GPS) RWY 32L


SW-1, 07 AUG 2025 to 02 OCT 2025

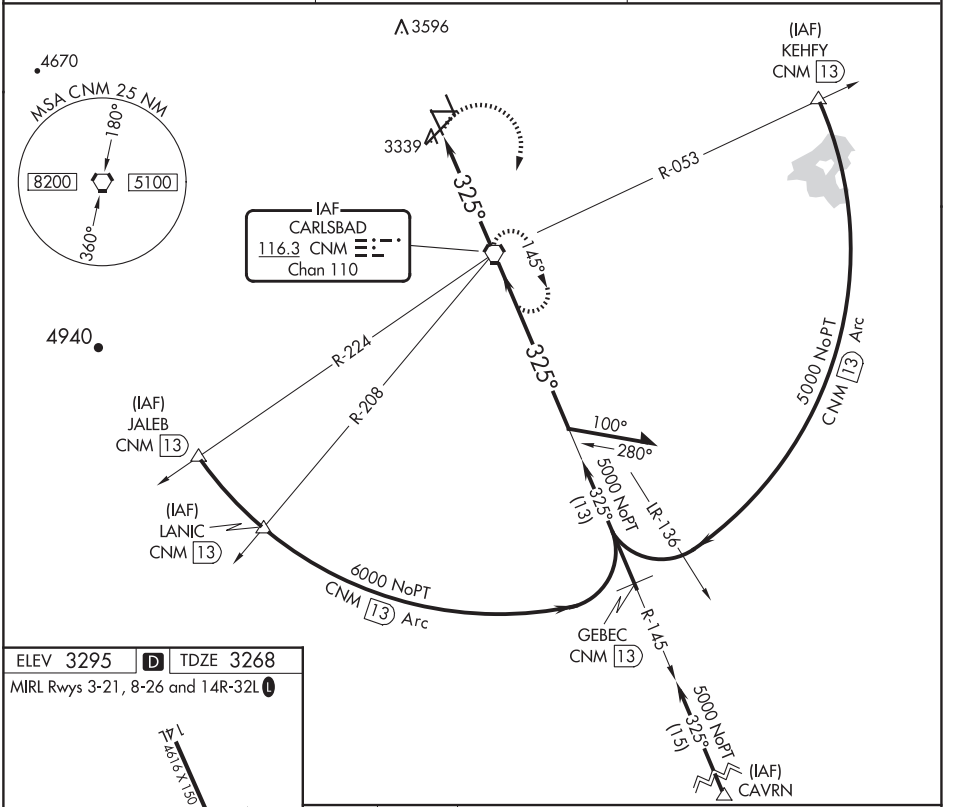
| VORTAC CNM | APP CRS | Rwy Ldg | 5452 |
|---|---|---|---|
| 116.3 | 325° | TDZE | 3268 |
| Chan 110 | | Apt Elev | 3295 |

# VOR RWY 32L
## CAVERN CITY AIR TRML (CNM)

T A When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 feet and S-32L Cats C/D visibility to 1½, Circling Cat C visibility to 2¼.

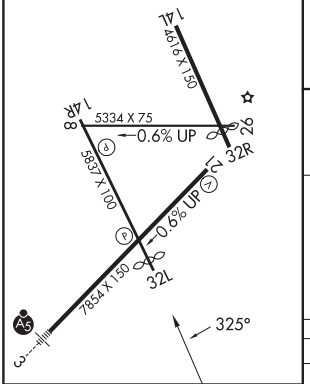
MISSED APPROACH: Climbing right turn to 5000 direct CNM VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 135.875 292.15 | 123.0 (CTAF) L |



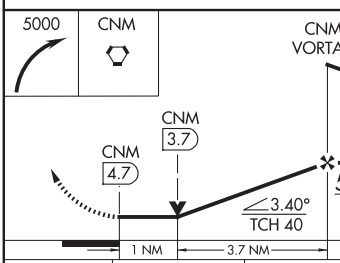

ELEV 3295 D TDZE 3268

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




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32L | 3680-1 412 (400-1) | | 3680-1¼ 412 (400-1¼) | |
| C CIRCLING | 3700-1 405 (500-1) | 3780-1 485 (500-1) | 3960-1¾ 665 (700-1¾) | 4260-3 965 (1000-3) |



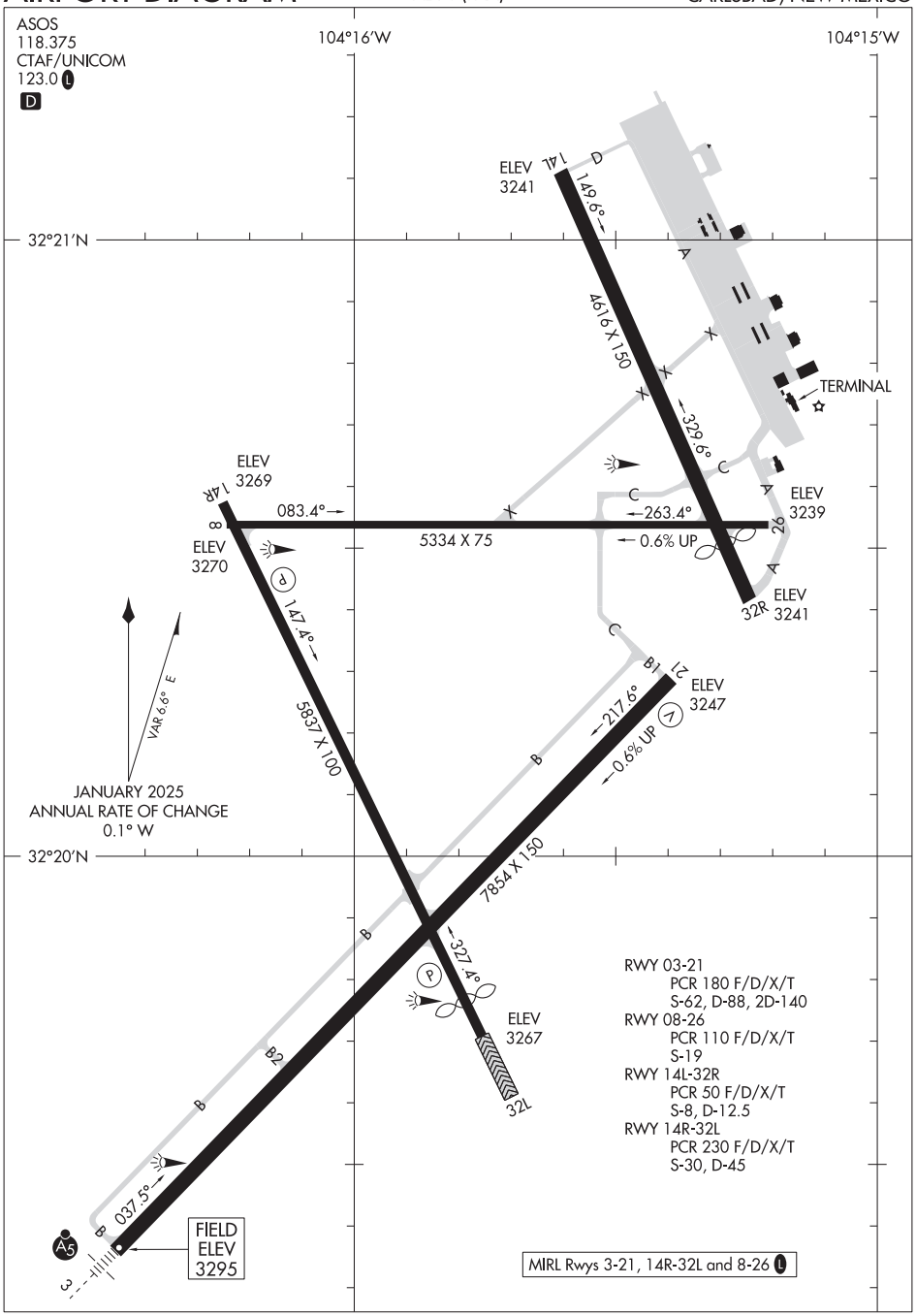
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25163

# AIRPORT DIAGRAM

AL-71 (FAA)

CAVERN CITY AIR TRML (CNM)
CARLSBAD, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25163

CARLSBAD, NEW MEXICO
CAVERN CITY AIR TRML (CNM)

# RNAV (GPS) RWY 2

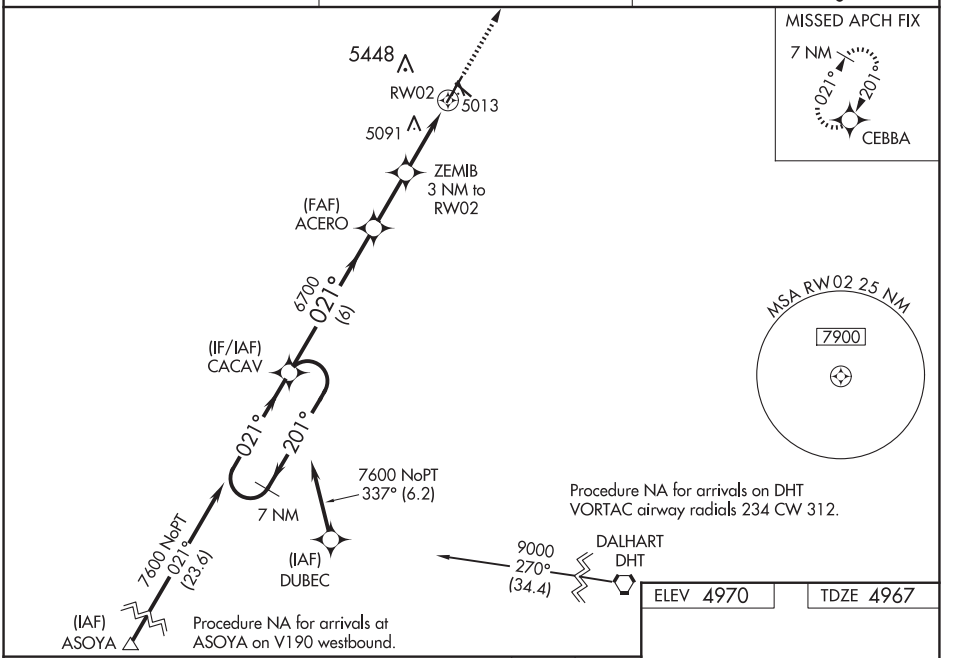
## CLAYTON MUNI AIRPARK (CAO)

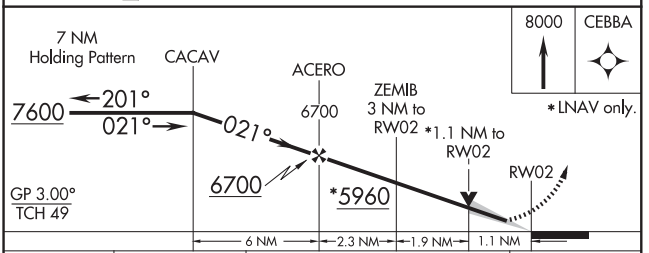
| WAAS | APP CRS | Rwy Idg | 5917 |
|---|---|---|---|
| CH 69233 | 021° | TDZE | 4967 |
| W02A | | Apt Elev | 4970 |

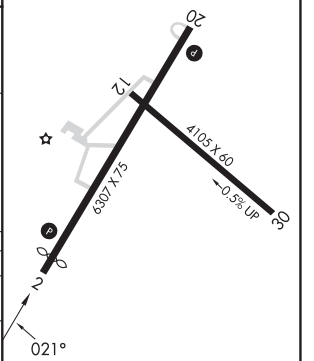
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility ⅞ mile, increase LNAV/VNAV all Cats visibility 1⅛ mile, increase LNAV Cat C visibility ⅝ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Dalhart altimeter setting. VDP NA with Dalhart altimeter setting.

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

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 120.625 | 127.85 285.475 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5217-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 5367-1⅜ 400 (400-1⅜) | | | NA |
| LNAV MDA | 5360-1 393 (400-1) | | 5360-1⅛ 393 (400-1⅛) | NA |
| C CIRCLING | 5360-1 390 (400-1) | 5420-1 450 (500-1) | 5420-1½ 450 (500-1½) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

CLAYTON, NEW MEXICO | AL-9063 (FAA) | 24249

| WAAS | APP CRS | Rwy Idg | 6307 |
|---|---|---|---|
| CH 42833 | 201° | TDZE | 4970 |
| W20A | | Apt Elev | 4970 |

# RNAV (GPS) RWY 20

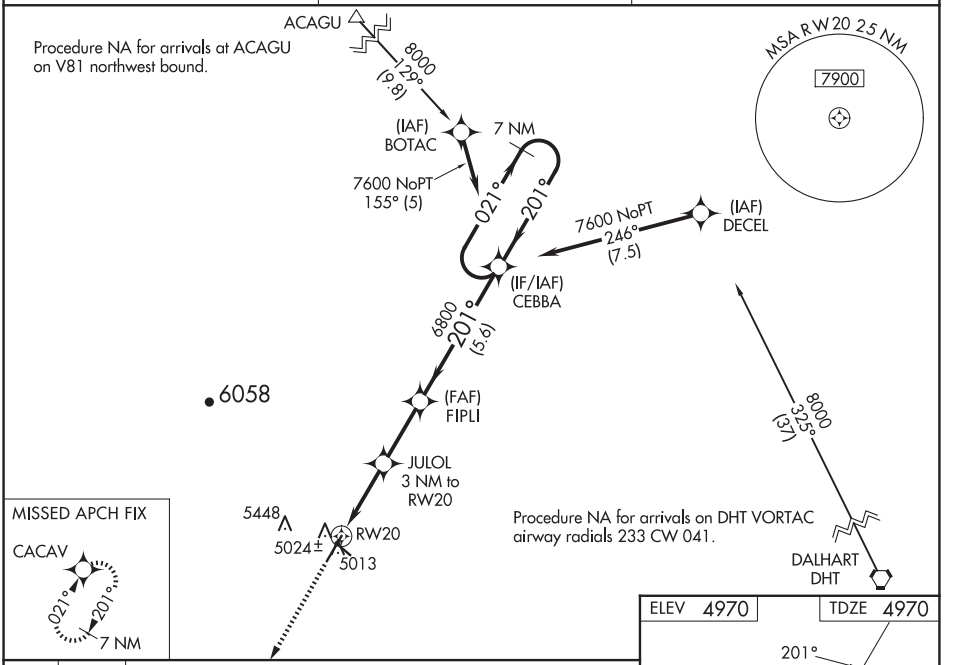
## CLAYTON MUNI AIRPORT (CAO)

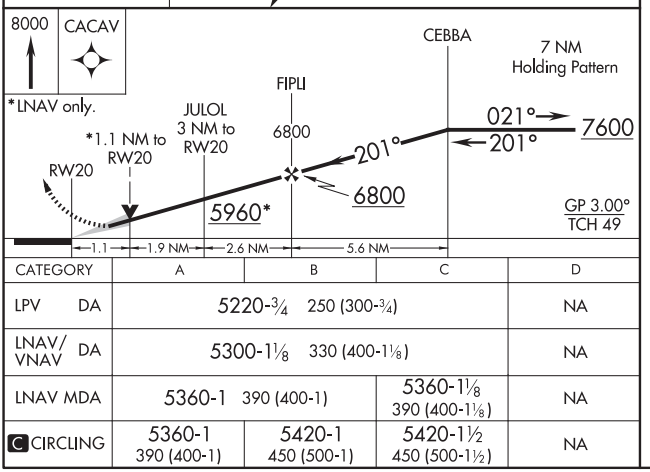
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility ⅞ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cat C visibility ⅝ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

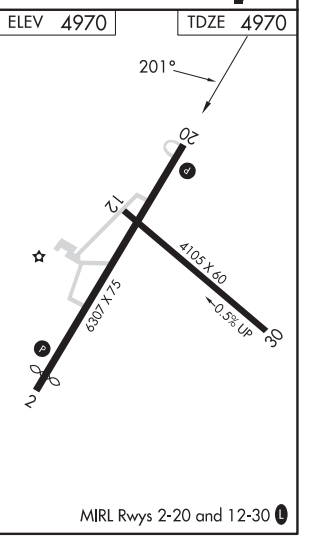
A

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

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 120.625 | 127.85 285.475 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5220-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 5300-1⅛ 330 (400-1⅛) | | | NA |
| LNAV MDA | 5360-1 390 (400-1) | | 5360-1⅛ 390 (400-1⅛) | NA |
| C CIRCLING | 5360-1 390 (400-1) | 5420-1 450 (500-1) | 5420-1½ 450 (500-1½) | NA |

MIRL Rwys 2-20 and 12-30 L

CLAYTON, NEW MEXICO
Amdt 2A 05MAR15

36°27'N-103°09'W

CLAYTON MUNI AIRPORT (CAO)
RNAV (GPS) RWY 20

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

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

# ILS RWY 4
## CLOVIS RGNL (CVN)

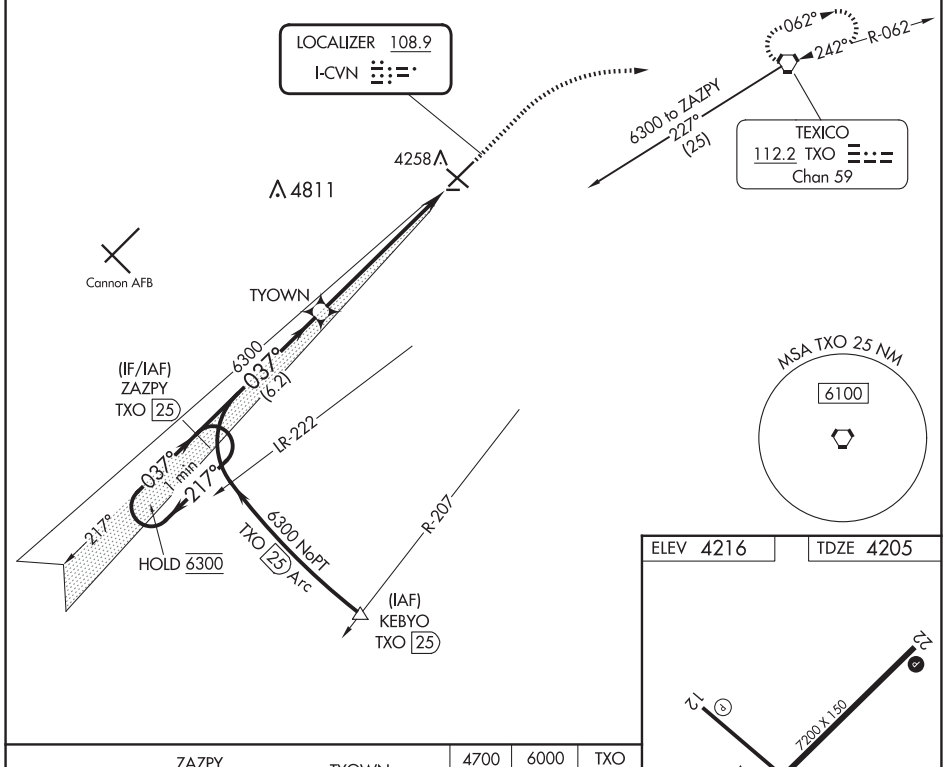
DME required.

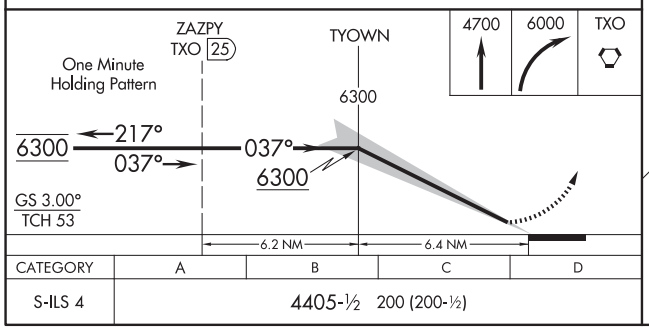
NA

MALSR

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

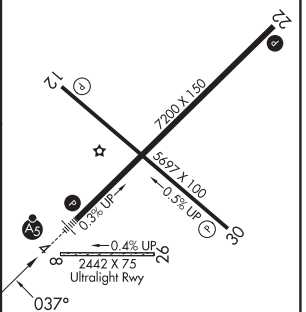
| AWOS-3PT | CANNON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 118.425 352.1 | 119.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 4405-½ 200 (200-½) | | | |

ELEV 4216 TDZE 4205




REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO | AL-5144 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 7200 |
|---|---|---|---|
| CH **97300** | **037°** | TDZE | **4205** |
| **W04A** | | Apt Elev | **4216** |

# RNAV (GPS) RWY 4

CLOVIS RGNL (CVN)

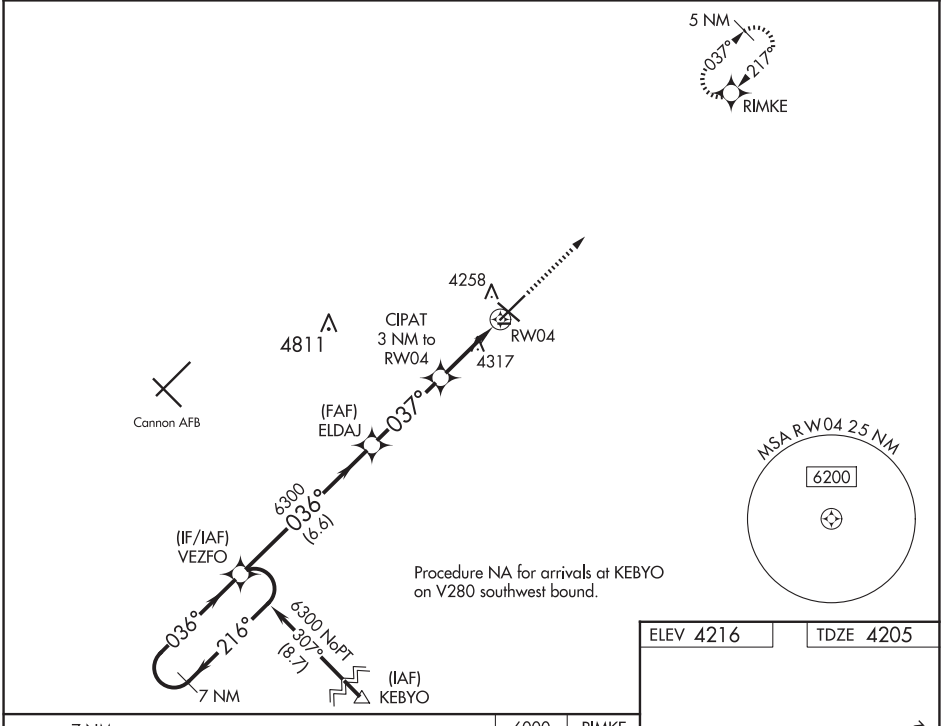
RNP APCH - GPS.

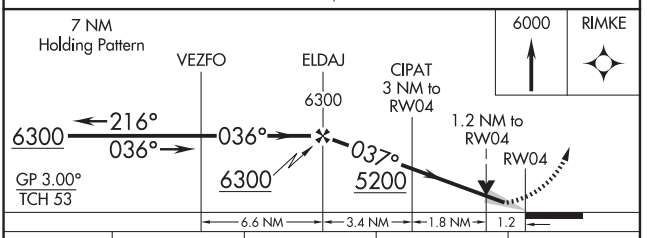
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 49°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM. Circling NA to Rwy 8 and 26.

MALSR

MISSED APPROACH: Climb to 6000 direct RIMKE and hold.

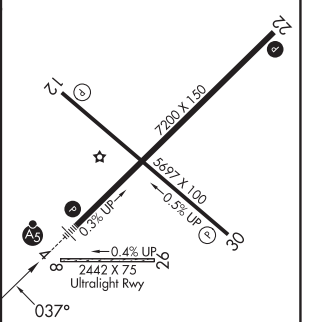
| AWOS-3PT | CANNON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| **135.375** | **118.425 352.1** | **119.0** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4405-½ | 200 (200-½) | | |
| LNAV/VNAV DA | 4455-½ | 250 (300-½) | | |
| LNAV MDA | 4640-½ | 435 (500-½) | 4640-¾ | 435 (500-¾) |
| C CIRCLING | 4680-1 | 464 (500-1) | 4700-1½ 484 (500-1½) | 4820-2 604 (700-2) |

ELEV 4216 | TDZE 4205




REIL Rwys 12 and 30 L
MIRL Rwys 4-22 and 12-30 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 22

CLOVIS RGNL (CVN)

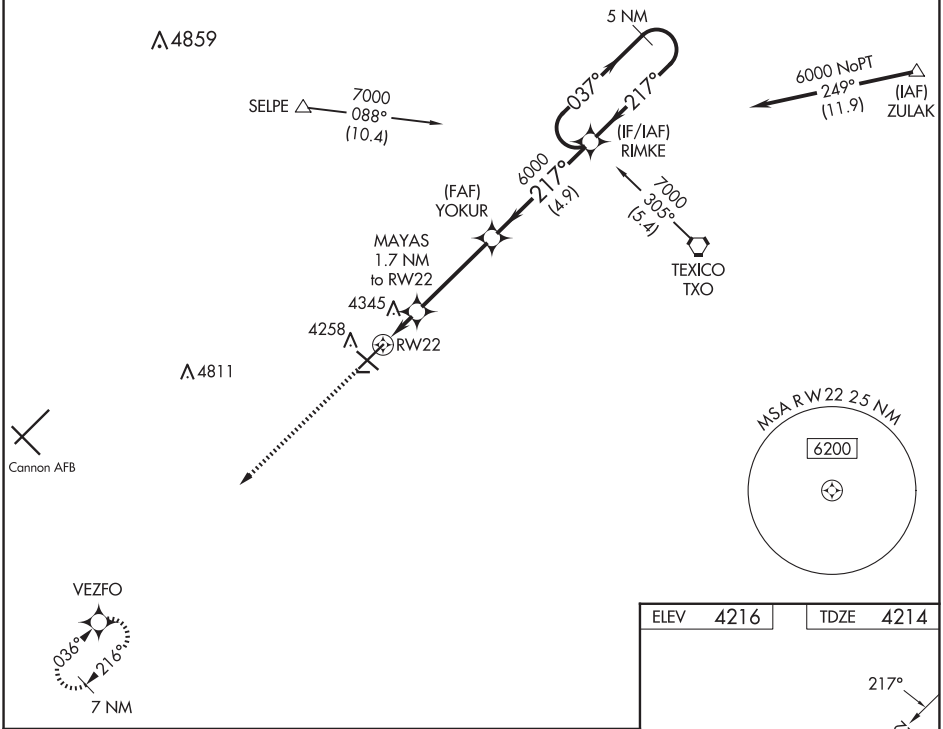
| WAAS | APP CRS | Rwy Ldg | 7200 |
|---|---|---|---|
| CH 99637 | 217° | TDZE | 4214 |
| W22A | | Apt Elev | 4216 |

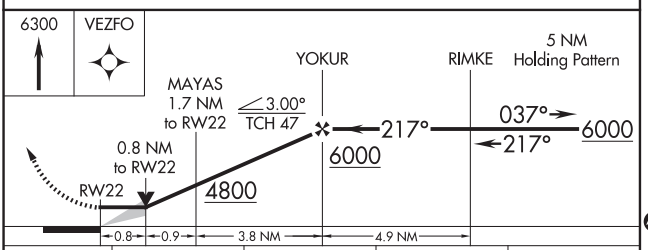
RNP APCH - GPS.

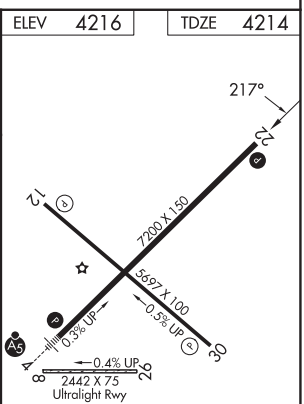
Circling NA to Rwy 8 and 26.

MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 4520-1 | 306 (400-1) | 4520-⅞ | 306 (400-⅞) |
| LNAV MDA | 4620-1 | 406 (500-1) | 4620-1⅛ | 406 (500-1⅛) |
| C CIRCLING | 4680-1 | 464 (500-1) | 4700-1½ 484 (500-1½) | 4820-2 604 (700-2) |

REIL Rwys 12 and 30 L

MIRL Rwys 4-22 and 12-30 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

CLOVIS, NEW MEXICO | AL-5144 (FAA) | 25163

# RNAV (GPS) RWY 30

CLOVIS RGNL (CVN)

| APP CRS | Rwy Ldg | 5697 |
|---|---|---|
| 302° | TDZE | 4202 |
| | Apt Elev | 4216 |

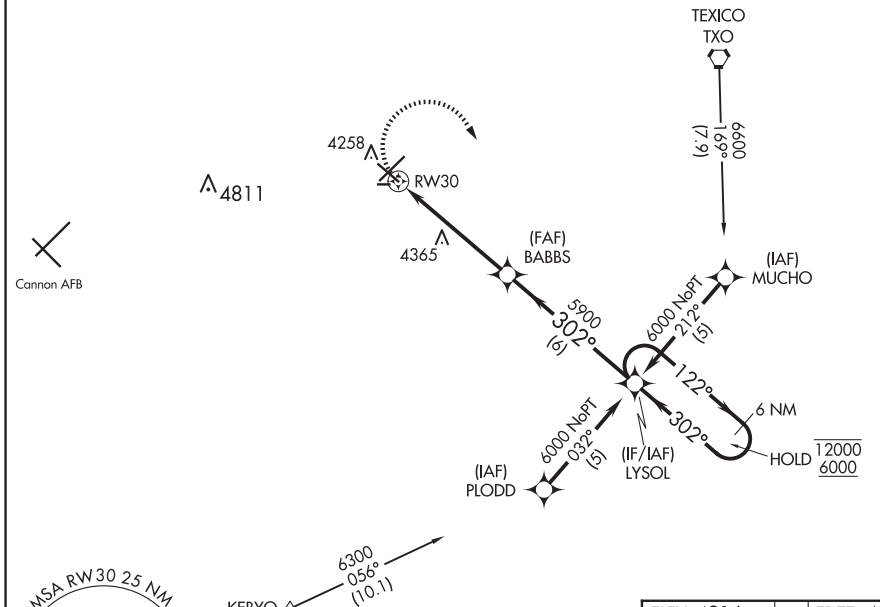
RNP APCH - GPS.

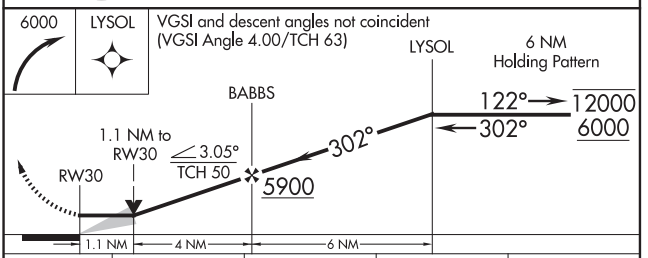
CAUTION: Cannon AFB 12 NM WSW, heavy USAF fighter traffic. Circling NA to Rwys 8 and 26.

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

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

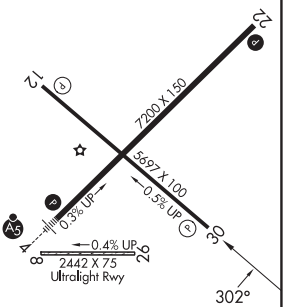
Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4620-1 418 (500-1) | | 4620-1¼ 418 (500-1¼) | |
| C CIRCLING | 4680-1 464 (500-1) | | 4700-1½ 484 (500-1½) | 4820-2 604 (700-2) |

ELEV 4216 | TDZE 4202




REIL Rwys 12 and 30 L

MIRL Rwys 4-22 and 12-30 L

CLOVIS, NEW MEXICO

Orig-B 26DEC24

34°26'N-103°05'W

CLOVIS RGNL (CVN)

RNAV (GPS) RWY 30

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# VOR RWY 22

CLOVIS RGNL (CVN)

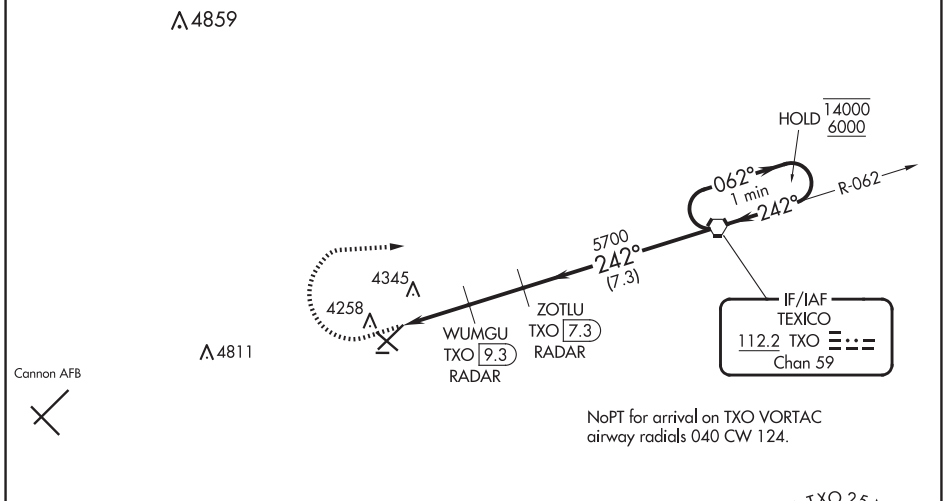
| VORTAC TXO | APP CRS | Rwy Ldg | 7200 |
|---|---|---|---|
| 112.2 | 242° | TDZE | 4214 |
| Chan 59 | | Apt Elev | 4216 |

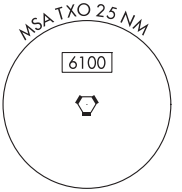
DME or RADAR required.

Circling NA to Rwys 8 and 26.

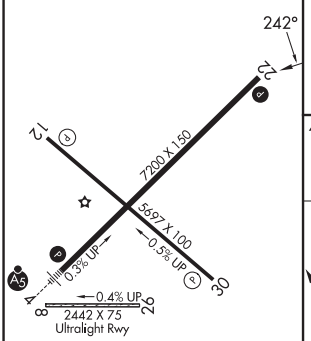
MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.

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



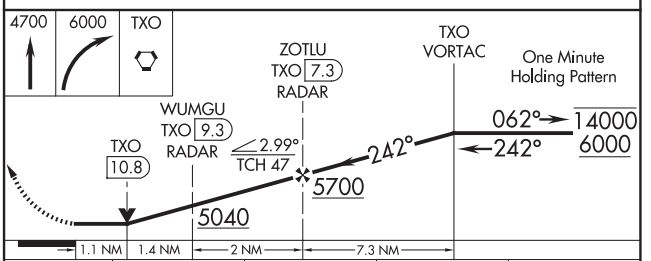

ELEV 4216 TDZE 4214




REIL Rwys 12 and 30 L

MIRL Rwys 4-22 and 12-30 L

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:32 | 3:01 | 2:16 | 1:49 | 1:31 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 4600-1 386 (400-1) | | 4600-1⅛ 386 (400-1⅛) | |
| C CIRCLING | 4680-1 464 (500-1) | | 4700-1½ 484 (500-1½) | 4820-2 604 (700-2) |



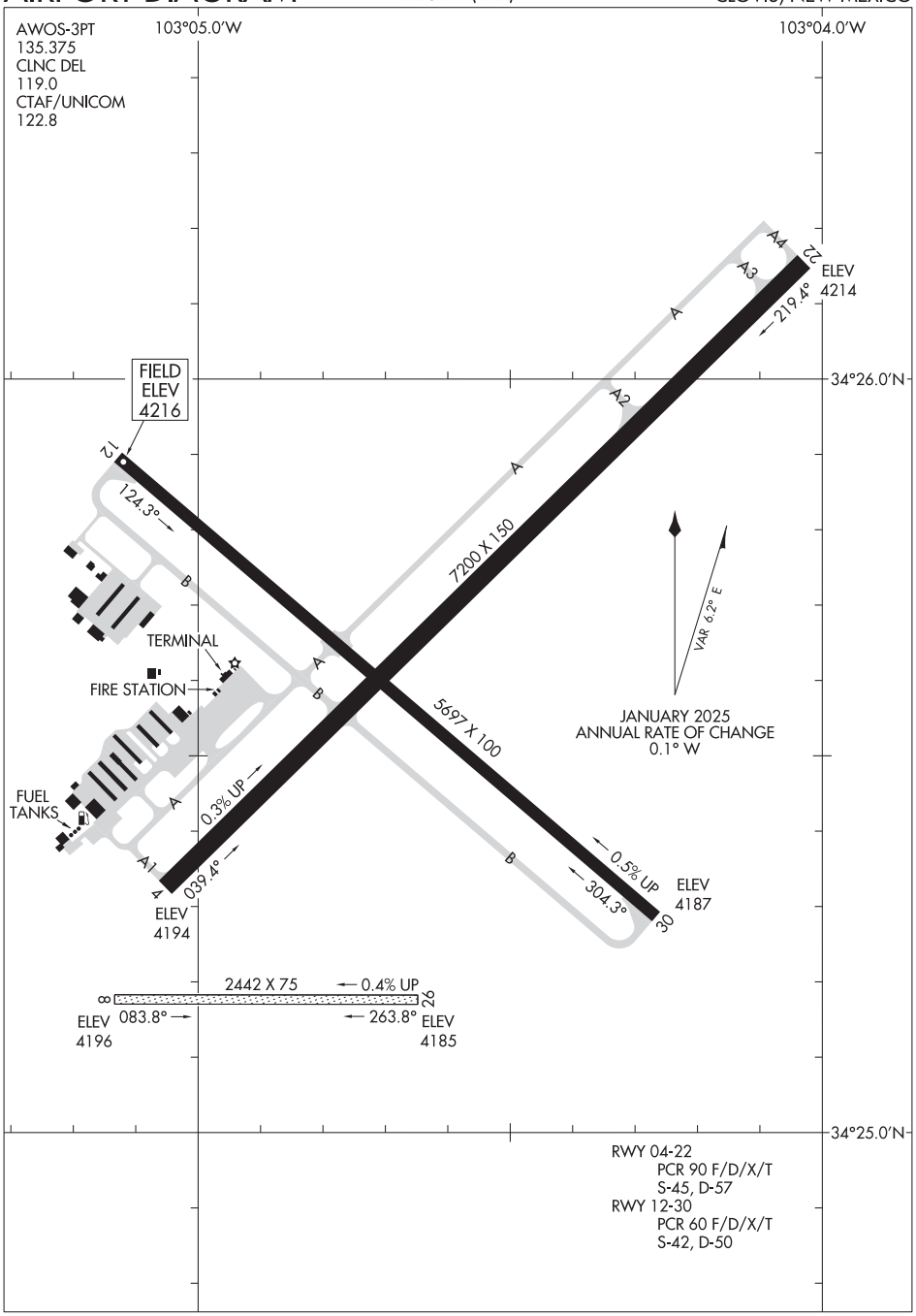
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25219

# AIRPORT DIAGRAM

AL-5144 (FAA)

CLOVIS RGNL (CVN)
CLOVIS, NEW MEXICO






SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25219
CLOVIS, NEW MEXICO
CLOVIS RGNL (CVN)

| LOC/DME I-LPI | APP CRS | Rwy Ldg 13500 |
|---|---|---|
| 109.1 | 172° | TDZE 6187 |
| Chan 28 | | Apt Elev 6187 |

# ILS or LOC RWY 17L

## CITY OF COLORADO SPRINGS MUNI (COS)

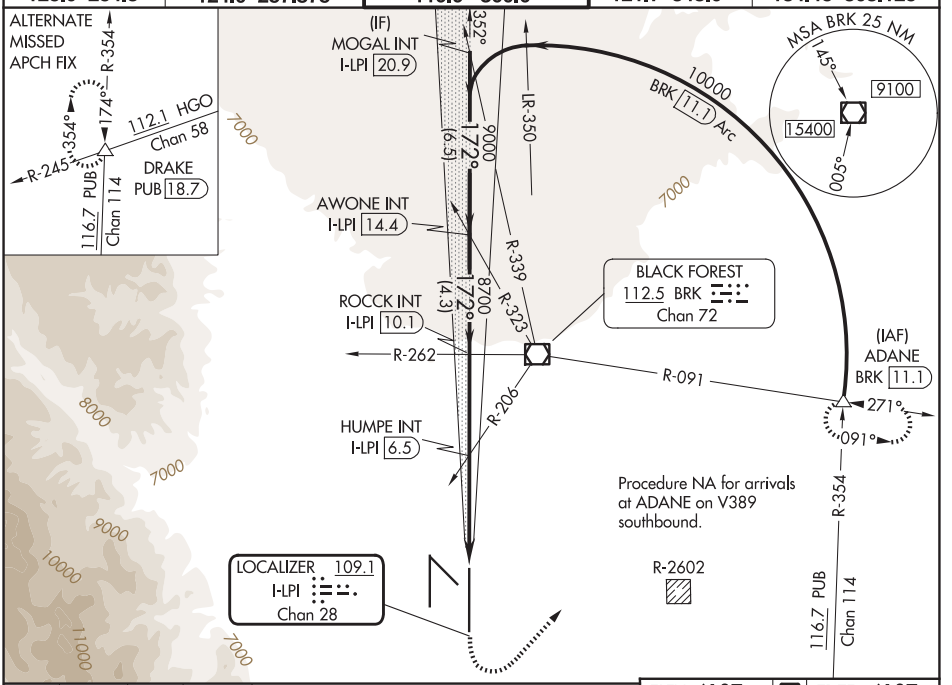
DME or RADAR required for procedure entry.

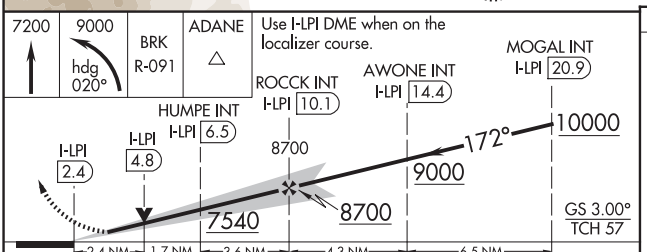
Simultaneous approach authorized with Rwy 17R.

MALSR

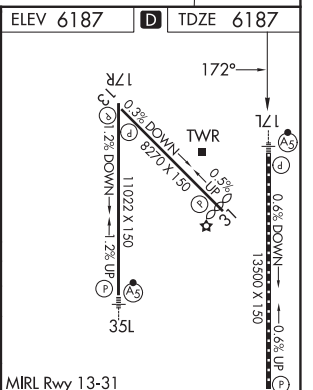
MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 6387/18 200 (200-½) | | | |
| S-LOC 17L | 7540/40 1353 (1400-¾) | 7540/55 1353 (1400-1) | 7540-3 1353 (1400-3) | |
| CIRCLING | 7540-1¼ 1353 (1400-1¼) | 7540-1½ 1353 (1400-1½) | 7540-3 1353 (1400-3) | |
| HUMPE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 17L | 7020/24 833 (900-½) | 7020/40 833 (900-¾) | 7020-1⅞ 833 (900-1⅞) | |
| CIRCLING | 7020-1¼ 833 (900-1¼) | | 7040-2½ 853 (900-2½) | 7260-3 1073 (1100-3) |




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

FAF to MAP 7.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:42 | 5:08 | 3:51 | 3:05 | 2:34 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25219

# ILS or LOC RWY 35L

CITY OF COLORADO SPRINGS MUNI (COS)

| LOC I-COS | APP CRS | Rwy Ldg | 11022 |
|---|---|---|---|
| 109.9 | 352° | TDZE | 6075 |
| | | Apt Elev | 6187 |

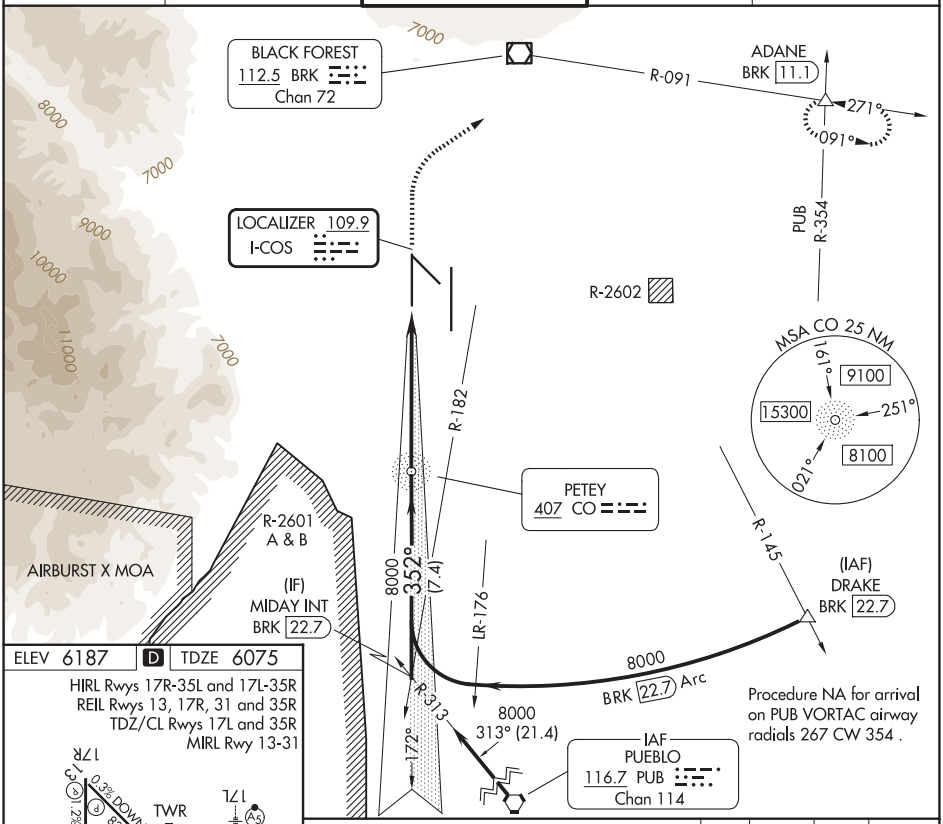
ADF required for LOC only.

RADAR monitoring required when R-2601 in use. For inop ALS, increase S-LOC 35L Cat C/D visibility to RVR 4500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

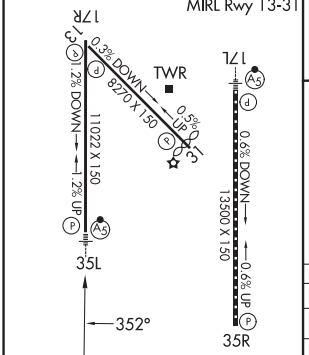
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

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



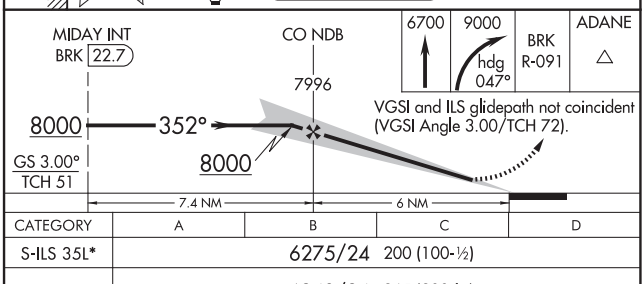

ELEV 6187 D TDZ 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31




FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L* | 6275/24 200 (100-½) | | | |
| S-LOC 35L | 6340/24 265 (200-½) | | | |
| CIRCLING | 6740-1 553 (600-1) | 6760-1 573 (600-1) | 6980-2¼ 793 (800-2¼) | 7240-3 1053 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-AHI | APP CRS | Rwy Ldg 13500 |
|---|---|---|
| 109.1 | 352° | TDZE 6118 |
| Chan 28 | | Apt Elev 6187 |

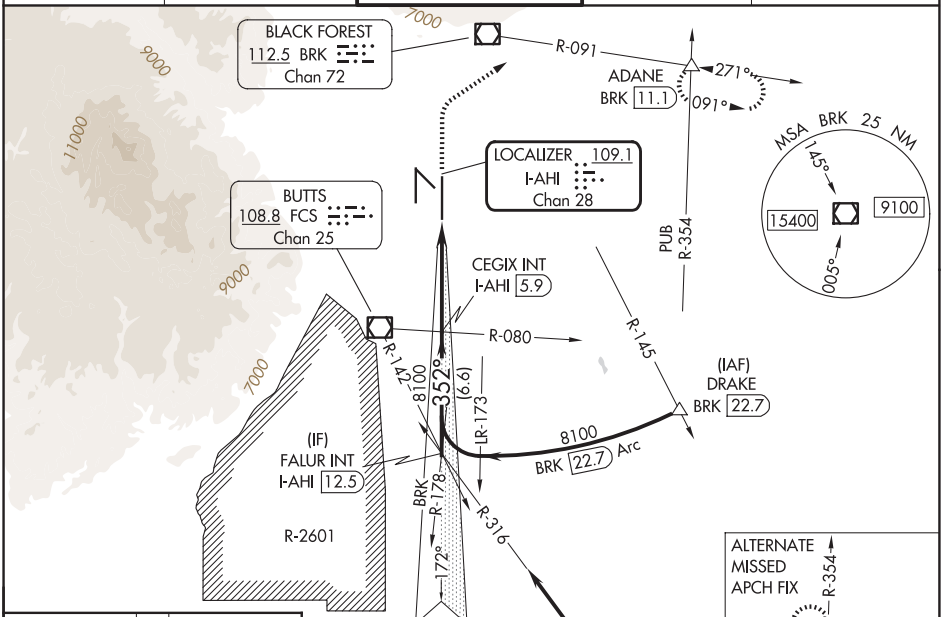
# ILS or LOC RWY 35R

## CITY OF COLORADO SPRINGS MUNI (COS)

RADAR required when R-2601 in use.

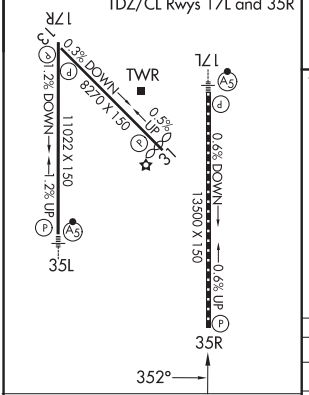
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

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




ELEV 6187 | D | TDZE 6118

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R




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

FALUR INT I-AHI 12.5 — CEGIX INT I-AHI 5.9 — 8100 — 352° — 8100 — 8100

6700 | 9000 hdg 047° | BRK R-091 | ADANE △

*LOC only

I-AHI DME ANTENNA

*I-AHI 0.6

GS 3.00°
TCH 55

Use I-AHI DME when on the localizer course.

6.6 NM — 5.3 NM — 0.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 6318/40 | | 200 (200-¾) | |
| S-LOC 35R | 6420/55 | 302 (300-1) | 6420/45 | 302 (300-⅞) |
| CIRCLING | 6740-1<br>553 (600-1) | 6800-1<br>613 (700-1) | 7040-2½<br>853 (900-2½) | 7260-3<br>1073 (1100-3) |

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 17L (SA CAT I & II)

## CITY OF COLORADO SPRINGS MUNI (COS)

| LOC/DME I-LPI | APP CRS | Rwy Ldg | 13500 |
|---|---|---|---|
| 109.1 | 172° | TDZE | 6187 |
| Chan 28 | | Apt Elev | 6187 |

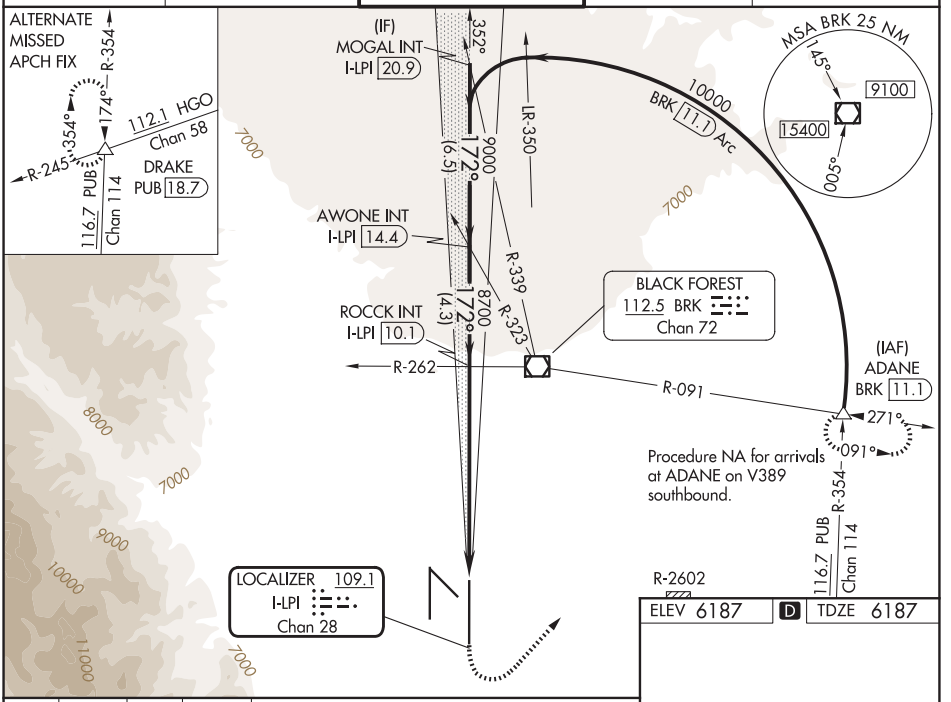
DME or RADAR required for procedure entry.

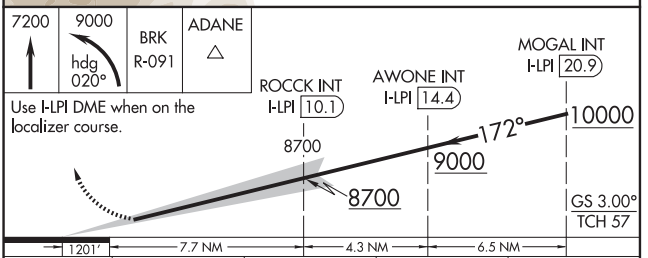
T A Simultaneous approach authorized with Rwy 17R.
SA CAT I: Required specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 7200 then climbing left turn to 9000 on heading 020° and on BRK VOR/DME R-091 to ADANE INT/BRK VOR/DME 11.1 DME and hold.

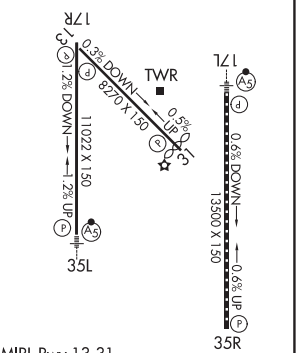
| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 124.0 257.875 | 119.9 360.6 | 121.7 348.6 | 134.45 363.125 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | SA CAT I RA 169/14 150 DA 6337 | | | |
| S-ILS 17L | SA CAT II RA 105/16 100 DA 6287 | | | |

ELEV 6187 D TDZE 6187




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

**SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC I-COS | APP CRS | Rwy Ldg / TDZE / Apt Elev |
|---|---|---|
| 109.9 | 352° | 11022 / 6075 / 6187 |

# ILS RWY 35L (SA CAT II)

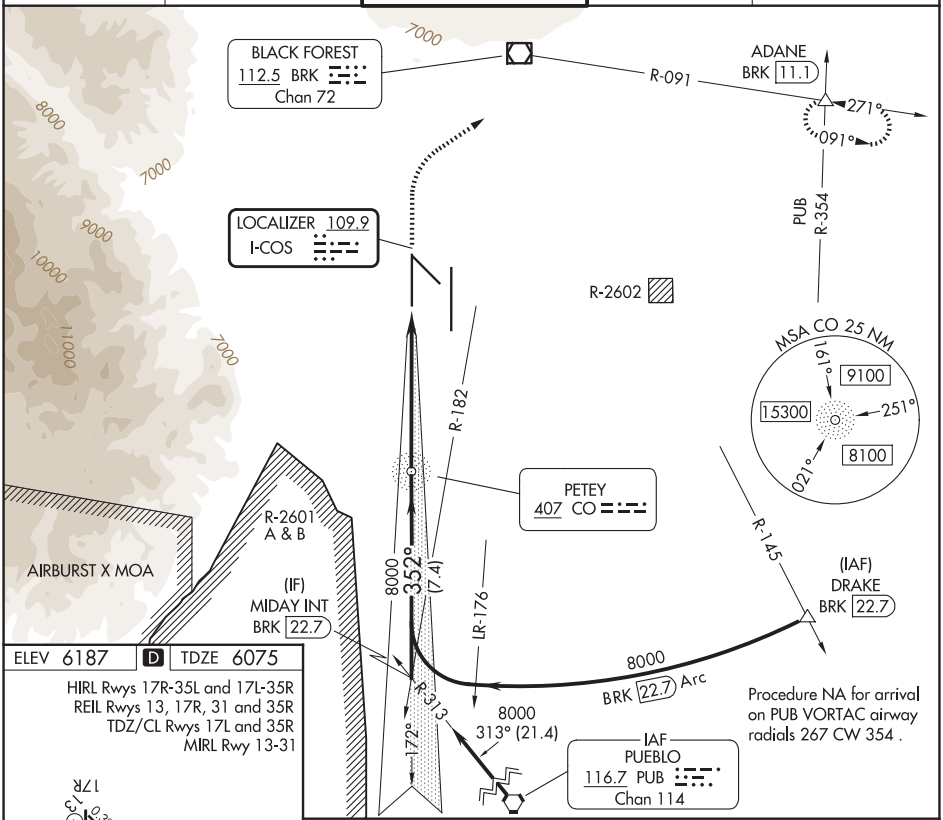
## CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use. Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR

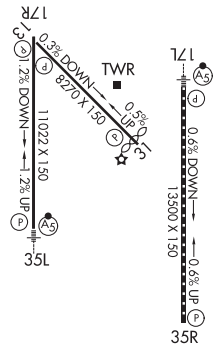
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 047° and BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

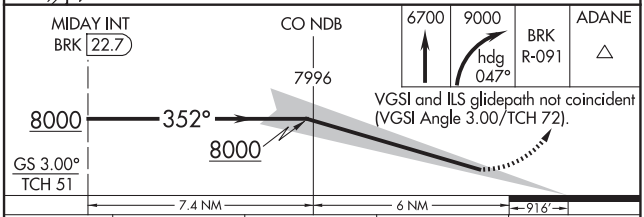
| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 124.0 257.875 | 119.9 360.6 | 121.7 348.6 | 134.45 363.125 |




ELEV 6187 D TDZ 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | RA 123/12 100 DA 6175 | | | |

## SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25219

# RNAV (RNP) Z RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

| APP CRS | Rwy Ldg | 13500 |
|---|---|---|
| 172° | TDZE | 6187 |
| | Apt Elev | 6187 |

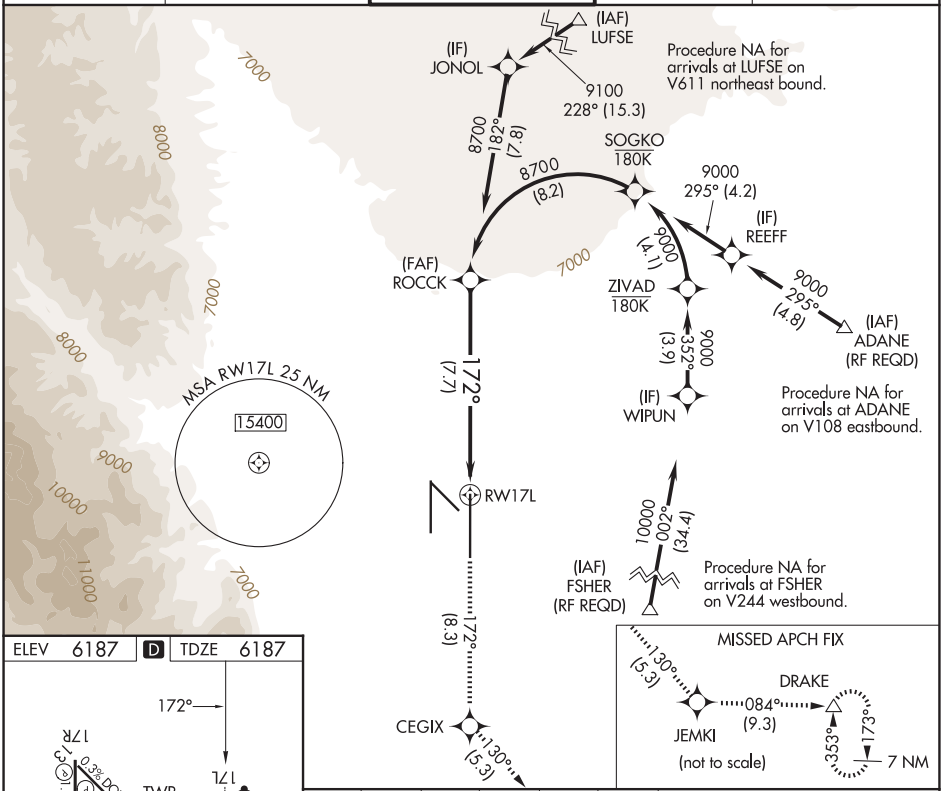
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 44°C.

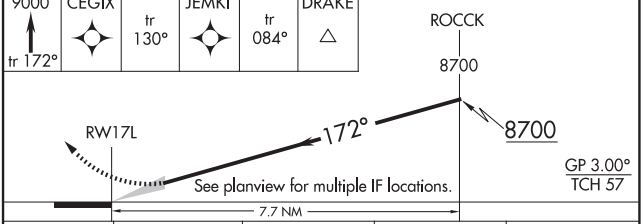
MALSR

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

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



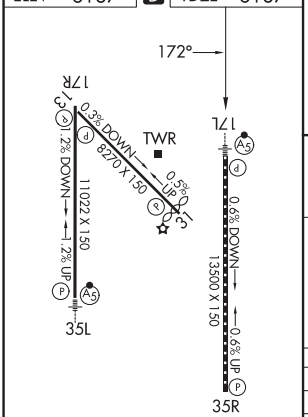

| 9000 tr 172° | CEGIX | tr 130° | JEMKI | tr 084° | DRAKE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 6557/40 | 370 (400-¾) | | |
| RNP 0.25 DA | 6644/50 | 457 (500-1) | | |
| RNP 0.30 DA | 6920-2 | 733 (800-2) | | |

AUTHORIZATION REQUIRED

ELEV 6187 D TDZE 6187




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

COLORADO SPRINGS, COLORADO
Amdt 2B 20APR23

CITY OF COLORADO SPRINGS MUNI (COS)
38°48'N-104°42'W
RNAV (RNP) Z RWY 17L

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 11022 |
|---|---|---|
| 172° | TDZE | 6177 |
| | Apt Elev | 6187 |

# RNAV (RNP) Z RWY 17R

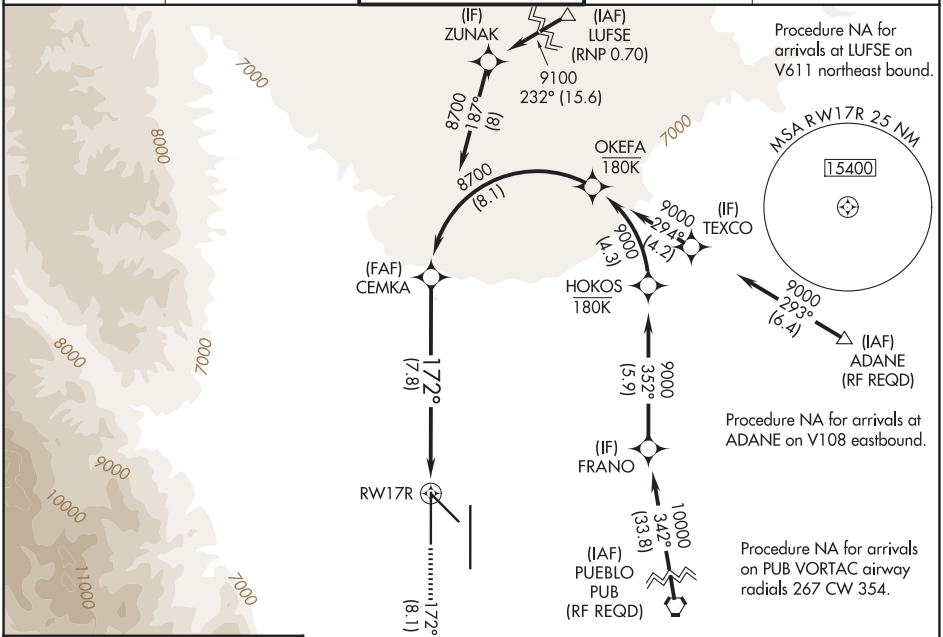
## CITY OF COLORADO SPRINGS MUNI (COS)

RNP AR APCH - GPS.

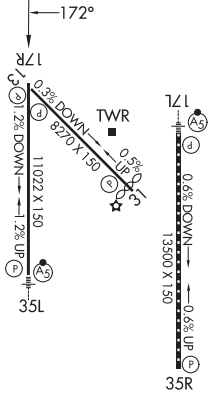
For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 45°C. Simultaneous approach authorized.

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

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



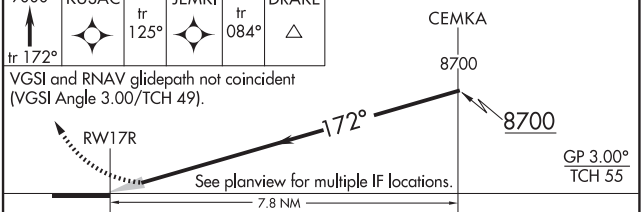

ELEV 6187 D TDZE 6177




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

| 9000 tr 172° | KUSAC | tr 125° | JEMKI | tr 084° | DRAKE |
|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 49).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.22 DA | | 6659-1⅝ | 482 (500-1⅛) | |
| RNP 0.30 DA | | 6902-2½ | 725 (800-2½) | |

## AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 11022 |
|---|---|---|
| 352° | TDZE | 6075 |
| | Apt Elev | 6187 |

# RNAV (RNP) Z RWY 35L

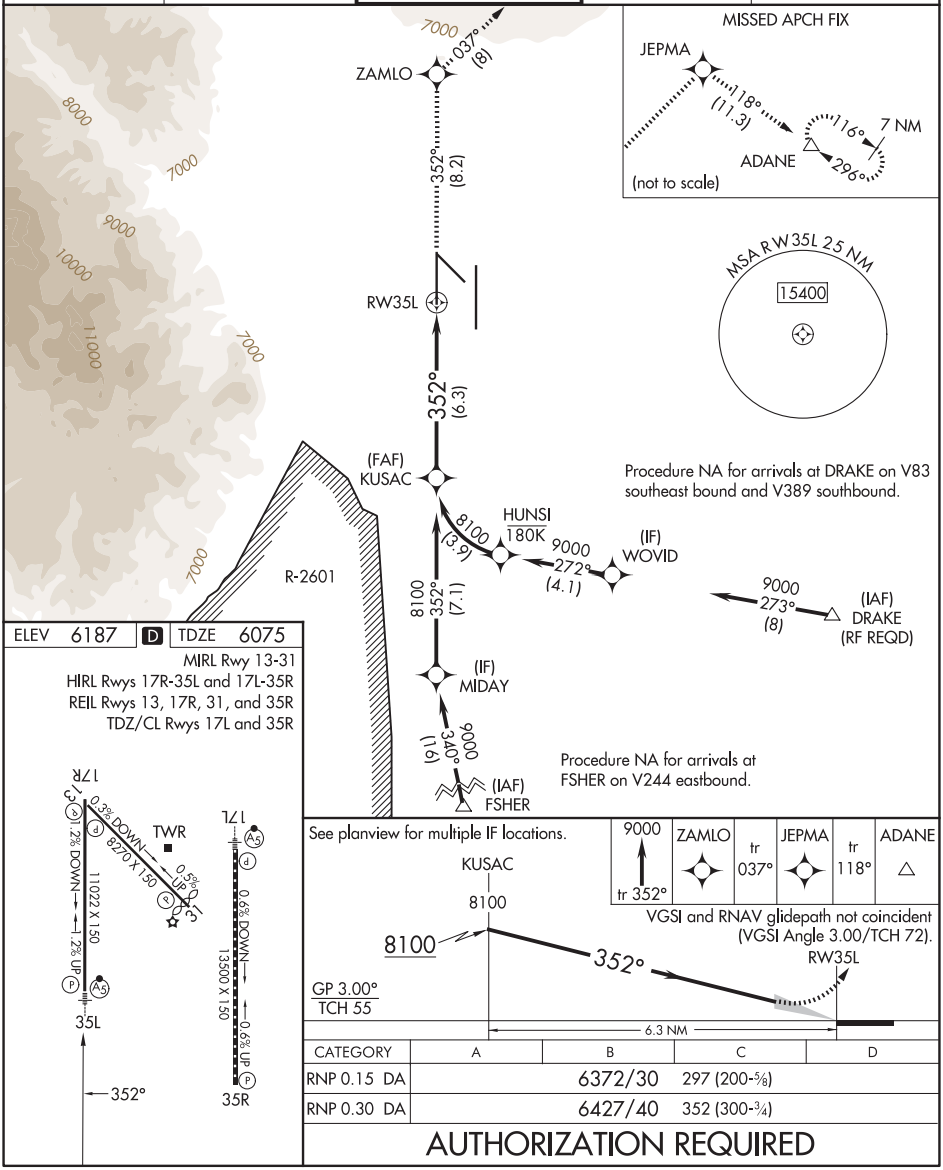
## CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required. For inop MALSR increase RNP 0.15 visibility all Cats to RVR 5000. RADAR monitoring required when R-2601 in use.

MALSR

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

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




ELEV 6187 D TDZ 6075

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R




See planview for multiple IF locations.




| 9000 tr 352° | ZAMLO | tr 037° | JEPMA | tr 118° | ADANE |
|---|---|---|---|---|---|

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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 6372/30 | | 297 (200-⅝) | |
| RNP 0.30 DA | 6427/40 | | 352 (300-¾) | |

## AUTHORIZATION REQUIRED







SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 13500 |
|---|---|---|
| 352° | TDZE | 6118 |
| | Apt Elev | 6187 |

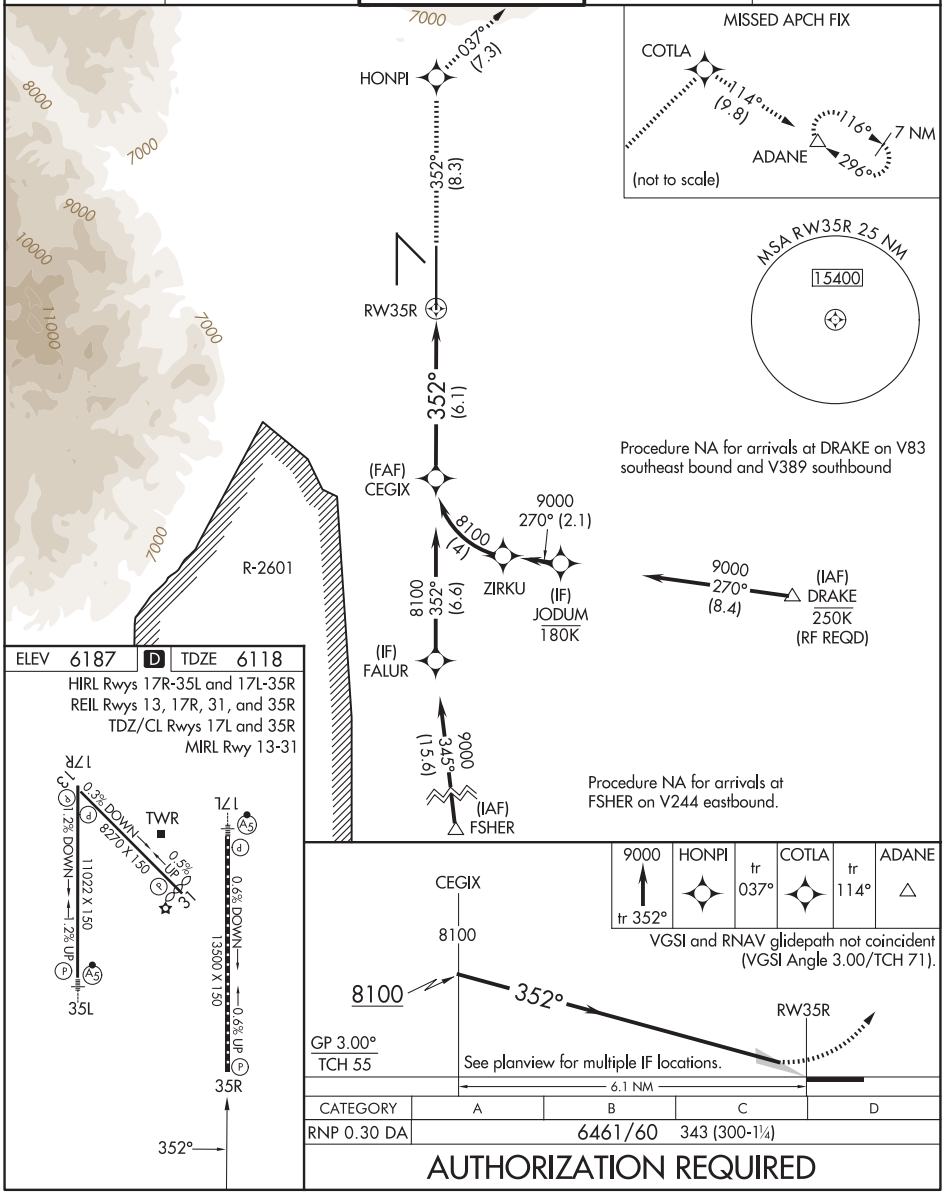
# RNAV (RNP) Z RWY 35R

## CITY OF COLORADO SPRINGS MUNI (COS)

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

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

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




ELEV 6187 D TDZE 6118

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31







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

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 6461/60 343 (300-1¼) | | | |

**AUTHORIZATION REQUIRED**



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25219

| WAAS | APP CRS | Rwy Ldg | 7914 |
|---|---|---|---|
| CH 40040 | 307° | TDZE | 6156 |
| W31A | | Apt Elev | 6187 |

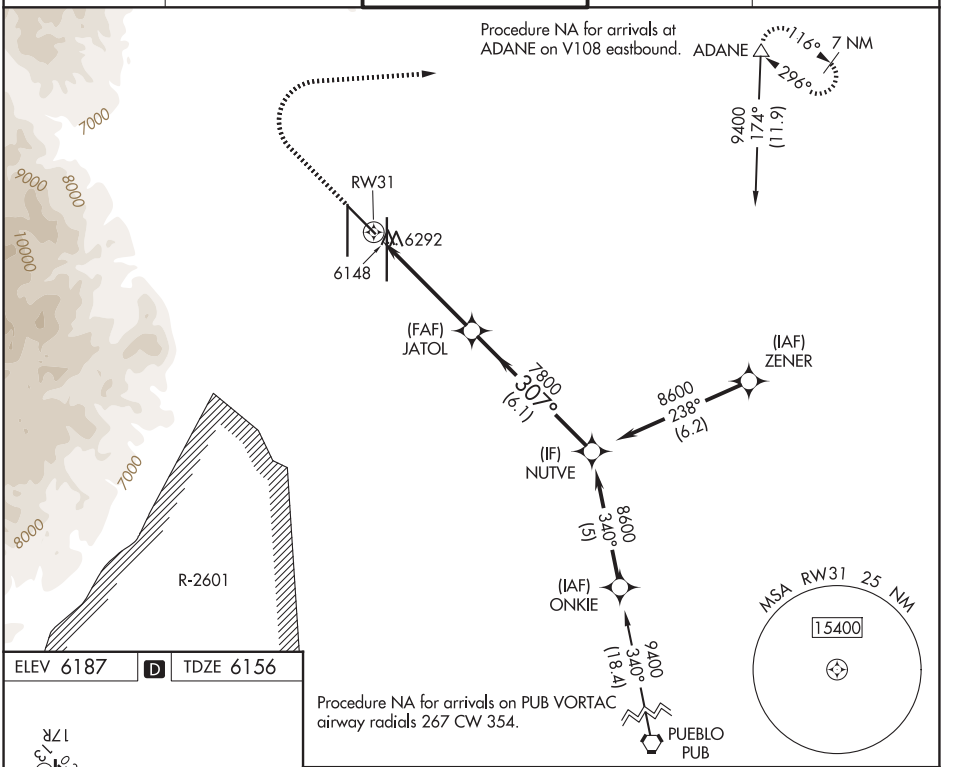
# RNAV (GPS) RWY 31

## CITY OF COLORADO SPRINGS MUNI (COS)

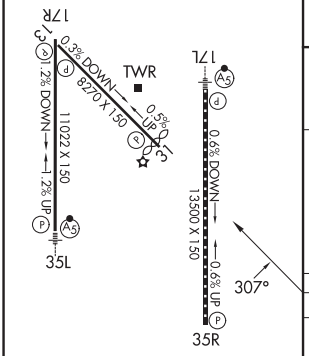
DME/DME RNP-0.3 NA.

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

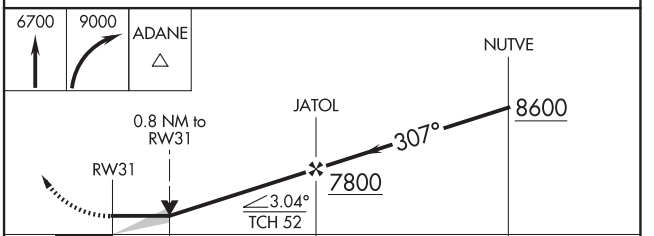
| ATIS | SPRINGS APP CON | SPRINGS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.0 254.3 | 124.0 257.875 | 119.9 360.6 | 121.7 348.6 | 134.45 363.125 |




ELEV 6187 D TDZE 6156




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6440-1 | 284 (300-1) | 6440-⅞ | 284 (300-⅞) |
| LNAV MDA | 6560-1 | 404 (400-1) | 6560-1⅛ | 404 (400-1⅛) |
| CIRCLING | 6740-1<br>553 (600-1) | 6800-1<br>613 (700-1) | 7040-2½<br>853 (900-2½) | 7260-3<br>1073 (1100-3) |

COLORADO SPRINGS, COLORADO
Amdt 2A 17AUG17

CITY OF COLORADO SPRINGS MUNI (COS)
38°48′N-104°42′W
RNAV (GPS) RWY 31

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 13500 |
|---|---|---|---|
| CH 69618 | 172° | TDZE | 6187 |
| W17A | | Apt Elev | 6187 |

# RNAV (GPS) Y RWY 17L

## CITY OF COLORADO SPRINGS MUNI (COS)

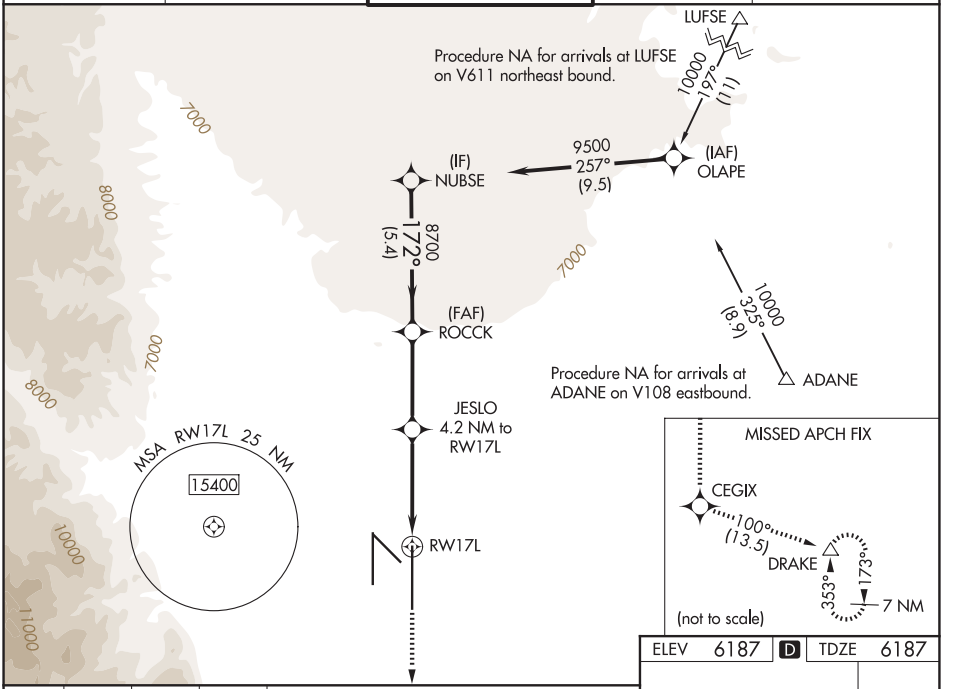
RNP APCH - GPS.

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 2½ SM.

MALSR

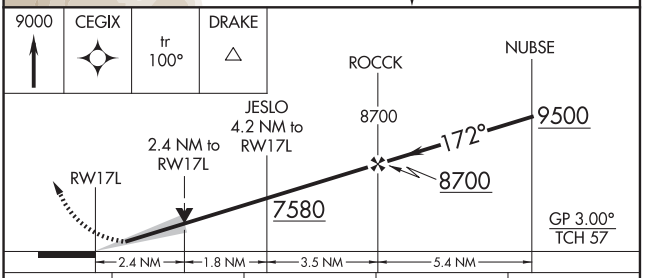
MISSED APPROACH: Climb to 9000 direct CEGIX and on track 100° to DRAKE and hold.

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

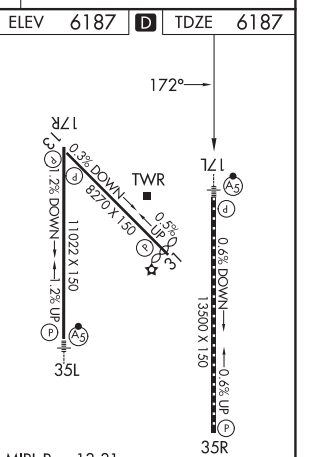









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6387/18 | | 200 (200-½) | |
| LNAV/VNAV DA | 6602/45 | | 415 (500-⅞) | |
| LNAV MDA | 7000/24 813 (900-½) | 7000/40 813 (900-¾) | 7000-1⅞ 813 (900-1⅞) | |
| CIRCLING | 7000-1¼ 813 (900-1¼) | | 7040-2½ 853 (900-2½) | 7260-3 1073 (1100-3) |




MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO | AL-87 (FAA) | 25219

# RNAV (GPS) Y RWY 17R

CITY OF COLORADO SPRINGS MUNI (COS)

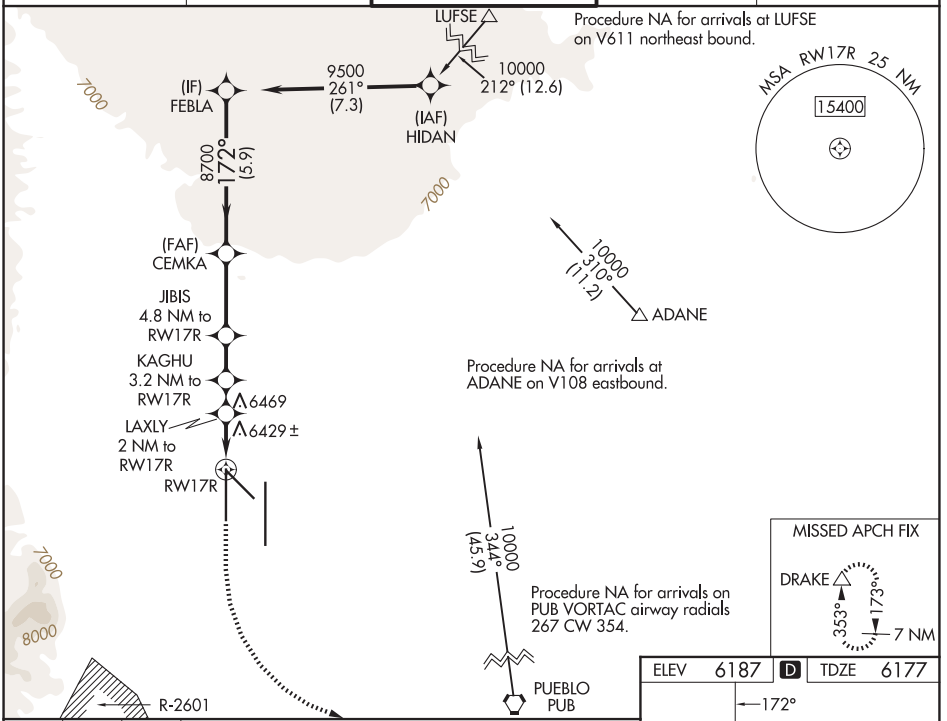
| WAAS | APP CRS | Rwy Ldg | 11022 |
|---|---|---|---|
| CH 72800 | 172° | TDZE | 6177 |
| W17B | | Apt Elev | 6187 |

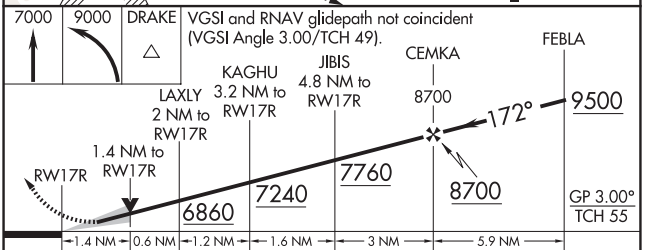
RNP APCH - GPS.

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.

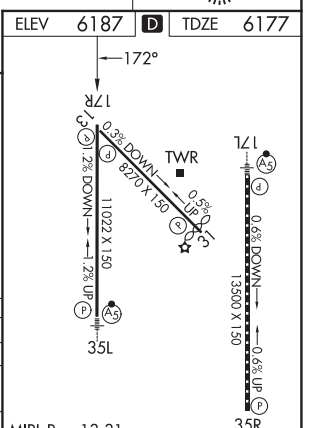
MISSED APPROACH: Climb to 7000 then climbing left turn to 9000 direct DRAKE and hold.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6377/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 6752-2 575 (600-2) | | | |
| LNAV MDA | 6680/55 503 (500-1) | | 6680-1⅜ 503 (500-1⅜) | |
| CIRCLING | 6740-1 553 (600-1) | 6800-1 613 (700-1) | 7040-2½ 853 (900-2½) | 7260-3 1073 (1100-3) |




MIRL Rwy 13-31
TDZ/CL Rwys 17L and 35R
REIL Rwys 13, 17R, 31 and 35R
HIRL Rwys 17R-35L and 17L-35R



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 49112 W35A | APP CRS 352° | Rwy Ldg 11022 TDZE 6075 Apt Elev 6187 |
|---|---|---|

# RNAV (GPS) Y RWY 35L

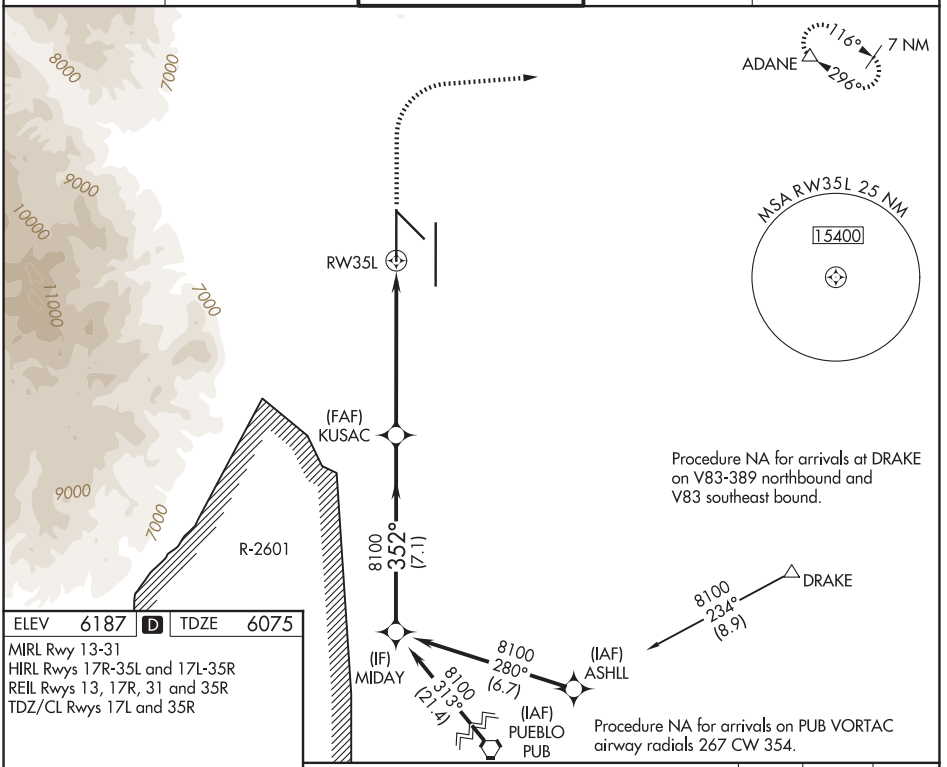
CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA. For inop MALSR increase LNAV Cat C and D visibility to RVR 5500. RADAR monitoring required when R-2601 in use. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

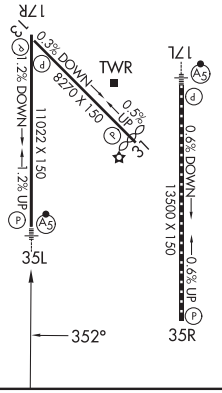
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.

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

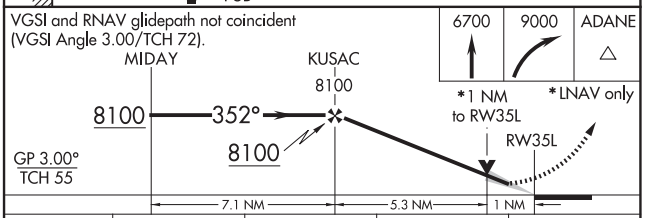



ELEV 6187 D TDZ 6075

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 6275/24 | | 200 (100-½) | |
| LNAV/VNAV DA | 6380/30 | | 305 (200-⅝) | |
| LNAV MDA | 6440/24 | 365 (300-½) | 6440/35 | 365 (300-⅝) |
| CIRCLING | 6740-1 553 (600-1) | 6800-1 613 (700-1) | 7040-2½ 853 (900-2½) | 7260-3 1073 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25219

| WAAS CH 53602 W35B | APP CRS 352° | Rwy Ldg 13500 TDZE 6118 Apt Elev 6187 |
|---|---|---|

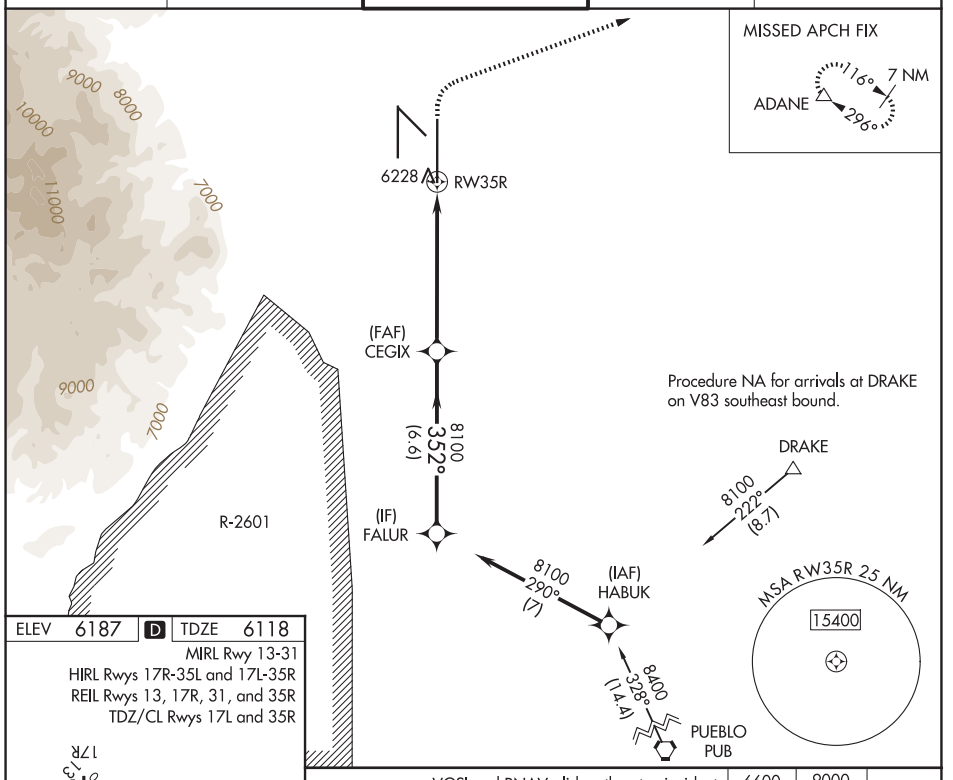
# RNAV (GPS) Y RWY 35R

CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 39°C (103°F). DME/DME RNP-0.3 NA. RADAR monitoring required when R-2601 in use.

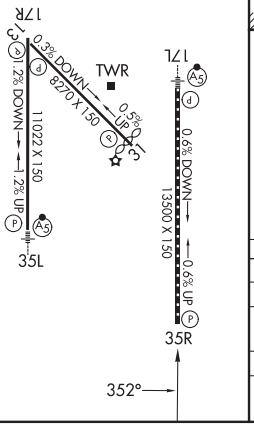
MISSED APPROACH: Climb to 6600 then climbing right turn to 9000 direct ADANE and hold.

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



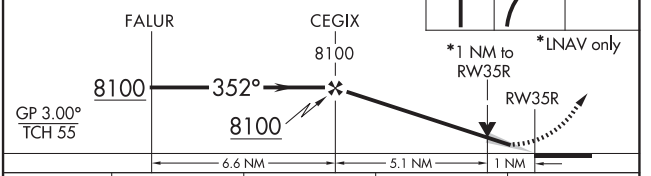

ELEV 6187 D TDZE 6118

MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R




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

| 6600 | 9000 | ADANE |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6318/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 6399/45 281 (300-⅞) | | | |
| LNAV MDA | 6500/55 382 (400-1) | | 6500/60 382 (400-1¼) | |
| CIRCLING | 6740-1 553 (600-1) | 6800-1 613 (700-1) | 7040-2½ 853 (900-2½) | 7260-3 1073 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME BRK | APP CRS | Rwy Ldg 13500 |
|---|---|---|
| 112.5 | 190° | TDZE 6187 |
| Chan 72 | | Apt Elev 6187 |

# VOR RWY 17L

## CITY OF COLORADO SPRINGS MUNI (COS)

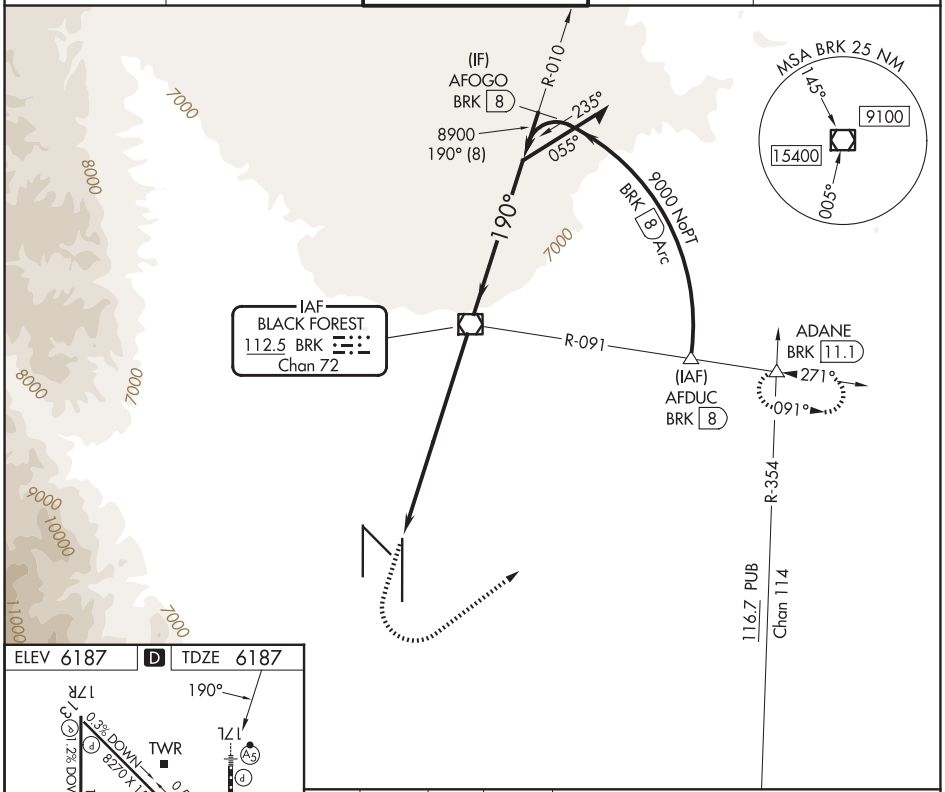
DME and RADAR required for procedure entry at AFDUC.

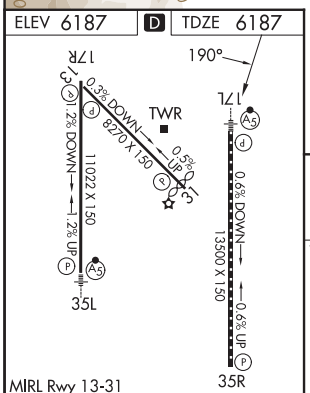
Inop table does not apply.

MALSR

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

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

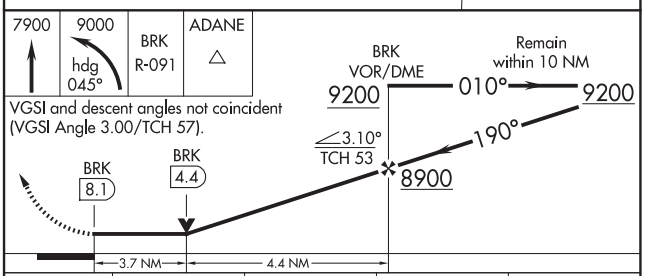



MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R

FAF to MAP 8.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 8:06 | 5:24 | 4:03 | 3:14 | 2:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17L | 7440-1¼ 1253 (1300-1¼) | 7440-1½ 1253 (1300-1½) | 7440-3 1253 (1300-3) | |
| CIRCLING | 7440-1¼ 1253 (1300-1¼) | 7440-1½ 1253 (1300-1½) | 7440-3 1253 (1300-3) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO AL-87 (FAA) 25219

| CO NDB | APP CRS | Rwy Ldg | 11022 |
|---|---|---|---|
| 407 | 352° | TDZE | 6075 |
| | | Apt Elev | 6187 |

# NDB RWY 35L

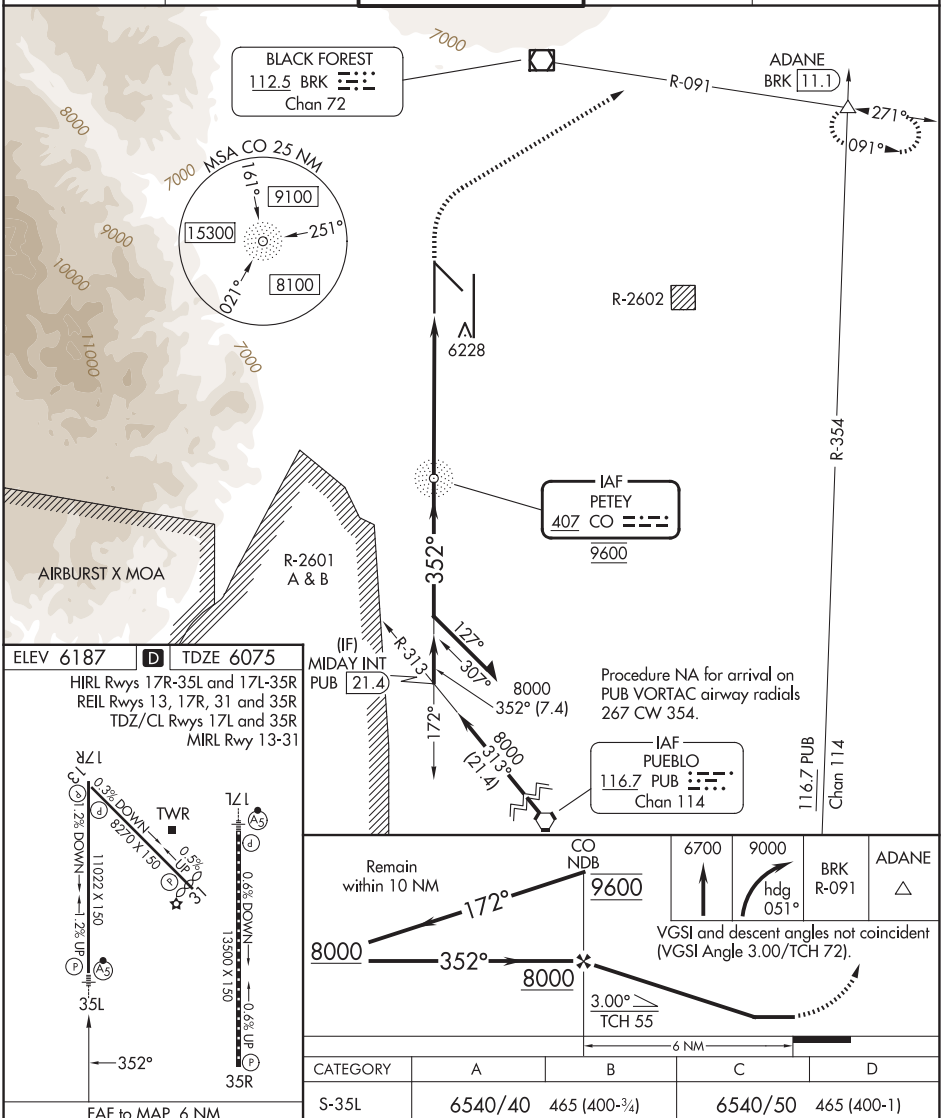
CITY OF COLORADO SPRINGS MUNI (COS)

RADAR monitoring required when R-2601 in use.
For inop ALS, increase S-35L Cat A/B visibility RVR 5500, and Cat C/D to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 051° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

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




ELEV 6187 D TDZE 6075

HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31 and 35R
TDZ/CL Rwys 17L and 35R
MIRL Rwy 13-31




FAF to MAP 6 NM

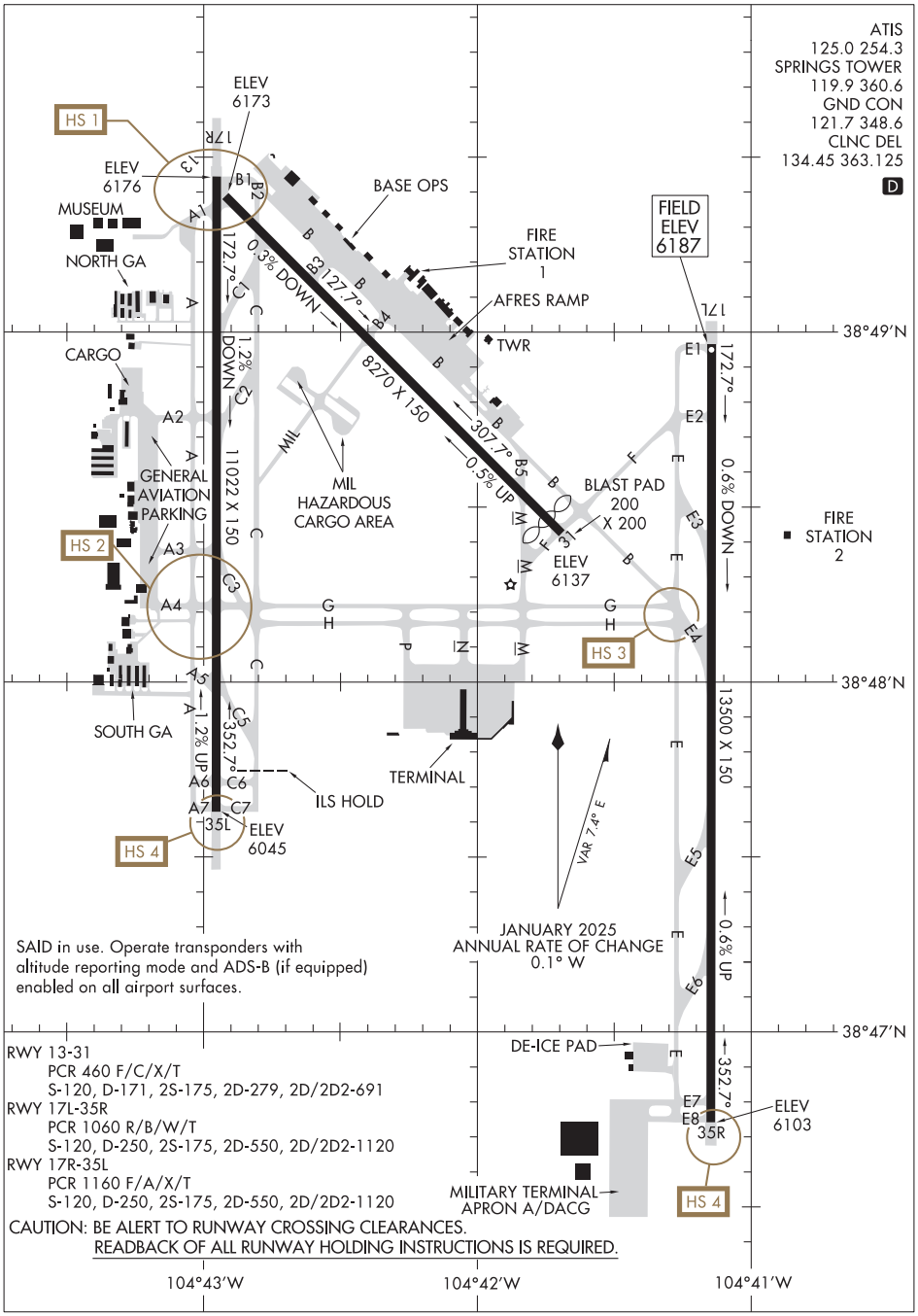
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35L | 6540/40 | 465 (400-¾) | 6540/50 | 465 (400-1) |
| CIRCLING | 6740-1 553 (600-1) | 6760-1 573 (600-1) | 6980-2¼ 793 (800-2¼) | 7240-3 1053 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025




RWY 13-31
PCR 460 F/C/X/T
S-120, D-171, 2S-175, 2D-279, 2D/2D2-691
RWY 17L-35R
PCR 1060 R/B/W/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120
RWY 17R-35L
PCR 1160 F/A/X/T
S-120, D-250, 2S-175, 2D-550, 2D/2D2-1120

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

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

(COS6.BRK) 23334

# SPRINGS SIX DEPARTURE

AL-87 (FAA)

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




(CONTINUED ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

SPRINGS SIX DEPARTURE

(COS6.BRK) 29MAR18

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

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 127° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 17L: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 17R: Climb heading 172° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 35R: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 35L: Climb heading 352° for RADAR vectors to filed/assigned route, thence. . . .
TAKEOFF RUNWAY 31: Climbing right turn heading 050° for RADAR vectors to filed/assigned route, thence. . . .

. . . . maintain 10000. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If not in contact with departure control within 1 minute after departure from runways 13 and 17L/R turn left, from runway 31 and 35L/R turn right direct BRK VOR/DME, thence via filed/assigned route.
AIRCRAFT FILED V108 WESTBOUND: Continue climb in holding pattern to cross BRK VOR/DME at or above 14000.


SW-1, 07 AUG 2025 to 02 OCT 2025

COLORADO SPRINGS, COLORADO | AL-10948 (FAA) | 25051

| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 50146 | 153° | TDZE | 6878 |
| W15A | | Apt Elev | 6878 |

# RNAV (GPS) RWY 15

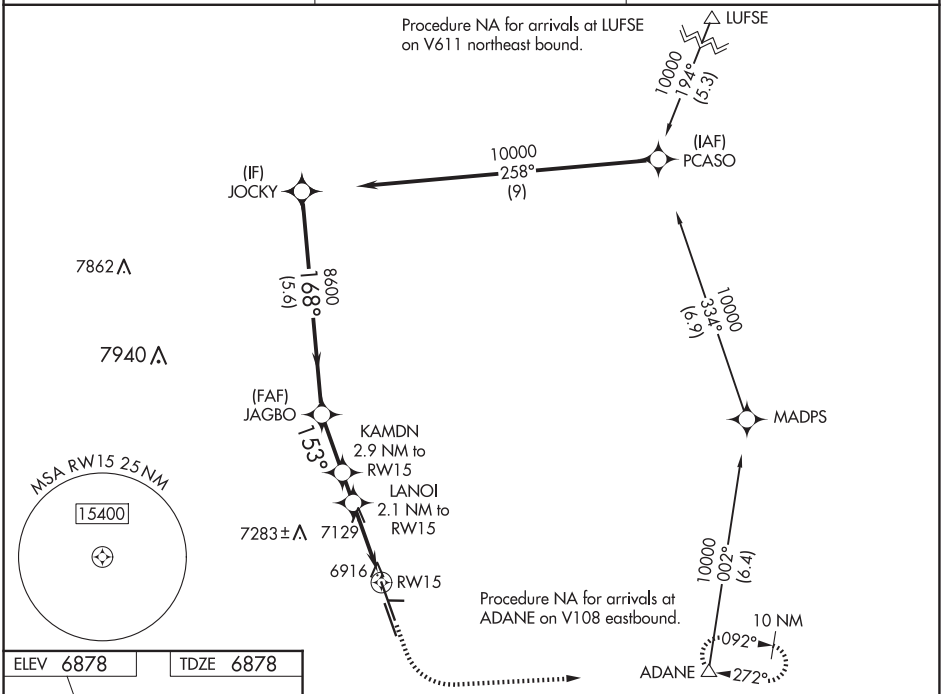
## MEADOW LAKE (FLY)

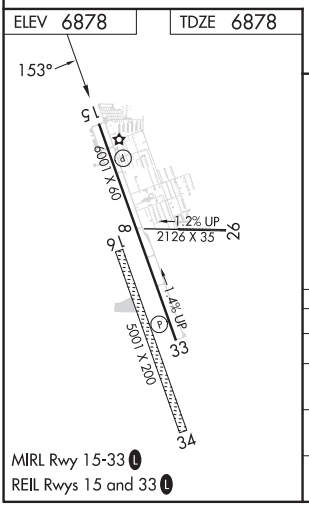
RNP APCH - GPS.

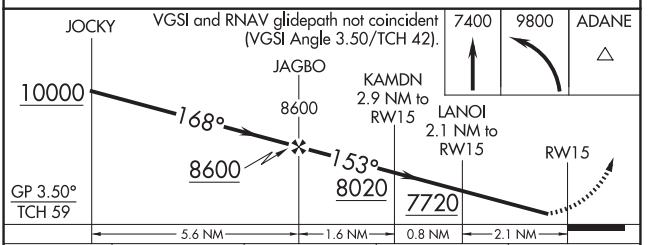
Rwy 15 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA southwest of Rwy 15-33. Circling NA to Rwys 16, 26, 8 and 34. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

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

| AWOS-3PT | SPRINGS APP CON | UNICOM |
|---|---|---|
| 118.45 | 124.0 257.875 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7176-1 | 298 (300-1) | NA | |
| LNAV/VNAV DA | 7343-1⅜ | 465 (500-1⅜) | NA | |
| LNAV MDA | 7400-1 | 522 (600-1) | NA | |
| CIRCLING | 7400-1<br>522 (600-1) | 7440-1<br>562 (600-1) | NA | |

COLORADO SPRINGS, COLORADO
Amdt 1 20FEB25

38°57′N-104°34′W

MEADOW LAKE (FLY)
RNAV (GPS) RWY 15

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 90146 | 333° | TDZE | 6826 |
| W33A | | Apt Elev | 6878 |

# RNAV (GPS) RWY 33

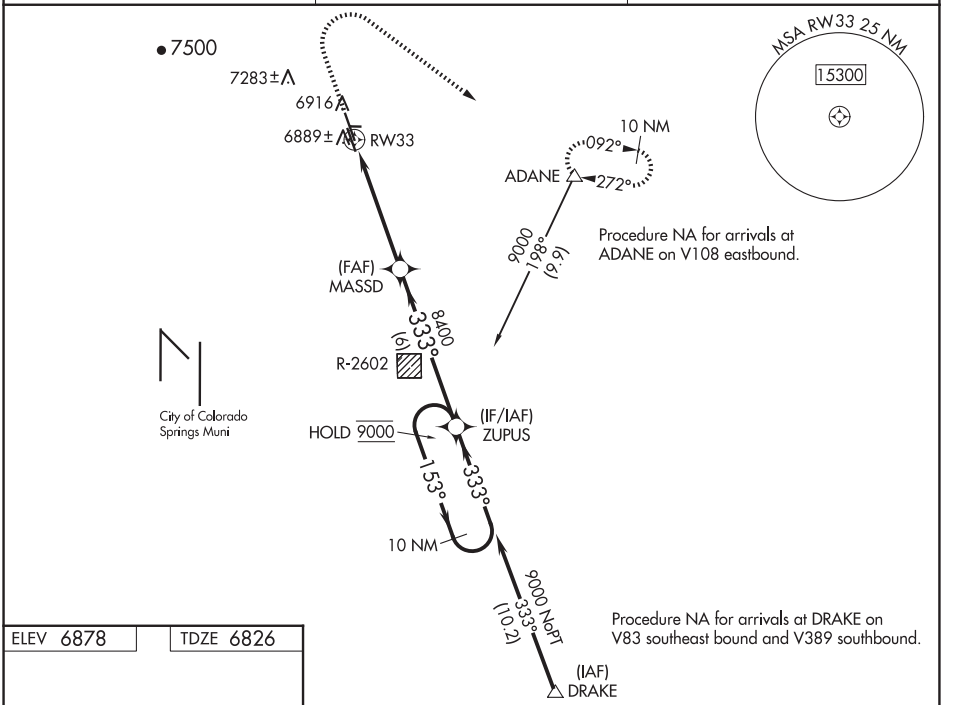
MEADOW LAKE (FLY)

RNP APCH - GPS.

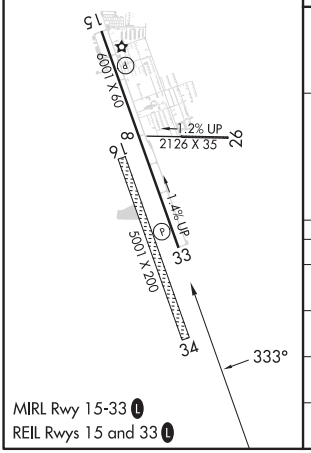
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling NA Rwys 16, 8, 26 and 34. Circling Rwy 15 NA at night. Circling NA southwest of Rwy 15-33.

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

| AWOS-3PT | SPRINGS APP CON | UNICOM |
|---|---|---|
| 118.45 | 124.0 257.875 | 122.7 (CTAF) L |

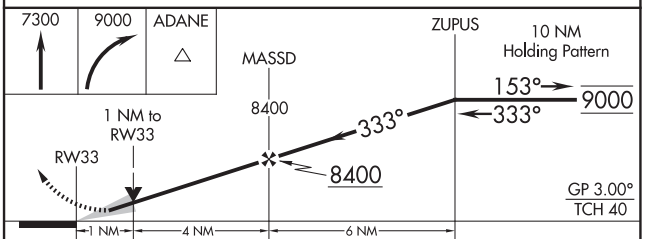



ELEV 6878 TDZE 6826




MIRL Rwy 15-33 L

REIL Rwys 15 and 33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7026-¾ | 200 (200-¾) | NA | |
| LNAV/VNAV DA | 7079-¾ | 253 (300-¾) | NA | |
| LNAV MDA | 7140-1 | 314 (300-1) | NA | |
| CIRCLING | 7340-1<br>462 (500-1) | 7440-1<br>562 (600-1) | NA | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

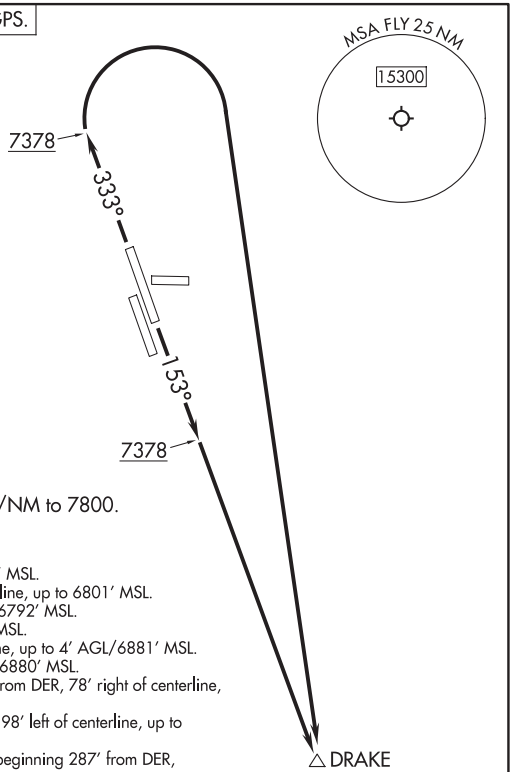
(FLCON1.DRAKE) 23278 AL-10948 (FAA)

# FALCON ONE DEPARTURE (OBSTACLE) (RNAV)

MEADOW LAKE (FLY)
COLORADO SPRINGS, COLORADO

SPRINGS DEP CON
124.0 257.875
DENVER CENTER
127.55 256.875
AWOS-3PT
118.45

RNAV 1 - GPS.




NOTE: Intensive USAF student training invof
Colorado Springs and Pueblo Colorado.

TAKEOFF MINIMUMS

Rwys 8, 16, 26, 34: NA - Environmental.
Rwy 15: Standard
Rwy 33: Standard with minimum climb of 261'/NM to 7800.

TAKEOFF OBSTACLE NOTES

Rwy 15: Terrain 7' from DER, 193' right of centerline, 6792' MSL.
Terrain beginning 7' from DER, 265' right of centerline, up to 6801' MSL.
Sign 13' from DER, 124' left of centerline, 3' AGL/6792' MSL.
Tree 147' from DER, 322' left of centerline, 6799' MSL.
Rwy 33: Signs beginning 13' from DER, 126' left of centerline, up to 4' AGL/6881' MSL.
Sign 13' from DER, 71' right of centerline, 3' AGL/6880' MSL.
Aircraft, trees and vehicles on road beginning 28' from DER, 78' right of centerline, up to 44' AGL/6923' MSL.
Pole, fence and terrain beginning 121' from DER, 198' left of centerline, up to 25' AGL/6907' MSL.
Building, terrain, fence, pole and vehicles on road beginning 287' from DER, 2' left of centerline, up to 25' AGL/6911' MSL.
Tree 783' from DER, 523' left of centerline, 6921' MSL.
Tree and vehicles on road beginning 904' from DER, 50' right of centerline, up to 6924' MSL.
Tree, vehicles on road and pole beginning 1104' from DER, 8' left of centerline, up to 6929' MSL.
Trees and vehicles on road beginning 1280' from DER, 14' right of centerline, up to 6934' MSL.
Tree 1456' from DER, 763' left of centerline, 6932' MSL.
Tree 1655' from DER, 650' left of centerline, 6944' MSL.
Tree 1741' from DER, 519' left of centerline, 6953' MSL.
Trees and buildings beginning 1852' from DER, 406' left of centerline, up to 6977' MSL.
Trees beginning 2878' from DER, 1137' left of centerline, up to 6995' MSL.
Tree 3403' from DER, 1199' left of centerline, 7000' MSL.
Tree 3660' from DER, 1120' left of centerline, 7003' MSL.
Trees beginning 3747' from DER, 897' left of centerline, up to 7011' MSL.
Tree 4510' from DER, 1244' left of centerline, 7013' MSL.
Tree 4788' from DER, 1254' left of centerline, 7017' MSL.
Tree 4799' from DER, 1068' left of centerline, 7019' MSL.
Tree 4978' from DER, 1015' left of centerline, 7020' MSL.
Building 5309' from DER, 1895' left of centerline, 38' AGL/7024' MSL.
Spire and building begining 5363' from DER, 287' left of centerline, up to 66' AGL/7036' MSL.
Buildings beginning 1.1 NM from DER, 2240' left of centerline, up to 36' AGL/7068' MSL.
Building 1.2 NM from DER, 2417' left of centerline, 36' AGL/7069' MSL.

NOTE: Chart not to scale.

## 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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 7205 |
|---|---|---|
| 024° | TDZE | 5918 |
| | Apt Elev | 5918 |

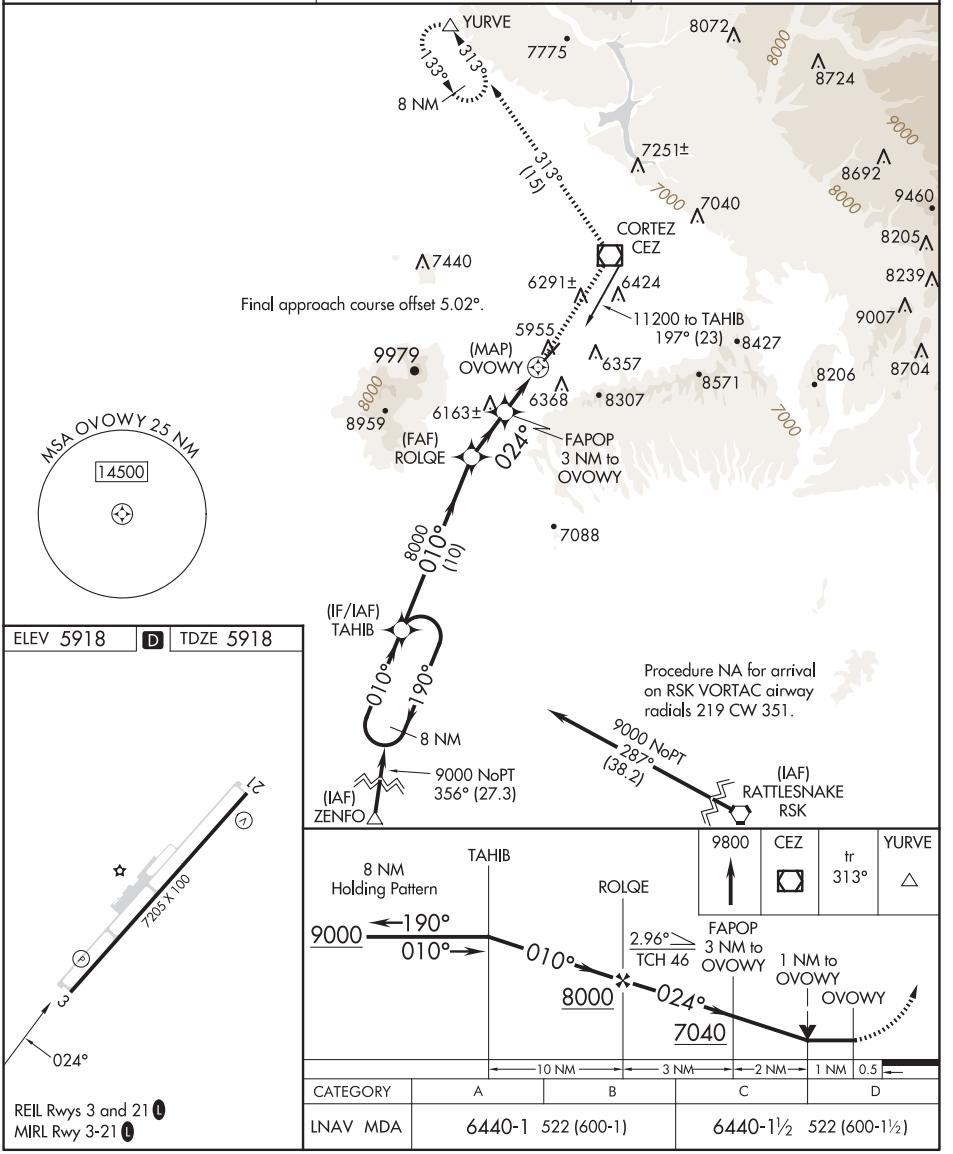
# RNAV (GPS) RWY 3
## CORTEZ MUNI (CEZ)

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

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

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




ELEV 5918 D TDZE 5918




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6440-1 522 (600-1) | | 6440-1½ 522 (600-1½) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

CORTEZ, COLORADO AL-112 (FAA) 25163

| APP CRS | Rwy Ldg | 7205 |
|---|---|---|
| 210° | TDZE | 5913 |
| | Apt Elev | 5918 |

# RNAV (GPS) Y RWY 21

CORTEZ MUNI (CEZ)

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

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

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

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

YURVE 313° 133° 8 NM

HAVWU 12200 185° (25)

10500 091° (6.5) 7775

DOLRR 10500 119° (5)

(IAF) REMAE 9100 108° (5.1)

(IF) OKALE 8500 210° (3.8)

PAME 8000 210° (3.2) 7040

(FAF) ATEMY 7251±

9100 317° (10)

(IAF) TANRE 11100 317° (4.9)

NATGE 2.5 NM to RW21

RW21 5955

MANCA

MSA RW21 25 NM 14500

7000 8000 9000

8072 8724 8692 9460 8205 7440 6291 6424 9007 8427 8704 9979 6357 6368 8307 8571 8206 8959

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

ELEV 5918 D TDZE 5913

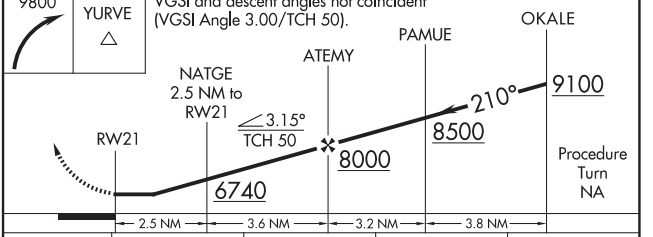
210° 21 7205 X 100 3

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

7088

9800 YURVE

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6560-1 647 (700-1) | | 6560-1¾ 647 (700-1¾) | 6560-2 647 (700-2) |
| CIRCLING | 6560-1 642 (700-1) | 6680-2 762 (800-2) | 6800-2¾ 882 (900-2¾) | 7060-3 1142 (1200-3) |

CORTEZ, COLORADO
Orig-C 27JAN22

37°18′N-108°38′W

CORTEZ MUNI (CEZ)

RNAV (GPS) Y RWY 21


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 7205 |
|---|---|---|---|
| CH 99699 | 210° | TDZE | 5913 |
| W21A | | Apt Elev | 5918 |

# RNAV (GPS) Z RWY 21

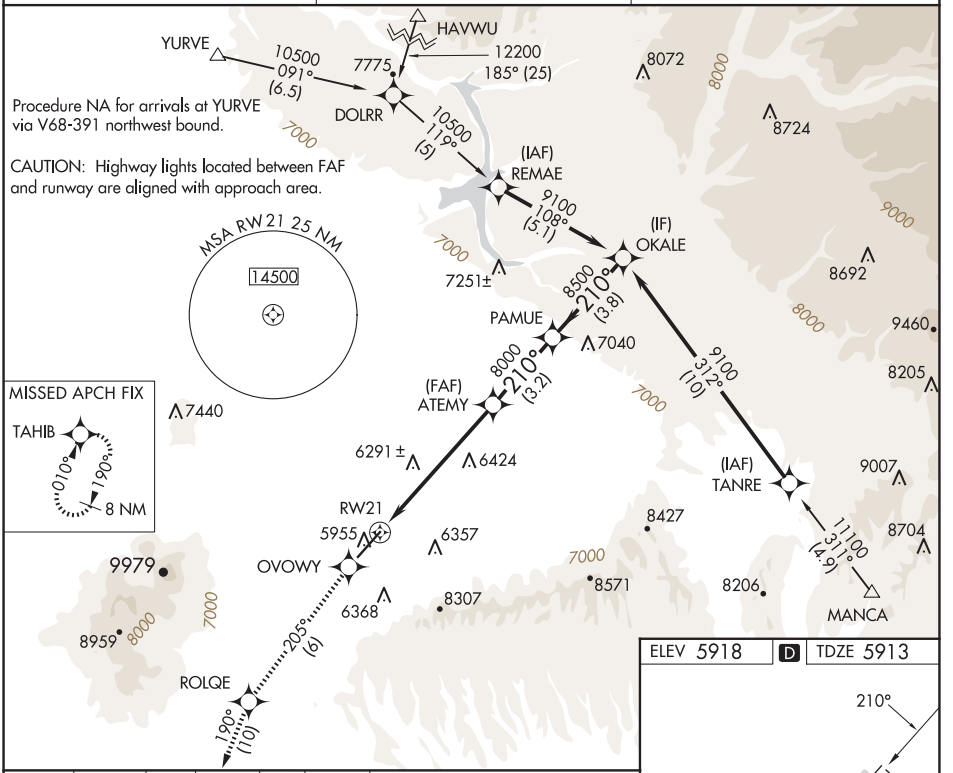
CORTEZ MUNI (CEZ)

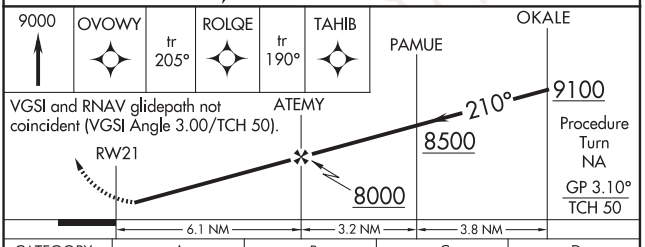
RNP APCH.

When VGSI inop, procedure NA at night.

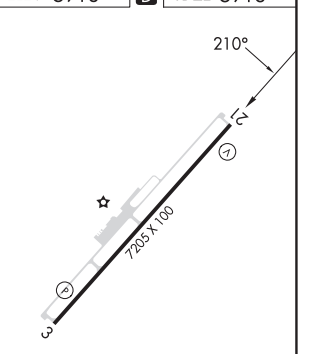
MISSED APPROACH: Climb to 9000 direct OVOWY and via 205° track to ROLQE and via 190° track to TAHIB and hold.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6215-1 302 (300-1) | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 7140-1¼ 1227 (1300-1¼) | 7140-1½ 1227 (1300-1½) | 7140-3 1227 (1300-3) | |




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

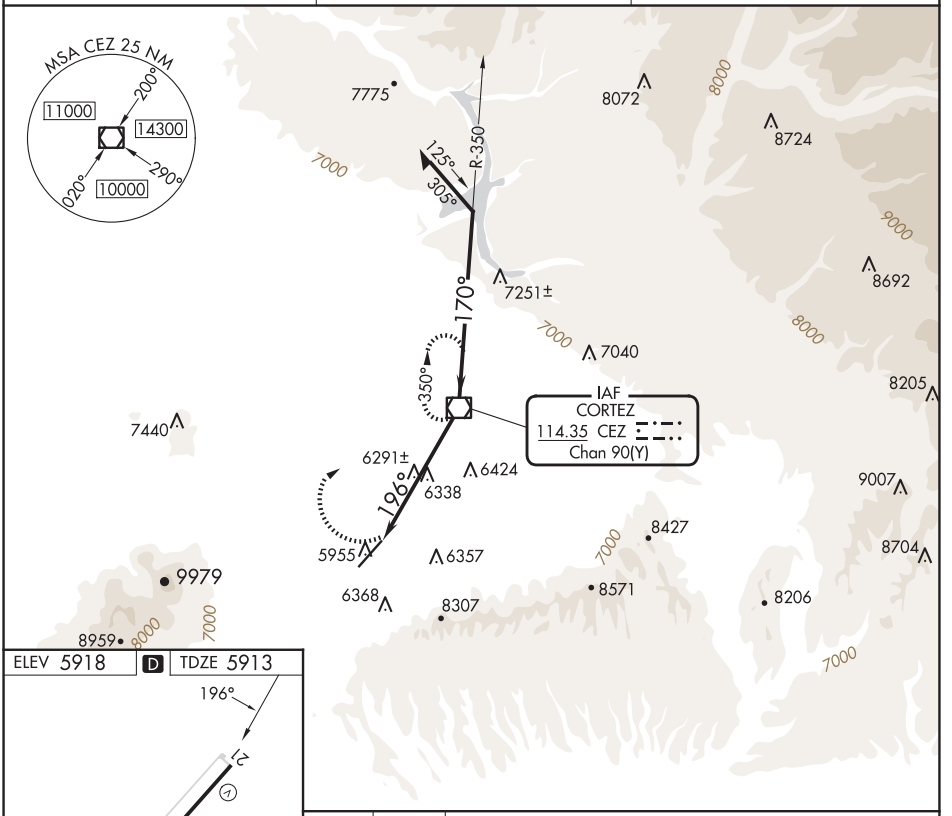
| VOR/DME CEZ | APP CRS | Rwy Ldg | 7205 |
|---|---|---|---|
| 114.35 | 196° | TDZE | 5913 |
| Chan 90 (Y) | | Apt Elev | 5918 |

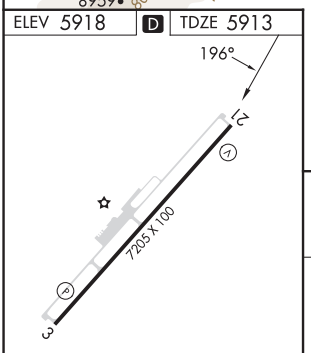
# VOR RWY 21
## CORTEZ MUNI (CEZ)

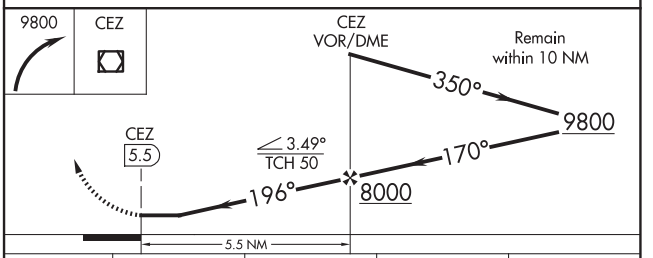
CAUTION: Highway lights located between facility and runway are aligned with approach area. Rwy 21 helicopter visibility reduction below ¾ SM NA. Circling NA southeast of Rwy 3-21.

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

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




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

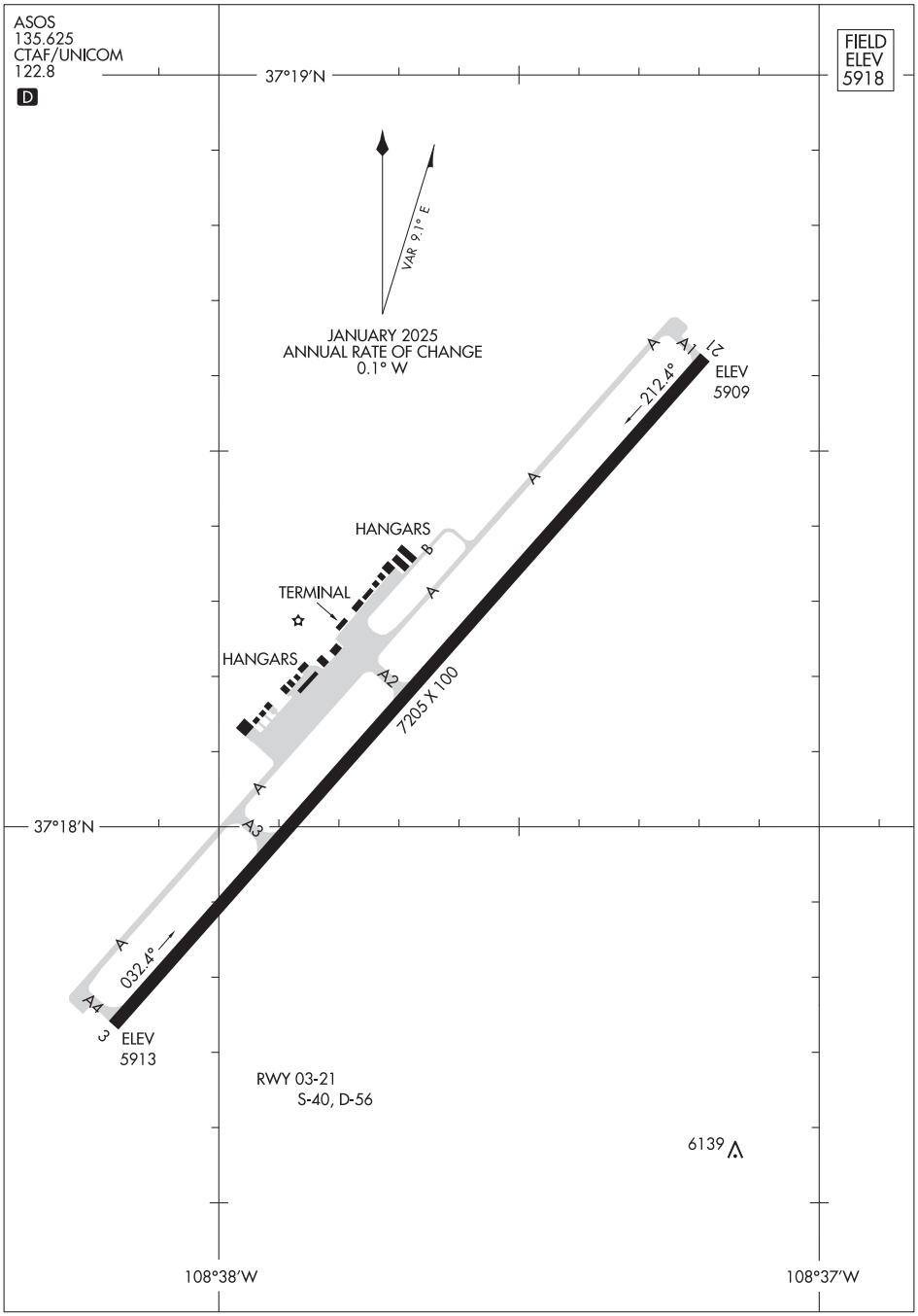
FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 6660-1<br>747 (800-1) | 6660-1¼<br>747 (800-1¼) | 6660-2<br>747 (800-2) | 6660-2¼<br>747 (800-2¼) |
| CIRCLING | 6660-1<br>742 (800-1) | 6680-1¼<br>762 (800-1¼) | 6800-2¾<br>882 (900-2¾) | 7060-3<br>1142 (1200-3) |




SW-1, 07 AUG 2025 to 02 OCT 2025






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

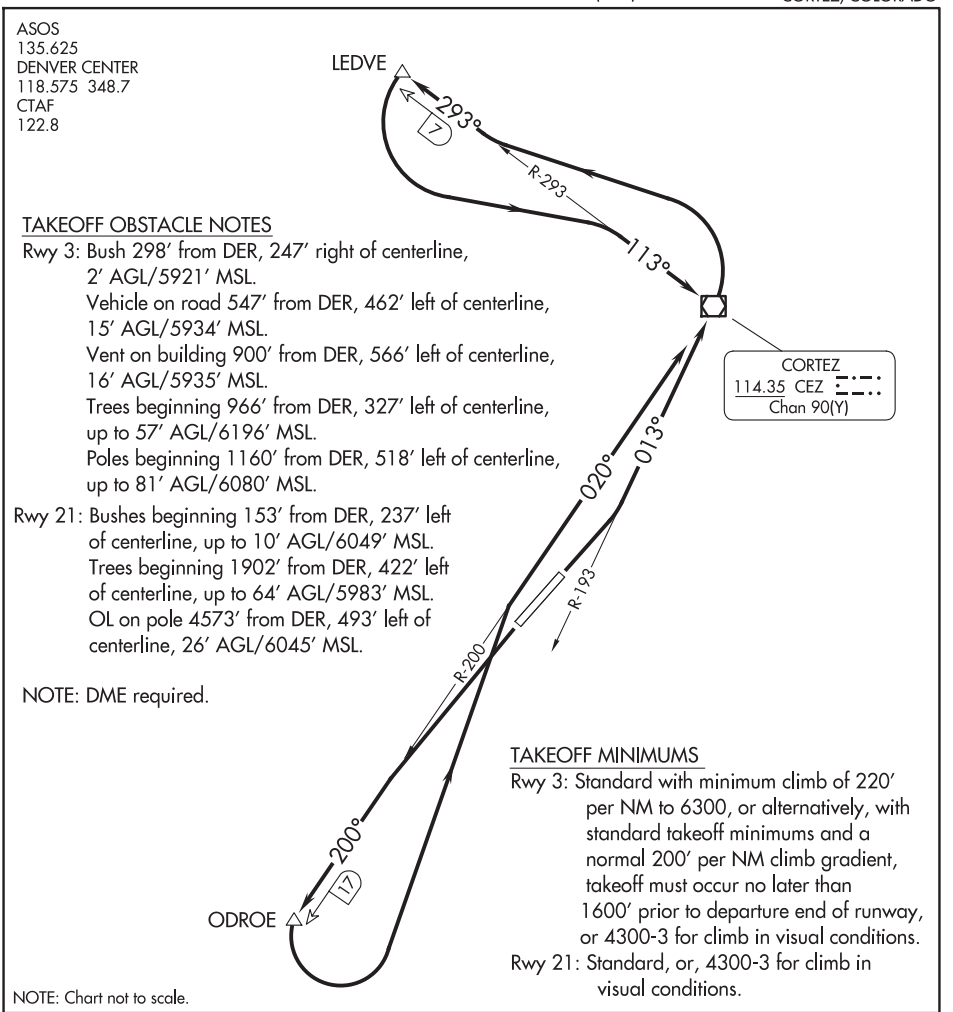
(LEDVE1.CEZ) 23334

# LEDVE ONE DEPARTURE (OBSTACLE)

AL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO






## DEPARTURE ROUTE DESCRIPTION

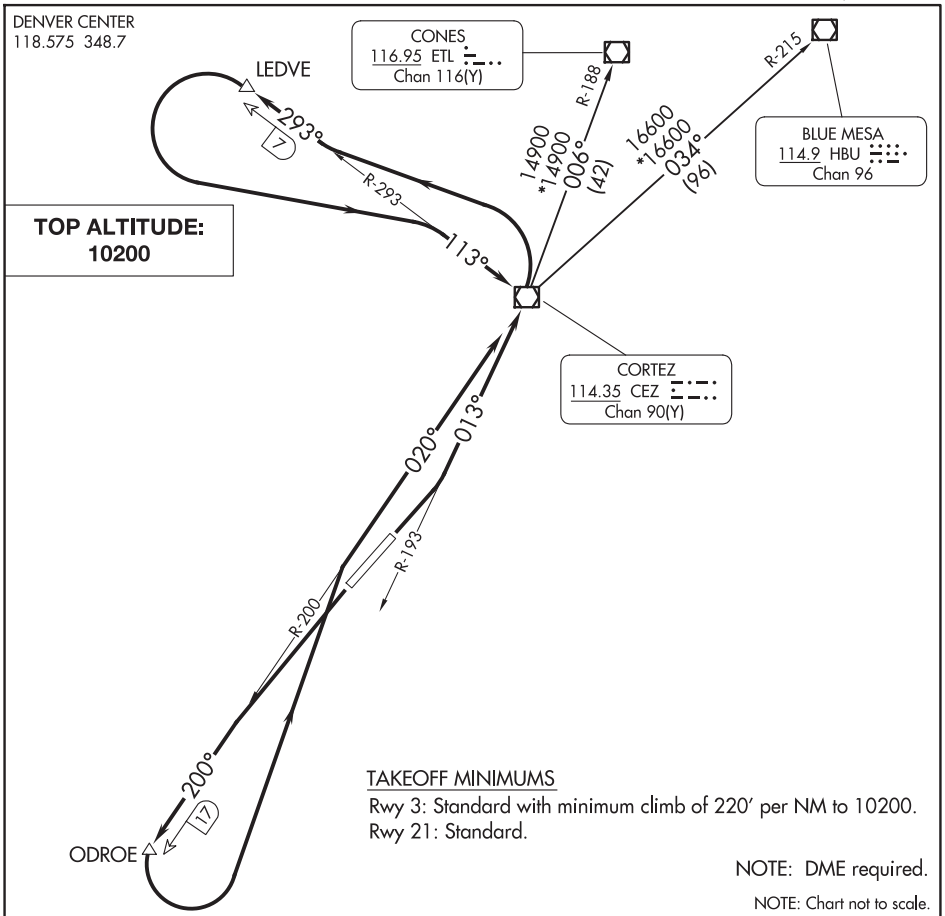
TAKEOFF RUNWAY 3: Climbing left turn to 7000 on CEZ R-193 to CEZ VOR/DME. Continue climbing left turn to 8400 on CEZ R-293 to LEDVE/CEZ 7 DME, then climbing left turn to 9800 on CEZ R-293 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross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

TAKEOFF RUNWAY 21: Climbing left turn to 7900 on CEZ R-200 to ODROE/CEZ 17 DME, then climbing left turn to 9800 on CEZ R-200 to CEZ VOR/DME. Cross CEZ VOR/DME at or above 9800 for route of flight, or, for climb in visual conditions, cross Cortez Muni at or above 10100. Thence. . . .

. . . .via (assigned route).

# CORTEZ TWO DEPARTURE






## 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.

CRAIG, COLORADO | AL-6338 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 5606 |
|---|---|---|---|
| CH 61341 | 074° | TDZE | 6193 |
| W07A | | Apt Elev | 6198 |

# RNAV (GPS) RWY 7

CRAIG-MOFFAT (CAG)

RNP APCH.

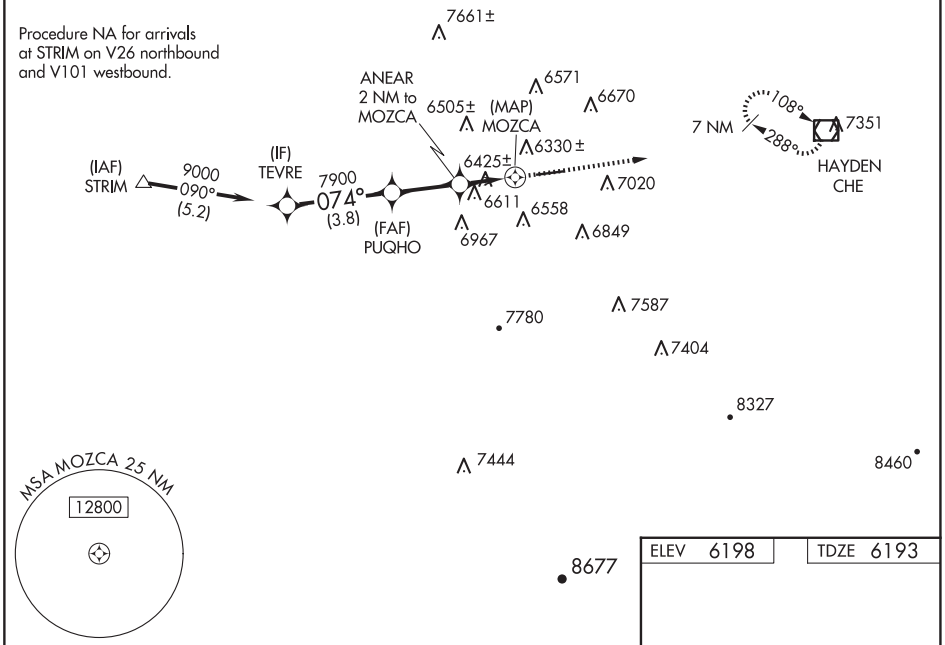
T A -27°C

Circling NA for Cat D south of Rwy 7-25.
Rwy 7 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 25 NA at night.

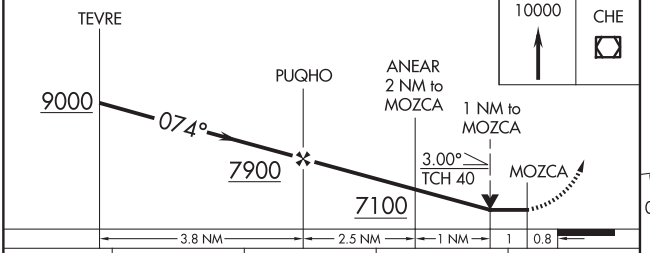
MISSED APPROACH: Climb to 10000 direct CHE VOR/DME and hold, continue climb-in-hold to 10000.

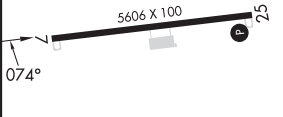
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.425 | 120.475 235.975 | 122.8 (CTAF) L |

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




ELEV 6198 | TDZE 6193




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6800-1 607 (700-1) | | 6800-1¾ 607 (700-1¾) | |
| LNAV MDA | 6880-1 687 (700-1) | | 6880-2 687 (700-2) | |
| C CIRCLING | 7180-1¼ 982 (1000-1¼) | 7320-1½ 1122 (1200-1½) | 7720-3 1522 (1600-3) | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

CRAIG, COLORADO
Orig 24MAY18

40°30'N-107°31'W

CRAIG-MOFFAT (CAG)

RNAV (GPS) RWY 7

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

WAAS CH **93841** **W25A** | APP CRS **254°** | Rwy Ldg **5606** TDZE **6198** Apt Elev **6198**

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

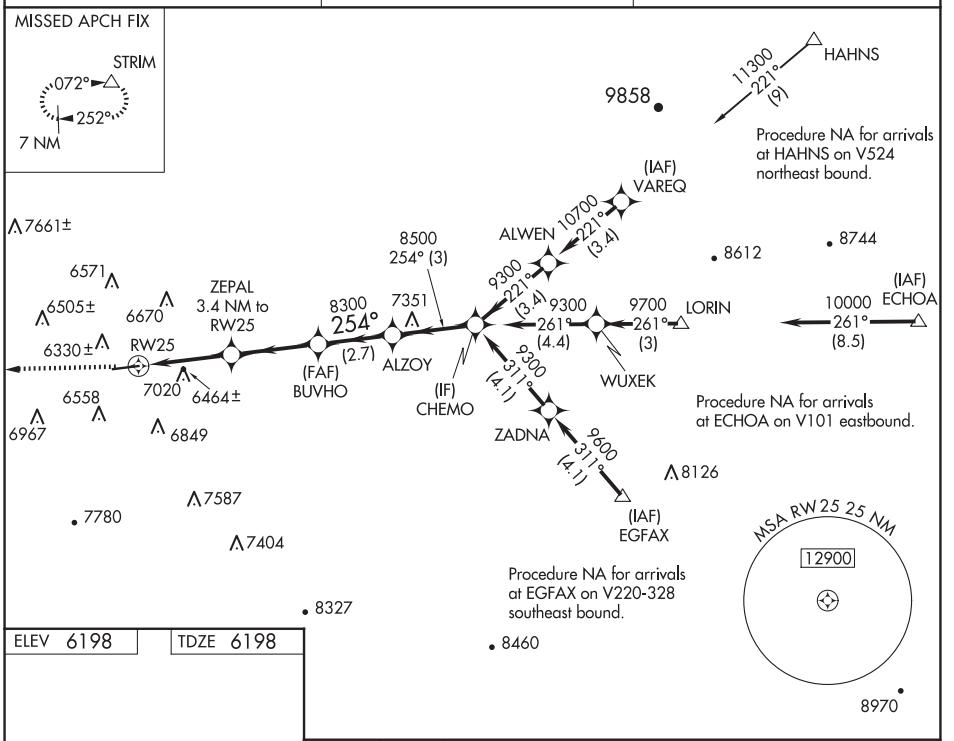
RNP APCH.

T A -27°C

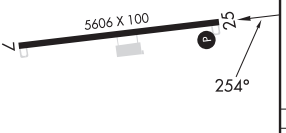
Circling NA for Cat D south of Rwy 7-25. Straight-in and Circling Rwy 25 NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.

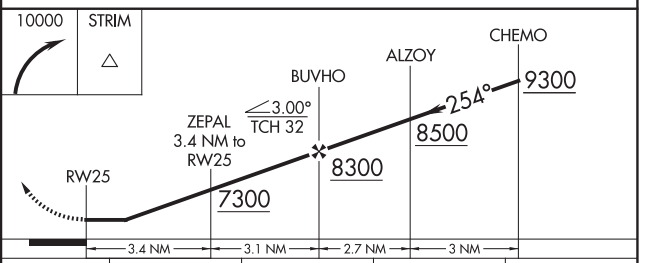
MISSED APPROACH: Climbing right turn to 10000 direct STRIM and hold, continue climb-in-hold to 10000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| **135.425** | **120.475 235.975** | **122.8** (CTAF) L |




| ELEV 6198 | TDZE 6198 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6720-1 522 (600-1) | | 6720-1½ 522 (600-1½) | |
| LNAV MDA | 7280-1¼ 1082 (1100-1¼) | 7280-1½ 1082 (1100-1½) | 7280-3 1082 (1100-3) | |
| C CIRCLING | 7280-1¼ 1082 (1100-1¼) | 7320-1½ 1122 (1300-1½) | 7720-3 1522 (1600-3) | |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

CRAIG, COLORADO AL-6338 (FAA) 25163

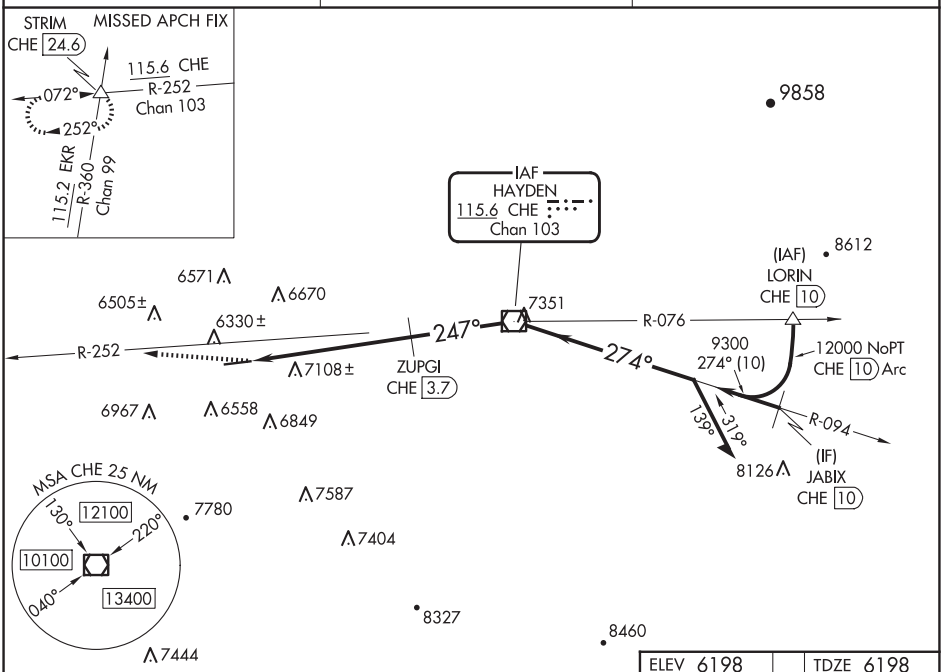
| VOR/DME CHE | APP CRS | Rwy Ldg | 5606 |
|---|---|---|---|
| 115.6 | 247° | TDZE | 6198 |
| Chan 103 | | Apt Elev | 6198 |

# VOR RWY 25
## CRAIG-MOFFAT (CAG)

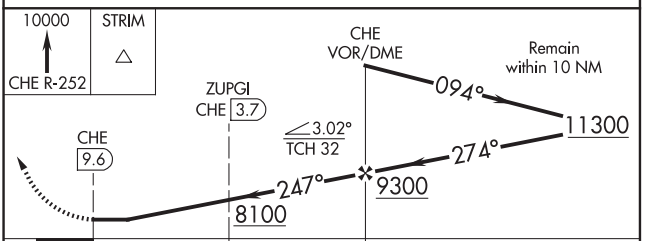
T Rwy 25 helicopter visibility reduction below 1 SM NA.
A Straight-in and Circling Rwy 25 NA at night.
-27°C Circling NA for Cat D south of Rwy 7-25.

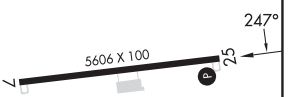
MISSED APPROACH: Climb to 10000 on CHE VOR/DME R-252 to STRIM INT/24.6 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.425 | 120.475 235.975 | 122.8 (CTAF) L |




| ELEV 6198 | TDZE 6198 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 8100-1¼ 1902 (2000-1¼) | 8100-1½ 1902 (2000-1½) | 8100-3 | 1902 (2000-3) |
| C CIRCLING | 8100-1¼ 1902 (2000-1¼) | 8100-1½ 1902 (2000-1½) | 8100-3 | 1902 (2000-3) |
| ZUPGI FIX MINIMUMS | | | | |
| S-25 | 7360-1¼ 1162 (1200-1¼) | 7360-1½ 1162 (1200-1½) | 7360-3 | 1162 (1200-3) |
| C CIRCLING | 7360-1¼ 1162 (1200-1¼) | 7360-1½ 1162 (1200-1½) | 7360-3 | 1162 (1200-3) |

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

FAF to MAP 9.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:36 | 6:24 | 4:48 | 3:50 | 3:12 |

CRAIG, COLORADO
Amdt 5 11JUL24

40°30'N-107°31'W

CRAIG-MOFFAT (CAG)
VOR RWY 25


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 6051 |
|---|---|---|---|
| CH 93740 | 240° | TDZE | 7913 |
| W24A | | Apt Elev | 7955 |

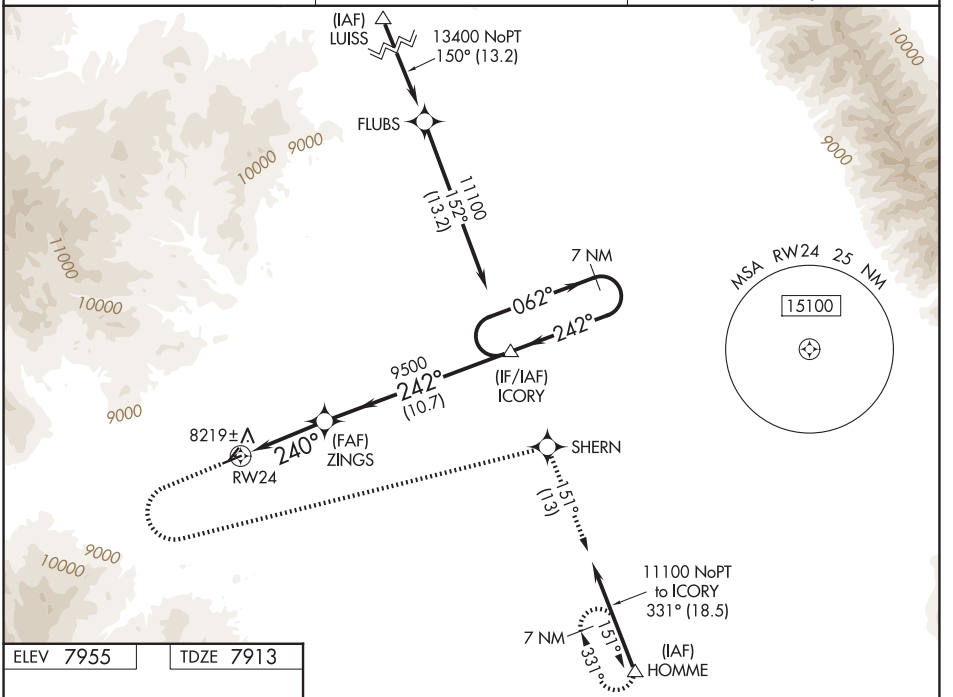
# RNAV (GPS) RWY 24

## ASTRONAUT KENT ROMINGER (RCV)

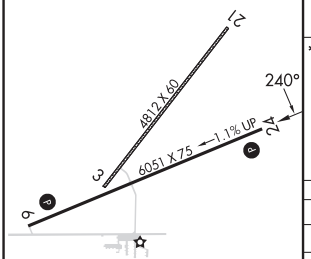
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 54°C (130°F). Circling NA northwest of Rwy 6-24. Circling Rwy 6 NA at night. DME/DME RNP-0.3 NA. Circling NA to Rwy 3/21.

MISSED APPROACH: Climb to 8600 then climbing left turn to 11100 direct SHERN and on track 151° to HOMME and hold. #Missed approach requires a minimum climb of 310 feet per NM to 9200.

| AWOS-3PT | DENVER CENTER | CTAF |
|---|---|---|
| 118.275 | 128.375 379.95 | 122.9 L |



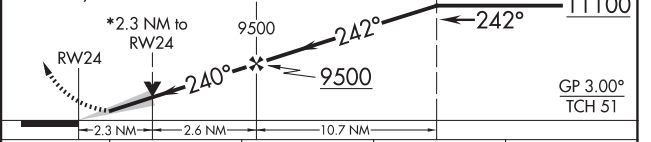

ELEV 7955 TDZE 7913




MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

| 8600 | 11100 | SHERN | tr 151° | HOMME |
|---|---|---|---|---|

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 8163-1 | 250 (300-1) | NA | |
| LPV DA | 8220-1⅛ | 307 (300-1⅛) | NA | |
| LNAV/VNAV DA | 8443-1⅞ | 530 (500-1⅞) | NA | |
| LNAV MDA | 8680-1<br>767 (800-1) | 8680-1¼<br>767 (800-1¼) | NA | |
| CIRCLING | 8700-1<br>745 (800-1) | 8840-1¼<br>885 (900-1¼) | NA | |

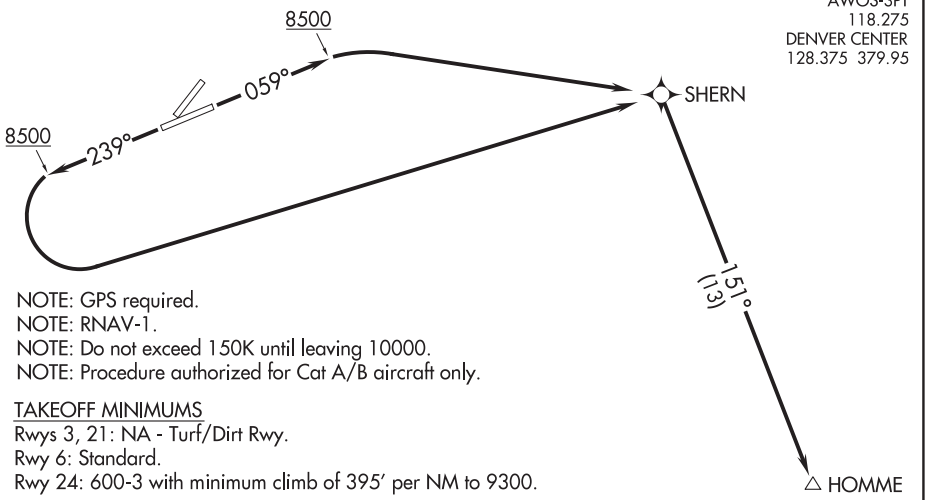


SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(HOMME1.HOMME) 17285

# HOMME ONE DEPARTURE (OBSTACLE) (RNAV)

ASTRONAUT KENT ROMINGER (RCV)
AL-11002 (FAA) DEL NORTE, COLORADO




NOTE: GPS required.
NOTE: RNAV-1.
NOTE: Do not exceed 150K until leaving 10000.
NOTE: Procedure authorized for Cat A/B aircraft only.

TAKEOFF MINIMUMS

Rwys 3, 21: NA - Turf/Dirt Rwy.
Rwy 6: Standard.
Rwy 24: 600-3 with minimum climb of 395′ per NM to 9300.

TAKEOFF OBSTACLE NOTES

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

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

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 059° to 8500, then climbing right turn to 10000 direct SHERN, thence. . . .

TAKEOFF RUNWAY 24: Climb heading 239° to 8500, then climbing left turn to 10000 direct SHERN, thence. . . .

. . . .on track 151° to HOMME, continue climb until reaching the MCA/MEA for direction of flight before proceeding on course.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

BLAKE FLD (AJZ)

| WAAS | APP CRS | Rwy Ldg | 5598 |
|---|---|---|---|
| CH 90537 | 032° | TDZE | 5157 |
| W03A | | Apt Elev | 5193 |

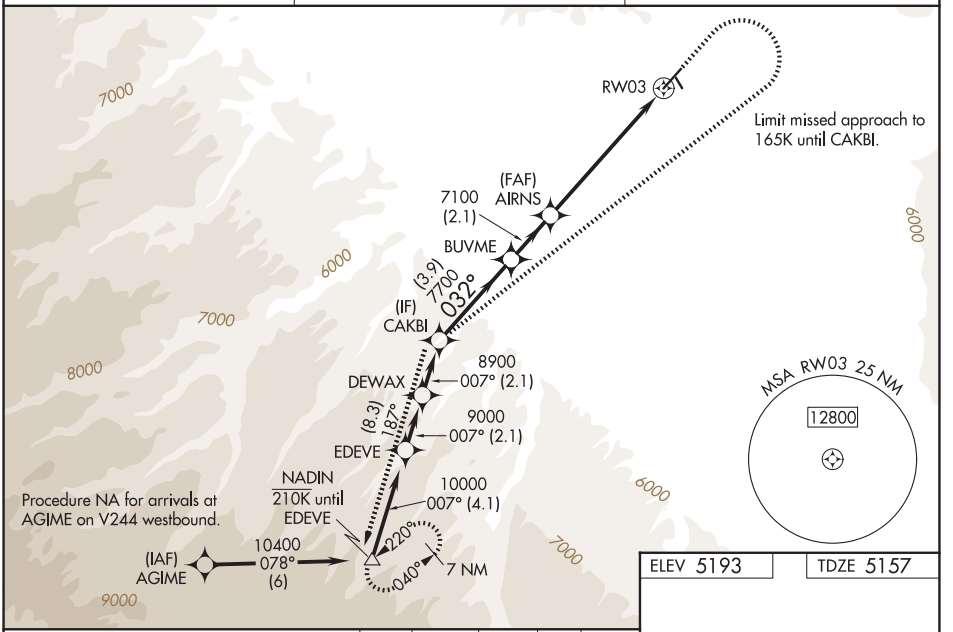
RNP APCH.

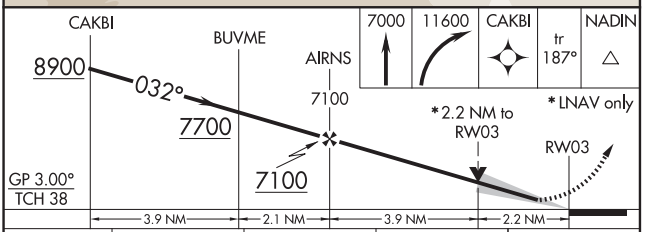
T A Baro-VNAV NA when using Montrose altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. When local altimeter setting not received, use Montrose altimeter setting: increase #LPV DA to 5529 feet and visibility all Cats ⅜ SM, increase LPV DA to 5670 feet and visibility all Cats ½ SM, increase LNAV/VNAV DA to 5979 feet and visibility all Cats ½ SM. Increase all MDA 140 feet and visibility Cat B ¼ SM, Cat C ½ SM and Circling Cat A ¼ SM. VDP NA when using Montrose altimeter setting. Circling NA to Rwys 14 and 32.

# Missed approach requires minimum climb of 250 feet per NM to 6900.

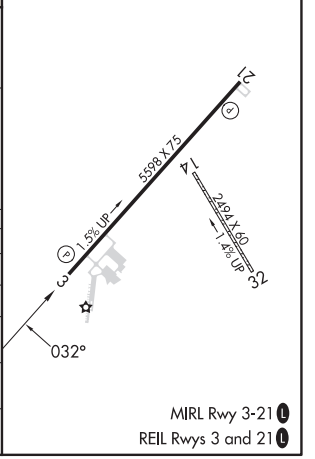
MISSED APPROACH: Climb to 7000 then climbing right turn to 11600 direct CAKBI and on track 187° to NADIN and hold, continue climb-in-hold to 11600.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 134.0 | 127.1 343.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| #LPV DA | 5407-1 250 (300-1) | | | NA |
| LPV DA | 5548-1½ 391 (400-1½) | | | NA |
| LNAV/VNAV DA | 5857-2 700 (700-2) | | | NA |
| LNAV MDA | 5840-1 683 (700-1) | | 5840-2 683 (700-2) | NA |
| CIRCLING | 5900-1 707 (800-1) | 6340-1½ 1147 (1200-1½) | 6680-3 1487 (1500-3) | NA |




MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DEMING, NEW MEXICO | AL-478 (FAA) | 23054

# RNAV (GPS) RWY 4

DEMING MUNI (DMN)

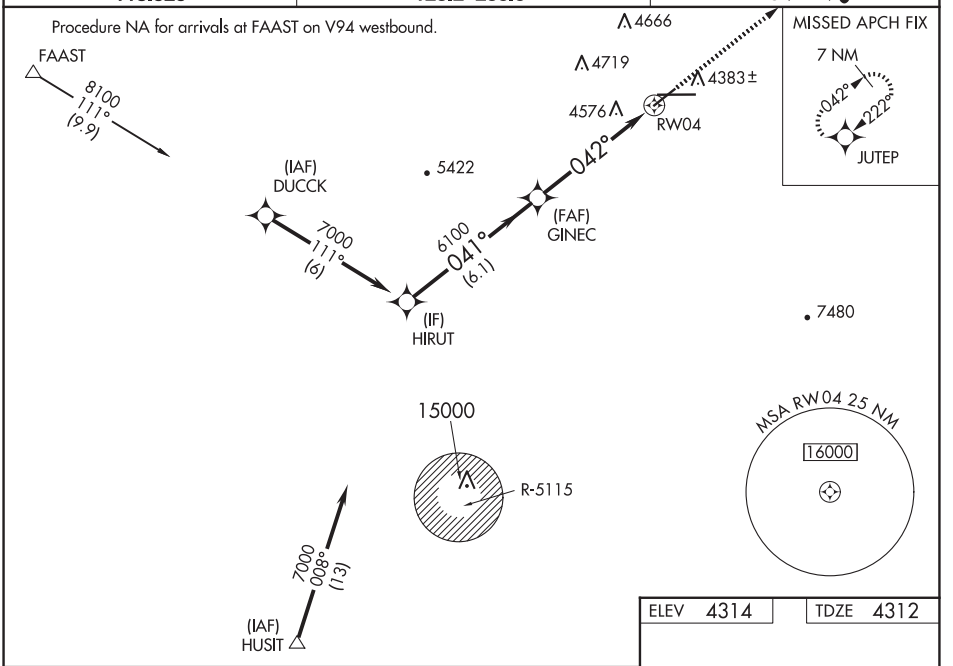
| WAAS | APP CRS | Rwy Idg | 5675 |
|---|---|---|---|
| CH 99319 | 042° | TDZE | 4312 |
| W04A | | Apt Elev | 4314 |

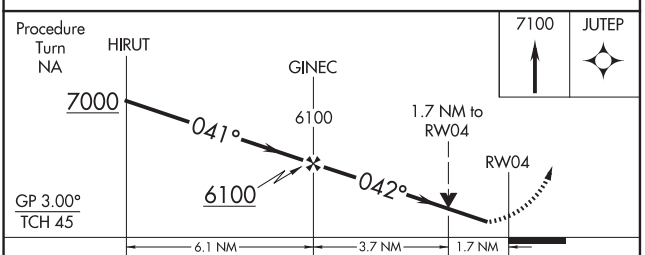
RNP APCH - GPS.

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 ¼ 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.

MISSED APPROACH: Climb to 7100 direct JUTEP and hold.

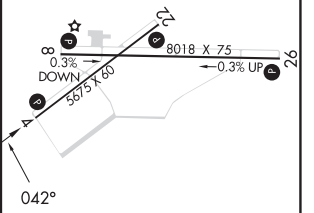
| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.2 285.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4562-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4945-2¼ 633 (700-2¼) | | | |
| LNAV MDA | 4880-1 568 (600-1) | | 4880-1½ 568 (600-1½) | 4880-1¾ 568 (600-1¾) |
| C CIRCLING | 4880-1 566 (600-1) | 4940-1 626 (700-1) | 5020-2 706 (800-2 ) | 5020-2¼ 706 (800-2¼) |

ELEV 4314 | TDZE 4312




MIRL Rwy 4-22
MIRL Rwy 8-26 L

DEMING, NEW MEXICO
Amdt 1C 08SEP22

32°16'N-107°43'W

DEMING MUNI (DMN)

RNAV (GPS) RWY 4


SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 8018 |
|---|---|---|
| 080° | TDZE | 4314 |
| | Apt Elev | 4314 |

# RNAV (GPS) RWY 8

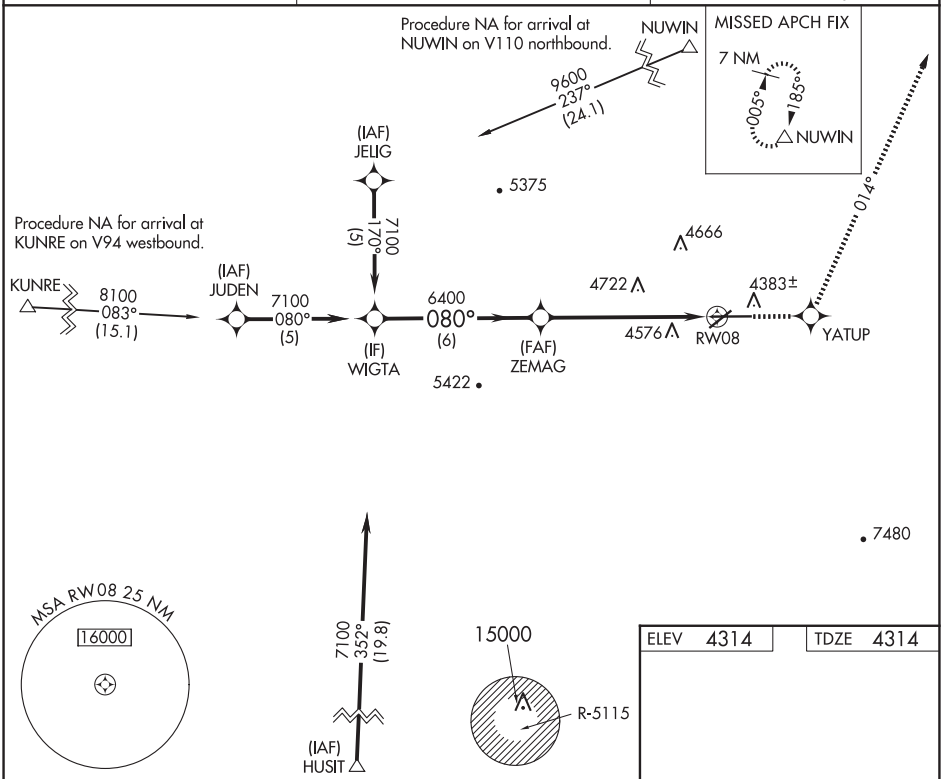
DEMING MUNI (DMN)

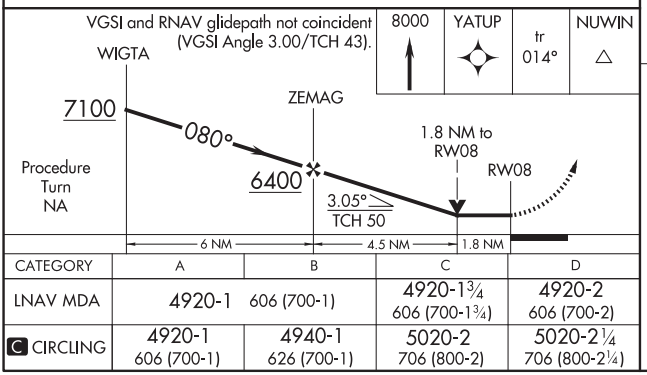
RNP APCH - GPS.

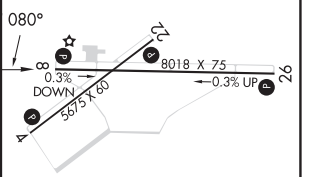
When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet; increase LNAV Cats C and D visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 8 helicopter visibility reduction below ¾ SM NA. Circling Rwy 22, 26 NA at night.

MISSED APPROACH: Climb to 8000 direct YATUP and on track 014° to NUWIN and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.2 285.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4920-1 | 606 (700-1) | 4920-1¾ 606 (700-1¾) | 4920-2 606 (700-2) |
| C CIRCLING | 4920-1 606 (700-1) | 4940-1 626 (700-1) | 5020-2 706 (800-2) | 5020-2¼ 706 (800-2¼) |

MIRL Rwy 4-22
MIRL Rwy 8-26 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DEMING, NEW MEXICO | AL-478 (FAA) | 23054

# RNAV (GPS) RWY 22

DEMING MUNI (DMN)

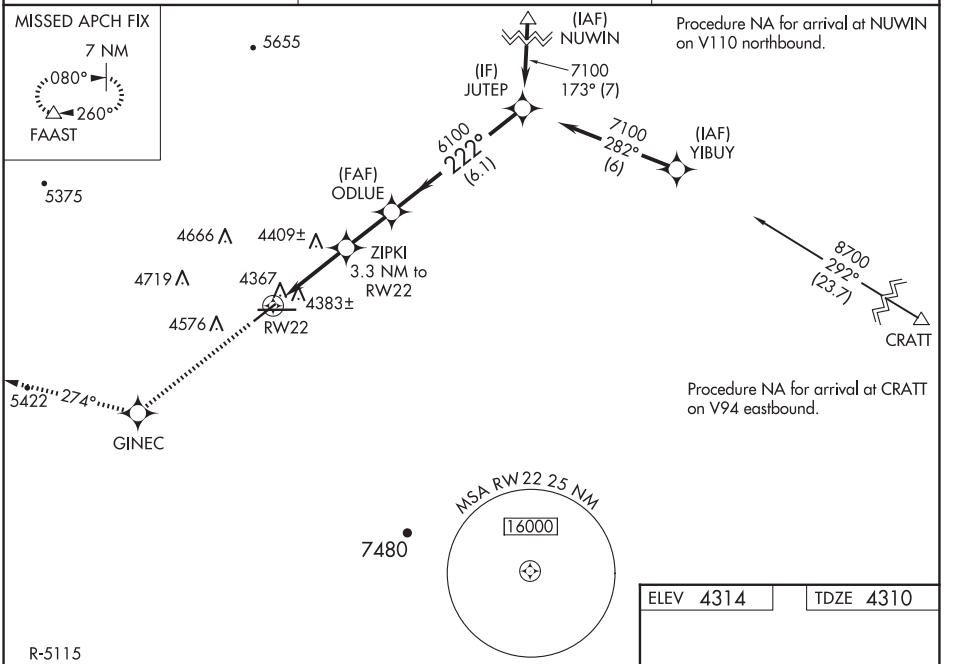
| WAAS | APP CRS | Rwy Idg | 5675 |
|---|---|---|---|
| CH 70419 | 222° | TDZE | 4310 |
| W22A | | Apt Elev | 4314 |

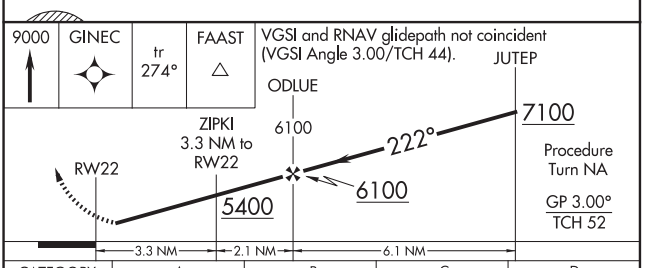
RNP APCH - GPS.

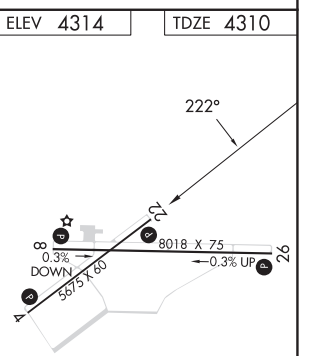
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C and D visibility ¼ mile, increase Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 22, 26 NA at night.

MISSED APPROACH: Climb to 9000 direct GINEC and on track 274° to FAAST and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.2 285.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4560-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4637-1¼ 327 (400-1¼) | | | |
| LNAV MDA | 4660-1 350 (400-1) | | | 4660-1¼ 350 (400-1¼) |
| C CIRCLING | 4820-1 506 (600-1) | 4940-1 626 (700-1) | 5020-2 706 (800-2) | 5020-2¼ 706 (800-2¼) |

MIRL Rwy 4-22
MIRL Rwy 8-26 L

DEMING, NEW MEXICO
Orig-C 08SEP22

32°16'N-107°43'W

DEMING MUNI (DMN)

RNAV (GPS) RWY 22

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS)-A

DEMING MUNI (DMN)

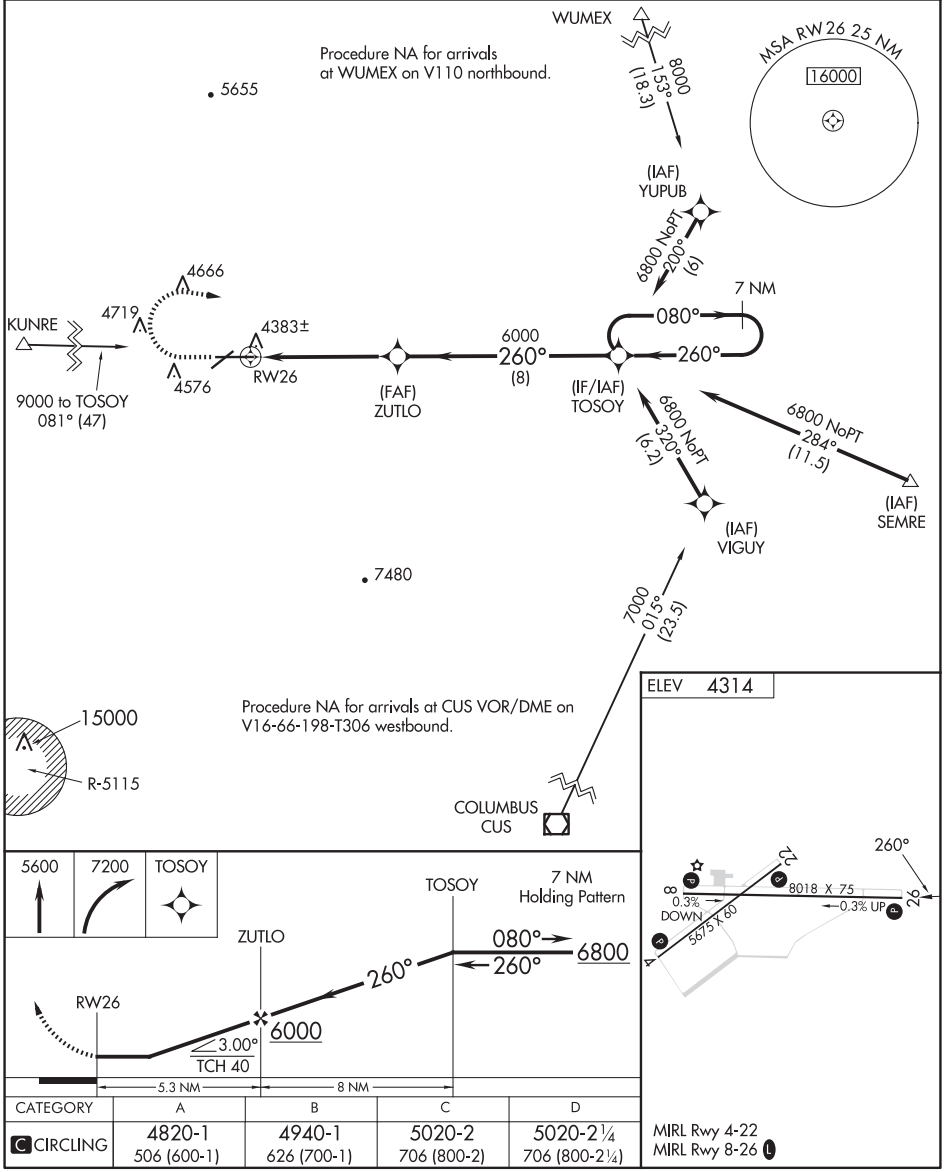
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 260° | TDZE | N/A |
| | Apt Elev | 4314 |

RNP APCH - GPS.

When local altimeter setting not received, useLas 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.

MISSED APPROACH: Climb to 5600 then climbing right turn to 7200 direct TOSOY and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.2 285.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 4820-1<br>506 (600-1) | 4940-1<br>626 (700-1) | 5020-2<br>706 (800-2) | 5020-2¼<br>706 (800-2¼) |

MIRL Rwy 4-22
MIRL Rwy 8-26 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DEMING, NEW MEXICO | AL-478 (FAA) | 23054

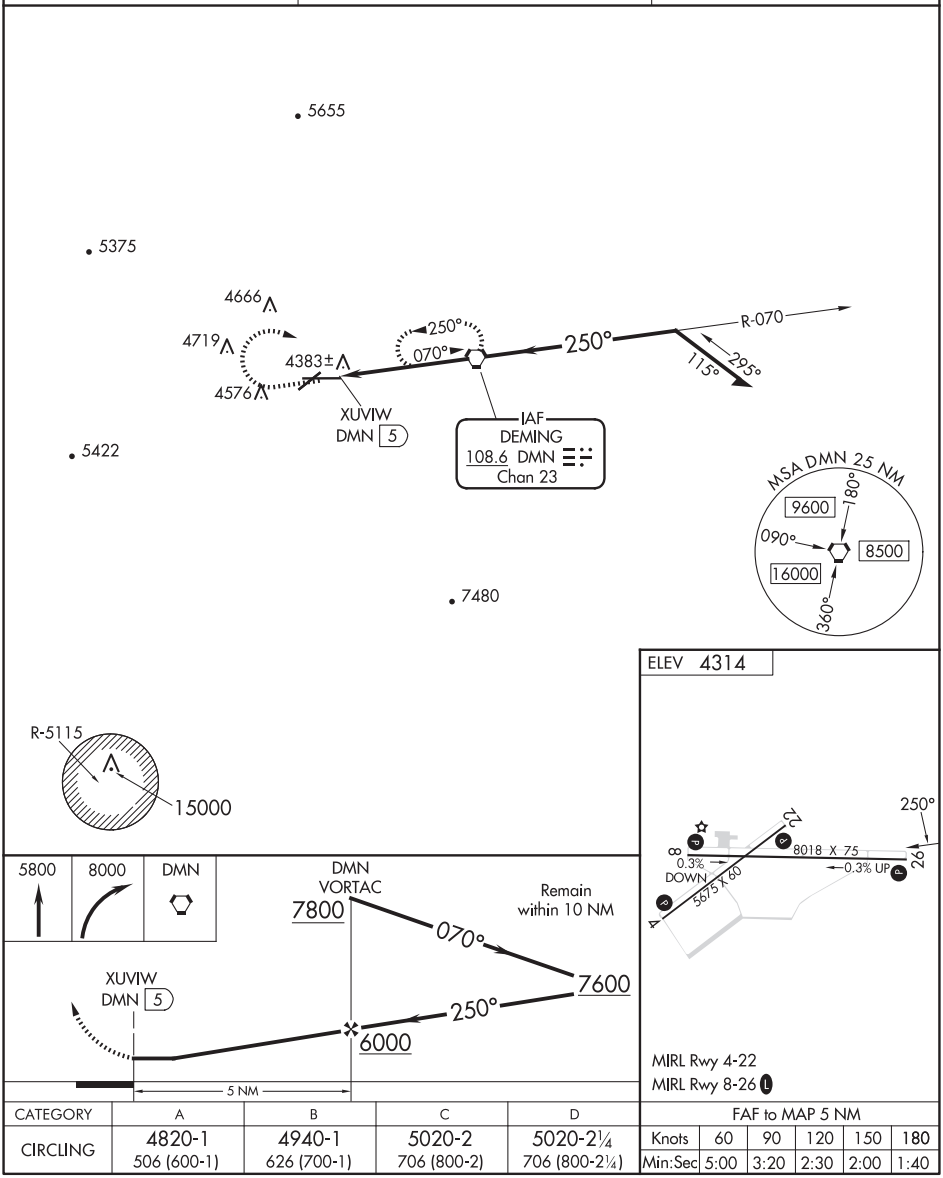
| VORTAC DMN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.6 | 250° | TDZE | N/A |
| Chan 23 | | Apt Elev | 4314 |

# VOR-B
DEMING MUNI (DMN)

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.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 128.2 285.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4820-1<br>506 (600-1) | 4940-1<br>626 (700-1) | 5020-2<br>706 (800-2) | 5020-2¼<br>706 (800-2¼) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-APA | APP CRS | | 35R | 35L |
|---|---|---|---|---|
| 111.3 | 350° | Rwy Ldg | 10001 | 7001 |
| Chan 50 | | TDZE | 5885 | 5869 |
| | | Apt Elev | 5885 | 5885 |

AL-5715 (FAA)



# ILS or LOC RWY 35R

CENTENNIAL (APA)

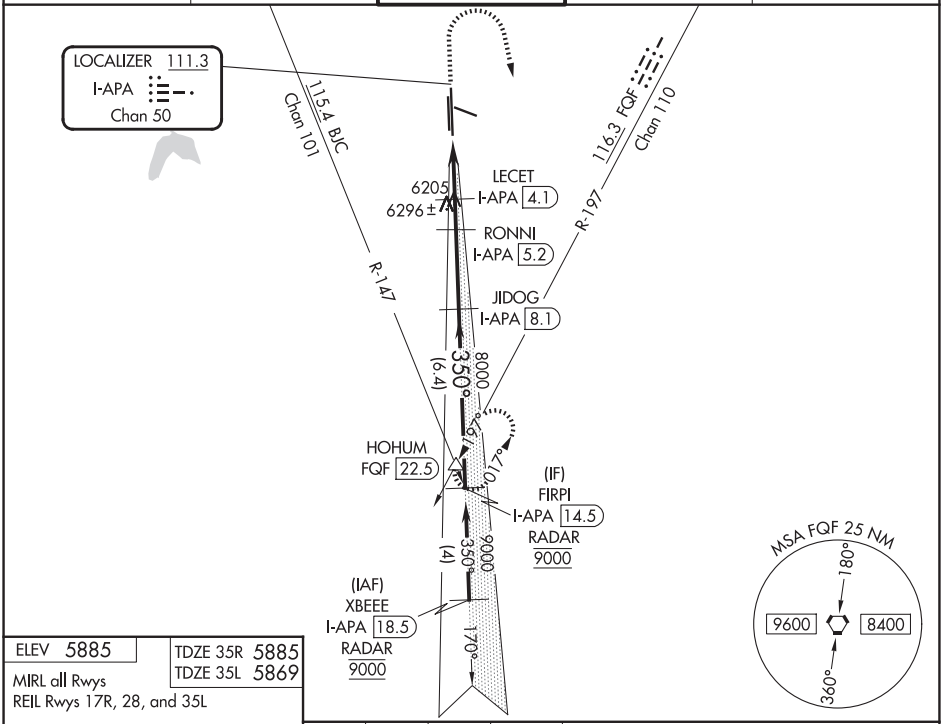
DME required for LOC only. RADAR required for procedure entry.

T A Rwy 35L helicopter visibility reduction below 1 SM NA. For inop ALS, increase S-LOC 35R Cat C/D visibility to 1⅝ SM. Sidestep and Circling Rwy 35L NA at night.

MALSR Rwy 35R

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.

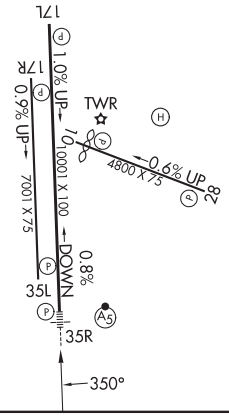
| ATIS | DENVER APP CON | CENTENNIAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.3 | 132.75 269.3 | 118.9 | 121.8 | 128.6 |

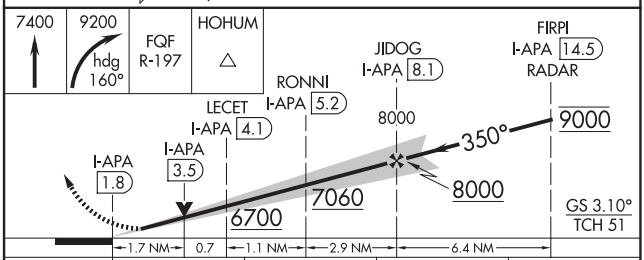



ELEV 5885

TDZE 35R 5885
TDZE 35L 5869

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 6085-½ 200 (200-½) | | | |
| S-LOC 35R | 6460-½ 575 (600-½) | | 6460-1¼ 575 (600-1¼) | |
| SIDESTEP 35L | 6460-1 591 (600-1) | | 6460-1½ 591 (600-1½) | 6460-2 591 (600-2) |
| CIRCLING | 6460-1 575 (600-1) | 6540-1 655 (700-1) | 6740-2½ 855 (900-2½) | 6760-2¾ 875 (900-2¾) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | | |
|---|---|---|
| 170° | Rwy Ldg | 10001 |
| | TDZE | 5823 |
| | Apt Elev | 5885 |

# RNAV (RNP) Z RWY 17L

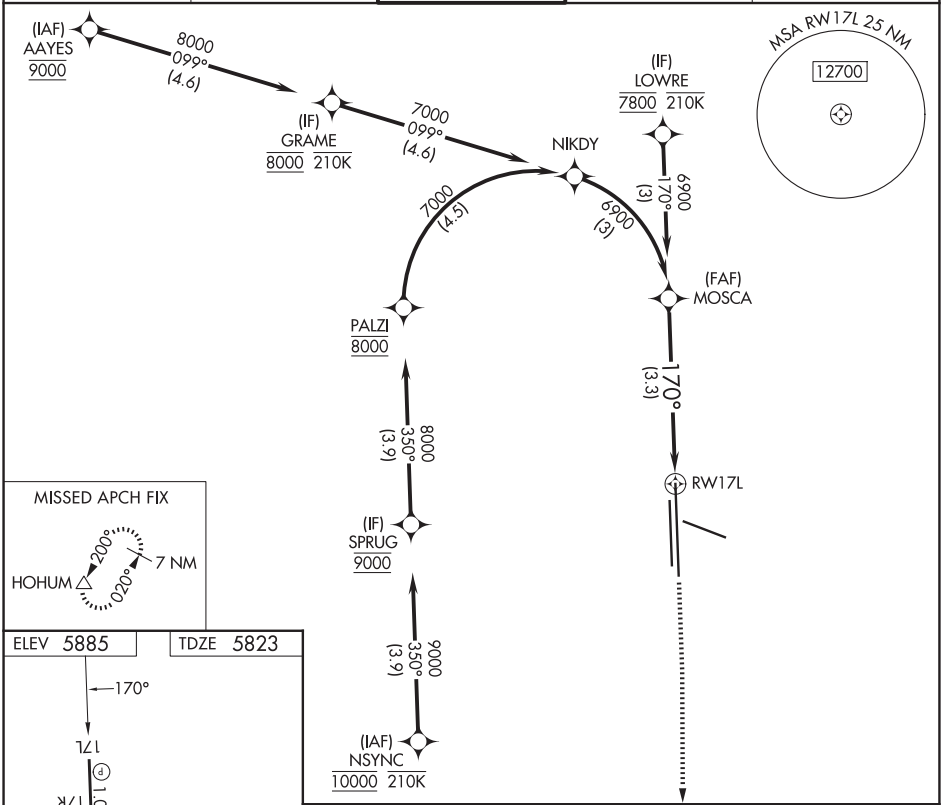
CENTENNIAL (APA)

RNP AR APCH - GPS. Authorization required. From PALZI:RF and NIKDY:RF.

For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 54°C.

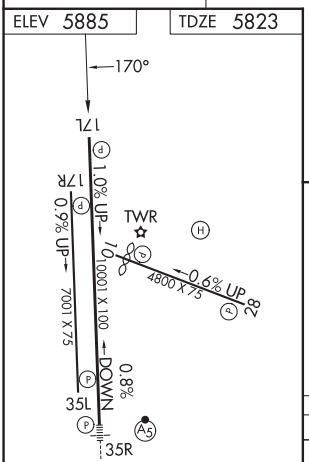
MISSED APPROACH: Climb to 6300 then climbing right turn to 10400 direct HOHUM and hold, continue climb-in-hold to 10400.

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

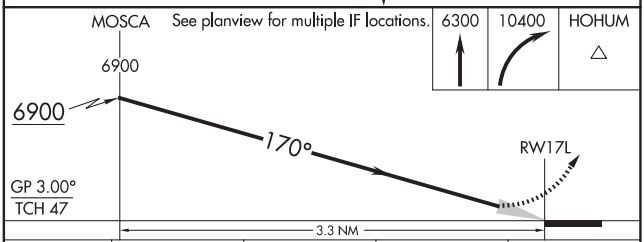









MIRL all Rwys
REIL Rwys 17R, 28, and 35L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 6123-⅞ 300 (300-⅞) | | | |

AUTHORIZATION REQUIRED



39°34'N-104°51'W





SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH **82107** **W28A** | APP CRS **283°** | Rwy Ldg **4800** TDZE **5813** Apt Elev **5885** |
|---|---|---|

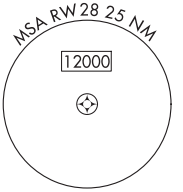
# RNAV (GPS) RWY 28
CENTENNIAL (APA)

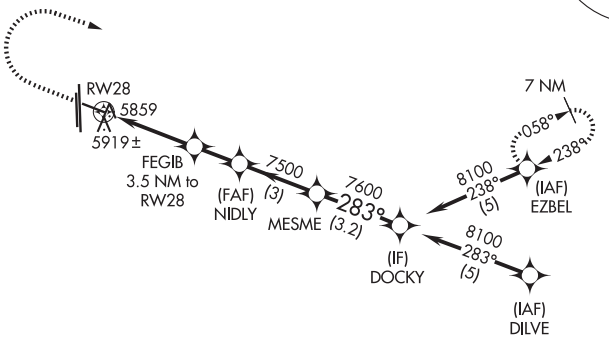
RNP APCH.

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

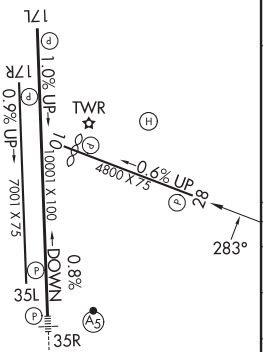
MISSED APPROACH: Climb to 6400 then climbing right turn to 9000 direct EZBEL and hold.

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

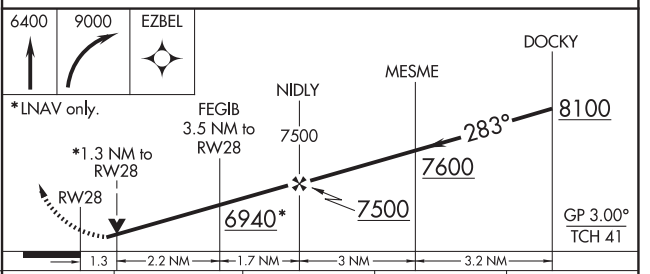



ELEV 5885 TDZE 5813




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6079-⅞ 266 (200-⅞) | | | |
| LNAV/VNAV DA | 6119-1 306 (300-1) | | | |
| LNAV MDA | 6260-1 447 (400-1) | | 6260-1⅜ 447 (400-1⅜) | |
| CIRCLING | 6400-1 515 (600-1) | 6540-1 655 (700-1) | 6740-2½ 855 (900-2½) | 6900-3 1015 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 10001 |
|---|---|---|---|
| CH 40339 | 350° | TDZE | 5885 |
| W35A | | Apt Elev | 5885 |

# RNAV (GPS) RWY 35R
## CENTENNIAL (APA)

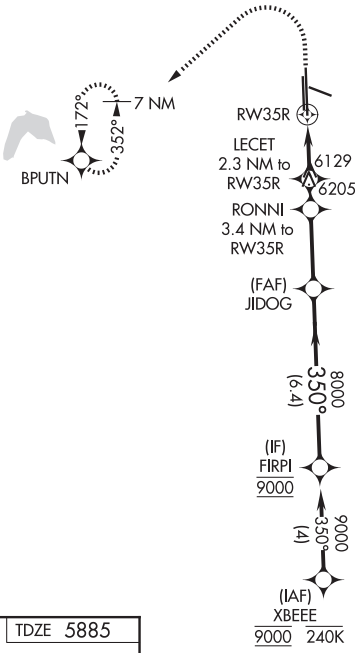
RNP APCH.

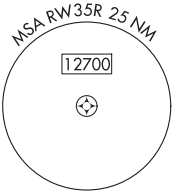
Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: (Do not exceed 240K until BPUTN) Climb to 8200 then climbing left turn to 9600 direct BPUTN and hold.

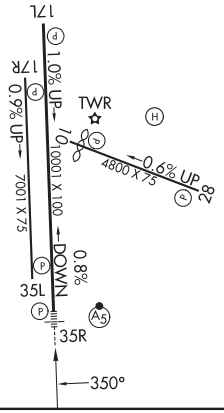
| ATIS | DENVER APP CON | CENTENNIAL TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.3 | 132.75 269.3 | 118.9 | 121.8 | 128.6 |

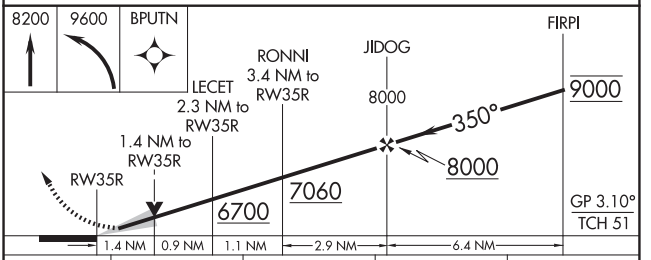



ELEV 5885 TDZE 5885

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6085-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 6324-¾ 439 (500-¾) | | | |
| LNAV MDA | 6380-½ 495 (500-½) | | 6380-1 495 (500-1) | |
| CIRCLING | 6400-1 515 (600-1) | 6540-1 655 (700-1) | 6740-2½ 855 (900-2½) | 6760-2¾ 875 (900-2¾) |




SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 72930 W17A | APP CRS 170° | Rwy Ldg 10001<br>TDZE 5823<br>Apt Elev 5885 |
|---|---|---|

# RNAV (GPS) Y RWY 17L

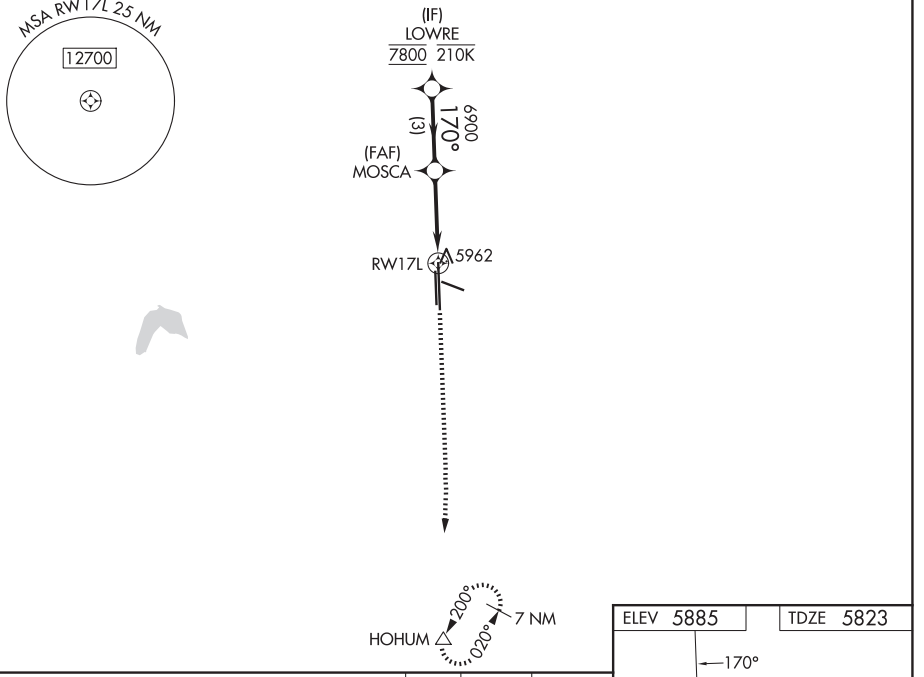
CENTENNIAL (APA)

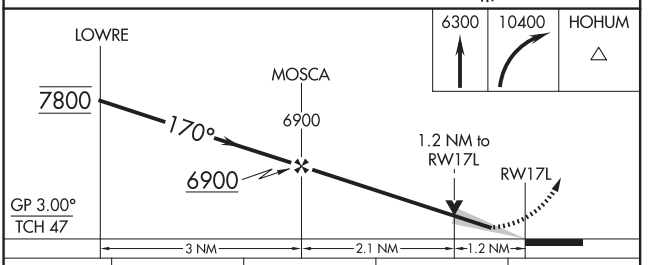
RNP APCH - GPS.

Circling Rwy 35L NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

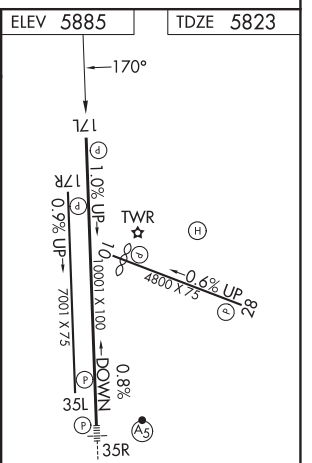
MISSED APPROACH: Climb to 6300 then climbing right turn to 10400 direct HOHUM and hold, continue climb-in-hold to 10400.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6023-¾ | | 200 (200-¾) | |
| LNAV/VNAV DA | 6123-⅞ | | 300 (300-⅞) | |
| LNAV MDA | 6220-1 | 397 (400-1) | 6220-1⅛ | 397 (400-1⅛) |
| CIRCLING | 6400-1<br>515 (600-1) | 6540-1<br>655 (700-1) | 6740-2½<br>855 (900-2½) | 6900-3<br>1015 (1100-3) |




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



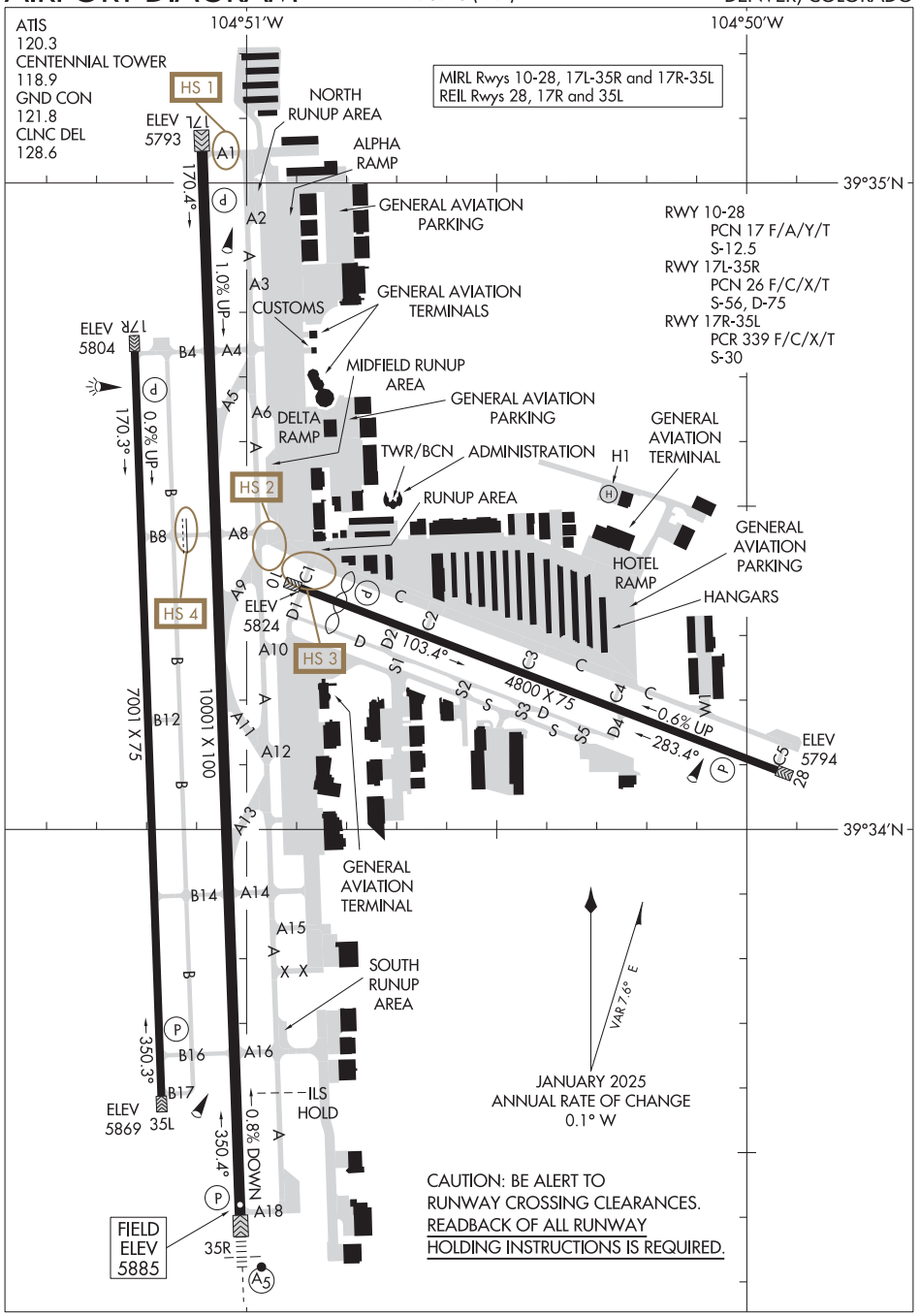
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25219

# AIRPORT DIAGRAM

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25219

DENVER, COLORADO
CENTENNIAL (APA)

DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6
TOP ALTITUDE: ASSIGNED BY ATC.
RADAR required.
TAKEOFF MINIMUMS:
Rwys 10, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255'/NM to 8000.
Rwy 17R: Standard with minimum climb of 372'/NM to 8000.
Rwy 28: Standard with minimum climb of 300'/NM to 8000.
ROCK SPRINGS 116.0 OCS Chan 107
LARAMIE 117.6 LAR Chan 123
CHEYENNE 113.1 CYS Chan 78
SIDNEY 115.9 SNY Chan 106
AKRON 114.4 AKO Chan 91
HAYES CENTER 117.7 HCT Chan 124
GILL 114.2 GIL Chan 89
MILE HIGH 114.7 DVV Chan 94
THURMAN 112.9 TXC Chan 76
GOODLAND 115.1 GLD Chan 98
KREMMLING 113.8 RLG Chan 85
DENVER 117.9 DEN Chan 126
FALCON 116.3 FQF Chan 110
HUGO 112.1 HGO Chan 58
GARDEN CITY 113.3 GCK Chan 80
MEEKER 115.2 EKR Chan 99
BLACK FOREST 112.5 BRK Chan 72
PUEBLO 116.7 PUB Chan 114
GRAND JUNCTION 112.4 JNC Chan 71
BLUE MESA 114.9 HBU Chan 96
N
100°
6600
MSA FQF 25 NM
180°
360°
9600
8400
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.



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**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.

DEPARTURE ROUTE DESCRIPTION

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

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

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

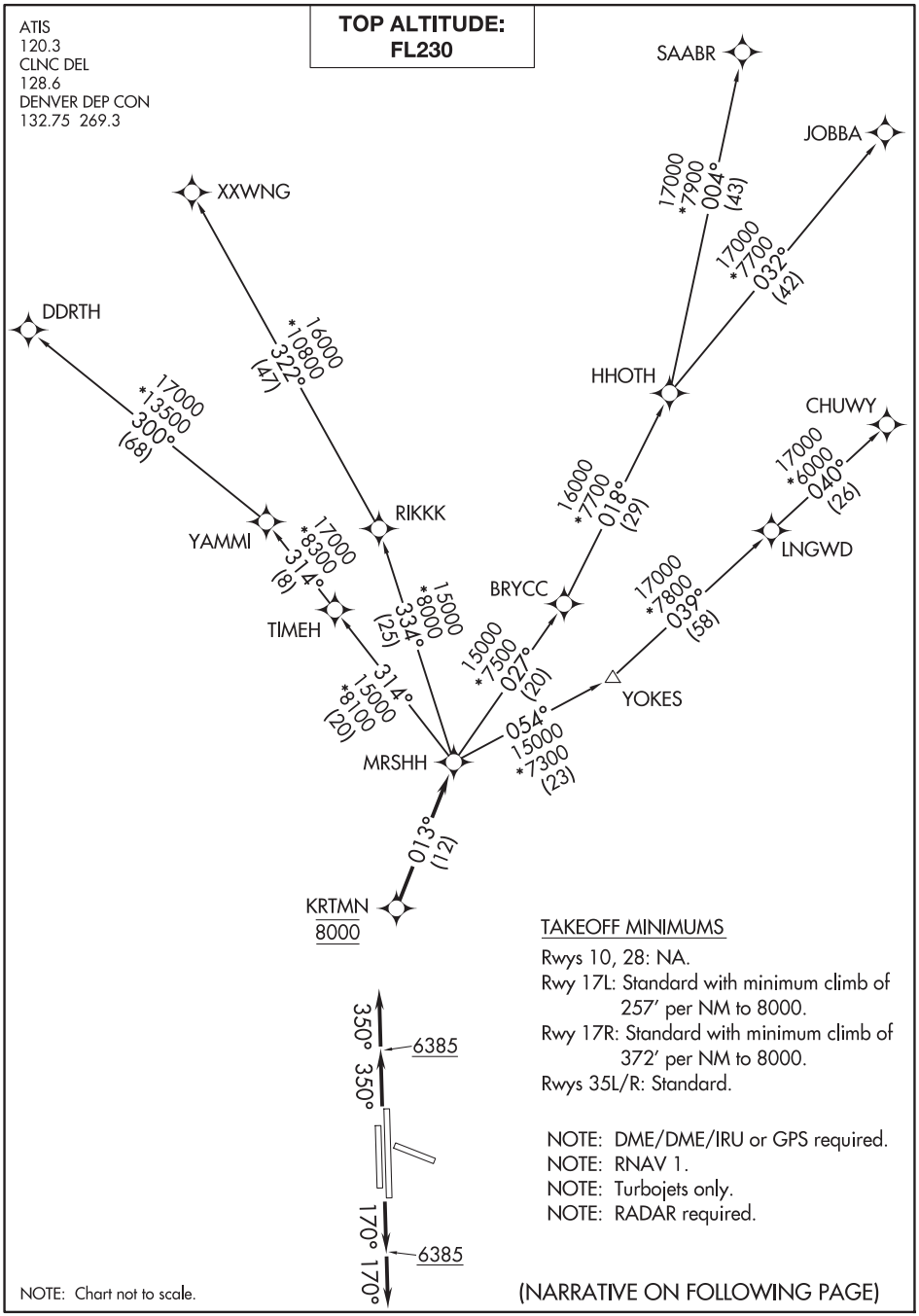
SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)

# MRSHH TWO DEPARTURE (RNAV)

AL-5715 (FAA)



DEPARTURE ROUTE DESCRIPTION

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

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

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

CHUWY TRANSITION (MRSHH2.CHUWY)

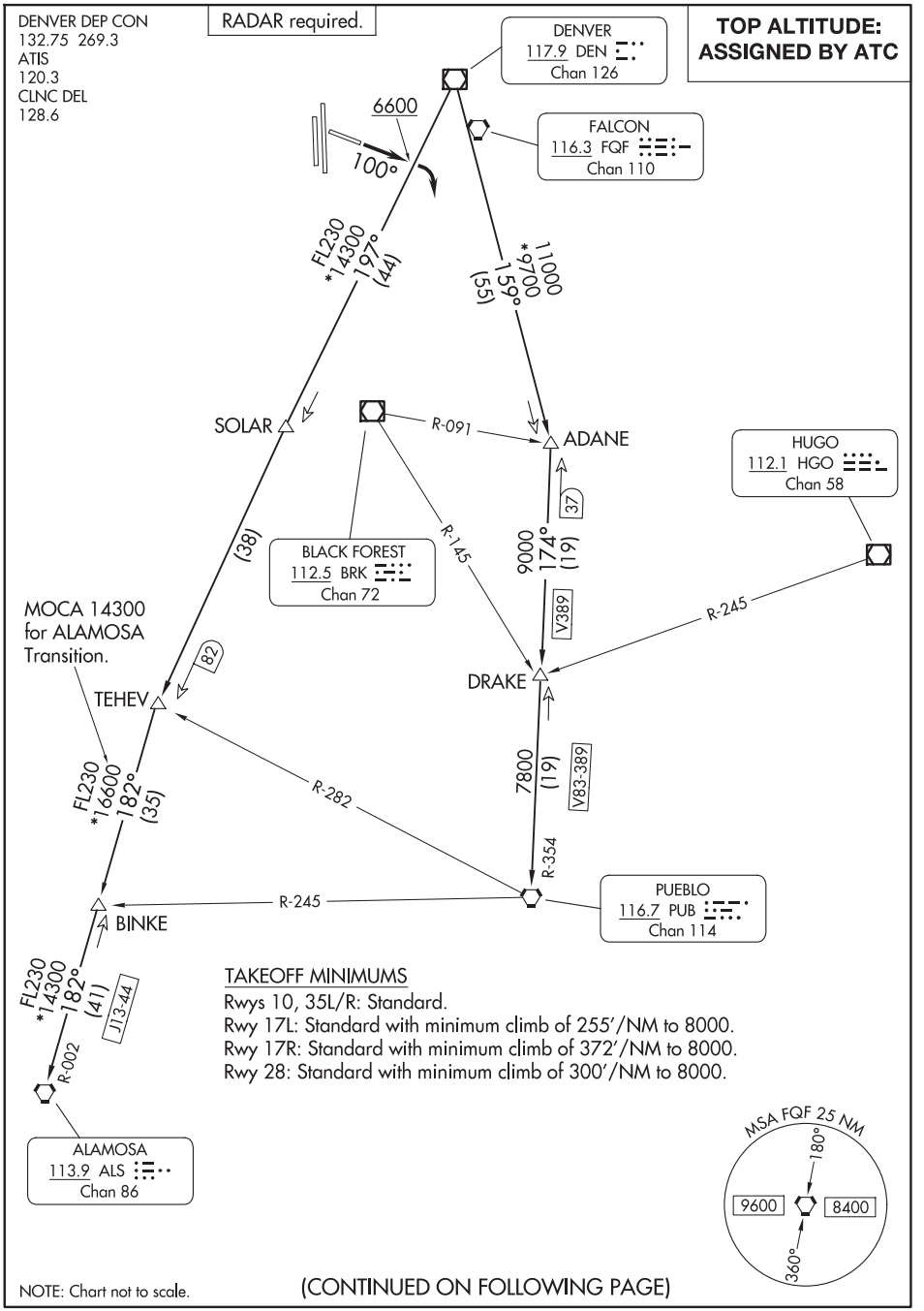
DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)


SW-1, 07 AUG 2025 to 02 OCT 2025






SW-1, 07 AUG 2025 to 02 OCT 2025
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(PIKES3.DEN) 25163
# PIKES THREE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 07 AUG 2025 to 02 OCT 2025

(CONTINUED ON FOLLOWING PAGE)

(PLAIN2.DEN) 25163

# PLAINS TWO DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.



SW-1, 07 AUG 2025 to 02 OCT 2025

(CONTINUED ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

TAKEOFF 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.



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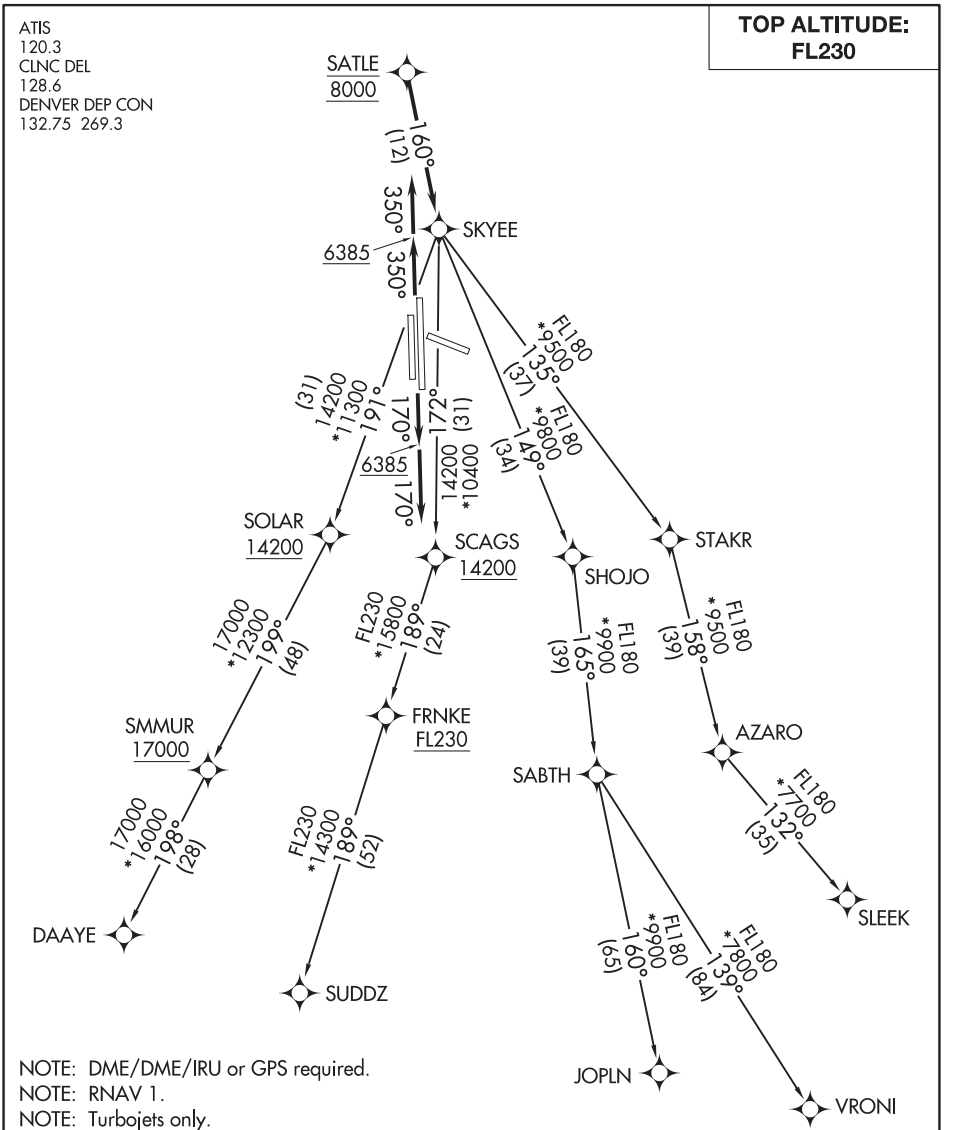



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 10, 28: NA.
Rwy 17L: Standard with minimum climb of 255′ per NM to 8000.
Rwy 17R: Standard with minimum climb of 370′ per NM to 8000.
Rwys 35L/R: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-1, 07 AUG 2025 to 02 OCT 2025

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)



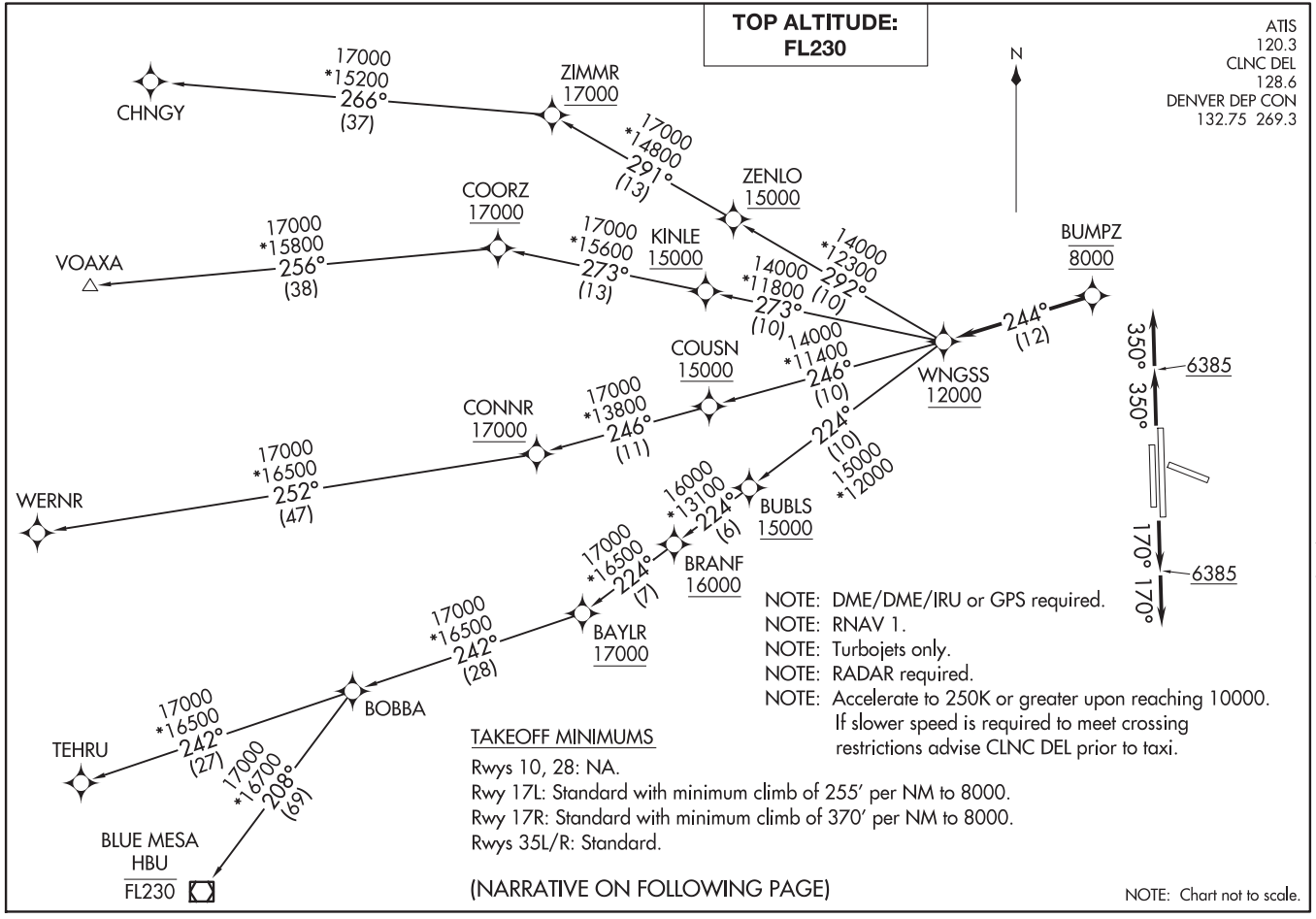
SW-1, 07 AUG 2025 to 02 OCT 2025

# WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

DENVER, COLORADO

CENTENNIAL (APA)




# (WNGSS1.WNGSS) 20086

# WNGSS ONE DEPARTURE (RNAV)

AL-5715 (FAA)

CENTENNIAL (APA)

DENVER, COLORADO

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)

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RADAR required.
TOP ALTITUDE: ASSIGNED BY ATC
DENVER DEP CON
132.75 269.3
ATIS
120.3
CLNC DEL
128.6
NATTI
HANKI
COPLA
YOKES
YALES
YAMMI
12000 (For MEDICINE BOW Transition only)
SCOTTSBLUFF
112.6 BFF
Chan 73
RAPID CITY
112.3 RAP
Chan 70
CHEYENNE
113.1 CYS
Chan 78
MEDICINE BOW
116.85 MBW
Chan 115(Y)
LARAMIE
117.6 LAR
Chan 123
GILL
114.2 GIL
Chan 89
DENVER
117.9 DEN
Chan 126
FALCON
116.3 FQF
Chan 110
MOCA 7900 for SCOTTSBLUFF Transition.
NSA FQF 25 NM
180°
360°
9600
8400
NOTE: Chart not to scale.
TAKEOFF MINIMUMS
Rwys 10, 35L/R: Standard.
Rwy 17L: Standard with minimum climb of 255'/NM to 8000.
Rwy 17R: Standard with minimum climb of 372'/NM to 8000.
Rwy 28: Standard with minimum climb of 300'/NM to 8000.
(CONTINUED ON FOLLOWING PAGE)
N

(YELLO5.DEN) 25163

# YELLOWSTONE FIVE DEPARTURE

AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R, 28, 35L/R: Fly assigned heading and altitude or 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-FZR | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 110.9 | 172° | TDZE | 5491 |
| Chan 46 | | Apt Elev | 5515 |

# ILS or LOC RWY 17

## COLORADO AIR AND SPACE PORT (CFO)

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

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

ALTERNATE MISSED APCH FIX

LIMEX
DEN 34.4
117.9 DEN R-093 Chan 126
114.4 AKO R-219 Chan 91
093°
273°

MILE HIGH
114.7 DVV
Chan 94

Procedure NA for arrivals at DVV VORTAC on V8 westbound.

Denver Intl

352° 217° 037° (CFPPS) 172°

7700 105° (5)

(IAF) FYZER INT I-FZR 4.5

R-105 R-012

USDEQ I-FZR 0.3

LOCALIZER 110.9 I-FZR Chan 46

8100 012° (11.3)

FALCON
116.3 FQF
Chan 110

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

MSA FQF 25 NM
180°
9600 8400
360°

R-127

HUNTN FQF 9.8 127° 307°

112.9 TXC R-251 Chan 76

ELEV 5515 TDZE 5491

172°

0.5% UP 0.4% DOWN
8002 X 100
26
8
TWR
17
8000 X 100
0.5% UP
0.5% DOWN
35

REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

Remain within 10 NM

FYZER INT I-FZR 4.5

352°

7000

7000 172° 7000

GS 3.00°
TCH 55

8500 hdg 172°

FQF R-127

HUNTN

I-FZR DME ANTENNA

USDEQ I-FZR 0.3

4.1 NM 0.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 5691-¾ 200 (200-¾) | | | |
| S-LOC 17 | 5820-1 329 (400-1) | | | |
| CIRCLING | 6000-1 485 (500-1) | | 6100-1½ 585 (600-1½) | 6300-2½ 785 (800-2½) |



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| LOC/DME I-FTG | APP CRS | Rwy Ldg | 8002 |
|---|---|---|---|
| 109.3 | 263° | TDZE | 5489 |
| Chan 30 | | Apt Elev | 5515 |

# ILS or LOC RWY 26

## COLORADO AIR AND SPACE PORT (CFO)

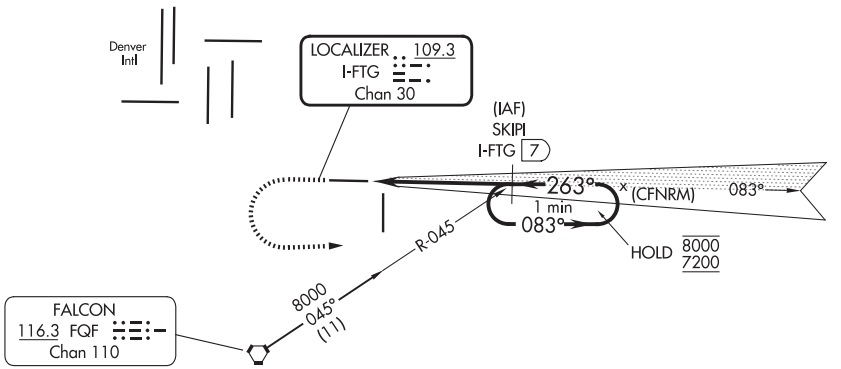
DME required.

For inop ALS, increase S-LOC 26 Cat C/D visibility to 1⅛ SM. Autopilot coupled approach NA below 6250 MSL.

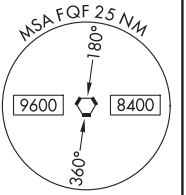
MALSR

MISSED APPROACH: Climb to 6100 then climbing left turn to 7200 on heading 080° and on FQF VORTAC R-045 to SKIPI/I-FTG 7 DME and hold.

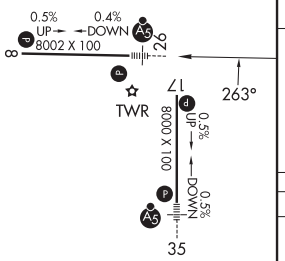
| ATIS | DENVER APP CON | SPACE PORT TOWER ★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 119.025 | 128.25 371.95 | 120.2 (CTAF) L | 124.7 | 124.7 | 121.75 (When twr closed) | 122.95 |



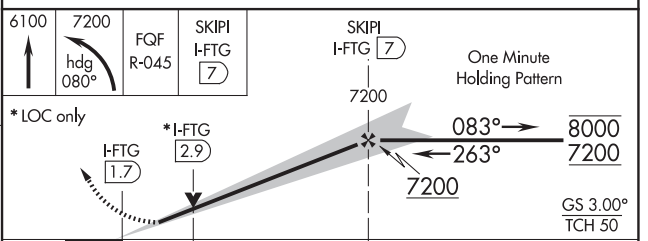

Procedure NA for arrival on FQF VORTAC airway radials 038 CW 078.




ELEV 5515 TDZE 5489




REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 5689-½ 200 (200-½) | | | |
| S-LOC 26 | 5900-½ 411 (400-½) | | 5900-¾ 411 (400-¾) | |
| CIRCLING | 6000-1 485 (500-1) | | 6100-1½ 585 (600-1½) | 6300-2½ 785 (800-2½) |



39°47′N-104°32′W



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| LOC/DME I-VWT | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 110.9 | 352° | TDZE | 5515 |
| Chan 46 | | Apt Elev | 5515 |

# ILS or LOC RWY 35

## COLORADO AIR AND SPACE PORT (CFO)

For inop ALS, increase S-LOC 35 Cats C and D visibility to 2½ SM.

MALSR

MISSED APPROACH: Climb to 7500 on heading 352° and on GLL VOR/DME R-164 to PHLAT INT/DVV 6.6 DME and hold.

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

MILE HIGH 114.7 DVV Chan 94

Denver Intl

8300 154° (14.7)

114.2 GLL Chan 89 R-164

LOCALIZER 110.9 I-VWT Chan 46

MISSED APCH FIX

114.2 GLL Chan 89 R-164

038° 218°

PHLAT INT DVV 6.6

114.7 DVV Chan 94 R-038

Procedure NA for arrival on FQF VORTAC airway radials 078 CW 148.

R-154 5733

IJKUQ I-VWT 1.9

GUSET INT I-VWT 4

FALCON 116.3 FQF Chan 110

R-056 8300 099° (4.8)

(IAF) ARRES INT I-VWT 7.5

R-099

352°

ALTERNATE MISSED APCH FIX

LIMEX DEN 34.4

117.9 DEN R-093 Chan 126

114.4 AKO R-219 Chan 91

093° 273°

MSA FQF 25 NM

180° 9600 8400 360°

(CFPQB)

127° 307° 172°

ELEV 5515 TDZE 5515

0.5% UP 0.4% DOWN A S 26 8 8002 X 100 17 TWR P 8000 X 100 UP 0.5% DOWN 0.5% 35

352°

REIL Rwys 8 and 17 L

HIRL Rwy 8-26 L

MIRL Rwy 17-35 L

7500 hdg 352°

GLL R-164

PHLAT INT

ARRES INT I-VWT 7.5

Remain within 10 NM

172°

7900

352°

7500

GS 3.00° TCH 54

*LOC only

GUSET INT

*I-VWT I-VWT 4

IJKUQ I-VWT 1.9 3

6300*

0.5 1 NM 1 NM 3.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 5715-½ 200 (200-½) | | | |
| S-LOC 35 | 6300-½ 785 (800-½) | 6300-¾ 785 (800-¾) | 6300-1¾ 785 (800-1¾) | |
| GUSET FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 35 | 6040-½ 525 (600-½) | | 6040-1 525 (600-1) | |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |



SW-1, 07 AUG 2025 to 02 OCT 2025
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DENVER, COLORADO | AL-6851 (FAA) | 25219

# RNAV (GPS) RWY 17

## COLORADO AIR AND SPACE PORT (CFO)

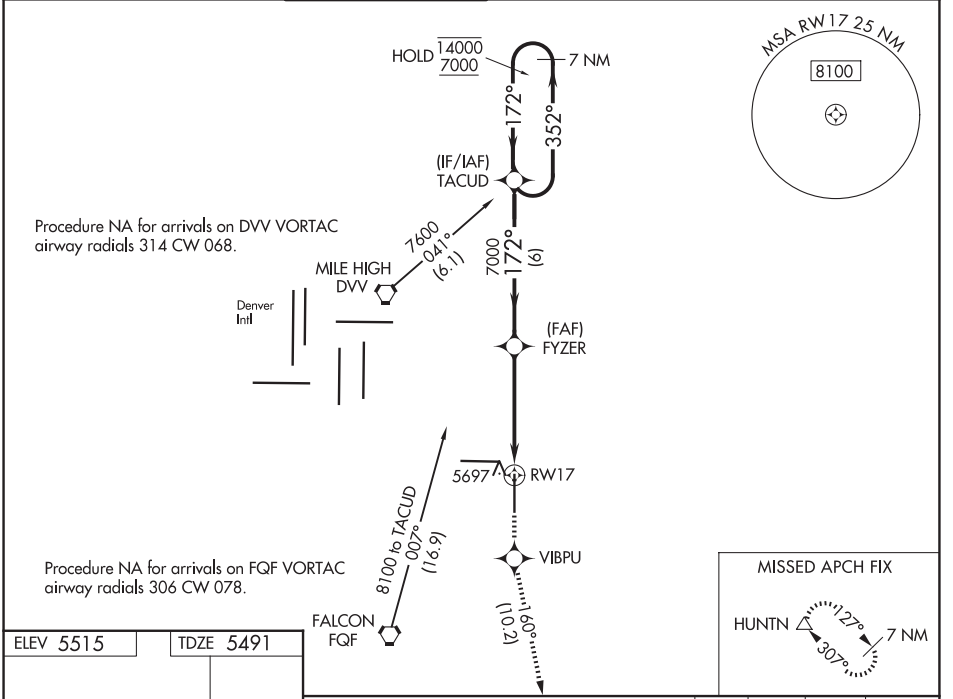
| WAAS CH 82209 W17A | APP CRS 172° | Rwy Ldg 8000 / TDZE 5491 / Apt Elev 5515 |
|---|---|---|

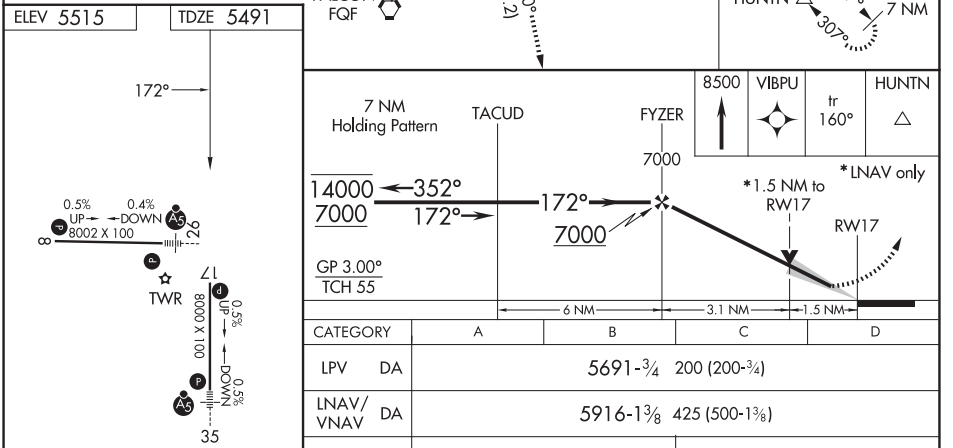
RNP APCH-GPS.

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

MISSED APPROACH: Climb to 8500 direct VIBPU and on track 160° to HUNTN and hold.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5691-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 5916-1⅜ 425 (500-1⅜) | | | |
| LNAV MDA | 6000-1 509 (500-1) | | 6000-1½ 509 (500-1½) | |
| CIRCLING | 6000-1 485 (500-1) | | 6100-1½ 585 (600-1½) | 6300-2½ 785 (800-2½) |

DENVER, COLORADO
Amdt 1D 11AUG22

39°47'N-104°32'W

COLORADO AIR AND SPACE PORT (CFO)

RNAV (GPS) RWY 17


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 93909 W26A | APP CRS 263° | Rwy Ldg 8002 TDZE 5489 Apt Elev 5515 |
|---|---|---|

# RNAV (GPS) RWY 26

## COLORADO AIR AND SPACE PORT (CFO)

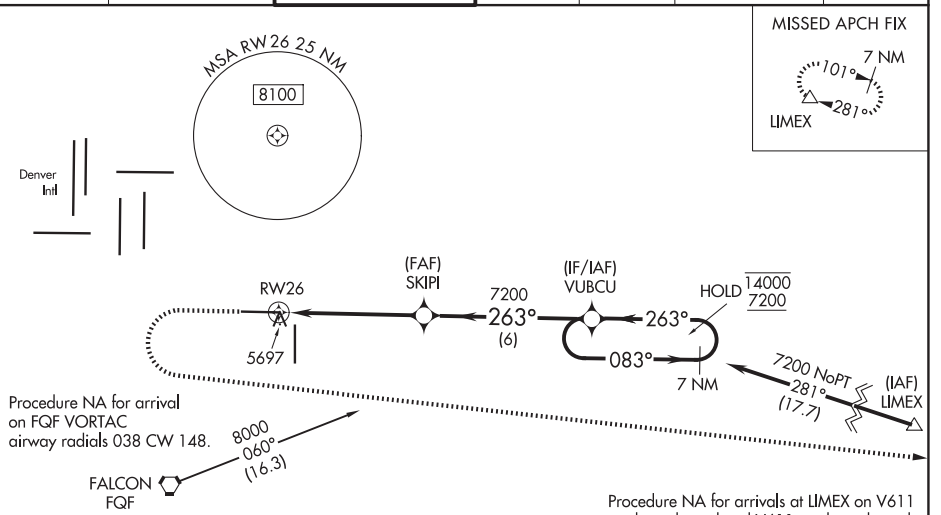
RNP APCH.

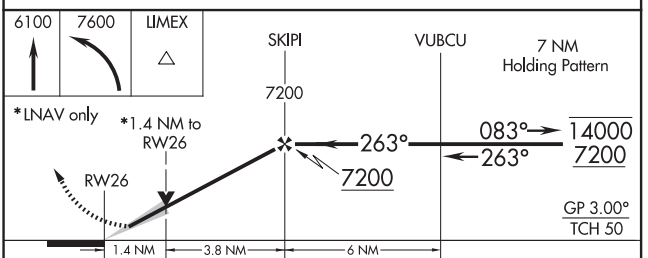
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 48°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅛ SM, and increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

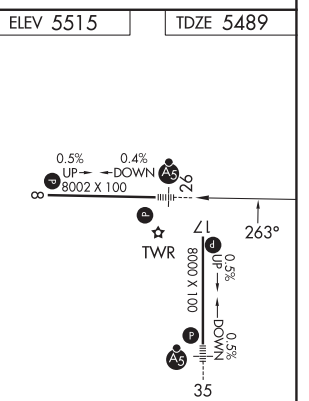
MISSED APPROACH: (Do not exceed 200K until LIMEX) Climb to 6100 then climbing left turn to 7600 direct LIMEX and hold.

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5689-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 5858-¾ 369 (400-¾) | | | |
| LNAV MDA | 5960-½ 471 (500-½) | | 5960-1 471 (500-1) | |
| CIRCLING | 6000-1 485 (500-1) | | 6100-1½ 585 (600-1½) | 6300-2½ 785 (800-2½) |




REIL Rwys 8 and 17 L
HIRL Rwy 8-26 L
MIRL Rwy 17-35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 35

## COLORADO AIR AND SPACE PORT (CFO)

| WAAS | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| CH 93809 | 352° | TDZE | 5515 |
| W35A | | Apt Elev | 5515 |

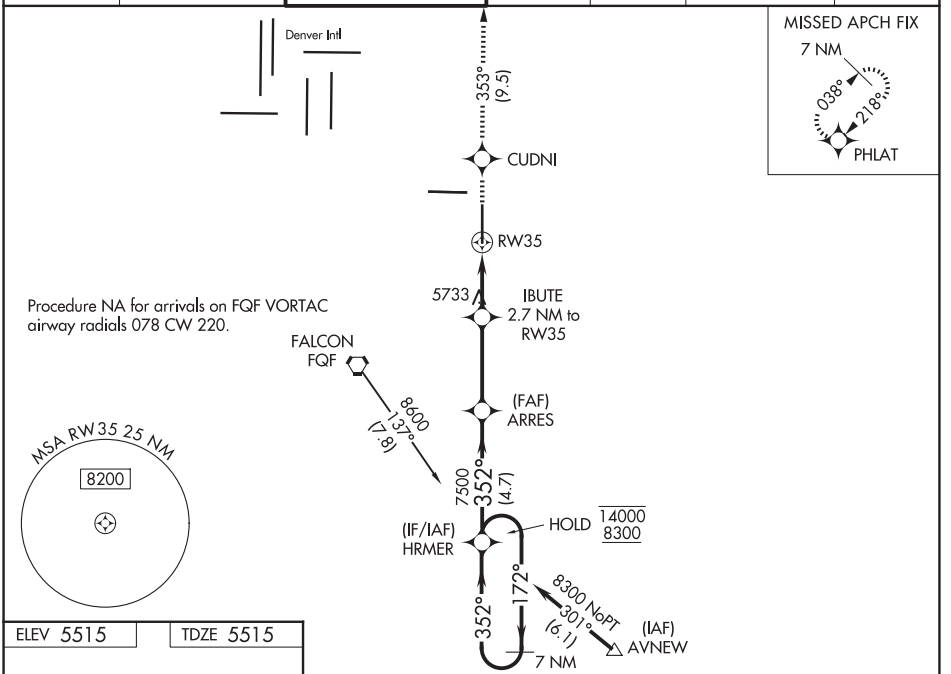
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM.

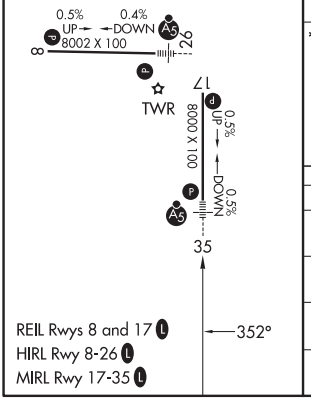
MALSR

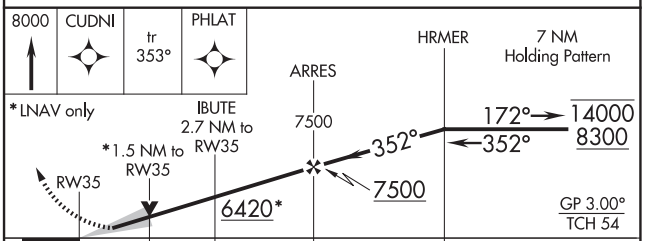
MISSED APPROACH: Climb to 8000 direct CUDNI and on track 353° to PHLAT and hold.

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




ELEV 5515 TDZ 5515




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5715-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 5783-½ 268 (300-½) | | | |
| LNAV MDA | 6040-½ 525 (600-½) | | 6040-1 525 (600-1) | |
| CIRCLING | 6040-1 525 (600-1) | | 6100-1½ 585 (600-1½) | 6300-2½ 785 (800-2½) |

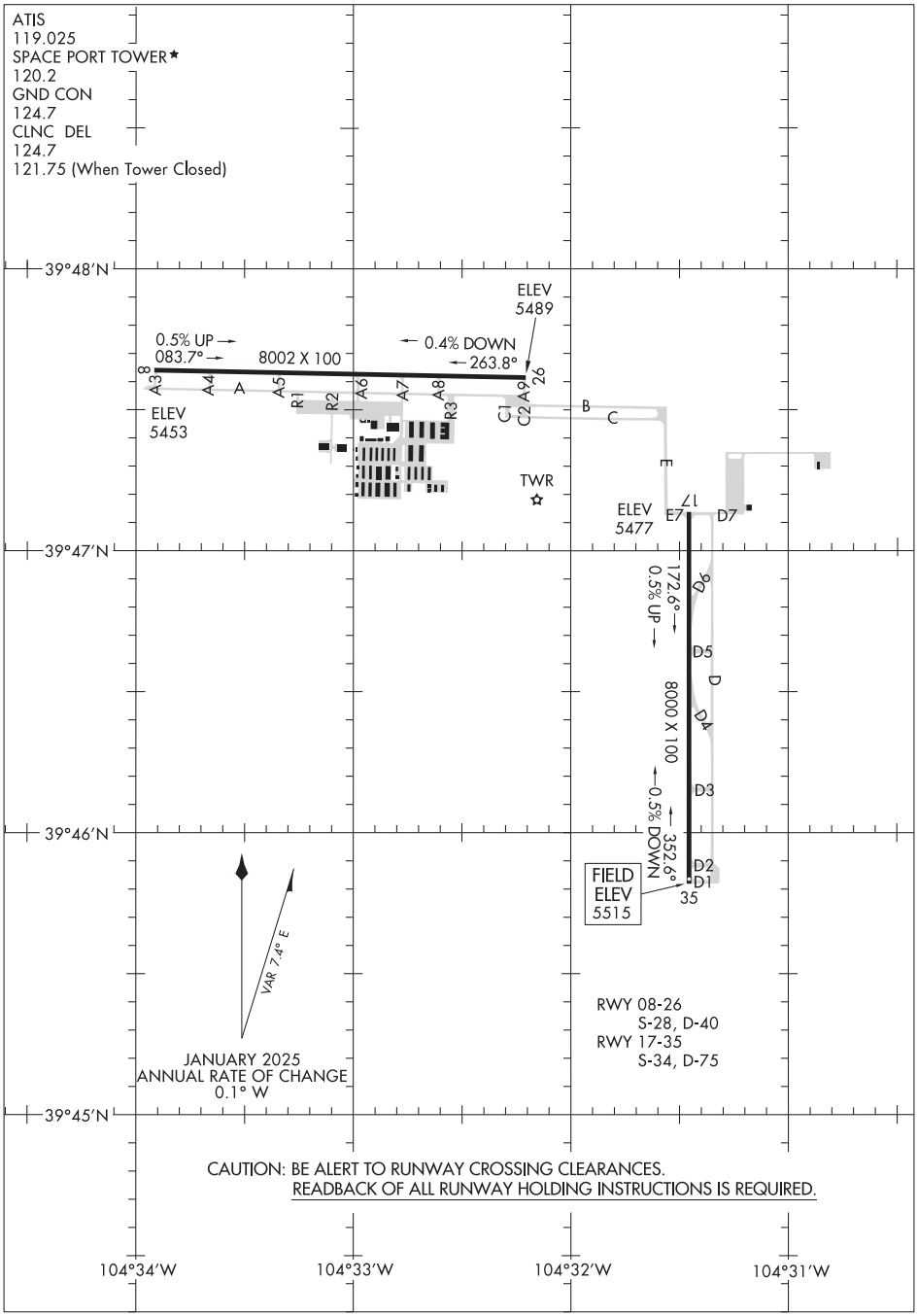


39°47′N-104°32′W





SW-1, 07 AUG 2025 to 02 OCT 2025






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25163

# DENVER THREE DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO




(CONTINUED ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER THREE DEPARTURE

12JUN25

DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)

SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

# ECHOO ONE DEPARTURE (RNAV)

(ECHOO1.ECHOO) 26MAR20

COLORADO AIR AND SPACE PORT (CFO)

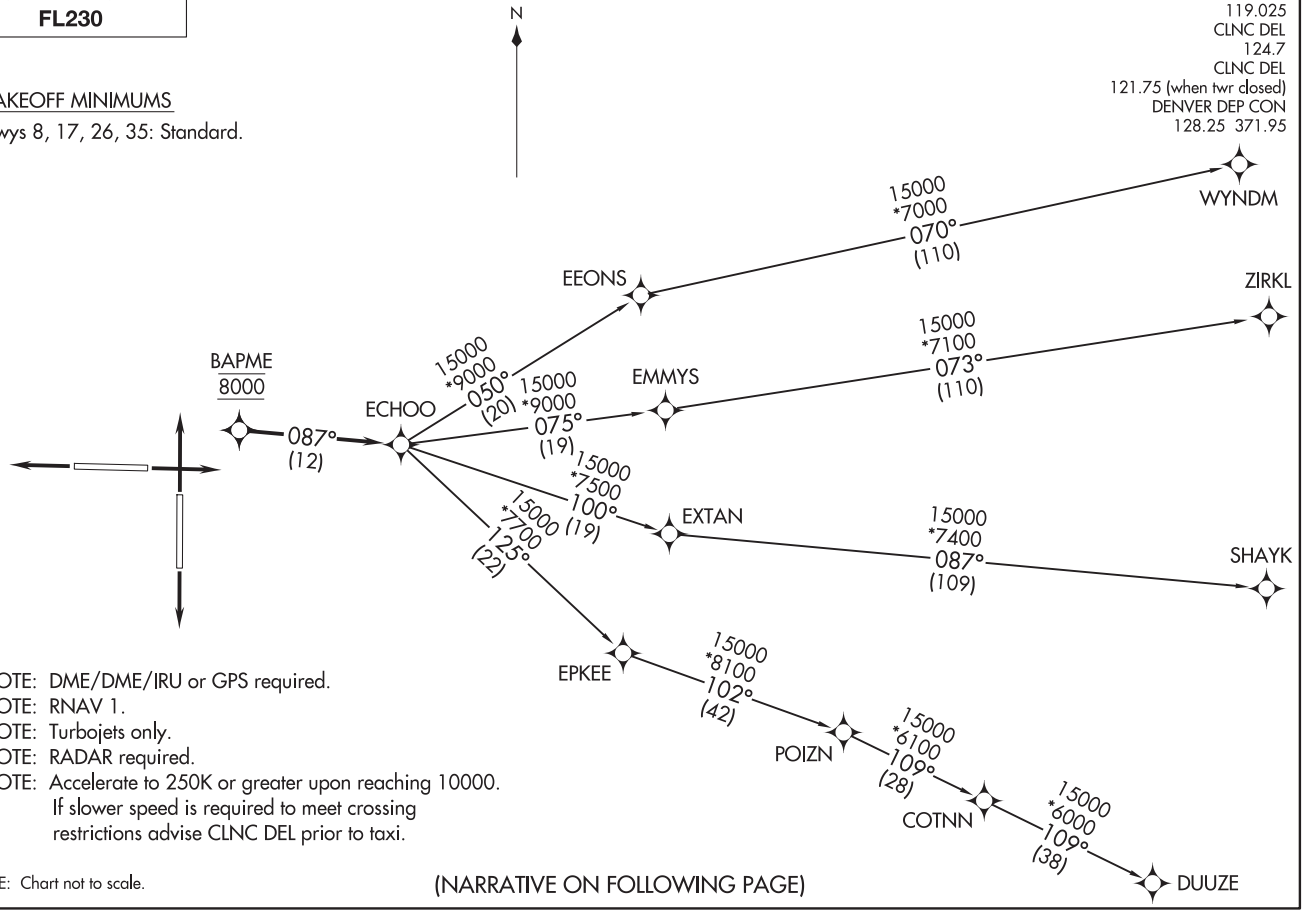
DENVER, COLORADO

**TOP ALTITUDE: FL230**

TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

ATIS 119.025
CLNC DEL 124.7
CLNC DEL 121.75 (when twr closed)
DENVER DEP CON 128.25 371.95




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

(ECHOO1.ECHOO) 20086

ECHOO ONE DEPARTURE (RNAV)

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)

DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

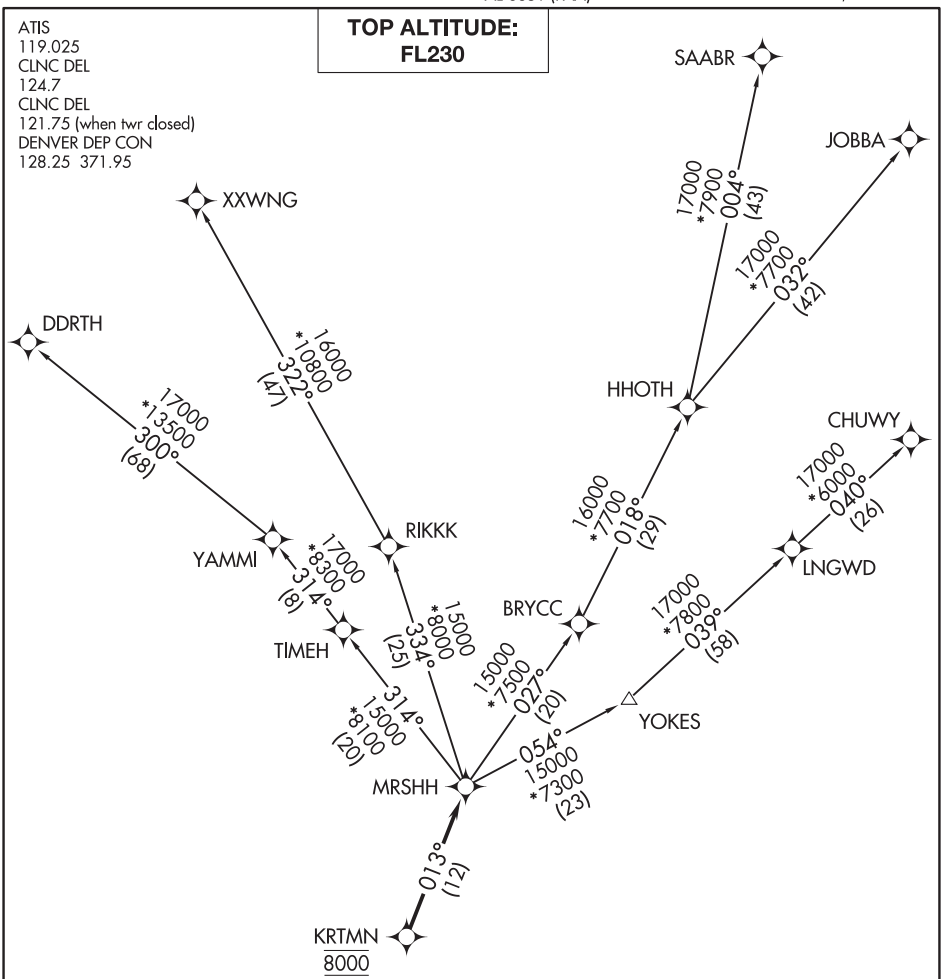
ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 07 AUG 2025 to 02 OCT 2025

(MRSHH2.MRSHH) 21224

# MRSHH TWO DEPARTURE (RNAV)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO
AL-6851 (FAA)




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)

MRSHH TWO DEPARTURE (RNAV)

DENVER, COLORADO
COLORADO AIR AND SPACE PORT (CFO)

(MRSHH2.MRSHH) 31DEC20

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on a heading between 312° CW 228° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 352° CW 229° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 26: Climb on a heading between 315° CW 083° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 313° CW 172° as assigned by ATC. Thence. . . .

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

CHUWY TRANSITION (MRSHH2.CHUWY)
DDRTH TRANSITION (MRSHH2.DDRTH)
JOBBA TRANSITION (MRSHH2.JOBBA)
SAABR TRANSITION (MRSHH2.SAABR)
XXWNG TRANSITION (MRSHH2.XXWNG)

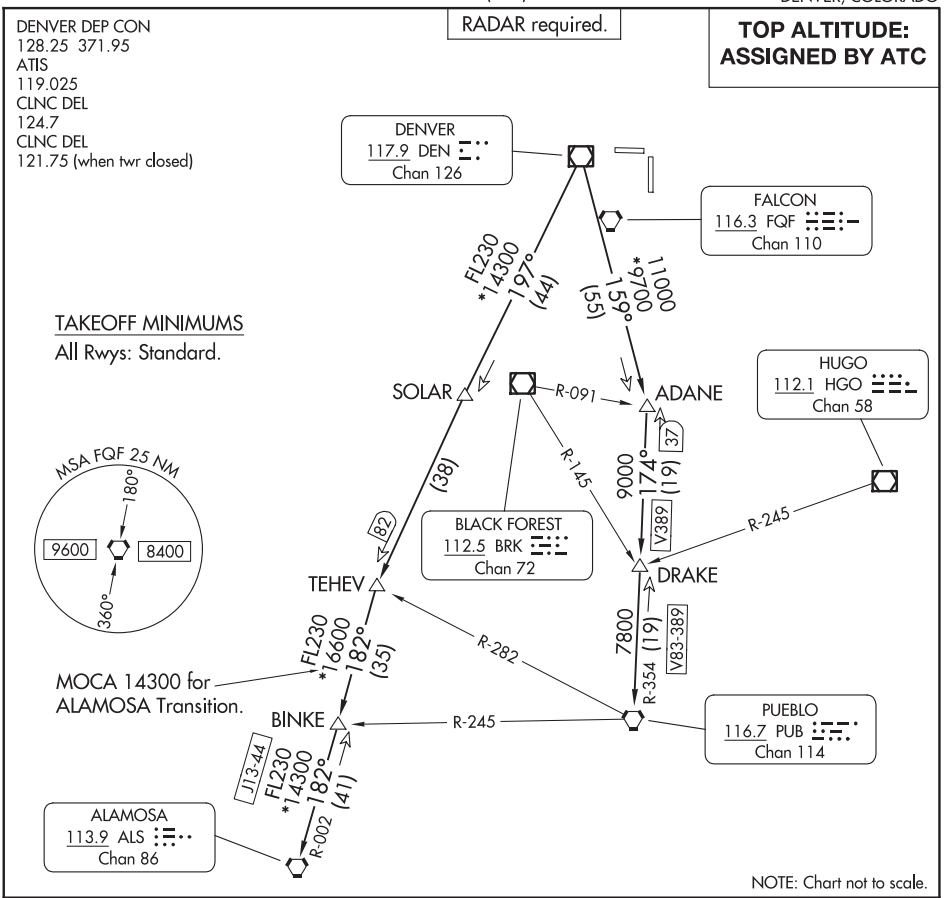

SW-1, 07 AUG 2025 to 02 OCT 2025

(PIKES3.DEN) 25163

# PIKES THREE DEPARTURE

AL-6851 (FAA)

COLORADO AIR AND SPACE PORT (CFO)
DENVER, COLORADO




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.


SW-1, 07 AUG 2025 to 02 OCT 2025

# PLAINS TWO DEPARTURE

AL-6851 (FAA)

SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

TOP ALTITUDE:
ASSIGNED BY ATC
RADAR required.
DENVER DEP CON
128.25 371.95
ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (When tower closed)
DENVER
117.9 DEN
Chan 126
FALCON
116.3 FQF
Chan 110
MSA FQF 25 NM
180°
360°
8400
9600
TAKEOFF MINIMUMS
All Rwys: Standard.
NOTE: Chart not to scale.
ZIMMR
CONNR
BAYLR
BOBBA
TEHRU
KREMMLING
113.8 RLG
Chan 85
MEEKER
115.2 EKR
Chan 99
RIFLE
113.35 RIL
Chan 80(Y)
RED TABLE
113.0 DBL
Chan 77
BLUE MESA
114.9 HBU
Chan 96
MONTROSE
117.1 MTJ
Chan 118
DOVE CREEK
114.6 DVC
Chan 93
V200
16000
*14600
260°
(68)
R-084
16000
259°
(36)
R-079
080°
260°
R-148
16000
274°
(47)
16300
*15800
253°
(47)
FL200
*16500
243°
(47)
16500
243°
(59)
FL200
*16500
243°
(28)
75
FL280
*16700
243°
(27)
102
FL200
*16700
201°
(69)
R-063
R-134
R-344
164°
344°
R-021
FL280
*16400
219°
(71)
R-039
FL280
*12300
218°
(64)
R-035
N
(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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.



SW-1, 07 AUG 2025 to 02 OCT 2025

# SKYEE ONE DEPARTURE (RNAV)

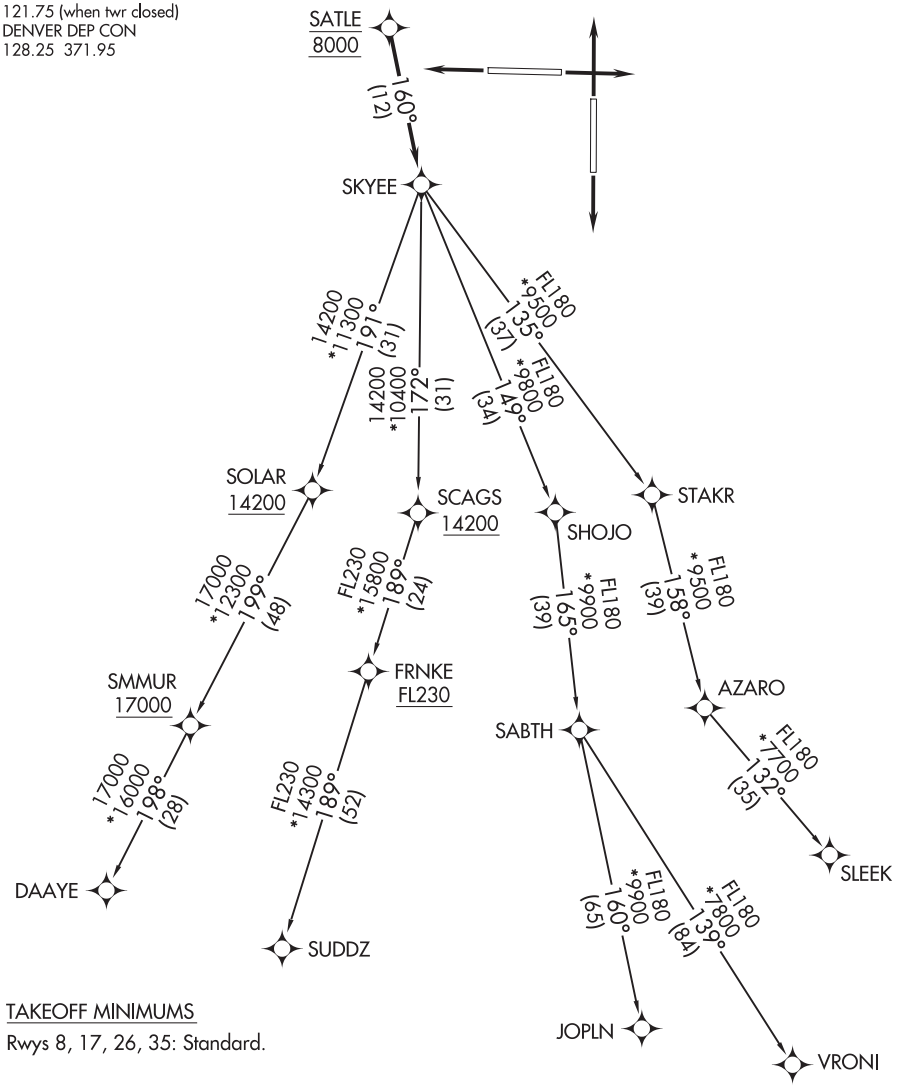




SW-1, 07 AUG 2025 to 02 OCT 2025

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

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

NOTE: 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)



SW-1, 07 AUG 2025 to 02 OCT 2025

ATIS
119.025
CLNC DEL
124.7
CLNC DEL
121.75 (when twr closed)
DENVER DEP CON
128.25 371.95
TOP ALTITUDE:
FL230
N
BUMPZ
8000
244°
(12)
WNGSS
12000
14000
*12300
292°
(10)
14000
*11800
273°
(10)
14000
*11400
246°
(10)
14000
*12000
224°
(10)
ZENLO
15000
BUBLS
15000
17000
*14800
291°
(13)
KINLE
15000
COUSN
15000
17000
*15600
273°
(13)
17000
*13800
246°
(11)
BRANF
16000
17000
*13100
224°
(9)
17000
*16200
224°
(11)
ZIMMR
17000
COORZ
17000
CONNR
17000
BAYLR
17000
17000
*15200
266°
(37)
17000
*15800
256°
(38)
17000
*16500
252°
(47)
17000
*16500
242°
(28)
BOBBA
17000
*16500
242°
(27)
17000
*16700
208°
(69)
CHNGY
VOAXA
WERNR
TEHRU
BLUE MESA
HBU
FL230
TAKEOFF MINIMUMS
Rwys 8, 17, 26, 35: Standard.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000.
If slower speed is required to meet crossing
restrictions advise CLNC DEL prior to taxi.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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)

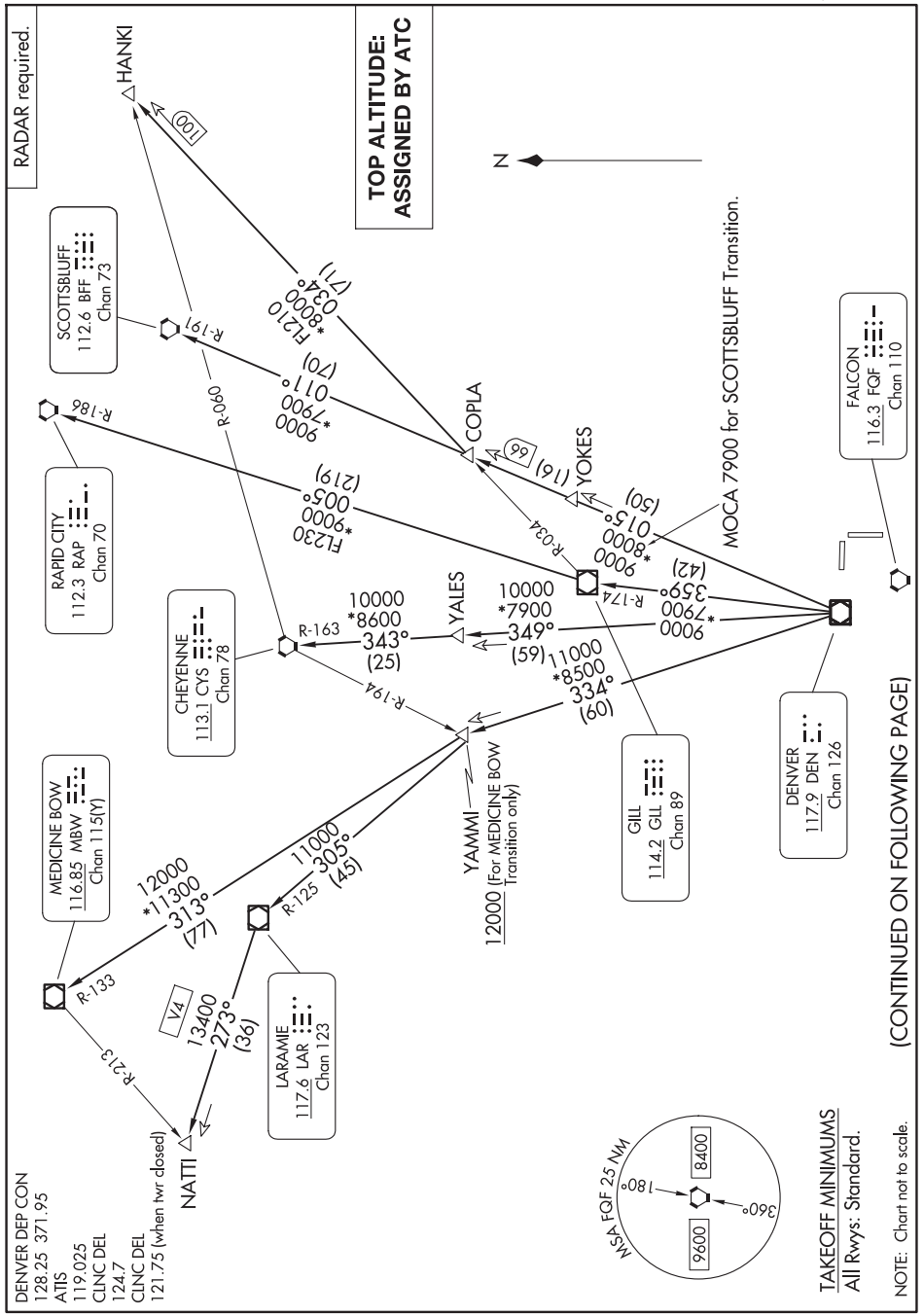
CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

# YELLOWSTONE FIVE DEPARTURE



(YELLO5.DEN) 25163

# YELLOWSTONE FIVE DEPARTURE

COLORADO AIR AND SPACE PORT (CFO)
AL-6851 (FAA)
DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

# ILS or LOC RWY 7

DENVER INTL (DEN)

| LOC/DME I-DZG | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 111.55 | 082° | TDZE | 5352 |
| Chan 52 (Y) | | Apt Elev | 5434 |

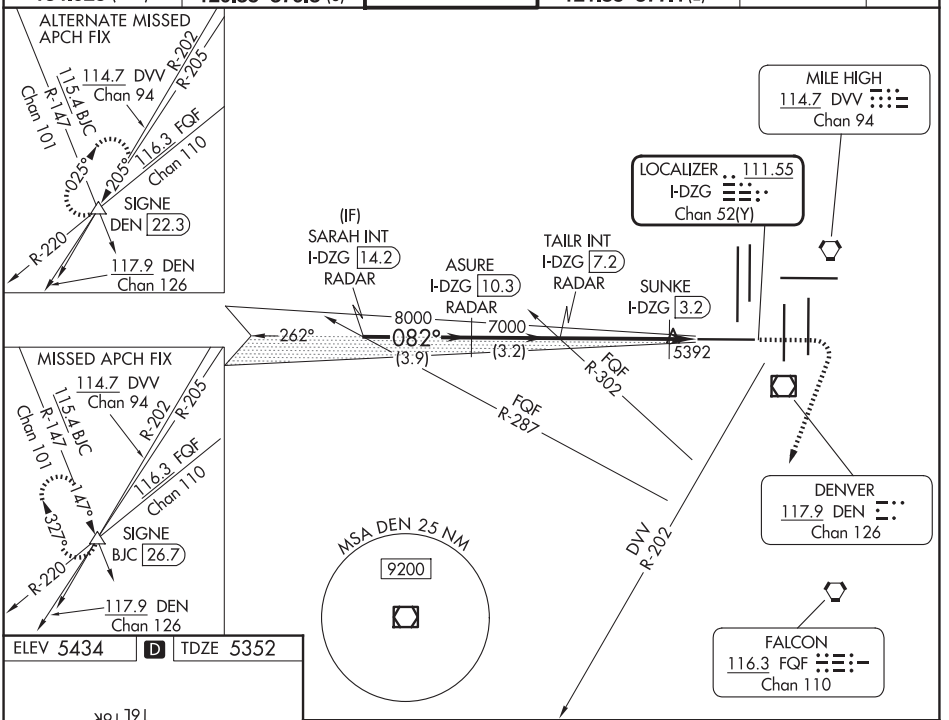
RADAR required for procedure entry.

For inop ALS, increase SUNKE fix Cat C/D visibility to RVR 4500. Simultaneous approach authorized.

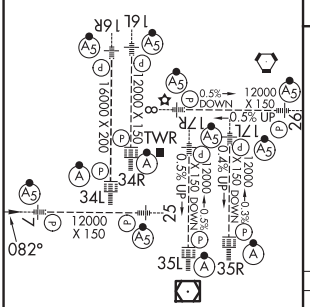
MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 11000 on heading 193° and on DVV VORTAC R-202 to SIGNE INT/BJC 26.7 DME and hold. Continue climb-in-hold to 11000.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 128.75 273.55 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

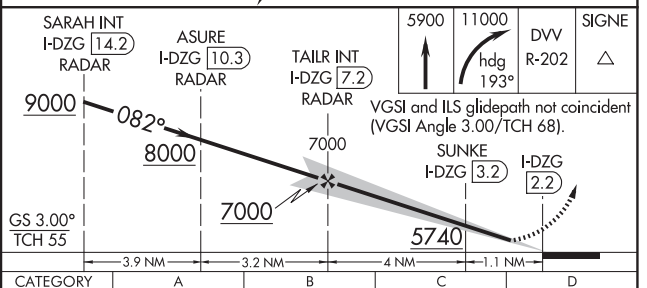



ELEV 5434 D TDZE 5352




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

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 5552/18 200 (200-½) | | | |
| S-LOC 7 | 5740/24 388 (400-½) | | 5740/35 388 (400-⅝) | |

| SUNKE FIX MINIMUMS | |
|---|---|
| S-LOC 7 | 5660/24 308 (300-½) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 8

DENVER INTL (DEN)

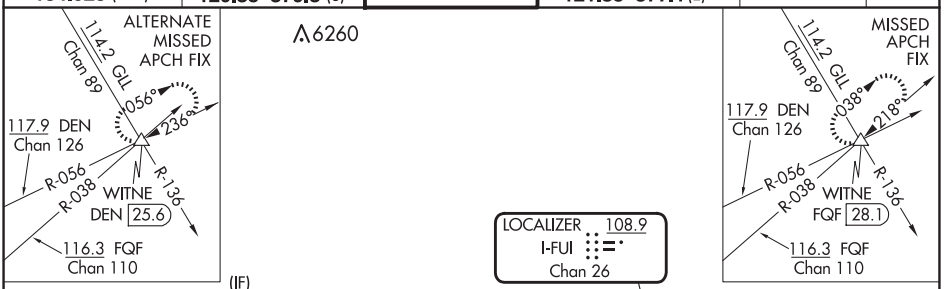
| LOC/DME I-FUI | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 108.9 | 083° | TDZE | 5354 |
| Chan 26 | | Apt Elev | 5434 |

T Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR (A5)

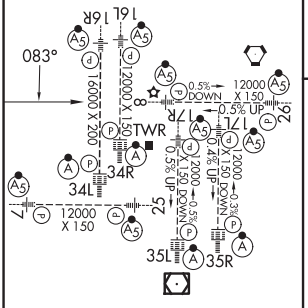
MISSED APPROACH: Climb to 10000 on heading 083° and on FQF VORTAC R-038 to WITNE INT/FQF 28.1 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

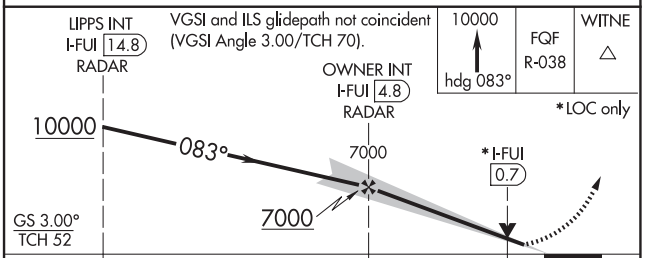



## RADAR REQUIRED

ELEV 5434 D TDZE 5354




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8** | 5554/24 200 (200-½) | | | |
| S-LOC 8 | 5700/24 346 (300-½) | | 5700/30 346 (300-⅝) | |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



39°52'N-104°40'W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 16L

DENVER INTL (DEN)

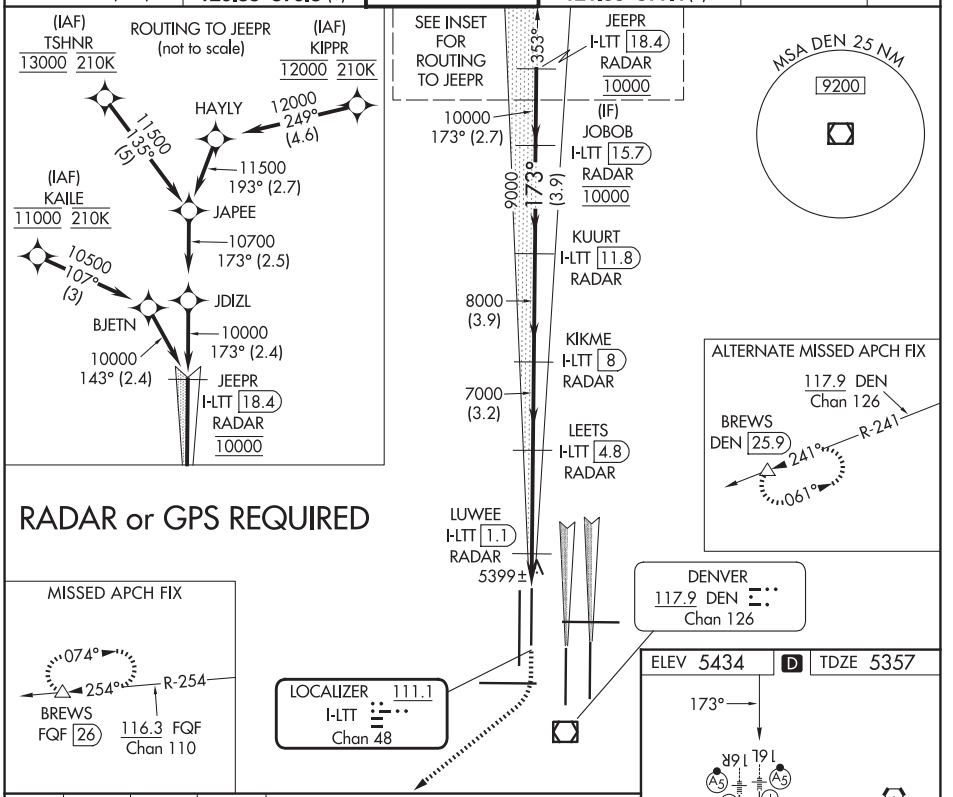
| LOC/DME I-LTT | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 111.1 | 173° | TDZE | 5357 |
| Chan 48 | | Apt Elev | 5434 |

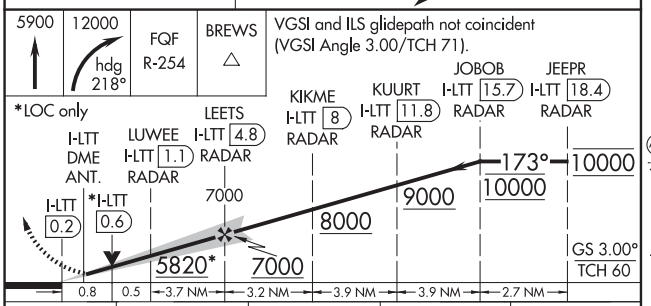
Simultaneous approach authorized with Rwy 17L/17R. DME required. S-LOC 16L DME or RADAR required. For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | 5557/18 200 (200-½) | | | |
| S-LOC 16L | 5660/24 303 (300-1) | | | |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# ILS or LOC RWY 16R

DENVER INTL (DEN)

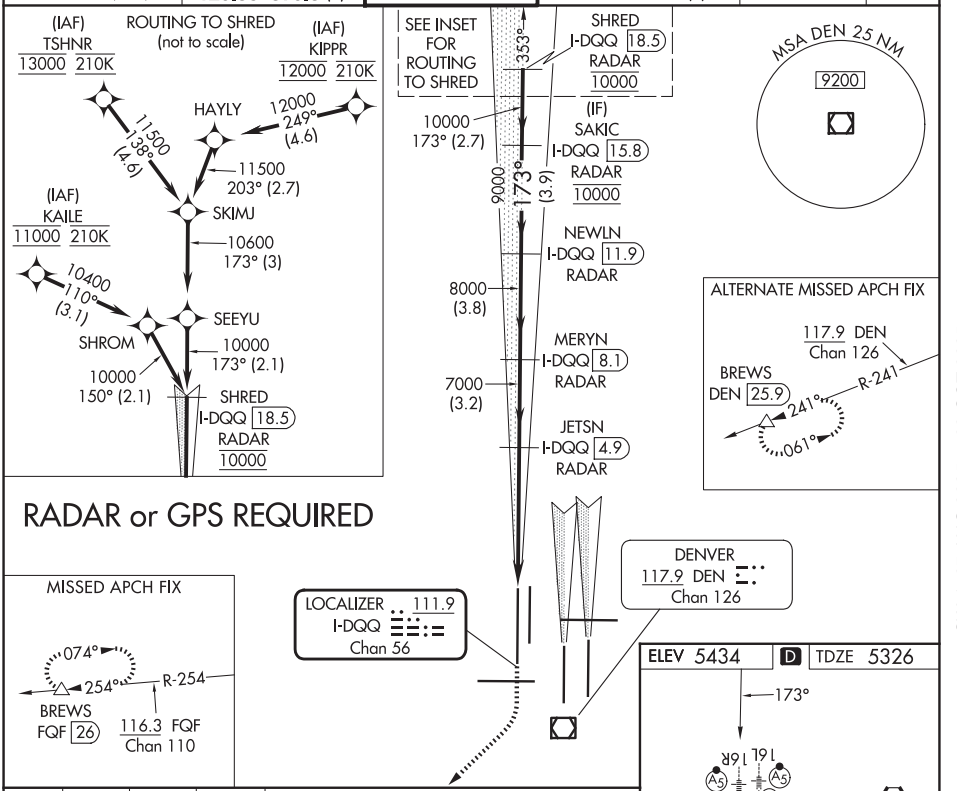
| LOC/DME I-DQQ | APP CRS | Rwy Ldg | 16000 |
|---|---|---|---|
| 111.9 | 173° | TDZE | 5326 |
| Chan 56 | | Apt Elev | 5434 |

For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

MALSR

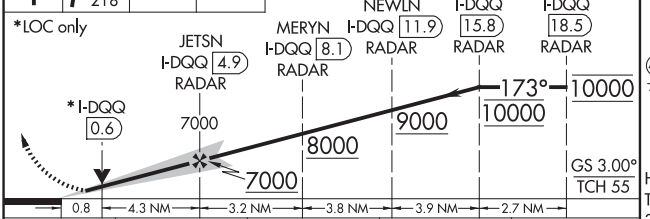
MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FQF VORTAC R-254 to BREWS/FQF 26 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

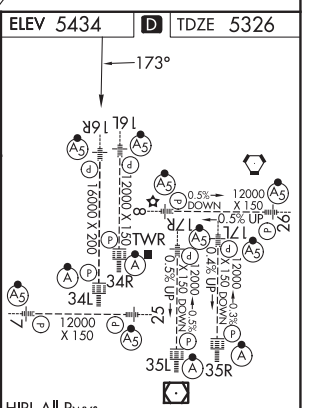



| 5900 | 12000 hdg 218° | FQF R-254 | BREWS |
|---|---|---|---|

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16R | 5526/18 200 (100-½) | | | |
| S-LOC 16R | 5640/24 314 (300-½) | | | |




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

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-BXP | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| 110.15 | 173° | TDZE 5339 |
| Chan 38 (Y) | | Apt Elev 5434 |

# ILS or LOC RWY 17L

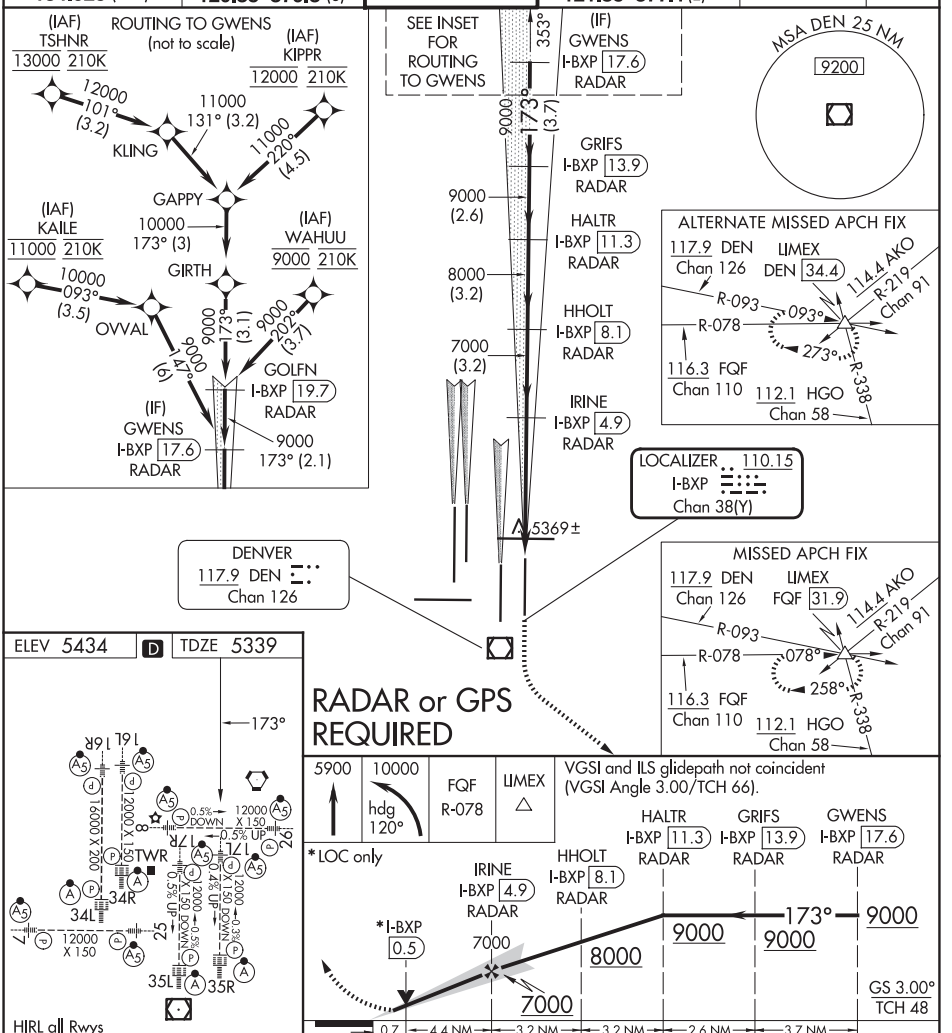
DENVER INTL (DEN)

For inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 4500. S-LOC 17L DME or RADAR required. Simultaneous approaches authorized with Rwy 17R and 16L/16R. #RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 120° and FQF VORTAC R-078 to LIMEX INT/FQF 31.9 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




ELEV 5434 D TDZE 5339




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

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| 5900 | 10000 hdg 120° | FQF R-078 | LIMEX △ |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | # 5539/24 200 (200-½) | | | |
| S-LOC 17L | 5620/24 281 (200-½) | | | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# ILS or LOC RWY 17R

DENVER INTL (DEN)

| LOC/DME I-ACX | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 108.5 | 173° | TDZE | 5392 |
| Chan 22 | | Apt Elev | 5434 |

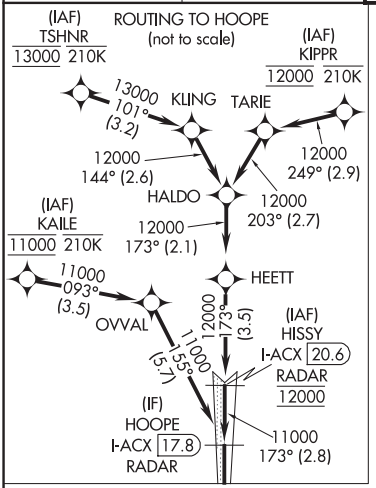
DME or RADAR required for LOC only.
RNAV 1-GPS or RADAR required for procedure entry.

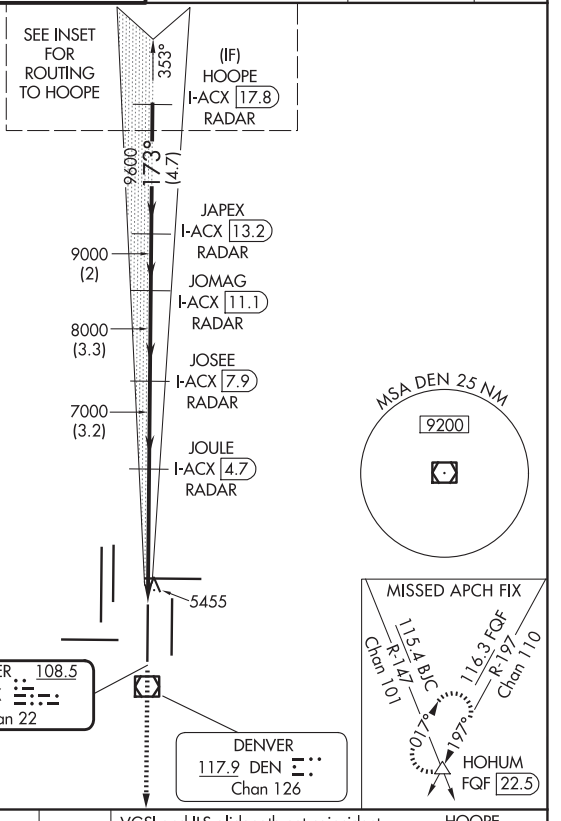
Simultaneous approach authorized. For inop ALS, increase S-17R LOC Cat C/D visibility to RVR 5500.

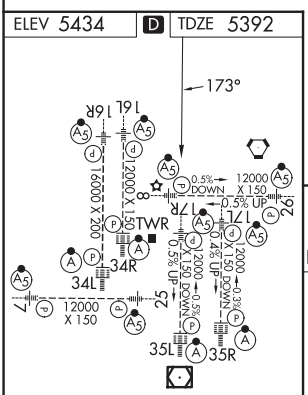
MALSR

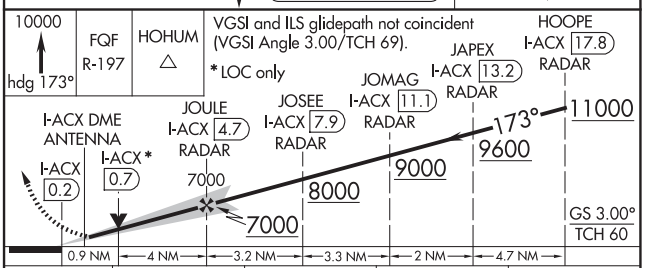
MISSED APPROACH: Climb to 10000 on heading 173° and on FQF VORTAC R-197 to HOHUM INT/ FQF 22.5 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | 5592/18 200 (200-½) | | | |
| S-LOC 17R | 5720/24 328 (300-½) | | 5720/30 328 (300-⅝) | |

DENVER, COLORADO
Amdt 3B 19JUL18

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 17R


SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 25

DENVER INTL (DEN)

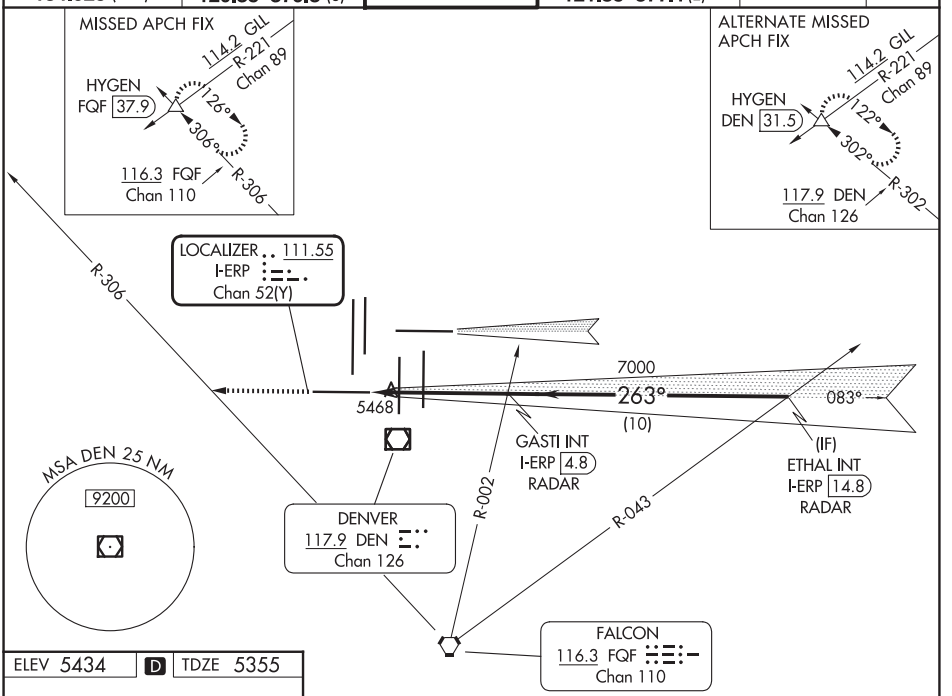
| LOC/DME I-ERP | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 111.55 | 263° | TDZE | 5355 |
| Chan 52(Y) | | Apt Elev | 5434 |

Simultaneous approach authorized with Rwy 26. For inoperative MALSR, increase S-LOC 25 Cat C and D visibility to RVR 5500. **RVR 1800 authorized with use of FD or AP or HUD to DA.

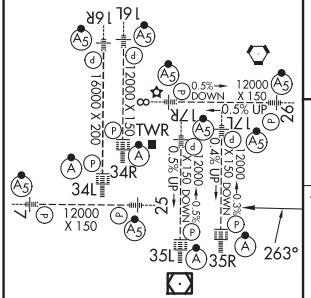
MALSR

MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 128.75 273.55 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




ELEV 5434 D TDZE 5355




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

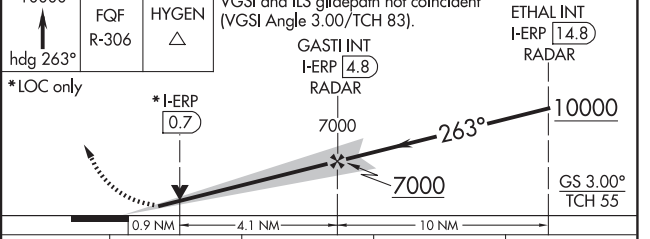
FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

## RADAR REQUIRED

| 10000 hdg 263° | FQF R-306 | HYGEN △ |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 83).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 ** | 5555/24 200 (200-½) | | | |
| S-LOC 25 | 5720/24 365 (300-½) | | 5720/35 365 (300-⅝) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO AL-9077 (FAA) 25219

# ILS or LOC RWY 26

DENVER INTL (DEN)

| LOC/DME I-JOY | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 108.9 | 263° | TDZE | 5309 |
| Chan 26 | | Apt Elev | 5434 |

Simultaneous approach authorized with Rwy 25.

MALSR

MISSED APPROACH: Climb to 5900 then climbing right turn to 9000 on heading 070° and on DVV VORTAC R-019 to CEDUK INT/DVV 25.5 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

RADAR REQUIRED

MSA DEN 25 NM
9200

MISSED APCH FIX
114.2 GLL R-136 Chan 89
CEDUK
DVV 25.5
019° 196°
114.7 DVV R-019 Chan 94

MILE HIGH
114.7 DVV
Chan 94

LOCALIZER 108.9
I-JOY
Chan 26

FEETS
I-JOY 3.7
RADAR

7000
263°
(6.9)
083°
5354±

GRASP INT
I-JOY 7.3
RADAR

(IF)
FUZZZ INT
I-JOY 14.2
RADAR

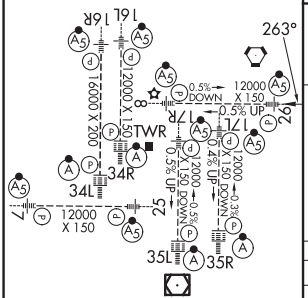
DENVER
117.9 DEN
Chan 126

R-014
R-037

ALTERNATE MISSED APCH FIX
025° 205° R-025
GILL
GLL
114.2
Chan 89

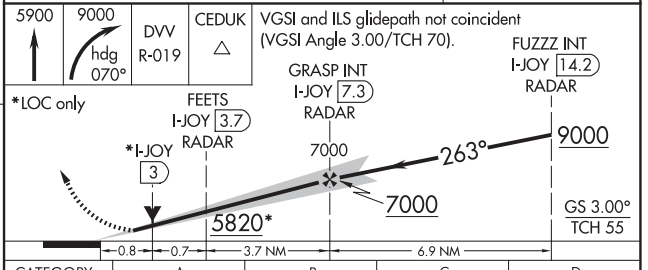
FALCON
116.3 FQF
Chan 110

ELEV 5434 D TDZE 5309




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

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 5509/18 200 (100-½) | | | |
| S-LOC 26 | 5820/24 511 (400-½) | | 5820/55 511 (400-1) | |

FEETS FIX MINIMUMS

| | | | | |
|---|---|---|---|---|
| S-LOC 26 | 5620/24 311 (200-½) | | 5620/26 311 (200-½) | |

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 26

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 34L

DENVER INTL (DEN)

| LOC/DME I-DXU | APP CRS | Rwy Ldg | 16000 |
|---|---|---|---|
| 111.9 | 353° | TDZE | 5327 |
| Chan 56 | | Apt Elev | 5434 |

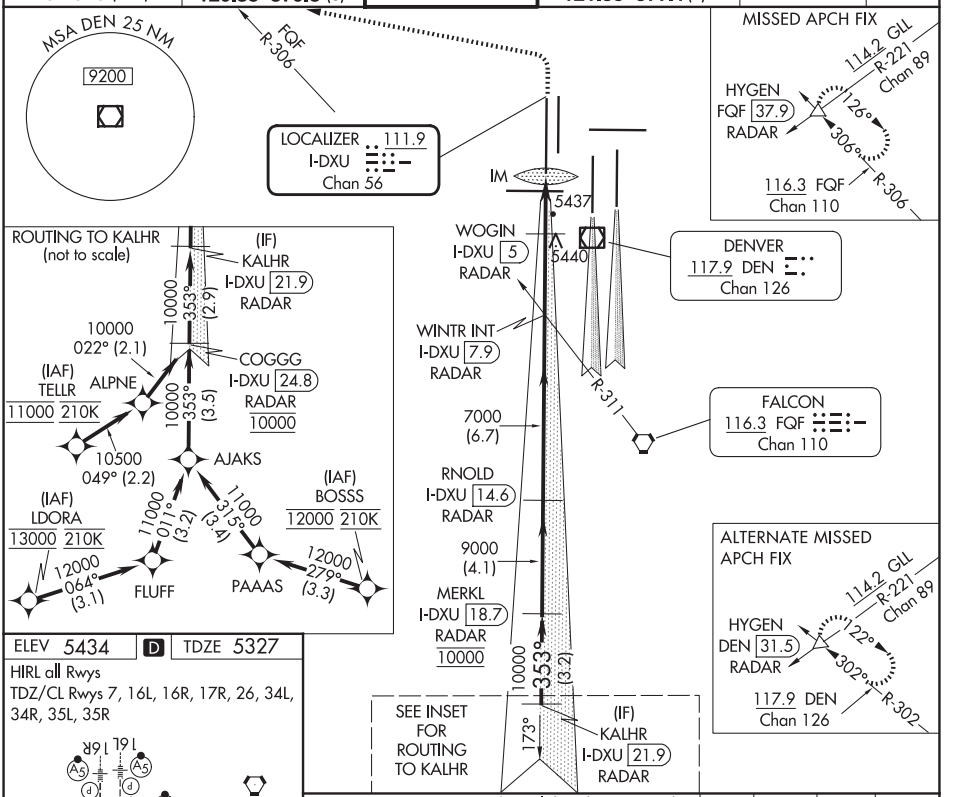
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

Simultaneous approach authorized with Rwy 35L/R. For inop ALS, increase S-LOC Cat C and D visibility to RVR 5500.

ALSF-2

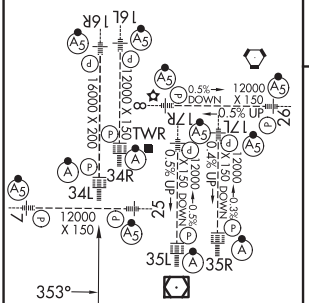
MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and FQF VORTAC R-306 to HYGEN/FQF 37.9 DME/RADAR and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

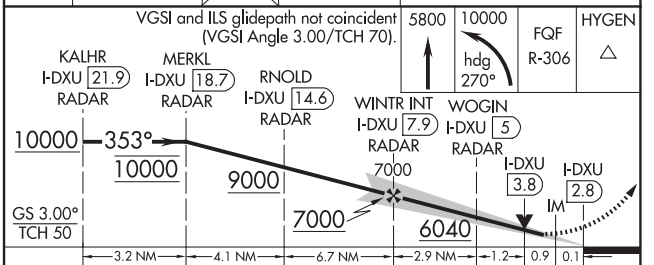



| ELEV 5434 | D | TDZE 5327 |
|---|---|---|

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




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | 5527/18 200 (100-½) | | | |
| S-LOC 34L | 5700/24 373 (300-½) | | 5700/35 373 (300-⅝) | |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# ILS or LOC RWY 34R

DENVER INTL (DEN)

| LOC/DME I-OUF | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| 111.1 | 353° | TDZE 5354 |
| Chan 48 | | Apt Elev 5434 |

T S-LOC 34R DME or RADAR required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cat C/D visibility to RVR 5500.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN FQF 37.9 RADAR

126° 306°

116.3 FQF Chan 110 R-306

FQF R-306

LOCALIZER 111.1 I-OUF Chan 48

MSA DEN 25 NM 9200

IM 5473

CADKO I-OUF 4.2 RADAR

CORDE I-OUF 7.1 RADAR

DENVER 117.9 DEN Chan 126

7000 (6.9)

FALCON 116.3 FQF Chan 110

BOENG I-OUF 14 RADAR

9000 (4.7)

BENGL I-OUF 18.7 RADAR

(IF) BOOBU I-OUF 22 RADAR

10000 (3.2)

BFREE I-OUF 24.6 RADAR 10000

10000 353° (2.6)

173°

SEE INSET FOR ROUTING TO BFREE

## RADAR or GPS REQUIRED

ROUTING TO BFREE (not to scale)

BFREE I-OUF 24.6 RADAR 10000

10000 018° (2.7)

(IAF) TELLR BHAPY 11000 210K

10000 353° (3.8)

10500 060° (2.2) BREKK

11000 018° (3.4)

11000 322° (3.1)

(IAF) LDORA 13000 210K

12000 064° (3.1) FLUFF

(IAF) BOSSS 12000 210K

12000 279° (3.3) PAAAS

ALTERNATE MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN DEN 31.5 RADAR

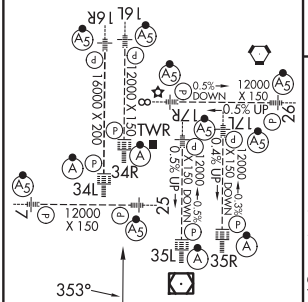
122° 302°

117.9 DEN Chan 126 R-302

ELEV 5434 | D | TDZE 5354

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

HIRL all Rwys




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

5800 | 10000 hdg 270° | FQF R-306 | HYGEN △

BFREE I-OUF 24.6 RADAR | BOOBU I-OUF 22 RADAR | BENGL I-OUF 18.7 RADAR | BOENG I-OUF 14 RADAR | CORDE I-OUF 7.1 RADAR | CADKO I-OUF 4.2 RADAR | I-OUF* 3 | I-OUF 2.2 | IM

*LOC only

10000 353° 10000 10000 9000 7000 *6060

GS 3.00° TCH 59

2.6 NM | 3.2 NM | 4.7 NM | 6.9 NM | 2.9 NM | 1.2 NM | 0.8 | 0.1

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | 5554/18 200 (200-½) | | | |
| S-LOC 34R | 5700/24 346 (300-½) | | 5700/30 346 (300-⅝) | |

DENVER, COLORADO

Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 34R

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 35L

DENVER INTL (DEN)

| LOC/DME I-AQD | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 108.5 | 353° | TDZE | 5434 |
| Chan 22 | | Apt Elev | 5434 |

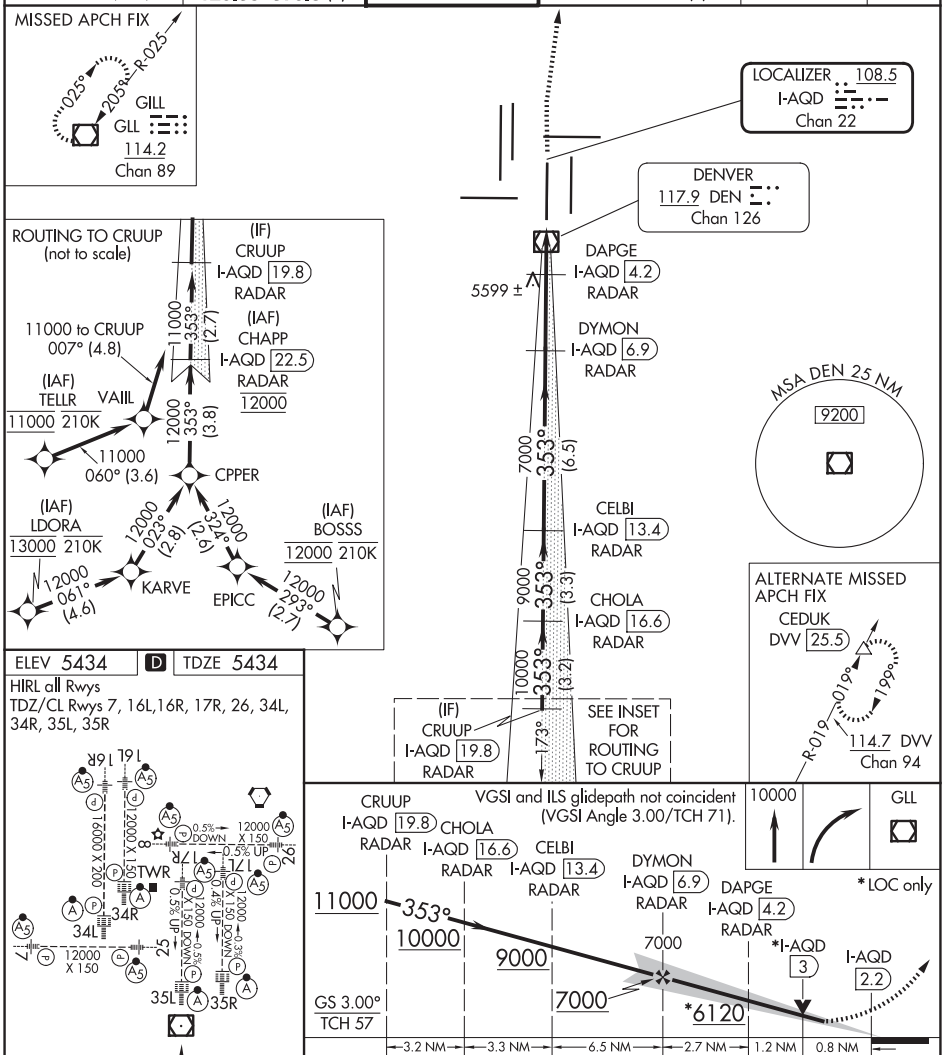
DME or RADAR required for LOC only.
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | 5634/18 200 (200-½) | | | |
| S-LOC 35L | 5760/24 326 (400-½) | | 5760/26 326 (400-½) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# ILS or LOC RWY 35R

DENVER INTL (DEN)

| LOC/DME I-DPP | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 110.15 | 353° | TDZE | 5370 |
| Chan 38(Y) | | Apt Elev | 5434 |

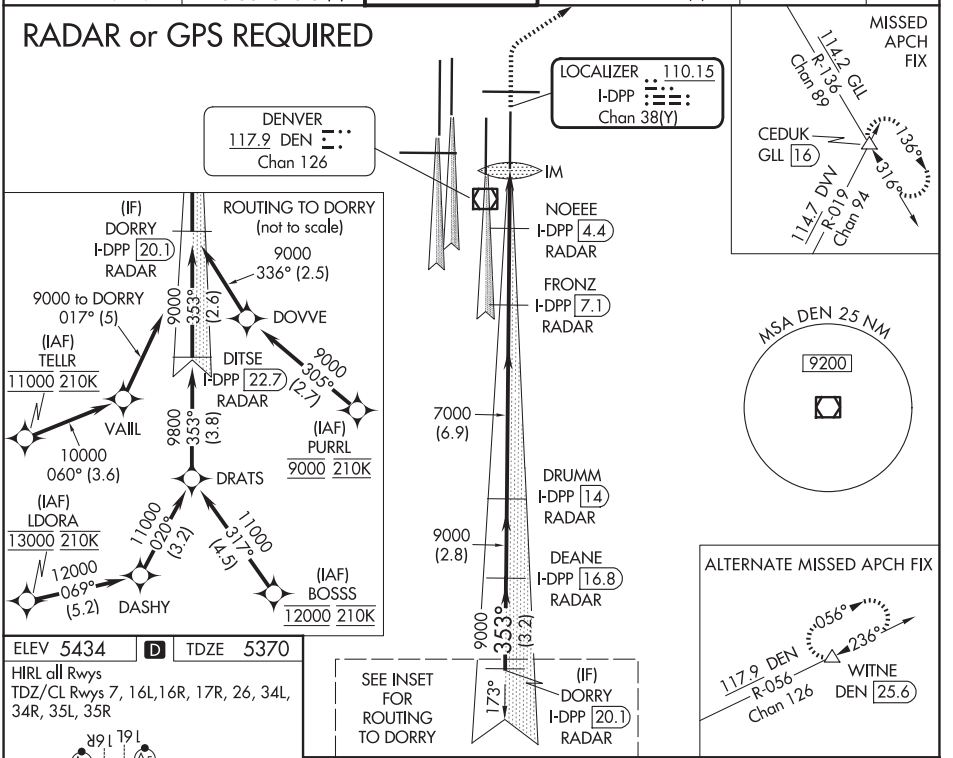
S-LOC 35R DME or RADAR required. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

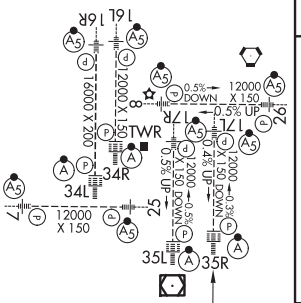
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

## RADAR or GPS REQUIRED



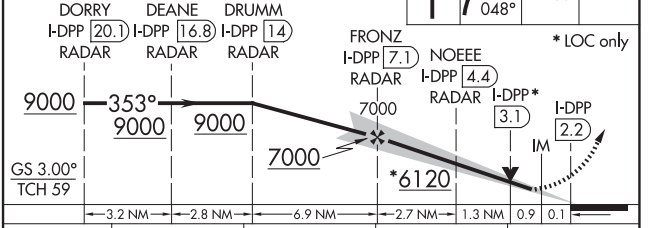

ELEV 5434 | D | TDZE 5370

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




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

| 5800 | 10000 hdg 048° | GLL R-136 | CEDUK |
|---|---|---|---|




FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 5570/18 200 (200-½) | | | |
| S-LOC 35R | 5740/24 370 (400-½) | | 5740/35 370 (400-⅝) | |

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS or LOC RWY 35R

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-DXU | APP CRS | Rwy Ldg 16000 |
|---|---|---|
| 111.9 | 353° | TDZE 5327 |
| Chan 56 | | Apt Elev 5434 |

# ILS RWY 34L (SA CAT I)

## DENVER INTL (DEN)

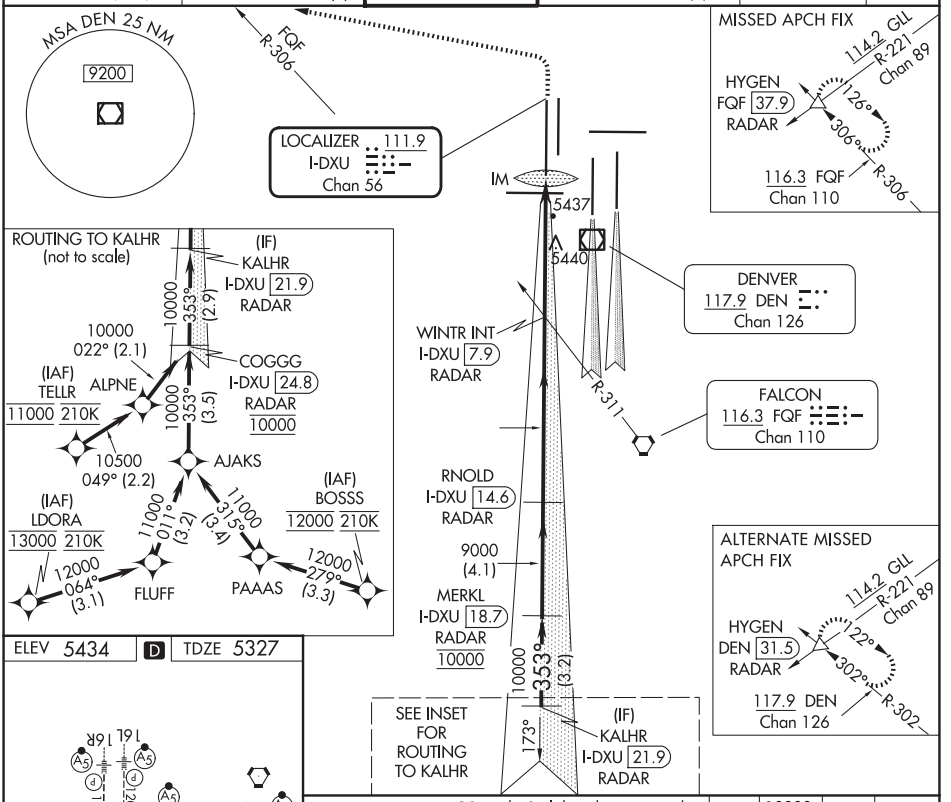
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

Requires specific OPSPEC, MSPEC, or LOA approval. Simultaneous approach authorized with Rwy 35L/R.

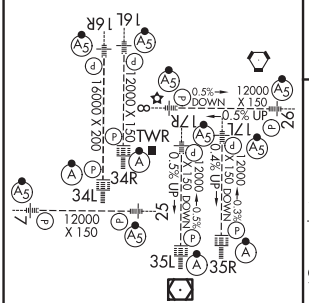
ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




ELEV 5434 D TDZE 5327

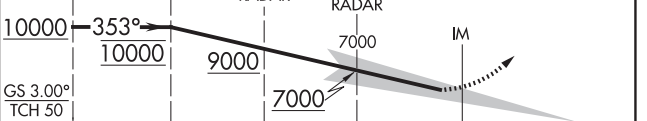



HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

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

| 5800 | 10000 hdg 270° | FQF R-306 | HYGEN △ |
|---|---|---|---|

KALHR I-DXU 21.9 RADAR
MERKL I-DXU 18.7 RADAR
RNOLD I-DXU 14.6 RADAR
WINTR INT I-DXU 7.9 RADAR




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | RA 148/14 150 DA 5477 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# ILS RWY 34R (SA CAT I)

DENVER INTL (DEN)

| LOC/DME I-OUF | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| 111.1 | 353° | TDZE 5354 |
| Chan 48 | | Apt Elev 5434 |

T Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 35L/R.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN FQF 37.9 RADAR

126° 306°

116.3 FQF Chan 110 R-306

FQF R-306

LOCALIZER 111.1 I-OUF Chan 48

MSA DEN 25 NM 9200

IM 5473

## RADAR or GPS REQUIRED

CORDE I-OUF 7.1 RADAR

DENVER 117.9 DEN Chan 126

7000 (6.9)

FALCON 116.3 FQF Chan 110

BOENG I-OUF 14 RADAR

ROUTING TO BFREE (not to scale)

10000 018° (2.7)

BFREE I-OUF 24.6 RADAR 10000

(IAF) TELLR BHAPY 11000 210K

10000 353° (3.8)

10500 060° (2.2) BREKK

(IAF) LDORA 13000 210K

11000 018° (3.4)

11000 322° (3.1)

(IAF) BOSSS 12000 210K

12000 064° (3.1) FLUFF

12000 279° (3.3) PAAAS

ALTERNATE MISSED APCH FIX

114.2 GLL R-221 Chan 89

HYGEN DEN 31.5 RADAR

122° 302°

117.9 DEN Chan 126 R-302

9000 (4.7)

BENGL I-OUF 18.7 RADAR

(IF) BOOBU I-OUF 22 RADAR

10000 (3.2)

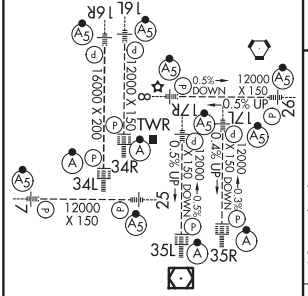
10000 353° (2.6)

BFREE I-OUF 24.6 RADAR 10000

173°

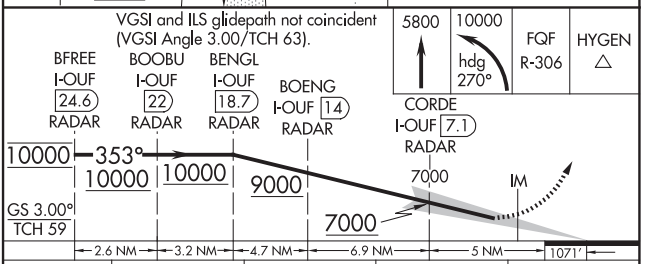
SEE INSET FOR ROUTING TO BFREE

ELEV 5434 D TDZE 5354




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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | RA 175/14 150 DA 5504 | | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 34R (SA CAT I)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS RWY 35L (SA CAT I)

DENVER INTL (DEN)

| LOC/DME I-AQD | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 108.5 | 353° | TDZE | 5434 |
| Chan 22 | | Apt Elev | 5434 |

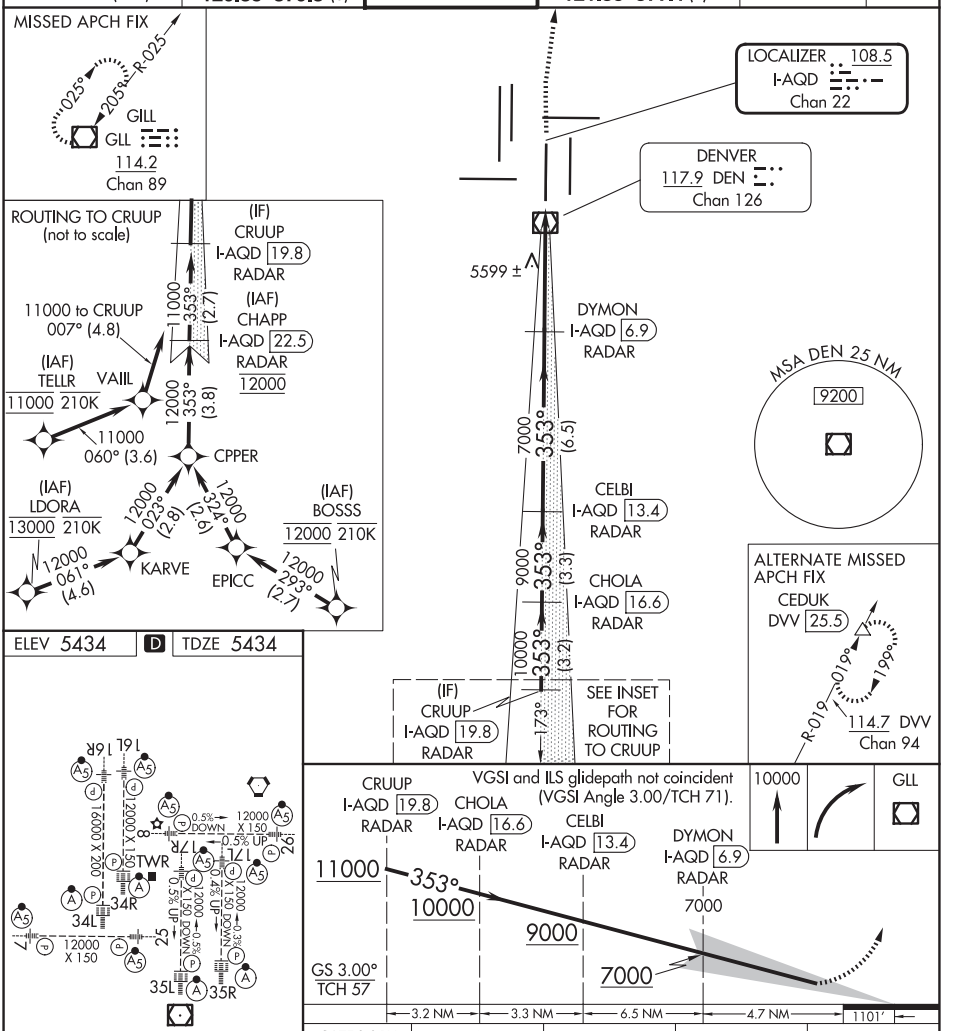
RNAV 1-GPS or RADAR required for procedure entry.

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | RA 165/14 150 DA 5584 | | | |

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

| LOC/DME I-DPP | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 110.15 | 353° | TDZE | 5370 |
| Chan 38(Y) | | Apt Elev | 5434 |

# ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

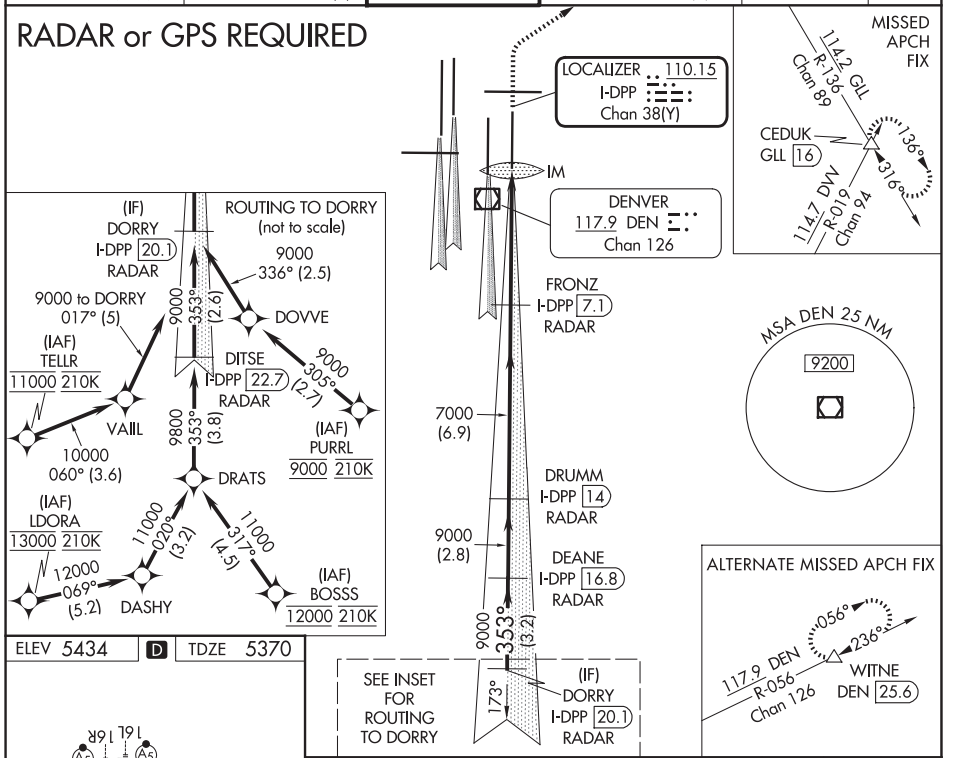
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

ALSF-2

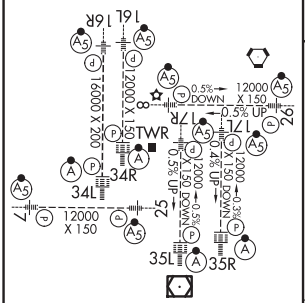
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

## RADAR or GPS REQUIRED



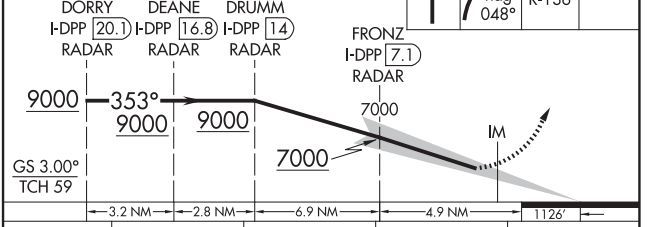

ELEV 5434 | D | TDZE 5370




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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

| 5800 | 10000 hdg 048° | GLL R-136 | CEDUK |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | RA 161/14 150 DA 5520 | | | |

## SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 35R (SA CAT I)


SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-DXU | APP CRS | Rwy Ldg 16000 |
|---|---|---|
| 111.9 | 353° | TDZE 5327 |
| Chan 56 | | Apt Elev 5434 |

# ILS RWY 34L (CAT II & III)

DENVER INTL (DEN)

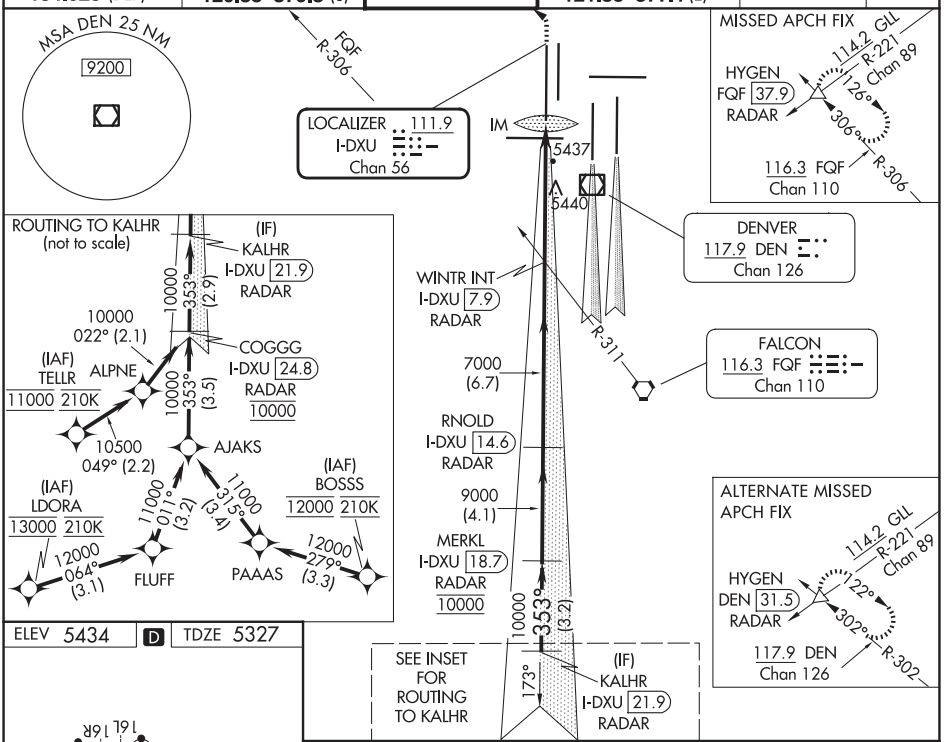
RNAV-1 GPS or RADAR required for procedure entry. From LDORA, BOSSS, TELLR: RNAV-1 GPS required. DME or RADAR required.

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

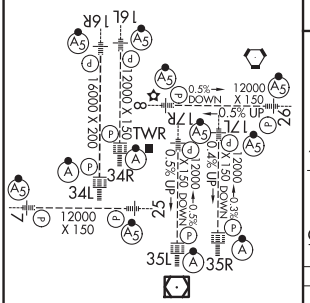
ALSF-2

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

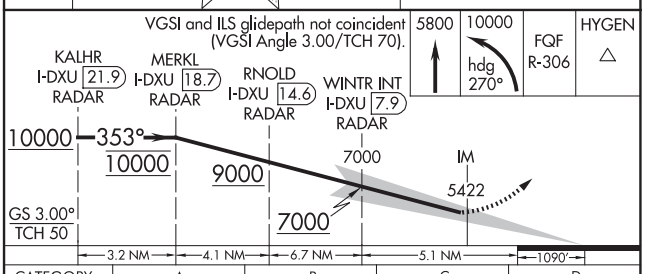
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




ELEV 5434 D TDZ 5327




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34L | CAT II RA 108/12 100 DA 5427 | | | |
| S-ILS 34L | CAT III RVR 03 | | | |

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# ILS RWY 34R (CAT II & III)

DENVER INTL (DEN)

| LOC/DME I-OUF | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| 111.1 | 353° | TDZE 5354 |
| Chan 48 | | Apt Elev 5434 |

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

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

HYGEN FQF 37.9 RADAR

114.2 GLL R-221 Chan 89

126° 306°

116.3 FQF Chan 110 R-306

FQF R-306

LOCALIZER 111.1 I-OUF Chan 48

IM 5473

MSA DEN 25 NM 9200

## RADAR or GPS REQUIRED

CORDE I-OUF 7.1 RADAR

DENVER 117.9 DEN Chan 126

7000 (6.9)

FALCON 116.3 FQF Chan 110

BOENG I-OUF 14 RADAR

9000 (4.7)

BENGL I-OUF 18.7 RADAR

(IF) BOOBU I-OUF 22 RADAR

10000 (3.2)

ROUTING TO BFREE (not to scale)

10000 018° (2.7)

(IAF) TELLR BHAPY 11000 210K

BFREE I-OUF 24.6 RADAR 10000

10000 353° (3.8)

10500 060° (2.2) BREKK

(IAF) LDORA 13000 210K

11000 018° (3.4)

11000 322° (3.1)

(IAF) BOSSS 12000 210K

12000 064° (3.1) FLUFF

12000 279° (3.3) PAAAS

ALTERNATE MISSED APCH FIX

HYGEN DEN 31.5 RADAR

114.2 GLL R-221 Chan 89

122° 302°

117.9 DEN Chan 126 R-302

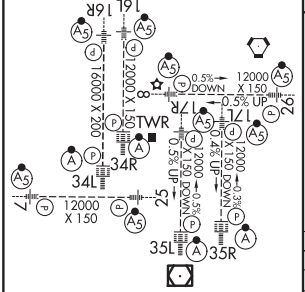
BFREE I-OUF 24.6 RADAR 10000

10000 353° (2.6)

173°

SEE INSET FOR ROUTING TO BFREE

ELEV 5434 | D | TDZE 5354




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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 63).

| 5800 | 10000 hdg 270° | FQF R-306 | HYGEN △ |
|---|---|---|---|

BFREE I-OUF 24.6 RADAR

BOOBU I-OUF 22 RADAR

BENGL I-OUF 18.7 RADAR

BOENG I-OUF 14 RADAR

CORDE I-OUF 7.1 RADAR

IM 5457

10000 353° 10000 10000 9000 7000

GS 3.00° TCH 59

7000

2.6 NM | 3.2 NM | 4.7 NM | 6.9 NM | 5 NM | 1071'

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34R | CAT II RA 155/12 100 DA 5454 | | | |
| S-ILS 34R | CAT IIIa RVR 07 | | | |
| S-ILS 34R | CAT IIIb RVR 03 | | | |
| S-ILS 34R | CAT IIIc NA | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)

ILS RWY 34R (CAT II & III)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-AQD | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| 108.5 | 353° | TDZE 5434 |
| Chan 22 | | Apt Elev 5434 |

# ILS RWY 35L (CAT II & III)

DENVER INTL (DEN)

RNAV 1-GPS or RADAR required for procedure entry.

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

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

025° 205° R-025

GILL

GLL 114.2 Chan 89

LOCALIZER 108.5 I-AQD Chan 22

DENVER 117.9 DEN Chan 126

ROUTING TO CRUUP (not to scale)

(IF) CRUUP I-AQD 19.8 RADAR

11000 353° (2.7)

11000 to CRUUP 007° (4.8)

(IAF) CHAPP I-AQD 22.5 RADAR 12000

(IAF) TELLR 11000 210K

VAIIL

12000 353° (3.8)

11000 060° (3.6)

CPPER

(IAF) LDORA 13000 210K

12000 023° (2.8)

12000 324° (2.6)

(IAF) BOSSS 12000 210K

12000 061° (4.6)

KARVE

EPICC

12000 293° (2.7)

5599 ±

DYMON I-AQD 6.9 RADAR

7000 353° (6.5)

CELBI I-AQD 13.4 RADAR

9000 353° (3.3)

CHOLA I-AQD 16.6 RADAR

10000 353° (3.2)

(IF) CRUUP I-AQD 19.8 RADAR

173°

SEE INSET FOR ROUTING TO CRUUP

MSA DEN 25 NM

9200

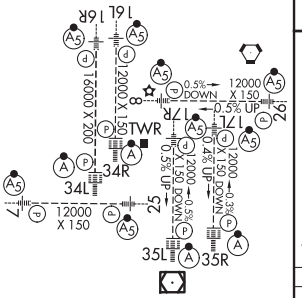
ALTERNATE MISSED APCH FIX

CEDUK DVV 25.5

019° 199° R-019

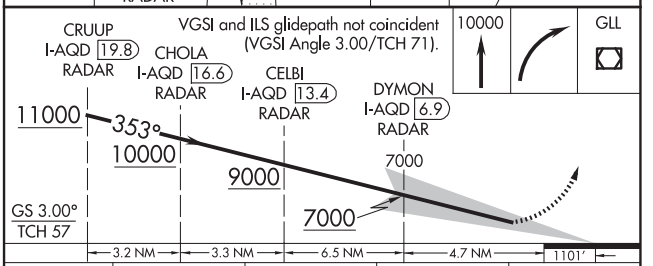
114.7 DVV Chan 94

ELEV 5434 D TDZE 5434




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

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




10000 GLL

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | CAT II RA 115/12 100 DA 5534 | | | |
| S-ILS 35L | CAT III RVR 03 | | | |

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-DPP | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| 110.15 | 353° | TDZE | 5370 |
| Chan 38(Y) | | Apt Elev | 5434 |

# ILS RWY 35R (CAT II & III)

DENVER INTL (DEN)

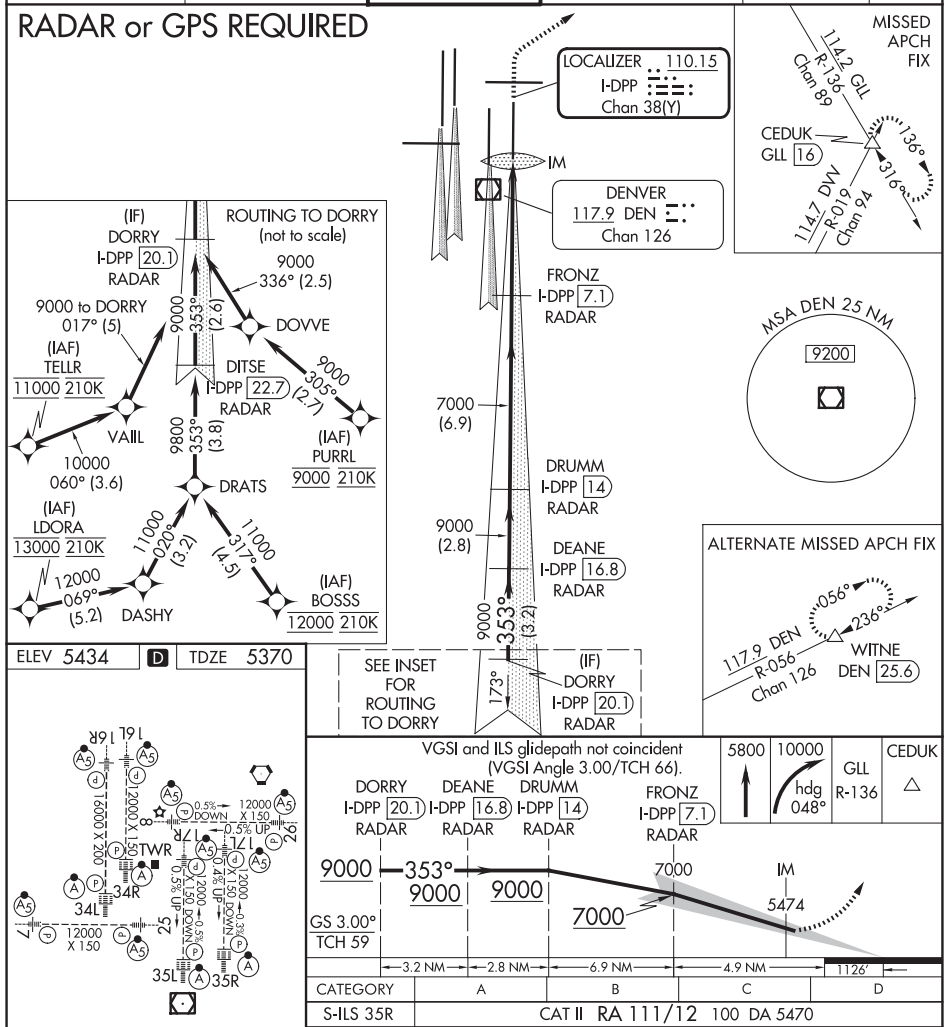
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2

MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

RADAR or GPS REQUIRED




ELEV 5434 D TDZE 5370




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

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | CAT II RA 111/12 100 DA 5470 | | | |
| S-ILS 35R | CAT IIIa RVR 07 | | | |
| S-ILS 35R | CAT IIIb RVR 03 | | | |
| S-ILS 35R | CAT IIIc NA | | | |

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





SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 082° | TDZE | 5352 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 7

DENVER INTL (DEN)

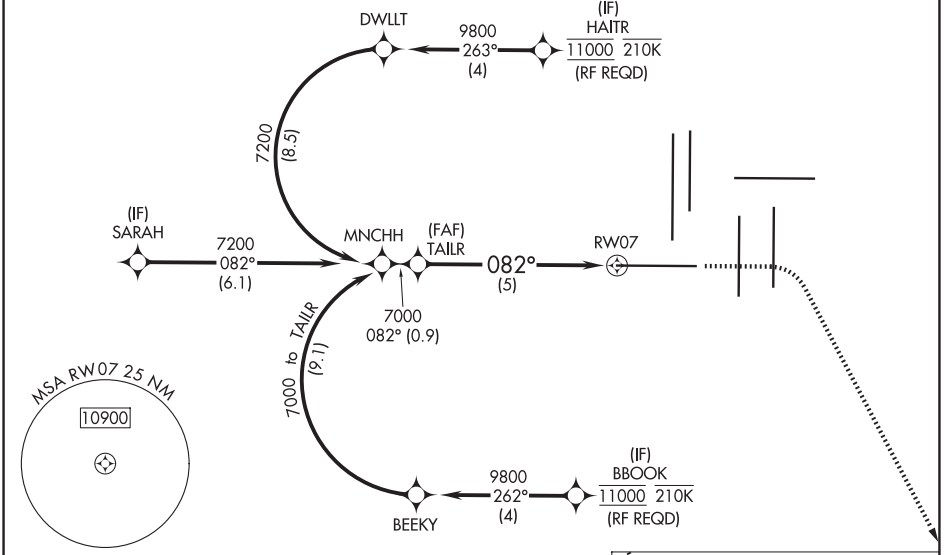
RNP AR APCH.

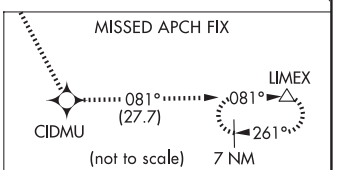
T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

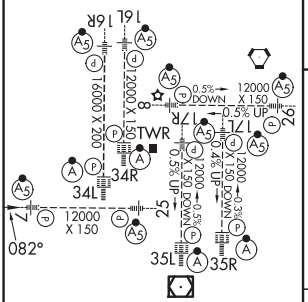
MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and track 081° to LIMEX and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 128.75 273.55 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

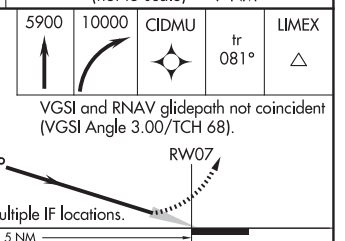



ELEV 5434 D TDZE 5352




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 5602/24 250 (200-½) | | | |
| RNP 0.30 DA | 5753/40 401 (400-¾) | | | |

AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 173° | TDZE | 5357 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 16L

DENVER INTL (DEN)

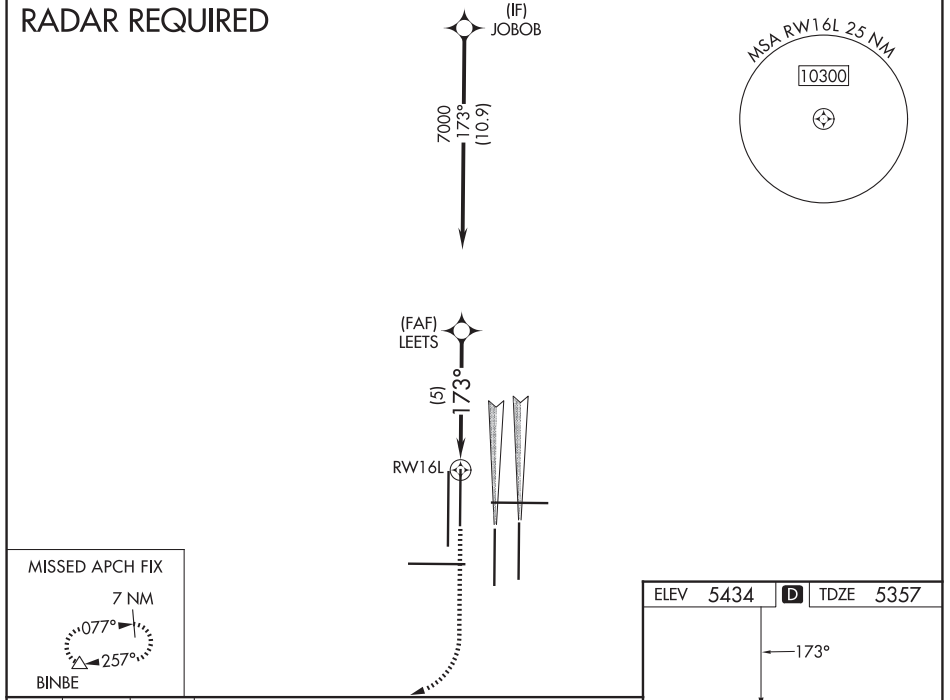
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4000 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

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

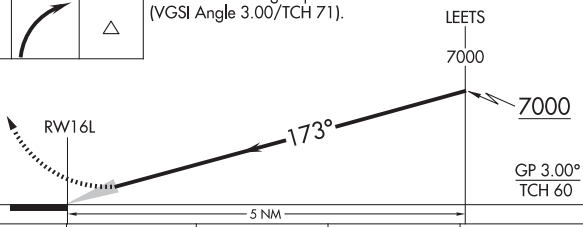
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

RADAR REQUIRED




| 5900 | 10000 | BINBE |
|---|---|---|
| ↑ | ↱ | △ |

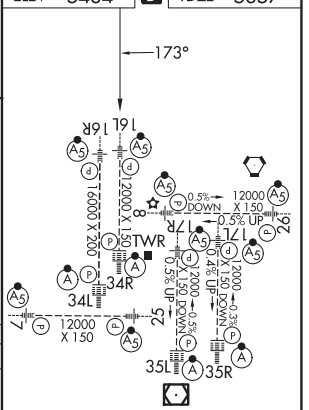
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5617/24 260 (200-½) | | | |
| RNP 0.30 DA | 5683/32 326 (300-⅝) | | | |

AUTHORIZATION REQUIRED

ELEV 5434 D TDZE 5357




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




SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 16R

DENVER INTL (DEN)

| APP CRS | Rwy Ldg | 16000 |
|---|---|---|
| 170° | TDZE | 5326 |
| | Apt Elev | 5434 |

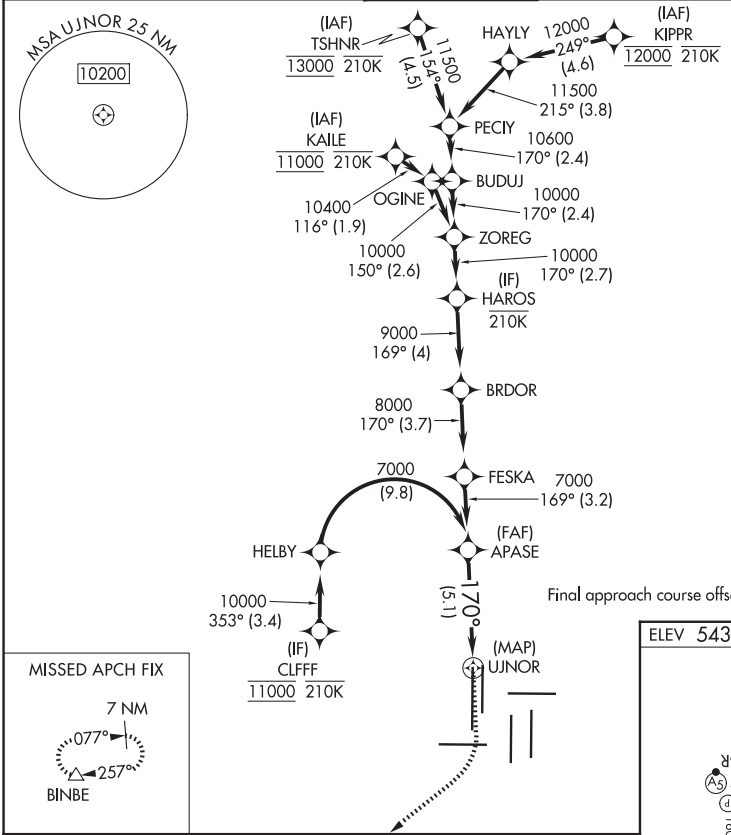
RNP AR APCH - GPS.

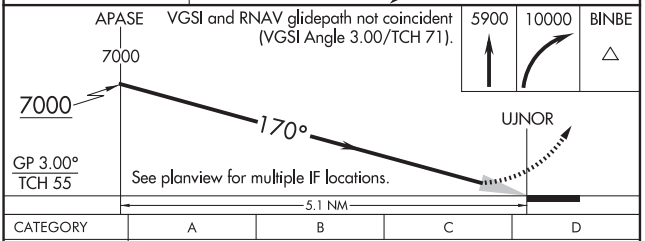
T For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500.

MALSR (A5)

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

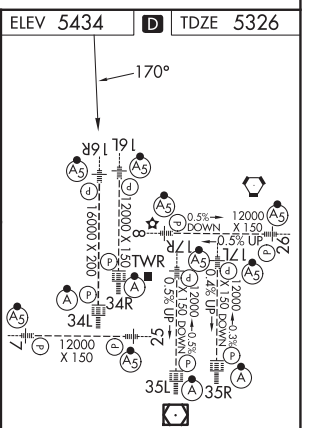
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 5597/24 271 (200-½) | | | |

AUTHORIZATION REQUIRED






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 173° | TDZE | 5339 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 17L

DENVER INTL (DEN)

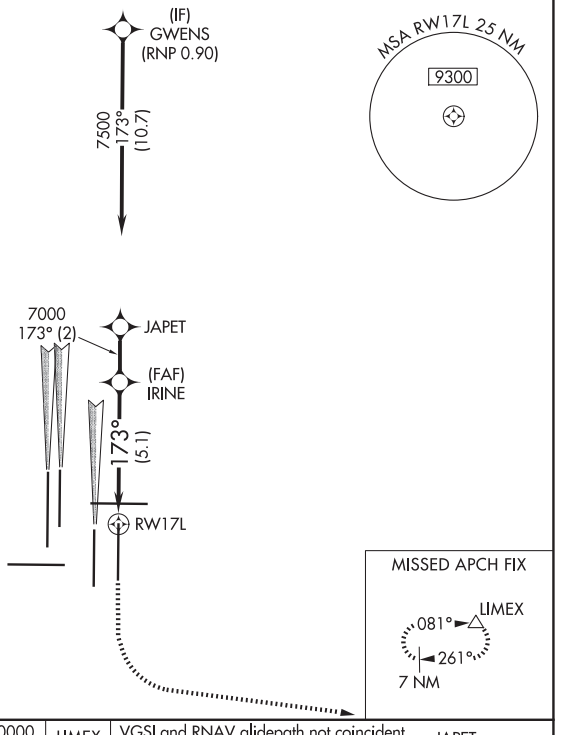
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F).

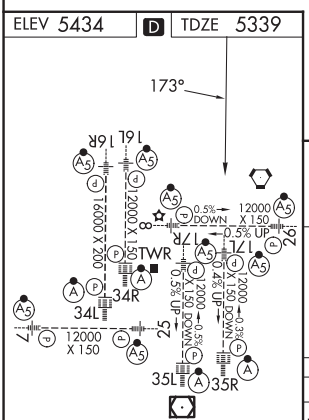
MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

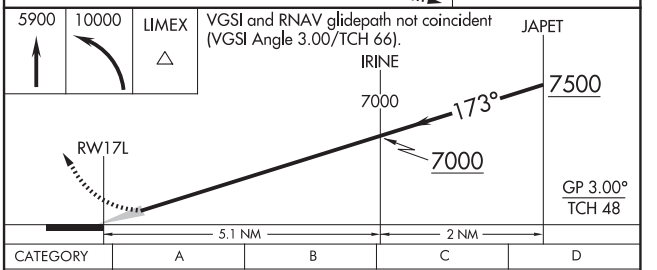
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR)<br>134.025 (DEP) | 119.3 307.3 (N)<br>120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W)<br>121.85 377.1 (E) | 118.75 | |

RADAR REQUIRED




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5600/24 261 (200-½) | | | |
| RNP 0.30 DA | 5716/40 377 (300-¾) | | | |

AUTHORIZATION REQUIRED





SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 173° | TDZE | 5392 |
| | Apt Elev | 5434 |

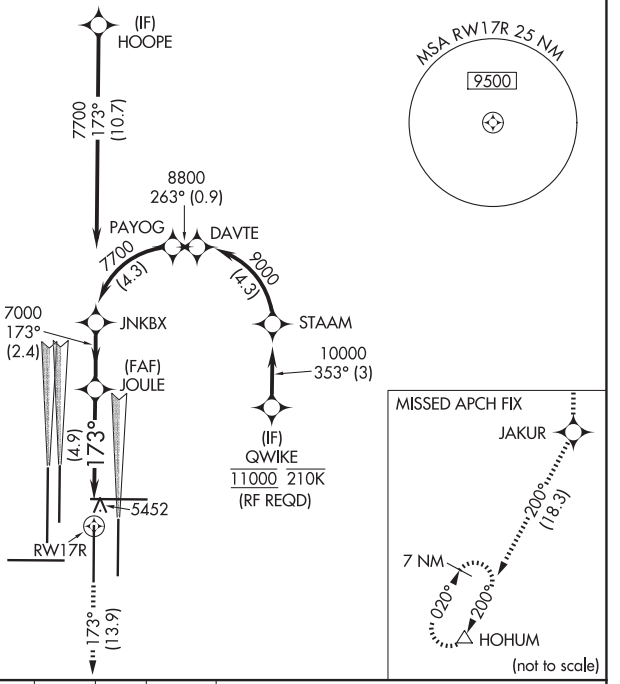
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1⅝ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F).

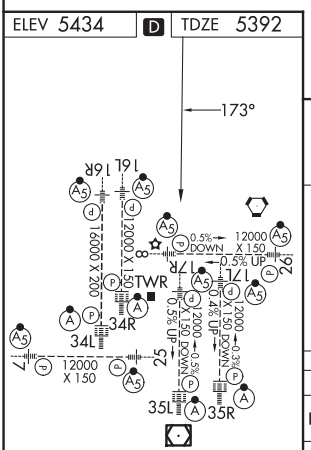
MALSR

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

RADAR REQUIRED



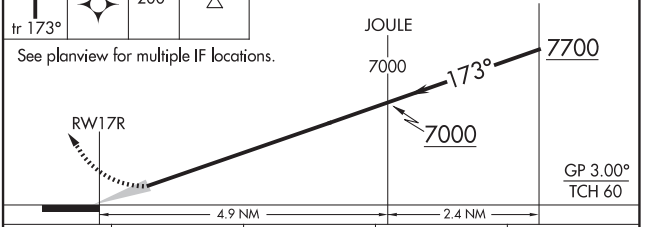




HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R

| 10000 tr 173° | JAKUR | tr 200° | HOHUM |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5722/32 330 (300-⅝) | | | |
| RNP 0.30 DA | 5894/60 502 (500-1¼) | | | |

AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 263° | TDZE | 5309 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 26

DENVER INTL (DEN)

RNP AR APCH.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -23°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000, and increase RNP 0.30 all Cats visibility to RVR 4500.

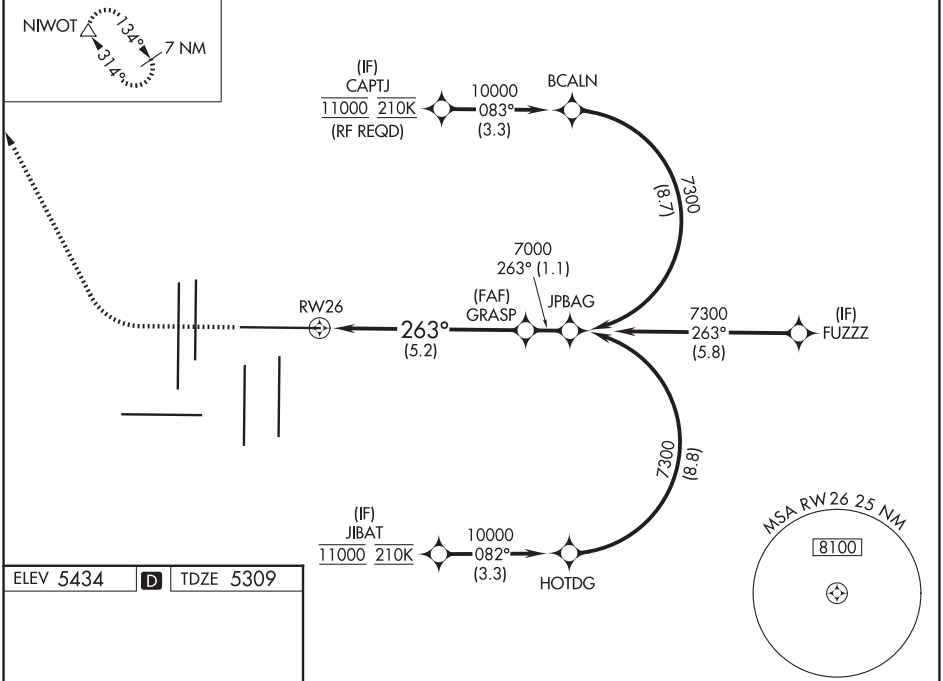
MALSR

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

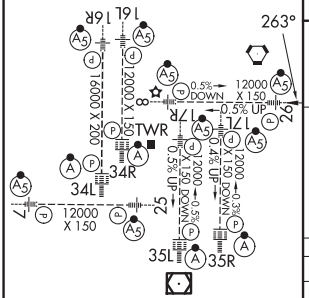
NIWOT 134° 314° 7 NM




MSA RW26 25 NM

8100

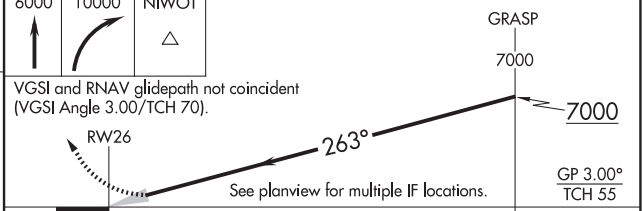
ELEV 5434 D TDZE 5309




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

| 6000 | 10000 | NIWOT |
|---|---|---|

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 5566/24 257 (200-½) | | | |
| RNP 0.30 DA | 5611/24 302 (200-½) | | | |

AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 34L

DENVER INTL (DEN)

| APP CRS | Rwy Ldg | 16000 |
|---|---|---|
| 353° | TDZE | 5327 |
| | Apt Elev | 5434 |

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 48°C (118°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.20 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

HYGEN 129° 309° 7 NM

RW34L

5417

353° (5.1)

(FAF) WINTR

7000

353° (2.1)

TUGGL

7600 353° (4.6)

RNOLD

9000 353° (4.1)

MERKL

10000

353° (3.2)

(IF) KALHR

MSA RW34L 25 NM

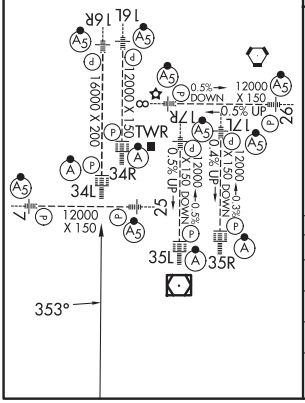
10300

## RADAR REQUIRED

ELEV 5434 D TDZE 5327

HIRL all Rwys

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




WINTR 7000

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

5900 10000 HYGEN

7000

353°

RW34L

GP 3.00°

TCH 50

5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5587/24 260 (200-½) | | | |
| RNP 0.20 DA | 5720/45 393 (300-⅞) | | | |
| RNP 0.30 DA | 5782/60 455 (400-1¼) | | | |

## AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 353° | TDZE | 5354 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 34R

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.20 all Cats visibility to 1⅝ mile and RNP 0.30 all Cats visibility to 2¼ mile. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

HYGEN 129° 309° 7 NM

RW34R 5660 5430 5473

(IF) HIMOM 11000 210K (RF REQD)

10000 173° (3)

MCMUL

8700 (4.3)

KUGLN

7700 (4.6)

(FAF) CORDE 353° (5)

7000 353° (2.5)

BSAYN

7700 353° (4.4)

BOENG

9000 353° (4.7)

BENGL

10000 353° (3.2) (IF) BOOBU

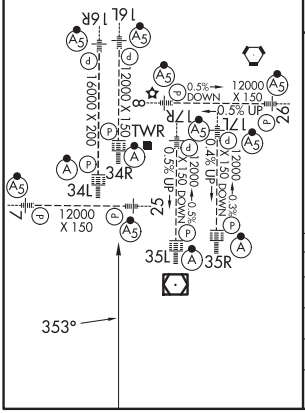
MSA RW34R 25 NM 10300

RADAR REQUIRED

ELEV 5434 D TDZE 5354

HIRL all Rwys

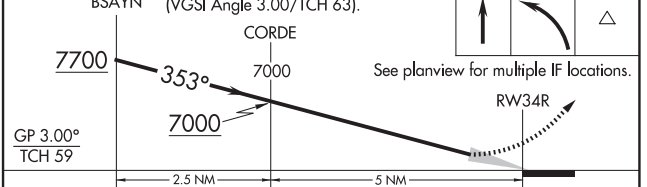
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R




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

6000 10000 HYGEN

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5739/40 385 (400-¾) | | | |
| RNP 0.20 DA | 5849/60 495 (500-1¼) | | | |
| RNP 0.30 DA | 5980-1⅝ 626 (600-1⅝) | | | |

AUTHORIZATION REQUIRED







SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 353° | TDZE | 5434 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 35L

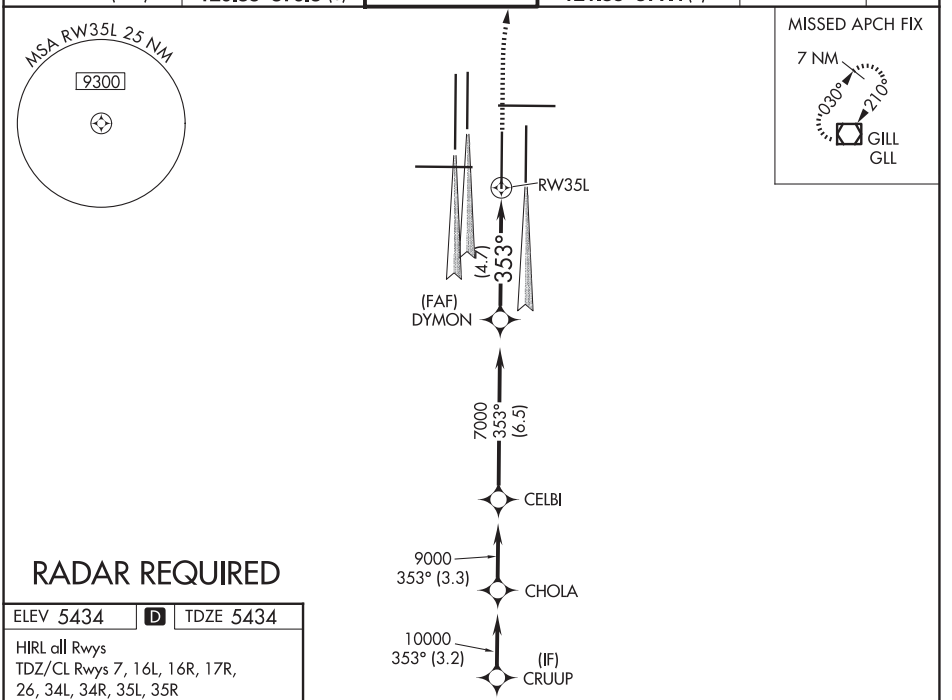
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (115°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

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

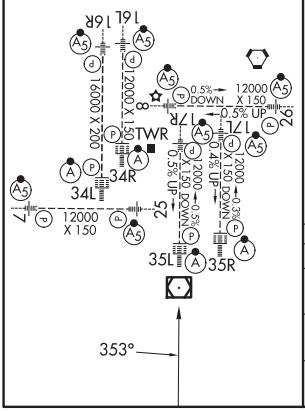
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

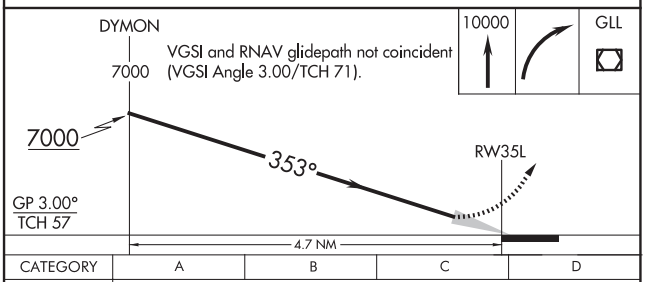



## RADAR REQUIRED

ELEV 5434 D TDZE 5434

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5695/24 261 (300-½) | | | |
| RNP 0.30 DA | 5760/32 326 (400-⅝) | | | |

## AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 12000 |
|---|---|---|
| 353° | TDZE | 5370 |
| | Apt Elev | 5434 |

# RNAV (RNP) Z RWY 35R

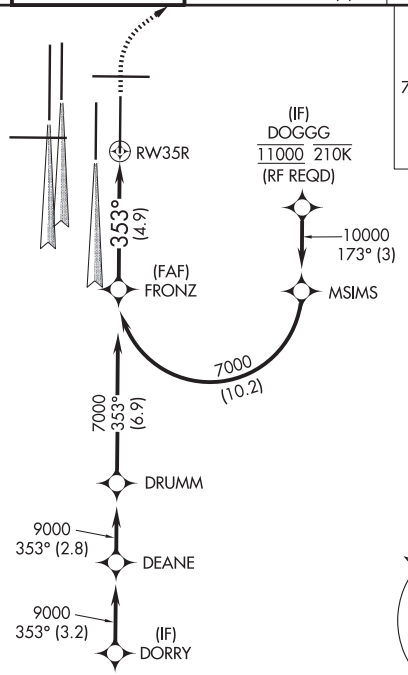
DENVER INTL (DEN)

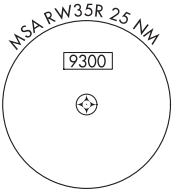
For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

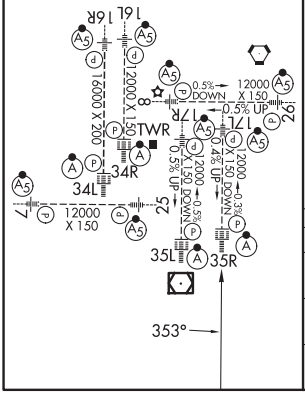



## RADAR REQUIRED

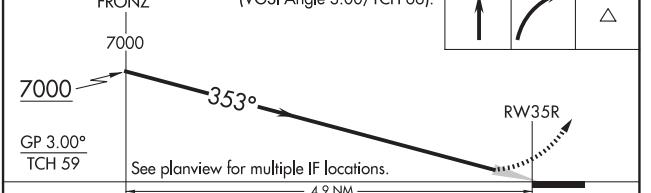
ELEV 5434 D TDZE 5370

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




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).

| 5900 | 8000 | YIMZO |
|---|---|---|
| ↑ | ↗ | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5631/24 261 (200-½) | | | |
| RNP 0.30 DA | 5702/32 332 (300-⅝) | | | |

## AUTHORIZATION REQUIRED



39°52'N-104°40'W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 7

DENVER INTL (DEN)

| WAAS CH 87128 W07A | APP CRS 082° | Rwy Ldg 12000 TDZE 5352 Apt Elev 5434 |
|---|---|---|

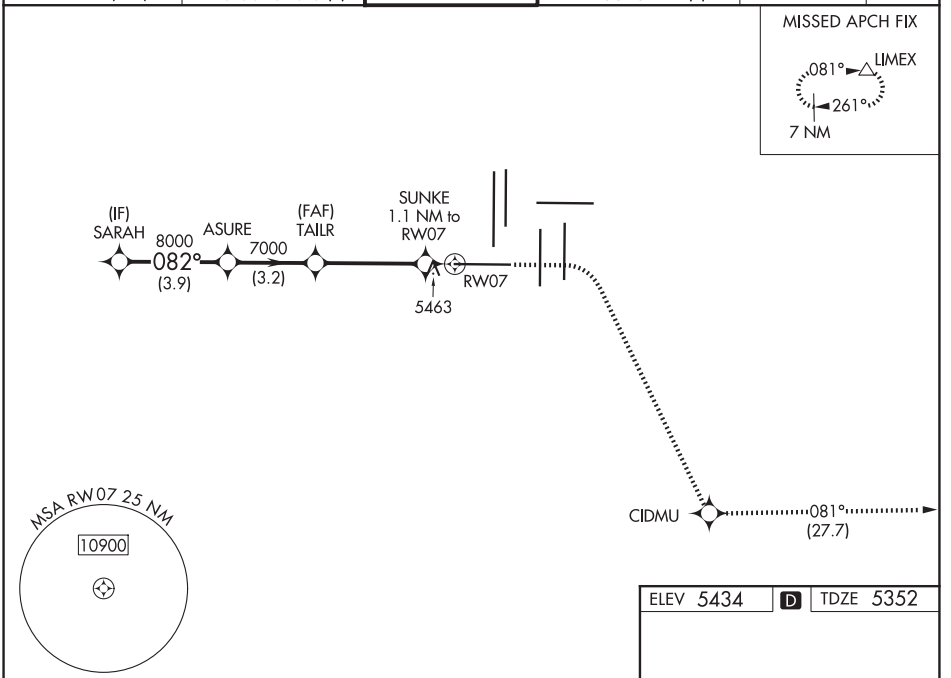
RNP APCH - GPS.

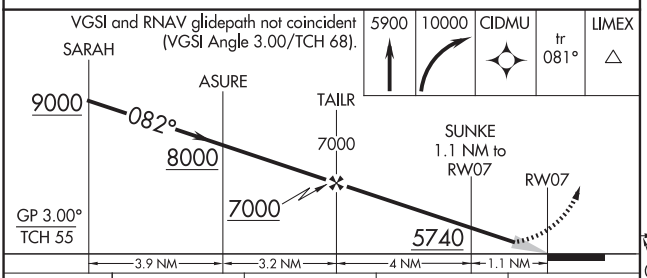
T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, and LNAV Cat C/D visibility to RVR 5500. Use of FD or AP required during simultaneous operations.

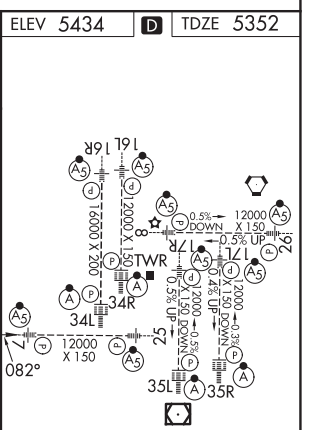
MALSR (A5)

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 128.75 273.55 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5552/18 200 (200-½) | | | |
| LNAV/VNAV DA | 5626/24 274 (200-½) | | | |
| LNAV MDA | 5720/24 368 (300-½) | | 5720/35 368 (300-⅝) | |

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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| CH 82228 | 082° | TDZE 5354 |
| W08A | | Apt Elev 5434 |

# RNAV (GPS) Y RWY 8

DENVER INTL (DEN)

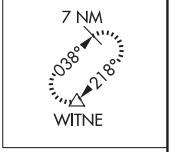
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 47°C (117°F). Simultaneous approach authorized with Rwy 7. DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inoperative MALSR, increase LNAV Cat C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

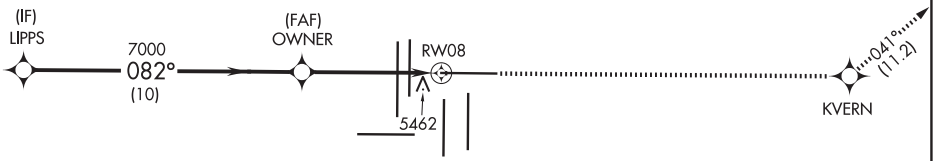
MALSR

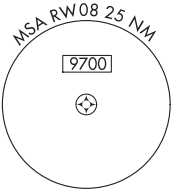
MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

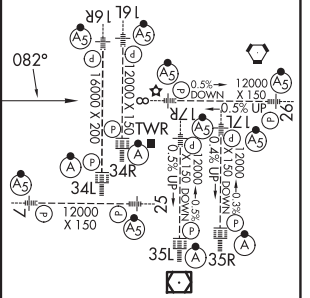


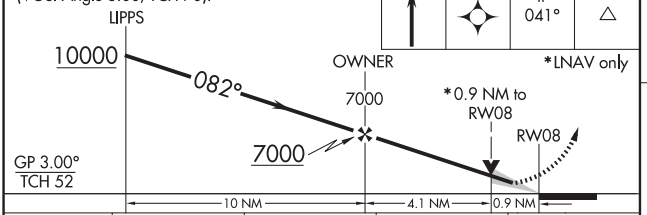

## RADAR REQUIRED

ELEV 5434 D TDZE 5354




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

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




10000 KVERN tr 041° WITNE

*LNAV only

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 5554/24 200 (200-½) | | | |
| LNAV/VNAV DA | 5833/60 479 (400-1¼) | | | |
| LNAV MDA | 5720/24 366 (300-½) | | 5720/35 366 (300-⅝) | |



39°52'N-104°40'W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| CH 99307 | 173° | TDZE 5357 |
| W16A | | Apt Elev 5434 |

# RNAV (GPS) Y RWY 16L

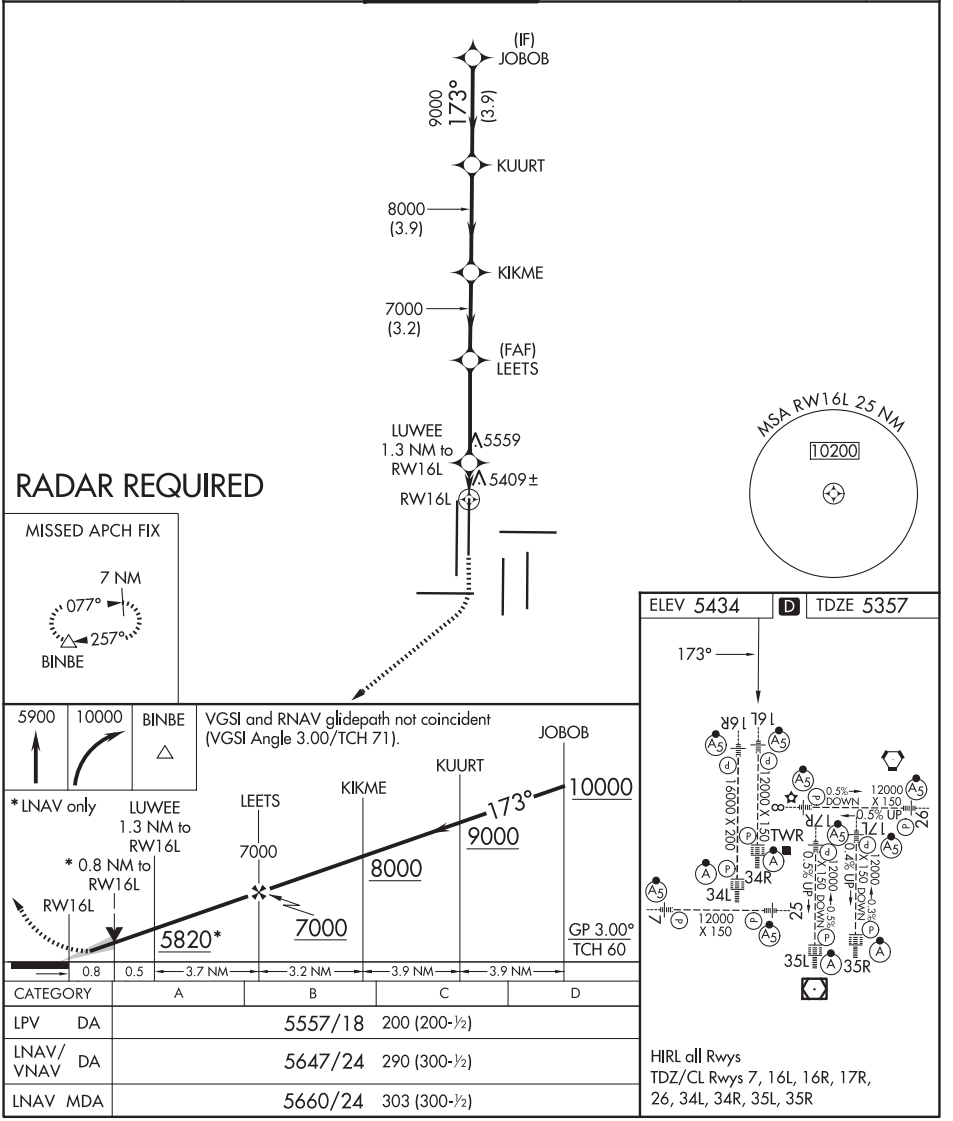
DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats, and LNAV Cats C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5557/18 | 200 (200-½) | | |
| LNAV/VNAV DA | 5647/24 | 290 (300-½) | | |
| LNAV MDA | 5660/24 | 303 (303-½) | | |




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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# RNAV (GPS) Y RWY 16R

DENVER INTL (DEN)

| WAAS | APP CRS | Rwy Ldg | 16000 |
|---|---|---|---|
| CH 53546 | 170° | TDZE | 5326 |
| W16B | | Apt Elev | 5434 |

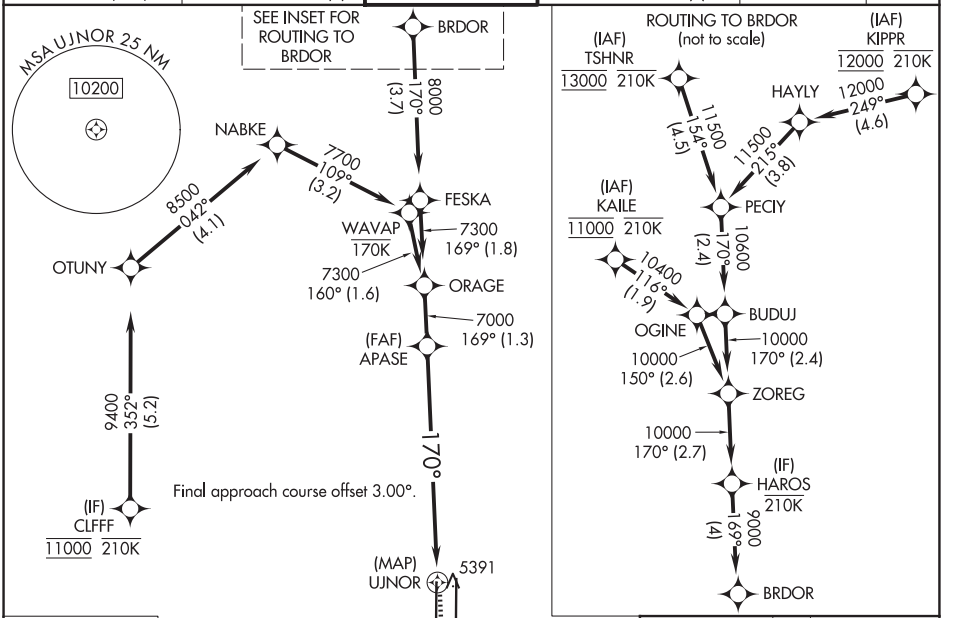
RNP APCH - GPS.

T LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. Simultaneous approach authorized.

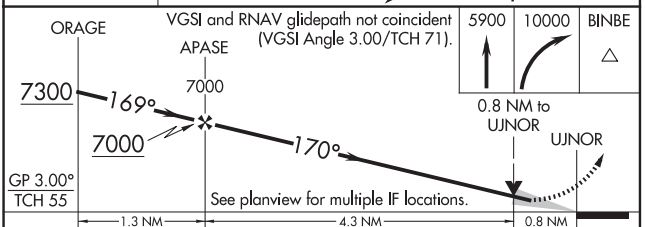
MALSR

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

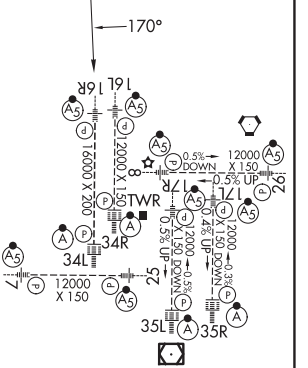



MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5576/24 250 (200-½) | | | |
| LNAV/VNAV DA | 5582/24 256 (200-½) | | | |
| LNAV MDA | 5660/24 334 (300-½) | | 5660/26 334 (300-½) | |

ELEV 5434 | D | TDZE 5326




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



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| CH 81830 | 173° | TDZE | 5339 |
| W17A | | Apt Elev | 5434 |

# RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

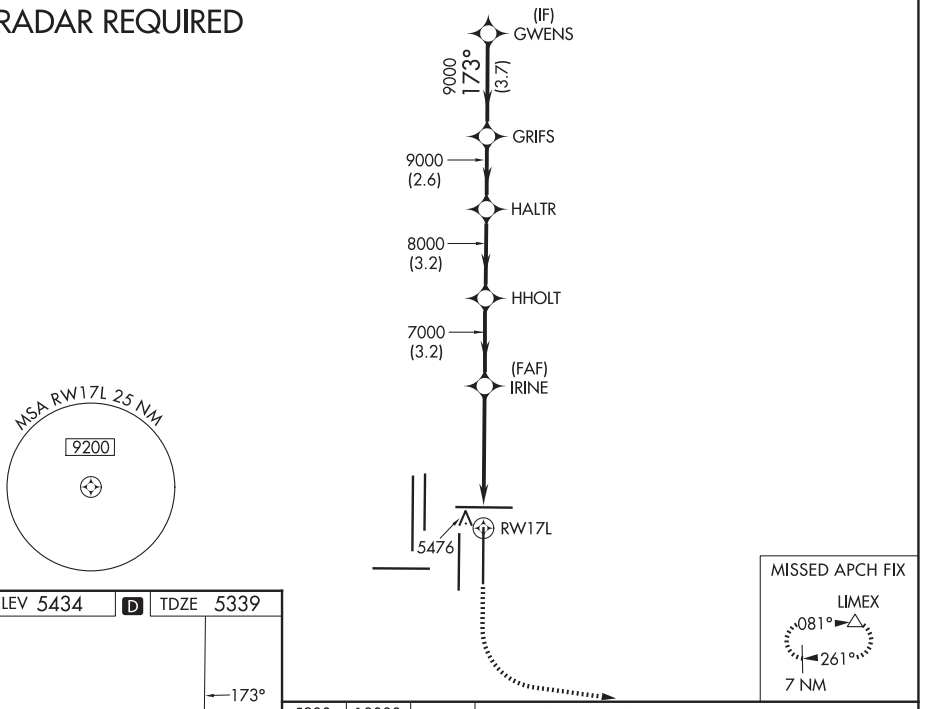
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

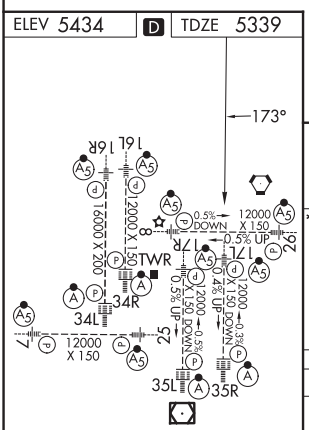
MALSR

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

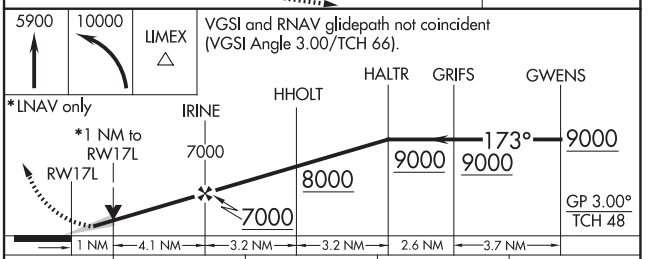
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

RADAR REQUIRED




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 5539/24 200 (200-½) | | | |
| LNAV/VNAV DA | 5648/24 309 (300-½) | | | |
| LNAV MDA | 5700/24 361 (300-½) | | 5700/35 361 (300-⅝) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

| WAAS | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| CH 93529 | 173° | TDZE 5392 |
| W17B | | Apt Elev 5434 |

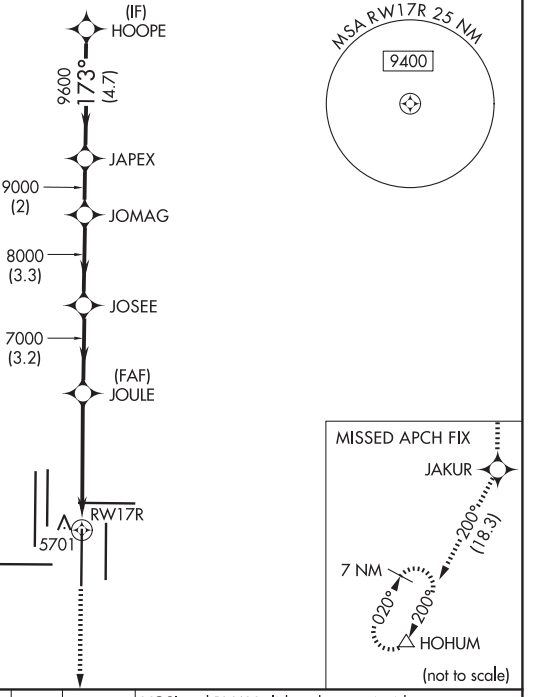
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1⅝ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

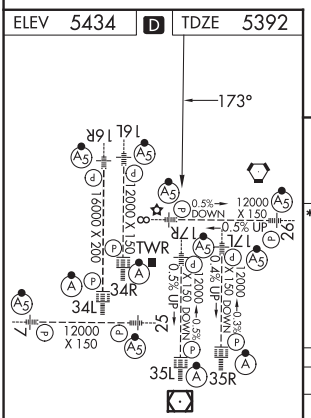
MALSR

MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

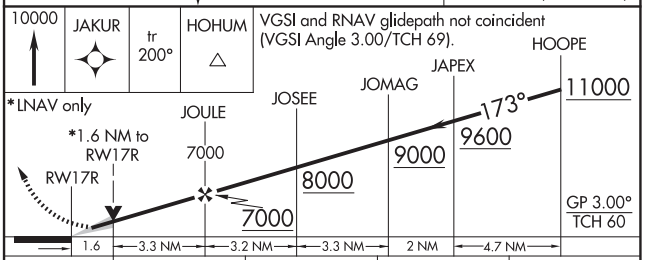
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

RADAR REQUIRED




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5592/18 200 (200-½) | | | |
| LNAV/VNAV DA | 5857/60 465 (500-1¼) | | | |
| LNAV MDA | 5940/24 548 (600-½) | | 5940-1¼ 548 (600-1¼) | |



39°52'N-104°40'W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg 12000 |
|---|---|---|
| CH 40428 | 263° | TDZE 5355 |
| W25A | | Apt Elev 5434 |

# RNAV (GPS) Y RWY 25

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500. #RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

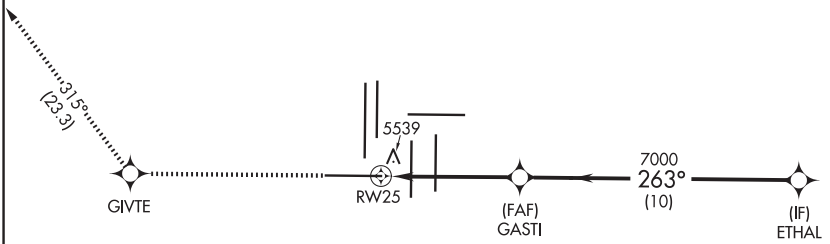
MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

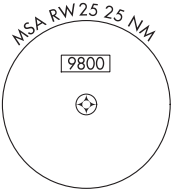
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 128.75 273.55 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

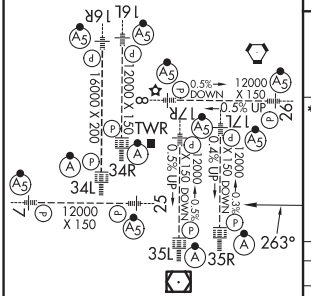
HYGEN 129° 7 NM 309°

RADAR REQUIRED



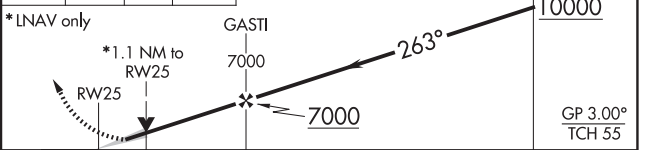

ELEV 5434 D TDZE 5355




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

| 10000 | GIVTE | tr 315° | HYGEN |
|---|---|---|---|

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 5555/24 200 (200-½) | | | |
| LNAV/VNAV DA | 5700/30 345 (300-⅝) | | | |
| LNAV MDA | 5800/24 445 (400-½) | | 5800/45 445 (400-⅞) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-9077 (FAA) | 25219

# RNAV (GPS) Y RWY 26

DENVER INTL (DEN)

| WAAS CH 58128 W26A | APP CRS 263° | Rwy Ldg 12000 TDZE 5309 Apt Elev 5434 |
|---|---|---|

RNP APCH.

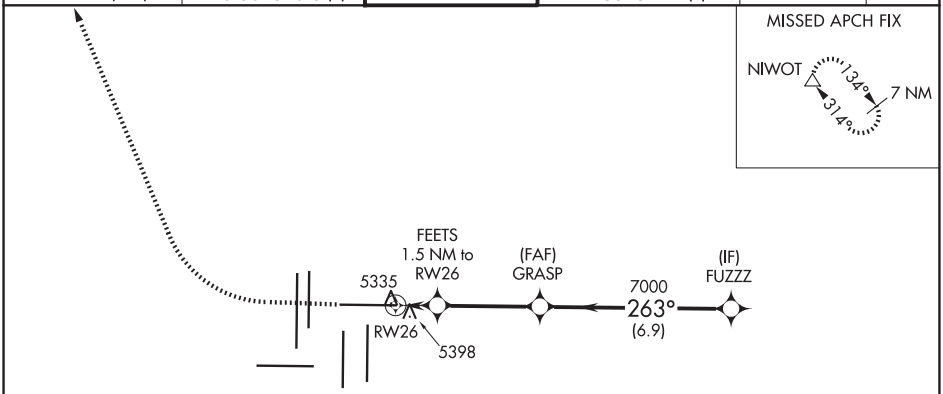
RADAR required.

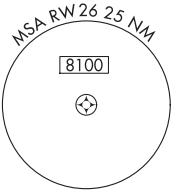
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 46°C. Simultaneous approach authorized with Rwy 25. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 5500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

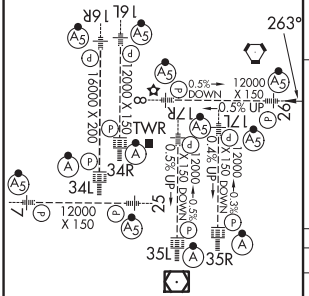
MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

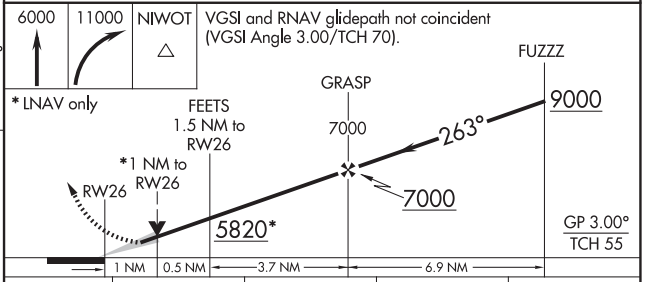



ELEV 5434 | D | TDZE 5309




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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5509/18 200 (100-½) | | | |
| LNAV/VNAV DA | 5559/24 250 (200-½) | | | |
| LNAV MDA | 5660/24 351 (300-½) | | 5660/30 351 (300-⅝) | |

DENVER, COLORADO
Amdt 1C 03JAN19

39°52'N-104°40'W

DENVER INTL (DEN)

RNAV (GPS) Y RWY 26

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 45619 W34A | APP CRS 353° | Rwy Ldg 16000 TDZE 5327 Apt Elev 5434 |
|---|---|---|

# RNAV (GPS) Y RWY 34L

DENVER INTL (DEN)

RNP APCH-GPS.

T LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

HYGEN 129° 300° 7 NM

RW34L

5463

WOGIN
2.2 NM to RW34L

(FAF)
WINTR

7000
(6.7)

RNOLD

9000
(4.1)

MERKL

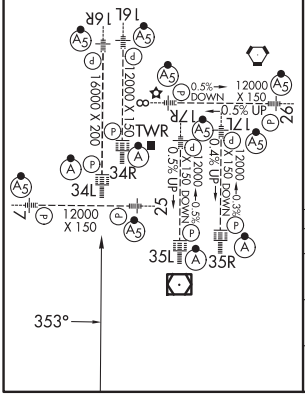
10000
353°
(3.2)

(IF)
KALHR

MSA RW34L 25 NM
10200

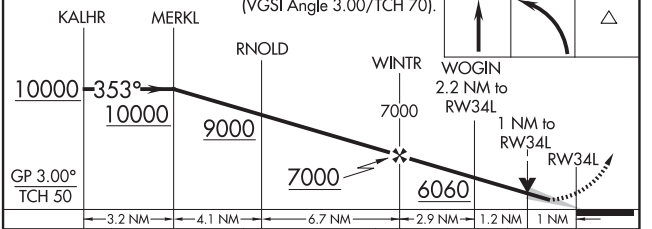
ELEV 5434 D TDZE 5327

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




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

5900 | 10000 | HYGEN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5527/18 200 (100-½) | | | |
| LNAV/VNAV DA | 5663/26 336 (300-½) | | | |
| LNAV MDA | 5720/24 393 (300-½) | | 5720/35 393 (300-⅝) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 34R

DENVER INTL (DEN)

| WAAS | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| CH 90318 | 353° | TDZE | 5354 |
| W34B | | Apt Elev | 5434 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (114°F). DME/DME RNP- 0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 135.3 351.95 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |

MISSED APCH FIX

HYGEN 129° 309° 7 NM

MSA RW34R 25 NM

10200

RW34R 5704

CADKO 2 NM to RW34R

(FAF) CORDE

7000 (6.9)

BOENG

9000 (4.7)

BENGL

10000 353° (3.2)

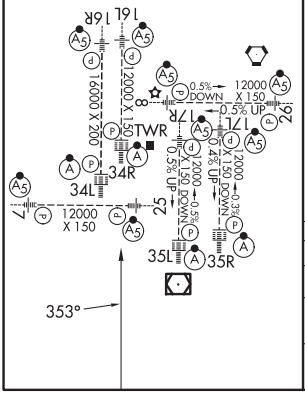
(IF) BOOBU

RADAR REQUIRED

ELEV 5434 D TDZE 5354

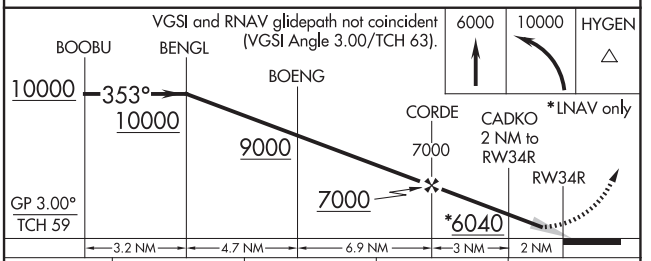
HIRL all Rwys

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




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

6000 10000 HYGEN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5554/18 200 (200-½) | | | |
| LNAV/VNAV DA | 5838/60 484 (500-1¼) | | | |
| LNAV MDA | 5940/24 586 (600-½) | | 5940-1¼ 586 (600-1¼) | |



39°52'N-104°40'W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 35L

DENVER INTL (DEN)

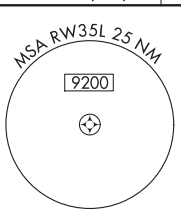
| WAAS | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| CH 53419 | 353° | TDZE | 5434 |
| W35A | | Apt Elev | 5434 |

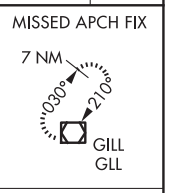
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

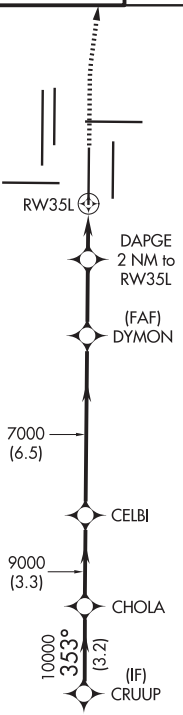
ALSF-2

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

| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 124.3 322.45 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |



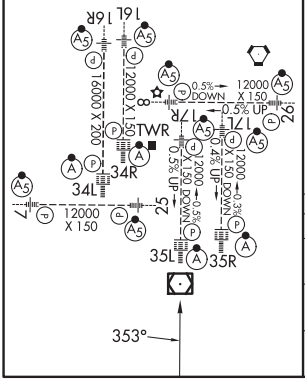



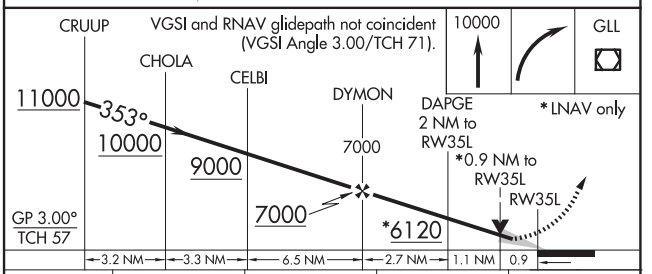




## RADAR REQUIRED

ELEV 5434 D TDZE 5434

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5634/18 200 (200-½) | | | |
| LNAV/VNAV DA | 5684/24 250 (300-½) | | | |
| LNAV MDA | 5780/24 346 (400-½) | | 5780/30 346 (400-⅝) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 35R

DENVER INTL (DEN)

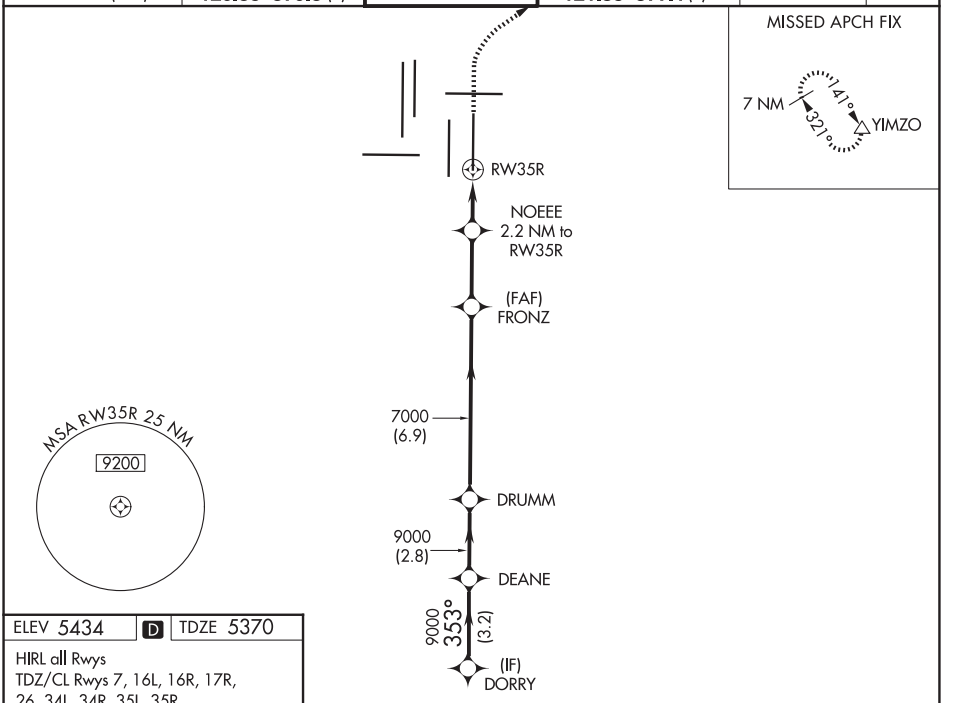
| WAAS | APP CRS | Rwy Ldg | 12000 |
|---|---|---|---|
| CH 45719 | 353° | TDZE | 5370 |
| W35B | | Apt Elev | 5434 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

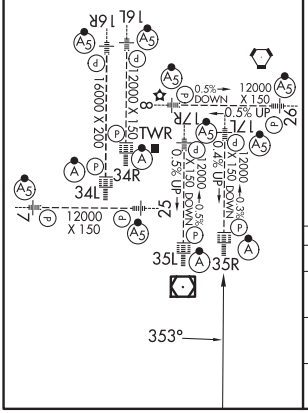
MISSED APPROACH: Climb to 5900 then climbing right turn to 8000 direct YIMZO and hold.

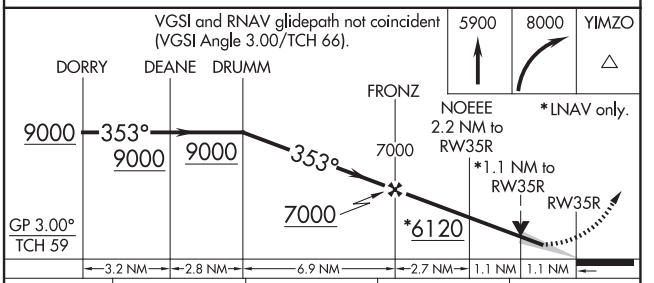
| D-ATIS | DENVER APP CON | DENVER TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 125.6 379.9 (ARR) 134.025 (DEP) | 119.3 307.3 (N) 120.35 379.3 (S) | 132.35 239.275 | 121.35 379.175 (W) 121.85 377.1 (E) | 118.75 | |




ELEV 5434 D TDZE 5370

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5570/18 200 (200-½) | | | |
| LNAV/VNAV DA | 5620/24 250 (200-½) | | | |
| LNAV MDA | 5800/24 430 (400-½) | | | 5800/40 430 (400-¾) |



39°52'N-104°40'W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

## ATTENTION ALL USERS PAGE (AAUP)

SIMULTANEOUS RNAV DEPARTURES

1. **PREFLIGHT:** upon review of initial clearance, consider the following:

   a. Has the filed routing been amended? On a PDC this is notated by a route segment within "+"s. These amendments potentially reroute aircraft over different SIDs than filed.

   b. When briefing SID, take into consideration that a heading may be issued in lieu of an "RNAV off the ground" clearance. DUE TO OPERATIONAL NECESSITY, THE TOWER CONTROLLER MAY USE A HEADING AT THEIR DISCRETION.

   c. Advise ATC if unable to meet any speed requirements or crossing restriction on the SID.

2. **BEFORE TAKEOFF:**
   a. Once ground control has assigned a runway, verify correct runway is in the navigation system. This may differ from information provided by Denver Ramp Control.

   b. Advise ATC if the new runway assignment prohibits aircraft to meet any speed requirements or crossing restrictions.

3. **LINE UP/TAKEOFF:**
   a. EXPECT A TAKEOFF CLEARANCE WITH EITHER THE 1st RNAV FIX (i.e. RNAV OFF THE GROUND) OR A HEADING. Additionally, ATC may be assigning both on the same frequency.

   b. If assigned an RNAV takeoff clearance, verify the first fix in the navigation system and advise ATC of any discrepancies. If appropriate to company policy, verify LNAV is engaged.

   c. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin SID, either with tower or departure.

   d. A typical RNAV takeoff clearance at Denver may state, "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff." A typical pilot response is "(Callsign), RNAV to NUGGS, Runway 34R, Cleared for Takeoff."

4. **AFTER TAKEOFF:**
   a. If assigned an "RNAV off the ground" take off clearance either engage LNAV as soon as practical or verify LNAV is engaged, depending on company policy.

   b. If assigned a heading, do not delete the RNAV SID from the navigation system. Verify LNAV is disengaged. Expect vectors to rejoin the SID, either with tower or departure.

   c. If unable to comply laterally, vertically or with charted speeds on the SID, advise ATC.

5. **SPECIFIC INFORMATION:**
   1. Denver International Airport utilizes "RNAV off-the-ground" procedures and "Vectors-to-join RNAV" procedures interchangeably. This hybrid application of RNAV procedures can lead to expectation bias. Pilots should be aware that headings may be used in lieu of RNAV for any number of reasons including, but not limited to, weather, airspace changes, and separation.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

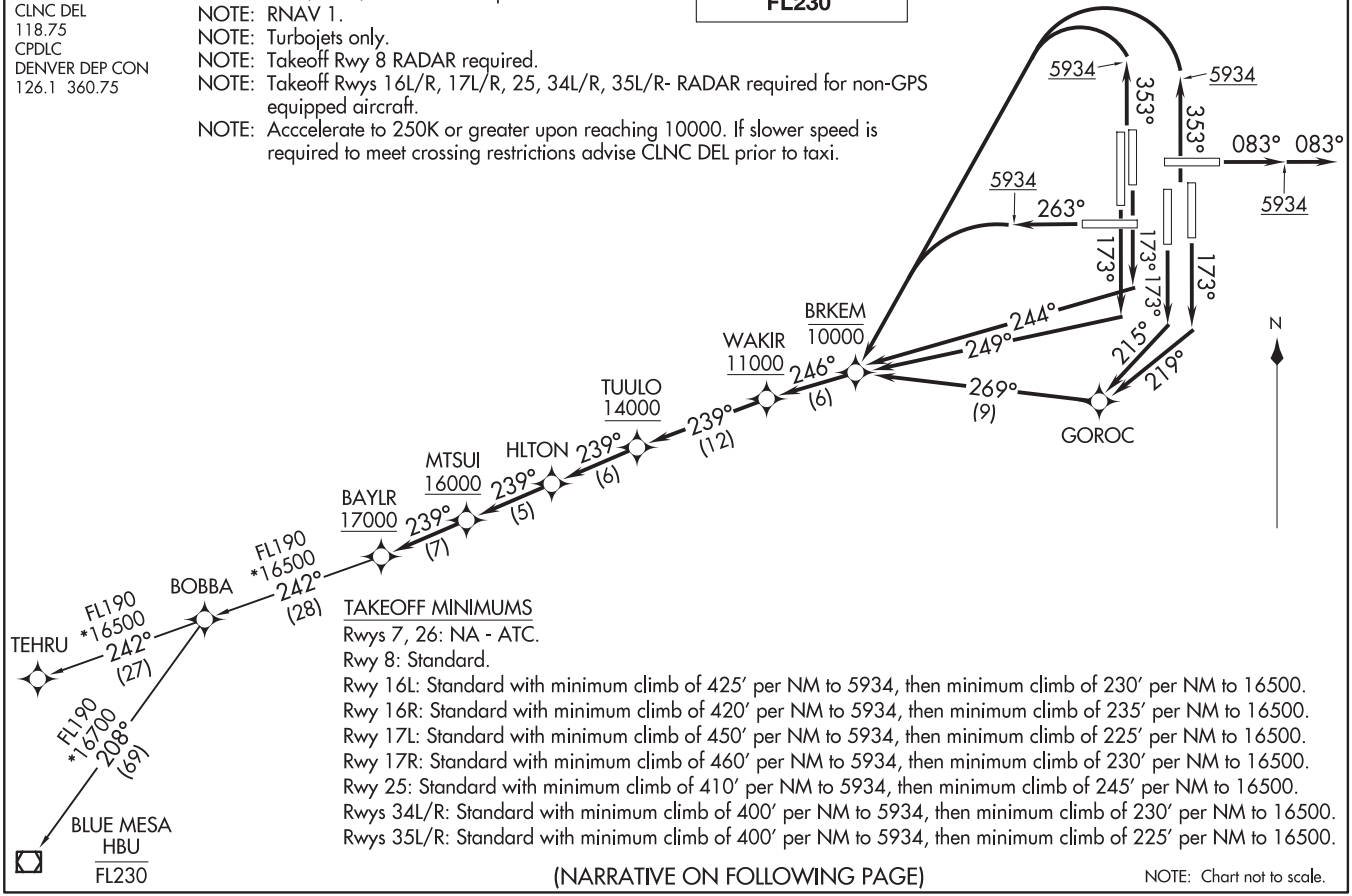
# BAYLR SIX DEPARTURE (RNAV)

(BAYLR6.BAYLR) 26MAR20

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
126.1 360.75

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R- RADAR required for non-GPS equipped aircraft.
NOTE: Acccelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS
Rwys 7, 26: NA - ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb of 425′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwy 16R: Standard with minimum climb of 420′ per NM to 5934, then minimum climb of 235′ per NM to 16500.
Rwy 17L: Standard with minimum climb of 450′ per NM to 5934, then minimum climb of 225′ per NM to 16500.
Rwy 17R: Standard with minimum climb of 460′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwy 25: Standard with minimum climb of 410′ per NM to 5934, then minimum climb of 245′ per NM to 16500.
Rwys 34L/R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 230′ per NM to 16500.
Rwys 35L/R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 225′ per NM to 16500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DENVER, COLORADO
DENVER INTL (DEN)

# BAYLR SIX DEPARTURE (RNAV)

(BAYLR6.BAYLR) 20086

AL-9077 (FAA)

DENVER, COLORADO
DENVER INTL (DEN)

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)

SW-1, 07 AUG 2025 to 02 OCT 2025

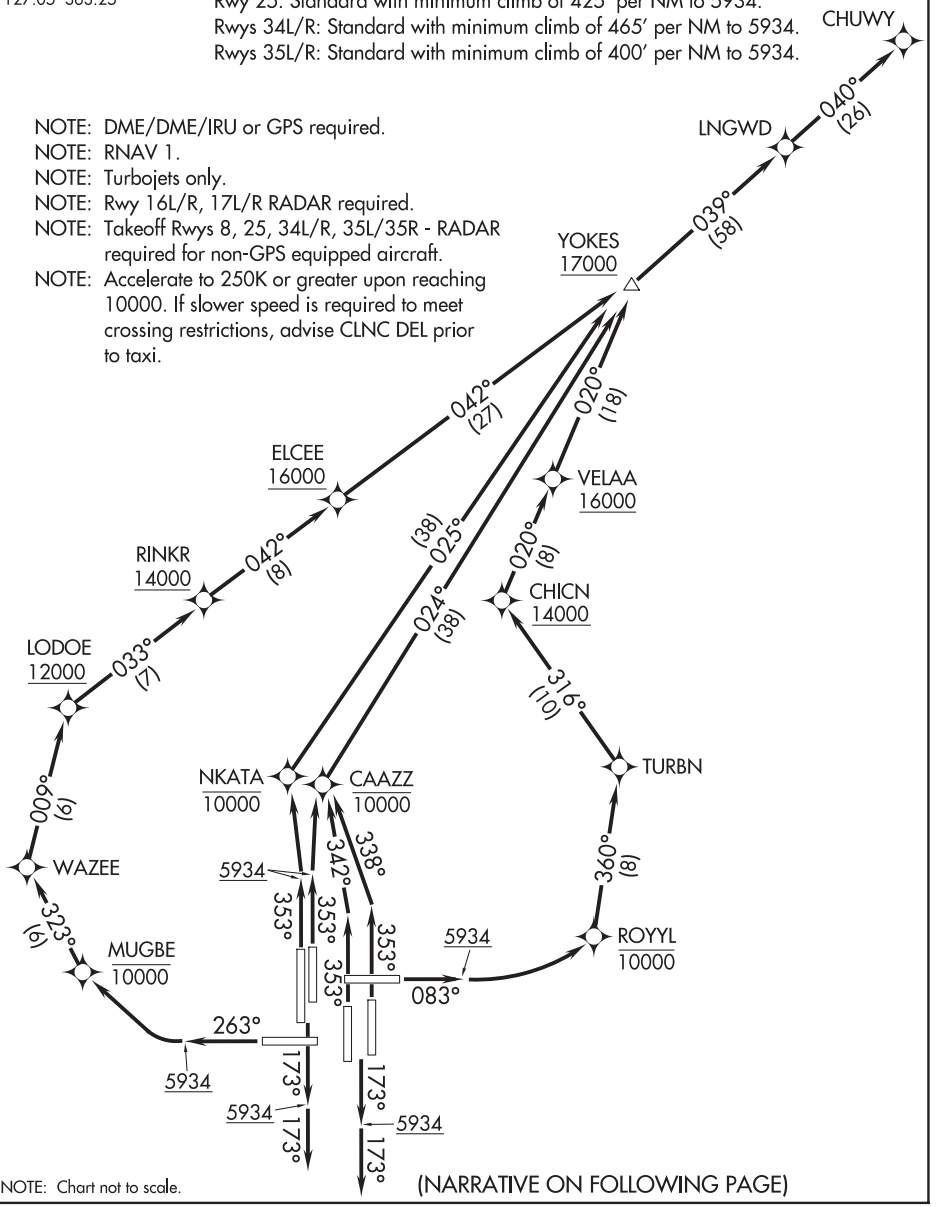
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

**TOP ALTITUDE: FL230**

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 400' per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwy 25: Standard with minimum climb of 425' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 465' per NM to 5934.
Rwys 35L/R: Standard with minimum climb of 400' per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# CHUWY ONE DEPARTURE (RNAV)







SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then climbing left turn direct to cross ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 020° to cross VELAA at or above 16000, then on track 020° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climbing right turn direct to cross MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 042° to cross ELCEE at or above 16000, then on track 042° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 025° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then climb direct to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 342° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 338° to cross CAAZZ at or below 10000, then on track 024° to cross YOKES at or above 17000, thence. . . .

. . . .on track 039° to LNGWD, then on track 040° to CHUWY. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

# CONNR SEVEN DEPARTURE (RNAV)

(CONNR7.CONNR) 26MAR20

(CONNR7.CONNR) 20086

CONNR SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)

DENVER, COLORADO

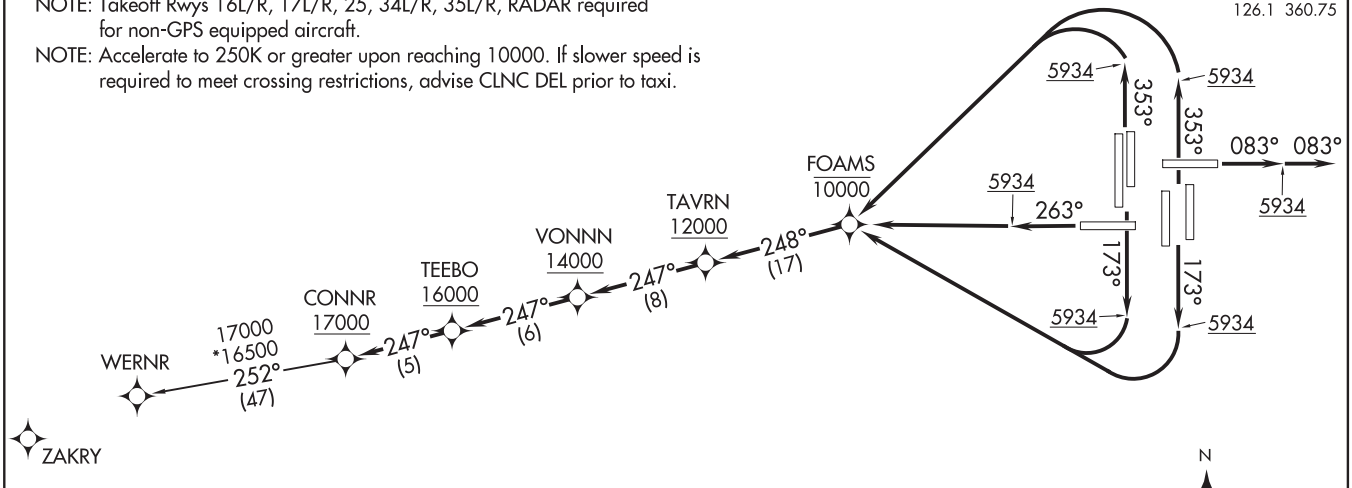
DENVER INTL (DEN)

DENVER, COLORADO

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8 RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

**TOP ALTITUDE: FL230**

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 126.1 360.75




TAKEOFF MINIMUMS

Rwys 7, 26: NA - ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb 425′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwy 16R: Standard with minimum climb 420′ per NM to 5934, then minimum climb of 250′ per NM to 16000.
Rwy 17L: Standard with minimum climb 450′ per NM to 5934.
Rwy 17R: Standard with minimum climb 460′ per NM to 5934, then minimum climb of 205′ per NM to 16000.
Rwy 25: Standard with minimum climb 400′ per NM to 5934, then minimum climb of 225′ per NM to 16000.
Rwys 34L/R: Standard with minimum climb 400′ per NM to 5934, then minimum climb of 210′ per NM to 16000.
Rwys 35L/R: Standard with minimum climb 400′ per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 16L/R, 17L/R: Climb on heading 173° to 5934, then climbing right turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then climb direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing left turn direct to cross FOAMS at or below 10000, then on track 248° to cross TAVRN at or above 12000, thence. . . .

. . . .on track 247° to cross VONNN at or above 14000, then on track 247° to cross TEEBO at or above 16000, then on track 247° to cross CONNR at or above 17000. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

WERNR TRANSITION (CONNR7.WERNR)



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 8, RADAR required.
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R, - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

**TOP ALTITUDE: FL230**

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 126.1 360.75




TAKEOFF MINIMUMS

Rwys 7, 26: NA - ATC.
Rwy 8: Standard with minimum climb of 400' per NM to 5934.
Rwy 16L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 16000.
Rwy 16R: Standard with minimum climb of 480' per NM to 5934, then minimum climb of 215' per NM to 16000.
Rwy 17L: Standard with minimum climb of 400' per NM to 5934.
Rwy 17R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 205' per NM to 16000.
Rwy 25: Standard with minimum climb of 425' per NM to 5934, then minimum climb of 225' per NM to 16000.
Rwy 34L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 16000.
Rwy 34R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 210' per NM to 16000.
Rwy 35L: Standard with minimum climb of 360' per NM to 5934, then minimum climb of 205' per NM to 16000.
Rwy 35R: Standard with minimum climb of 375' per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 07 AUG 2025 to 02 OCT 2025

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)



SW-1, 07 AUG 2025 to 02 OCT 2025

# DDRTH ONE DEPARTURE (RNAV)





SW-1, 07 AUG 2025 to 02 OCT 2025

**TOP ALTITUDE: FL230**

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 127.05 363.25

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 410′ per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwys 25, 34L/R, 35L/R: Standard with minimum climb of 400′ per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 16L/R, 17L/R, RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

DDRTH
300° (68)
YAMMI 17000
326° (21)
331° (29)
TROTO
315° (35)
342° (8)
SHICK 13000
HERDR 16000
FAARM 16000
350° (7)
331° (15)
315° (8)
RINKR 14000
CHICN 14000
KAYOO 11000
033° (7)
316° (10)
LODOE 12000
330° (3)
323° (3)
TURBN
NKATA 10000
CAAZZ 10000
090° (9)
339°
340°
093° (8)
WAZEE
5934
353°
353°
353°
353°
5934
ROYYL 10000
323° (6)
083°
MUGBE 10000
263°
5934
173°
173°
5934
5934
173°
173°

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then 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.

SW-1, 07 AUG 2025 to 02 OCT 2025

# DENVER THREE DEPARTURE

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Rwy 25 Departures - RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 420' per NM to 5934, then minimum climb of 260' per NM to 14000.
Rwy 16L: Standard with minimum climb of 245' per NM to 14000.
Rwy 16R: Standard with minimum climb of 450' per NM to 5934, then minimum climb of 245' per NM to 14000.
Rwy 17L: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 280' per NM to 14000.
Rwy 17R: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 250' per NM to 14000.
Rwy 25: Standard with minimum climb of 400' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 500' per NM to 5934, then minimum climb of 230' per NM to 14000.
Rwy 35L: Standard with minimum climb of 320' per NM to 8400.
Rwy 35R: Standard with minimum climb of 300' per NM to 5934, then minimum climb of 230' per NM to 14000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 07 AUG 2025 to 02 OCT 2025

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.

SW-1, 07 AUG 2025 to 02 OCT 2025

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 16L/R, 17L/R, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 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.
TOP ALTITUDE: FL230
N
D-ATIS DEP 134.025
CLNC DEL 118.75 CPDLC
DENVER DEP CON 128.25 371.95
NUGGS
HIDEF 10000
BRSTO 12000
HAAHN 12000
TIGHT 10000
GASSS 14000
SNIPR
EMMYS
ZIRKL
KIDNG 10000
TWEDT
GISTT 7000
080° (10)
098° (9)
092° (14)
082° (17)
082° (6)
077° (3)
077° (5)
073° (110)
073° (11)
073° (12)
065° (9)
083°
5934
353°
018°
025°
059°
173°
127°
118°
263°
TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 400' per NM to 5934 then minimum climb of 260' per NM to 14000.
Rwy 16L: Standard with minimum climb of 250' per NM to 8700.
Rwy 16R: Standard with minimum climb of 450' per NM to 5934 then minimum climb of 215' per NM to 14000.
Rwy 17L: Standard with minimum climb of 465' per NM to 5934 then minimum climb of 280' per NM to 9300.
Rwy 17R: Standard with minimum climb of 465' per NM to 5934 then minimum climb of 235' per NM to 14000.
Rwy 25: Standard with minimum climb of 400' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 500' per NM to 5934 then minimum climb of 220' per NM to 14000.
Rwy 35L: Standard with minimum climb of 320' per NM to 5934 then minimum climb of 220' per NM to 14000.
Rwy 35R: Standard with minimum climb of 285' per NM to 9000.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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.

# EPKEE SEVEN DEPARTURE (RNAV)

(EPKEE7, EPKEE) 26MAR20

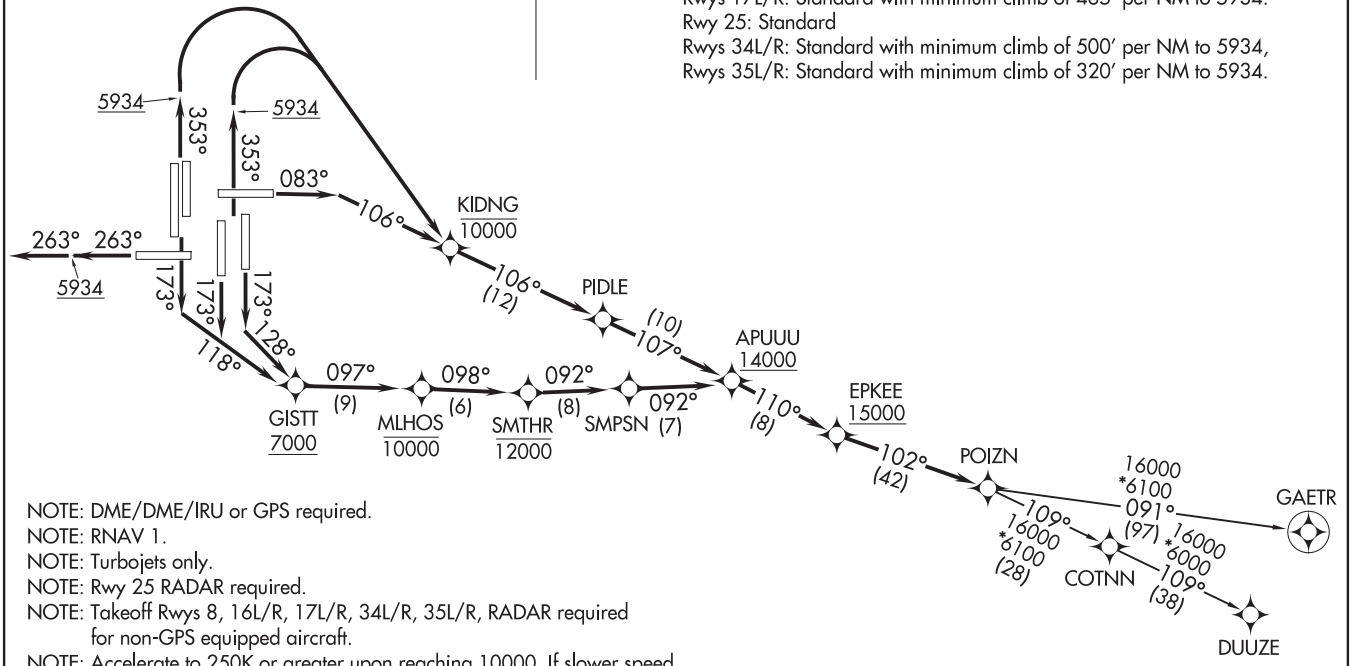
DENVER, COLORADO
DENVER INTL (DEN)

D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95

**TOP ALTITUDE: FL230**

N

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwys 8, 16L: Standard with minimum climb of 400' per NM to 5934.
Rwy 16R: Standard with minimum climb of 450' per NM to 5934.
Rwys 17L/R: Standard with minimum climb of 465' per NM to 5934.
Rwy 25: Standard
Rwys 34L/R: Standard with minimum climb of 500' per NM to 5934,
Rwys 35L/R: Standard with minimum climb of 320' per NM to 5934.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 25 RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(EPKEE7, EPKEE) 20142
EPKEE SEVEN DEPARTURE (RNAV)
DENVER INTL (DEN)
DENVER, COLORADO

AL-9077 (FAA)

(EPKEE7.EPKEE) 20086

# EPKEE SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 128° to cross GISTT at or above 7000, then on track 097° to cross MLHOS at or below 10000, then on track 098° to cross SMTHR at or below 12000, then on track 092° to SMPSN, then on track 092° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then on heading 263° or as assigned by ATC, expect vectors to cross EPKEE at or above 15000, thence. . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 106° to PIDLE, then on track 107° to cross APUUU at or above 14000, then on track 110° to cross EPKEE at or above 15000, thence. . . .

. . . . on track 102° to POIZN. Then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (EPKEE7.DUUZE)

GAETR TRANSITION (EPKEE7.GAETR)

SW-1, 07 AUG 2025 to 02 OCT 2025

# EXTAN SEVEN DEPARTURE (RNAV)

(EXTAN7.SHAYK) 17JUN21

(EXTAN7.SHAYK) 21168

EXTAN SEVEN DEPARTURE (RNAV)

AL-9077 (FAA)

DENVER INTL (DEN)

DENVER, COLORADO

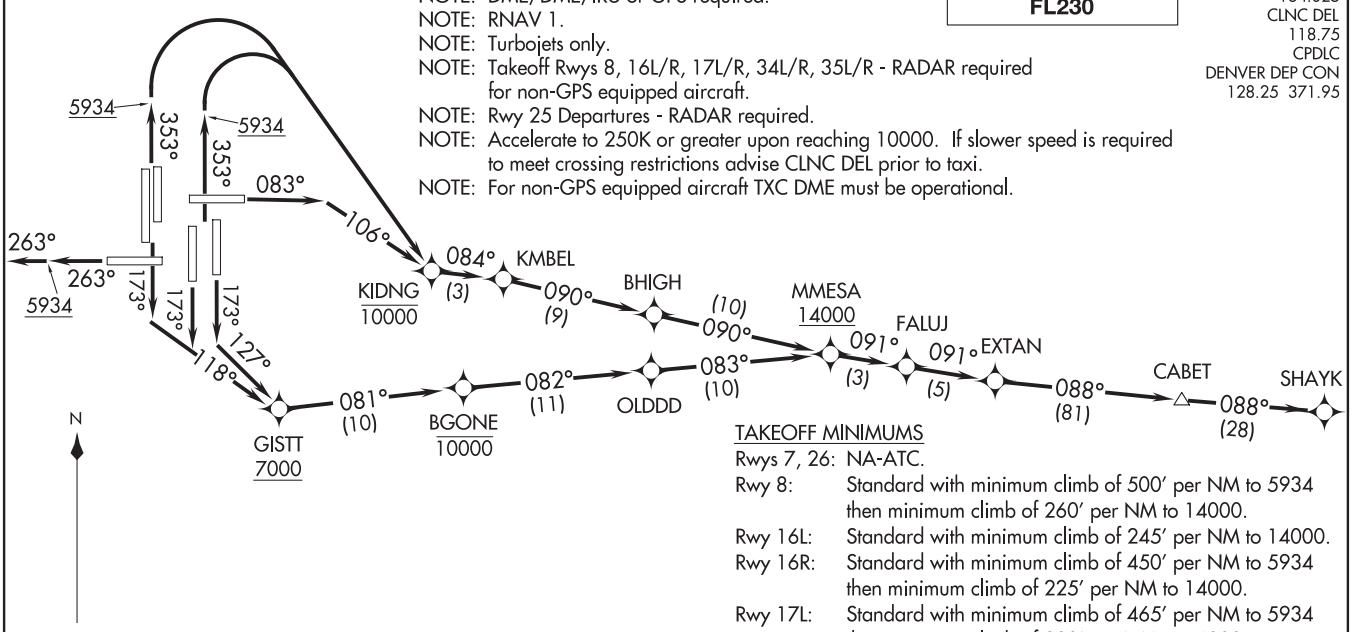
DENVER INTL (DEN)

DENVER, COLORADO

**TOP ALTITUDE: FL230**

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
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.

D-ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 128.25 371.95




TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 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)

(EXTAN7.SHAYK) 21168
# EXTAN SEVEN DEPARTURE (RNAV)
AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb on heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAYS 16L/R, 17R: Climb on heading 173° to intercept course 118° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to intercept course 127° to cross GISTT at or above 7000, then on track 081° to cross BGONE at or below 10000, then on track 082° to OLDDD, then on track 083° to cross MMESA at or above 14000, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then continue climb on heading 263° or as assigned by ATC for RADAR vectors to EXTAN, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 084° to KMBEL, then on track 090° to BHIGH, then on track 090° to cross MMESA at or above 14000, thence . . . .

. . . . on depicted route to SHAYK, maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 07 AUG 2025 to 02 OCT 2025

# HHOTH TWO DEPARTURE (RNAV)

AL-9077 (FAA)



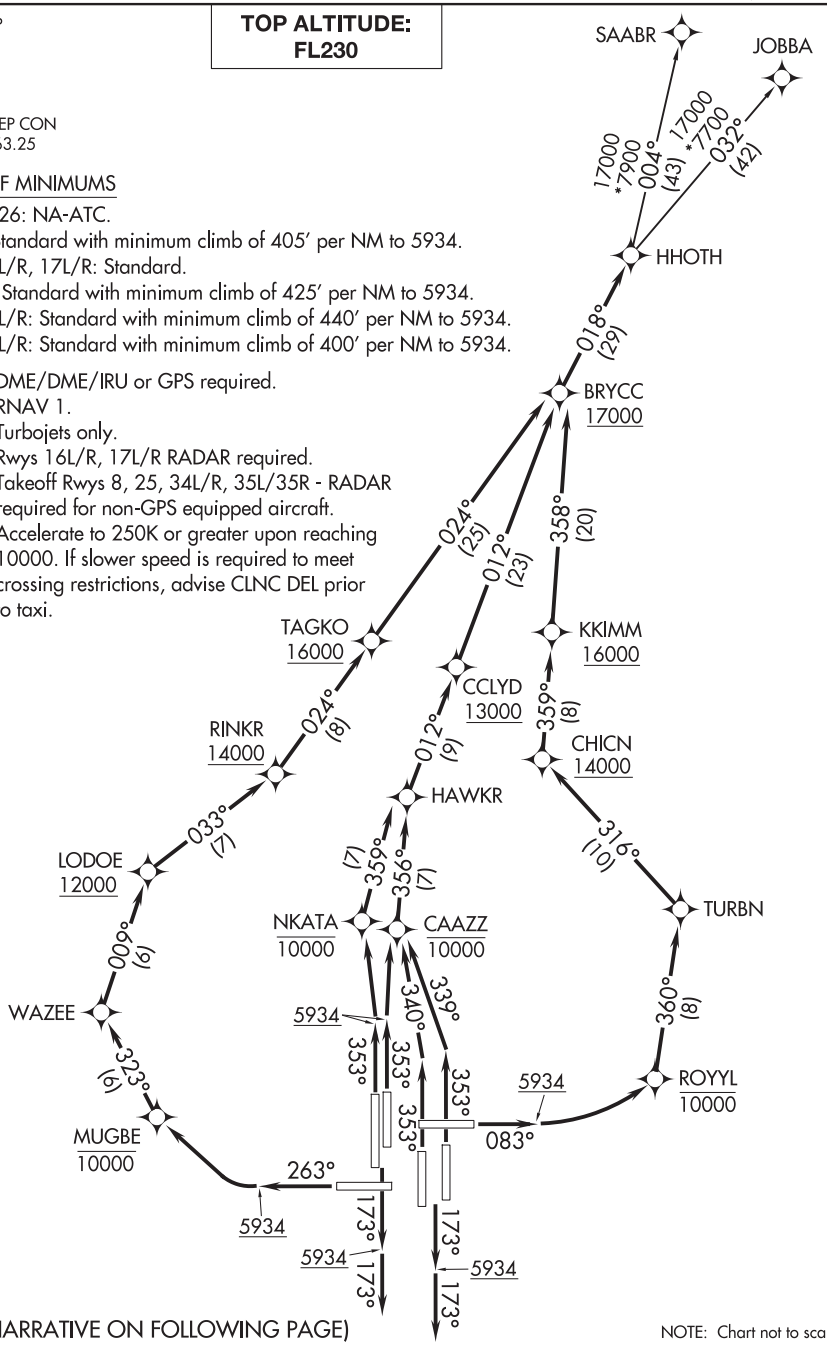
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

**TOP ALTITUDE: FL230**

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard with minimum climb of 405' per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwy 25: Standard with minimum climb of 425' per NM to 5934.
Rwys 34L/R: Standard with minimum climb of 440' per NM to 5934.
Rwys 35L/R: Standard with minimum climb of 400' per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/35R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then left turn direct ROYYL at or below 10000, then on track 360° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 359° to cross KKIMM at or above 16000, then on track 358° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then on heading 173° or as assigned by ATC, expect vectors to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 323° to WAZEE, then on track 009° to cross LODOE at or above 12000, then on track 033° to cross RINKR at or above 14000, then on track 024° to cross TAGKO at or above 16000, then on track 024° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then direct NKATA at or below 10000, then on track 359° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 34R: Climb on heading 353° to 5934, then direct CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

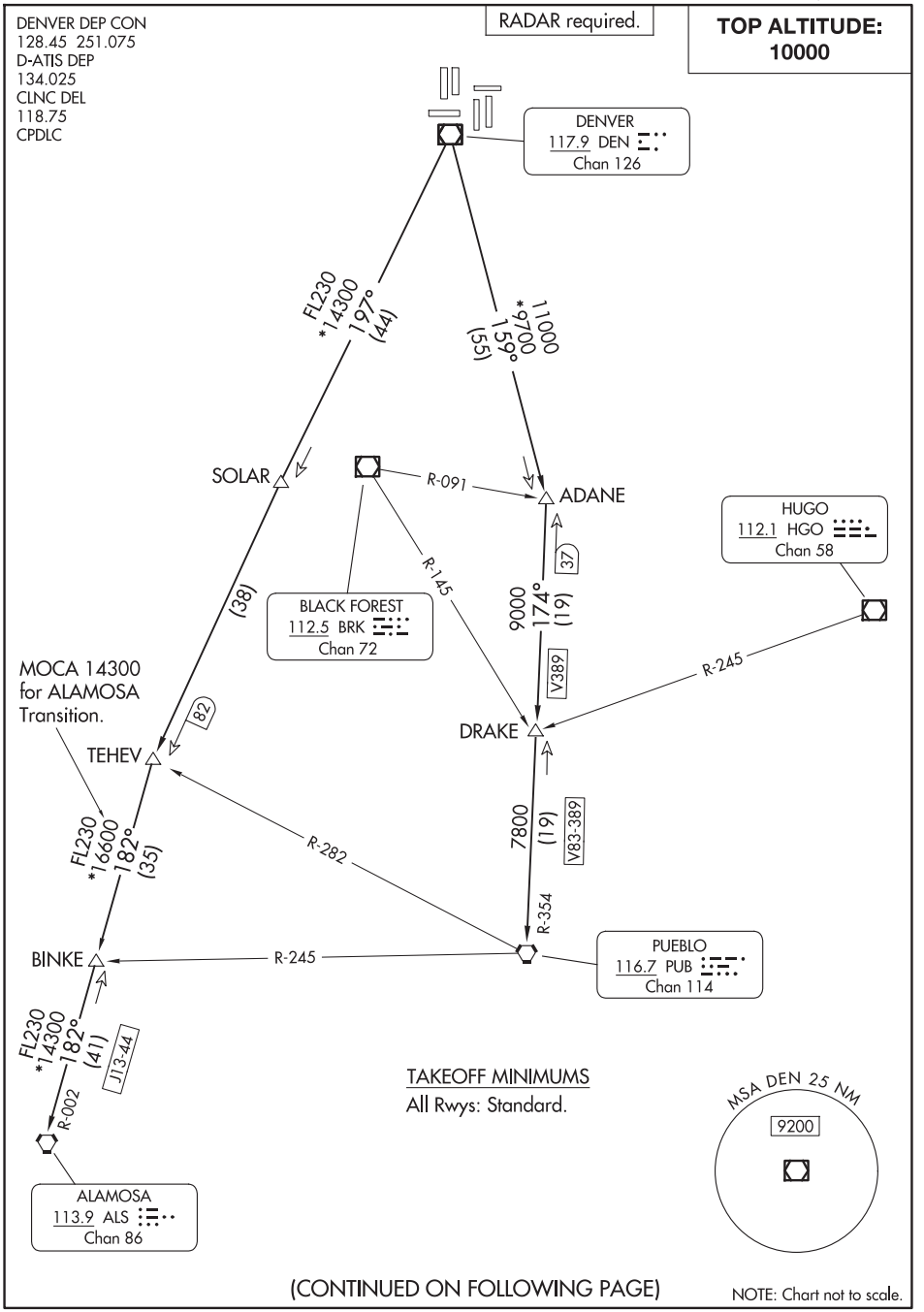
TAKEOFF RUNWAY 35L: Climb on heading 353° to intercept course 340° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

TAKEOFF RUNWAY 35R: Climb on heading 353° to intercept course 339° to cross CAAZZ at or below 10000, then on track 356° to HAWKR, then on track 012° to cross CCLYD at or above 13000, then on track 012° to cross BRYCC at or above 17000, thence. . . .

. . . .on track 018° to HHOTH. Then on (transition), maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOBBA TRANSITION (HHOTH2.JOBBA)

SAABR TRANSITION (HHOTH2.SAABR)






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

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SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER DEP CON
128.25 371.95
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
TOP ALTITUDE:
10000
RADAR required.
AKRON
114.4 AKO
Chan 91
DENVER
117.9 DEN
Chan 126
THURMAN
112.9 TXC
Chan 76
HAYES CENTER
117.7 HCT
Chan 124
MC COOK
115.3 MCK
Chan 100
GOODLAND
115.1 GLD
Chan 98
GARDEN CITY
113.3 GCK
Chan 80
ASHBY
BELKE
TEKMY
EMMYS
EXTAN
EEONS
CABET
WEEDS
EPKEE
V8
V4
R-241
R-264
R-250
R-253
R-298
R-273
R-309
107
130
9000 *7900 065° (43)
FL210 *9000 076° (43)
8000 087° (42)
FL230 *8100 100° (42)
9000 *7900 065° (28)
FL210 *9000 076° (64)
(25)
18000 *7000 084° (56)
7000 *6200 092° (73)
FL230 *8100 100° (88)
6500 *5900 066° (50)
6500 066° (55)
FL210 *9000 073° (66)
FL210 *9000 073° (16)
FL230 *6300 129° (94)
N
MSA DEN 25 NM
9200
TAKEOFF MINIMUMS
All Rwys: Standard.
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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER DEP CON
126.1 360.75
D-ATIS
134.025
CLNC DEL
118.75
CPDLC
TOP ALTITUDE:
10000
RADAR required.
DENVER
117.9 DEN
Chan 126
16000
274°
(47)
16300
*15800
253°
(47)
FL200
*16500
243°
(47)
ZIMMR
CONNR
BAYLR
16000
259°
(36)
16500
243°
(59)
FL200
*16500
243°
(28)
175
BOBBA
KREMMLING
113.8 RLG
Chan 85
R-079
R-148
R-063
FL280
*16700
243°
(27)
102
FL200
*16700
201°
(69)
BLUE MESA
114.9 HBU
Chan 96
R-021
080°
260°
R-344
164°
344°
R-134
TEHRU
V200
16000
*14600
260°
(68)
R-084
MEEKER
115.2 EKR
Chan 99
RIFLE
113.35 RIL
Chan 80(Y)
RED TABLE
113.0 DBL
Chan 77
FL280
*16400
219°
(71)
R-039
MONTROSE
117.1 MTJ
Chan 118
FL280
*12300
218°
(64)
R-035
DOVE CREEK
114.6 DVC
Chan 93
N
NSA DEN 25 NM
9200
TAKEOFF MINIMUMS
All Rwys: Standard.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

(ROCKI7.DEN) 25163

# ROCKIES SEVEN DEPARTURE

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



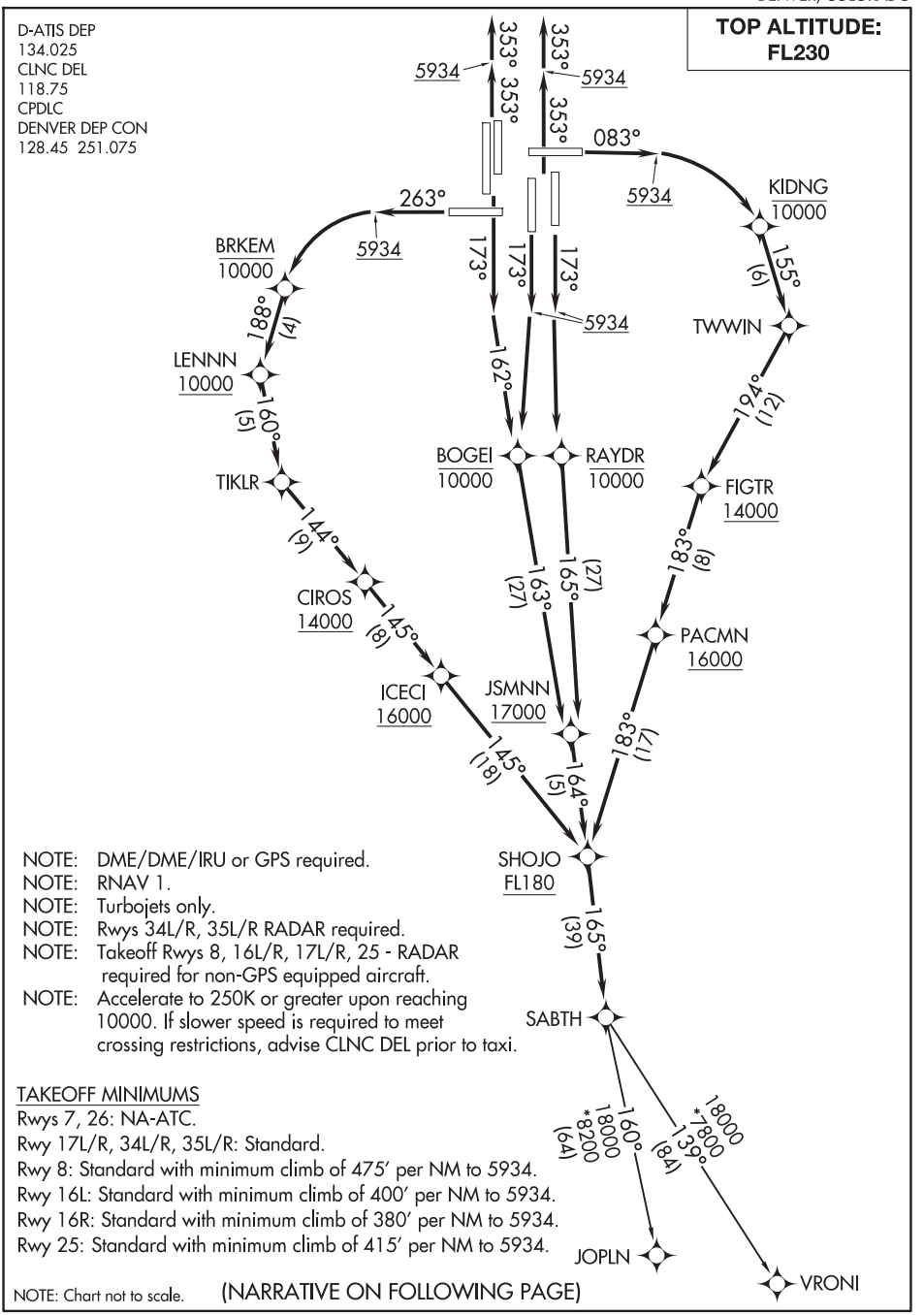
SW-1, 07 AUG 2025 to 02 OCT 2025

## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.
DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.
MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.
RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25 - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwy 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 475' per NM to 5934.
Rwy 16L: Standard with minimum climb of 400' per NM to 5934.
Rwy 16R: Standard with minimum climb of 380' per NM to 5934.
Rwy 25: Standard with minimum climb of 415' per NM to 5934.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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. . . .

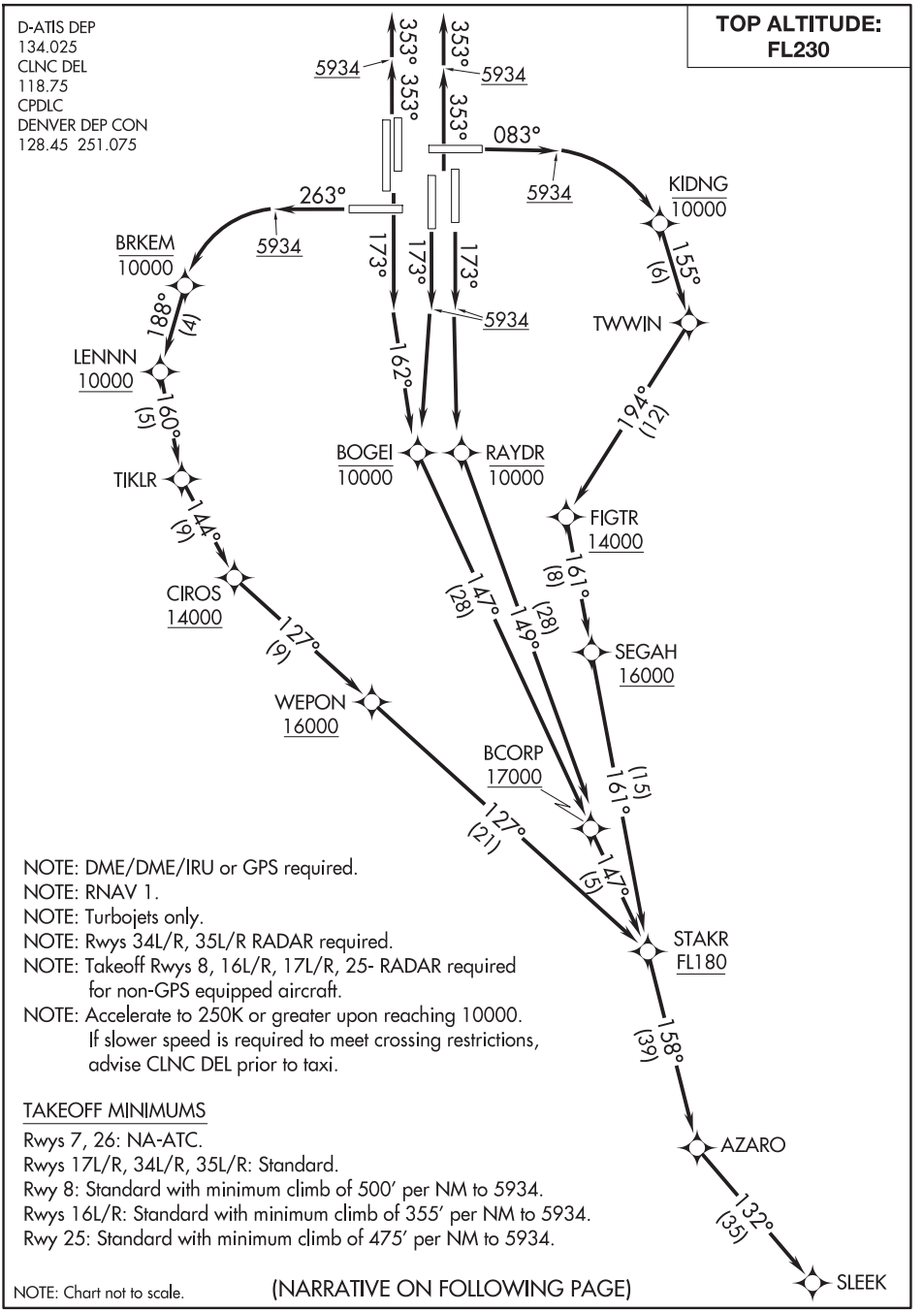
TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 145° to cross ICECI at or above 16000, then on track 145° 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: Takeoff Rwys 8, 16L/R, 17L/R, 25- RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 500′ per NM to 5934.
Rwys 16L/R: Standard with minimum climb of 355′ per NM to 5934.
Rwy 25: Standard with minimum climb of 475′ per NM to 5934.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 161° to cross SEGAH at or above 16000, then on track 161° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 149° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

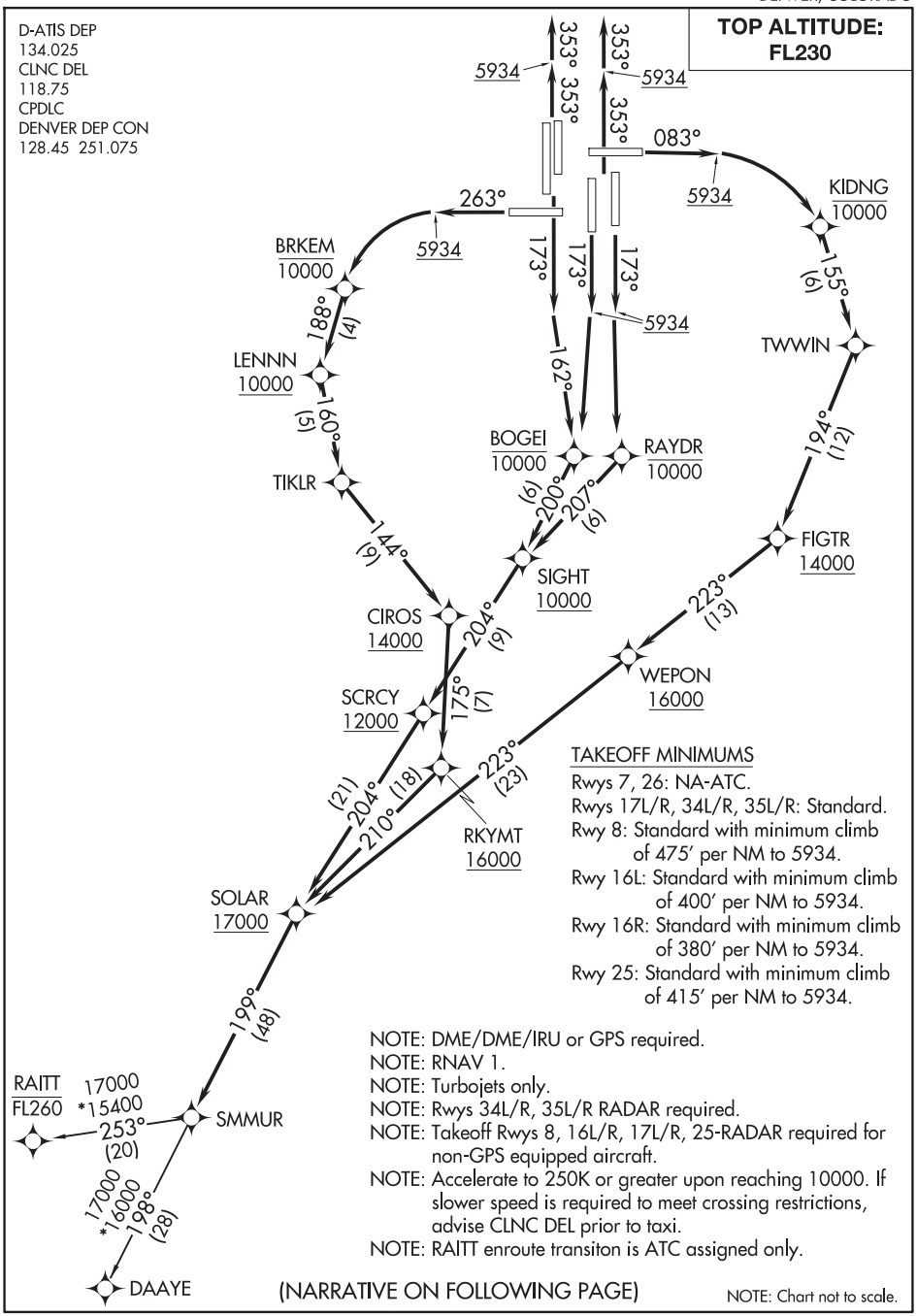
TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 147° to cross BCORP at or above 17000, then on track 147° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 127° to cross WEPON at or above 16000, then on track 127° to cross STAKR at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross STAKR at or above FL180, thence . . . .

. . . . on track 158° to AZARO, then on track 132° to SLEEK. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

SW-1, 07 AUG 2025 to 02 OCT 2025





SW-1, 07 AUG 2025 to 02 OCT 2025

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 . . . .

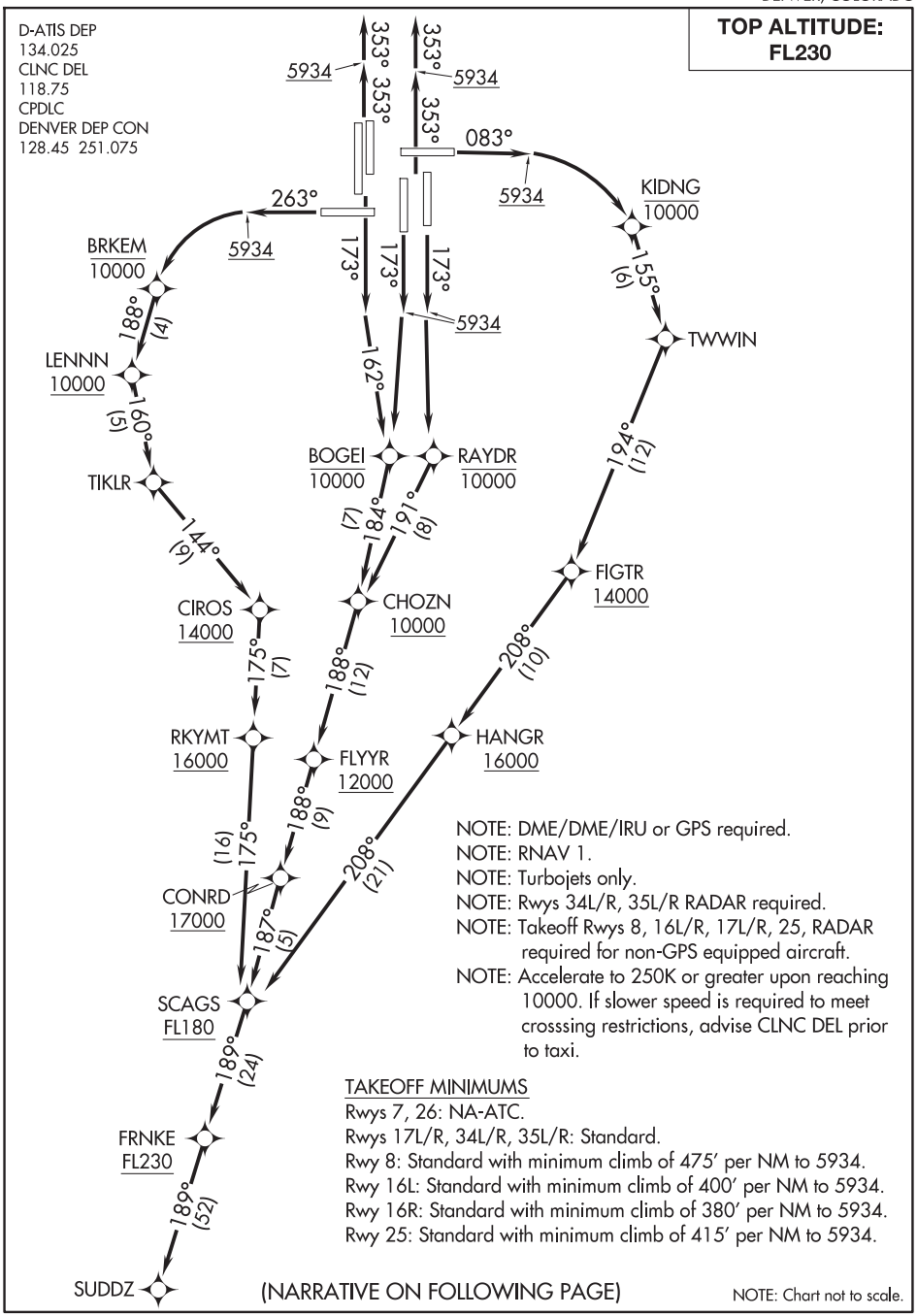
TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SOLAR at or above 17000, thence . . . .

. . . . 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)

SW-1, 07 AUG 2025 to 02 OCT 2025




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 34L/R, 35L/R RADAR required.
NOTE: Takeoff Rwys 8, 16L/R, 17L/R, 25, RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crosssing restrictions, advise CLNC DEL prior to taxi.

TAKEOFF MINIMUMS
Rwys 7, 26: NA-ATC.
Rwys 17L/R, 34L/R, 35L/R: Standard.
Rwy 8: Standard with minimum climb of 475' per NM to 5934.
Rwy 16L: Standard with minimum climb of 400' per NM to 5934.
Rwy 16R: Standard with minimum climb of 380' per NM to 5934.
Rwy 25: Standard with minimum climb of 415' per NM to 5934.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then right turn direct KIDNG at or below 10000, then on track 155° to TWWIN, then on track 194° to cross FIGTR at or above 14000, then on track 208° to cross HANGR at or above 16000, then on track 208° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 16L/R: Climb on heading 173° to intercept course 162° to cross BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17L: Climb on heading 173° to 5934, then direct RAYDR at or below 10000, then on track 191° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 17R: Climb on heading 173° to 5934, then direct BOGEI at or below 10000, then on track 184° to cross CHOZN at or above 10000, then on track 188° to cross FLYYR at or above 12000, then on track 188° to cross CONRD at or above 17000, then on track 187° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then left turn direct BRKEM at or below 10000, then on track 188° to cross LENNN at or above 10000, then on track 160° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 175° to cross RKYMT at or above 16000, then on track 175° to cross SCAGS at or above FL180, thence . . . .

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb on heading 353° to 5934, then on heading 353° or as assigned by ATC, expect vectors to cross SCAGS at or above FL180, thence . . . .

. . . . on track 189° to cross FRNKE at or above FL230, then on track 189° to SUDDZ. Maintain FL230. Expect higher filed altitude ten minutes after departure.

# XXWNG ONE DEPARTURE (RNAV)

AL-9077 (FAA)



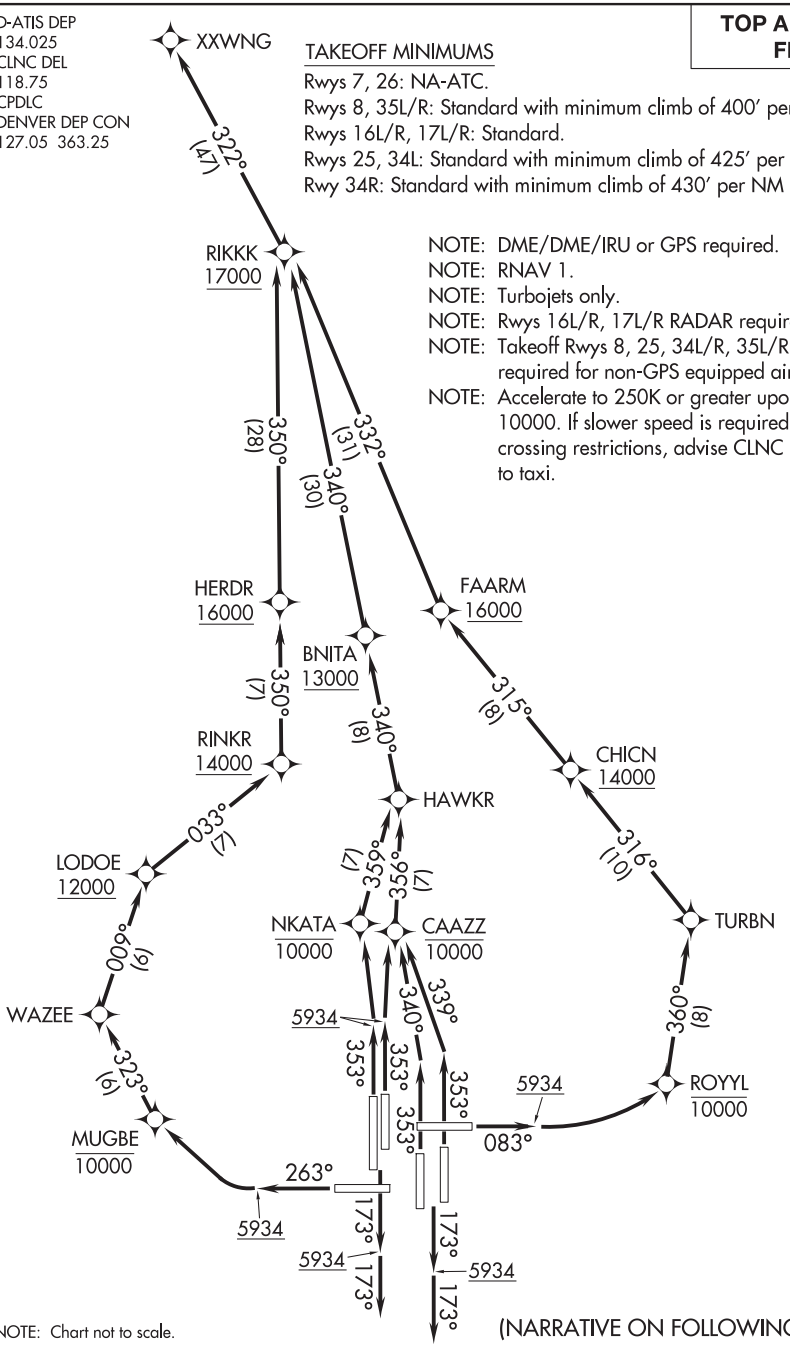
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
127.05 363.25

**TOP ALTITUDE: FL230**

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwys 8, 35L/R: Standard with minimum climb of 400' per NM to 5934.
Rwys 16L/R, 17L/R: Standard.
Rwys 25, 34L: Standard with minimum climb of 425' per NM to 5934.
Rwy 34R: Standard with minimum climb of 430' per NM to 5934.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwys 16L/R, 17L/R RADAR required.
NOTE: Takeoff Rwys 8, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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. . . .

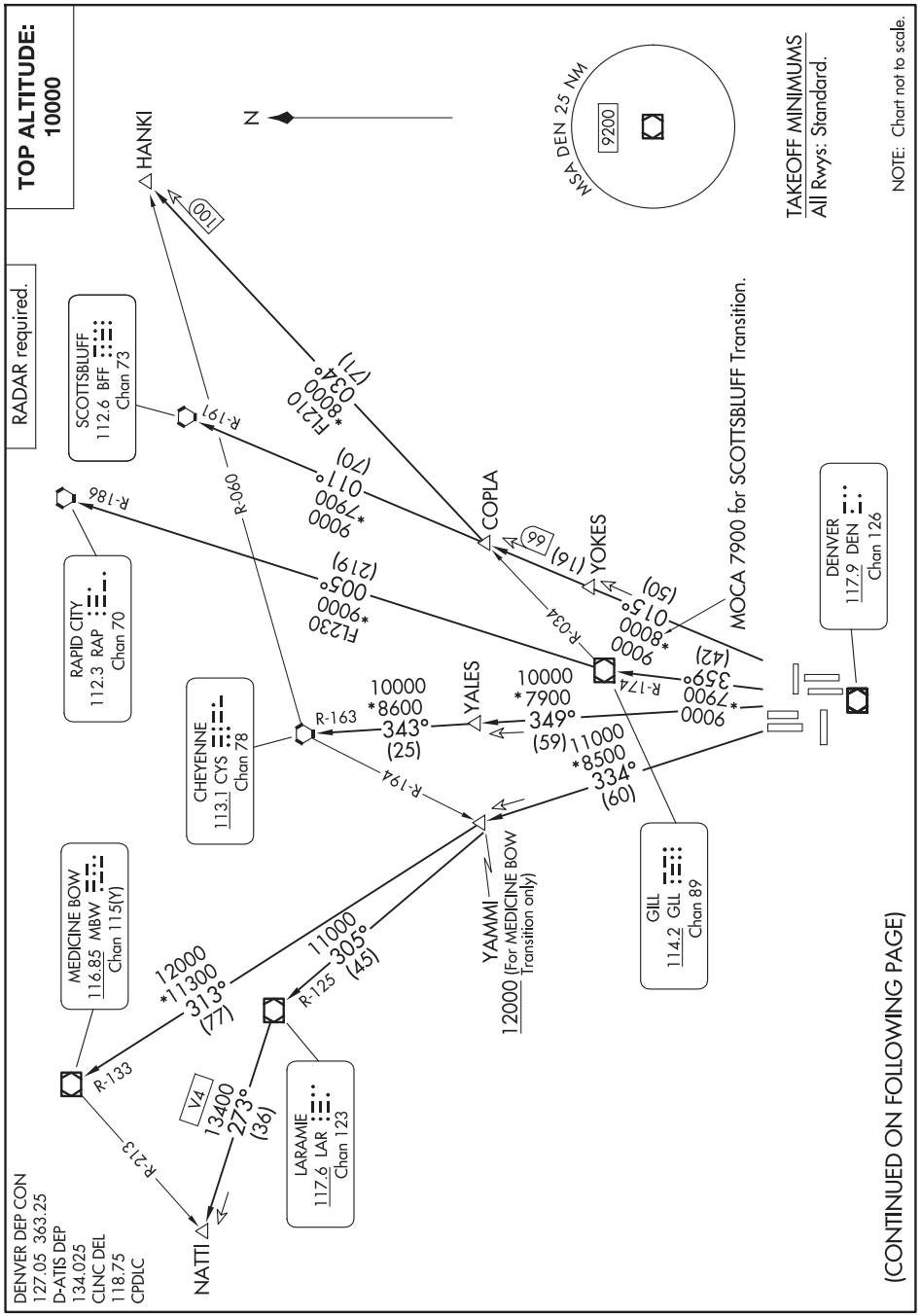
TAKEOFF RUNWAY 34L: Climb on heading 353° to 5934, then climb direct to cross NKATA at or below 10000, then on track 359° to HAWKR, then on track 340° to cross BNITA at or above 13000, then on track 340° to cross RIKKK at or above 17000, thence. . . .

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.


TOP ALTITUDE: 10000
RADAR required.
NOTE: Chart not to scale.
N
MSA DEN 25 NM
9200
TAKEOFF MINIMUMS
All Rwys: Standard.
MOCA 7900 for SCOTTSBLUFF Transition.
DENVER DEP CON
127.05 363.25
D-ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
SCOTTSBLUFF
112.6 BFF
Chan 73
RAPID CITY
112.3 RAP
Chan 70
CHEYENNE
113.1 CYS
Chan 78
MEDICINE BOW
116.85 MBW
Chan 115(Y)
LARAMIE
117.6 LAR
Chan 123
GILL
114.2 GIL
Chan 89
DENVER
117.9 DEN
Chan 126
HANKI
COPLA
YOKES
YALES
YAMMI
NATTI
R-190
R-191
R-186
R-060
R-034
R-174
R-163
R-194
R-133
R-213
R-125
V4
(CONTINUED ON FOLLOWING PAGE)

(YELLO5.DEN) 25163

# YELLOWSTONE FIVE DEPARTURE

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

**TOP ALTITUDE: FL230**

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.
Rwy 8: Standard.
Rwy 16L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 220′ per NM to 14000.
Rwy 16R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 225′ per NM to 14800.
Rwy 17L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 210′ per NM to 15500.
Rwy 17R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 215′ per NM to 14300.
Rwy 25: Standard with minimum climb of 425′ per NM to 5934, then minimum climb of 230′ per NM to 15700.
Rwy 34L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 230′ per NM to 14600.
Rwy 34R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 220′ per NM to 15700.
Rwy 35L: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 215′ per NM to 14000.
Rwy 35R: Standard with minimum climb of 400′ per NM to 5934, then minimum climb of 210′ per NM to 14500.

D-ATIS DEP 134.025
CLNC DEL 118.75 CPDLC
DENVER DEP CON 126.1 360.75




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Rwy 8 RADAR required
NOTE: Takeoff Rwys 16L/R, 17L/R, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RUNWAY 8: Climb on heading 083° to 5934, then on heading 083° or as assigned by ATC, expect vectors to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAYS 16L/R, 17L/R: Climb on heading 173° to 5934, then right turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAY 25: Climb on heading 263° to 5934, then right turn direct MUGBE at or below 10000, then on track 264° to cross RALFI at or above 12000, thence. . .

TAKEOFF RUNWAYS 34L/R: Climb on heading 353° to 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)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC I-BJC | APP CRS | | 30R | 30L |
|---|---|---|---|---|
| 111.7 | 295° | Rwy Ldg | 9000 | 7002 |
| | | TDZE | 5599 | 5628 |
| | | Apt Elev | 5673 | 5673 |

# ILS or LOC RWY 30R

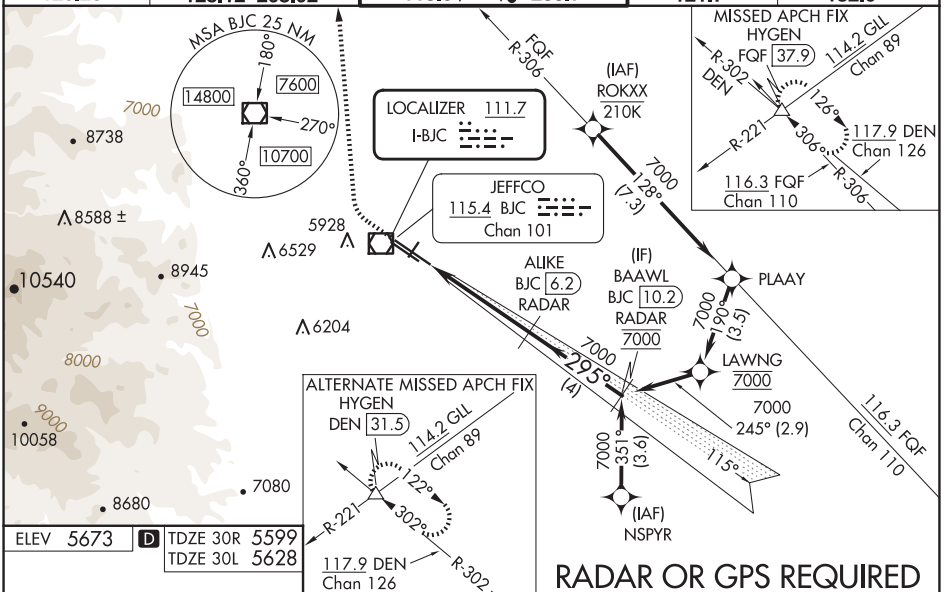
## ROCKY MOUNTAIN METRO (BJC)

T DME from BJC VOR/DME. Simultaneous reception of I-BJC and BJC DME required. DME or
A RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS 30R all Cats visibility ⅜ mile. Increase S-LOC 30R Cats B/C/D visibility ¼ mile. Increase Sidestep R30L Cats A/B visibility ¼ mile, Cats C/D visibility ½ mile and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-ILS 30R all Cats visibility ½ mile and increase S-LOC 30R Cat C/D visibility ⅜ mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R all Cats visibility to 2¼ miles. Increase S-LOC 30R Cat B visibility to 1¼ mile and Cats C/D visibility to 2½ miles. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-ILS 30R* all Cats visibility to 1 mile.
* Missed approach requires a minimum climb of 240 feet per NM to 9700.

MALSR

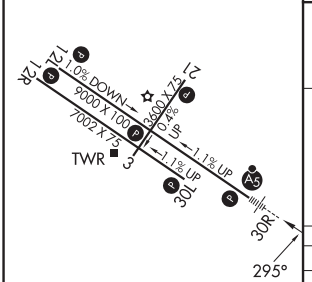
MISSED APPROACH: Climb to 6380 then climbing right turn to 10200 on heading 360° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 10200.

| ATIS | DENVER APP CON | METRO TOWER* | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.25 | 125.12 263.02 | 118.6 (CTAF) L 233.7 | 121.7 | 132.6 |




RADAR OR GPS REQUIRED

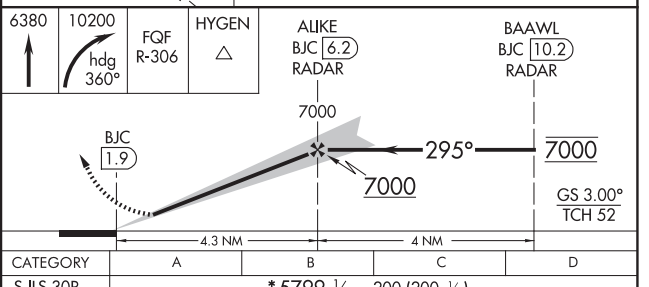
ELEV 5673 D TDZE 30R 5599
TDZE 30L 5628




HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30R | | * 5799-½ 200 (200-½) | | |
| S-ILS 30R | | 6124-1⅜ 525 (500-1⅜) | | |
| S-LOC 30R | 6300-½ 701 (700-½) | | 6300-1⅝ 701 (700-1⅝) | |
| SIDESTEP 30L | 6340-1 712 (700-1) | | 6340-2 712 (700-2) | 6340-2¼ 712 (700-2¼) |
| C CIRCLING | 6340-1 667 (700-1) | | 6360-2 687 (700-2) | 6860-3 1187 (1200-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER, COLORADO | AL-5612 (FAA) | 25163

# RNAV (GPS) RWY 12L

ROCKY MOUNTAIN METRO (BJC)

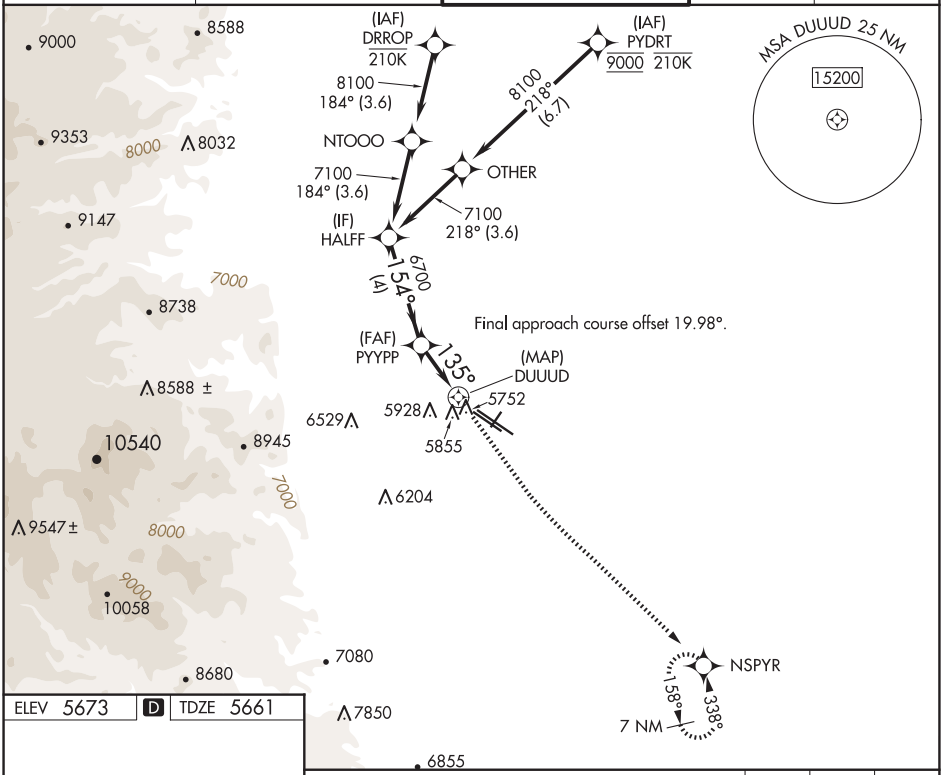
| WAAS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| CH 77938 | 135° | TDZE | 5661 |
| W12A | | Apt Elev | 5673 |

RNP APCH.

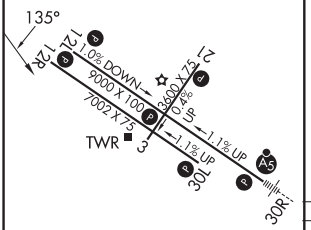
Circling NA for Cat D southwest of Rwy 12R-30L

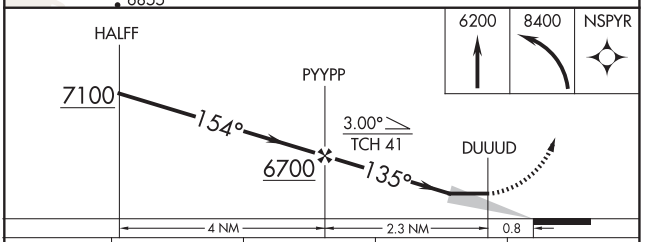
MISSED APPROACH: Climb to 6200 then climbing left turn to 8400 direct NSPYR and hold.

| ATIS | DENVER APP CON | METRO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.25 | 125.12 263.02 | 118.6 (CTAF) L 233.7 | 121.7 | 132.6 |




ELEV 5673 | D | TDZE 5661




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6020-1 359 (400-1) | | | |
| LNAV MDA | 6120-1 459 (500-1) | | 6120-1⅜ 459 (500-1⅜) | |
| C CIRCLING | 6180-1 507 (600-1) | 6240-1 567 (600-1) | 6360-2 687 (700-2) | 6360-2¼ 687 (700-2¼) |

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L

DENVER, COLORADO
Amdt 1 26MAR20

39°55′N-105°07′W

ROCKY MOUNTAIN METRO (BJC)

RNAV (GPS) RWY 12L

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 7002 |
|---|---|---|---|
| CH 42508 | 295° | TDZE | 5628 |
| W30A | | Apt Elev | 5673 |

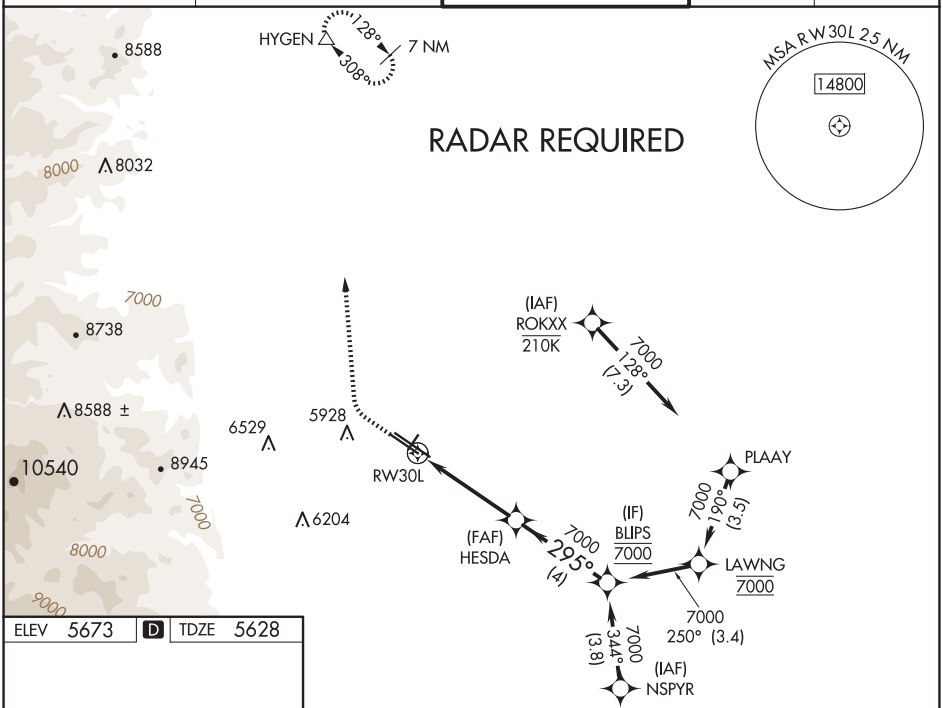
# RNAV (GPS) RWY 30L

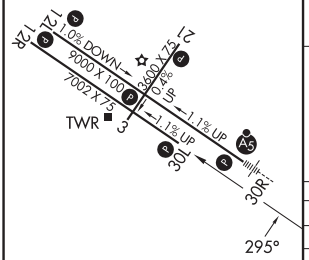
## ROCKY MOUNTAIN METRO (BJC)

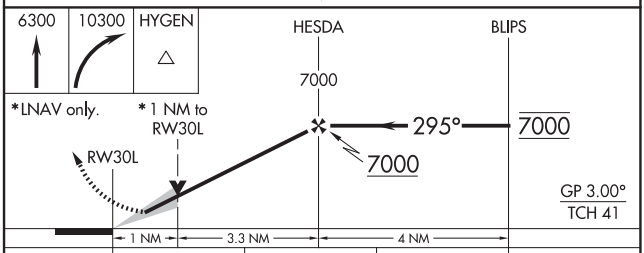
T NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

| ATIS | DENVER APP CON | METRO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.25 | 125.12 263.02 | 118.6 (CTAF) L 233.7 | 121.7 | 132.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5828-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 5926-1⅛ 298 (300-1⅛) | | | |
| LNAV MDA | 5960-1 332 (300-1) | | | |
| C CIRCLING | 6180-1 507 (600-1) | 6240-1 567 (600-1) | 6360-2 687 (700-2) | 6860-3 1187 (1200-3) |

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L




SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 9000 |
|---|---|---|---|
| CH 82707 | 295° | TDZE | 5599 |
| W30B | | Apt Elev | 5673 |

# RNAV (GPS) RWY 30R

## ROCKY MOUNTAIN METRO (BJC)

T NA Baro-VNAV and VDP NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1⅛ mile and LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1⅜ mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1⅜ mile.

MALSR (A5)

MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

| ATIS | DENVER APP CON | METRO TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.25 | 125.12 263.02 | 118.6 (CTAF) L 233.7 | 121.7 | 132.6 |

RADAR REQUIRED

MISSED APCH FIX
HYGEN
128°
308°
7 NM

(IAF)
ROKXX
210K

7000
128°
(7.3)

PLAAY

7000
190°
(3.5)

LAWNG
7000

7000
245° (2.9)

(IF)
BAAWL
7000

7000
351° (3.6)

(IAF)
NSPYR

7000
295°
(4)

(FAF)
ALIKE

5824

VOGFA
1.9 NM to
RW30R

RW30R

6204

6529

5928

5616

8945

7000

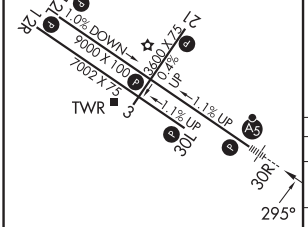
8000

8680

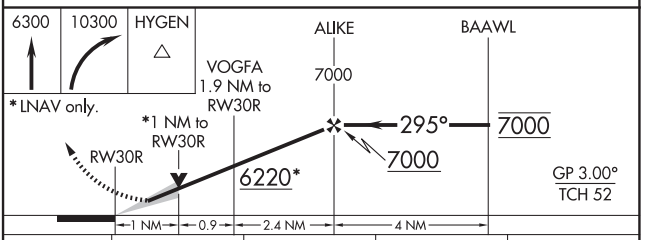
7080

MSA RW30R 25 NM
14800

ELEV 5673 D TDZE 5599




HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5799-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 5900-⅝ 301 (300-⅝) | | | |
| LNAV MDA | 5940-½ 341 (300-½) | | 5940-⅝ 341 (300-⅝) | |
| C CIRCLING | 6180-1 507 (600-1) | 6240-1 567 (600-1) | 6360-2 687 (700-2) | 6860-3 1187 (1200-3) |



39°55′N-105°07′W



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME BJC | APP CRS | | 30L | 30R |
|---|---|---|---|---|
| 115.4 | 284° | Rwy Ldg | 7002 | 9000 |
| Chan 101 | | TDZE | 5628 | 5599 |
| | | Apt Elev | 5673 | 5673 |

# VOR/DME RWY 30L/R

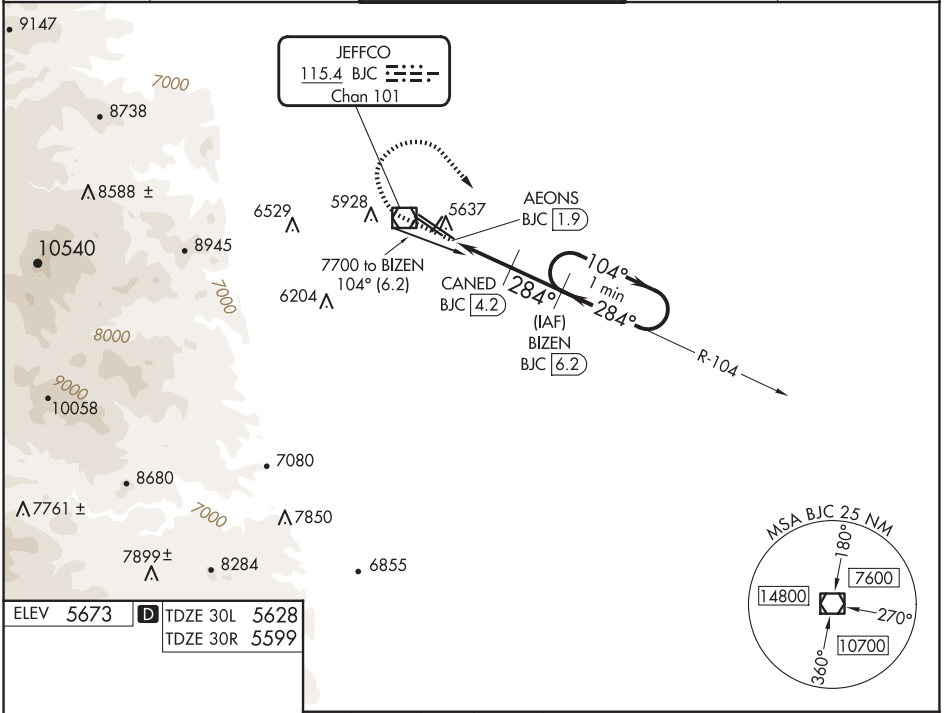
## ROCKY MOUNTAIN METRO (BJC)

T NA When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 100 feet. Increase S-30L Cats C/D visibility to 1 mile and Circling Cat C to 2¼ mile. For inoperative MALSR, increase S-30R all Cats visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase S-30R Cats C/D visibility to 1⅛ mile.

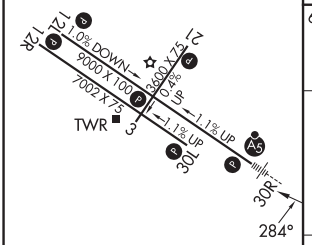
MALSR Rwy 30R

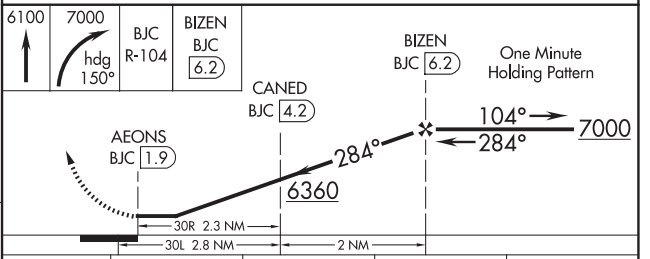
MISSED APPROACH: Climb to 6100 then climbing right turn to 7000 on heading 150° and on BJC VOR/DME R-104 to BIZEN/BJC 6.2 DME and hold.

| ATIS | DENVER APP CON | METRO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.25 | 125.12 263.02 | 118.6 (CTAF) L 233.7 | 121.7 | 132.6 |




ELEV 5673 D TDZE 30L 5628
TDZE 30R 5599




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30R | 5920-½ 321 (300-½) | | 5920-¾ 321 (300-¾) | |
| S-30L | 5920-1 292 (300-1) | | 5920-⅞ 292 (300-⅞) | |
| C CIRCLING | 6180-1 507 (600-1) | 6240-1 567 (600-1) | 6360-2 687 (700-2) | 6860-3 1187 (1200-3) |

HIRL Rwys 12L-30R L
MIRL Rwys 3-21 and 12R-30L L
REIL Rwys 12L, 12R and 30L L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25163
# AIRPORT DIAGRAM
AL-5612 (FAA)
ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025


# AIRPORT DIAGRAM
25163
DENVER, COLORADO
ROCKY MOUNTAIN METRO (BJC)

DENVER DEP CON
125.12 263.02
ATIS
126.25
CLNC DEL
132.6
NA BJC 25 NM
180°
270°
360°
7600
14800
10700
TOP ALTITUDE:
ASSIGNED BY ATC.
RADAR required.
N
LARAMIE
117.6 LAR
Chan 123
CHEYENNE
113.1 CYS
Chan 78
SIDNEY
115.9 SNY
Chan 106
AKRON
114.4 AKO
Chan 91
HAYES CENTER
117.7 HCT
Chan 124
THURMAN
112.9 TXC
Chan 76
GOODLAND
115.1 GLD
Chan 98
GARDEN CITY
113.3 GCK
Chan 80
ROCK SPRINGS
116.0 OCS
Chan 107
GILL
114.2 GIL
Chan 89
MILE HIGH
114.7 DVV
Chan 94
FALCON
116.3 FQF
Chan 110
HUGO
112.1 HGO
Chan 58
JEFFCO
115.4 BJC
Chan 101
DENVER
117.9 DEN
Chan 126
BLACK FOREST
112.5 BRK
Chan 72
PUEBLO
116.7 PUB
Chan 114
MEEKER
115.2 EKR
Chan 99
KREMMLING
113.8 RLG
Chan 85
GRAND JUNCTION
112.4 JNC
Chan 71
BLUE MESA
114.9 HBU
Chan 96
TAKEOFF MINIMUMS
All runways: Standard.
(CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

T

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# ECHOO ONE DEPARTURE (RNAV)

(ECHOO1.ECHOO) 26MAR20

ROCKY MOUNTAIN METRO (BJC)

DENVER, COLORADO

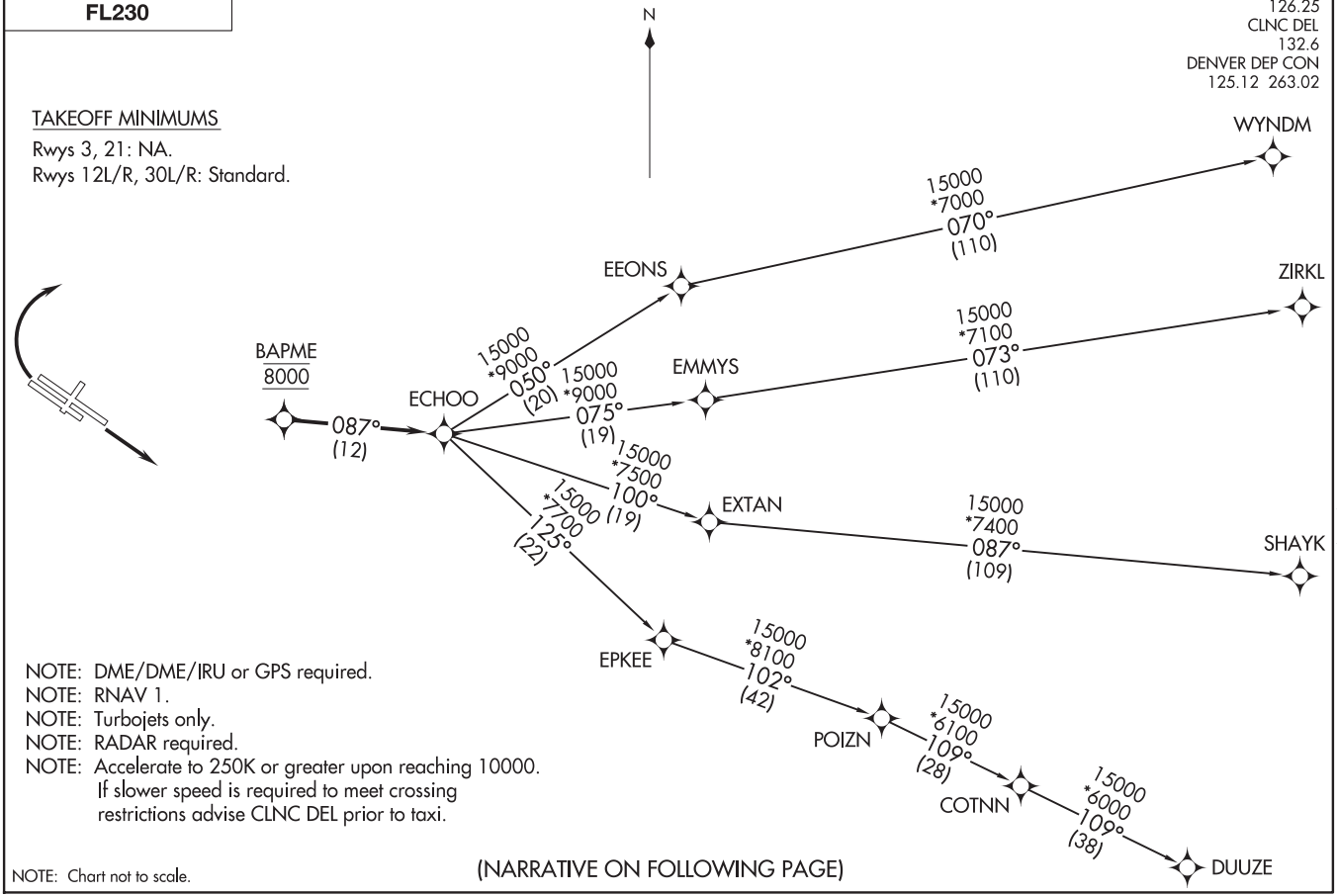


**TOP ALTITUDE: FL230**

ATIS 126.25
CLNC DEL 132.6
DENVER DEP CON 125.12 263.02

TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.




NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(ECHOO1.ECHOO) 21168

ECHOO ONE DEPARTURE (RNAV)

ROCKY MOUNTAIN METRO (BJC)

DENVER, COLORADO

AL-5612 (FAA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

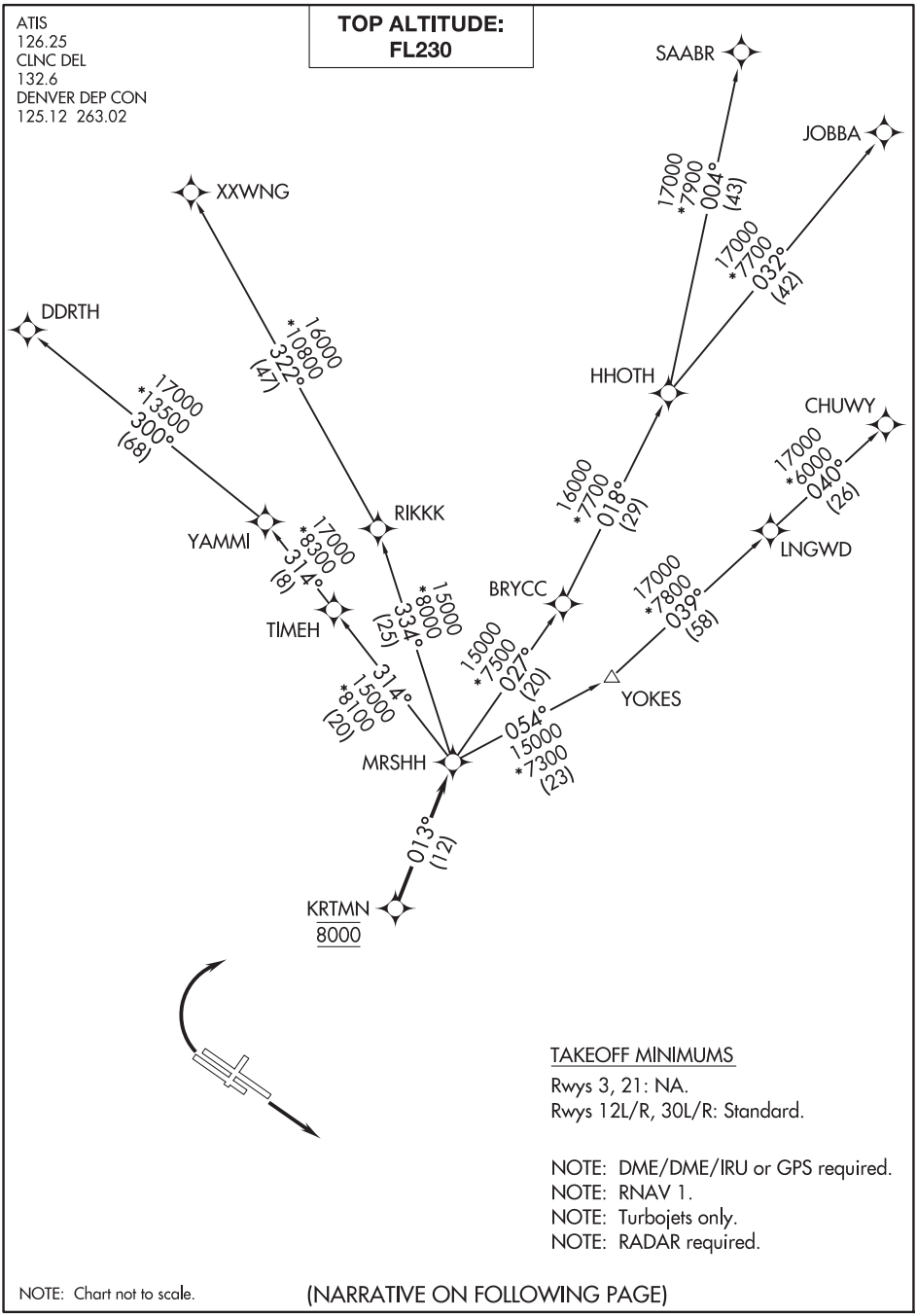
SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

ZIRKL TRANSITION (ECHOO1.ZIRKL)



SW-1, 07 AUG 2025 to 02 OCT 2025




TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

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

CHUWY TRANSITION (MRSHH2.CHUWY)

DDRTH TRANSITION (MRSHH2.DDRTH)

JOBBA TRANSITION (MRSHH2.JOBBA)

SAABR TRANSITION (MRSHH2.SAABR)

XXWNG TRANSITION (MRSHH2.XXWNG)

SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER DEP CON
125.12 263.02
ATIS
126.25
CLNC DEL
132.6

RADAR required.

**TOP ALTITUDE: ASSIGNED BY ATC**

JEFFCO
115.4 BJC
Chan 101

DENVER
117.9 DEN
Chan 126

FL230
*14300
197°
(44)

*9700
159°
(55)
11000

TAKEOFF MINIMUMS
All Rwys: Standard.

SOLAR

R-091

ADANE

HUGO
112.1 HGO
Chan 58

(38)

BLACK FOREST
112.5 BRK
Chan 72

R-145

9000
174°
(19)

37

V389

R-245

MOCA 14300
for ALAMOSA
Transition.

82

TEHEV

DRAKE

FL230
*16600
182°
(35)

R-282

7800
(19)

V83-389

R-354

BINKE

R-245

PUEBLO
116.7 PUB
Chan 114

FL230
*14300
182°
(41)

R-002

J13-44

ALAMOSA
113.9 ALS
Chan 86

MSA BJC 25 NM
180°
7600
14800
270°
10700
360°

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 07 AUG 2025 to 02 OCT 2025

# PLAINS TWO DEPARTURE








SW-1, 07 AUG 2025 to 02 OCT 2025

(PLAIN2.DEN) 25163

# PLAINS TWO DEPARTURE

AL-5612 (FAA)

ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.
ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.
CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.
GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.
THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.
WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

DENVER DEP CON
125.12 263.02
ATIS
126.25
CLNC DEL
132.6
RADAR required.
TOP ALTITUDE:
ASSIGNED BY ATC
JEFFCO
115.4 BJC
Chan 101
DENVER
117.9 DEN
Chan 126
MEEKER
115.2 EKR
Chan 99
KREMMLING
113.8 RLG
Chan 85
RIFLE
113.35 RIL
Chan 80(Y)
RED TABLE
113.0 DBL
Chan 77
BLUE MESA
114.9 HBU
Chan 96
MONTROSE
117.1 MTJ
Chan 118
DOVE CREEK
114.6 DVC
Chan 93
ZIMMR
CONNR
BAYLR
BOBBA
TEHRU
V200
16000
*14600
260°
(68)
R-084
16000
259°
(36)
R-079
080°
260°
R-148
16500
243°
(59)
R-063
R-344
164°
344°
R-134
FL200
*16500
243°
(28)
075
FL280
*16700
243°
(27)
201
FL200
*16700
201°
(69)
R-021
FL280
*16400
219°
(71)
R-039
FL280
*12300
218°
(64)
R-035
16000
274°
(47)
16300
*15800
253°
(47)
FL200
*16500
243°
(47)
N
MSA BJC 25 NM
180°
270°
360°
7600
10700
14800
TAKEOFF MINIMUMS
All Rwys: Standard.
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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.



SW-1, 07 AUG 2025 to 02 OCT 2025

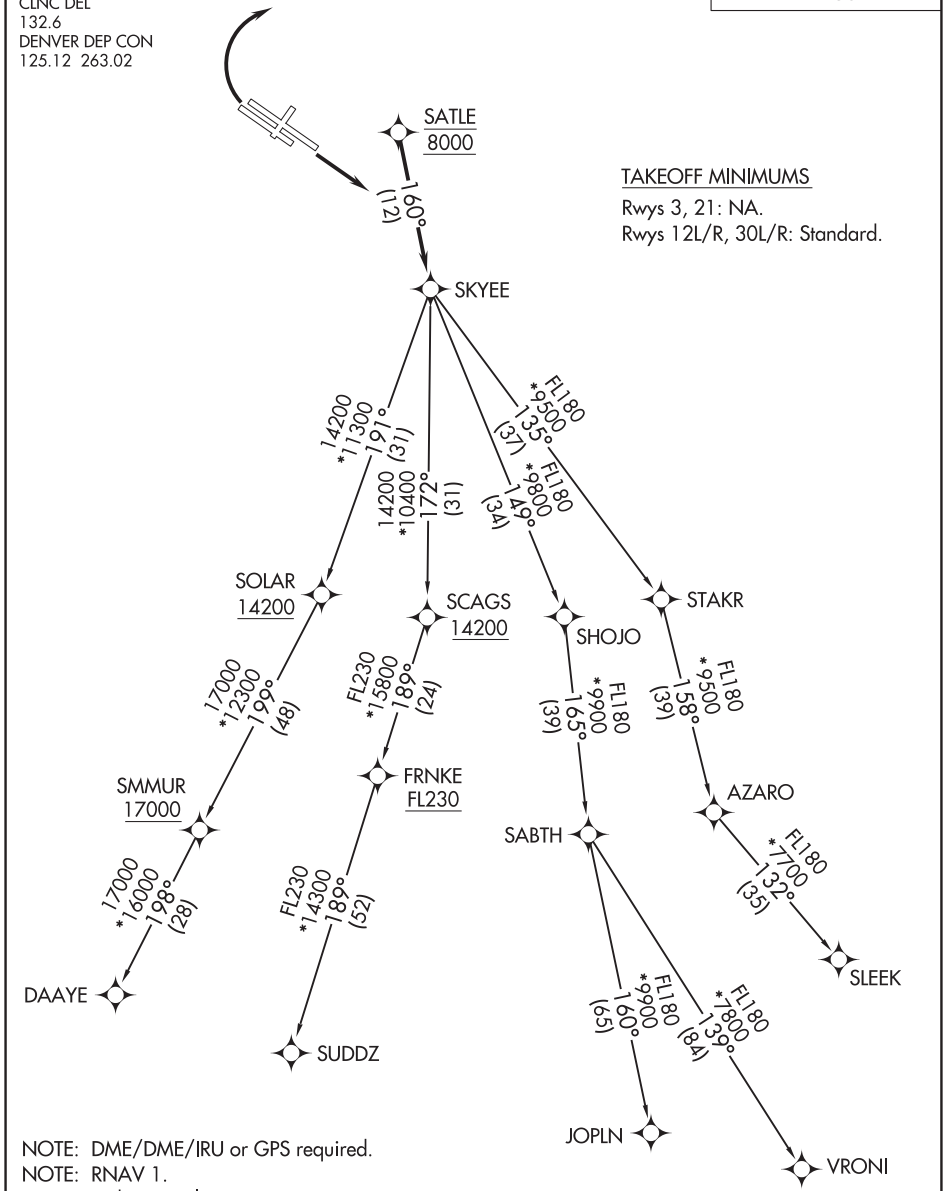
# SKYEE ONE DEPARTURE (RNAV)

AL-5612 (FAA)



ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
125.12 263.02

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS

Rwys 3, 21: NA.
Rwys 12L/R, 30L/R: Standard.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L/R: Climb on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L/R: Climbing right turn on a heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)



SW-1, 07 AUG 2025 to 02 OCT 2025

# WNGSS ONE DEPARTURE (RNAV)

AL-5612 (FAA)

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)


SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(YELLO5.DEN) 25163

# YELLOWSTONE FIVE DEPARTURE

AL-5612 (FAA)

ROCKY MOUNTAIN METRO (BJC)
DENVER, COLORADO



SW-1, 07 AUG 2025 to 02 OCT 2025

## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.

| LOC I-DRO | APP CRS | Rwy Idg | 9201 |
|---|---|---|---|
| 109.1 | 027° | TDZE | 6643 |
| | | Apt Elev | 6689 |

# ILS or LOC/DME RWY 3

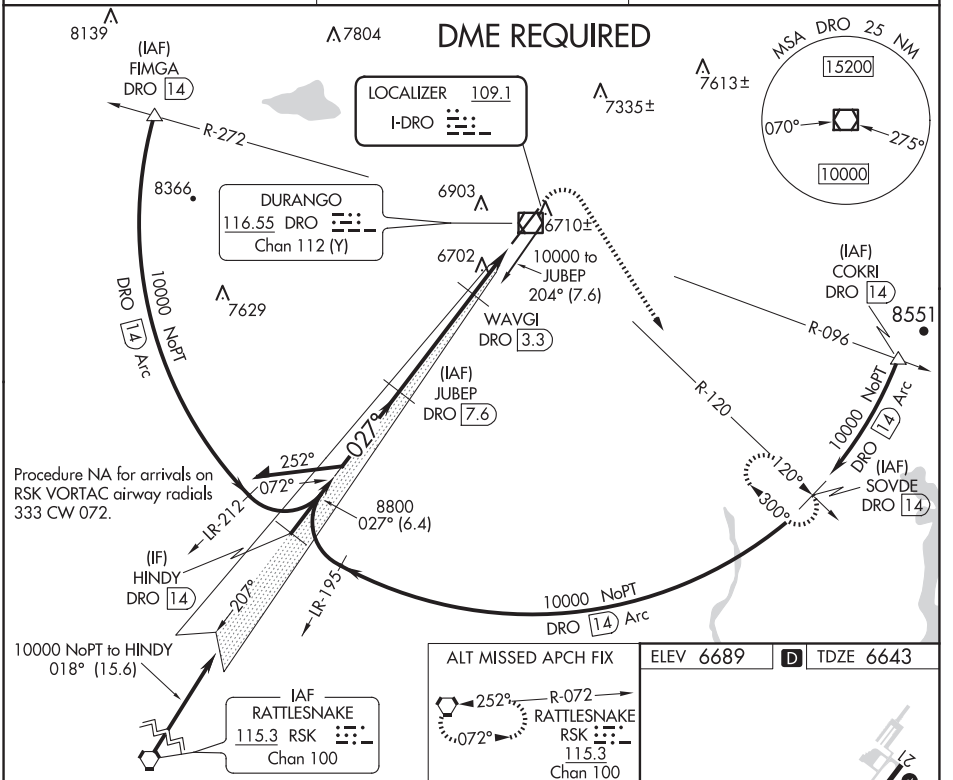
## DURANGO-LA PLATA COUNTY (DRO)

T NA — DME required. DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required. For inop MALSR, increase S-LOC 3 Cat C/D visibility to ⅞ mile.

MALSR

MISSED APPROACH: Climb to 7500 then climbing right turn to 10000 on heading 140°and on DRO VOR/DME R-120 to SOVDE/DRO 14 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 120.625 | 118.575 348.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 6843-½ 200 (200-½) | | | |
| S-LOC 3 | 6960-½ 317 (300-½) | | | |
| C CIRCLING | 7160-1 471 (500-1) | 7220-1 531 (600-1) | 7540-2½ 851 (900-2½) | 8140-3 1451 (1500-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DURANGO, COLORADO | AL-480 (FAA) | 22363

| WAAS | APP CRS | Rwy Idg | 9201 |
|---|---|---|---|
| CH 53710 | 027° | TDZE | 6643 |
| W03A | | Apt Elev | 6689 |

# RNAV (GPS) RWY 3

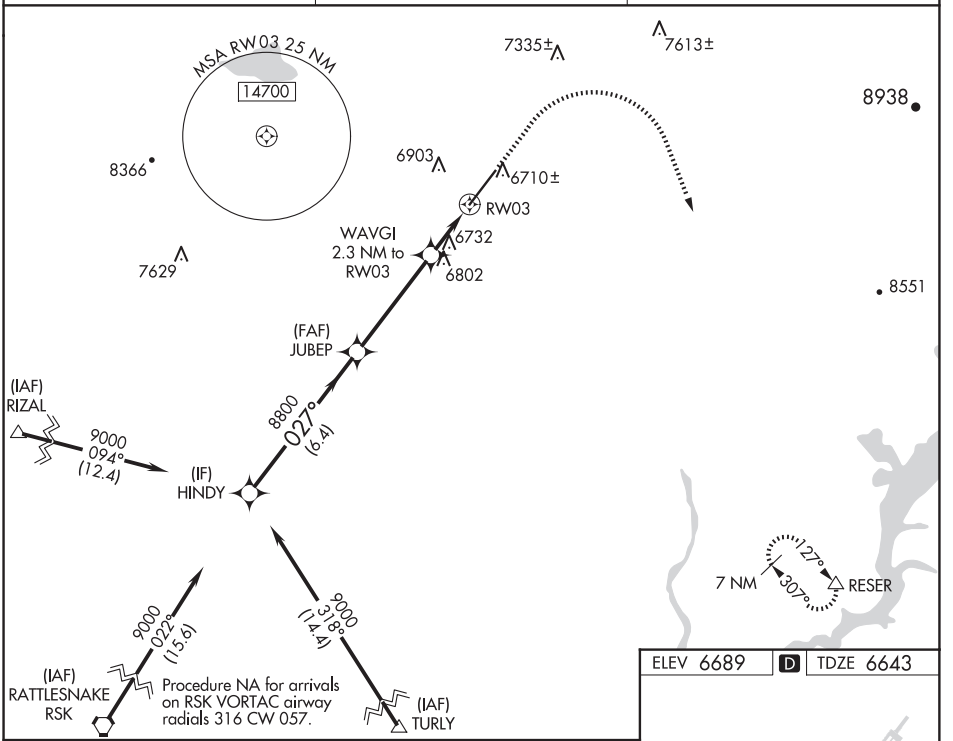
## DURANGO-LA PLATA COUNTY (DRO)

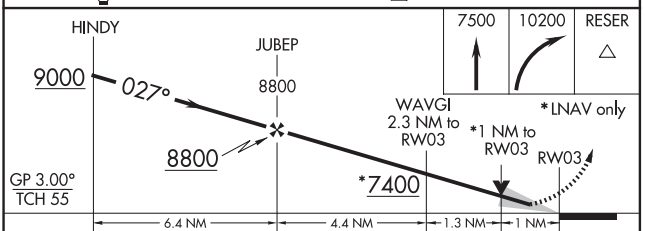
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1 mile.

MALSR

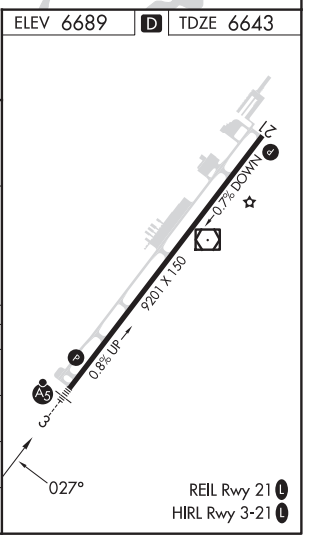
MISSED APPROACH: Climb to 7500 then climbing right turn to 10200 direct RESER and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 120.625 | 118.575 348.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6843-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 6918-½ 275 (300-½) | | | |
| LNAV MDA | 7000-½ 357 (400-½) | | 7000-⅝ 357 (400-⅝) | |
| C CIRCLING | 7160-1 471 (500-1) | 7220-1 531 (600-1) | 7540-2½ 851 (900-2½) | 8140-3 1451 (1500-3) |




DURANGO, COLORADO
Amdt 1 31MAR16

37°09'N-107°45'W

DURANGO-LA PLATA COUNTY (DRO)
RNAV (GPS) RWY 3


SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 9201 |
|---|---|---|
| 210° | TDZE | 6689 |
| | Apt Elev | 6689 |

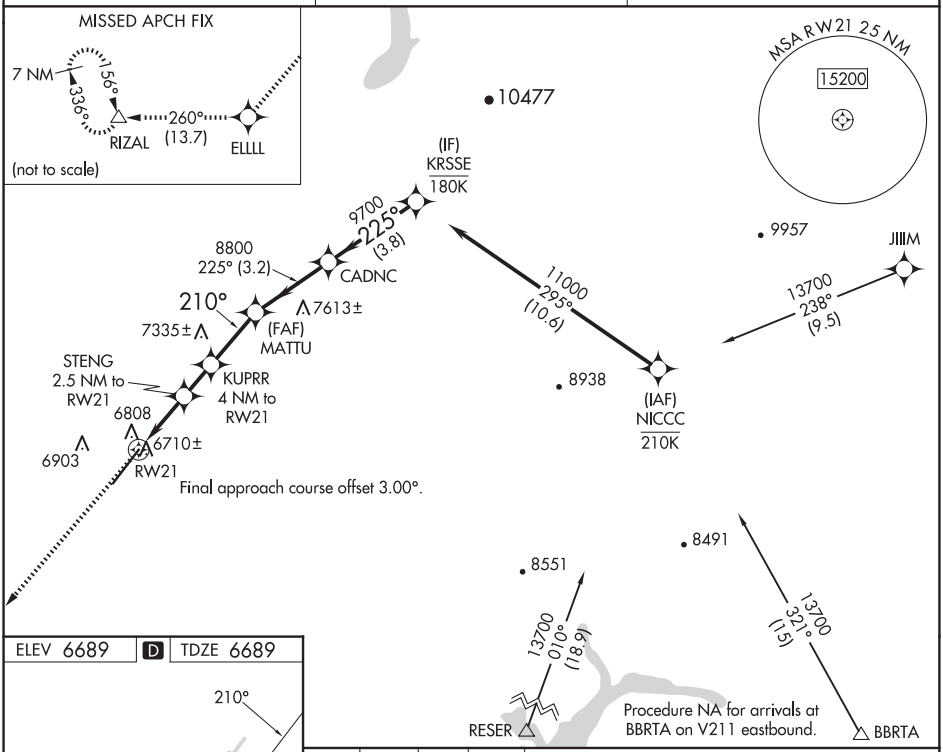
# RNAV (GPS) RWY 21
## DURANGO-LA PLATA COUNTY (DRO)

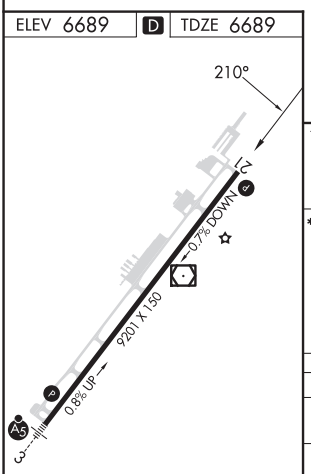
RNP APCH.

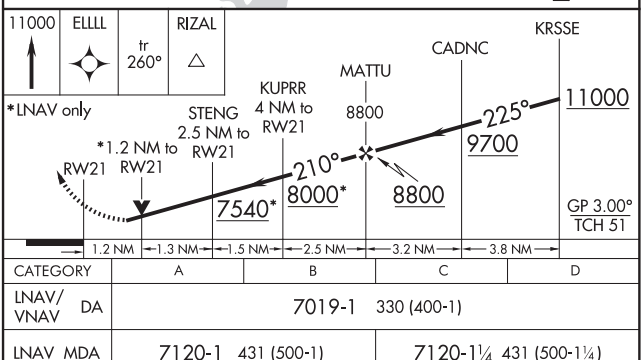
V A Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.

MISSED APPROACH: Climb to 11000 direct ELLLL and on track 260° to RIZAL and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 120.625 | 118.575 348.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 7019-1 330 (400-1) | | | |
| LNAV MDA | 7120-1 431 (500-1) | | 7120-1¼ 431 (500-1¼) | |
| C CIRCLING | 7160-1 471 (500-1) | 7220-1 531 (600-1) | 7540-2½ 851 (900-2½) | 8140-3 1451 (1500-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

EAGLE, COLORADO AL-6403 (FAA-O) 25219

| APP CRS | Rwy Ldg | 8000 |
|---|---|---|
| 253° | TDZE | 6540 |
| | Apt Elev | 6547 |

# RNAV (RNP) X RWY 25

EAGLE COUNTY RGNL (EGE)

RNP AR APCH-GPS, RF, MIN RNP 0.13. Authorization required. Missed approach requires RNP <1.00.

When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 33°C. For inop ALS increase RNP 0.13 all visibilities to 1⅞ SM.

-19°C

MALSR

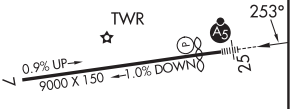
MISSED APPROACH: (Do not exceed 185K until HARNA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.
*Missed approach requires minimum climb of 269 feet per NM to 8700.

| ATIS | DENVER CENTER | EAGLE TOWER ★ | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |

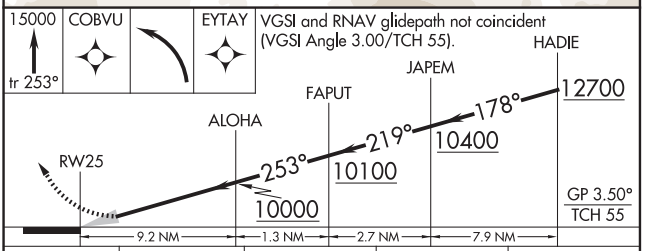
MISSED APCH FIX
10 NM
264°
084°
JESIE

(IAF) DUCES 14000 210K
(IAF) CULCH 14000 210K
14000 178° (7)
14000 208° (7)
FITTR
MUKPE
12700 178° (7)
12700 208° (7)
(IF) HADIE 180K (RNP 0.15)
MSA RW25 25 NM
15200
020° (20.1)
APRES
002° (3.2)
DAGMY
002° (2.2)
HARNA
(5.9)
CYKEL
(3.8)
EYTAY
(3.4)
253° (0.8)
COBVU
RW25
253° (9.2)
(FAF) ALOHA
10000 253° (1.3)
10100 219° (2.7)
FAPUT
JAPEM
10400 178° (7.9)
8000
9000
10000
11000

ELEV 6547 D TDZE 6540




HIRL Rwy 7-25 L
REIL Rwy 7 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.13 DA* | NA | | 6937-⅝ 397 (400-⅝) | |
| RNP 0.13 DA | NA | | 7204-1½ 664 (700-1½) | |

AUTHORIZATION REQUIRED

EAGLE, COLORADO
Orig-A 16MAY24

39°39'N-106°55'W

EAGLE COUNTY RGNL (EGE)

RNAV (RNP) X RWY 25

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 25

EAGLE COUNTY RGNL (EGE)

| APP CRS | Rwy Ldg | 8000 |
|---|---|---|
| 253° | TDZE | 6540 |
| | Apt Elev | 6547 |

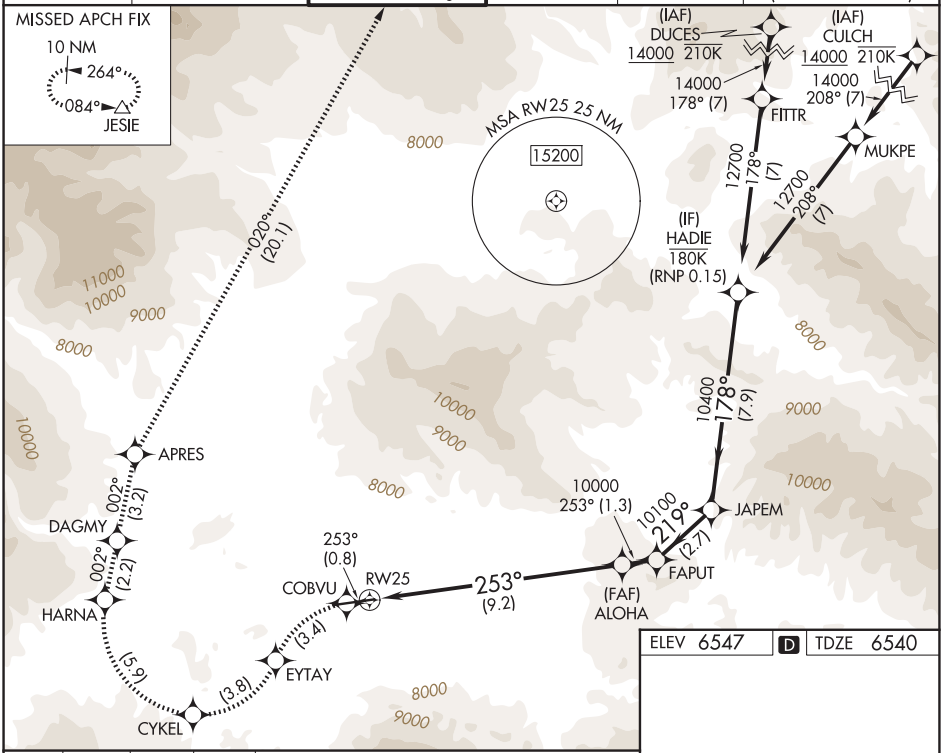
RNP AR APCH-GPS, RF, MIN RNP 0.11. Authorization required. Missed approach requires RNP <1.00.

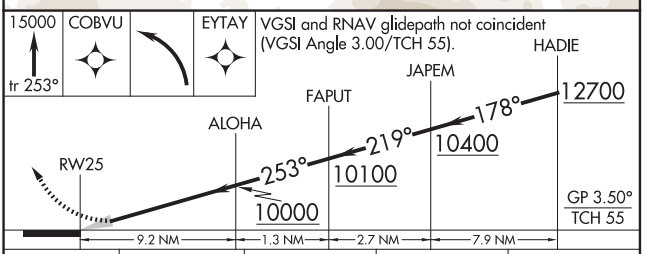
T -19°C When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -27°C or above 33°C. For inop ALS increase RNP 0.11* all visibilities to 7/8 SM.

MALSR

MISSED APPROACH: (Do not exceed 185K until HARNA) Climb to 15000 on the RNAV missed approach route to JESIE and hold.
*Missed approach requires minimum climb of 281 feet per NM to 9000.

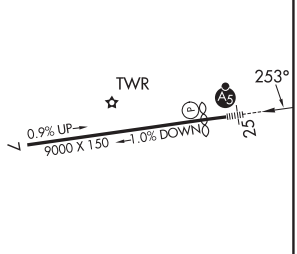
| ATIS | DENVER CENTER | EAGLE TOWER ★ | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | NA | | 6814-½ 274 (300-½) | |
| RNP 0.11 DA | NA | | 7181-1⅜ 641 (700-1⅜) | |

AUTHORIZATION REQUIRED




HIRL Rwy 7-25 L
REIL Rwy 7 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

EAGLE, COLORADO AL-6403 (FAA-O) 25219

| WAAS | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| CH 75965 | 253° | TDZE | 6540 |
| W25B | | Apt Elev | 6547 |

# RNAV (GPS) Y RWY 25

EAGLE COUNTY RGNL (EGE)

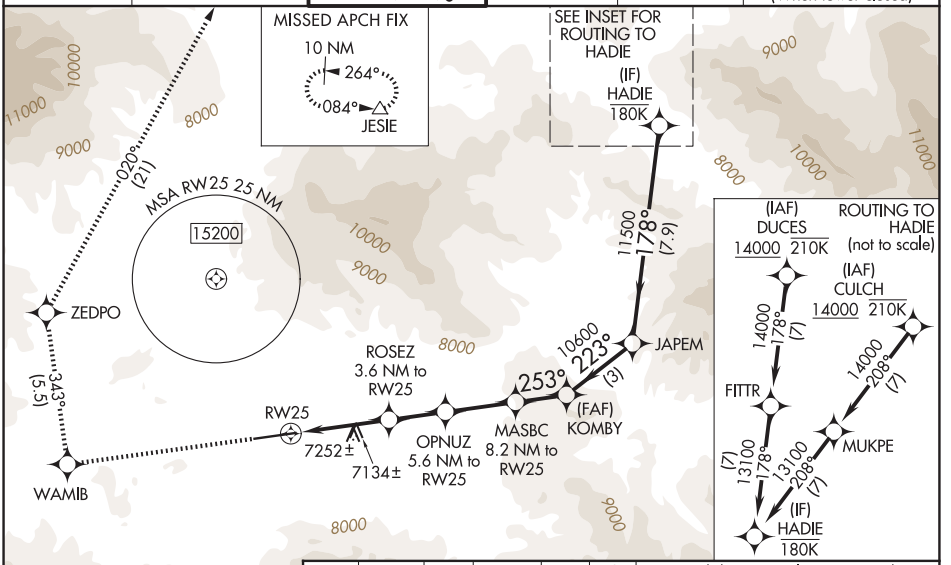
RNP APCH-GPS.

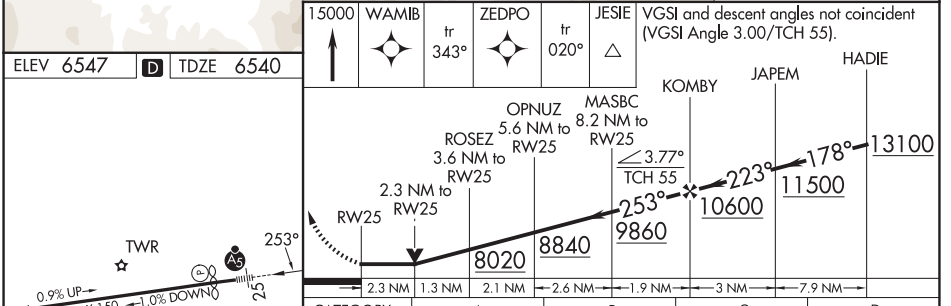
When local altimeter setting not received, procedure NA. Rwy 25 helicopter visibility reduction below -19°C ¾ SM NA. Circling NA south of Rwy 25-7. Circling Rwy 7 NA at night. Inop table does not apply to LP and LNAV Cat C. For inop ALS, increase LP (*) Cat A visibility to 1 SM and Cat C visibility to 2½ SM.

MALSR

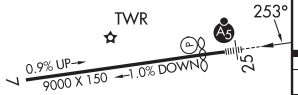
MISSED APPROACH: (Do not exceed 165K until ZEDPO) Climb to 15000 on the RNAV missed approach route to JESIE and hold, continue climb in-hold to 15000.
*Missed approach requires minimum climb of 318 feet per NM to 8700.
#Missed approach requires minimum climb of 288 feet per NM to 8900.

| ATIS | DENVER CENTER | EAGLE TOWER★ | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |




ELEV 6547 D TDZE 6540




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 7320-¾ 780 (800-¾) | | 7320-1¾ 780 (800-1¾) | NA |
| LP MDA | 7780-¾ 1240 (1300-¾) | 7800-1 1260 (1300-1) | 7820-3 1280 (1300-3) | NA |
| LNAV MDA# | 7580-¾ 1040 (1100-¾) | 7580-1 1040 (1100-1) | 7580-2½ 1040 (1100-2½) | NA |
| LNAV MDA | 7940-¾ 1400 (1400-¾) | 7960-1 1420 (1500-1) | 7980-3 1440 (1500-3) | NA |
| CIRCLING | 7940-1¼ 1393 (1400-1¼) | 8020-1½ 1473 (1500-1½) | 8580-3 2033 (2100-3) | NA |

HIRL Rwy 7-25 L
REIL Rwy 7 L

EAGLE, COLORADO
Orig-A 16MAY24

39°39'N-106°55'W

EAGLE COUNTY RGNL (EGE)

RNAV (GPS) Y RWY 25


SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 251° | TDZE | N/A |
| | Apt Elev | 6547 |

# RNAV (GPS)-D

EAGLE COUNTY RGNL (EGE)

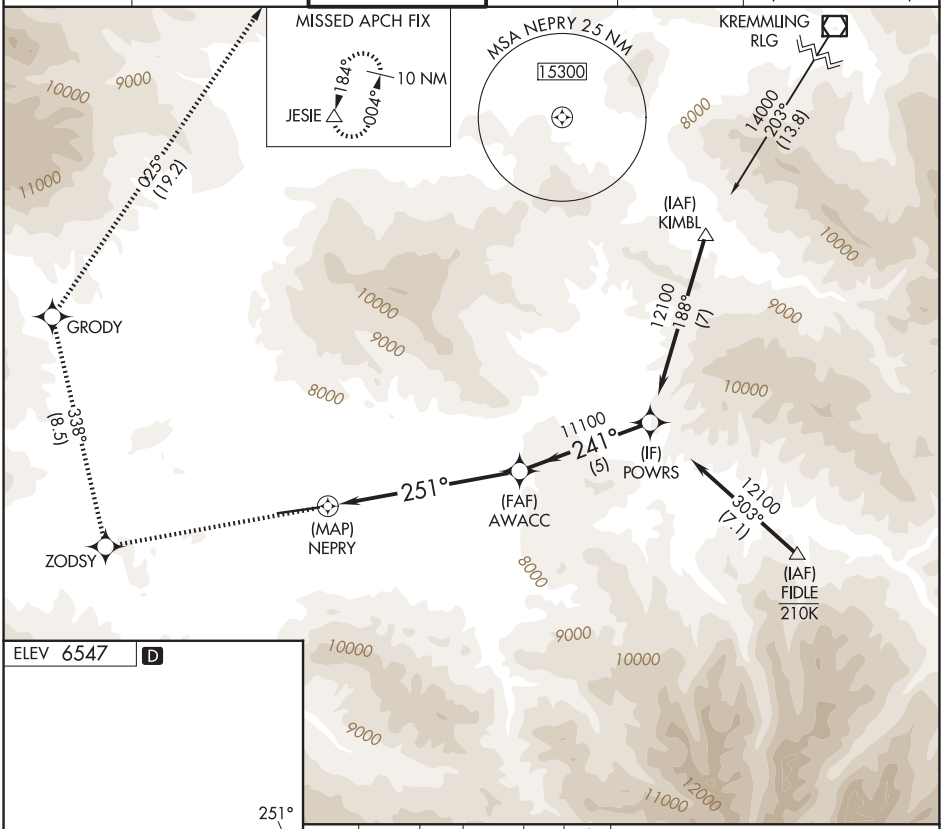
RNP APCH.

T A -19°C

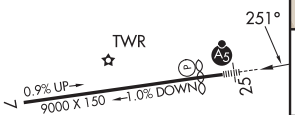
Circling to Rwy 7 NA at night. Circling NA for Cats C and D south of Rwy 7-25. Rwy 7 helicopter visibility reduction below 1 SM NA. Rwy 25 helicopter visibility reduction below ¾ SM NA. Inoperative table does not apply.

MISSED APPROACH: (Do not exceed 185K until GRODY) Climb to 14600 direct ZODSY then on track 338° to GRODY and on track 025° to JESIE and hold, continue climb in-hold to 14600.

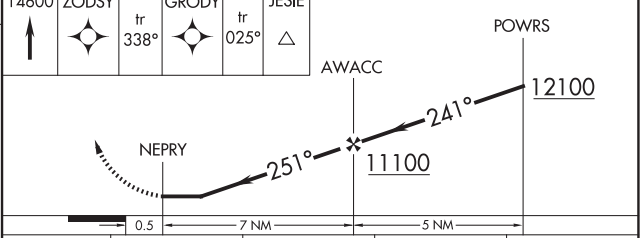
| ATIS | DENVER CENTER | EAGLE TOWER ★ | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |




ELEV 6547 D




| 14600 | ZODSY | tr 338° | GRODY | tr 025° | JESIE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9220-1¼ 2673 (2700-1¼) | 9220-1½ 2673 (2700-1½) | 9220-3 2673 (2700-3) | |

HIRL Rwy 7-25 L
REIL Rwy 7 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

EAGLE, COLORADO AL-6403 (FAA) 25219

# LDA RWY 25

EAGLE COUNTY RGNL (EGE)

| LOC/DME I-ESJ | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 109.75 | 250° | TDZE | 6540 |
| Chan 34 (Y) | | Apt Elev | 6547 |

DME required.

T A -19°C Inoperative table does not apply. At night increase LDA/GS visibility to 5 SM. *Fly visual to airport authorized during day only.

MALSR

MISSED APPROACH: Climb direct SXW VOR/DME, cross SXW VOR/DME, then climbing right turn to 14600 on SXW VOR/DME R-001 to JESIE SXW 24.2 DME and hold, continue climb-in-hold to 14600. *Missed approach requires minimum climb of 275 feet per NM to 11700.

| ATIS | DENVER CENTER | EAGLE TOWER * | GND CON | CLNC DEL | DENVER CLNC DEL |
|---|---|---|---|---|---|
| 135.575 | 128.65 282.2 | 119.8 (CTAF) L | 121.8 | 124.75 | 124.75 (When tower closed) |

MISSED APCH FIX

JESIE SXW 24.2

181° 001° 113.8 RLG R-260 Chan 85

109.2 SXW R-001 Chan 29

ALTERNATE MISSED APCH FIX

KREMMLING RLG 113.8 Chan 85

R-260 080° 260°

KREMMLING 113.8 RLG Chan 85

14000 184° (8)

QNDRY RLG 8

R-184

13800 184° (5.5)

HOLD 13800 004° 184°

(IAF) VOAXA RLG 13.5

12900 184° (6)

(IF) WEHAL I-ESJ 15.2

WASHI I-ESJ 9.5

AIGLE I-ESJ 10.8

CIPKU I-ESJ 3.5

10400 250° (4.4)

12200 250° (2)

AQULA INT I-ESJ 17.2

9800 (1.3)

070°

R-001

MSA SXW 25 NM 180° 360° 14600 15300

LOCALIZER 109.75 I-ESJ Chan 34(Y) LOC offset 3.00°

*For LDA/GS fly visual to airport 250°-4.3 miles.

SNOW 109.2 SXW Chan 29

8000 9000 10000 11000

ELEV 6547 D TDZE 6540

TWR 250° 25

0.9% UP 9000 X 150 1.0% DOWN

HIRL Rwy 7-25 L

REIL Rwy 7 L

SXW 14600 SXW R-001 JESIE

VGSI and LDA glidepath not coincident (VGSI Angle 3.00/TCH 55).

*For LDA/GS fly visual to airport 250°- 4.3 miles.

CIPKU I-ESJ 3.5 — 9800 — WASHI I-ESJ 9.5 — AIGLE I-ESJ 10.8 — WEHAL I-ESJ 15.2 — AQULA INT I-ESJ 17.2

250° 10400 12200 12900

GS 3.80° TCH 55

1.9 NM 6 NM 1.3 NM 4.4 NM 2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 25* | 8330-3 1790 (1800-3) | | | NA |
| S-LDA 25 | 8620-2½ 2080 (2100-2½) | | 8620-3 2080 (2100-3) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

## EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

AL-6403 (FAA)




AIRPORT DIAGRAM
25219

EAGLE, COLORADO
EAGLE COUNTY RGNL (EGE)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# BEVVR ONE DEPARTURE (RNAV)

(BEVVR1.BEVVR) 19JUL18

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Begin a climbing left turn as soon as practicable but no later than DER heading 206° to 7100, then direct COPER, then on depicted route to cross APRES at or above 13100, thence. . . .

. . . .on (assigned) transition, maintain 15000. Expect filed altitude 10 minutes after departure.

BELGN TRANSITION (BEVVR1.BELGN)

RUBAY TRANSITION (BEVVR1.RUBAY)

SPRKT TRANSITION (BEVVR1.SPRKT)

ATIS
135.575
CLNC DEL
124.75
DENVER CLNC DEL
124.75
(When tower closed)
GND CON
121.8
EAGLE TOWER★
119.8
DENVER CENTER
128.65 282.2

**TOP ALTITUDE: 15000**

SPRKT
13700
295°
(19)
GORMN
13700
13100
295°
(6)
N
APRES
13100 225K
003°
(7)
BEVVR
308°
(4)
HNDES
263°
(4)
COPER
7100
206°
054°
13100
(8)
ZILOP
13200
13100
*11700
037°
(15)
ZAMRU
14000
14000
037°
(13)
GGIRO
14000
068°
(19)
BELGN
13200
054°
(12)
PARIZ
14000
14000
077°
(22)
RUBAY

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.

**TAKEOFF MINIMUMS**
Rwy 7: NA - Terrain
Rwy 25: 800-2 with a minimum climb of 740′ per NM to 10200.

NOTE: Chart not to scale.

(BEVVR1.BEVVR) 18312

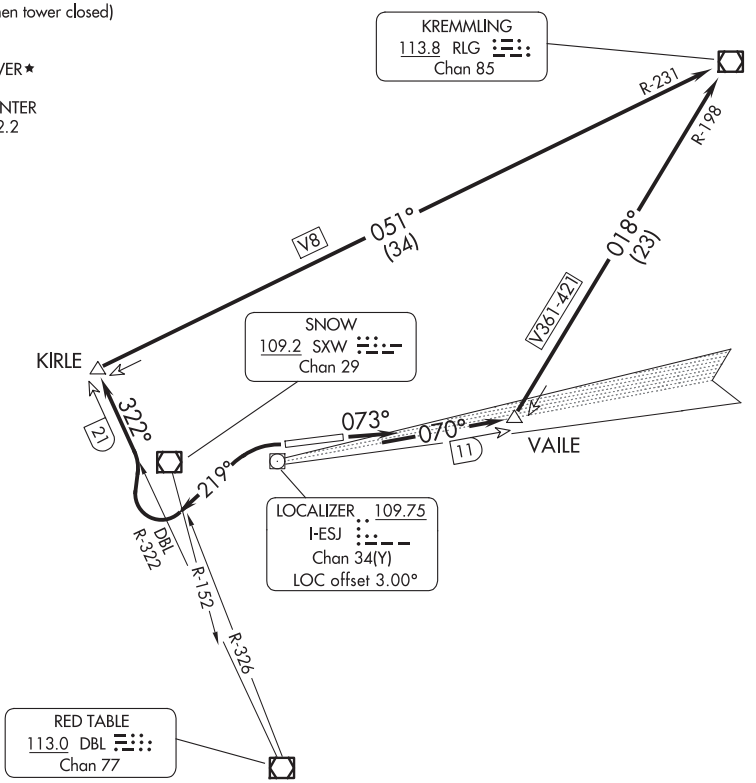
BEVVR ONE DEPARTURE (RNAV)

AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)

EAGLE, COLORADO

ATIS
135.575
CLNC DEL
124.75
DENVER CLNC DEL
124.75 (When tower closed)
GND CON
121.8
EAGLE TOWER★
119.8
DENVER CENTER
128.65 282.2




TAKEOFF MINIMUMS

Rwy 7: Standard with minimum climb of 580' per NM to 12000.

Rwy 25: Standard with minimum climb of 815' per NM to 9200.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 073° and I-ESJ east course to VAILE INT/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.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(EKR4.EKR) 24137

# MEEKER FOUR DEPARTURE

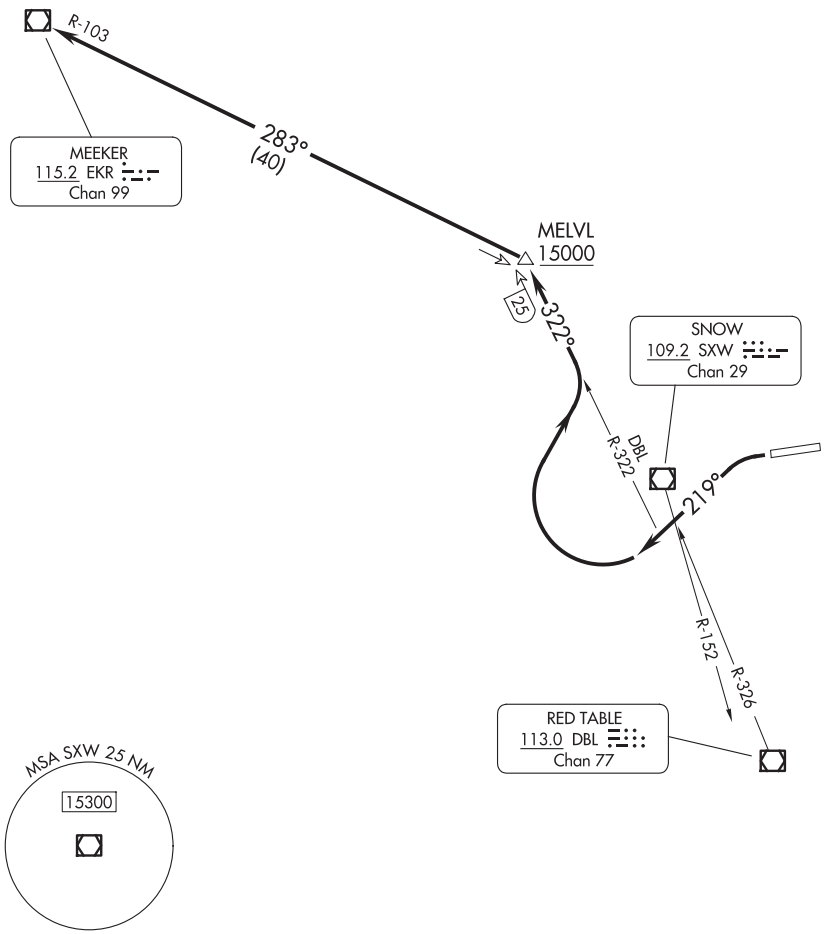
AL-6403 (FAA)

EAGLE COUNTY RGNL (EGE)
EAGLE, COLORADO



**TOP ALTITUDE: 15000**

DENVER CENTER
128.65 282.2




TAKEOFF MINIMUMS

Rwy 25: Standard with minimum climb of 815′/NM to 15000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climbing left turn heading 219°, upon crossing SXW R-152 or DBL R-326 turn right 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.

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 206° | TDZE | N/A |
| | Apt Elev | 5119 |

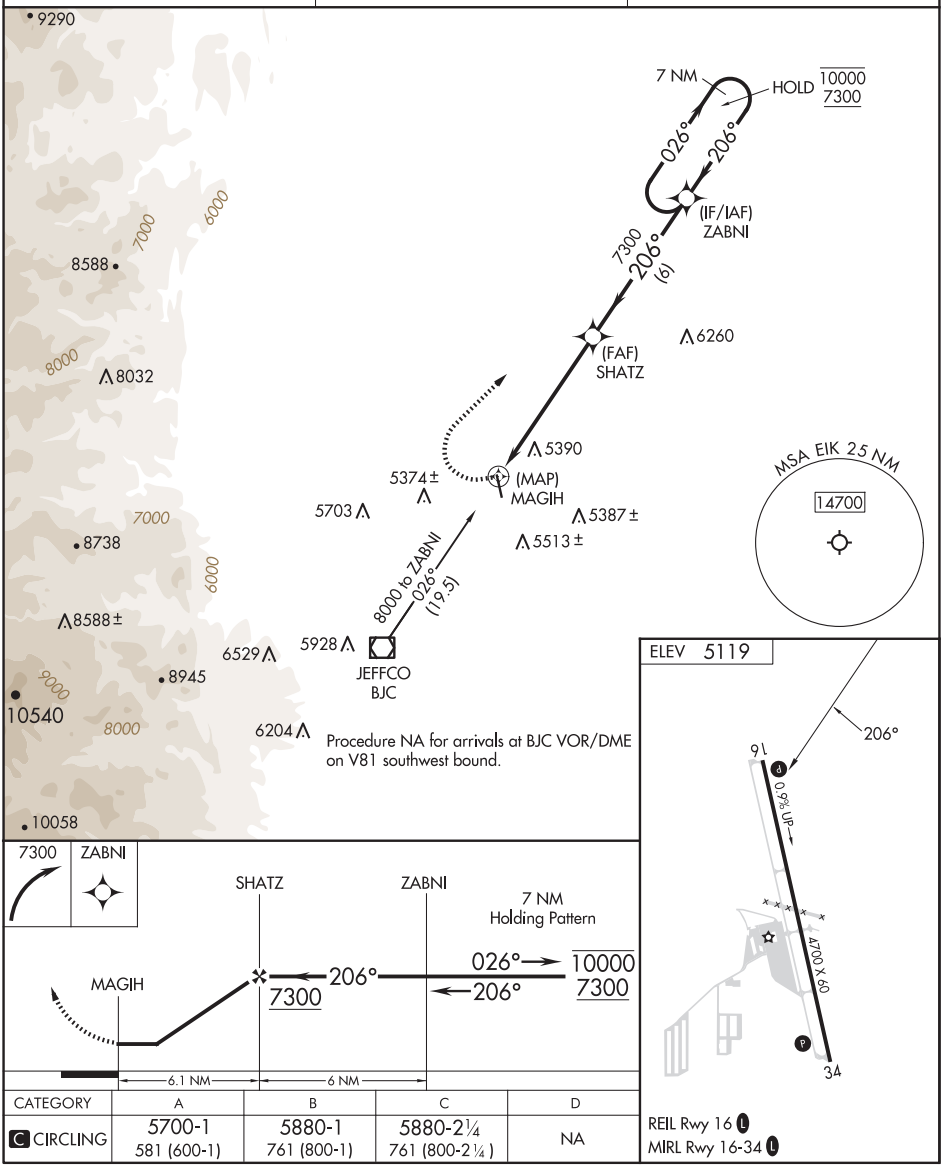
# RNAV (GPS)-B
ERIE MUNI (EIK)

RNP APCH.

T A

MISSED APPROACH: Climbing right turn to 7300 direct ZABNI and hold.

| AWOS-3PT | DENVER APP CON | UNICOM |
|---|---|---|
| 133.825 | 125.12 263.02 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5700-1<br>581 (600-1) | 5880-1<br>761 (800-1) | 5880-2¼<br>761 (800-2¼) | NA |

REIL Rwy 16 L
MIRL Rwy 16-34 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME BJC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.4 | 203° | TDZE | N/A |
| Chan 101 | | Apt Elev | 5119 |

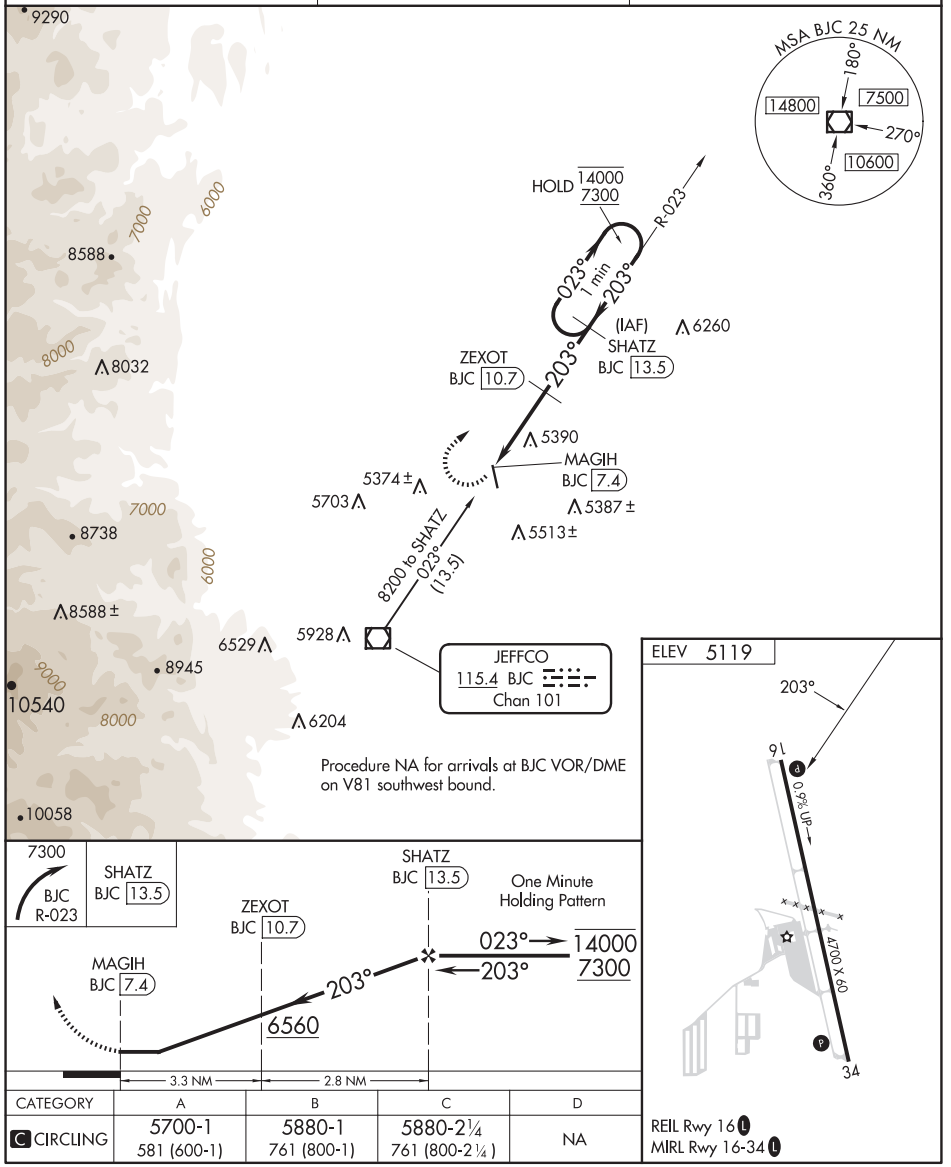
# VOR-A

ERIE MUNI (EIK)

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 | DENVER APP CON | UNICOM |
|---|---|---|
| 133.825 | 125.12 263.02 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5700-1<br>581 (600-1) | 5880-1<br>761 (800-1) | 5880-2¼<br>761 (800-2¼) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-FMN | APP CRS | Rwy Ldg | 6248 |
|---|---|---|---|
| 111.9 | 256° | TDZE | 5507 |
| Chan 56 | | Apt Elev | 5507 |

# ILS or LOC RWY 25

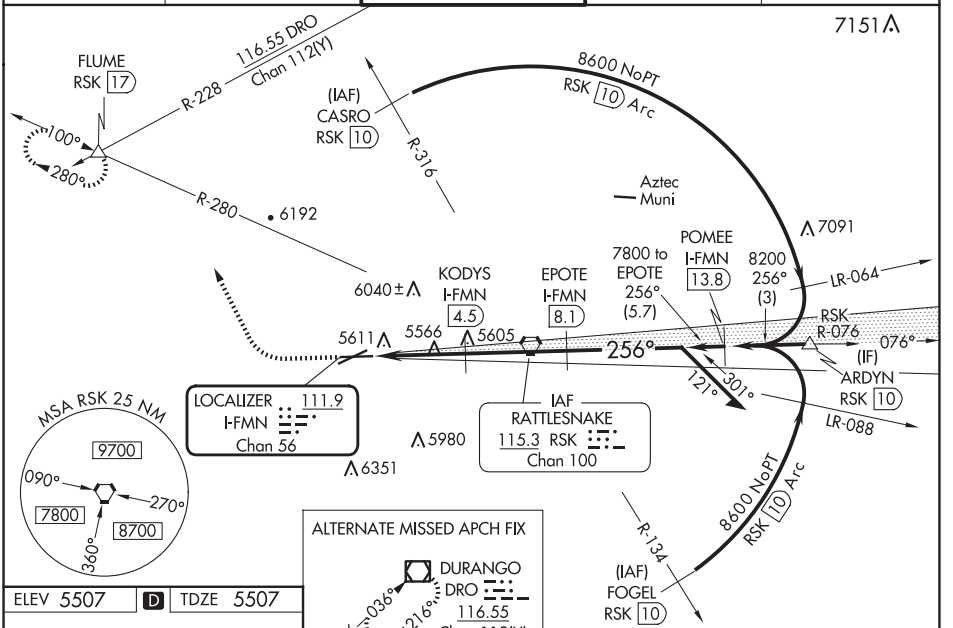
## FOUR CORNERS RGNL (FMN)

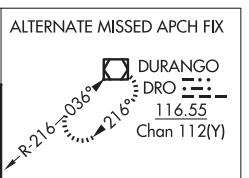
DME required.

T A VDP NA with Durango altimeter setting. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase S-ILS 25 DA to 5950 feet and all visibilites ⅝ 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.

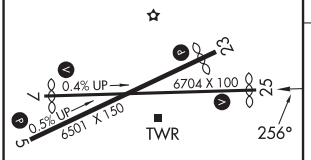
MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 on heading 321° and on RSK VORTAC R-280 to FLUME INT and hold, continue climb-in-hold to 9000.

| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |



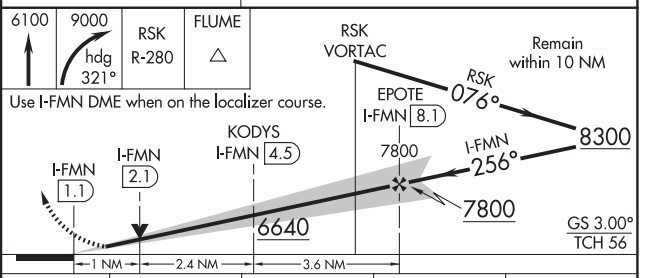




| ELEV 5507 | D | TDZE 5507 |
|---|---|---|




REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

| FAF to MAP 7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 25 | 5707-¾ 200 (200-¾) | | | |
| S-LOC 25 | 5880-1 373 (400-1) | | | |
| C CIRCLING | 6020-1 513 (600-1) | 6140-1 633 (700-1) | 6380-2½ 873 (900-2½) | 6400-3 893 (900-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 5

## FOUR CORNERS RGNL (FMN)

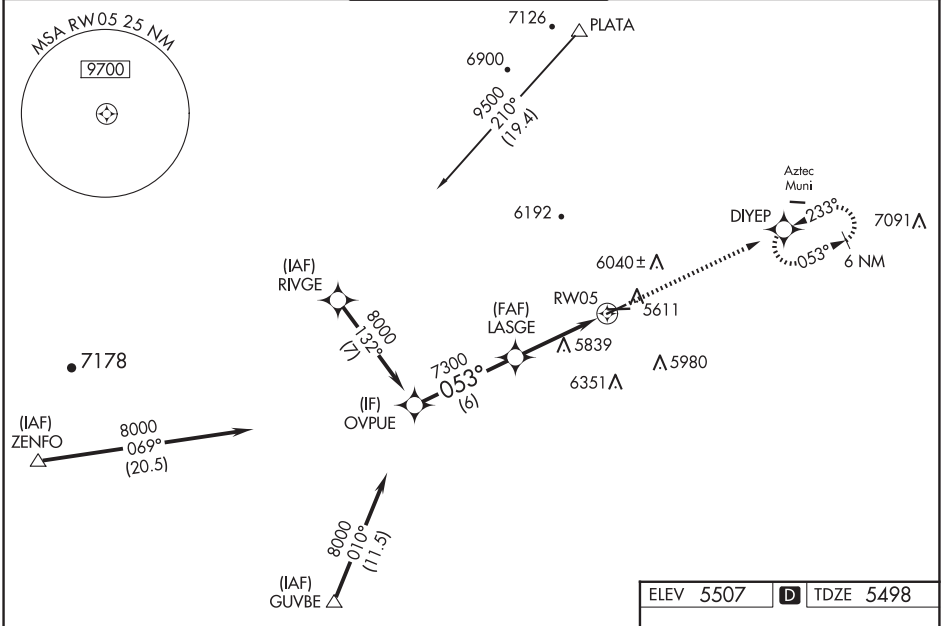
| WAAS | APP CRS | Rwy Ldg | 5590 |
|---|---|---|---|
| CH 86210 | 053° | TDZE | 5498 |
| W05A | | Apt Elev | 5507 |

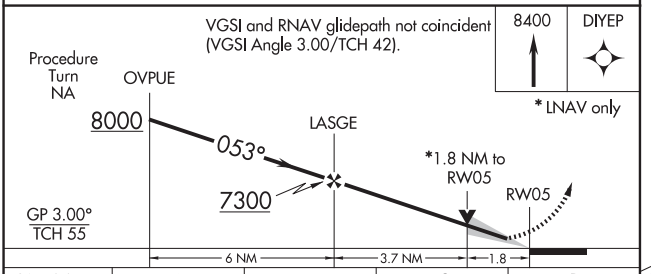
RNP APCH-GPS.

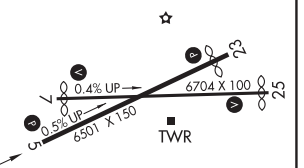
Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5993 feet and LNAV/VNAV DA to 6163 and all visibilites 5/8 SM; increase all MDAs 260 feet and visibility LNAV Cat B/C/D and Circling Cat A/B/C 3/4 SM.

MISSED APPROACH: Climb to 8400 direct DIYEP and hold.

| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5750-3/4 252 (300-3/4) | | | |
| LNAV/VNAV DA | 5920-1 1/4 422 (500-1 1/4) | | | |
| LNAV MDA | 6100-1 602 (600-1) | | 6100-1 3/4 602 (600-1 3/4) | |
| CIRCLING | 6100-1 593 (600-1) | 6180-1 673 (700-1) | 6380-2 1/2 873 (900-2 1/2) | 6460-3 953 (1000-3) |

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 7

FOUR CORNERS RGNL (FMN)

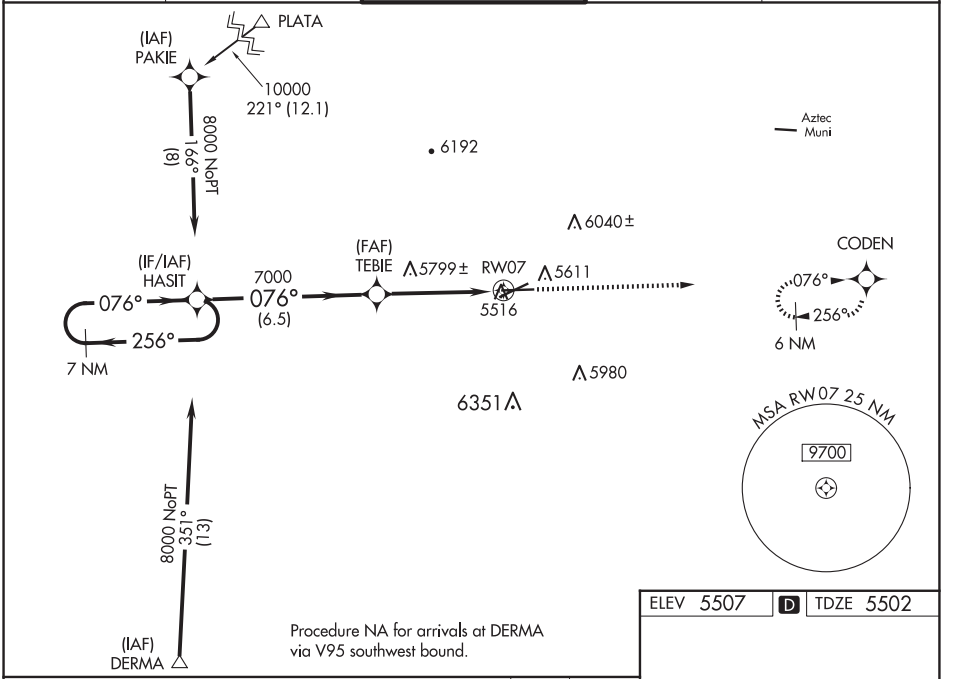
| WAAS CH 90110 W07A | APP CRS 076° | Rwy Ldg 6248 TDZE 5502 Apt Elev 5507 |
|---|---|---|

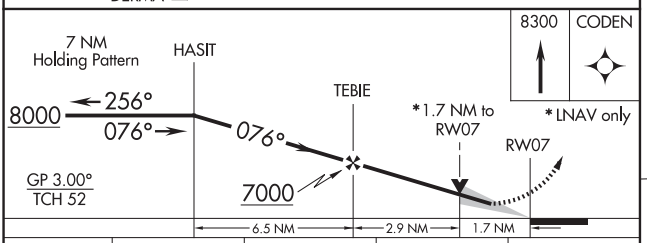
RNP APCH-GPS.

T A Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 6003 feet and LNAV/VNAV DA to 6223 and all visibilities ⅝ SM; increase all MDAs 260 feet and visibility LNAV Cats B/C/D and Circling Cats A/B/C ⅞ SM.

MISSED APPROACH: Climb to 8300 direct CODEN and hold.

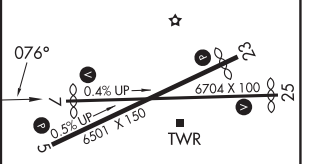
| ATIS | DENVER CENTER | FARMINGTON TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5760-¾ 258 (300-¾) | | | |
| LNAV/VNAV DA | 5980-1⅜ 478 (500-1⅜) | | | |
| LNAV MDA | 6060-1 558 (600-1) | | 6060-1⅝ 558 (600-1⅝) | |
| CIRCLING | 6100-1 593 (600-1) | 6180-1 673 (700-1) | 6380-2½ 873 (900-2½) | 6460-3 953 (1000-3) |

ELEV 5507 D TDZE 5502




REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

FARMINGTON, NEW MEXICO | AL-493 (FAA) | 25163

| WAAS | APP CRS | Rwy Ldg | 5590 |
|---|---|---|---|
| CH 70714 | 233° | TDZE | 5505 |
| W23A | | Apt Elev | 5507 |

# RNAV (GPS) RWY 23

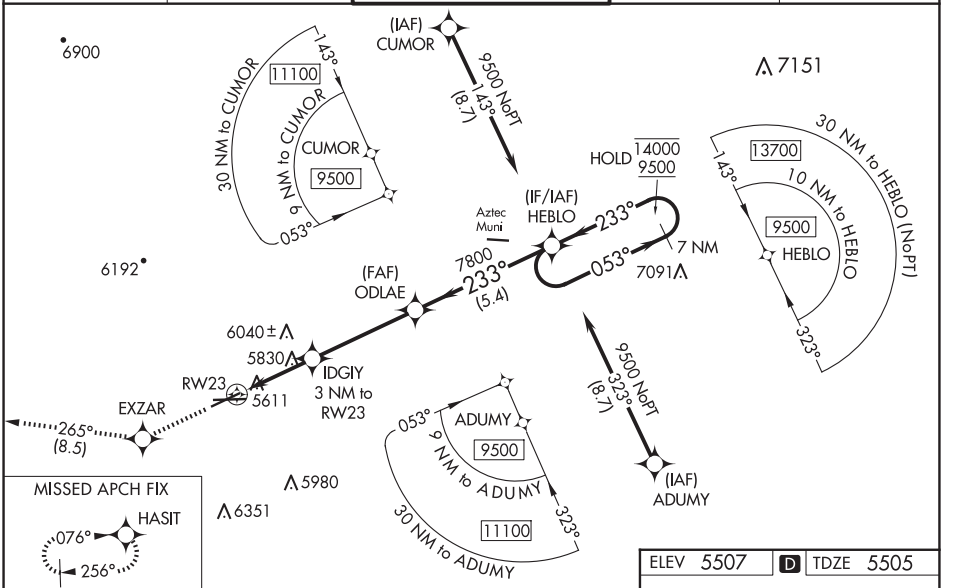
FOUR CORNERS RGNL (FMN)

RNP APCH - GPS.

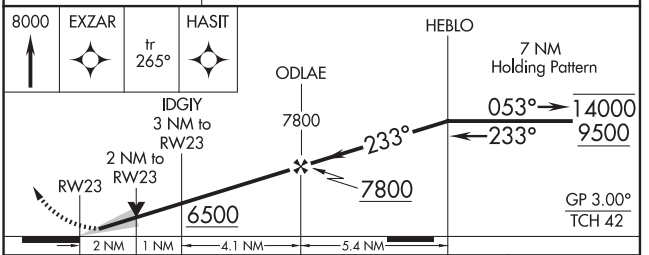
T A Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5998 feet and all visibilities ⅝ SM. Increase LNAV/VNAV DA to 6274 feet and all visibilites 1 SM. Increase all MDAs 260 feet and LNAV visibilities Cat B ¼ SM, C/D ⅞ SM and Circling visibility Cat A/B ¼ SM and Cat C ½ SM.

MISSED APPROACH: Climb to 8000 direct EXZAR and on track 265° to HASIT and hold.

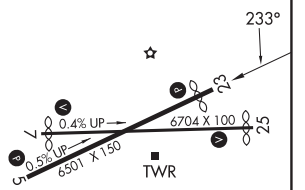
| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




| 8000 | EXZAR | tr 265° | HASIT |
|---|---|---|---|




ELEV 5507 | D | TDZE 5505




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5755-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 6031-1½ 526 (600-1½) | | | |
| LNAV MDA | 6080-1 575 (600-1) | | 6080-1⅝ 575 (600-1⅝) | |
| C CIRCLING | 6100-1 593 (600-1) | 6140-1 633 (700-1) | 6380-2½ 873 (900-2½) | 6400-3 893 (900-3) |

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

FARMINGTON, NEW MEXICO
Amdt 2A 10AUG23

36°44'N-108°14'W

FOUR CORNERS RGNL (FMN)

RNAV (GPS) RWY 23

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 25

FOUR CORNERS RGNL (FMN)

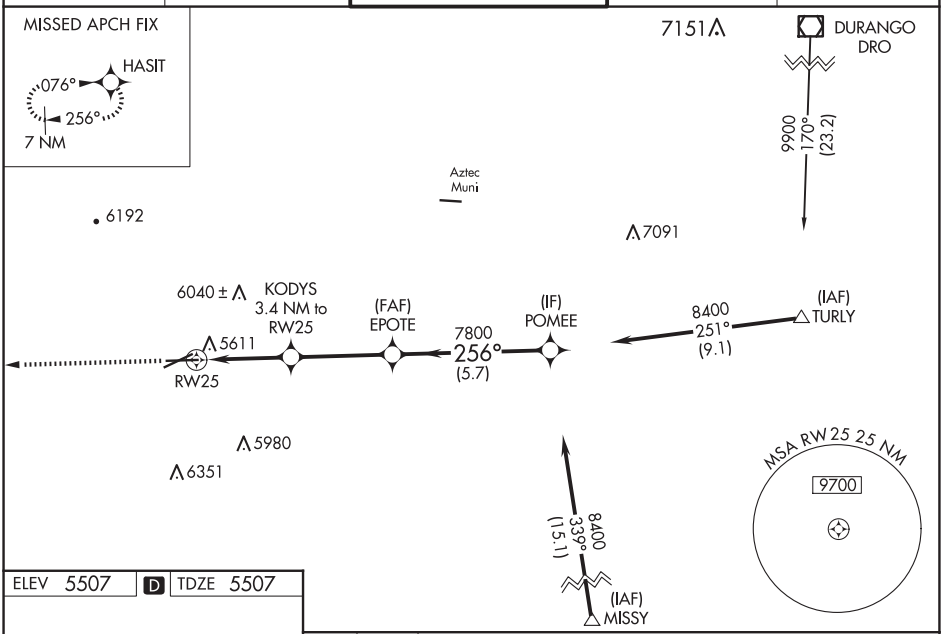
| WAAS CH 97518 W25A | APP CRS 256° | Rwy Ldg 6248 TDZE 5507 Apt Elev 5507 |
|---|---|---|

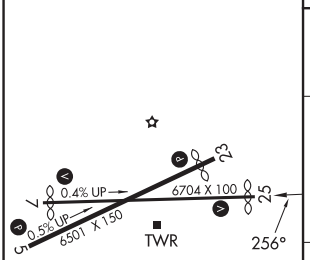
RNP APCH-GPS.

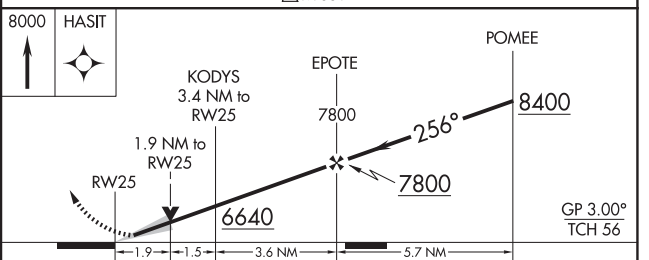
Baro-VNAV and VDP NA when using Durango altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. When local altimeter setting not received, use Durango altimeter setting and increase LPV DA to 5950 feet and all visibilities ⅝ SM. Increase LNAV/VNAV DA to 6312 feet and all visibilites ⅞ SM. Increase all MDAs 260 feet and LNAV visibilities Cat C/D ¾ SM, and Circling visibility Cat B ¼ SM and Cat C ½ SM.

MISSED APPROACH: Climb to 8000 direct HASIT and hold.

| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5707-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 6069-1⅝ 562 (600-1⅝) | | | |
| LNAV MDA | 5880-1 373 (400-1) | | | |
| C CIRCLING | 6020-1 513 (600-1) | 6140-1 633 (700-1) | 6380-2½ 873 (900-2½) | 6400-3 893 (900-3) |

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

FARMINGTON, NEW MEXICO | AL-493 (FAA) | 25163

| VORTAC RSK | APP CRS | Rwy Ldg | 5590 |
|---|---|---|---|
| 115.3 | 070° | TDZE | 5498 |
| Chan 100 | | Apt Elev | 5507 |

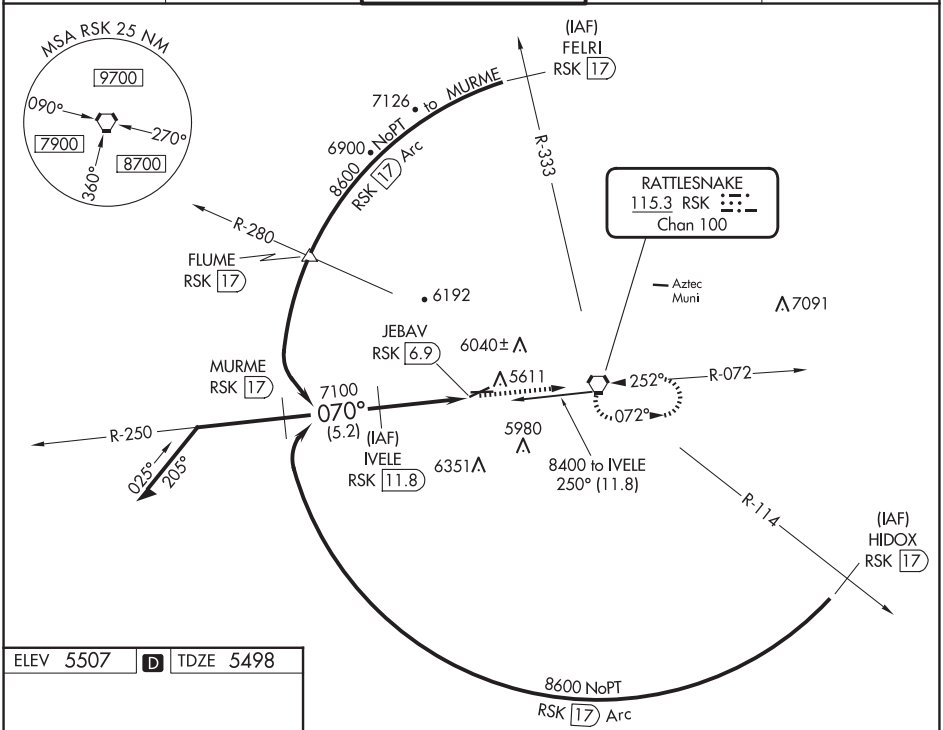
# VOR/DME RWY 5

FOUR CORNERS RGNL (FMN)

T A 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 7/8 SM.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

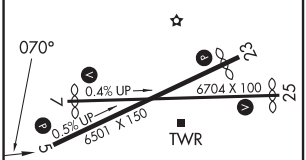
| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




SW-1, 07 AUG 2025 to 02 OCT 2025

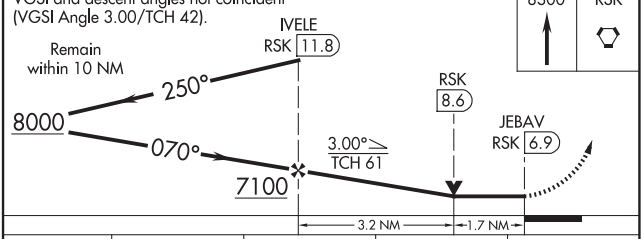
SW-1, 07 AUG 2025 to 02 OCT 2025

ELEV 5507 D TDZE 5498




REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 6060-1 562 (600-1) | | 6060-1⅝ 562 (600-1⅝) | |
| CIRCLING | 6100-1 593 (600-1) | 6180-1 673 (700-1) | 6380-2½ 873 (900-2½) | 6460-3 953 (1000-3) |

| VORTAC RSK | APP CRS | Rwy Ldg | 6248 |
|---|---|---|---|
| 115.3 | 072° | TDZE | 5502 |
| Chan 100 | | Apt Elev | 5507 |

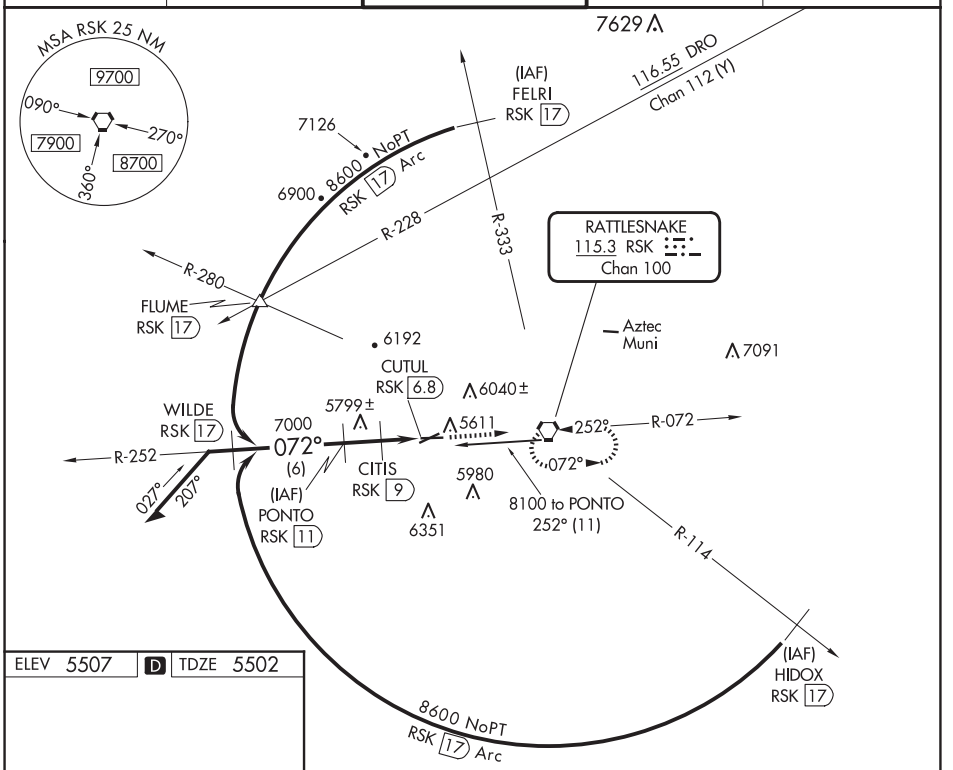
# VOR/DME RWY 7

## FOUR CORNERS RGNL (FMN)

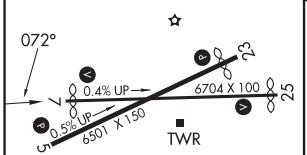
T A Circling NA for Cat D southeast of Rwy 5 and south of Rwy 25. VDP NA when using Durango altimeter setting. When local altimeter not received, use Durango altimeter setting and increase all MDAs 260 feet and visibility S-7 Cat C/D and Circling Cats A/B/C ¾ SM.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

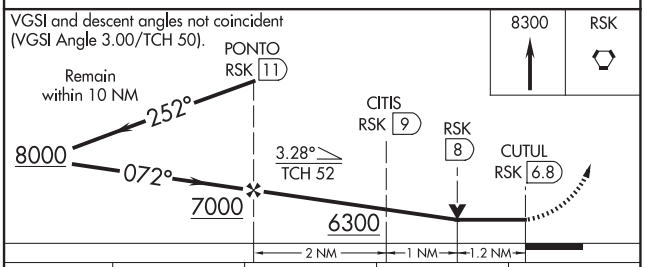
| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




ELEV 5507 D TDZE 5502




REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 5920-1 418 (500-1) | | 5920-1⅛ 418 (500-1⅛) | |
| CIRCLING | 6100-1 593 (600-1) | 6180-1 673 (700-1) | 6380-2½ 873 (900-2½) | 6460-3 953 (1000-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC RSK | APP CRS | Rwy Ldg | 6248 |
|---|---|---|---|
| 115.3 | 252° | TDZE | 5507 |
| Chan 100 | | Apt Elev | 5507 |

# VOR RWY 25

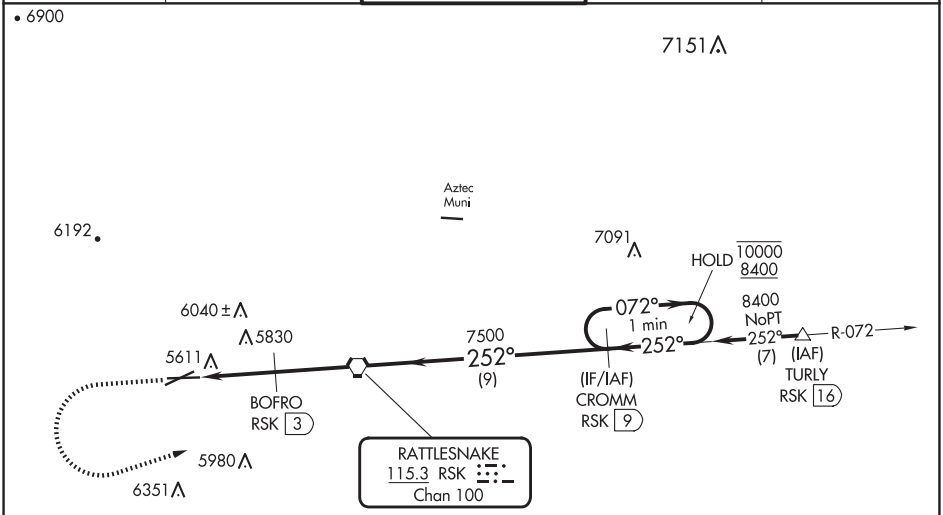
## FOUR CORNERS RGNL (FMN)

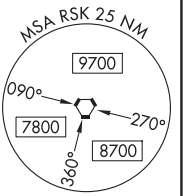
DME required.

T A 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 ⅞ SM and Circling visibility Cat A/B/C ½ SM.

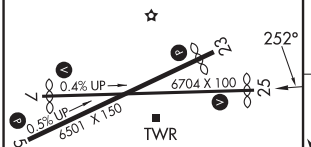
MISSED APPROACH: Climb to 7100 then climbing left turn to 8400 on heading 060° and on RSK VORTAC R-072 to CROMM/9 DME and hold.

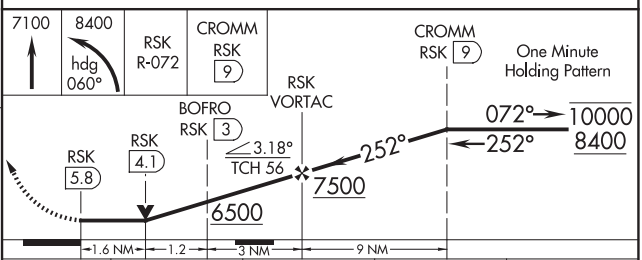
| ATIS | DENVER CENTER | FARMINGTON TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.15 | 118.575 348.7 | 118.9 (CTAF) L 257.8 | 121.7 | 122.95 |




ELEV 5507 D TDZE 5507




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 6080-1 573 (600-1) | | 6080-1⅝ 573 (600-1⅝) | |
| CIRCLING | 6080-1 573 (600-1) | 6140-1 633 (700-1) | 6380-2½ 873 (900-2½) | 6460-3 953 (1000-3) |

REIL Rwys 23 and 25 L
MIRL Rwys 5-23 and 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# AIRPORT DIAGRAM

AL-493 (FAA)

## FOUR CORNERS RGNL (FMN)

FARMINGTON, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

25163

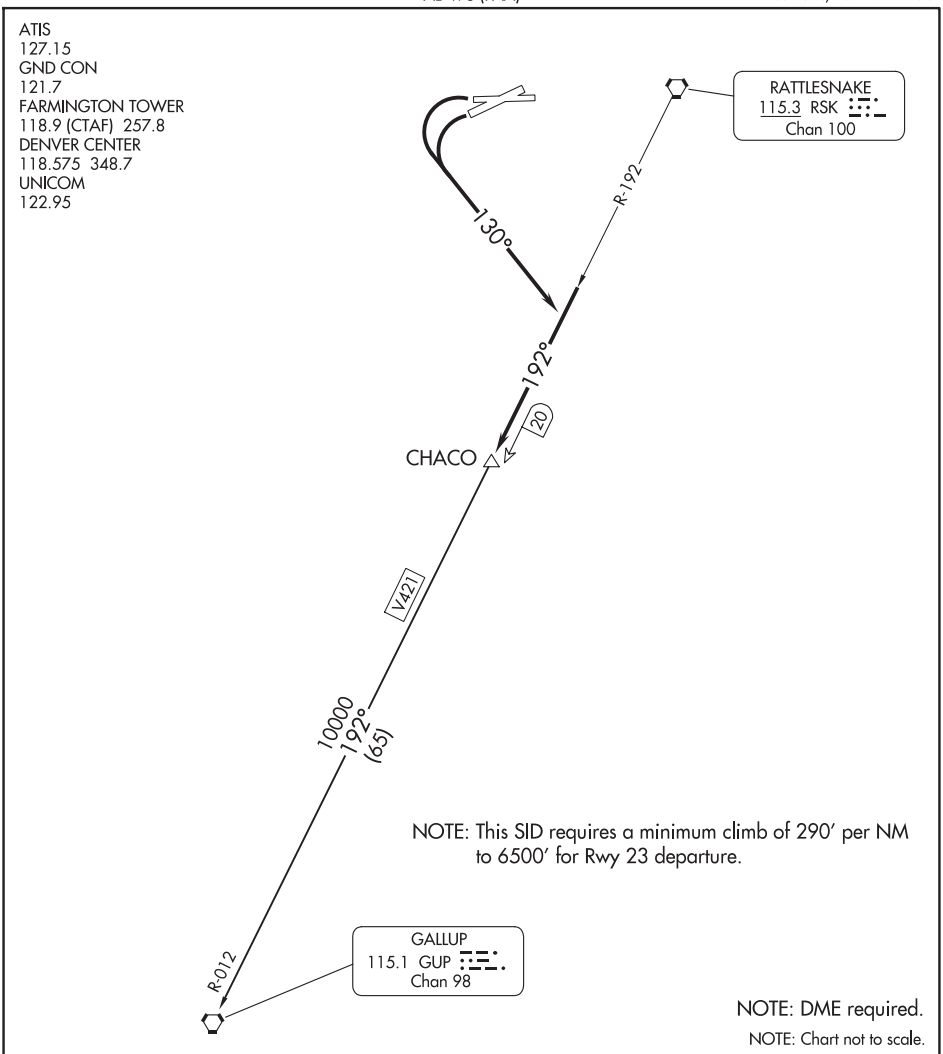
FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

(CHACO1.CHACO) 23334

# CHACO ONE DEPARTURE

AL-493 (FAA)

FOUR CORNERS RGNL (FMN)
FARMINGTON, NEW MEXICO




## DEPARTURE ROUTE DESCRIPTION

Aircraft departing Runways 23 or 25 turn left heading 130° to intercept RSK R-192 to CHACO. Thence via (assigned route).

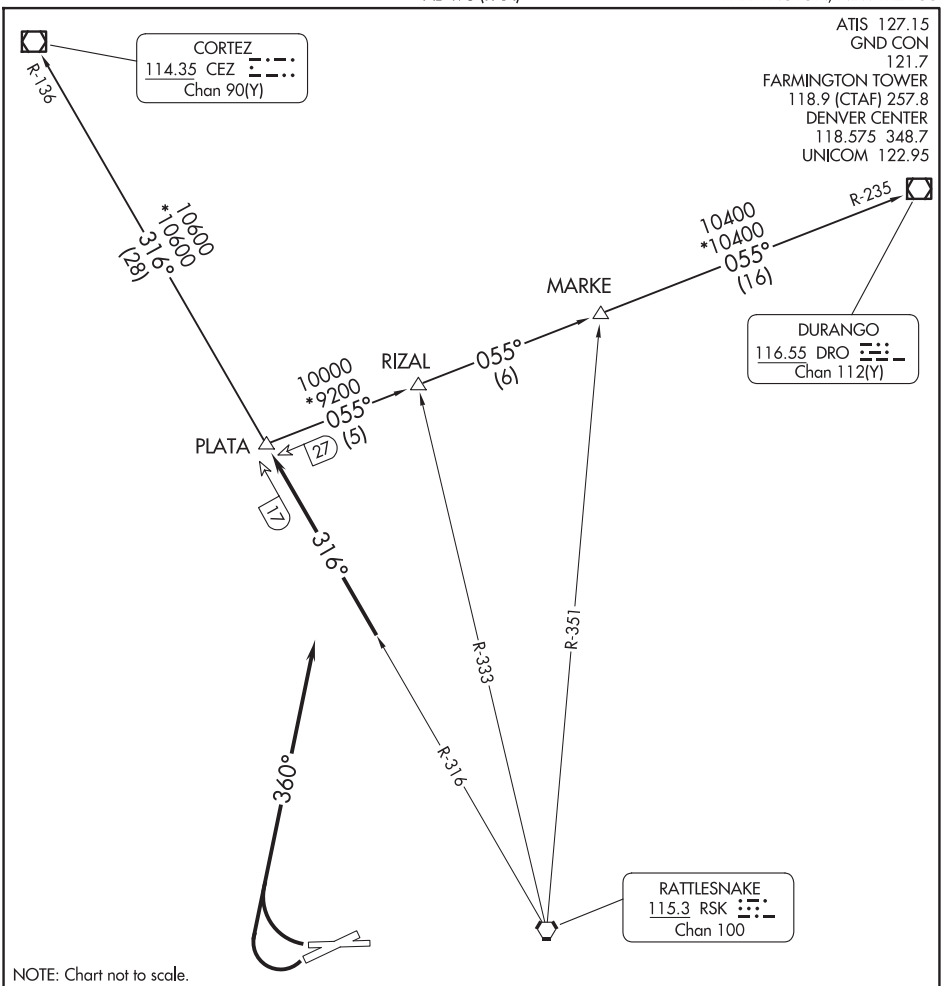
GALLUP TRANSITION (CHACO1.GUP): From over CHACO via RSK R-192 and GUP R-012 to GUP VORTAC.

CHACO ONE DEPARTURE
(CHACO1.CHACO) 05DEC96

FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025




## DEPARTURE ROUTE DESCRIPTION

Aircraft departure Runways 23 and 25 turn right heading 360° to intercept RSK R-316 to PLATA INT. Thence via (transition) or (assigned route).

CORTEZ TRANSITION (PLATA1.CEZ): From over PLATA INT via RSK R-316 and CEZ R-136 to CEZ VOR/DME.

DURANGO TRANSITION (PLATA1.DRO): From over PLATA INT via DRO R-235 to DRO VOR/DME.

MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.

RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

FORT COLLINS/LOVELAND, COLORADO AL-5677 (FAA) 25219

| LOC I-FNL | APP CRS | Rwy Ldg | 8500 |
|---|---|---|---|
| 109.5 | 331° | TDZE | 5020 |
| | | Apt Elev | 5020 |

# ILS or LOC RWY 33
## NORTHERN COLORADO RGNL (FNL)

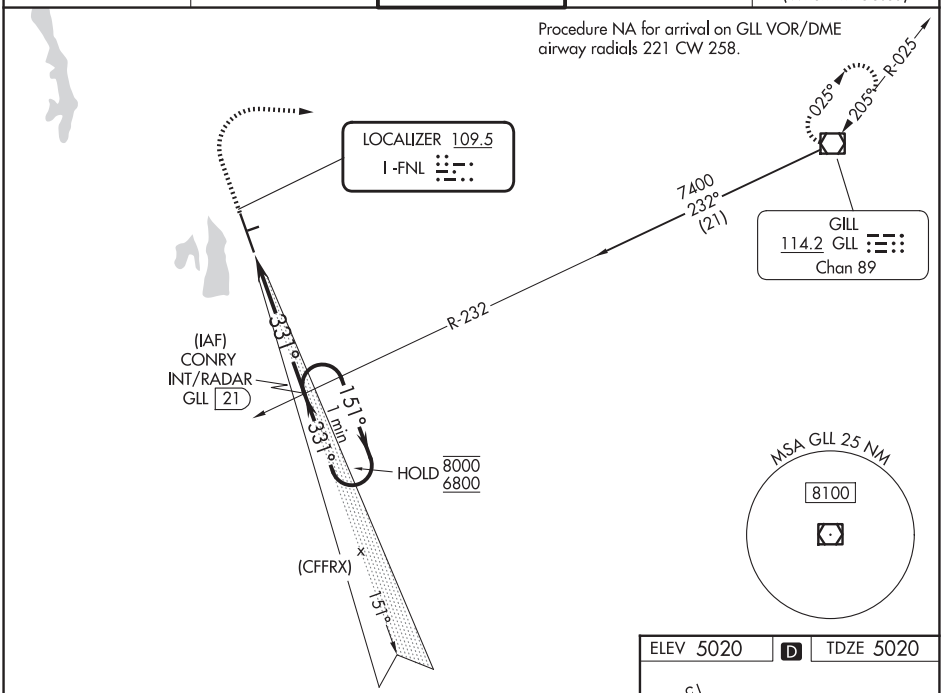
Circling Rwy 24 NA at night.

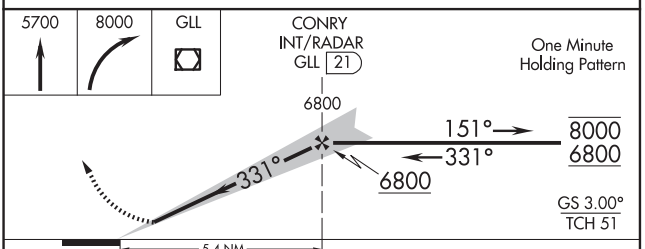
MALSR

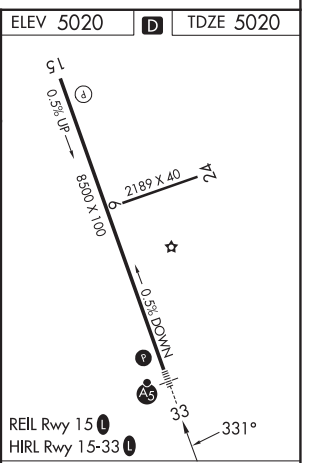
MISSED APPROACH: Climb to 5700 then climbing right turn to 8000 direct GLL VOR/DME and hold.

| ATIS | DENVER APP CON | NOCO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.075 | 134.85 251.125 | 118.4 (CTAF) L | 121.65 | 120.25 (When twr closed) |

Procedure NA for arrival on GLL VOR/DME airway radials 221 CW 258.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 5220-½ 200 (200-½) | | | |
| S-LOC 33 | 5500-½ 480 (500-½) | | 5500-1 480 (500-1) | |
| CIRCLING | 5500-1 480 (500-1) | 5520-1 500 (500-1) | 5520-1½ 500 (500-1½) | 5700-2¼ 680 (700-2¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 15

## NORTHERN COLORADO RGNL (FNL)

| APP CRS | Rwy Ldg | 8500 |
|---|---|---|
| 151° | TDZE | 4990 |
| | Apt Elev | 5020 |

RNP APCH-GPS.

T
A

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

| ATIS | DENVER APP CON | NOCO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.075 | 134.85 251.125 | 118.4 (CTAF) L | 121.65 | 120.25 (When twr closed) |

Procedure NA for arrivals at BARGR on V361 northeast bound.

(IAF) BARGR

8200 177° (13.4)

(IAF) WISER

8200 231° (11.1)

Procedure NA for arrivals at WISER on V81 north bound.

(IF) NAXOS

7200 151° (6.1)

(FAF) LASXE

5072

WIDOD 3 NM to RW15

5053 ± RW15

MSA RW15 25 NM

14800

MISSED APCH FIX

IMOMY 151° 331° 7 NM

ELEV 5020 D TDZE 4990

151°

15

0.5% UP

8500 X 100

2189 X 40

24

6

0.5% DOWN

P

A5

33

REIL Rwy 15 L

HIRL Rwy 15-33 L

NAXOS LASXE WIDOD 3 NM to RW15

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).

7600 IMOMY

8200 151° 3.05° TCH 50 7200 0.9 NM to RW15 RW15 5980

6.1 NM 3.7 NM 2.1 NM 0.9

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5320-1 330 (300-1) | | | |

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

FORT COLLINS/LOVELAND, COLORADO AL-5677 (FAA) 25219

| WAAS | APP CRS | Rwy Ldg | 8500 |
|---|---|---|---|
| CH 97511 | 331° | TDZE | 5020 |
| W33A | | Apt Elev | 5020 |

# RNAV (GPS) RWY 33
## NORTHERN COLORADO RGNL (FNL)

RNP APCH-GPS.

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 ⅞ SM and LNAV visibility Cat C/D to 1 SM.

MALSR

MISSED APPROACH: Climb to 5600, then climbing right turn to 7400 direct LPORT and hold.

| ATIS | DENVER APP CON | NOCO TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.075 | 134.85 251.125 | 118.4 (CTAF) L | 121.65 | 120.25 (When twr closed) |

MISSED APCH FIX

183° 003° 7 NM LPORT

Procedure NA for arrival on GLL VOR/DME airway radials 136 CW 301.

GILL GLL

7600 221° (22.3)

RW33 5125

JUDET 1.7 NM to RW33

MSA RW33 25 NM 14700

(FAF) CONRY

331° 6800 (5.7)

HOLD 14000 7600

(IF/IAF) IMOMY

151° 331° 7 NM

7600 NoPT 260° (25.3) (IAF) CEDUK

7600 NoPT 319° (26.2) (IAF) MILE HIGH DVV

Procedure NA for arrivals at HYGEN on V220 westbound and V85 northwest bound.

7600 NoPT 051° (13.6) (IAF) HYGEN

Procedure NA for arrival on DVV VORTAC airway radials 257 CW 314.

5600 7400 LPORT

JUDET 1.7 NM to RW33 | 1 NM to RW33 | RW33 | CONRY | 6800 | IMOMY | 7 NM Holding Pattern | 151° 14000 | 331° 7600 | 331° 6800 | 5620 | GP 3.00° TCH 51

1 NM | 0.8 | 3.7 NM | 5.7 NM

ELEV 5020 D TDZE 5020

15 0.5% UP 8500 X 100 6 2189 X 40 24 0.5% DOWN 33 331°

REIL Rwy 15 L

HIRL Rwy 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5220-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 5329-½ 309 (400-½) | | | |
| LNAV MDA | 5380-½ 360 (400-½) | | 5380-⅝ 360 (400-⅝) | |
| CIRCLING | 5480-1 460 (500-1) | 5520-1 500 (500-1) | 5520-1½ 500 (500-1½) | 5700-2¼ 680 (700-2¼) |

FORT COLLINS/LOVELAND, COLORADO
Amdt 2 24MAR22

40°27′N-105°01′W

NORTHERN COLORADO RGNL (FNL)
RNAV (GPS) RWY 33


SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME GLL | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.2 | 248° | TDZE | N/A |
| Chan 89 | | Apt Elev | 5020 |

# VOR-A

NORTHERN COLORADO RGNL (FNL)

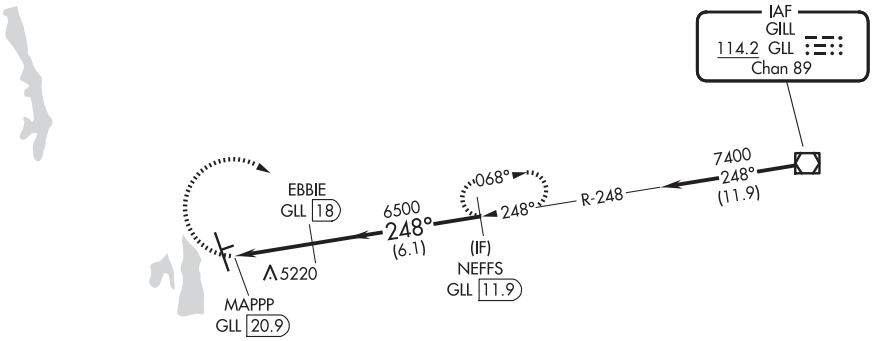
DME required.

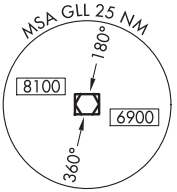
Circling Rwy 24 NA at night. When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ½ SM.

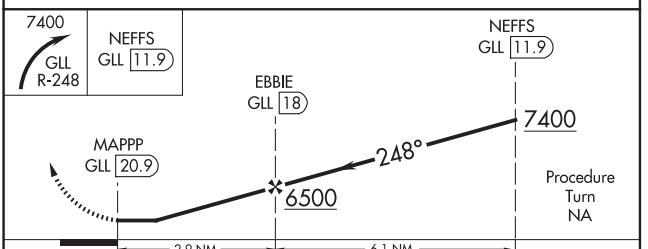
MISSED APPROACH: Climbing right turn to 7400 via GLL VOR/DME R-248 to NEFFS/GLL 11.9 DME and hold.

| ATIS | DENVER APP CON | NOCO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 135.075 | 134.85 251.125 | 118.4 (CTAF) L | 121.65 | 120.25 (When twr closed) |

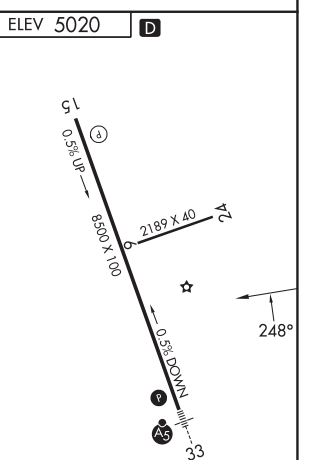
Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5500-1<br>480 (500-1) | 5580-1<br>560 (600-1) | 5580-1½<br>560 (600-1½) | 5760-2¼<br>740 (800-2¼) |






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

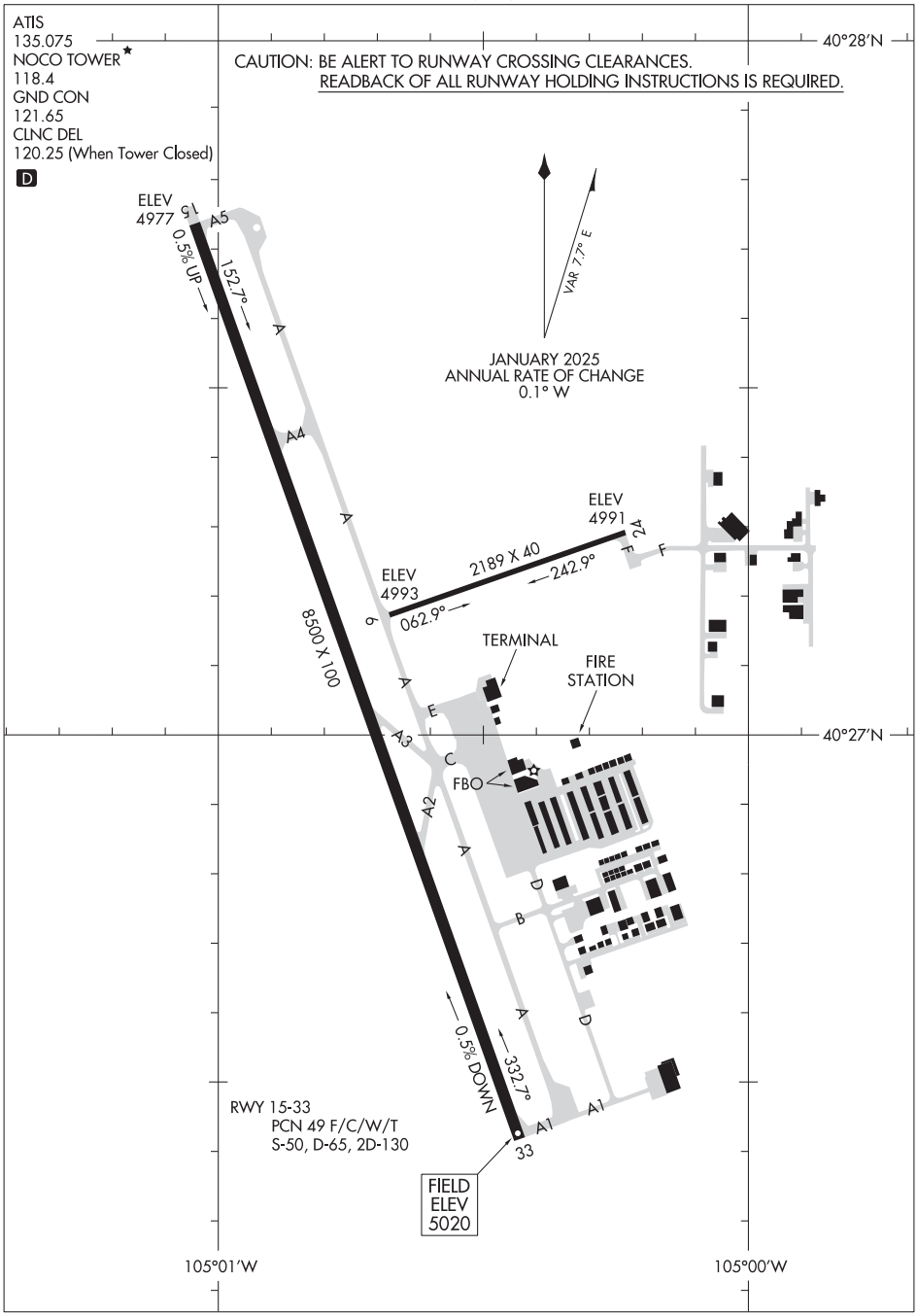
25219

# AIRPORT DIAGRAM

## NORTHERN COLORADO RGNL (FNL)

AL-5677 (FAA)

FORT COLLINS/LOVELAND, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

FORT COLLINS/LOVELAND, COLORADO

NORTHERN COLORADO RGNL (FNL)

25219

# DENVER THREE DEPARTURE






SW-1, 07 AUG 2025 to 02 OCT 2025

# DENVER THREE DEPARTURE

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

# ECHOO ONE DEPARTURE (RNAV)

AL-5677 (FAA)




TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



ECHOO ONE DEPARTURE (RNAV)
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

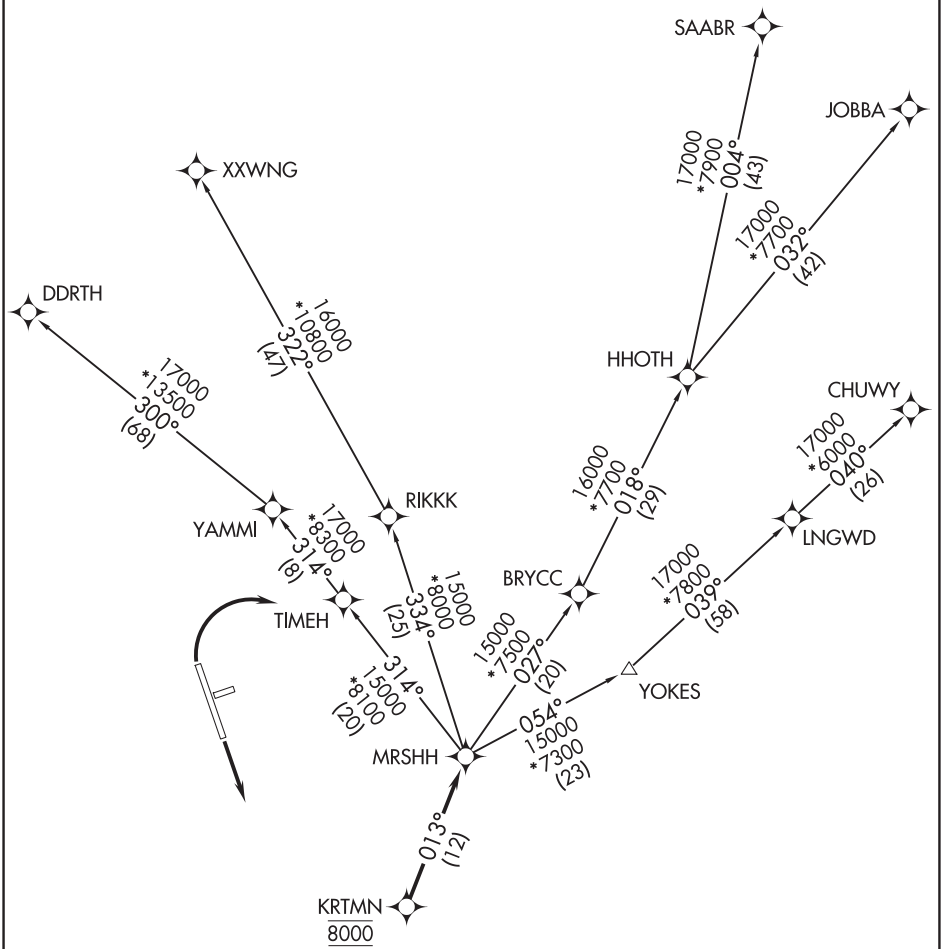
ZIRKL TRANSITION (ECHOO1.ZIRKL)



SW-1, 07 AUG 2025 to 02 OCT 2025

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

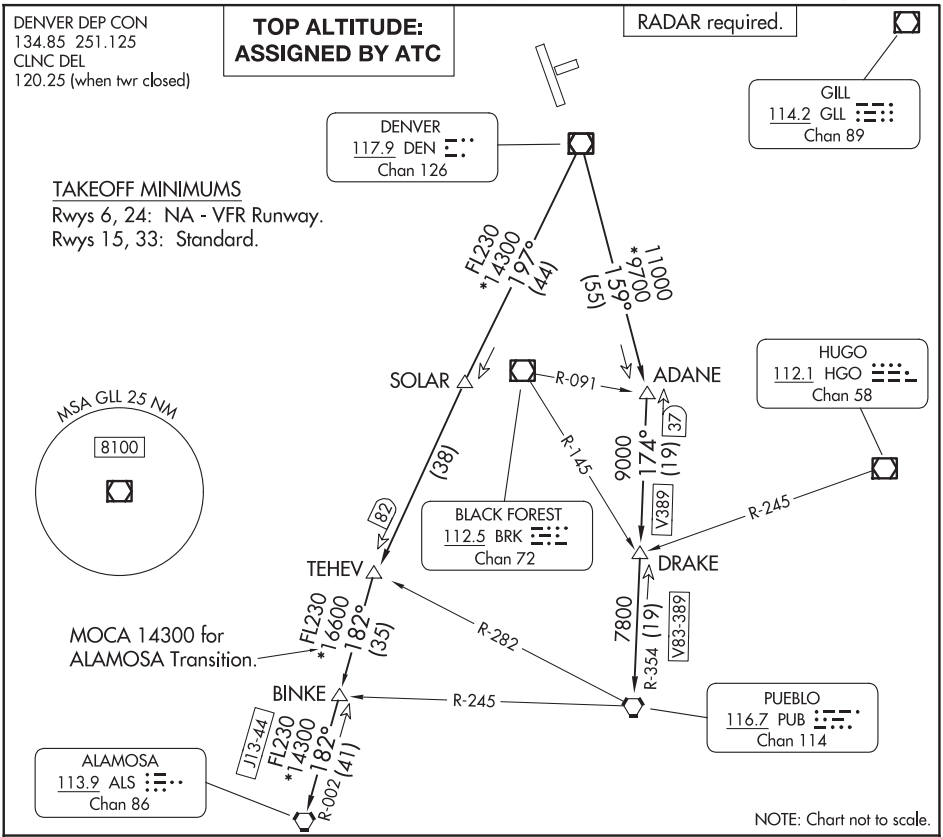
TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

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)


SW-1, 07 AUG 2025 to 02 OCT 2025




## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.



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(PLAIN2.DEN) 25163

# PLAINS TWO DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

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PLAINS TWO DEPARTURE

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

(PLAIN2.DEN) 12JUN25

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

(ROCKI7.DEN) 25163

# ROCKIES SEVEN DEPARTURE

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO






SW-1, 07 AUG 2025 to 02 OCT 2025

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 12JUN25

FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.


SW-1, 07 AUG 2025 to 02 OCT 2025

(SKYEE1.SKYEE) 20086

# SKYEE ONE DEPARTURE (RNAV)

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO
AL-5677 (FAA)



SW-1, 07 AUG 2025 to 02 OCT 2025

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

**TOP ALTITUDE: FL230**

TAKEOFF MINIMUMS
Rwys 6, 24: NA.
Rwys 15, 33: Standard.

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

SATLE
8000

160° (12)

SKYEE

14200 *11300 191° (31)

14200 *10400 172° (31)

FL180 *9500 135° (37)

FL180 *9800 149° (34)

SOLAR
14200

SCAGS
14200

SHOJO

STAKR

17000 *12300 199° (48)

FL230 *15800 189° (24)

FL180 *9900 165° (39)

FL180 *9500 158° (39)

SMMUR
17000

FRNKE
FL230

SABTH

AZARO

17000 *16000 198° (28)

FL230 *14300 189° (52)

FL180 *7700 132° (35)

SLEEK

DAAYE

SUDDZ

FL180 *9900 160° (65)

FL180 *7800 139° (84)

JOPLN

VRONI

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SKYEE ONE DEPARTURE (RNAV)
(SKYEE1.SKYEE) 26MAR20
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)


SW-1, 07 AUG 2025 to 02 OCT 2025

# WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

FORT COLLINS/LOVELAND, COLORADO

NORTHERN COLORADO RGNL (FNL)

(WNGSS1.WNGSS) 20086

WNGSS ONE DEPARTURE (RNAV)

AL-5677 (FAA)

NORTHERN COLORADO RGNL (FNL)

FORT COLLINS/LOVELAND, COLORADO



**TOP ALTITUDE: FL230**

CLNC DEL 120.25
DENVER DEP CON 134.85 251.125

CHNGY
17000 *15200 266° (37)
ZIMMR 17000
17000 *14800 291° (13)
ZENLO 15000
14000 *12300 292° (10)
BUMPZ 8000
244° (12)
WNGSS 12000
14000 *11400 246° (10)
COUSN 15000
17000 *13800 246° (11)
CONNR 17000
17000 *16500 252° (47)
WERNR
224° (10)
15000 *12000
16000 *13100 224° (6)
BUBLS 15000
17000 *16500 224° (7)
BRANF 16000
17000 *16500 242° (28)
BAYLR 17000
17000 *16500 242° (27)
BOBBA
TEHRU
17000 *16700 208° (69)
BLUE MESA HBU FL230

COORZ 17000
17000 *15800 256° (38)
VOAXA
17000 *15600 273° (13)
KINLE 15000
14000 *11800 273° (10)

N

TAKEOFF MINIMUMS

Rwys 6, 24: NA.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on a heading between 350° CW 180° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn on a heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)


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(YELLO5.DEN) 25163

# YELLOWSTONE FIVE DEPARTURE

NORTHERN COLORADO RGNL (FNL)
FORT COLLINS/LOVELAND, COLORADO
AL-5677 (FAA)

RADAR required.

**TOP ALTITUDE: ASSIGNED BY ATC**

△ HANKI

100

SCOTTSBLUFF
112.6 BFF
Chan 73

R-191

R-090

F210
*8000
034°
(71)

9000
*7900
011°
(70)

COPLA

66

YOKES

(16)

R-186

RAPID CITY
112.3 RAP
Chan 70

F230
*9000
005°
(219)

R-034

8000
*9000
015°
(50)

MOCA 7900 for SCOTTSBLUFF Transition.

WSA GILL 25 NM

8100

TAKEOFF MINIMUMS
Rwys 6, 24: NA-VFR Runway.
Rwys 15, 33: Standard.

NOTE: Chart not to scale.

CHEYENNE
113.1 CYS
Chan 78

R-163

10000
*8600
343°
(25)

YALES

10000
*7900
349°
(59)

R-174

9000
*7900
359°
(42)

R-194

11000
*8500
334°
(60)

DENVER
117.9 DEN
Chan 126

GILL
114.2 GIL
Chan 89

YAMMI
12000 (For MEDICINE BOW Transition only)

MEDICINE BOW
116.85 MBW
Chan 115(Y)

12000
*11300
313°
(77)

R-133

11000
305°
(45)

R-125

V4

13400
273°
(36)

LARAMIE
117.6 LAR
Chan 123

R-213

NATTI △

N

DENVER DEP CON
134.85 251.125
CLNC DEL
120.25 (when twr clsd)

(CONTINUED ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

YELLOWSTONE FIVE DEPARTURE
(YELLO5.DEN) 12JUN25
FORT COLLINS/LOVELAND, COLORADO
NORTHERN COLORADO RGNL (FNL)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway, thence. . . .
TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

. . . .RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.


SW-1, 07 AUG 2025 to 02 OCT 2025

FORT MORGAN, COLORADO | AL-10684 (FAA) | 25219

# RNAV (GPS) RWY 14

FORT MORGAN MUNI (FMM)

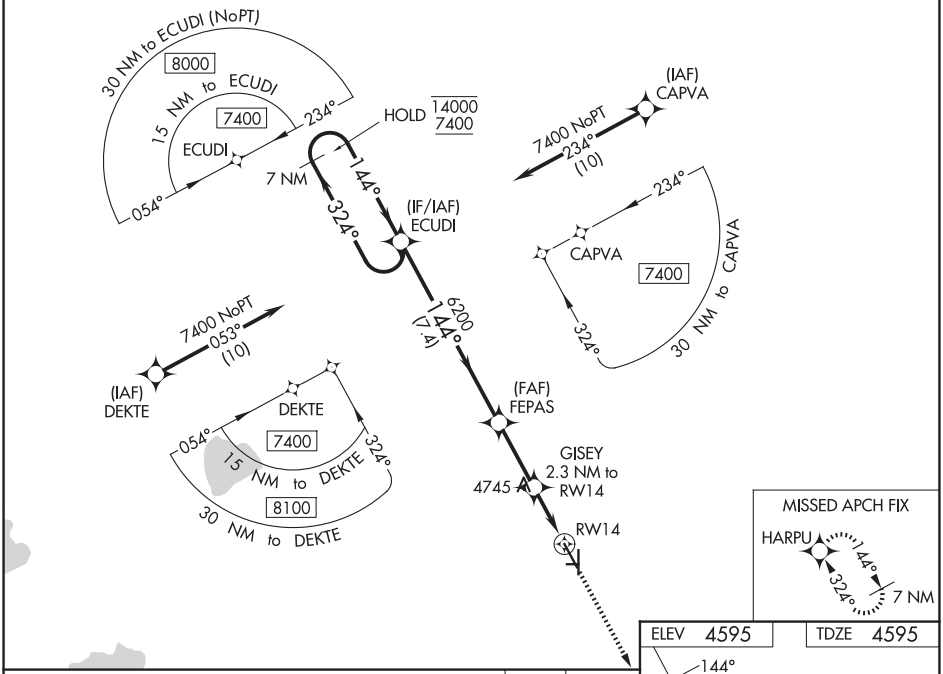
| WAAS | APP CRS | Rwy Ldg | 5731 |
|---|---|---|---|
| CH 86330 | 144° | TDZE | 4595 |
| W14A | | Apt Elev | 4595 |

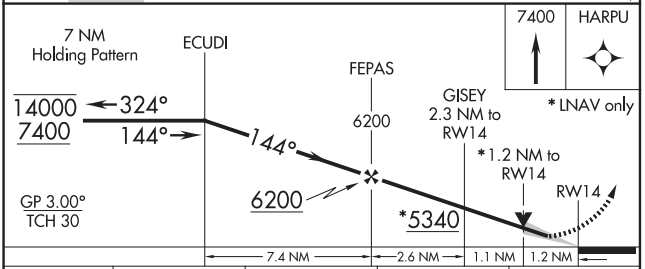
RNP APCH.

Circling Rwy 8, 17, 26, 32, 35 NA at night.

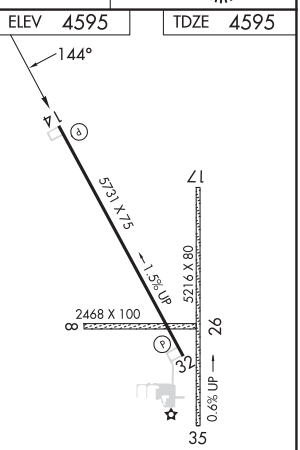
MISSED APPROACH: Climb to 7400 direct HARPU and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 132.95 | 118.475 225.4 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4845-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4845-1 250 (300-1) | | | |
| LNAV MDA | 5000-1 405 (500-1) | | 5000-1⅛ 405 (500-1⅛) | |
| CIRCLING | 5040-1 445 (500-1) | 5080-1 485 (500-1) | 5120-1½ 525 (600-1½) | 5340-2½ 745 (800-2½) |




REIL Rwys 14 and 32 L

MIRL Rwy 14-32 L

FORT MORGAN, COLORADO

Amdt 1A 03JAN19

40°20'N-103°48'W

FORT MORGAN MUNI (FMM)

RNAV (GPS) RWY 14

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

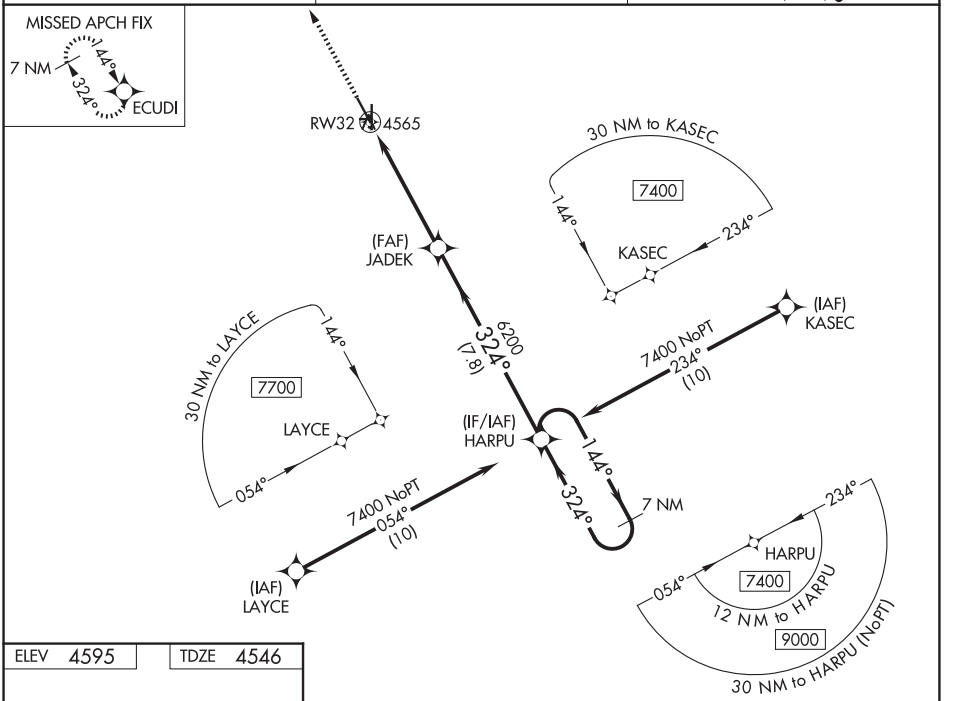
## FORT MORGAN MUNI (FMM)

| WAAS | APP CRS | Rwy Ldg | 5731 |
|---|---|---|---|
| CH 86438 | 324° | TDZE | 4546 |
| W32A | | Apt Elev | 4595 |

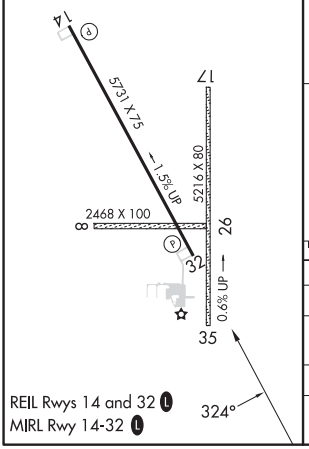
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron altimeter setting: increase all DA to 4879 feet and all visibilities ⅛ mile; increase all MDA 100 feet and all Cat C and D visibilities ¼ mile. Night landing: Rwy 8, 17, 26, 32, 35 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 7400 direct ECUDI and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 132.95 | 118.475 225.4 | 123.05 (CTAF) L |

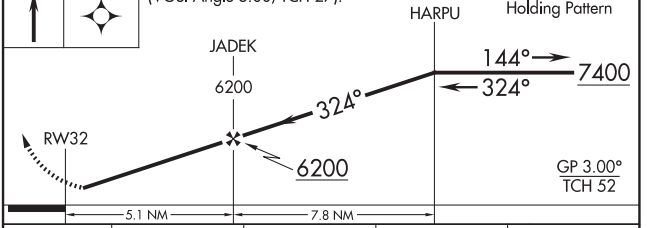



ELEV 4595 TDZE 4546




7400 ECUDI

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4796-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4796-1 250 (300-1) | | | |
| LNAV MDA | 4820-1 274 (300-1) | | | |
| CIRCLING | 5040-1 445 (500-1) | 5080-1 485 (500-1) | 5120-1½ 525 (600-1½) | 5340-2½ 745 (800-2½) |




SW-1, 07 AUG 2025 to 02 OCT 2025

GALLUP, NEW MEXICO | AL-526 (FAA) | 25163

# RNAV (GPS) RWY 6

GALLUP MUNI (GUP)

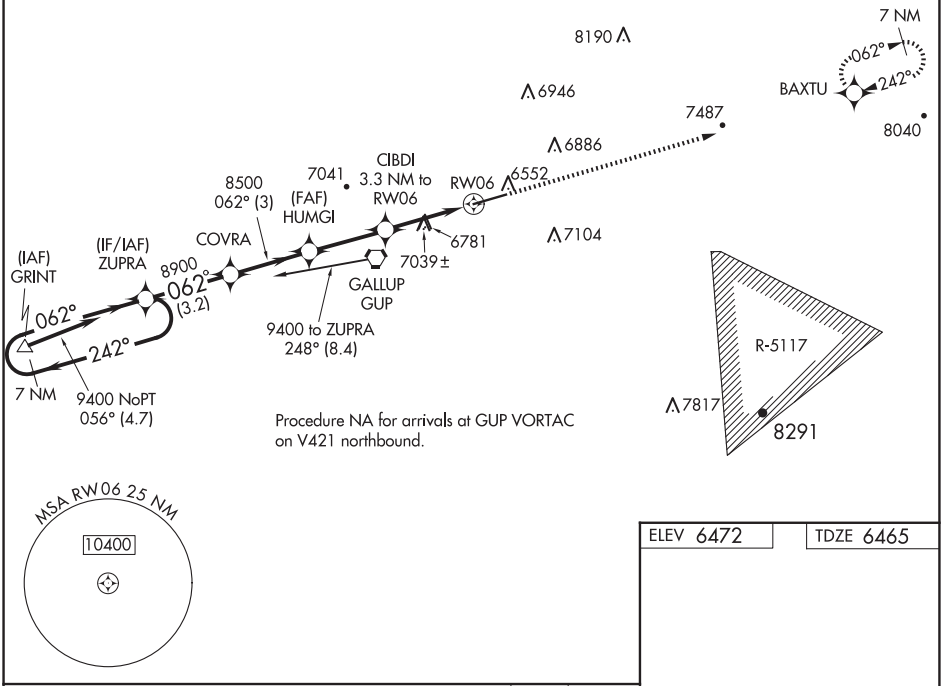
| APP CRS | Rwy Ldg | 7312 |
|---|---|---|
| 062° | TDZE | 6465 |
| | Apt Elev | 6472 |

RNP APCH - GPS.

Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use RQE altimeter setting and increase all MDAs 80 feet, increase LNAV Cat A visibility ¼ SM. VDP NA with RQE altimeter setting.

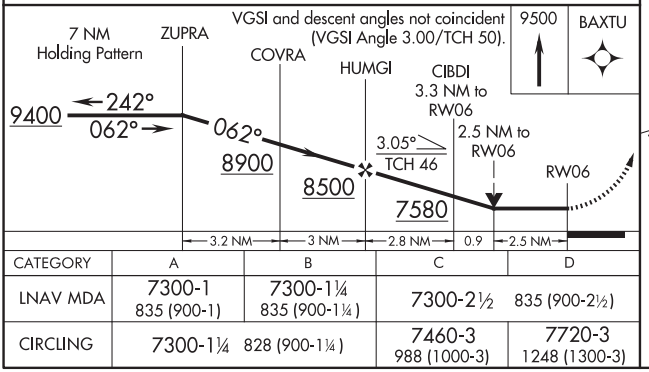
MISSED APPROACH: Climb to 9500 direct BAXTU and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 288.25 | 122.95 (CTAF) L |

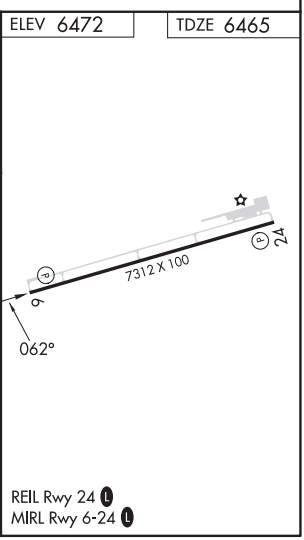









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7300-1 835 (900-1) | 7300-1¼ 835 (900-1¼) | 7300-2½ 835 (900-2½) | |
| CIRCLING | 7300-1¼ 828 (900-1¼) | | 7460-3 988 (1000-3) | 7720-3 1248 (1300-3) |




GALLUP, NEW MEXICO
Amdt 2B 20FEB25

35°31′N-108°47′W

GALLUP MUNI (GUP)

RNAV (GPS) RWY 6

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 7312 |
|---|---|---|
| 242° | TDZE | 6472 |
| | Apt Elev | 6472 |

# RNAV (GPS) RWY 24

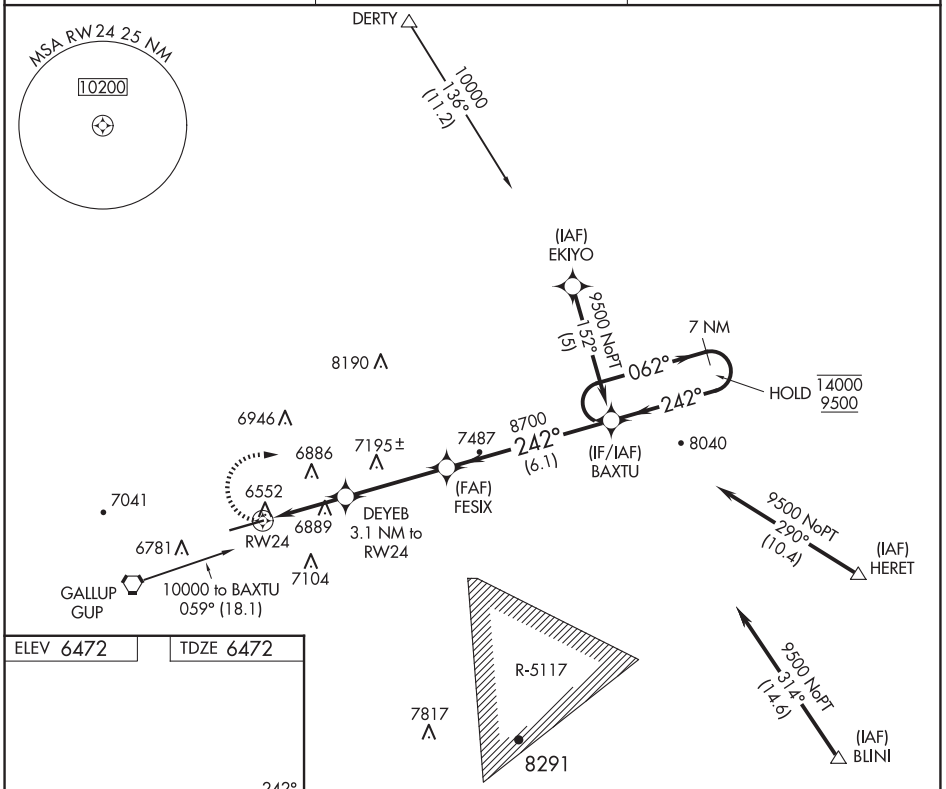
GALLUP MUNI (GUP)

RNP APCH.

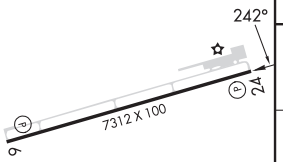
Rwy 24 helicopter visibility reduction below ¾ SM NA.

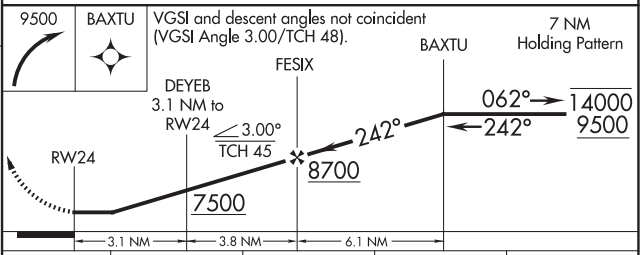
MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 288.25 | 122.95 (CTAF) L |




ELEV 6472 TDZ 6472




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7360-1¼ 888 (900-1¼) | | 7360-2½ 888 (900-2½) | |
| CIRCLING | 7360-1¼ 888 (900-1¼) | | 7460-3 988 (1000-3) | 7720-3 1248 (1300-3) |

REIL Rwy 24 L
MIRL Rwy 6-24 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-GUP | APP CRS | Rwy Ldg | 7312 |
|---|---|---|---|
| 111.7 | 062° | TDZE | 6465 |
| Chan 54 | | Apt Elev | 6472 |

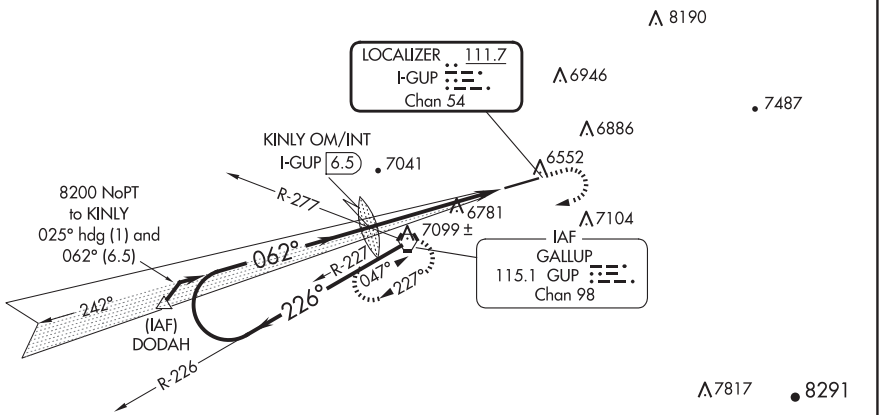
# LOC RWY 6

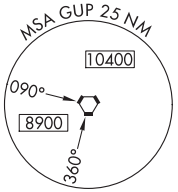
GALLUP MUNI (GUP)

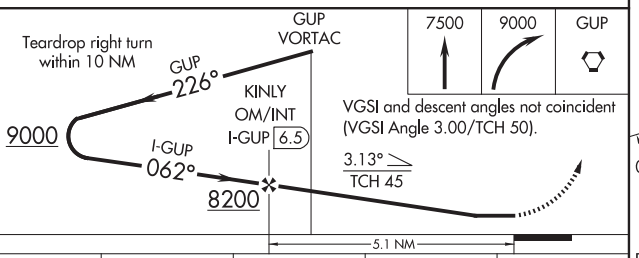
NA Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 288.25 | 122.95 (CTAF) L |

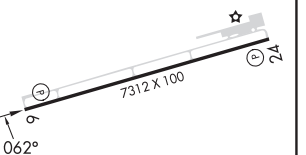



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 7280-1<br>815 (900-1) | 7280-1¼<br>815 (900-1¼) | 7280-2½ | 815 (900-2½) |
| CIRCLING | 7280-1<br>808 (900-1) | 7280-1¼<br>808 (900-1¼) | 7460-3<br>988 (1000-3) | 7720-3<br>1248 (1300-3) |

ELEV 6472 TDZE 6465




REIL Rwy 24 L

MIRL Rwy 6-24 L

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC GUP | APP CRS | Rwy Ldg | 7312 |
|---|---|---|---|
| 115.1 | 047° | TDZE | 6465 |
| Chan 98 | | Apt Elev | 6472 |

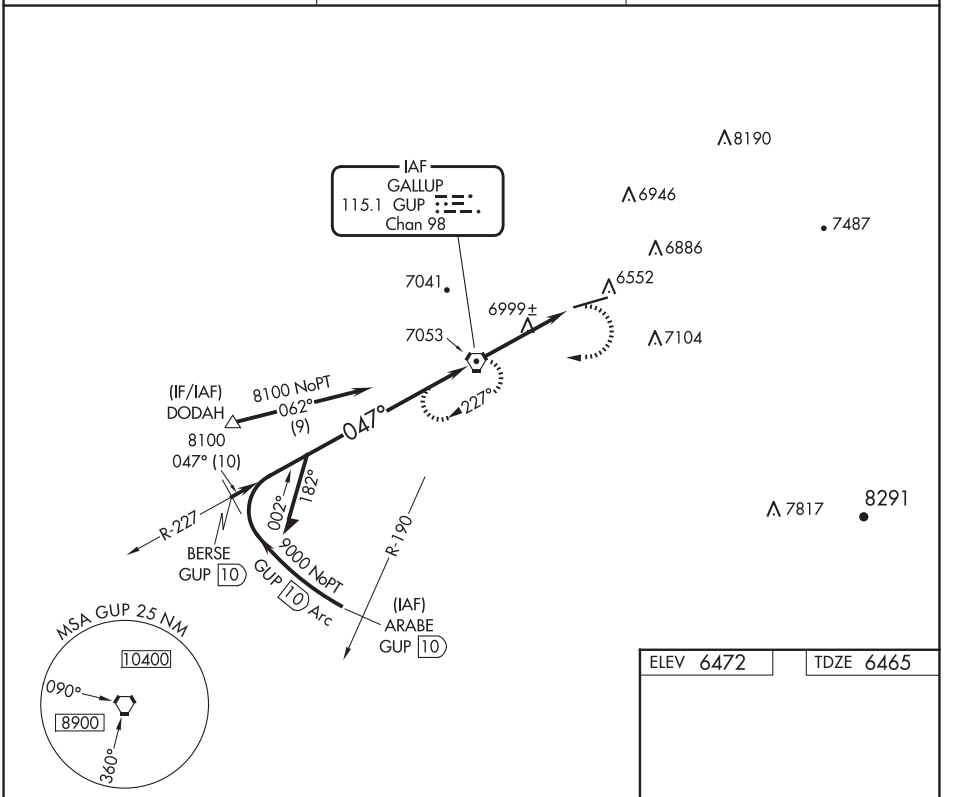
# VOR RWY 6

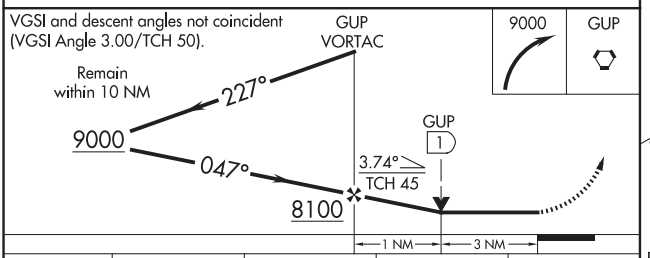
## GALLUP MUNI (GUP)

Rwy 6 helicopter visibility reduction below ¾ SM NA.

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

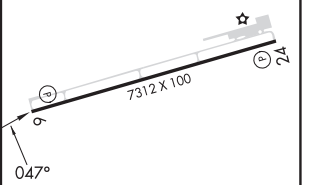
| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 124.325 288.25 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 7460-1¼<br>995 (1000-1¼) | 7460-1½<br>995 (1000-1½) | 7460-3<br>995 (1000-3) | NA |
| CIRCLING | 7460-1¼<br>988 (1000-1¼) | 7460-1½<br>988 (1000-1½) | 7460-3<br>988 (1000-3) | 7720-3<br>1248 (1300-3) |

ELEV 6472 TDZE 6465




REIL Rwy 24 L

MIRL Rwy 6-24 L

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 071° | TDZE | N/A |
| | Apt Elev | 8207 |

# RNAV (GPS)-C
## GRANBY-GRAND COUNTY (GNB)

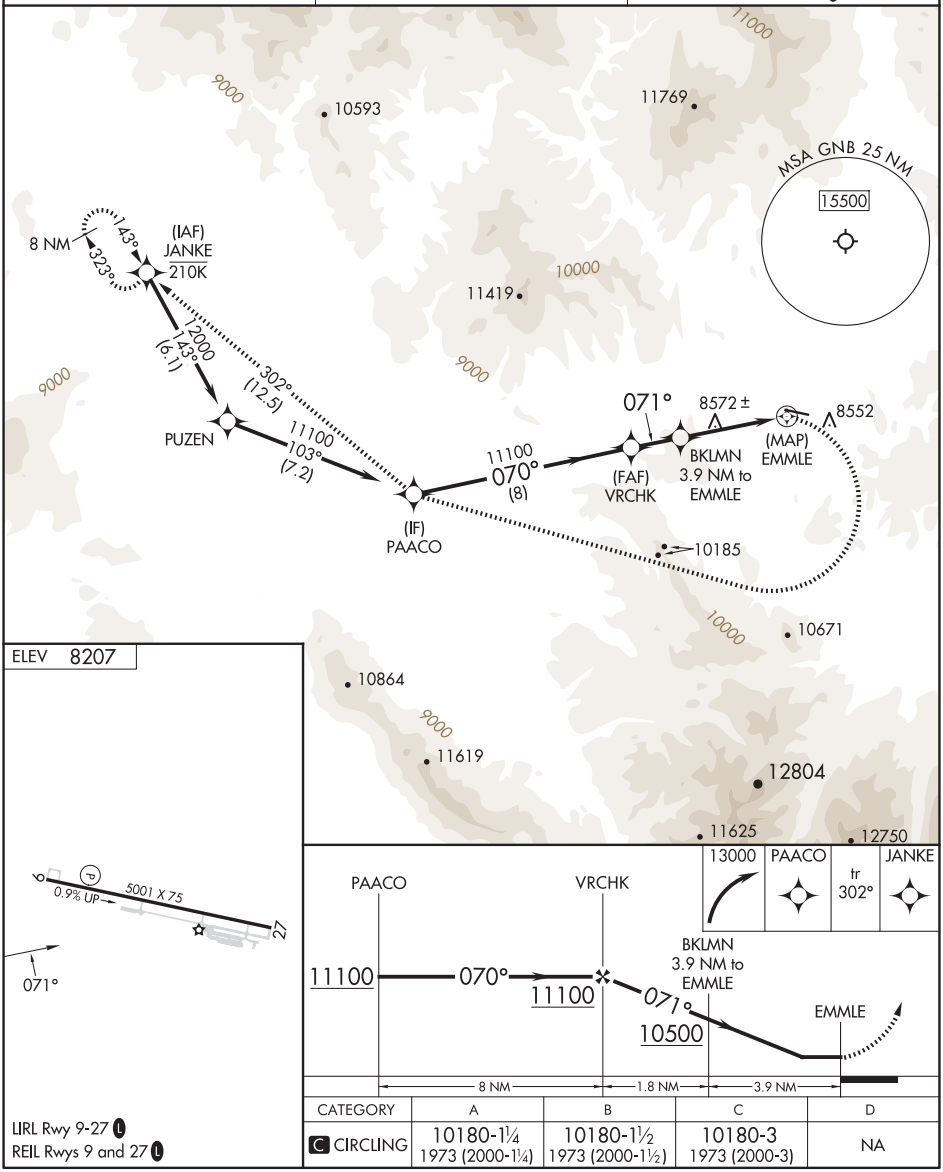
RNP APCH - GPS.

T A -24°C

Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: (Do not exceed 165K until PAACO) Immediate climbing right turn to 13000 direct PAACO and on track 302° to JANKE and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.65 282.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 10180-1¼ 1973 (2000-1¼) | 10180-1½ 1973 (2000-1½) | 10180-3 1973 (2000-3) | NA |

LIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER CENTER
128.65 282.2

RNAV 1 - GPS.

TAKEOFF MINIMUMS

Rwy 9: NA - Environmental.
Rwy 27: Standard with minimum climb of 630′ per NM to 10400.

TAKEOFF OBSTACLE NOTES

Rwy 27: Fence and lighting beginning 6′ from DER, 112′ right of centerline, up to 9′ AGL/8164′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 27: Climb on heading 274° to 8707, then climbing left turn to 14000 direct PUZEN, thence . . . .

. . . . then on track 323° to cross JANKE at or above 14000 before proceeding on course.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 11

## GRAND JUNCTION RGNL (GJT)

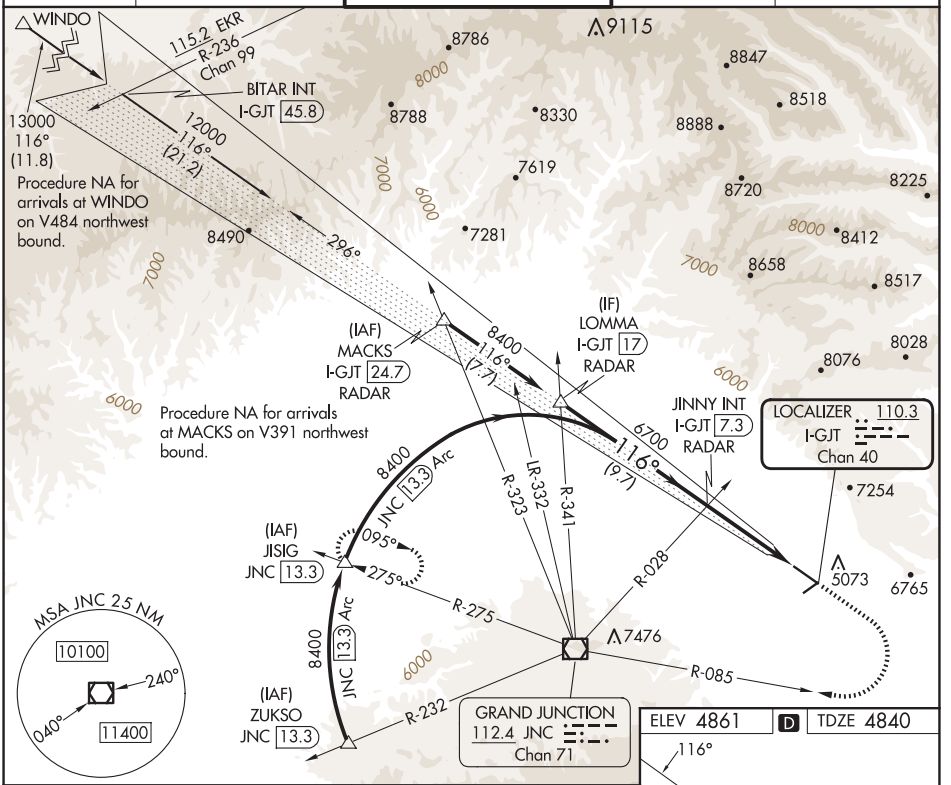
| LOC/DME I-GJT | APP CRS | Rwy Ldg | 9339 |
|---|---|---|---|
| 110.3 | 116° | TDZE | 4840 |
| Chan 40 | | Apt Elev | 4861 |

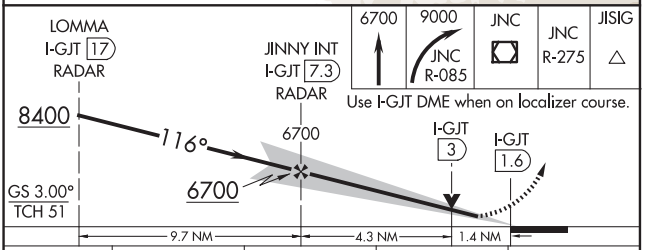
Circling NA for Cat D north of Rwy 11-29.
Inop table does not apply to S-ILS 11 all Cats.

MALSF

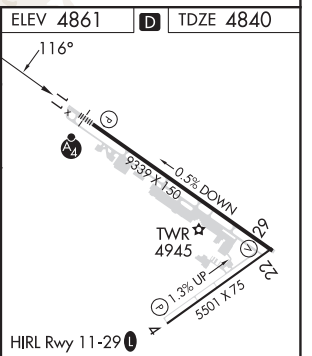
MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on JNC VOR/DME R-085 to JNC VOR/DME then on JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | 5040/40 200 (200-¾) | | | |
| S-LOC 11 | 5340/40 500 (500-¾) | | 5340/60 500 (500-1¼) | |
| CIRCLING | 5380-1 519 (600-1) | 5520-1 659 (700-1) | 5840-3 979 (1000-3) | |




FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5.42 | 3:48 | 2:51 | 2:17 | 1:54 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (RNP) Z RWY 11

GRAND JUNCTION RGNL (GJT)

| APP CRS | Rwy Ldg | 9339 |
|---|---|---|
| 116° | TDZE | 4840 |
| | Apt Elev | 4861 |

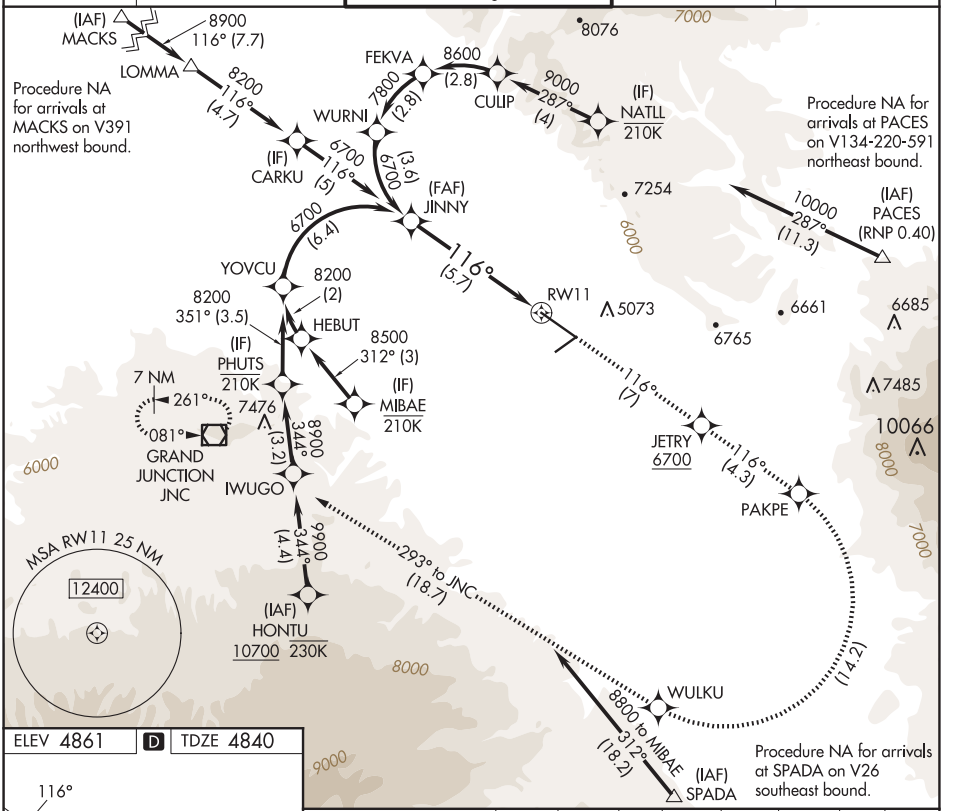
RNP AR APCH - GPS.

T For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C. For inoperative ALS, increase RNP 0.30 all Cats visibility to 1⅜ SM.

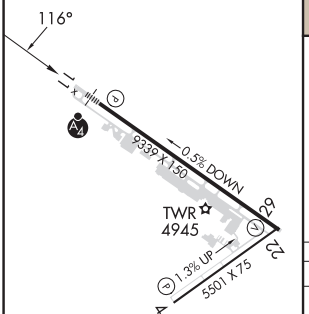
MALSF

MISSED APPROACH: Climb to 9000 on track 116° to JETRY, cross JETRY at or above 6700, and track 116° to PAKPE, right turn to WULKU, and track 293° to JNC VOR/DME and hold.

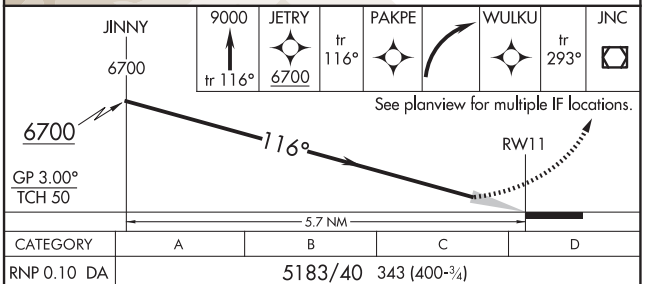
| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




ELEV 4861 D TDZE 4840




HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 5183/40 343 (400-¾) | | | |
| RNP 0.30 DA | 5346-1¼ 506 (500-1¼) | | | |

AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GRAND JUNCTION, COLORADO | AL-634 (FAA) | 25163

| APP CRS | Rwy Ldg | 9339 |
|---|---|---|
| 301° | TDZE | 4861 |
| | Apt Elev | 4861 |

# RNAV (GPS) RWY 29

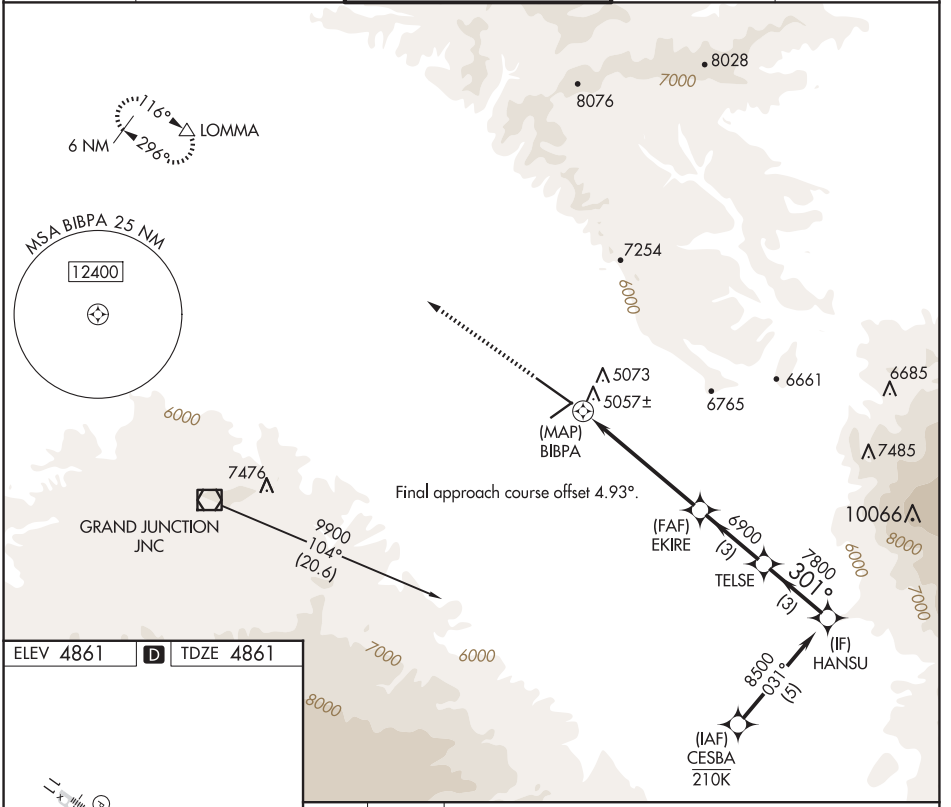
GRAND JUNCTION RGNL (GJT)

RNP APCH - GPS.

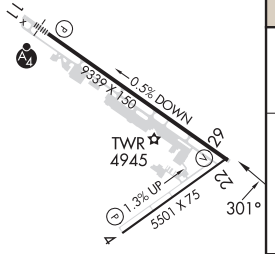
Circling NA for Cat D north of Rwy 11-29.

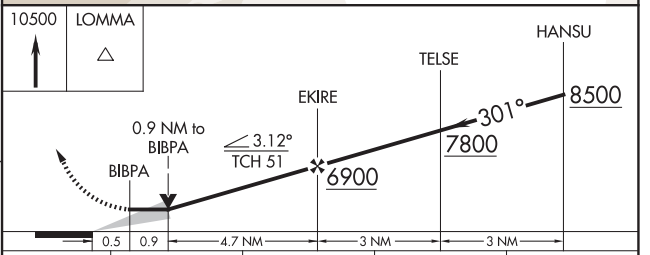
MISSED APPROACH: Climb to 10500 direct LOMMA and hold, continue climb-in-hold to 10500.

| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




ELEV 4861 | D | TDZE 4861




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5340-1 479 (500-1) | | 5340-1⅜ 479 (500-1⅜) | |
| CIRCLING | 5380-1 519 (600-1) | 5520-1 659 (700-1) | 5840-3 979 (1000-3) | |

HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

GRAND JUNCTION, COLORADO
Amdt 2 16MAY24

39°07′N-108°32′W

GRAND JUNCTION RGNL (GJT)
RNAV (GPS) RWY 29


SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) Y RWY 11

GRAND JUNCTION RGNL (GJT)

| WAAS | APP CRS | Rwy Ldg | 9339 |
|---|---|---|---|
| CH 97514 | 116° | TDZE | 4840 |
| W11A | | Apt Elev | 4861 |

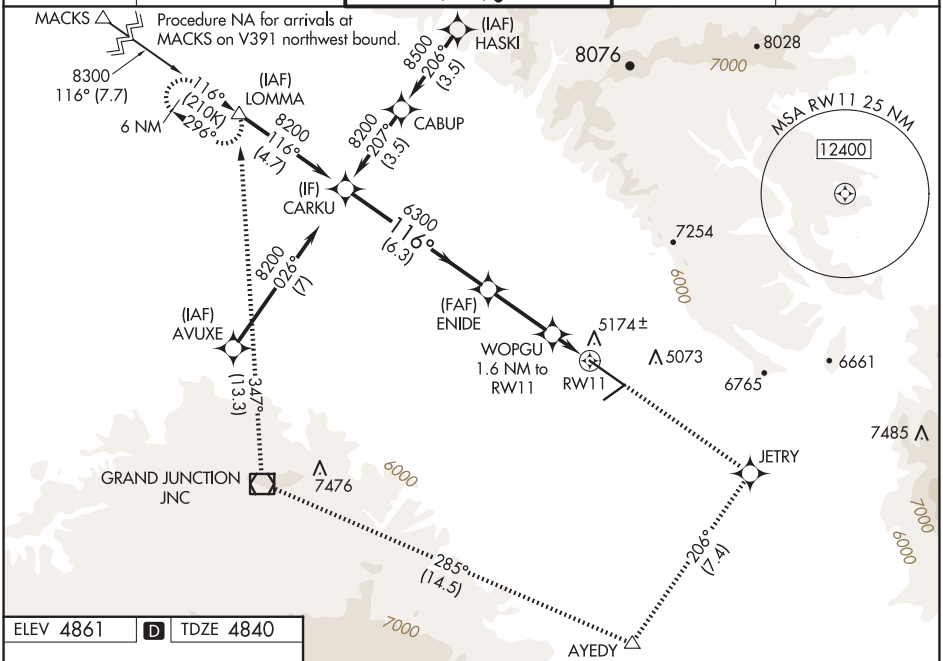
RNP APCH - GPS.

T A Circling NA for Cat D north of Rwy 11-29. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV all Cats visibility to RVR 4500 and increase LNAV Cat C/D visibility to 1⅜. Inop table does not apply to LPV*.

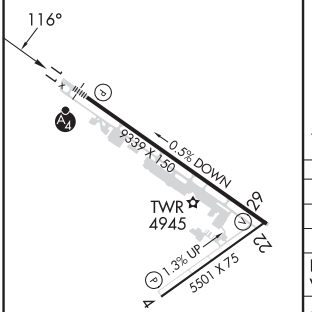
MALSF

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 on track 206° to AYEDY and track 285° to JNC VOR/DME and track 347° to LOMMA and hold.
*Missed approach requires minimum climb of 206 feet per NM to 7740.

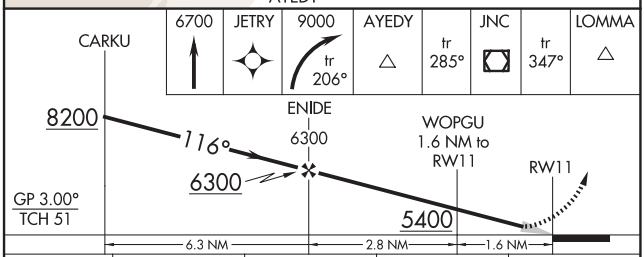
| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




ELEV 4861 D TDZE 4840




HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 5040/40 200 (200-¾) | | | |
| LPV DA | 5120/40 280 (300-¾) | | | |
| LNAV/VNAV DA | 5317/60 477 (500-1¼) | | | |
| LNAV MDA* | 5280/40 440 (500-¾) | | 5280/50 440 (500-1) | |
| LNAV MDA | 5360/40 520 (500-¾) | | 5360-1¼ 520 (500-1¼) | |
| CIRCLING | 5380-1 519 (600-1) | 5520-1 659 (700-1) | 5840-3 979 (1000-3) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GRAND JUNCTION, COLORADO | AL-634 (FAA) | 25163

| LOC/DME I-ACD | APP CRS | Rwy Ldg | 9339 |
|---|---|---|---|
| 109.7 | 316° | TDZE | 4861 |
| Chan 34 | | Apt Elev | 4861 |

# LDA RWY 29

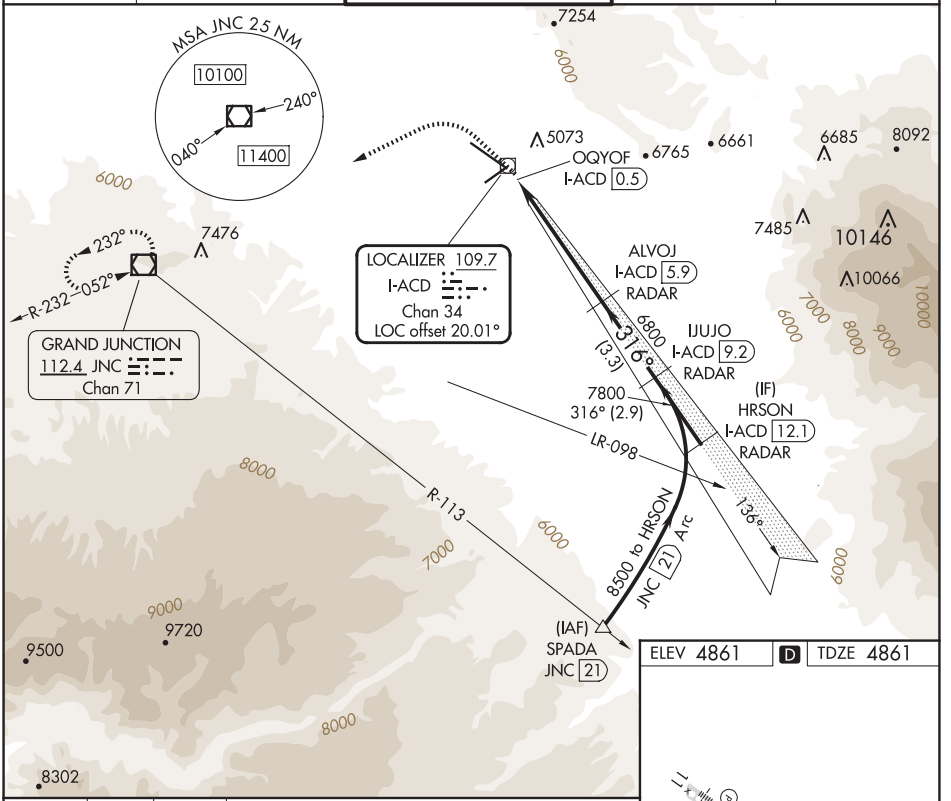
## GRAND JUNCTION RGNL (GJT)

DME required.

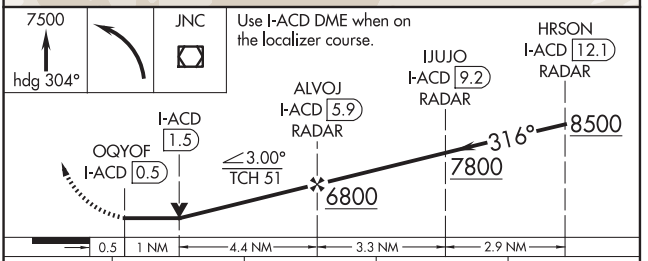
Circling NA for Cat D north of Rwy 11-29.
Autopilot coupled approach NA inside 2.0 DME.

MISSED APPROACH: Climb to 7500 on heading 304° then climbing left turn direct JNC VOR/DME and hold, continue climb-in-hold to 11000.

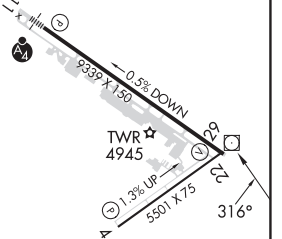
| ATIS | DENVER APP CON ★ | GRAND JUNCTION TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.55 | 119.7 317.4 | 118.1 (CTAF) L 257.8 | 121.7 257.8 | 122.95 |




ELEV 4861 D TDZE 4861




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-29 | 5400-1 539 (600-1) | | 5400-1½ 539 (600-1½) | |
| CIRCLING | 5400-1 539 (600-1) | 5520-1 659 (700-1) | 5840-3 979 (1000-3) | |




HIRL Rwy 11-29 L
MIRL Rwy 4-22
REIL Rwys 4, 22 and 29

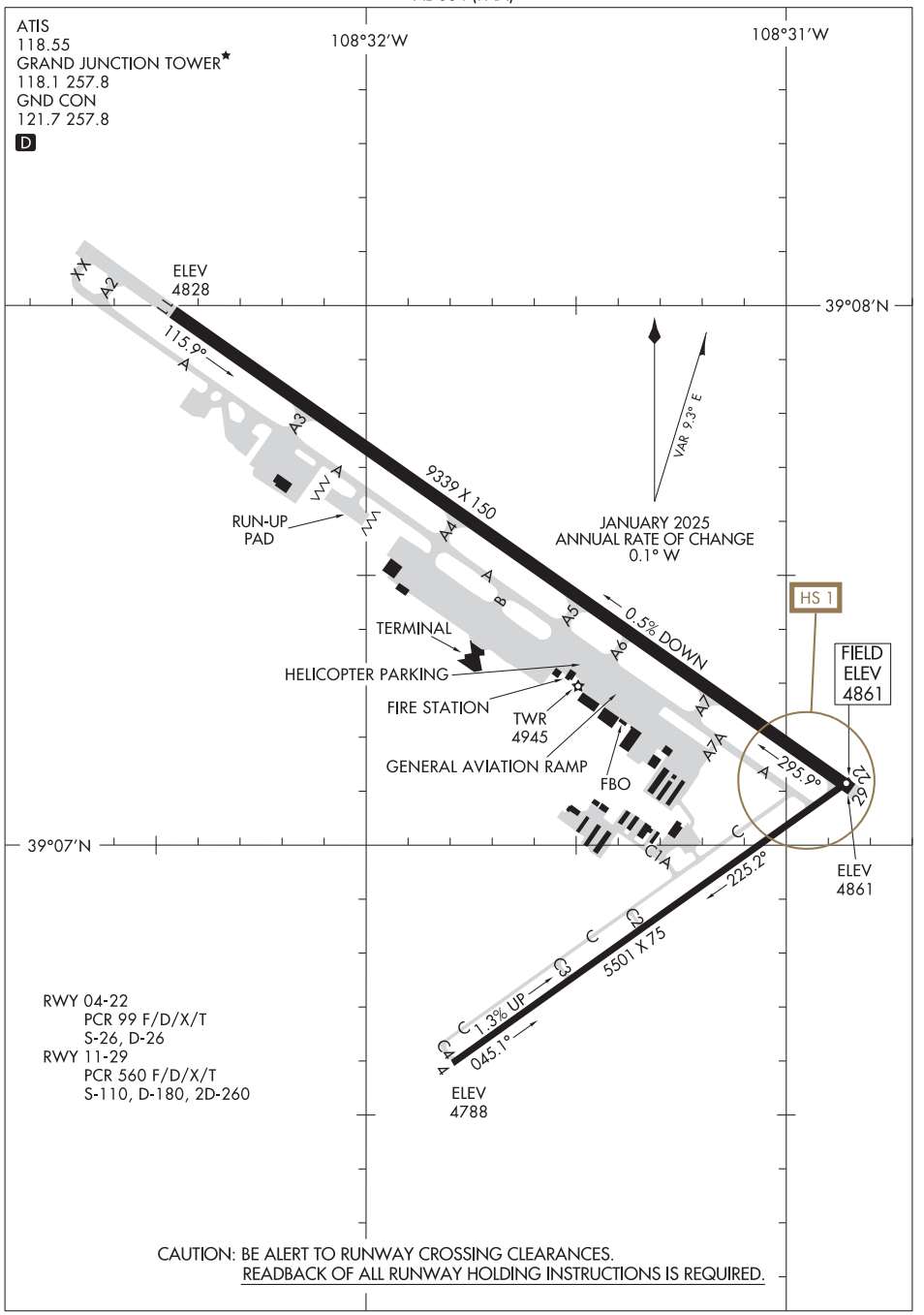
GRAND JUNCTION, COLORADO
Amdt 1A 11JUL24

39°07'N-108°32'W

GRAND JUNCTION RGNL (GJT)
LDA RWY 29

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

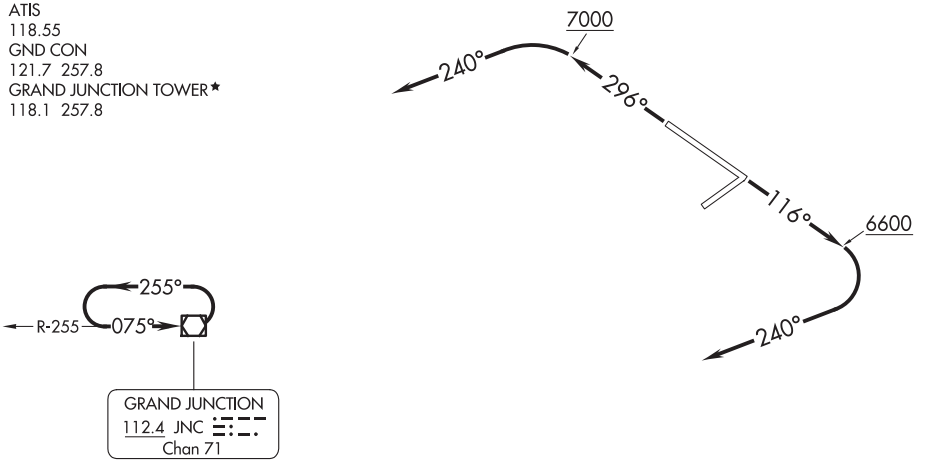



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# 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

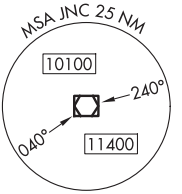



## TAKEOFF OBSTACLE NOTES

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 . . . .

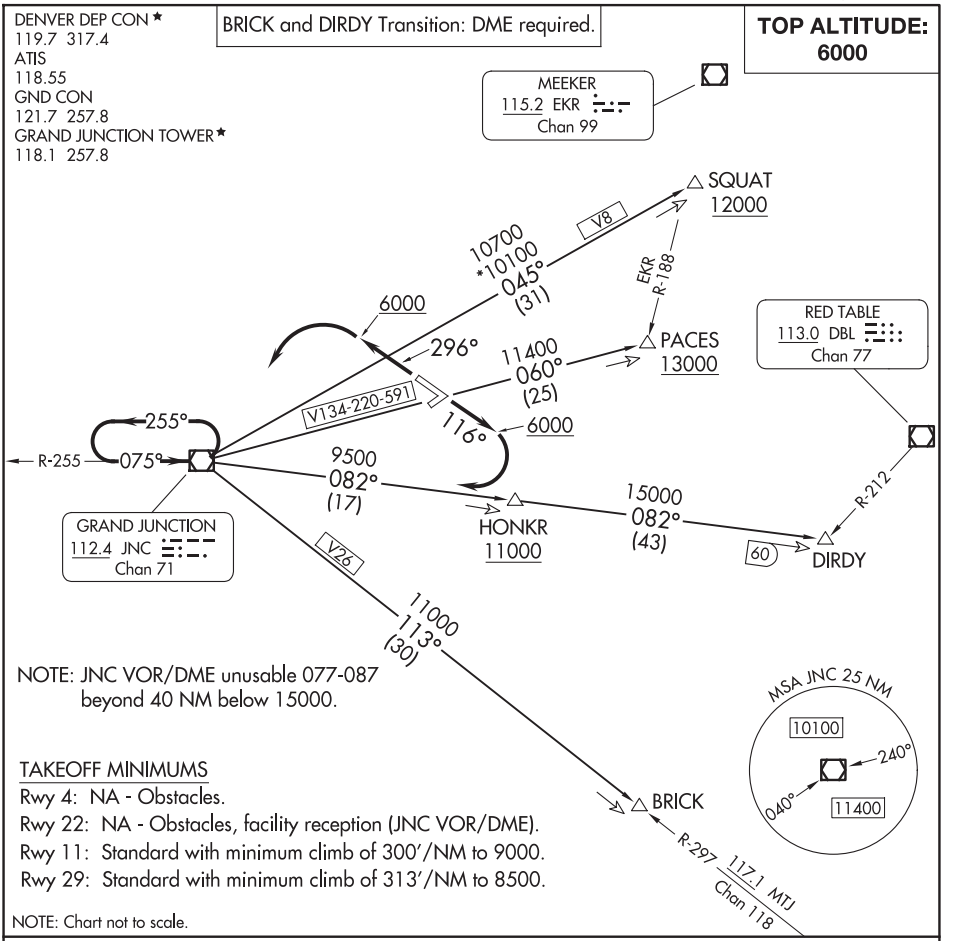
TAKEOFF RUNWAY 29: Climb on heading 296° to 7000, then climbing left turn to heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME, thence . . . .

. . . . 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.




SW-1, 07 AUG 2025 to 02 OCT 2025

# GRAND JUNCTION NINE DEPARTURE




## 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 (JNC9.BRICK): From over JNC VOR/DME on JNC R-113 to BRICK.

DIRDY TRANSITION (JNC9.DIRDY): From over JNC VOR/DME on JNC R-082 to DIRDY.

PACES TRANSITION (JNC9.PACES): From over JNC VOR/DME on JNC R-060 to PACES.

SQUAT TRANSITION (JNC9.SQUAT): From over JNC VOR/DME on JNC R-045 to SQUAT.

# GRAND MESA TWO DEPARTURE

(GRAND2.GRAND) 16MAY24

GRAND JUNCTION, COLORADO

GRAND JUNCTION RGNL (GJT)

(GRAND2.GRAND) 24193

GRAND MESA TWO DEPARTURE

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)

GRAND JUNCTION, COLORADO

**TOP ALTITUDE: ASSIGNED BY ATC.**

RADAR required.

DENVER DEP CON★
119.7 317.4
ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER★
118.1 257.8

VERNAL
114.15 VEL
Chan 88(Y)

MYTON
112.7 MTU
Chan 74

MEEKER
115.2 EKR
Chan 99

MILE HIGH
114.7 DVV
Chan 94

RIFLE
113.35 RIL
Chan 80(Y)

CARBON
115.5 PUC
Chan 102

RED TABLE
113.0 DBL
Chan 77

FALCON
116.3 FQF
Chan 110

N

6000

255°

075°

R-255

R-082

60

DIRDY

MSA JNC 25 NM
10100
240°
040°
11400

MOAB
109.8 OAB
Chan 35

GRAND JUNCTION
112.4 JNC
Chan 71

MONTROSE
117.1 MTJ
Chan 118

BLUE MESA
114.9 HBU
Chan 96

HANKSVILLE
115.9 HVE
Chan 106

CONES
116.95 ETL
Chan 116(Y)

DOVE CREEK
114.6 DVC
Chan 93

TAKEOFF MINIMUMS

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

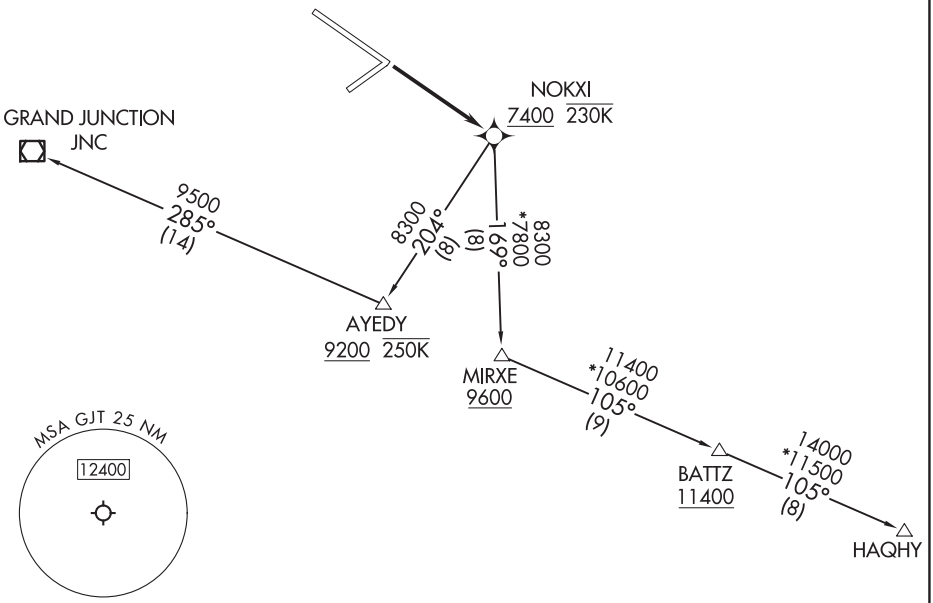
TAKEOFF RUNWAYS 11, 29: Climb on assigned heading for RADAR vectors to assigned fix/route. Maintain ATC assigned altitude, expect filed altitude 10 minutes after departure.

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**

RNAV 1- GPS.

DENVER DEP CON ★
119.7 317.4
ATIS
118.55
GND CON
121.7 257.8
GRAND JUNCTION TOWER ★
118.1 257.8
UNICOM
122.95




TAKEOFF MINIMUMS
Rwys 4, 22, 29: NA - Environmental.
Rwy 11: Standard with minimum climb of 500'/NM to 5361.

NOTE: GRAND JUNCTION Transition: Do not exceed 250K until AYEDY.

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)



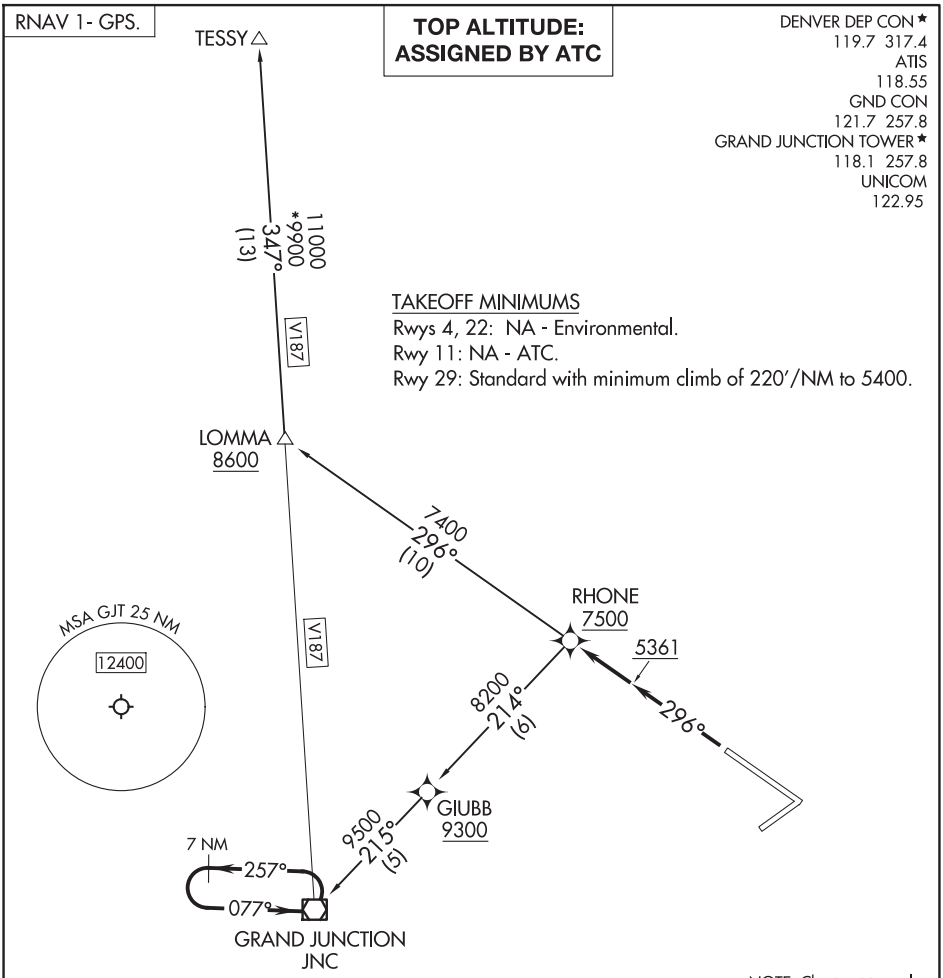
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(RHONE3.RHONE) 24137

# RHONE THREE DEPARTURE (RNAV)

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO




## 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)


SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 13

GRANTS-MILAN MUNI (GNT)

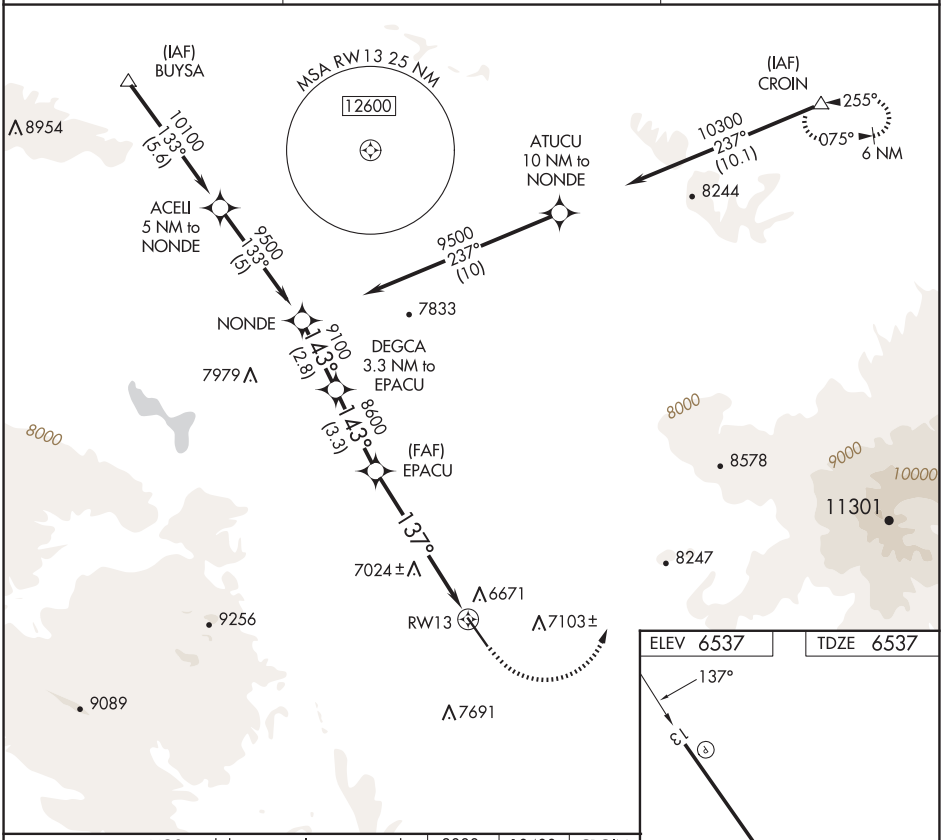
| APP CRS | Rwy Ldg | 7172 |
|---|---|---|
| 137° | TDZE | 6537 |
| | Apt Elev | 6537 |

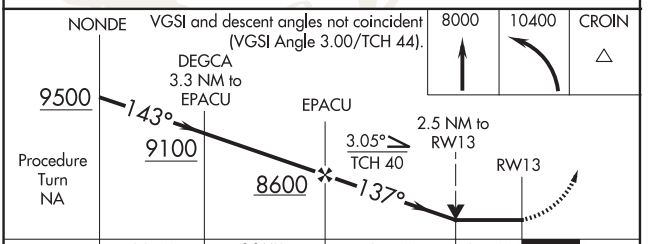
RNP APCH-GPS.

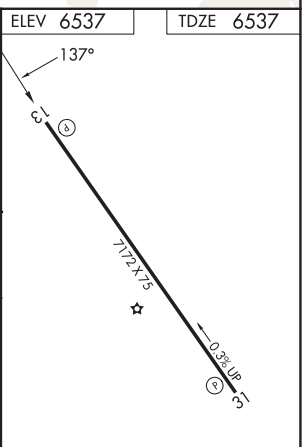
T A NA When local altimeter setting not received, procedure NA. Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

| AWOS-3PT | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.3 | 124.325 288.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7380-1<br>843 (900-1) | 7380-1¼<br>843 (900-1¼) | 7380-2½<br>843 (900-2½) | NA |

MIRL Rwy 13-31 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GRANTS, NEW MEXICO | AL-9065 (FAA) | 25163

| APP CRS | Rwy Ldg | 7172 |
|---|---|---|
| 312° | TDZE | 6522 |
| | Apt Elev | 6537 |

# RNAV (GPS) RWY 31

## GRANTS-MILAN MUNI (GNT)

RNP APCH-GPS.

Circling NA east of Rwy 13-31.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.

| AWOS-3PT | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.3 | 124.325 288.25 | 122.8 (CTAF) L |

Procedure NA for arrivals at EMUXE on V291 westbound.

6 NM 272° 092° 7979 EMUXE

11000 to WOKAR 129° (25.6)

302° ZUROS

6671 7103± RW31 6849 YUDUN 2.5 NM to RW31 7691

7120 (FAF) EYEDI 9000 (3) CINAN 3 NM to EYEDI 9700 (3) 312°

(IAF) CARTY 10000 NoPT 238° (8.5)

132° 312° 4 NM (IF/IAF) WOKAR 8229 8271

MSA RW31 25 NM 12,600

TAPDE 8372 11000 to WOKAR 080° (31.1)

8763 8664 8247 8578 9117 11301 9256 8625 8000 9000 10000

ELEV 6537 | TDZE 6522

7172 X 75

0.3% UP

312°

MIRL Rwy 13-31 L

| 11000 | ZUROS | 302° tr | EMUXE |
|---|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).

4 NM Holding Pattern

YUDUN 2.5 NM to RW31 | 1.7 NM to RW31 | RW31 | 3.00° TCH 40 | EYEDI | CINAN 3 NM to EYEDI | WOKAR | 132° | 312° | 10000 | 312° | 9700 | 9000 | 7360

1.7 | 0.8 | 5.1 NM | 3 NM | 3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7100-1 578 (600-1) | | 7100-1½ 578 (600-1½) | NA |
| CIRCLING | 7200-1 663 (700-1) | 7480-1¼ 943 (1000-1¼) | 8000-3 1463 (1500-3) | NA |

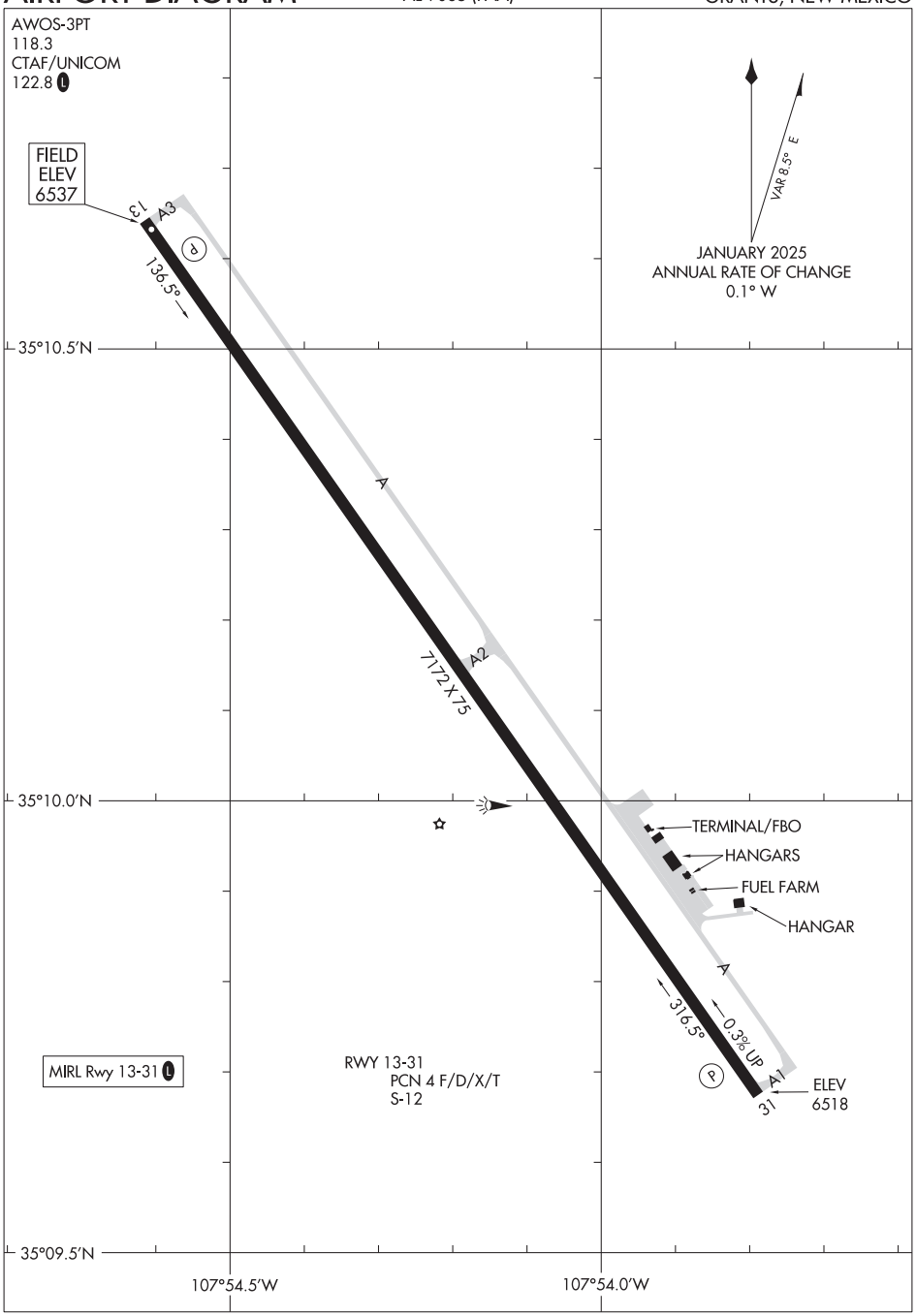
GRANTS, NEW MEXICO
Orig-C 16JUN22

35°10′N-107°54′W

GRANTS-MILAN MUNI (GNT)
RNAV (GPS) RWY 31

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025






SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 35

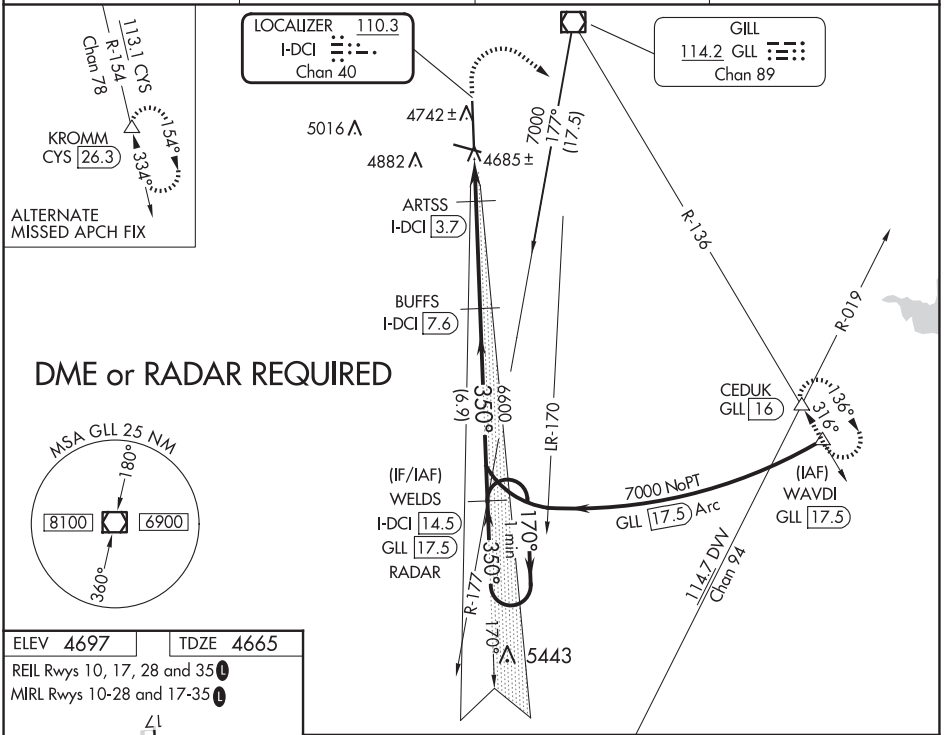
GREELEY-WELD COUNTY (GXY)

| LOC/DME I-DCI | APP CRS | Rwy Idg | 8900 |
|---|---|---|---|
| 110.3 | 350° | TDZE | 4665 |
| Chan 40 | | Apt Elev | 4697 |

VDP NA when using Northern Colorado Rgnl altimeter setting. When local altimeter not received, use Northern Colorado Rgnl altimeter setting and increase DA to 4950 feet and all visibilities ¼ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 5300 then climbing right turn to 7000 on heading 120° and GLL VOR/DME R-136 to CEDUK INT/GLL 16 DME and hold.

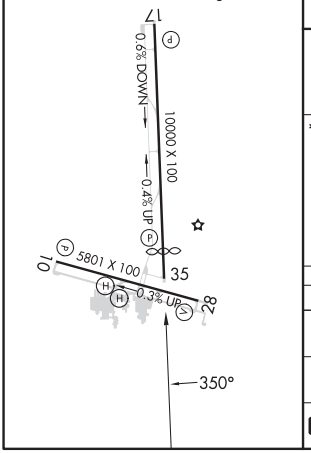
| AWOS-3PT | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.7 (CTAF) L |

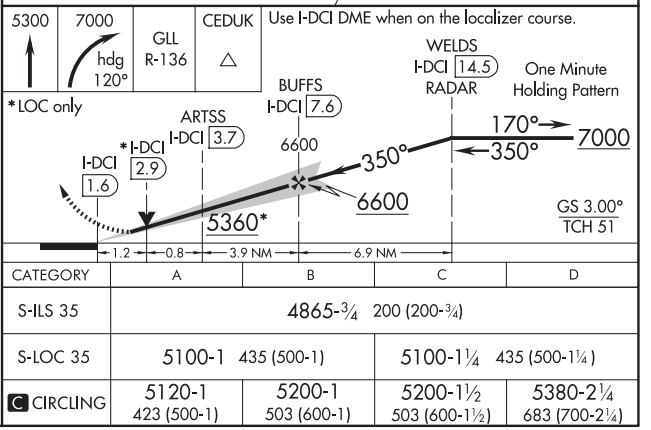



| ELEV 4697 | TDZE 4665 |
|---|---|

REIL Rwys 10, 17, 28 and 35 L

MIRL Rwys 10-28 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 4865-¾ 200 (200-¾) | | | |
| S-LOC 35 | 5100-1 435 (500-1) | | 5100-1¼ 435 (500-1¼) | |
| C CIRCLING | 5120-1 423 (500-1) | 5200-1 503 (600-1) | 5200-1½ 503 (600-1½) | 5380-2¼ 683 (700-2¼) |





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# RNAV (GPS) RWY 10

GREELEY-WELD COUNTY (GXY)

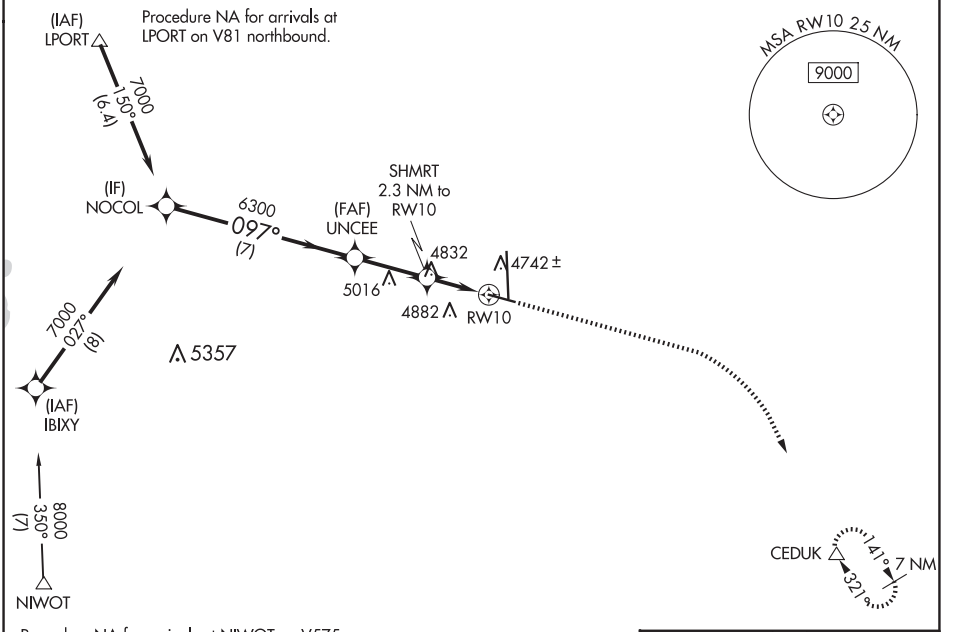
| WAAS | APP CRS | Rwy Idg | 5801 |
|---|---|---|---|
| CH 62900 | 097° | TDZE | 4661 |
| W10A | | Apt Elev | 4697 |

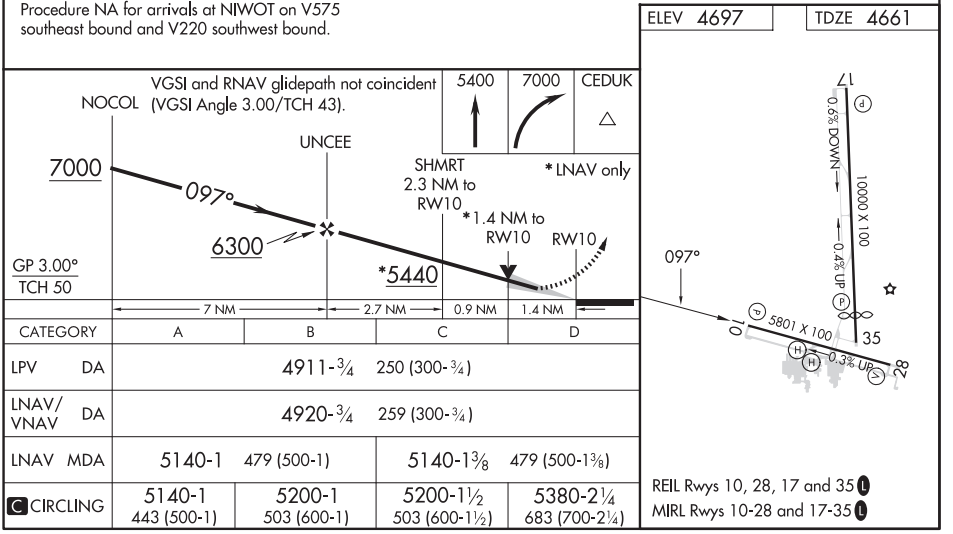
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5400 then climbing right turn to 7000 direct CEDUK and hold.

| AWOS-3PT | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4911-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 4920-¾ | 259 (300-¾) | | |
| LNAV MDA | 5140-1 | 479 (500-1) | 5140-1⅜ | 479 (500-1⅜) |
| C CIRCLING | 5140-1 443 (500-1) | 5200-1 503 (600-1) | 5200-1½ 503 (600-1½) | 5380-2¼ 683 (700-2¼) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GREELEY, COLORADO AL-325 (FAA) 24305

# RNAV (GPS) RWY 17

GREELEY-WELD COUNTY (GXY)

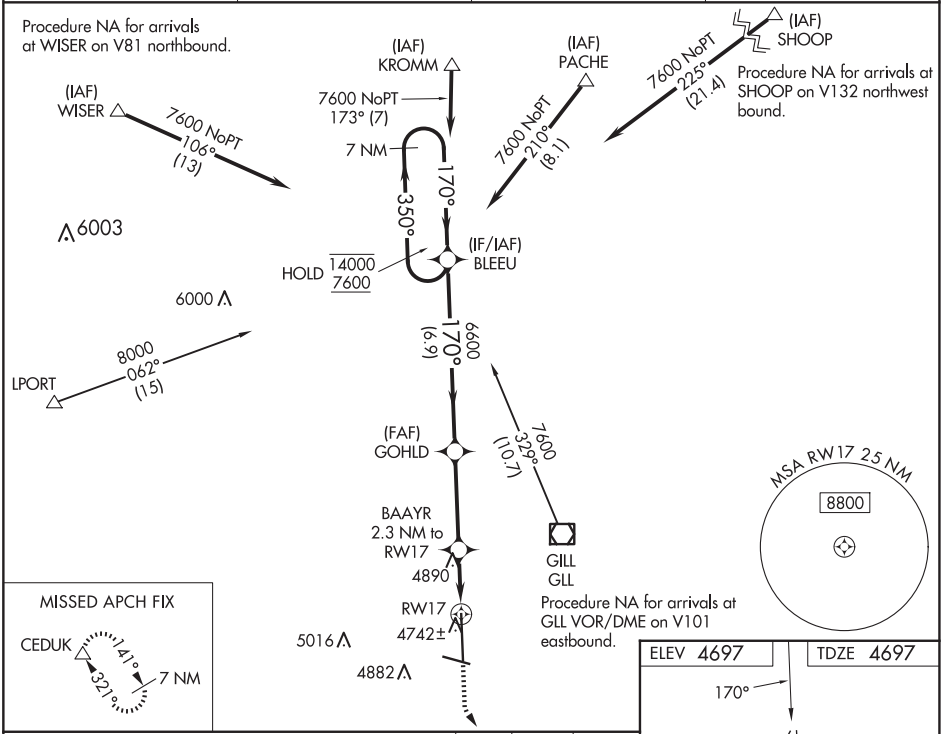
| WAAS | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| CH 72708 | 170° | TDZE | 4697 |
| W17A | | Apt Elev | 4697 |

RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5400 then climbing left turn to 7000 direct CEDUK and hold.

| AWOS-3PT | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4897-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 4969-⅞ 272 (300-⅞) | | | |
| LNAV MDA | 5140-1 443 (500-1) | | 5140-1½ 443 (500-1½) | 5140-2¼ 443 (500-2¼) |
| C CIRCLING | 5140-1 443 (500-1) | 5200-1 503 (600-1) | 5200-1½ 503 (600-1½) | 5380-2¼ 683 (700-2¼) |

REIL Rwys 10, 17, 28 and 35 L

MIRL Rwys 10-28 and 17-35 L

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 86808 W28A | APP CRS 278° | Rwy Idg 5801 TDZE 4650 Apt Elev 4697 |
|---|---|---|

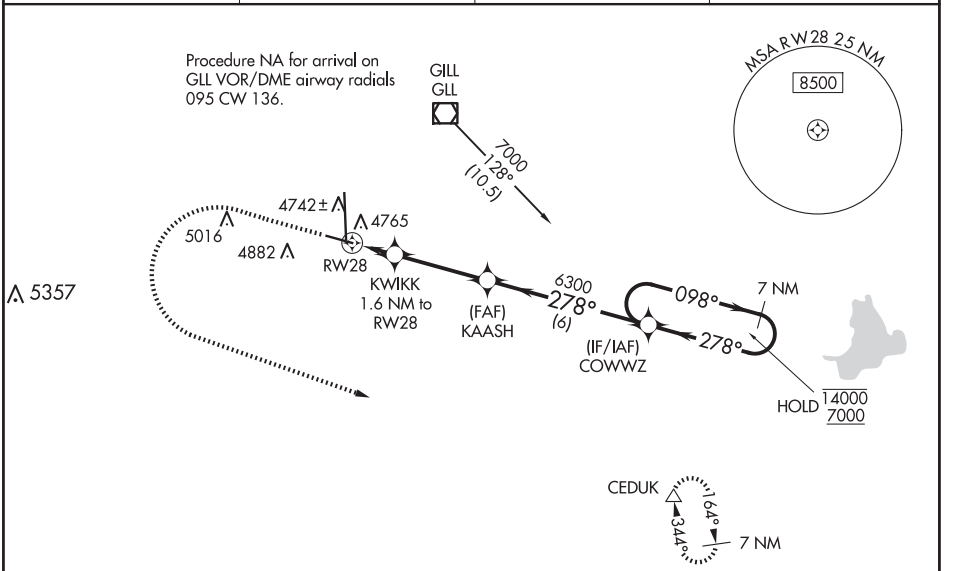
# RNAV (GPS) RWY 28
## GREELEY-WELD COUNTY (GXY)

RNP APCH.

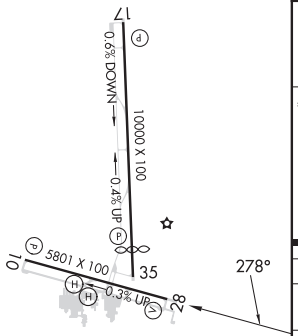
Baro-VNAV NA when using Fort Collins/Loveland altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C. When local altimeter setting not received, use Fort Collins/Loveland altimeter setting: increase LPV DA to 4935 feet and visibility ⅛ SM, LNAV/VNAV DA to 5061 feet and visibility ⅛ SM; increase all MDAs 100 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 6300 then climbing left turn to 7000 direct CEDUK and hold.

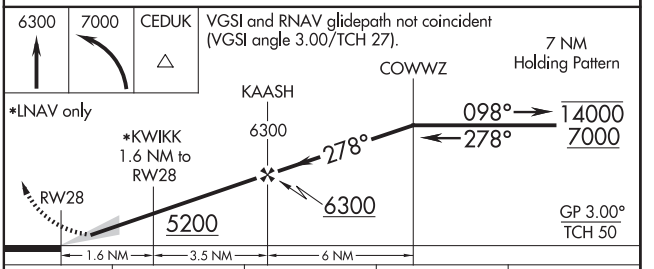
| AWOS-3PT | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.7 (CTAF) L |




| ELEV 4697 | TDZE 4650 |
|---|---|




REIL Rwys 10, 17, 28 and 35 L
MIRL Rwys 10-28 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4850-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 4976-1 326 (300-1) | | | |
| LNAV MDA | 5080-1 430 (400-1) | | 5080-1¼ 430 (400-1¼) | |
| C CIRCLING | 5120-1 423 (500-1) | 5200-1 503 (600-1) | 5200-1½ 503 (600-1½) | 5380-2¼ 683 (700-2¼) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GREELEY, COLORADO AL-325 (FAA) 24305

# RNAV (GPS) RWY 35

GREELEY-WELD COUNTY (GXY)

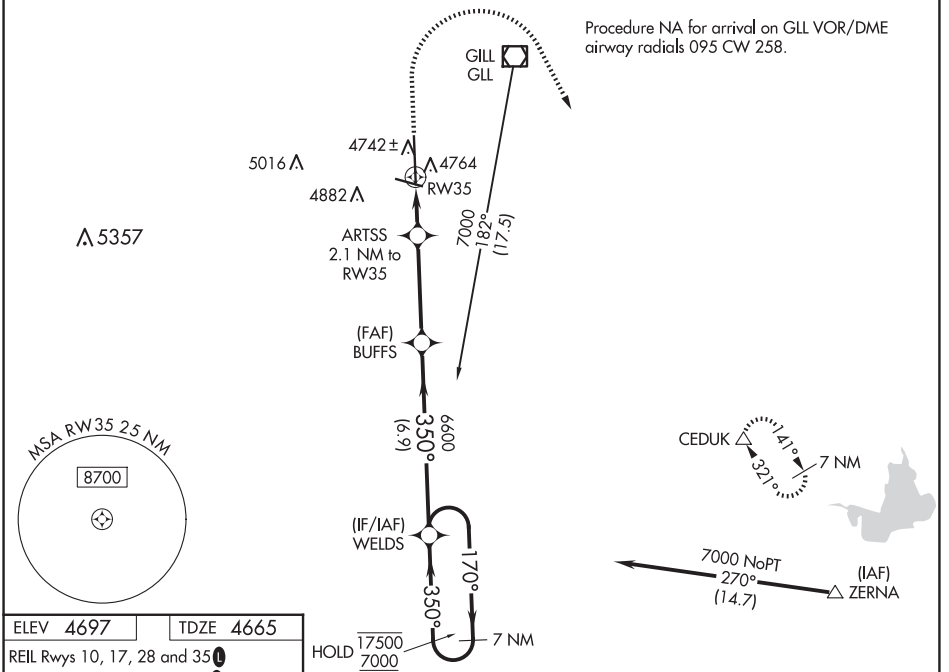
| WAAS | APP CRS | Rwy Idg | 8900 |
|---|---|---|---|
| CH 69607 | 350° | TDZE | 4665 |
| W35A | | Apt Elev | 4697 |

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

MISSED APPROACH: Climb to 5300 then climbing right turn to 7000 direct CEDUK and hold.

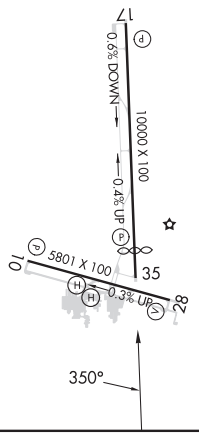
| AWOS-3PT | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.7 (CTAF) L |

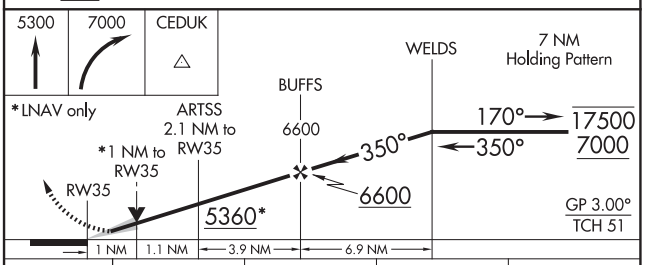



| ELEV 4697 | TDZE 4665 |
|---|---|

REIL Rwys 10, 17, 28 and 35 L

MIRL Rwys 10-28 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4865-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 4935-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 5020-1 355 (400-1) | | 5020-1⅛ 355 (400-1⅛) | |
| C CIRCLING | 5120-1 423 (500-1) | 5200-1 503 (600-1) | 5200-1½ 503 (600-1½) | 5380-2¼ 683 (700-2¼) |




SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME GLL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.2 | 209° | TDZE | N/A |
| Chan 89 | | Apt Elev | 4697 |

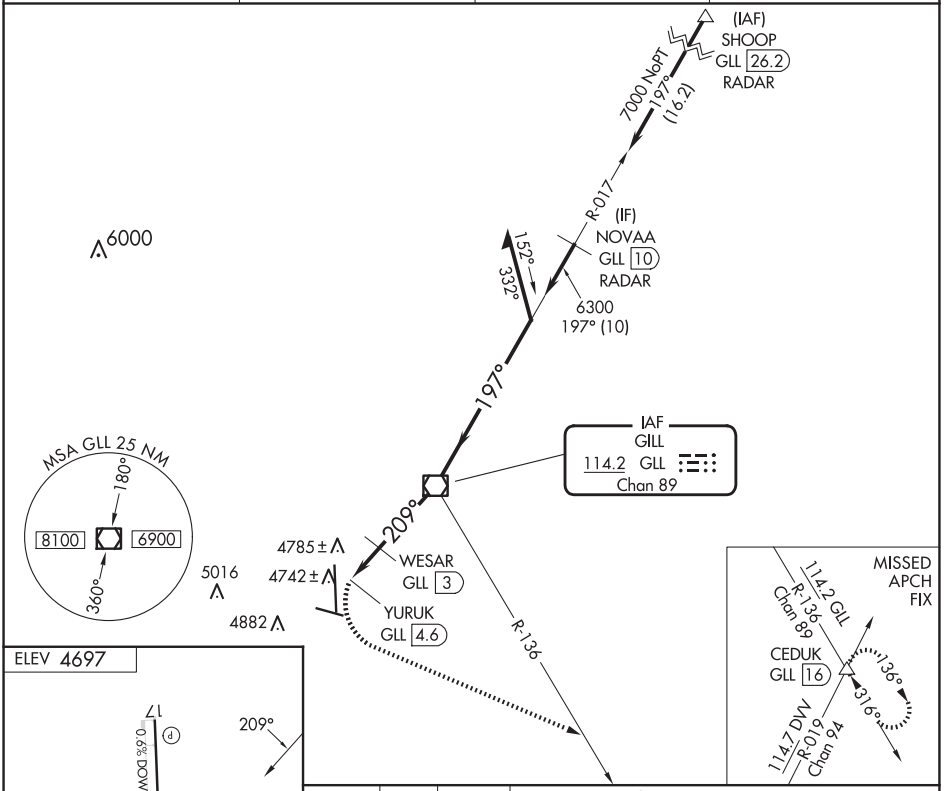
# VOR-A

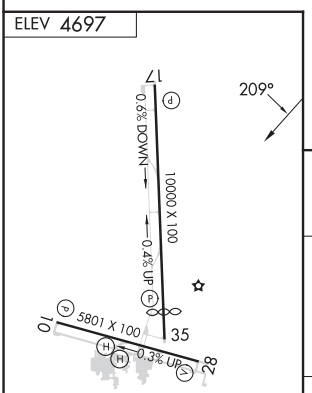
GREELEY-WELD COUNTY (GXY)

When local altimeter setting not received, use Northern Colorado Rgnl altimeter setting and increase all MDA 100 feet and visibility Cat C/D and WESAR fix minimums Cat C/D visibility ¼ SM. DME required.

MISSED APPROACH: Climbing left turn to 7000 on heading 100° and GLL VOR/DME R-136 to CEDUK INT/GLL 16 DME and hold.

| AWOS-3PT | DENVER APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.175 | 134.85 251.125 | 126.65 | 122.7 (CTAF) |

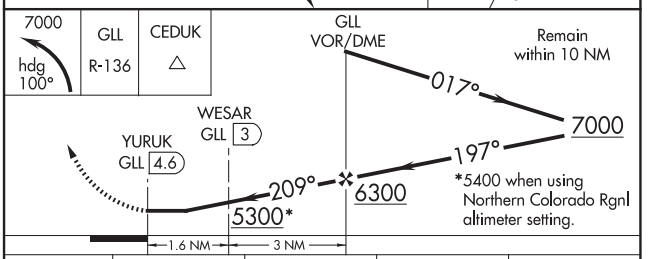



REIL Rwys 10, 28, 17 and 35

MIRL Rwys 10-28 and 17-35

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 5300-1 603 (700-1) | | 5300-1¾ 603 (700-1¾) | 5380-2¼ 683 (700-2¼) |
| WESAR FIX MINIMUMS (DME REQUIRED) | | | | |
| C CIRCLING | 5120-1 423 (500-1) | 5200-1 503 (600-1) | 5200-1½ 503 (600-1½) | 5380-2¼ 683 (700-2¼) |



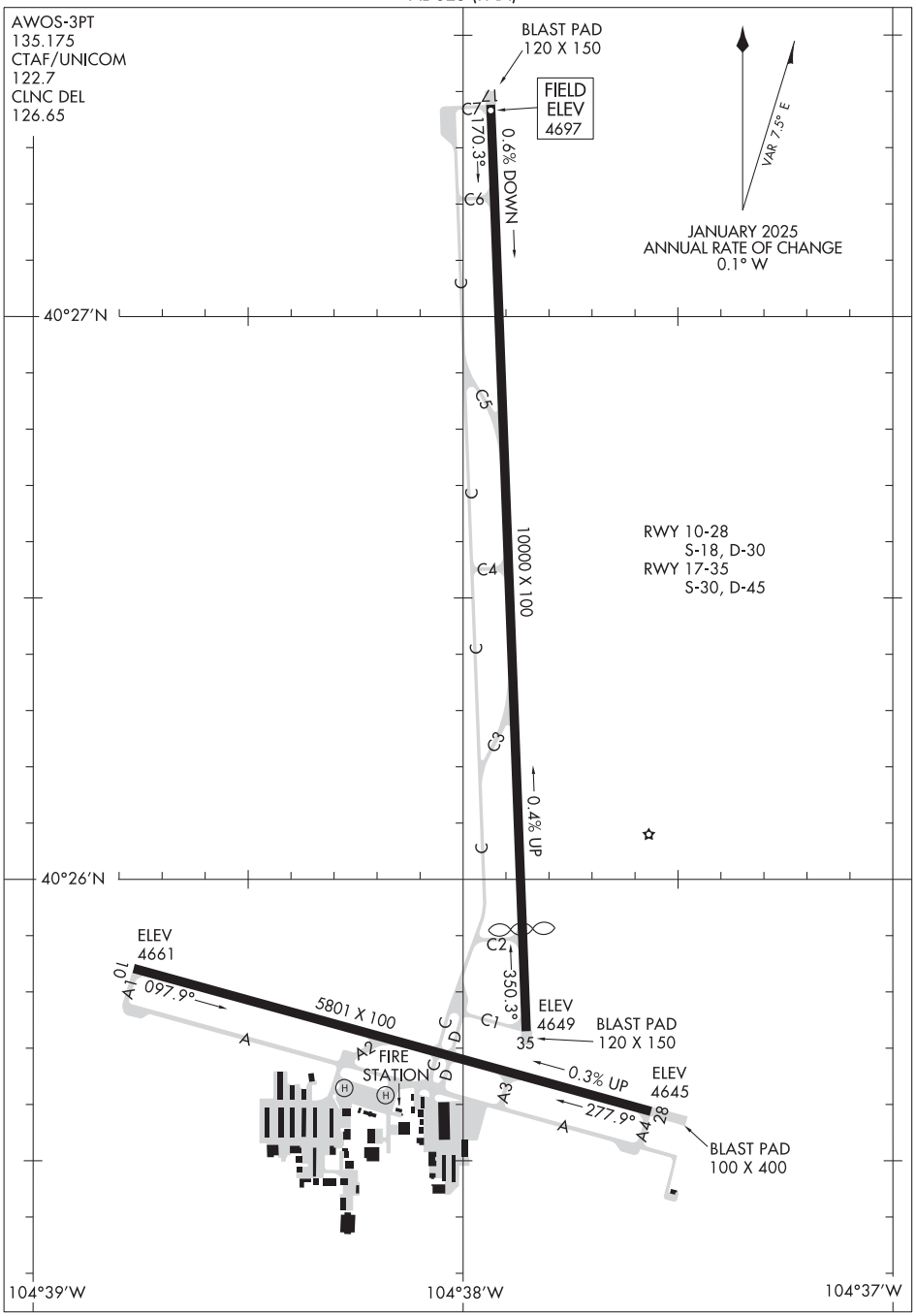
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25107

# AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25107

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

# DENVER THREE DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

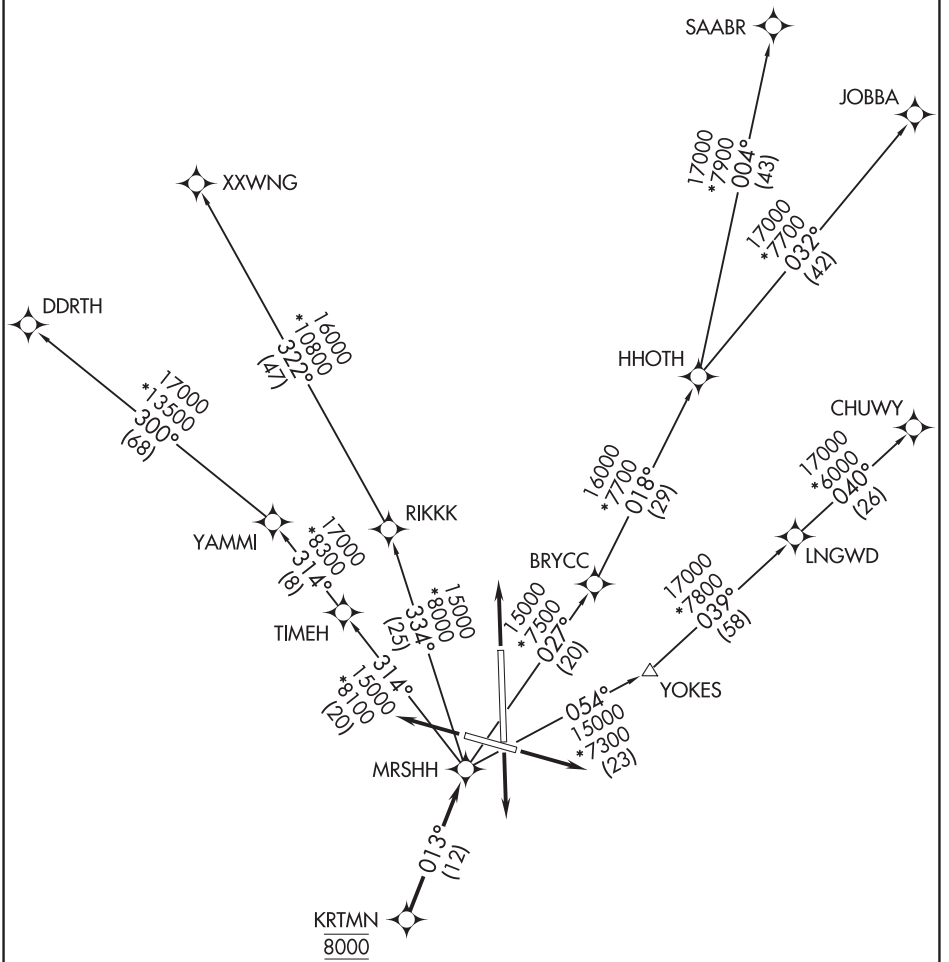
ZIRKL TRANSITION (ECHOO1.ZIRKL)



SW-1, 07 AUG 2025 to 02 OCT 2025

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS

Rwys 10, 17, 28, 35: Standard.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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. . . .

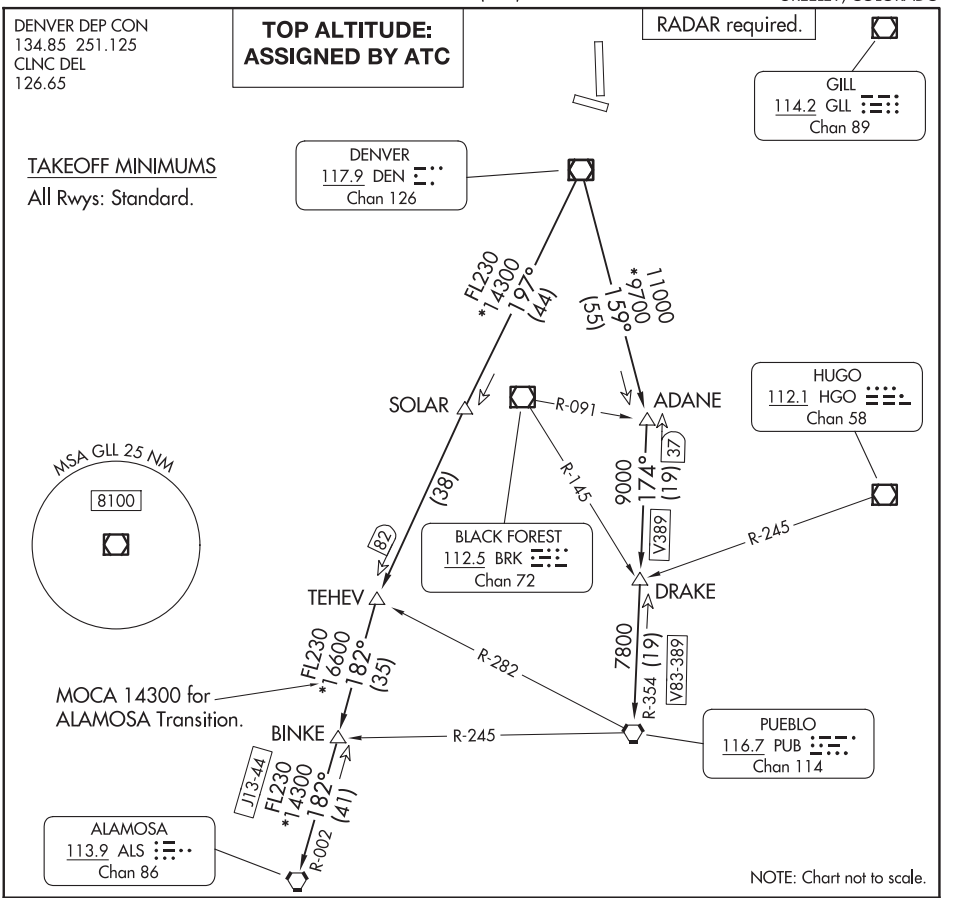
TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

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)


SW-1, 07 AUG 2025 to 02 OCT 2025




## 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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

ALAMOSA TRANSITION (PIKES3.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES3.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES3.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(PLAIN2.DEN) 25163

# PLAINS TWO DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO






SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

AKRON TRANSITION (PLAIN2.AKO): From over DEN VOR/DME on DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN2.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 (PLAIN2.BELKE): From over DEN VOR/DME on DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN2.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 (PLAIN2.GCK): From over DEN VOR/DME on DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN2.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 (PLAIN2.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 (PLAIN2.MCK): From over DEN VOR/DME on DEN R-076 to TEKMY, then on MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN2.TXC): From over DEN VOR/DME on DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN2.WEEDS): From over DEN VOR/DME on DEN R-100 to WEEDS.

SW-1, 07 AUG 2025 to 02 OCT 2025

# ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 12JUN25

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO

DENVER DEP CON
134.85 251.125
CLNC DEL
126.65

RADAR required.

**TOP ALTITUDE: ASSIGNED BY ATC**

GILL
114.2 GLL
Chan 89

MEEKER
115.2 EKR
Chan 99

KREMMLING
113.8 RLG
Chan 85

V200

16000
*14600
260°
(68)

R-084

080°

260°

R-079

16000
259°
(36)

ZIMMR

16000
274°
(47)

R-344

164°

344°

R-148

RIFLE
113.35 RIL
Chan 80(Y)

CONNR

16300
*15800
253°
(47)

16500
243°
(59)

FL200
*16500
243°
(47)

DENVER
117.9 DEN
Chan 126

R-063

RED TABLE
113.0 DBL
Chan 77

FL200
*16500
243°
(28)

BAYLR

R-134

FL280
*16700
243°
(27)

75

TEHRU

102

BOBBA

FL280
*16400
219°
(71)

FL200
*16700
201°
(69)

MONTROSE
117.1 MTJ
Chan 118

R-039

R-021

BLUE MESA
114.9 HBU
Chan 96

DOVE CREEK
114.6 DVC
Chan 93

FL280
*12300
218°
(64)

R-035

MSA GLL 25 NM

8100

TAKEOFF MINIMUMS
All Rwys: Standard.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ROCKIES SEVEN DEPARTURE

(ROCKI7.DEN) 25163

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO

AL-325 (FAA)



SW-1, 07 AUG 2025 to 02 OCT 2025

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, then climb to filed altitude direct to DEN VOR/DME, then on assigned route. If filed altitude is above 10000, cross DEN VOR/DME at or above 11000.

BLUE MESA TRANSITION (ROCKI7.HBU): From over DEN VOR/DME on DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI7.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 (ROCKI7.RLG): From over DEN VOR/DME on DEN R-274 and RLG R-079 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI7.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 (ROCKI7.MTJ): From over DEN VOR/DME on DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI7.DBL): From over DEN VOR/DME on DEN R-253 and DBL R-063 to DBL VOR/DME.


SW-1, 07 AUG 2025 to 02 OCT 2025

(SKYEE1.SKYEE) 20086

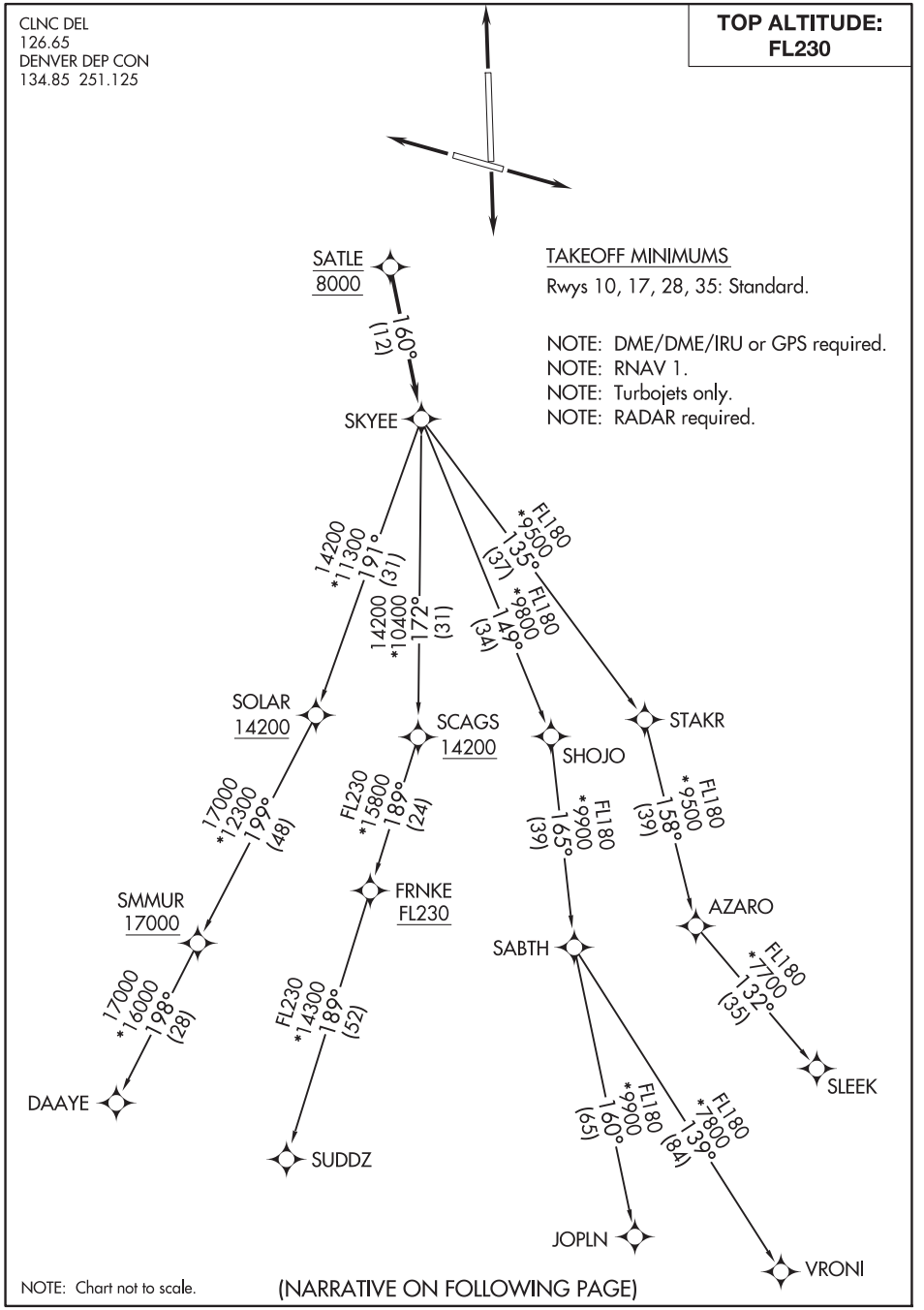
# SKYEE ONE DEPARTURE (RNAV)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)

CLNC DEL
126.65
DENVER DEP CON
134.85 251.125

**TOP ALTITUDE: FL230**




**TAKEOFF MINIMUMS**

Rwys 10, 17, 28, 35: Standard.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SKYEE ONE DEPARTURE (RNAV)
(SKYEE1.SKYEE) 26MAR20
GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross SATLE at 8000 then on track 160° to SKYEE then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DAAYE TRANSITION (SKYEE1.DAAYE)

JOPLN TRANSITION (SKYEE1.JOPLN)

SLEEK TRANSITION (SKYEE1.SLEEK)

SUDDZ TRANSITION (SKYEE1.SUDDZ)

VRONI TRANSITION (SKYEE1.VRONI)



SW-1, 07 AUG 2025 to 02 OCT 2025

# WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO

(WNGSS1.WNGSS) 20086

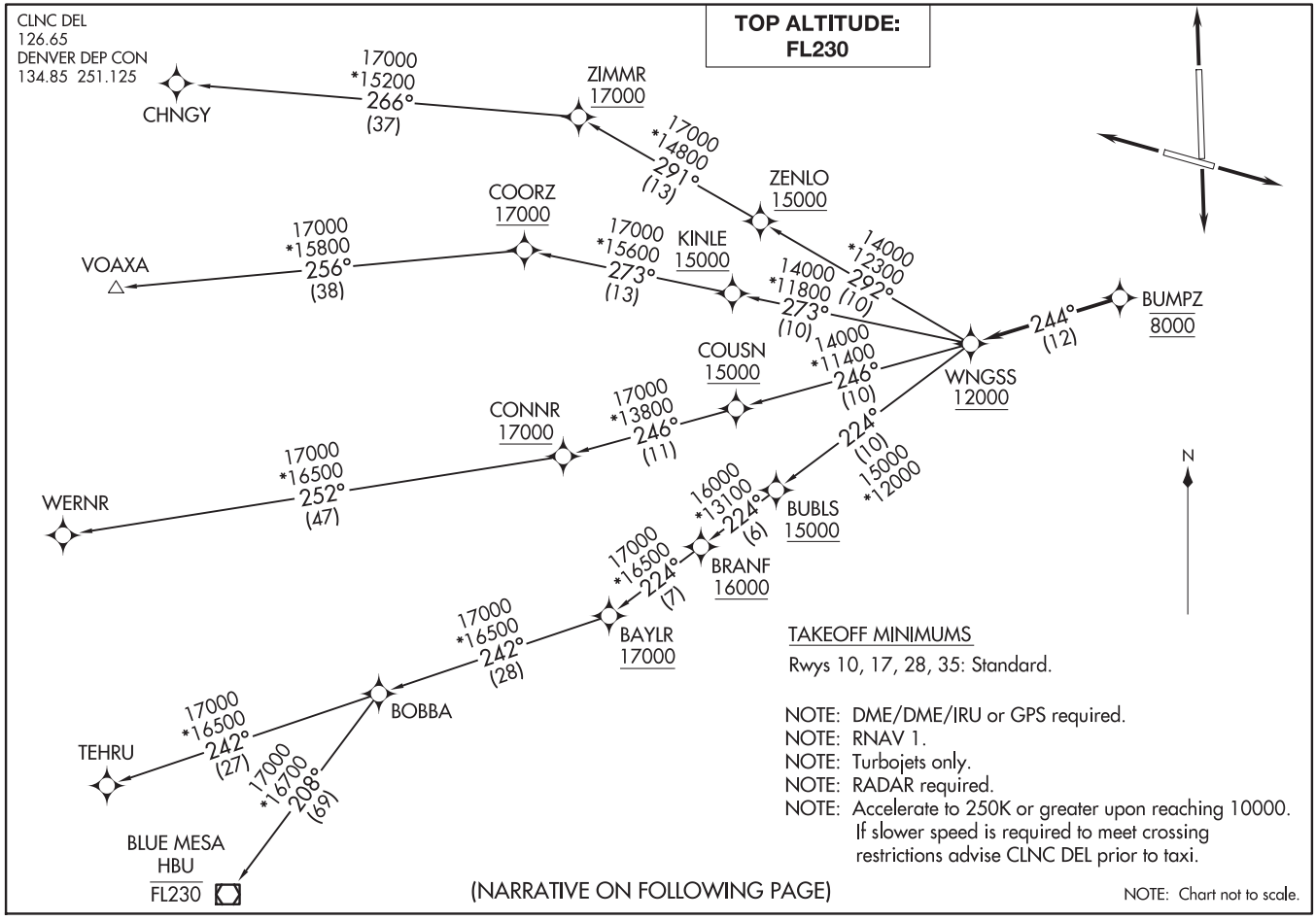
WNGSS ONE DEPARTURE (RNAV)

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)

GREELEY, COLORADO





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on a heading between 292° CW 214° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 17: Climb on a heading between 350° CW 212° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 28: Climb on a heading between 294° CW 097° or between 097° CW 209° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 293° CW 169° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 07 AUG 2025 to 02 OCT 2025

(YELLO5.DEN) 25163

# YELLOWSTONE FIVE DEPARTURE

AL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

RADAR required.

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
All Rwys: Standard.

NOTE: Chart not to scale.

DENVER DEP CON
134.85 251.125
CLNC DEL
126.65

MEDICINE BOW
116.85 MBW
Chan 115(Y)

RAPID CITY
112.3 RAP
Chan 70

SCOTTSBLUFF
112.6 BFF
Chan 73

CHEYENNE
113.1 CYS
Chan 78

LARAMIE
117.6 LAR
Chan 123

GILL
114.2 GIL
Chan 89

DENVER
117.9 DEN
Chan 126

NATTI

HANKI

COPLA

YOKES

YALES

YAMMI
12000 (For MEDICINE BOW Transition only)

R-133
R-213
R-186
R-191
R-090
R-163
R-194
R-125
R-034
R-174

100
66
Y4

12000
*11300
313°
(77)

13400
273°
(36)

11000
305°
(45)

10000
*8600
343°
(25)

10000
*7900
349°
(59)

11000
*8500
334°
(60)

F1210
*8000
034°
(71)

9000
*7900
011°
(70)

F1230
*9000
005°
(219)

9000
*8000
015°
(50)

9000
*7900
359°
(42)

MOCA 7900 for SCOTTSBLUFF Transition.

N

WSA GLL 25 NM
8100

(CONTINUED ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

YELLOWSTONE FIVE DEPARTURE
(YELLO5.DEN) 12JUN25

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

CHEYENNE TRANSITION (YELLO5.CYS): From over DEN VOR/DME on DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLO5.HANKI): From over DEN VOR/DME on DEN R-015 and GLL R-034 to HANKI.

LARAMIE TRANSITION (YELLO5.LAR): From over DEN VOR/DME on DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLO5.MBW): From over DEN VOR/DME on DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLO5.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 (YELLO5.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 (YELLO5.BFF): From over DEN VOR/DME on DEN R-015 and BFF R-191 to BFF VORTAC.


SW-1, 07 AUG 2025 to 02 OCT 2025

GUNNISON, COLORADO AL-517 (FAA) 25163

| LOC/DME I-GUC | APP CRS | Rwy Ldg | 9400 |
|---|---|---|---|
| 110.5 | 062° | TDZE | 7667 |
| Chan 42 | | Apt Elev | 7680 |

# ILS or LOC RWY 6

GUNNISON-CRESTED BUTTE RGNL (GUC)

DME required.

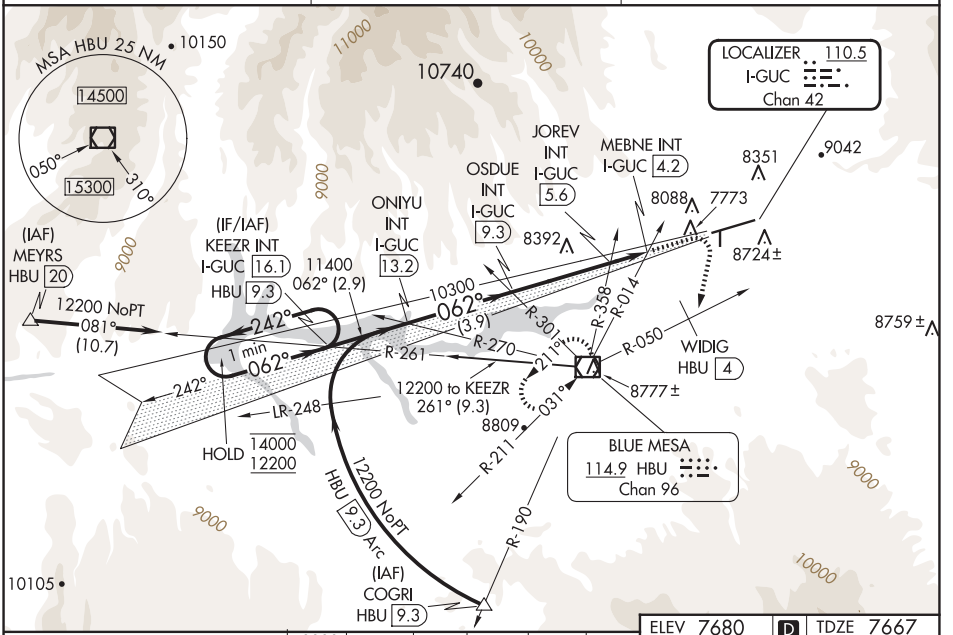
Rwy 6 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. Procedure NA when airport closed except by prior arrangement. Circling NA to Rwys 17 and 35.

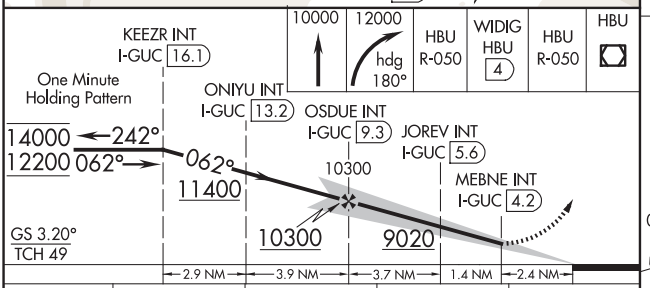
-25°C

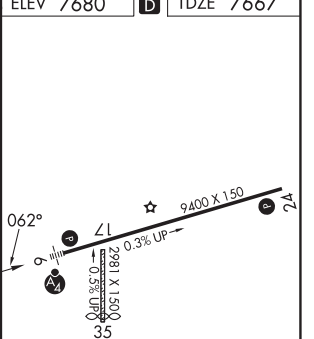
MALSF

MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 on heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue on HBU VOR/DME R-050 to HBU VOR/DME and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 124.5 350.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 8698-3 1031 (1100-3) | | | NA |
| S-LOC 6 | 9020-3 1353 (1400-3) | | | |
| CIRCLING | 9260-3 1580 (1600-3) | | 9540-3 1860 (1900-3) | 10040-3 2360 (2400-3) |
| JOREV FIX MINIMUMS | | | | |
| S-LOC 6 | 8640-3 973 (1000-3) | | | |
| CIRCLING | 9260-3 1580 (1600-3) | | 9540-3 1860 (1900-3) | 10040-3 2360 (2400-3) |

HIRL Rwy 6-24
REIL Rwy 24

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

GUNNISON, COLORADO
Amdt 5D 11JUL24

38°32'N-106°56'W

GUNNISON-CRESTED BUTTE RGNL (GUC)

ILS or LOC RWY 6

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 9400 |
|---|---|---|
| 061° | TDZE | 7667 |
| | Apt Elev | 7680 |

# RNAV (RNP) RWY 6

## GUNNISON-CRESTED BUTTE RGNL (GUC)

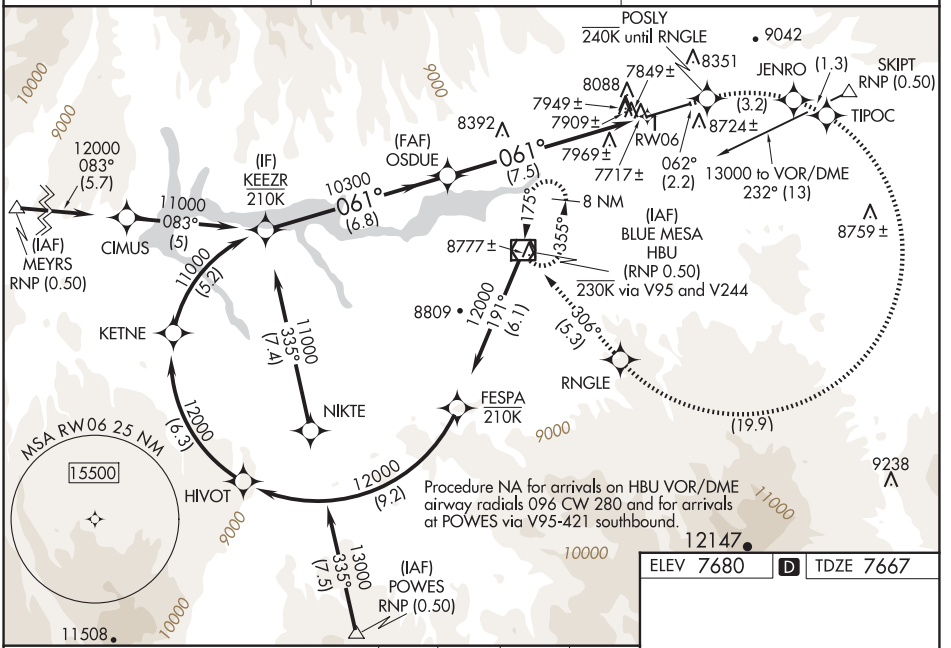
T
A
-25°C

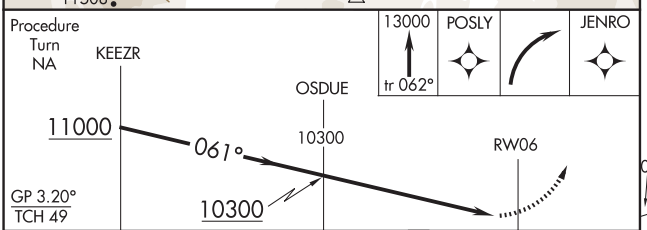
RF and GPS required. When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 54°C (130°F). When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.
* Missed approach requires minimum climb of 310 feet per NM to 9000.
# Missed approach requires minimum climb of 260 feet per NM to 9000.
† Missed approach requires minimum climb of 230 feet per NM to 9000.
For inoperative MALSF, increase RNP 0.11* visibility to 1½, RNP 0.20# to 1¾ , RNP 0.26† to 2, and RNP 0.30 to 2¼.

MALSF

MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

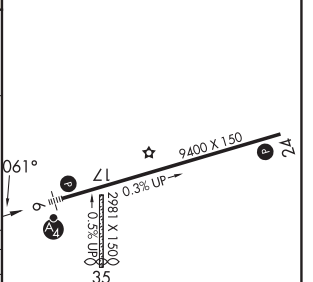
| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 124.5 350.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA* | NA | 8125-1¼ | 458 (500-1¼) | NA |
| RNP 0.20 DA# | NA | 8219-1½ | 552 (600-1½) | NA |
| RNP 0.26 DA† | NA | 8294-1¾ | 627 (700-1¾) | NA |
| RNP 0.30 DA | NA | 8354-2 | 687 (700-2) | NA |

## AUTHORIZATION REQUIRED




HIRL Rwy 6-24
REIL Rwy 24



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GUNNISON, COLORADO | AL-517 (FAA) | 25163

| APP CRS | Rwy Ldg | 9400 |
|---|---|---|
| 242° | TDZE | 7680 |
| | Apt Elev | 7680 |

# RNAV (RNP) RWY 24

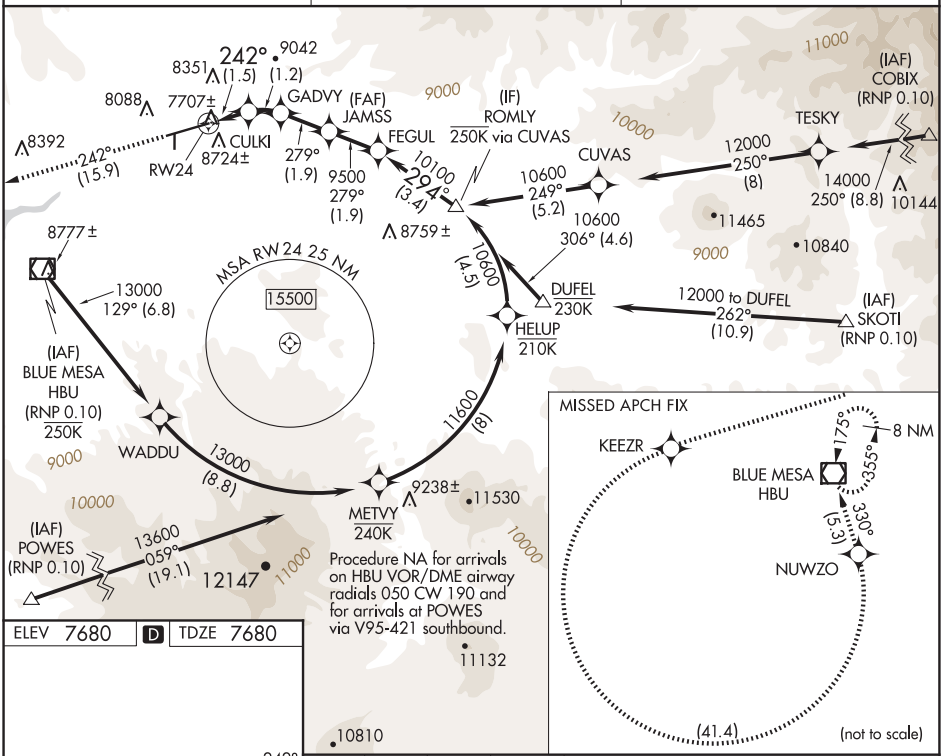
## GUNNISON-CRESTED BUTTE RGNL (GUC)

RNP AR APCH - GPS, RF, min RNP 0.10. Authorization required.

When local altimeter setting not received, procedure NA. Procedure NA for aircraft with wingspan greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -29°C or above 24°C.

MISSED APPROACH: Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.
Missed approach requires minimum climb of 425 feet per NM to 9000.

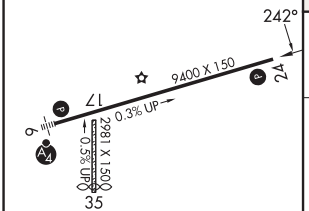
| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 124.5 350.25 | 122.7 (CTAF) |

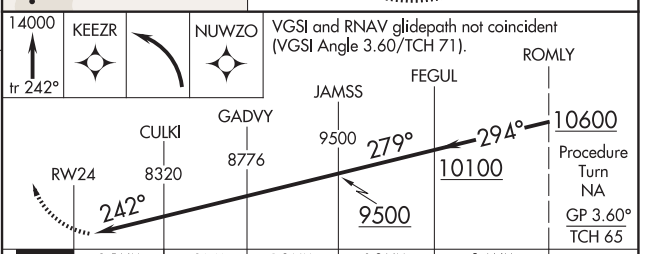






ELEV 7680 | D | TDZE 7680




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 8029-1 349 (400-1) | | | NA |

HIRL Rwy 6-24
REIL Rwy 24

## AUTHORIZATION REQUIRED

GUNNISON, COLORADO
Orig-B 31OCT24

38°32'N-106°56'W

GUNNISON-CRESTED BUTTE RGNL (GUC)

RNAV (RNP) RWY 24

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 245° | TDZE | N/A |
| | Apt Elev | 7680 |

# GPS-B

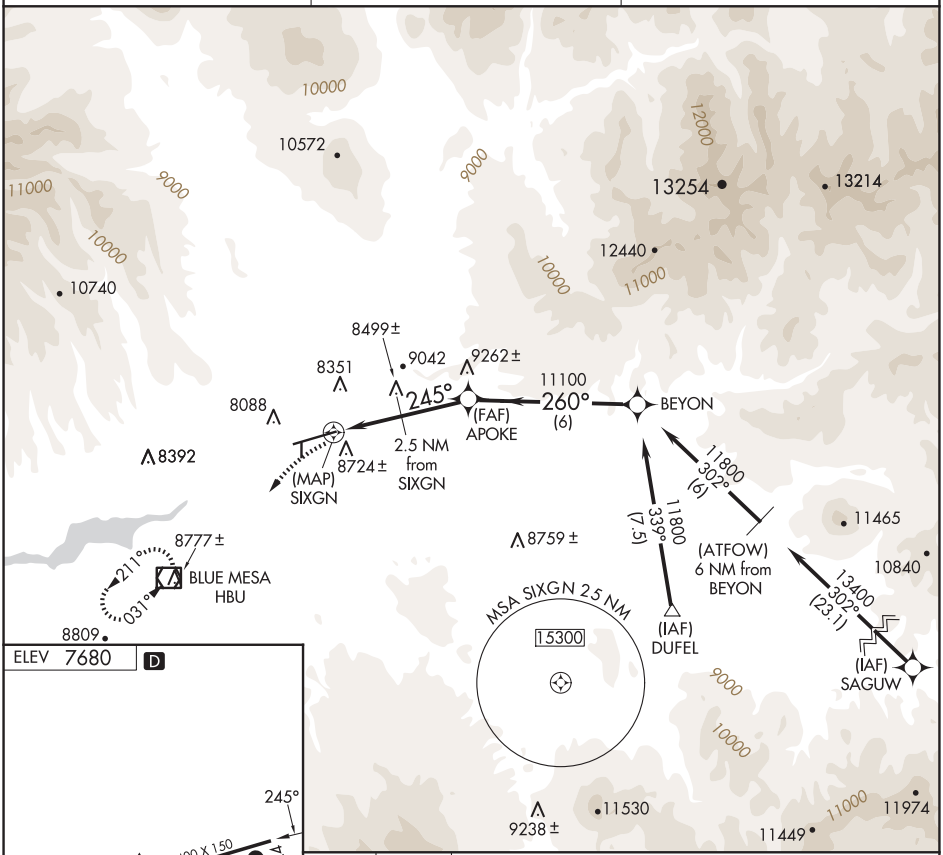
## GUNNISON-CRESTED BUTTE RGNL (GUC)

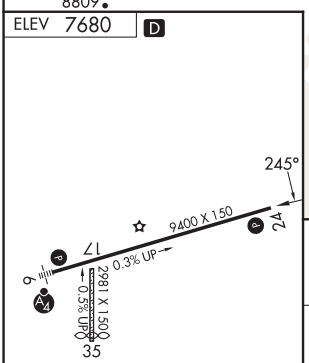
NA
-25°C

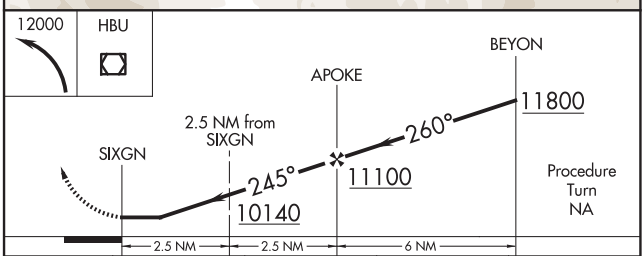
Procedure not authorized when airport closed except by prior arrangement. DME/DME RNP- 0.3 NA. Circling NA to Rwys 17 and 35.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 124.5 350.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9180-1¼<br>1500 (1500-1¼) | 9180-1½<br>1500 (1500-1½) | 9540-3<br>1860 (1900-3) | 10040-3<br>2360 (2400-3) |

HIRL Rwy 6-24
REIL Rwy 24



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

GUNNISON, COLORADO | AL-517 (FAA) | 25163

| VOR/DME HBU | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 114.9 | 031° | TDZE | N/A |
| Chan 96 | | Apt Elev | 7680 |

# VOR or GPS-A

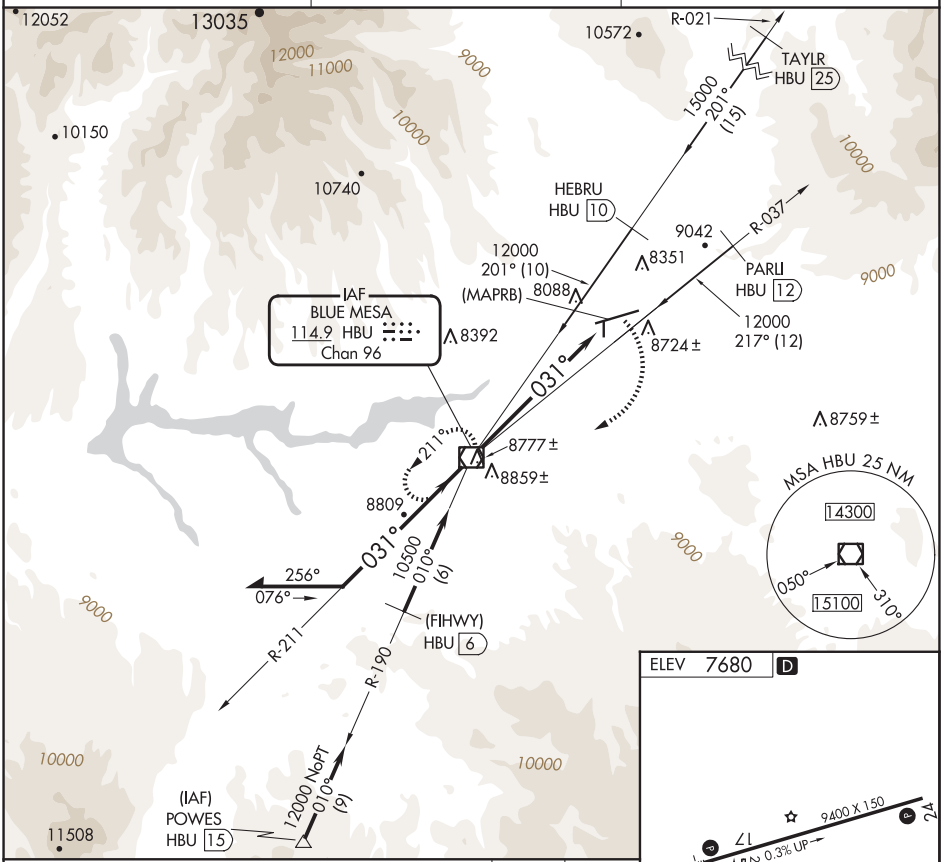
## GUNNISON-CRESTED BUTTE RGNL (GUC)

T A -25°C

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.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 135.075 | 124.5 350.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 9260-2<br>1580 (1600-2) | 9340-2<br>1660 (1700-2) | 9540-3<br>1860 (1900-3) | 10040-3<br>2360 (2400-3) |

| FAF to MAP 7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

HAYDEN, COLORADO AL-5983 (FAA) 25163

| LOC/DME I-HDN | APP CRS | Rwy Ldg | 9490 |
|---|---|---|---|
| 109.9 | 104° | TDZE | 6591 |
| Chan 36 | | Apt Elev | 6606 |

# ILS or LOC RWY 10

## YAMPA VALLEY (HDN)

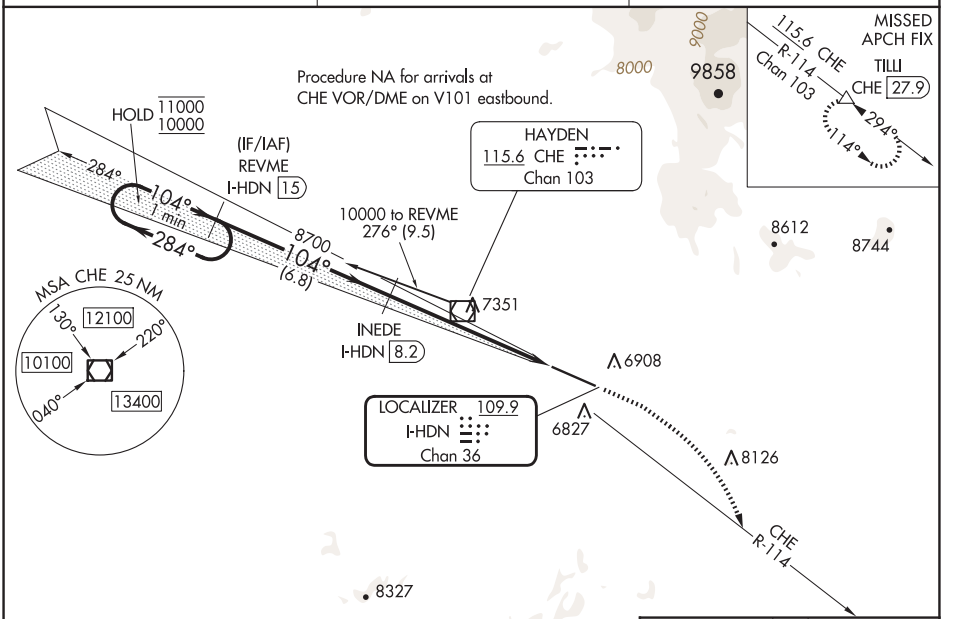
DME required.

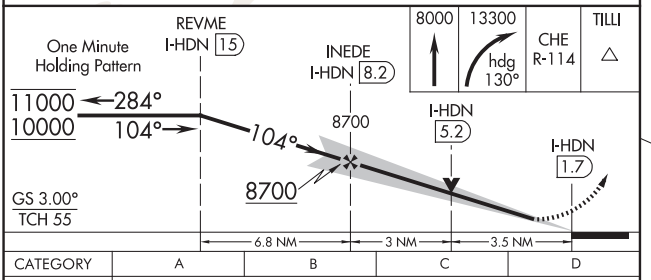
T NA Inop table does not apply to S-ILS 10* all Cats and S-LOC 10 Cats C/D. For inop ALS, increase S-ILS 10 all Cats visibility to 2½ SM.

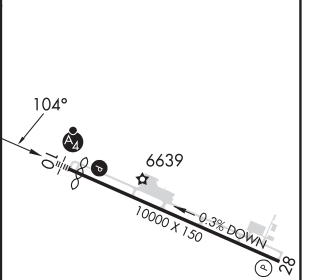
MALSF

MISSED APPROACH: Climb to 8000 then climbing right turn to 13300 on heading 130° and on CHE VOR/DME R-114 to TILLI/CHE 27.9 DME and hold, continue climb-in-hold to 13300. *Missed approach requires minimum climb of 307 feet per NM to 8700.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10* | 6791-¾ 200 (200-¾) | | | |
| S-ILS 10 | 7414-2 823 (900-2) | | | |
| S-LOC 10 | 7760-1 1169 (1200-1) | 7760-1¼ 1169 (1200-1¼) | 7760-3 1169 (1200-3) | |
| C CIRCLING | 7760-1¼ 1154 (1200-1¼) | 7760-1½ 1154 (1200-1½) | 7900-3 1294 (1300-3 ) | 8200-3 1594 (1600-3) |

REIL Rwy 28 L
HIRL Rwy 10-28 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 9490 |
|---|---|---|
| 104° | TDZE | 6591 |
| | Apt Elev | 6606 |

# RNAV (RNP) Z RWY 10

YAMPA VALLEY (HDN)

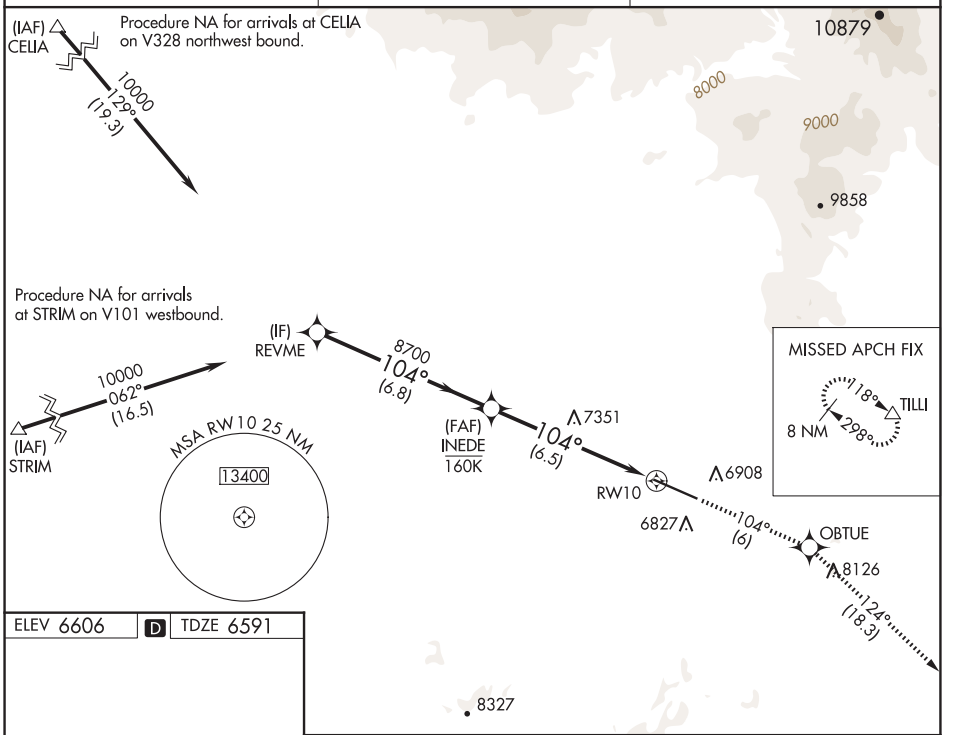
RNP AR APCH-GPS.

Rwy 10 helicopter visibility reduction below ¾ 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.

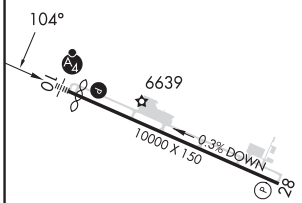
MALSF

MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.
*Missed approach requires minimum climb of 286 feet per NM to 8900.

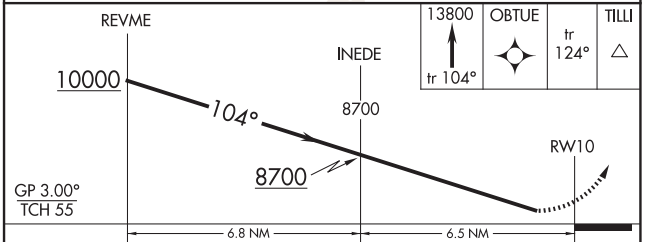
| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




ELEV 6606 D TDZ 6591




REIL Rwy 28 L
HIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA* | 7016-1 425 (500-1) | | | |
| RNP 0.20 DA | 7344-1⅞ 753 (800-1⅞) | | | |
| RNP 0.30 DA | 7949-5 1358 (1400-5) | | | |

AUTHORIZATION REQUIRED



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

HAYDEN, COLORADO | AL-5983 (FAA) | 25163

# RNAV (GPS) RWY 28

YAMPA VALLEY (HDN)

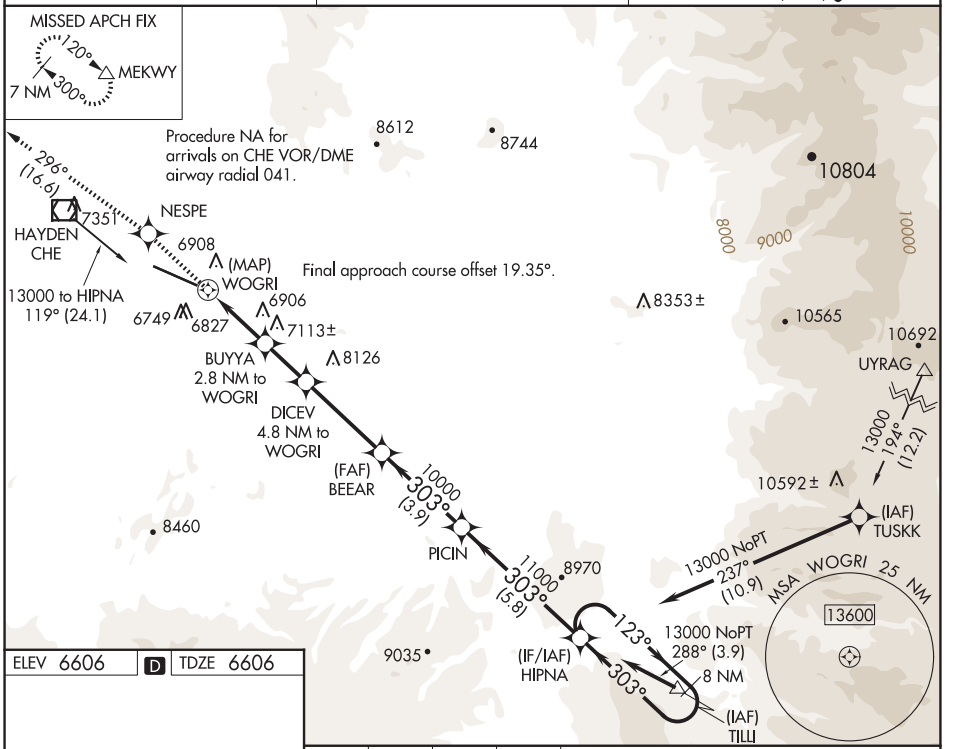
| WAAS | APP CRS | Rwy Ldg | 10000 |
|---|---|---|---|
| CH 48825 | 303° | TDZE | 6606 |
| W28A | | Apt Elev | 6606 |

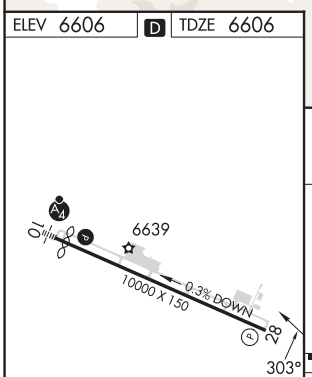
RNP APCH.

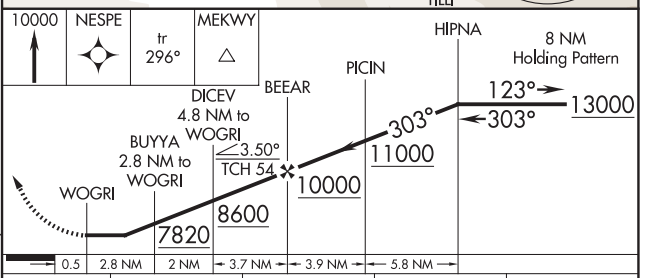
When local altimeter not received use Craig-Moffat altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C/D visibility ¼ mile. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 10000 direct NESPE and on track 296° to MEKWY and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 7000-1 | 394 (400-1) | 7000-1⅛ | 394 (400-1⅛) |
| LNAV MDA | 7080-1 | 474 (500-1) | 7080-1⅜ | 474 (500-1⅜) |
| C CIRCLING | 7220-1 | 614 (700-1) | 7660-3 1054 (1100-3) | 8180-3 1574 (1600-3) |

REIL Rwy 28 L
HIRL Rwy 10-28 L

HAYDEN, COLORADO
Amdt 3A 06DEC18

40°29′N-107°13′W

YAMPA VALLEY (HDN)

RNAV (GPS) RWY 28


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 9490 |
|---|---|---|---|
| CH 53410 | 104° | TDZE | 6591 |
| W10A | | Apt Elev | 6606 |

# RNAV (GPS) Y RWY 10

YAMPA VALLEY (HDN)

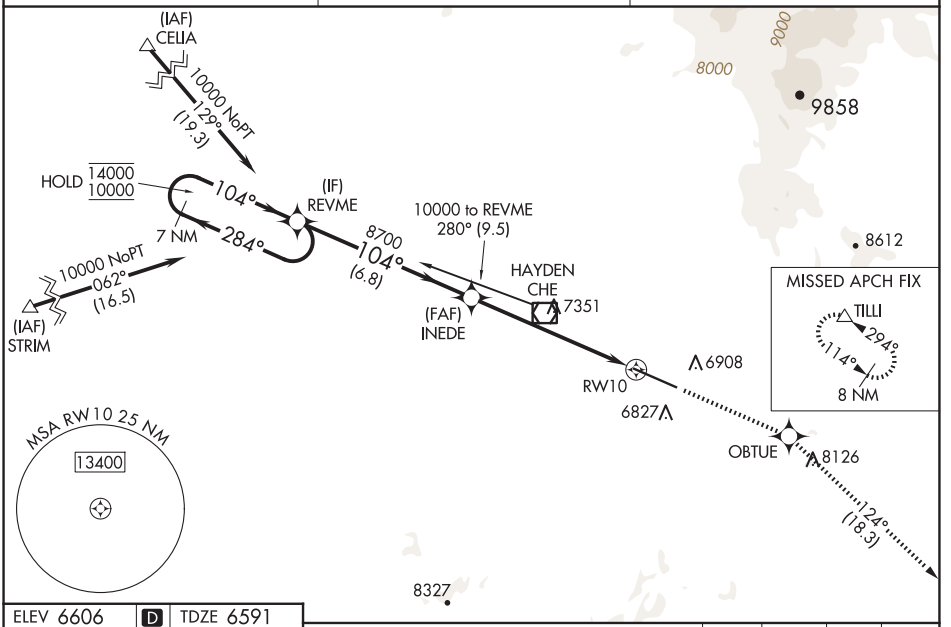
RNP APCH-GPS.

T Rwy 10 helicopter visibility reduction below ¾ SM NA.
A Inop table does not apply to *LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C.

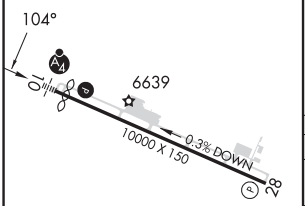
MALSF

MISSED APPROACH: Climb to 13700 direct OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13700.
* Missed approach requires minimum climb of 295 feet per NM to 8700.

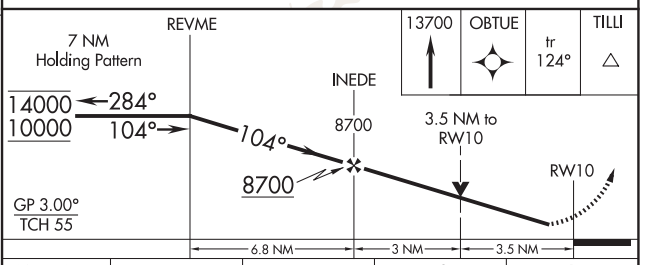
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




ELEV 6606 D TDZE 6591




REIL Rwy 28 L
HIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 6791-¾ 200 (200-¾) | | | |
| LPV DA | 7327-1¾ 736 (800-1¾) | | | |
| LNAV/VNAV DA | 7966-5 1375 (1400-5) | | | |
| LNAV MDA | 7760-1 1169 (1200-1) | 7760-1¼ 1169 (1200-1¼) | 7760-3 1169 (1200-3) | |
| C CIRCLING | 7760-1¼ 1154 (1200-1¼) | 7760-1½ 1154 (1200-1½) | 7760-3 1154 (1200-3) | 8180-3 1574 (1600-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

HAYDEN, COLORADO

AL-5983 (FAA)

25163

# VOR-B

YAMPA VALLEY (HDN)

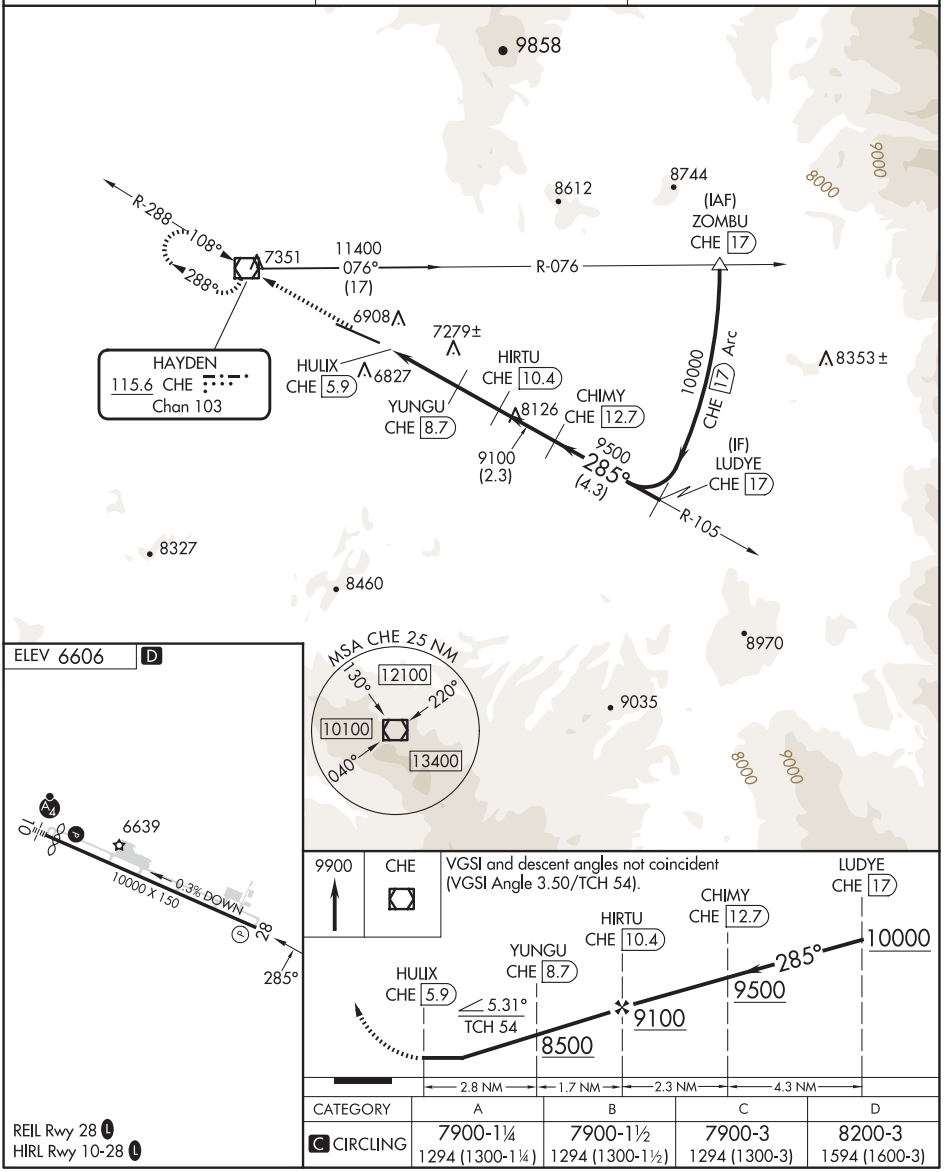
| VOR/DME CHE | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.6 | 285° | TDZE | N/A |
| Chan 103 | | Apt Elev | 6606 |

DME required.

T A Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 9900 direct CHE VOR/DME and hold, continue climb-in-hold to 9900.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 120.475 235.975 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 7900-1¼ 1294 (1300-1¼) | 7900-1½ 1294 (1300-1½) | 7900-3 1294 (1300-3) | 8200-3 1594 (1600-3) |

REIL Rwy 28 L
HIRL Rwy 10-28 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 4

LEA COUNTY RGNL (HOB)

| LOC/DME I-HOB | APP CRS | Rwy Ldg | 7398 |
|---|---|---|---|
| 108.5 | 038° | TDZE | 3652 |
| Chan 22 | | Apt Elev | 3661 |

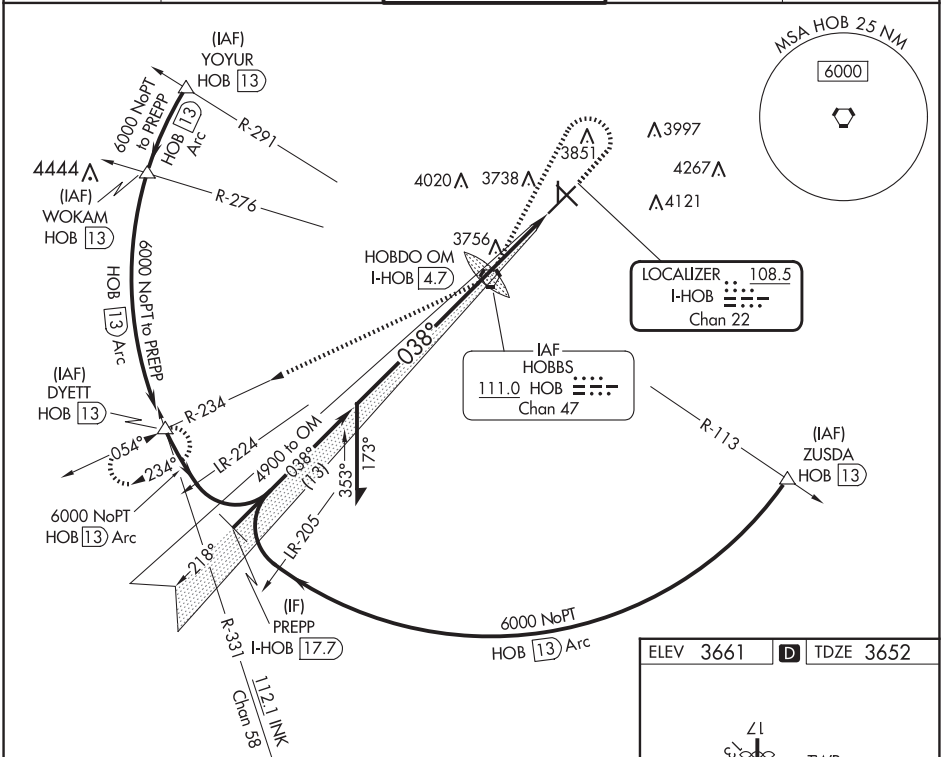
DME or RADAR required for procedure entry.

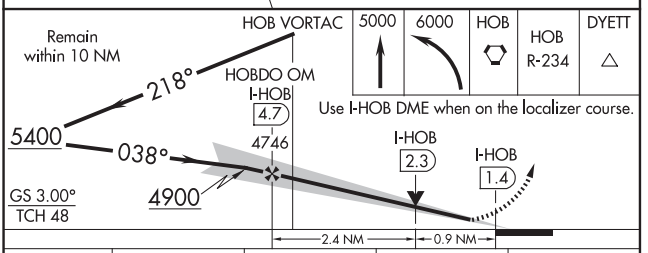
Circling Rwy 17, 35 NA at night.

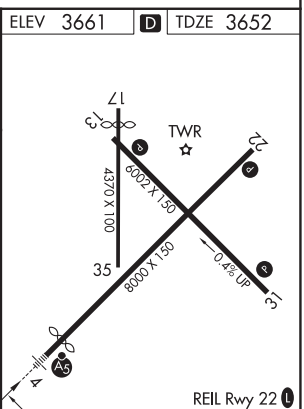
MALSR

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC and on HOB VORTAC R-234 to DYETT INT/HOB VORTAC 13 DME and hold.

| ATIS | FORT WORTH CENTER | HOBBS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.75 | 133.1 298.95 | 120.65 (CTAF) L 317.4 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 3852-½ 200 (200-½) | | | |
| S-LOC 4 | 4020-½ 368 (400-½) | | 4020-⅝ 368 (400-⅝) | |
| C CIRCLING | 4120-1 459 (500-1) | 4160-1 499 (500-1) | 4440-2¼ 779 (800-2¼) | 4440-2½ 779 (800-2½) |

FAF to MAP 3.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

## LEA COUNTY RGNL (HOB)

| WAAS | APP CRS | Rwy Ldg | 7398 |
|---|---|---|---|
| CH 90215 | 038° | TDZE | 3652 |
| W04A | | Apt Elev | 3661 |

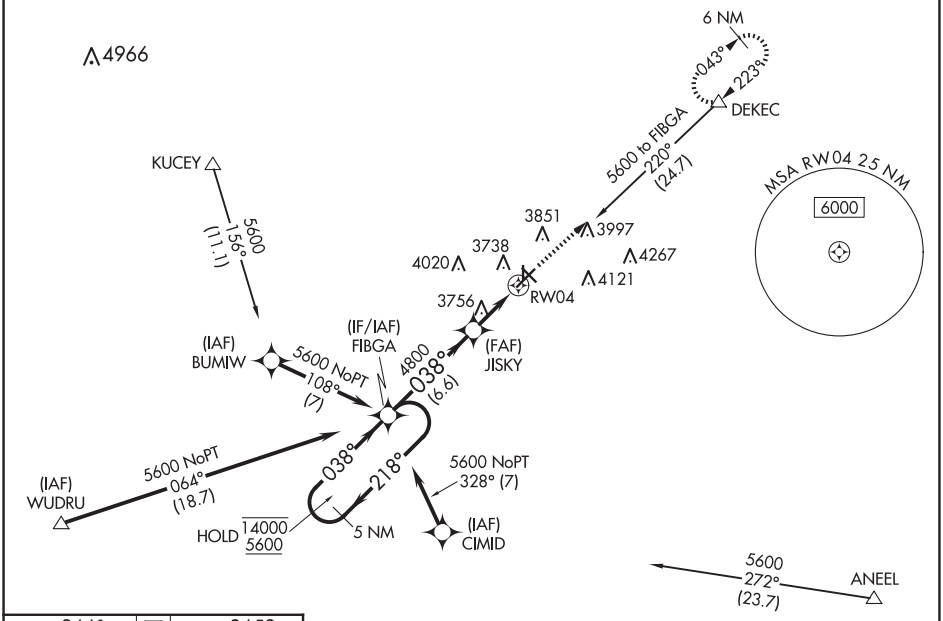
RNP APCH - GPS.

Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C/D visibility to 1 SM.

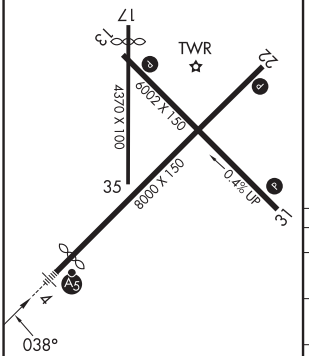
MALSR

MISSED APPROACH: Climb to 4200 then climb to 6000 direct DEKEC and hold.

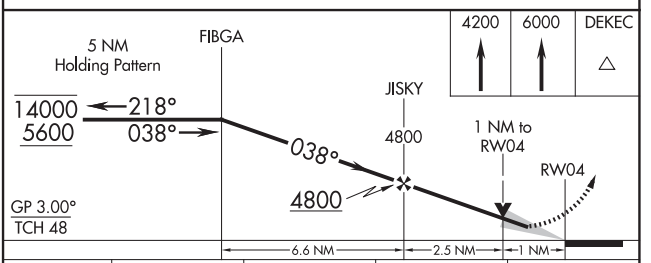
| ATIS | FORT WORTH CENTER | HOBBS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.75 | 133.1 298.95 | 120.65 (CTAF) L 317.4 | 121.9 | 122.95 |




ELEV 3661 D TDZE 3652




REIL Rwy 22 L
MIRL Rwy 13-31 L
HIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3852-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 3902-½ 250 (300-½) | | | |
| LNAV MDA | 4020-½ 368 (400-½) | | 4020-⅝ 368 (400-⅝) | |
| C CIRCLING | 4120-1 459 (500-1) | 4160-1 499 (500-1) | 4440-2¼ 779 (800-2¼) | 4440-2½ 779 (800-2½) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| CH 82735 | 218° | TDZE | 3649 |
| W22A | | Apt Elev | 3661 |

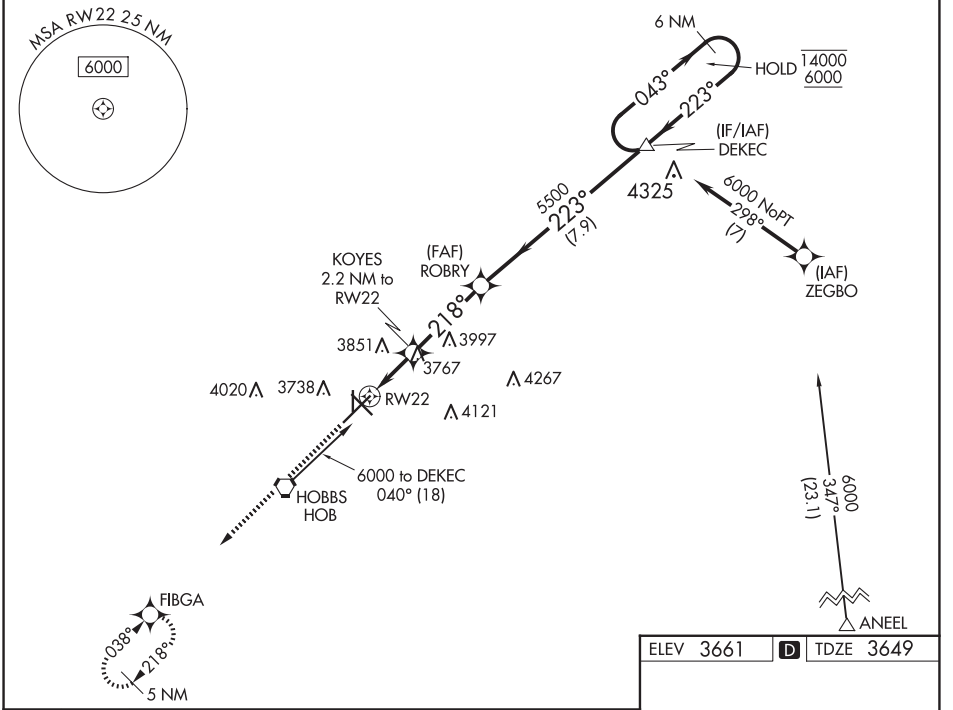
# RNAV (GPS) RWY 22
## LEA COUNTY RGNL (HOB)

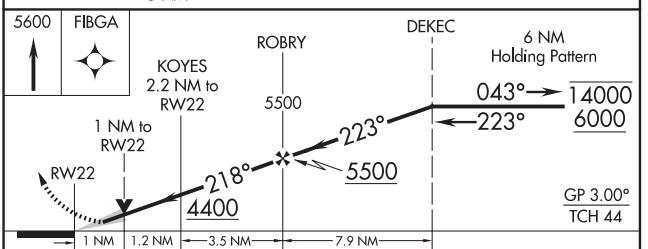
RNP APCH - GPS.

Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

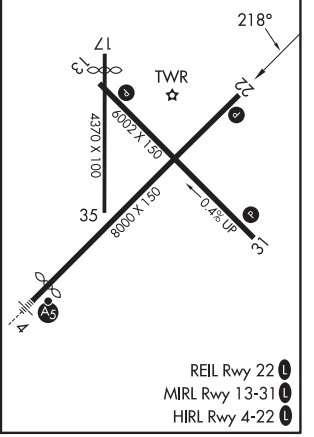
| ATIS | FORT WORTH CENTER | HOBBS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.75 | 133.1 298.95 | 120.65 (CTAF) L 317.4 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3899-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3899-¾ 250 (300-¾) | | | |
| LNAV MDA | 4020-1 371 (400-1) | | | |
| C CIRCLING | 4120-1 459 (500-1) | 4160-1 499 (500-1) | 4440-2¼ 779 (800-2¼) | 4440-2½ 779 (800-2½) |

ELEV 3661 D TDZE 3649




REIL Rwy 22 L
MIRL Rwy 13-31 L
HIRL Rwy 4-22 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 31

## LEA COUNTY RGNL (HOB)

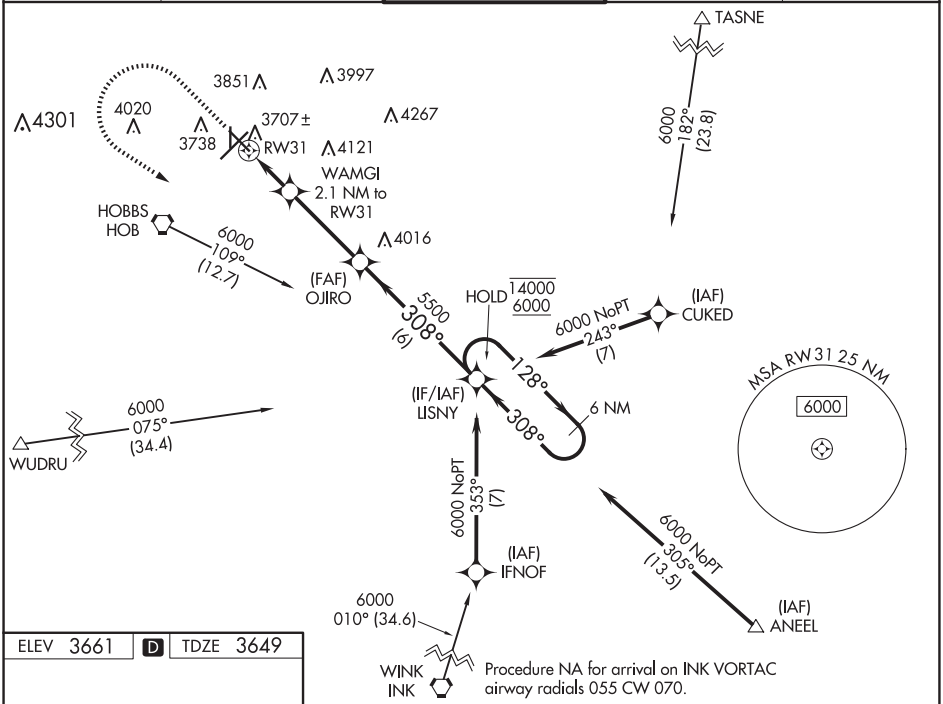
| WAAS | APP CRS | Rwy Ldg | 6002 |
|---|---|---|---|
| CH 69635 | 308° | TDZE | 3649 |
| W31A | | Apt Elev | 3661 |

RNP APCH - GPS.

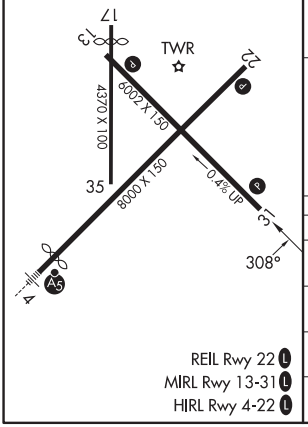
Circling Rwy 17, 35 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 4700 then climbing left turn to 6000 direct LISNY and hold.

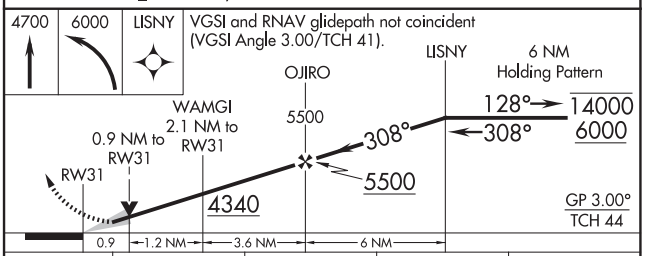
| ATIS | FORT WORTH CENTER | HOBBS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.75 | 133.1 298.95 | 120.65 (CTAF) L 317.4 | 121.9 | 122.95 |




ELEV 3661 D TDZ 3649




REIL Rwy 22 L
MIRL Rwy 13-31 L
HIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3899-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3899-¾ 250 (300-¾) | | | |
| LNAV MDA | 3960-1 311 (300-1) | | | |
| C CIRCLING | 4120-1 459 (500-1) | 4160-1 499 (500-1) | 4440-2¼ 779 (800-2¼) | 4440-2½ 779 (800-2½) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC HOB | APP CRS | Rwy Ldg | 8000 |
|---|---|---|---|
| 111.0 | 212° | TDZE | 3649 |
| Chan 47 | | Apt Elev | 3661 |

# VOR or TACAN RWY 22

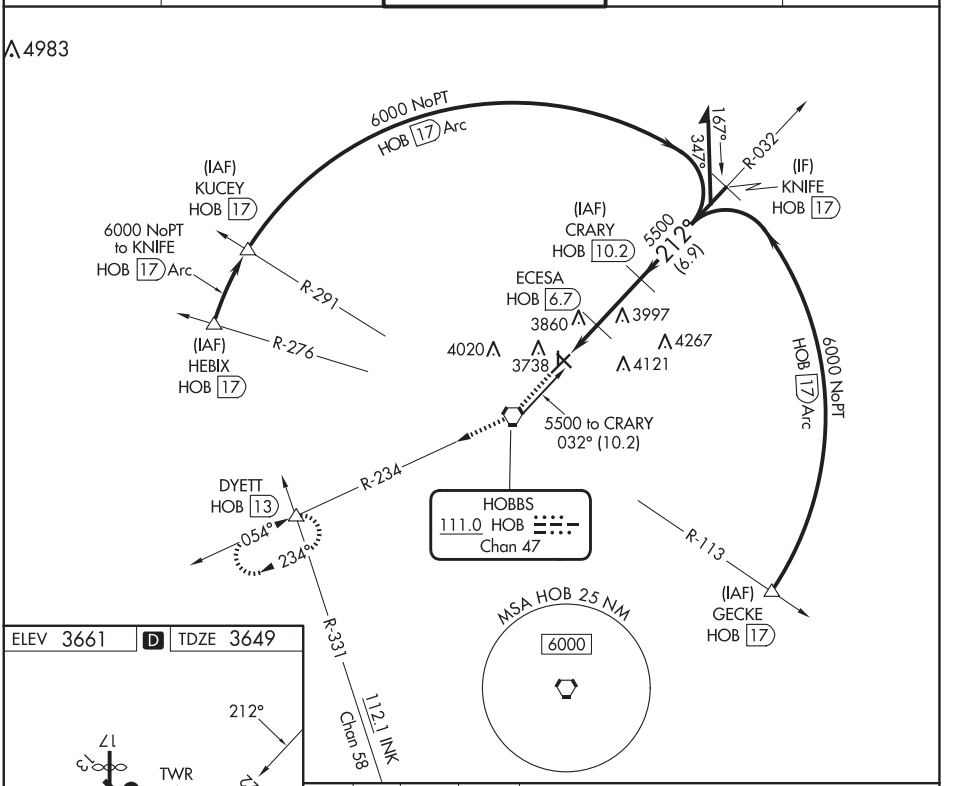
LEA COUNTY RGNL (HOB)

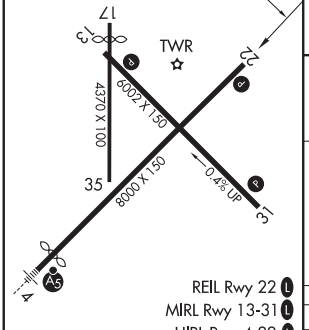
DME required.

T A — Circling Rwy 17, 35 NA at night.

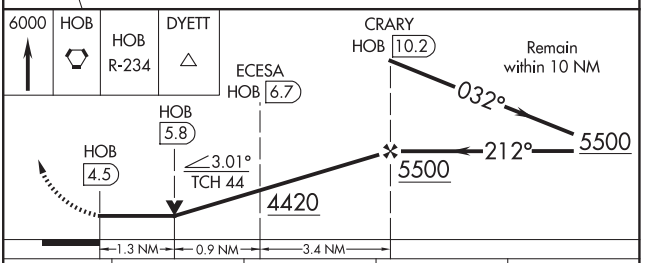
MISSED APPROACH: Climb to 6000 direct HOB VORTAC then on HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

| ATIS | FORT WORTH CENTER | HOBBS TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.75 | 133.1 298.95 | 120.65 (CTAF) L 317.4 | 121.9 | 122.95 |




| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

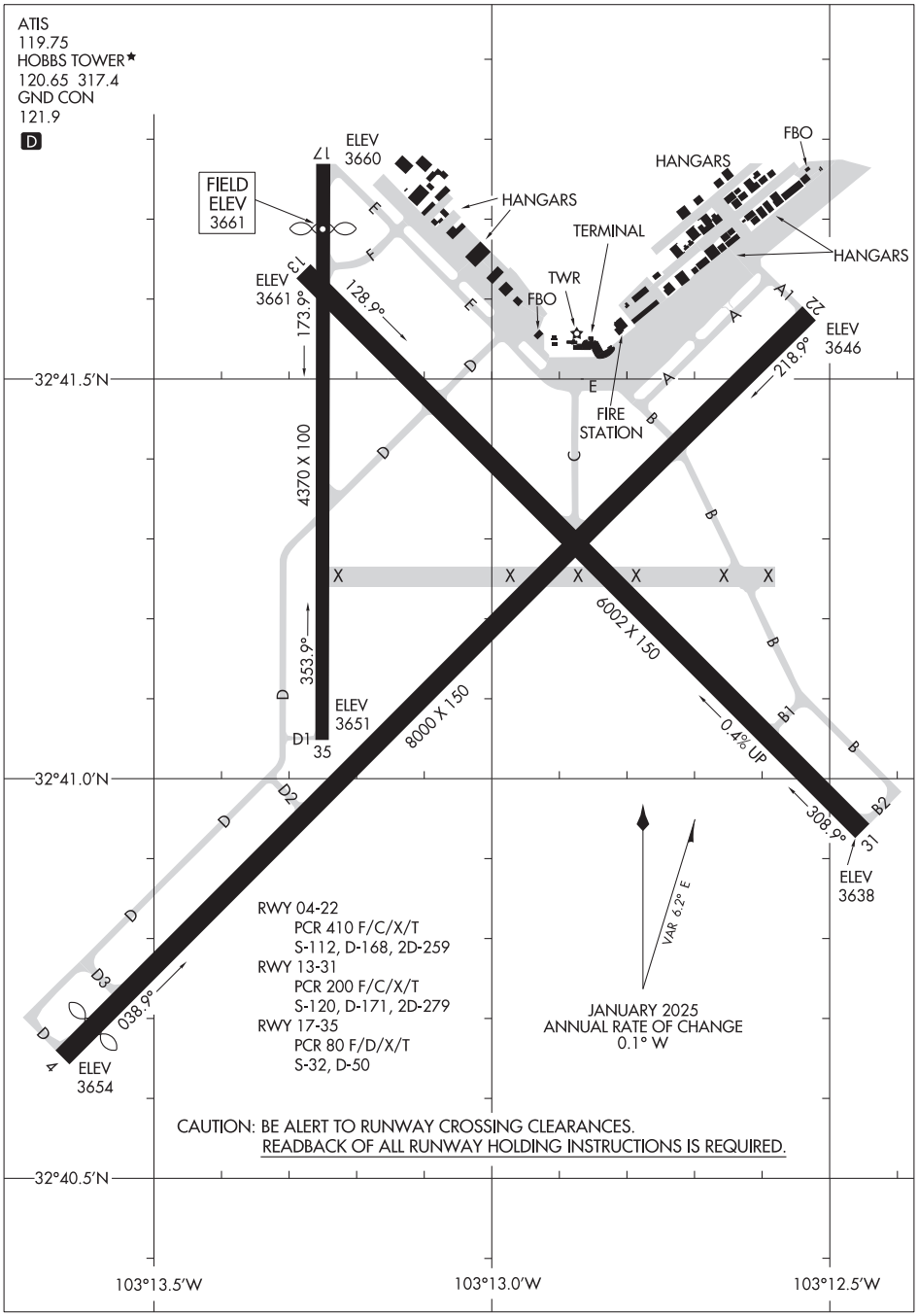



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 4120-1 471 (500-1) | | 4120-1⅜ 471 (500-1⅜) | |
| C CIRCLING | 4120-1 459 (500-1) | 4160-1 499 (500-1) | 4440-2¼ 779 (800-2¼) | 4440-2½ 779 (800-2½) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25163
# AIRPORT DIAGRAM
AL-851 (FAA)
LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO




AIRPORT DIAGRAM
25163
HOBBS, NEW MEXICO
LEA COUNTY RGNL (HOB)

SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

ALAMOGORDO, NEW MEXICO

# ILS or LOC X RWY 16

| LOC I-MUK | APCH CRS | Rwy ldg 12,134 TDZE 4083 Arpt Elev 4093 |
|---|---|---|
| 108.9 | 158° | |

[USAF] HOLLOMAN AFB (KHMN)

RADAR or DME required.

* When ALS inop, increase vis to ¾ mile.

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn right and intercept HMN R-320 outbound to JOBAM and hold.

| ATIS ★ | ALBUQUERQUE CENTER | APP CON | TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 273.5 | 132.65 257.6 | 120.6 269.225 | 119.3 254.4 | 127.05 275.8 | 126.7 289.4 |

** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ 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.

INBOUND WEST:
Airspace West Restricted.
Expect routing via CORONA.

(IAF) ZOVOS HMN 22 13,000

HMN 22

10,500 182°

5298

6430

4475

7000

HOLD 18,000 13,000

TOGIE HMN 17

HMN 17 Arc

R-338

7000

(2)

LR-346

(IF) JEMTO HMN 15

(4)

6400 158°

4482

JULBO HMN 17

182° 265K 002°

LAYKZ HMN 12

338°

R-320

HOLD 10,000 7000

140° 265K 320°

HMN 17

MSA HMN 25 NM

11,000

CAPAR HMN 11

4570

5600

(5.2)

R-002

JOBAM HMN 12

CAUTION: High terrain to East within 15 NM.

FETER HMN 5.8 RADAR

4324

4395

4449

8000

6000

HOLLOMAN Chan 92 HMN

4305

4298

LOCALIZER 108.9 I-MUK

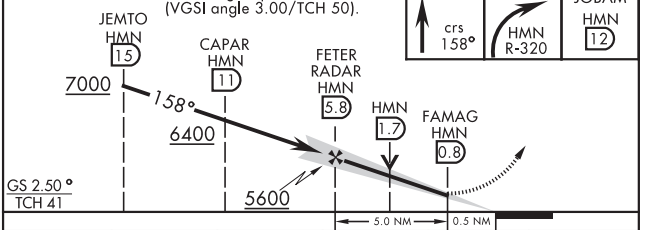
Unlit terrain 0' AGL/4082' MSL, 136' right of course.

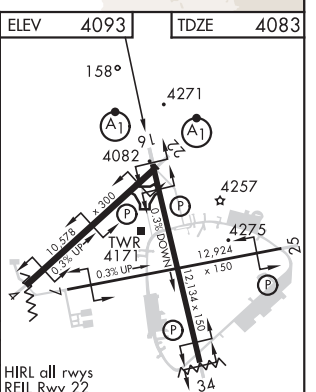
CAUTION: ILS TCH 41'. Height group 4 (B-747/767/777, L-1011, DC-10, A-300, B-1, KC-10, E-4, C-5, and VC-25) wheel crossing height 16'.

EMERG SAFE ALT 100 NM 14,200

VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 50).

| 5000 crs 158° | 7000 HMN R-320 | JOBAM HMN 12 |
|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 16* | 4283-½ | 200 | (200-½) | | |
| S-LOC 16** | 4600-½ | 517 (600-½) | 4600-1 | 517 | (600-1) |
| CIRCLING | 4620-1 | 527 (600-1) | 5200-3 | 1107 (1200-3) | 5300-3 1207 (1300-3) |

FAF to MAP 5.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

ALAMOGORDO, NEW MEXICO 32° 52'N-106° 06'W HOLLOMAN AFB (KHMN)

Amdt 5 10JUL25

ILS or LOC X RWY 16



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

23278

ALAMOGORDO, NEW MEXICO

# RNAV (GPS) RWY 16

| APCH CRS | Rwy ldg | 12,134 |
|---|---|---|
| 158° | TDZE | 4083 |
| | Arpt Elev | 4093 |

AL-7 (USAF)

HOLLOMAN AFB (KHMN)

RNP APCH-GPS

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

ALSF-1

MISSED APPROACH: Climb straight ahead to 7000, passing 5000 turn direct JOBAM, do not exceed 265 KIAS until turn completion and hold.

| ATIS★ | ALBUQUERQUE CENTER | APP CON | TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 273.5 | 132.65 257.6 | 120.6 269.225 | 119.3 254.4 | 127.05 275.8 | 126.7 289.4 |

When VGSI inop, procedure NA at night.

CAUTION: When Rwy 22 VGSI inop, circling to Rwy 22 NA at night.

CAUTION: High terrain to East within 15 NM.

Cold temperature based on standard -30.00° C ISA deviaiton.

USAF Only: When VGSI inop, straight-in RWY 16 authorized at night with aircrew command approval.

Visibility Reduction by Helicopters NA.

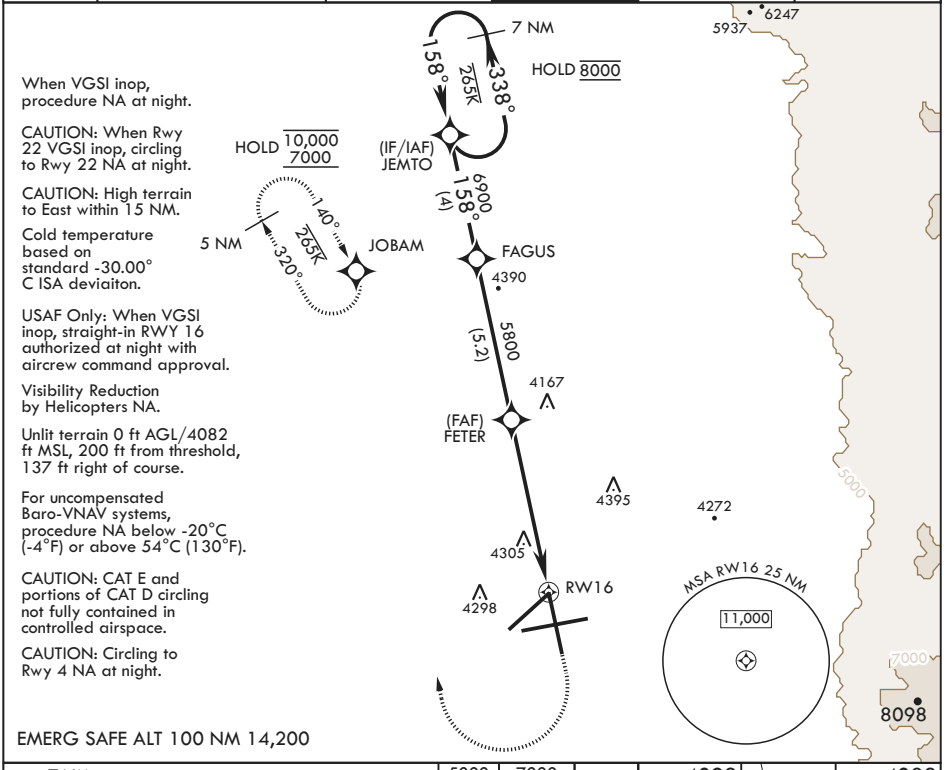
Unlit terrain 0 ft AGL/4082 ft MSL, 200 ft from threshold, 137 ft right of course.

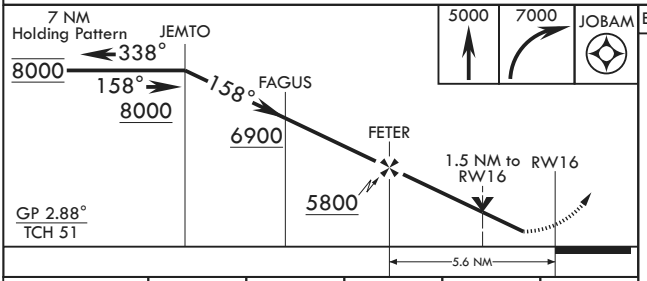
For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 54°C (130°F).

CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: Circling to Rwy 4 NA at night.

EMERG SAFE ALT 100 NM 14,200

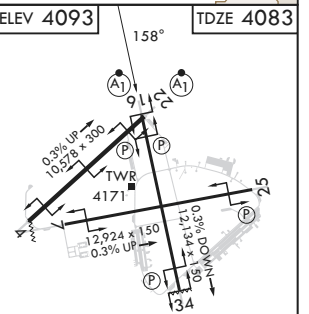






ELEV 4093 TDZE 4083




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 4569-1 | | 486 | (500-1) | |
| LNAV MDA** | 4600-¾ 517 (600-¾) | | 4600-1 | 517 | (600-1) |
| C CIRCLING | 4640-1 547 (600-1) | | 4680-1½ 587 (600-1½) | 4740-2 647 (700-2) | 4780-2½ 687 (700-2½) |

HIRL all Rwys
REIL Rwy 22

ALAMOGORDO, NEW MEXICO

Amdt 2 05OCT23

32°52'N - 106°06'W

HOLLOMAN AFB (KHMN)

RNAV (GPS) RWY 16



SW-1, 07 AUG 2025 to 02 OCT 2025

ALAMOGORDO, NEW MEXICO

# RNAV (GPS) RWY 34

| APCH CRS | Rwy ldg | 12,134 |
|---|---|---|
| 338° | TDZE | 4058 |
| | Arpt Elev | 4093 |

AL-7 (USAF)

HOLLOMAN AFB (KHMN)

RNP APCH. DME/DME RNP-0.3 NA.

GPS required

* When circling to Rwy 25 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

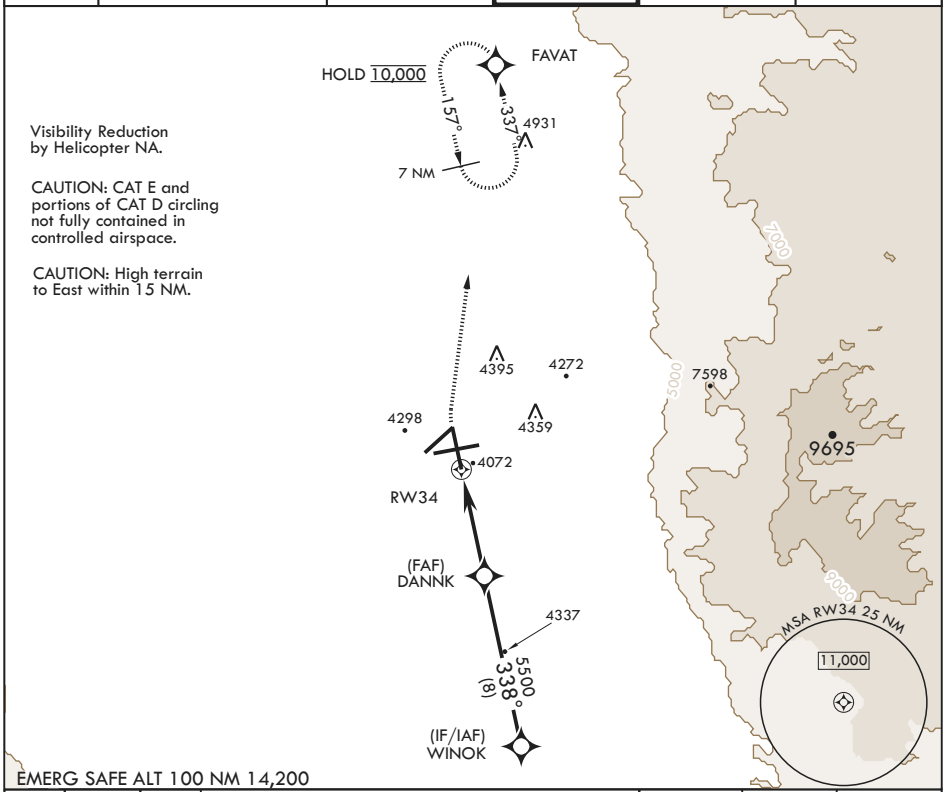
MISSED APPROACH: Climb to 4800 then climbing right turn to 10,000 direct FAVAT and hold, continue climb-in-hold to 10,000.

| ATIS★ | ALBUQUERQUE CENTER | APP CON | TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 273.5 | 132.65 257.6 | 120.6 269.225 | 119.3 254.4 | 127.05 275.8 | 126.7 289.4 |

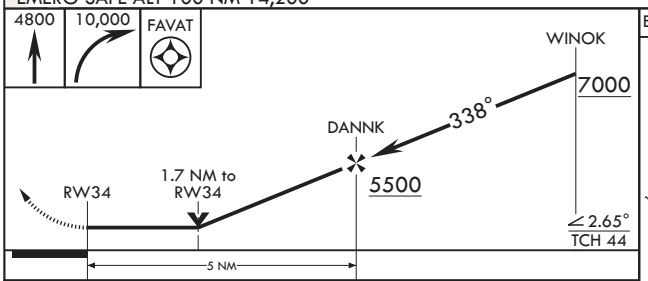
Visibility Reduction by Helicopter NA.

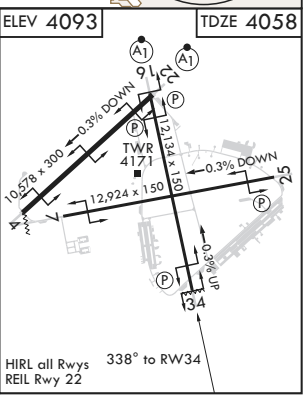
CAUTION: CAT E and portions of CAT D circling not fully contained in controlled airspace.

CAUTION: High terrain to East within 15 NM.




EMERG SAFE ALT 100 NM 14,200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 4540-1 | 482 (500-1) | 4540-1⅜ | 482 | (500-1⅜) |
| C CIRCLING* | 4640-1 | 547 (600-1) | 4680-1½ 587 (600-1½) | 4740-2 647 (700-2) | 4780-2½ 687 (700-2½) |

ALAMOGORDO, NEW MEXICO

32°52'N - 106°06'W

HOLLOMAN AFB (KHMN)

Amdt 2 14JUL22

RNAV (GPS) RWY 34





SW-1, 07 AUG 2025 to 02 OCT 2025

22139

# AIRPORT DIAGRAM

AL-7 [USAF]

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

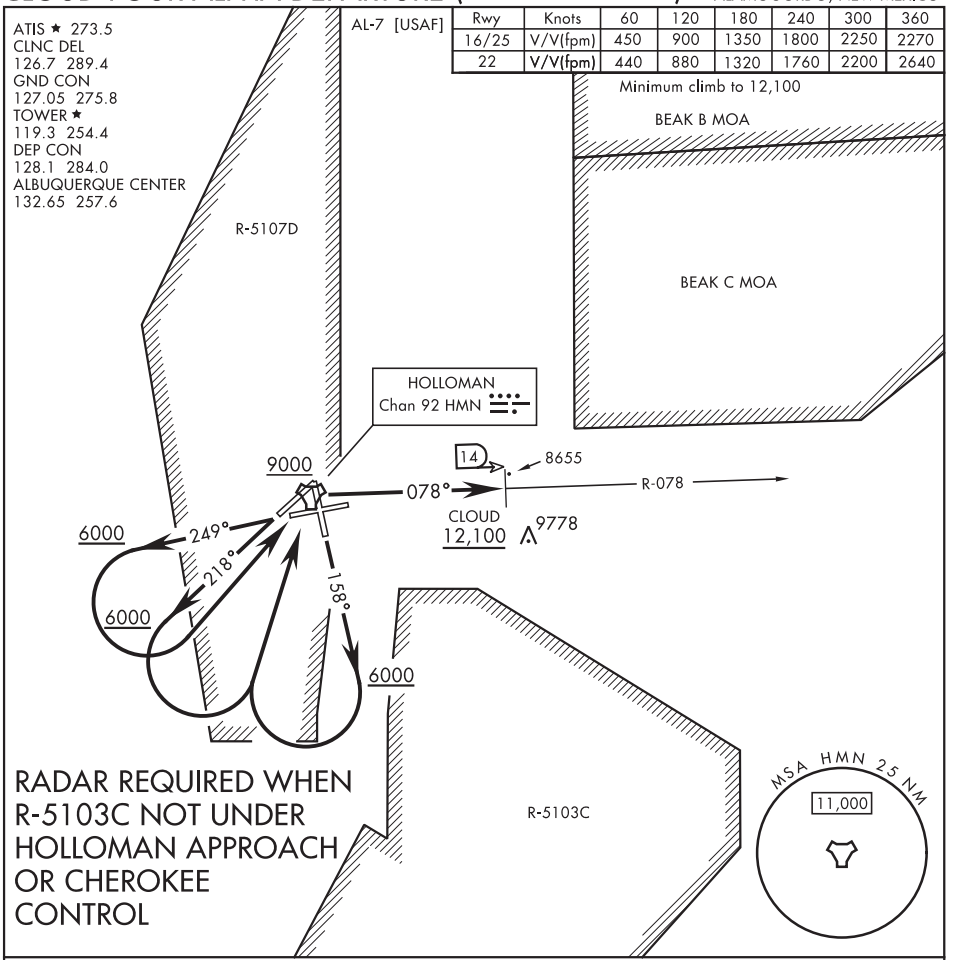
SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

ALAMOGORDO, NEW MEXICO
HOLLOMAN AFB (KHMN)

# CLOUD-FOUR ALPHA DEPARTURE (CLOUA4•CLOUD)

ALAMOGORDO, NEW MEXICO




## 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.



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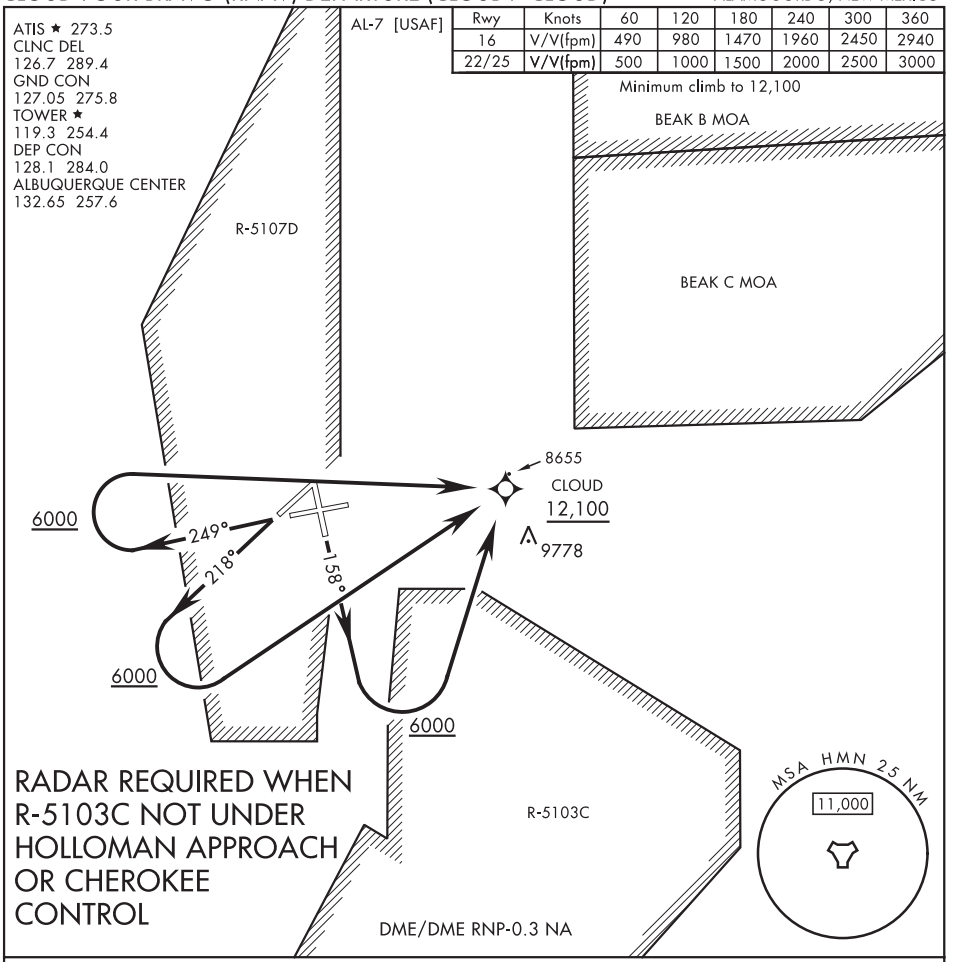
## CLOUD-FOUR BRAVO (RNAV) DEPARTURE (CLOUB4•CLOUD)

ALAMOGORDO, NEW MEXICO




### 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.

# DIEZL ONE DEPARTURE



ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
TOWER ★
119.3 254.4
DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

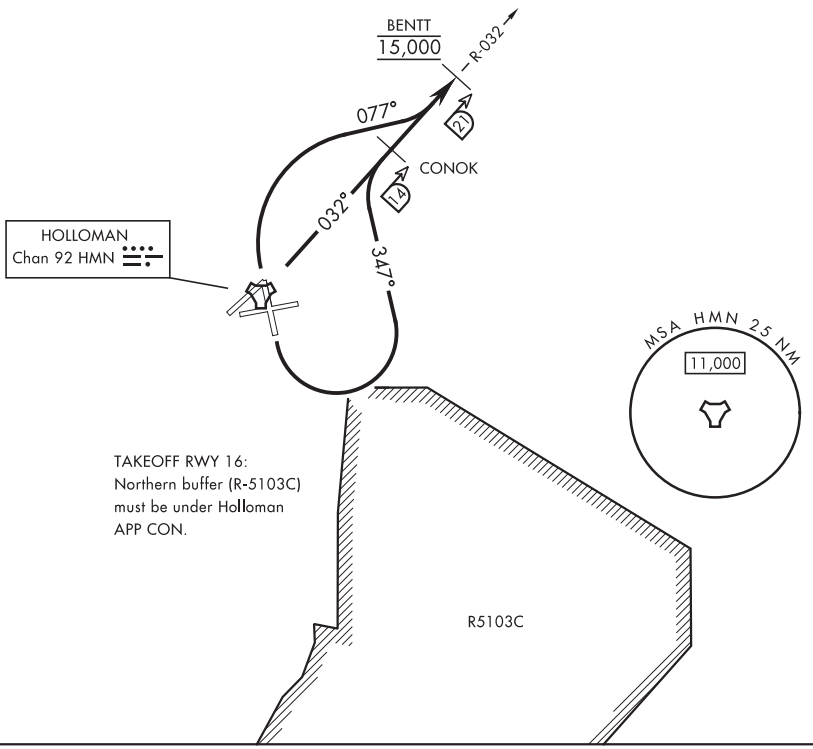
RADAR required

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 04 ⓐ | V/V(fpm) | 350 | 700 | 1050 | 1400 | 1750 | 2100 |
| 16 ⓑ | V/V(fpm) | 492 | 984 | 1476 | 1968 | 2460 | 2952 |
| 34 ⓐ | V/V(fpm) | 350 | 700 | 1050 | 1400 | 1750 | 2100 |

Minimum Climb Rate
ⓐ to 9300
ⓑ to 11,700

11,929

## MILITARY USE ONLY




## 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.



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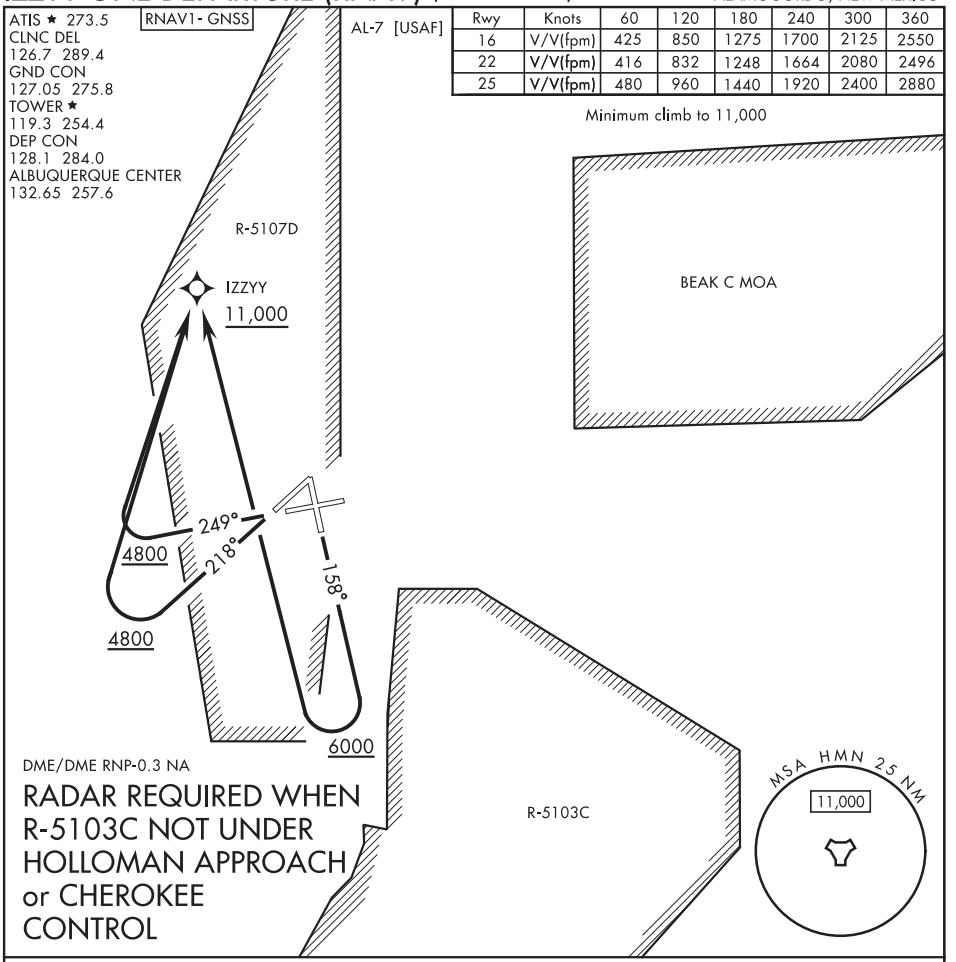
23222

HOLLOMAN AFB (KHMN)

# IZZYY ONE DEPARTURE (RNAV) (IZZYY1•IZZYY)

ALAMOGORDO, NEW MEXICO




## 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.

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# OHDEE ONE DEPARTURE



ATIS ★ 273.5
CLNC DEL
126.7 289.4
GND CON
127.05 275.8
TOWER ★
119.3 254.4
DEP CON
128.1 284.0
ALBUQUERQUE CENTER
132.65 257.6

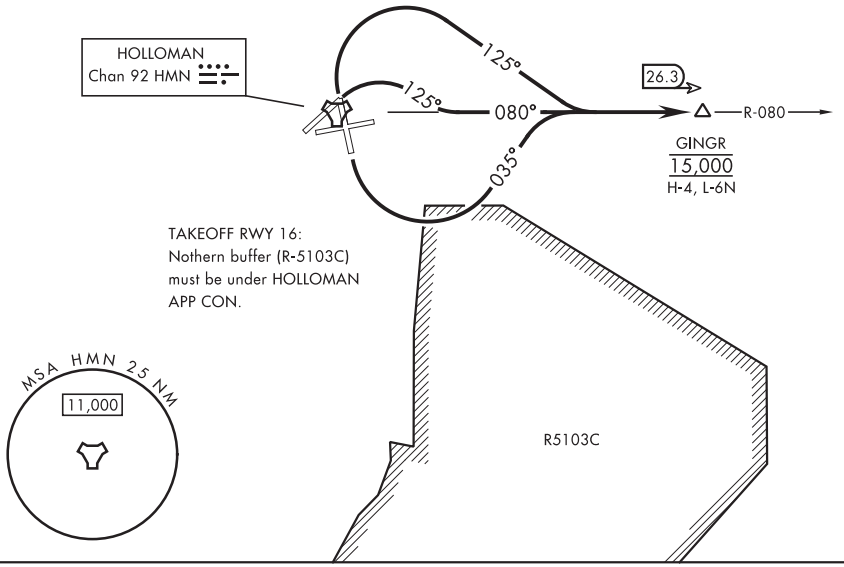
RADAR required

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 04 ⓐ | V/V(fpm) | 477 | 954 | 1431 | 1908 | 2385 | 2862 |
| 16 ⓑ | V/V(fpm) | 501 | 1002 | 1503 | 2004 | 2505 | 3006 |
| 34 ⓐ | V/V(fpm) | 458 | 916 | 1374 | 1832 | 2290 | 2748 |

Minimum Climb Rate
ⓐ to 11,500
ⓑ to 12,000

11,929

## MILITARY USE ONLY




## DEPARTURE ROUTE DESCRIPTION

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.



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HOLYOKE, COLORADO AL-6634 (FAA) 22307

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 141° | TDZE | 3730 |
| | Apt Elev | 3730 |

# RNAV (GPS) RWY 14

HOLYOKE (HEQ)

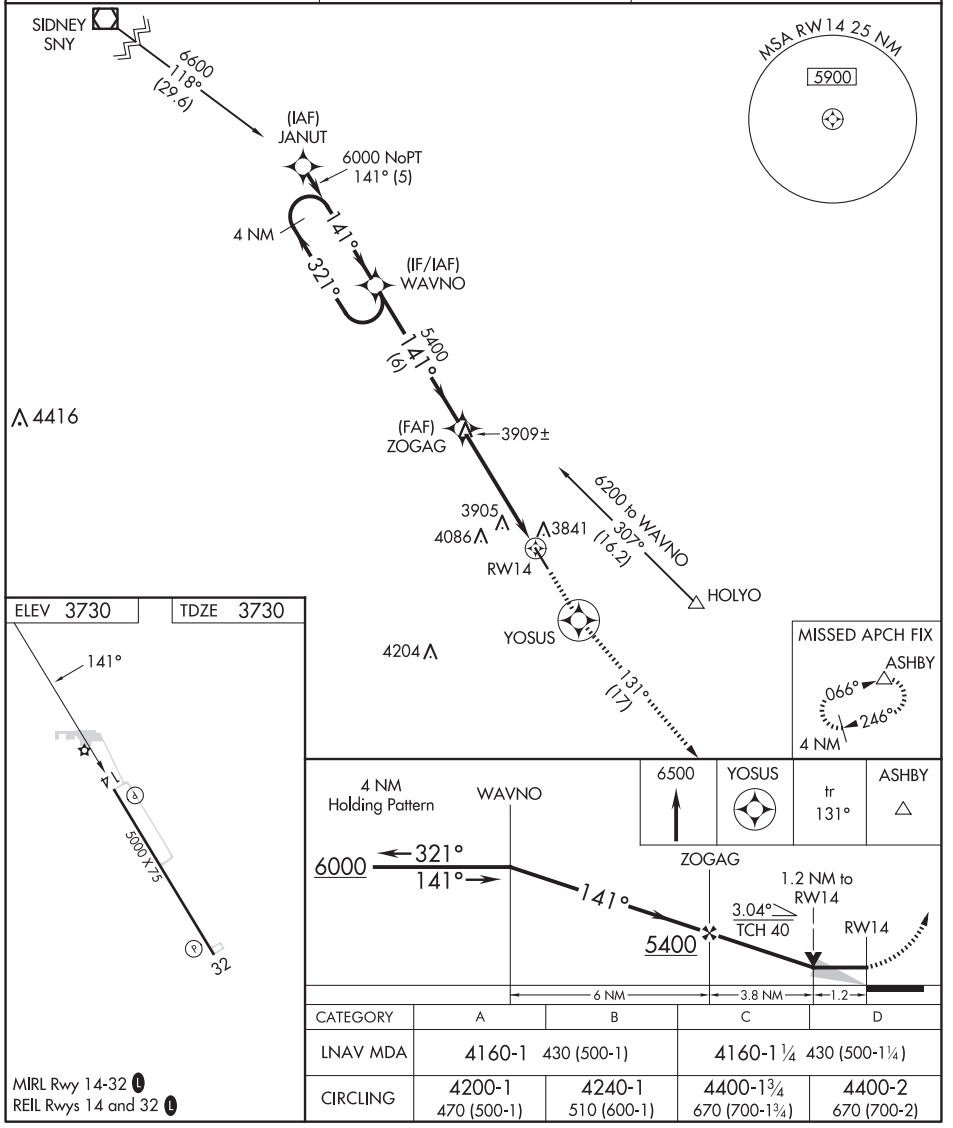
RNP APCH - GPS.

When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Fld altimeter setting: increase all MDAs 200 feet and increase visibility LNAV Cats C and D ½ SM and Circling Cats C and D ¾ SM. VDP NA when using Sidney Muni/Lloyd W Carr Fld altimeter setting.

NA

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 118.475 225.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4160-1 430 (500-1) | | 4160-1¼ 430 (500-1¼) | |
| CIRCLING | 4200-1 470 (500-1) | 4240-1 510 (600-1) | 4400-1¾ 670 (700-1¾) | 4400-2 670 (700-2) |

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L




SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 32

HOLYOKE (HEQ)

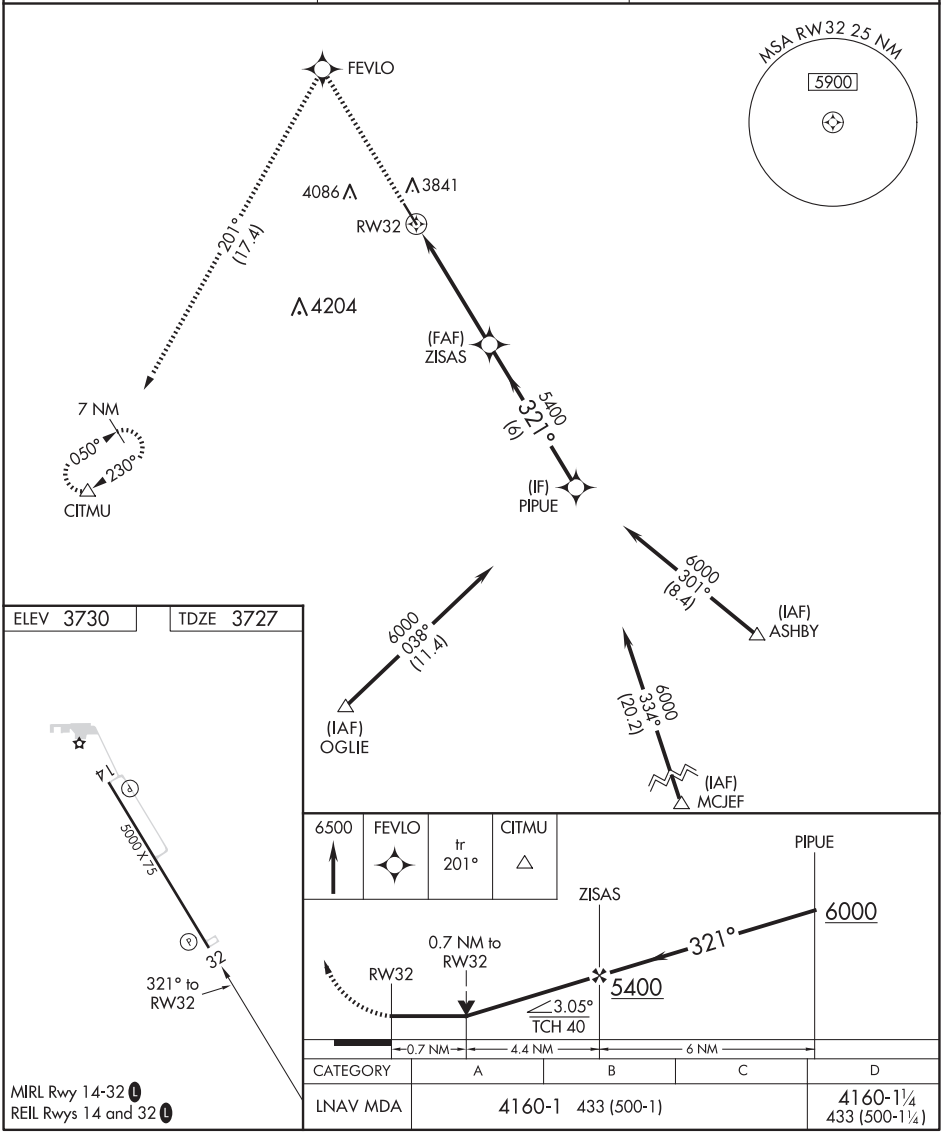
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 321° | TDZE | 3727 |
| | Apt Elev | 3730 |

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 ⅜ SM. Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6500 direct FEVLO and on track 201° to CITMU and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 119.275 | 118.475 225.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4160-1 433 (500-1) | | | 4160-1¼ 433 (500-1¼) |

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



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SW-1, 07 AUG 2025 to 02 OCT 2025

(HOLYO4.NACIK) 18312

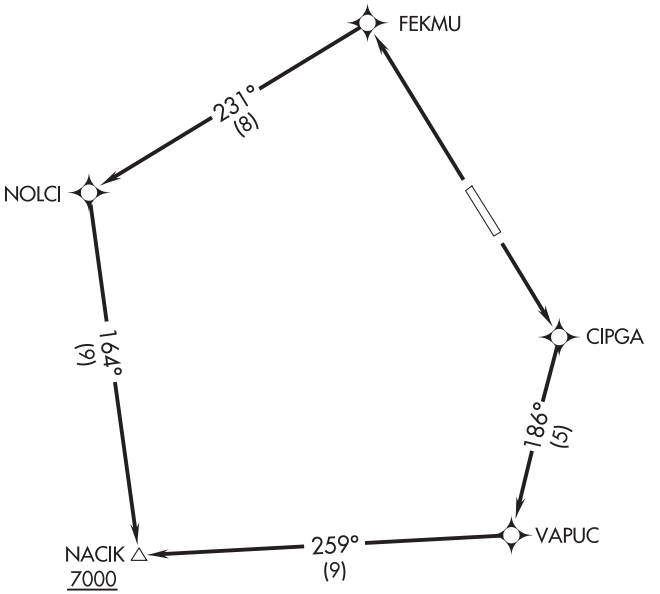
# HOLYOKE FOUR DEPARTURE (RNAV)

AL-6634 (FAA)

HOLYOKE (HEQ)
HOLYOKE, COLORADO

AWOS-3
119.275
DENVER CENTER
118.475 225.4
UNICOM
122.7 (CTAF)

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: 300-1 or standard with minimum climb of 280' per NM to 4000.

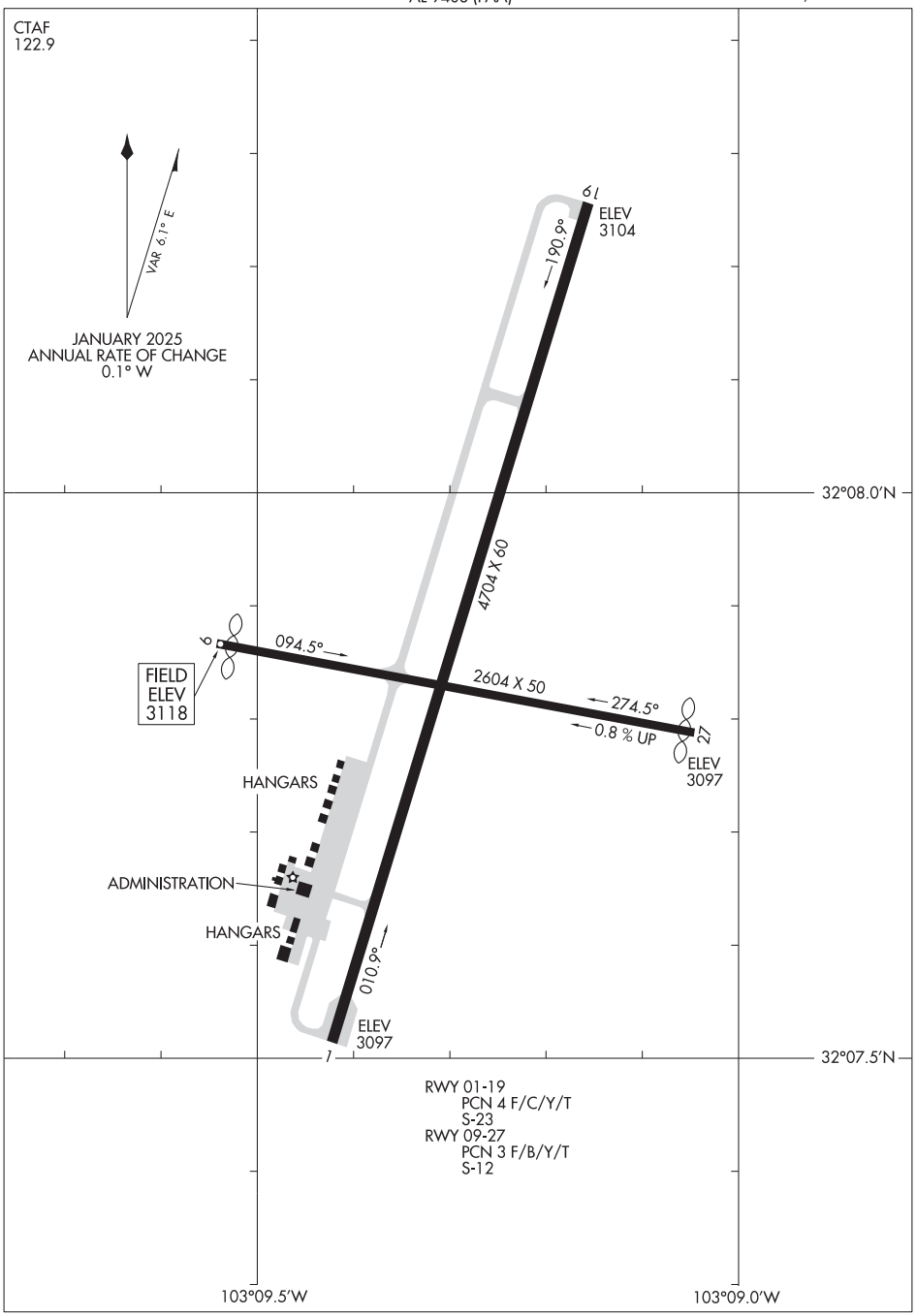
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb direct CIPGA, then on depicted route to cross NACIK at or above 7000.

TAKEOFF RUNWAY 32: Climb direct FEKMU, then on depicted route to cross NACIK at or above 7000.


SW-1, 07 AUG 2025 to 02 OCT 2025





SW-1, 07 AUG 2025 to 02 OCT 2025

KREMMLING, COLORADO | AL-6734 (FAA) | 25163

# RNAV (GPS) RWY 27

## MC ELROY AIRFIELD (2ØV)

| WAAS | APP CRS | Rwy Ldg | 5540 |
|---|---|---|---|
| CH 63040 | 275° | TDZE | 7415 |
| W27A | | Apt Elev | 7415 |

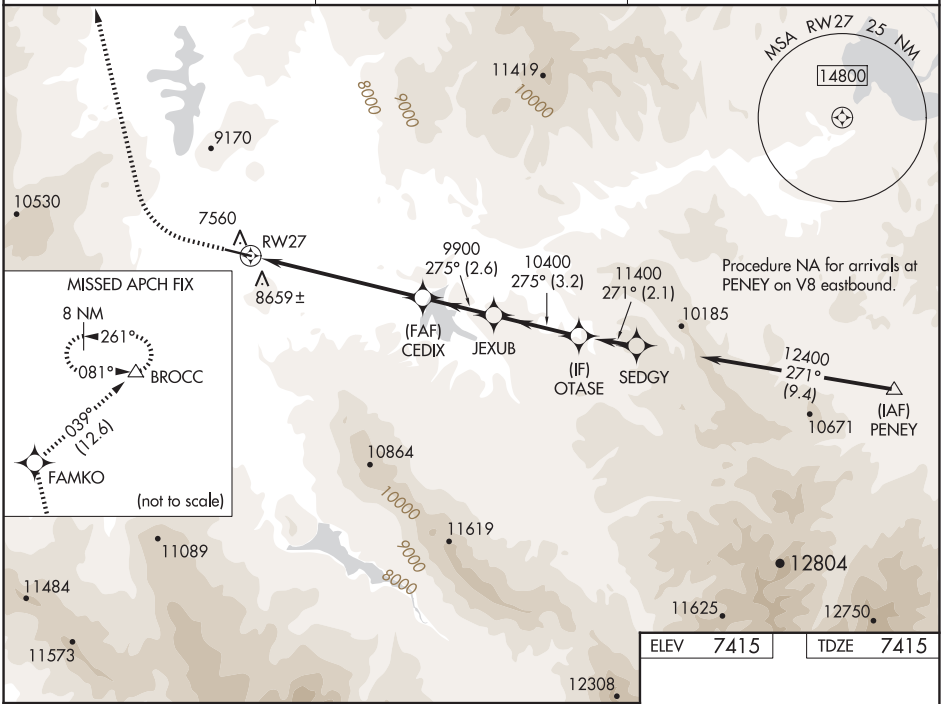
RNP APCH

T
A
-18°C

Circling to Rwy 9 NA at night. Circling NA south of Rwy 9-27. Rwy 27 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C or above 48°C.

MISSED APPROACH: Climb to 9300 then climbing right turn to 13400 direct FAMKO and on track 039° to BROCC and hold. # Missed approach requires minimum climb of 405 feet per NM to 10000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.425 | 128.65 282.2 | 122.8 (CTAF) L |

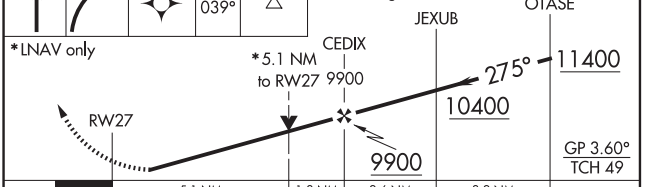



ELEV 7415 | TDZE 7415

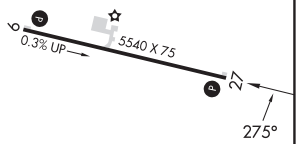
| 9300 | 13400 | FAMKO | tr 039° | BROCC |
|---|---|---|---|---|

*LNAV only

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 8245-2½ 830 (900-2½) | | | NA |
| LPV DA | 9021-6 1606 (1700-6) | | | NA |
| LNAV/VNAV DA | 8819-5 1404 (1500-5) | | | NA |
| LNAV MDA | 9100-1¼ 1685 (1700-1¼) | 9100-1½ 1685 (1700-1½) | 9100-3 1685 (1700-3) | NA |
| C CIRCLING | 9100-1¼ 1685 (1700-1¼) | 9100-1½ 1685 (1700-1½) | 9220-3 1805 (1900-3) | NA |




REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



SW-1, 07 AUG 2025 to 02 OCT 2025
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| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 050° | TDZE | N/A |
| | Apt Elev | 7411 |

# RNAV (GPS)-B
## MC ELROY AIRFIELD (2ØV)

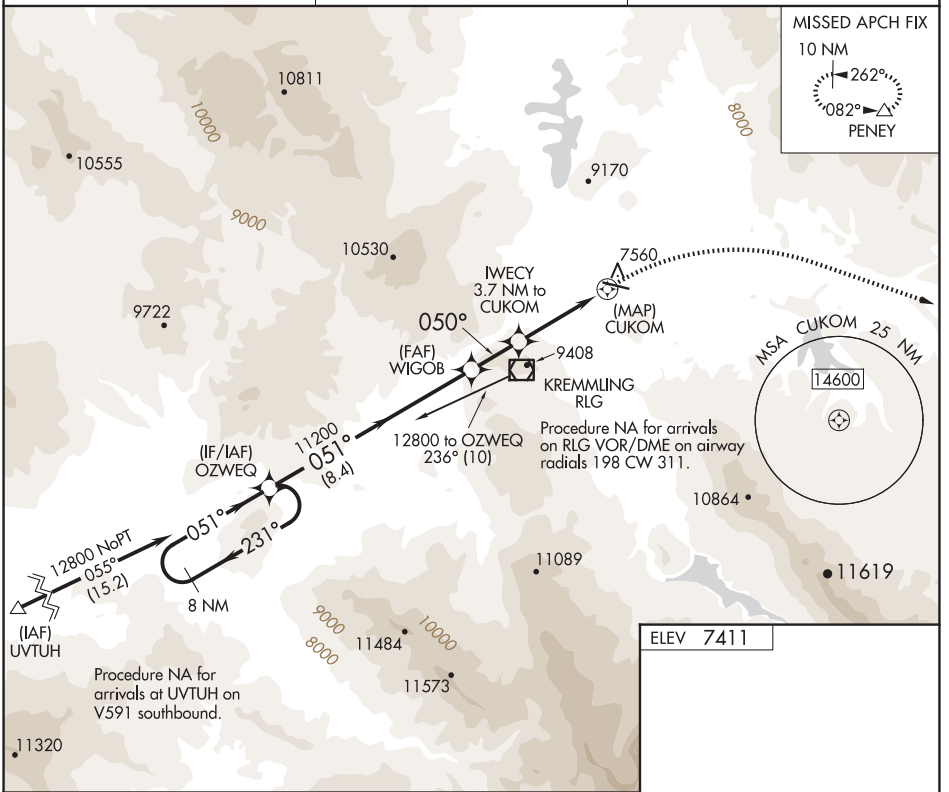
RNP APCH.

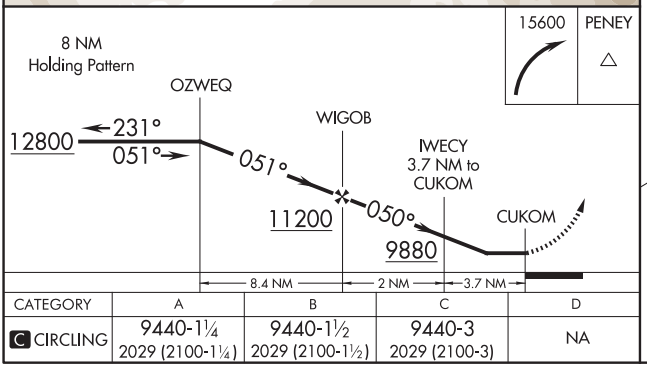
T
A
-18°C

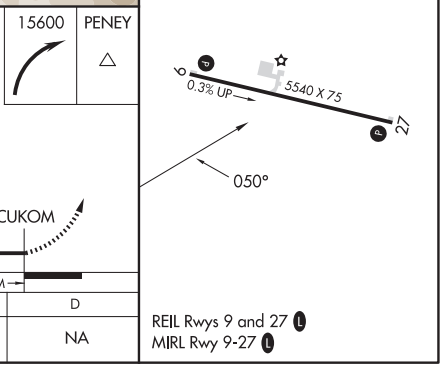
When local altimeter setting not received, procedure NA.
Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climbing right turn to 15600 direct PENEY and hold, continue climb-in-hold to 15600.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.425 | 128.65 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 9440-1¼<br>2029 (2100-1¼) | 9440-1½<br>2029 (2100-1½) | 9440-3<br>2029 (2100-3) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L



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KREMMLING, COLORADO

AL-6734 (FAA)

25163

# VOR/DME-A

MC ELROY AIRFIELD (2ØV)

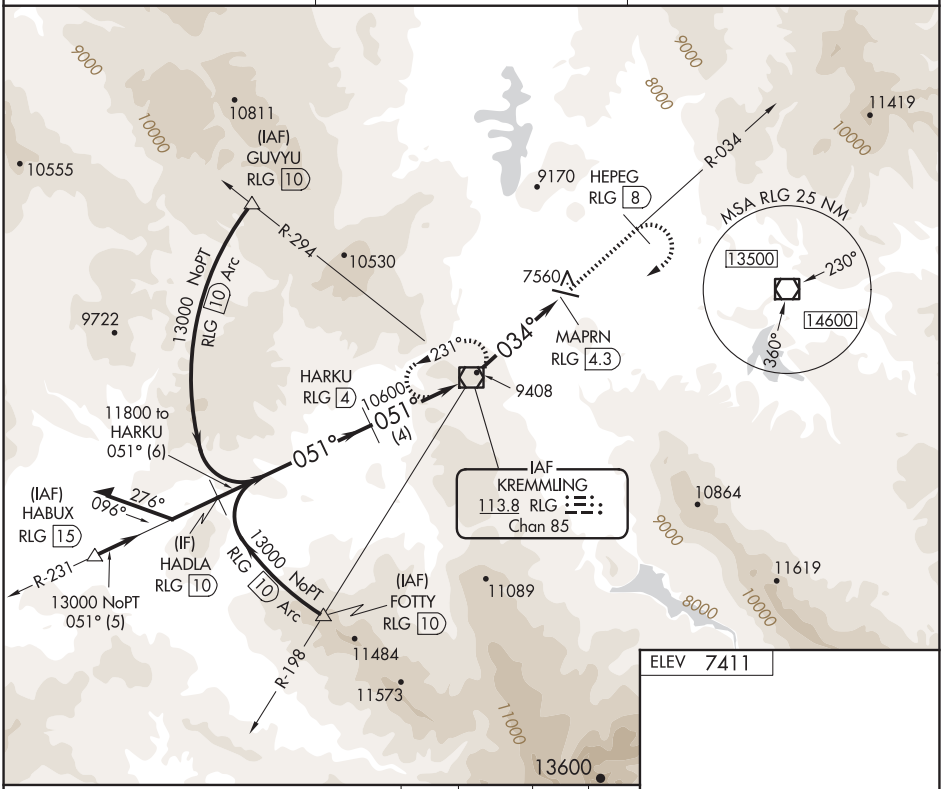
| VOR/DME RLG | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.8 | 034° | TDZE | N/A |
| Chan 85 | | Apt Elev | 7411 |

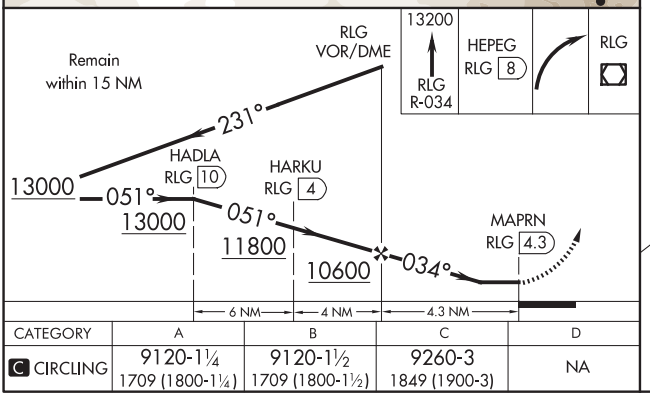
T
A
-18°C

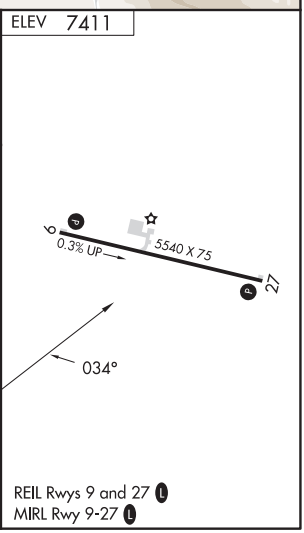
When local altimeter setting not received, procedure NA. Night Landing Rwy 9 NA. Circling NA south of Rwy 9-27.

MISSED APPROACH: Climb to 13200 on RLG VOR/DME R-034 to HEPEG/RLG VOR/DME 8 DME then climbing right turn direct RLG VOR/DME and hold, continue climb-in-hold to 13200.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.425 | 128.65 282.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 9120-1¼<br>1709 (1800-1¼) | 9120-1½<br>1709 (1800-1½) | 9260-3<br>1849 (1900-3) | NA |

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

KREMMLING, COLORADO
Amdt 3B 31JAN19

40°03'N-106°22'W

MC ELROY AIRFIELD (2ØV)
VOR/DME-A


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH **97613** **W08A** | APP CRS **081°** | Rwy Idg **6849** TDZE **4229** Apt Elev **4229** |
|---|---|---|

# RNAV (GPS) RWY 8

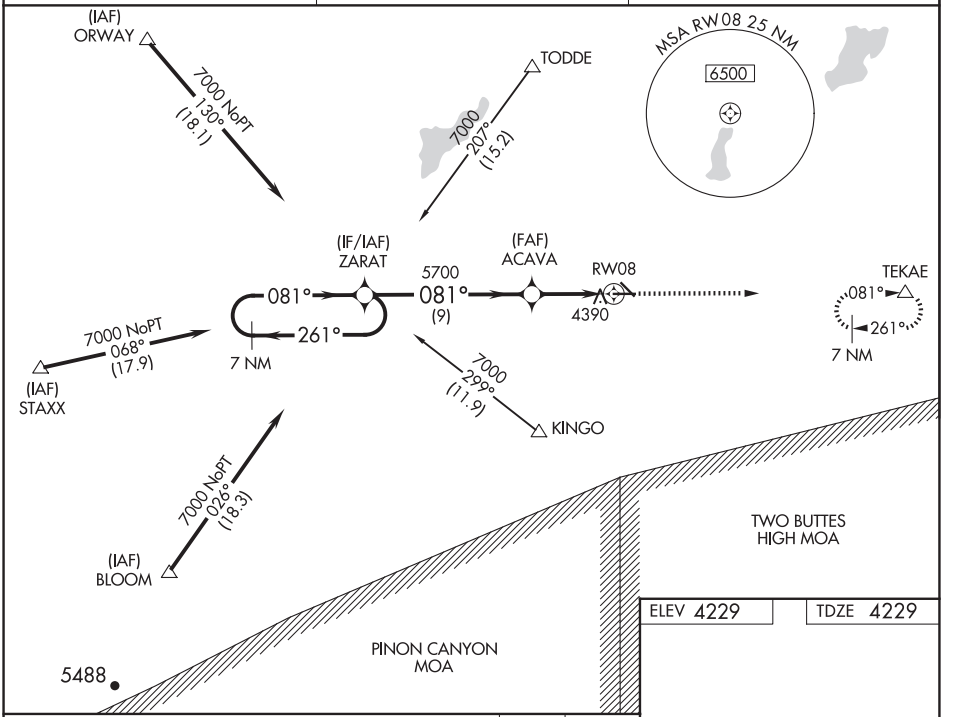
## LA JUNTA MUNI (LHX)

RNP APCH - GPS.

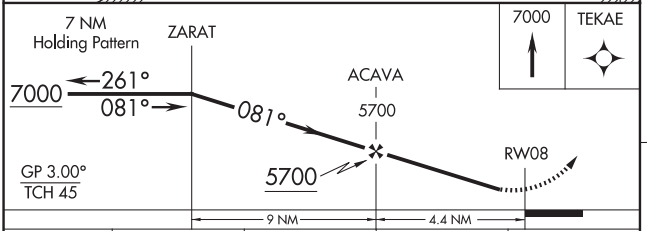
T A Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. When local altimeter setting not received, use Lamar altimeter setting: increase LPV DA to 4694 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 4904 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¾ SM. Circling Rwy 12, 30 NA at night.

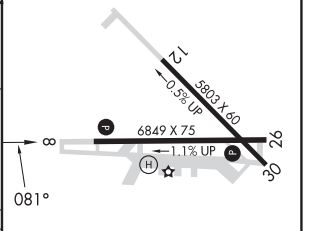
MISSED APPROACH: Climb to 7000 direct TEKAE and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| **135.525** | **128.375 379.95** | **123.0** (CTAF) L |




ELEV 4229 TDZE 4229




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4528-⅞ 299 (300-⅞) | | | |
| LNAV/VNAV DA | 4738-1⅜ 509 (600-1⅜) | | | |
| LNAV MDA | 4700-1 471 (500-1) | | 4700-1⅜ 471 (500-1⅜) | |
| CIRCLING | 4740-1 511 (600-1) | | 4740-1½ 511 (600-1½) | 4860-2 631 (700-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L



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LA JUNTA, COLORADO AL-221 (FAA) 24249

| WAAS | APP CRS | Rwy Idg | 6849 |
|---|---|---|---|
| CH 93813 | 261° | TDZE | 4188 |
| W26A | | Apt Elev | 4229 |

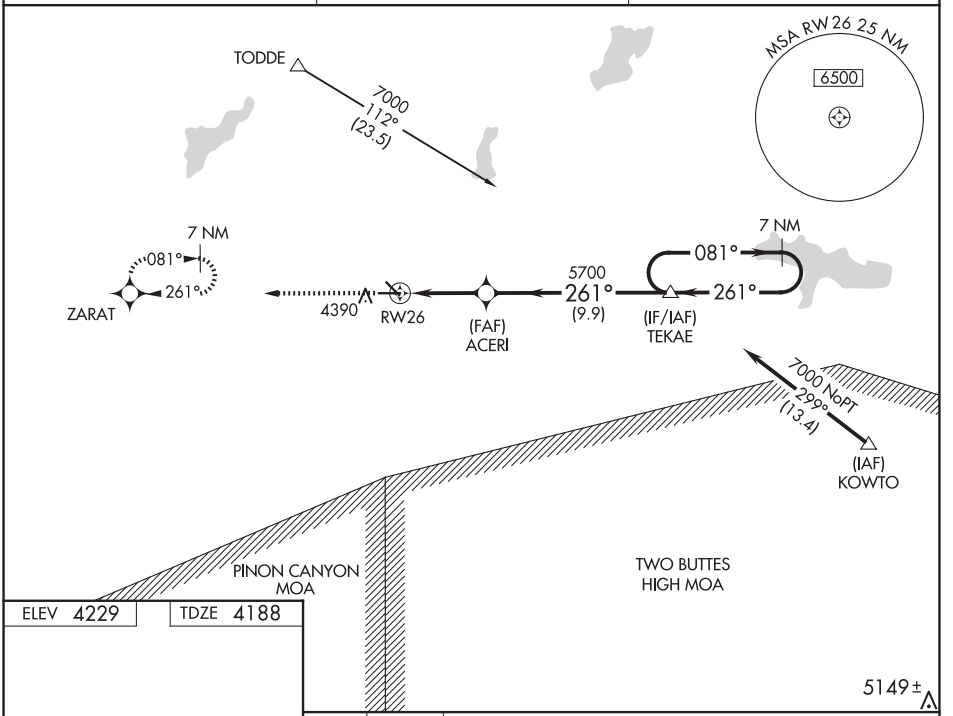
# RNAV (GPS) RWY 26
## LA JUNTA MUNI (LHX)

RNP APCH - GPS.

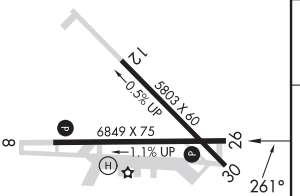
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 40°C. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting: increase LPV and LNAV/VNAV DAs to 4604 feet and all visibilities ⅜ SM; increase all MDAs 180 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ½ SM and Cat D ¾ SM. Circling Rwy 12, 30 NA at night.

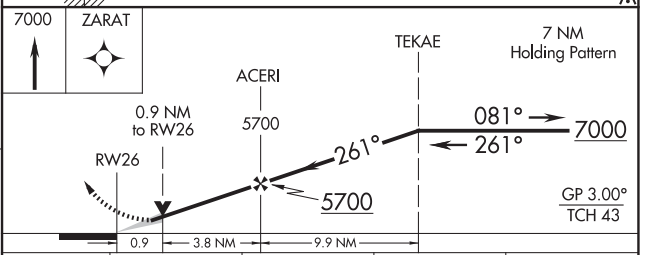
MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 128.375 379.95 | 123.0 (CTAF) L |




ELEV 4229 TDZE 4188




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4438-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4438-¾ 250 (300-¾) | | | |
| LNAV MDA | 4480-1 292 (300-1) | | 4480-⅞ 292 (300-⅞) | |
| CIRCLING | 4740-1 511 (600-1) | | 4740-1½ 511 (600-1½) | 4860-2 631 (700-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 8-26 L

LA JUNTA, COLORADO
Amdt 1B 06OCT22

38°03'N-103°31'W

LA JUNTA MUNI (LHX)
RNAV (GPS) RWY 26


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 97429 | 083° | TDZE | 3685 |
| W08A | | Apt Elev | 3706 |

# RNAV (GPS) RWY 8

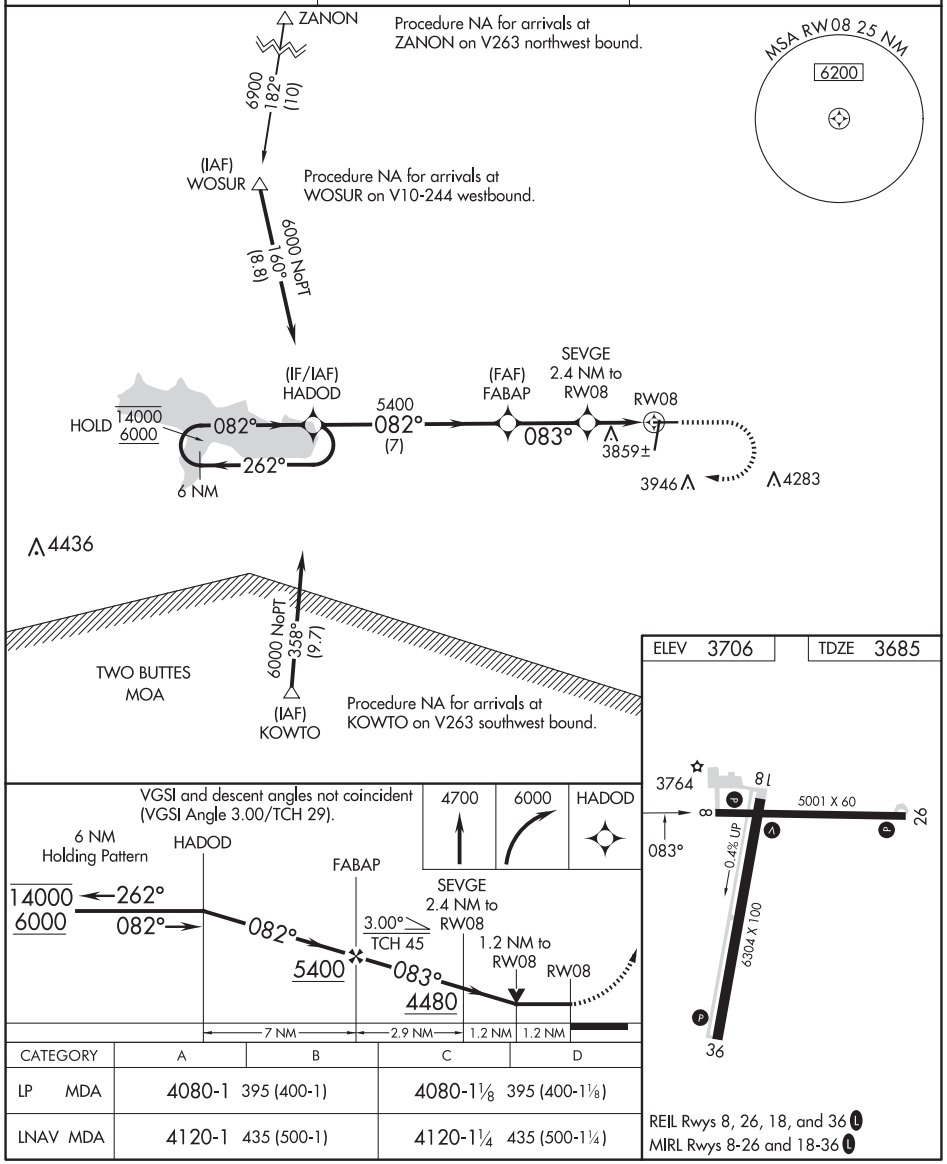
## SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.

Rwy 8 helicopter visibility reduction below ¾ SM NA.

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

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 4080-1 | 395 (400-1) | 4080-1⅛ | 395 (400-1⅛) |
| LNAV MDA | 4120-1 | 435 (500-1) | 4120-1¼ | 435 (500-1¼) |




REIL Rwys 8, 26, 18, and 36 (L)
MIRL Rwys 8-26 and 18-36 (L)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

LAMAR, COLORADO | AL-5290 (FAA) | 21056

| WAAS | APP CRS | Rwy Idg | 6304 |
|---|---|---|---|
| CH 86613 | 183° | TDZE | 3695 |
| W18A | | Apt Elev | 3706 |

# RNAV (GPS) RWY 18

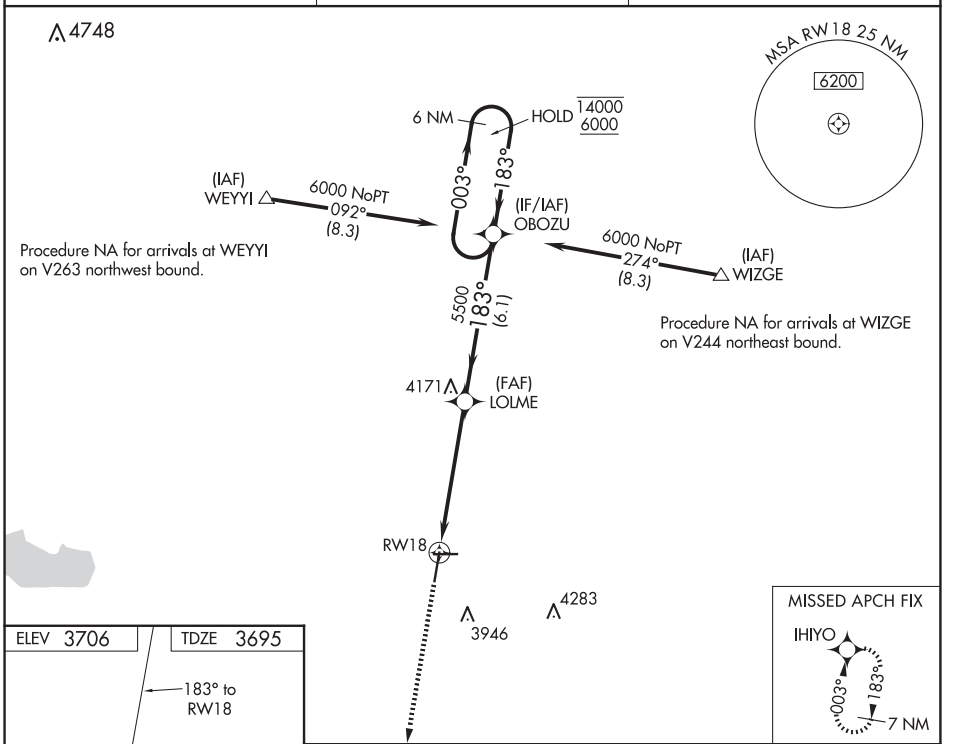
## SOUTHEAST COLORADO RGNL (LAA)

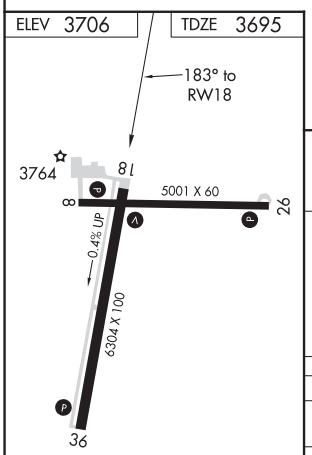
RNP APCH.

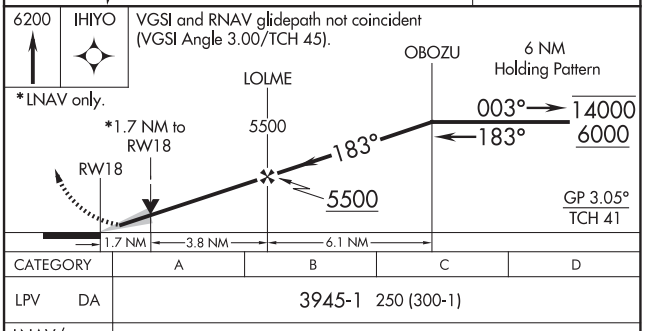
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6200 direct IHIYO and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3945-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4014-1¼ 319 (400-1¼) | | | |
| LNAV MDA | 4260-1 565 (600-1) | | 4260-1⅝ 565 (600-1⅝) | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 263° | TDZE | 3689 |
| | Apt Elev | 3706 |

# RNAV (GPS) RWY 26

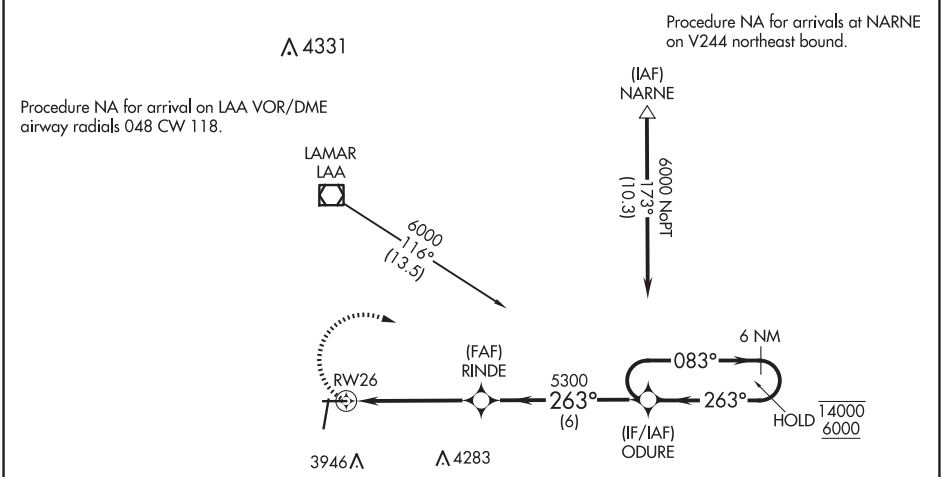
## SOUTHEAST COLORADO RGNL (LAA)

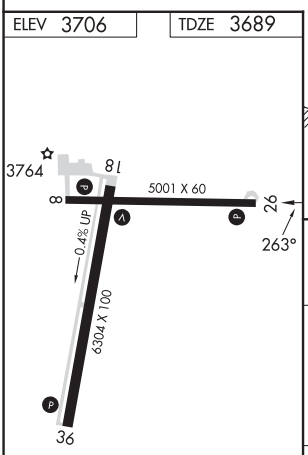
RNP APCH.

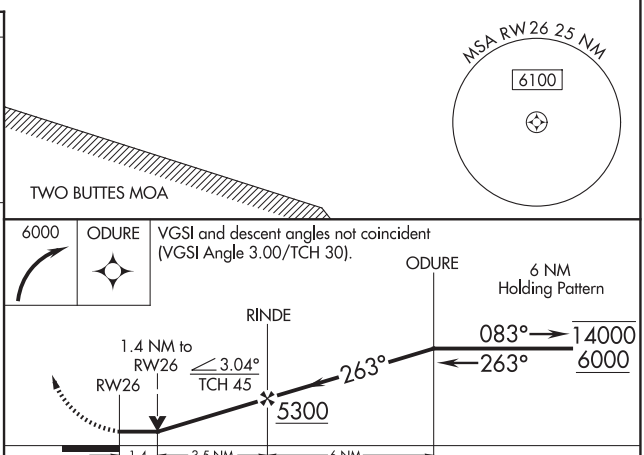
Rwy 26 helicopter visibility reduction below ¾ SM NA.

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

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4180-1 | 491 (500-1) | 4180-1⅜ 491 (500-1⅜) | 4180-1½ 491 (500-1½) |

REIL Rwys 8, 26, 18, and 36 L
MIRL Rwys 8-26 and 18-36 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

LAMAR, COLORADO | AL-5290 (FAA) | 24081

| WAAS | APP CRS | Rwy Idg | 6304 |
|---|---|---|---|
| CH 99400 | 003° | TDZE | 3706 |
| W36A | | Apt Elev | 3706 |

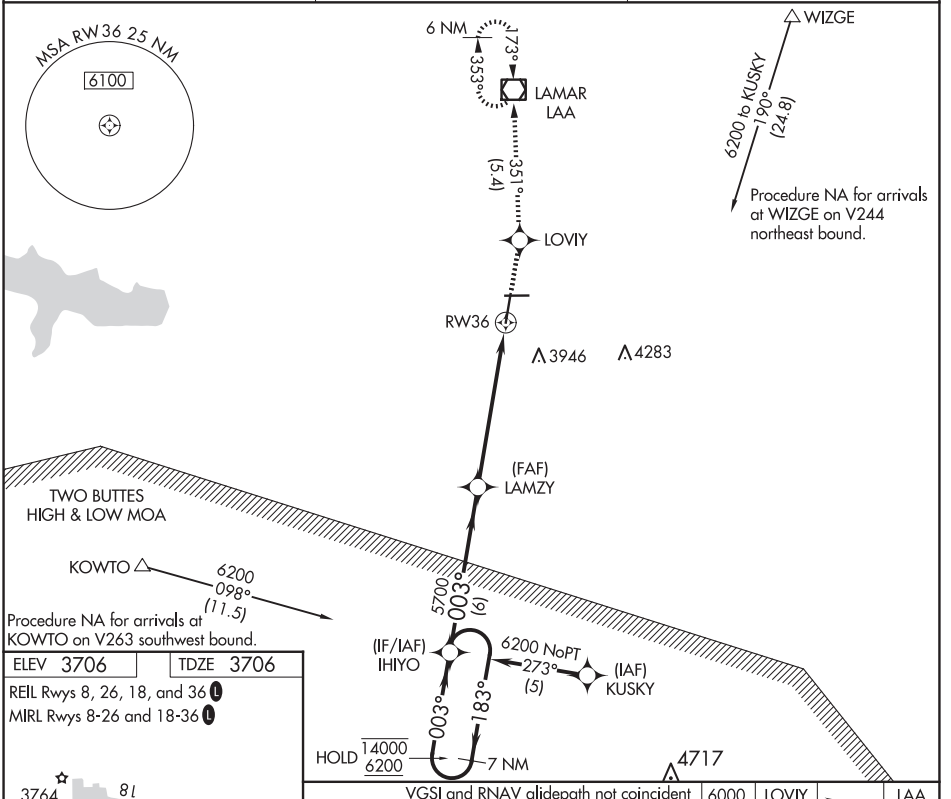
# RNAV (GPS) RWY 36
## SOUTHEAST COLORADO RGNL (LAA)

RNP APCH.

Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6000 direct LOVIY and left turn on track 351° to LAA VOR/DME and hold.

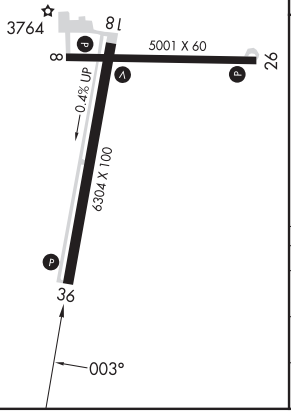
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |



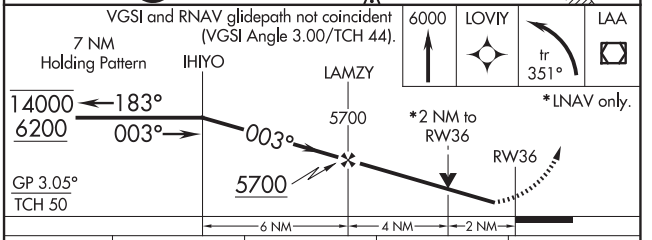

| ELEV 3706 | TDZE 3706 |
|---|---|

REIL Rwys 8, 26, 18, and 36 L

MIRL Rwys 8-26 and 18-36 L




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 44).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3956-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4250-2 544 (600-2) | | | |
| LNAV MDA | 4400-1 694 (700-1) | | 4400-2 694 (700-2) | 4400-2¼ 694 (700-2¼) |

LAMAR, COLORADO
Amdt 1D 25FEB21

38°04'N-102°41'W

SOUTHEAST COLORADO RGNL (LAA)
RNAV (GPS) RWY 36


SW-1, 07 AUG 2025 to 02 OCT 2025

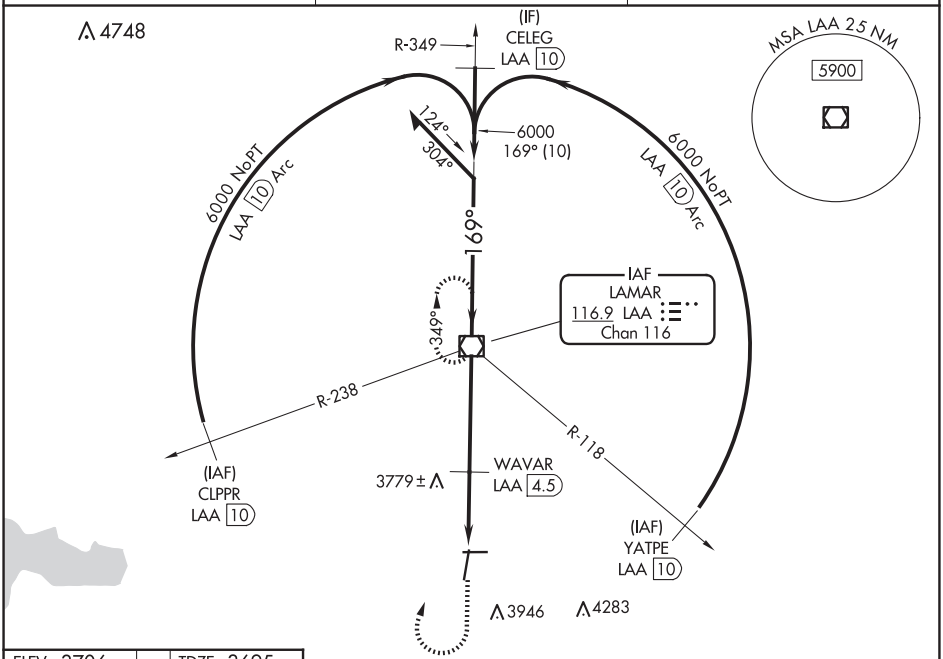
| VOR/DME LAA | APP CRS | Rwy Idg | 6304 |
|---|---|---|---|
| 116.9 | 169° | TDZE | 3695 |
| Chan 116 | | Apt Elev | 3706 |

# VOR RWY 18

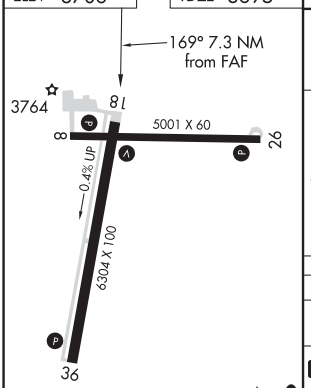
## SOUTHEAST COLORADO RGNL (LAA)

MISSED APPROACH: Climb to 4600 then climbing right turn to 6000 direct LAA VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) |

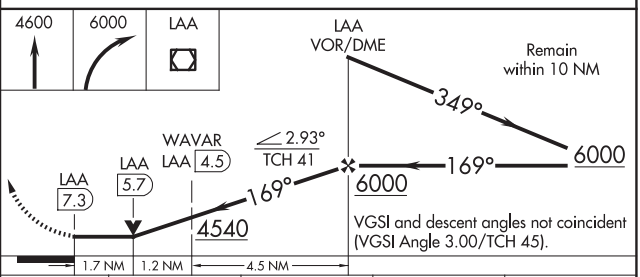



ELEV 3706 TDZE 3695




FAF to MAP 7.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 4540-1<br>845 (900-1) | 4540-1¼<br>845 (900-1¼) | 4540-2½<br>845 (900-2½) | 4540-2¾<br>845 (900-2¾) |
| C CIRCLING | 4540-1¼ 834 (900-1¼) | | 4540-2½<br>834 (900-2½) | 4540-2¾<br>834 (900-2¾) |
| DME MINIMUMS | | | | |
| S-18 | 4260-1 565 (600-1) | | 4260-1⅝<br>565 (600-1⅝) | 4260-1¾<br>565 (600-1¾) |
| C CIRCLING | 4420-1 714 (800-1) | | 4420-2<br>714 (800-2) | 4420-2¼<br>714 (800-2¼) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

LAMAR, COLORADO | AL-5290 (FAA) | 24081

| VOR/DME LAA | APP CRS | Rwy Idg | 6304 |
|---|---|---|---|
| 116.9 | 350° | TDZE | 3706 |
| Chan 116 | | Apt Elev | 3706 |

# VOR RWY 36

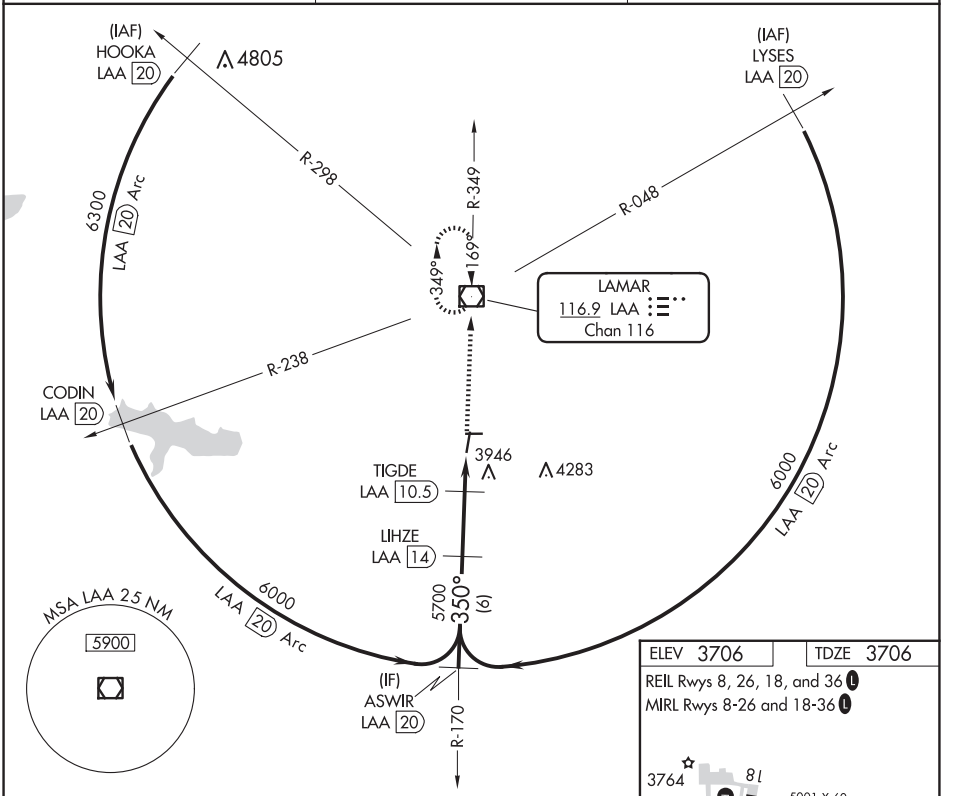
## SOUTHEAST COLORADO RGNL (LAA)

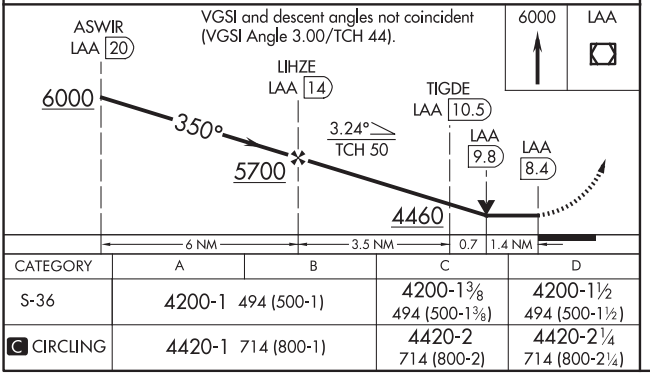
DME required.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

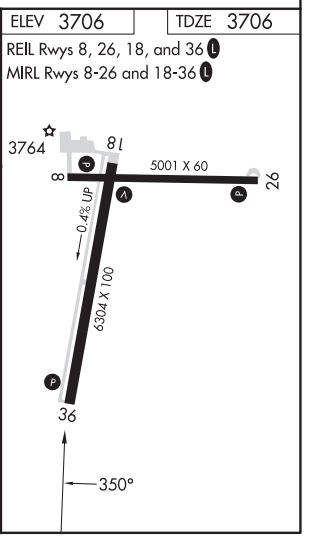
MISSED APPROACH: Climb to 6000 direct LAA VOR/DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.625 | 133.4 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 4200-1 494 (500-1) | | 4200-1⅜ 494 (500-1⅜) | 4200-1½ 494 (500-1½) |
| C CIRCLING | 4420-1 714 (800-1) | | 4420-2 714 (800-2) | 4420-2¼ 714 (800-2¼) |




LAMAR, COLORADO
Amdt 1D 25FEB21

38°04'N-102°41'W

SOUTHEAST COLORADO RGNL (LAA)

VOR RWY 36


SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-LRU | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| 109.3 | 307° | TDZE | 4444 |
| Chan 30 | | Apt Elev | 4457 |

# ILS or LOC RWY 30

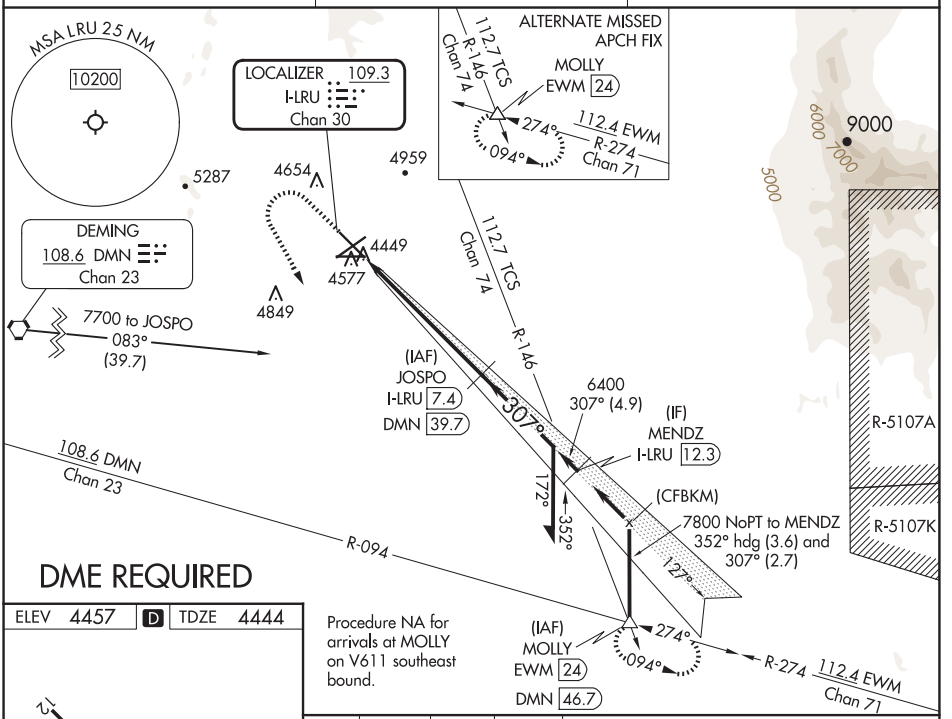
LAS CRUCES INTL (LRU)

T NA — DME required. When local altimeter setting not received, use Deming altimeter setting: increase DA to 4758 feet and all visibilities ⅛ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile. VDP NA when using Deming altimeter setting.

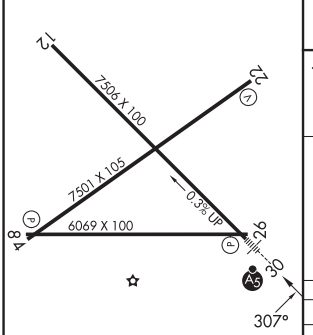
MALSR

MISSED APPROACH: Climb to 5100 then climbing left turn to 9000 on heading 139° and on DMN VORTAC R-094 to MOLLY INT/DMN 46.7 DME and hold, continue climb-in-hold to 9000.

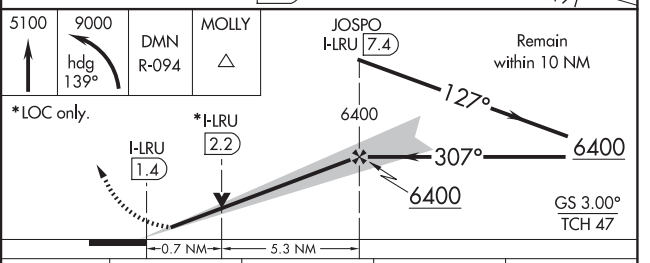
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.2 285.5 | 122.7 (CTAF) L |




ELEV 4457 D TDZE 4444




REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30 | 4644-½ 200 (200-½) | | | |
| S-LOC 30 | 4720-½ 276 (300-½) | | | |
| C CIRCLING | 4900-1 443 (500-1) | 5040-1 583 (600-1) | 5320-2½ 863 (900-2½) | 5320-2¾ 863 (900-2¾) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

LAS CRUCES, NEW MEXICO AL-869 (FAA) 25163

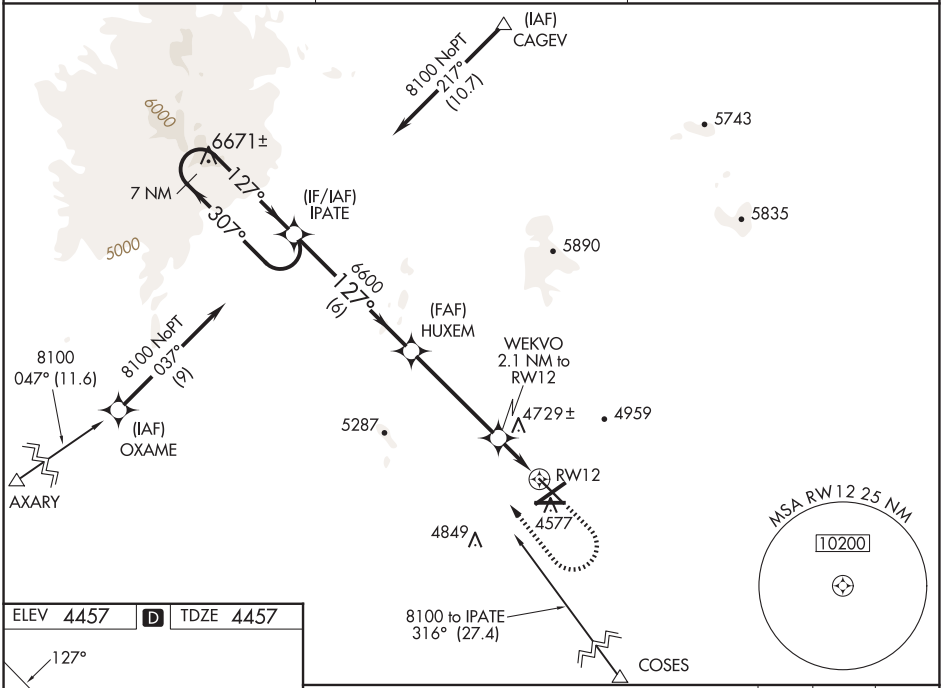
| WAAS CH 93836 W12A | APP CRS 127° | Rwy Ldg 7506 TDZE 4457 Apt Elev 4457 |
|---|---|---|

# RNAV (GPS) RWY 12
## LAS CRUCES INTL (LRU)

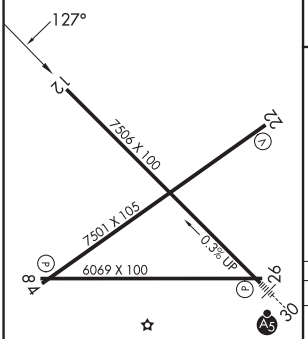
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12 °C (11°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4821 feet and LNAV/VNAV DA to 4824 feet and all visibilities ½ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

MISSED APPROACH: Climb to 5800 then climbing right turn to 8100 direct IPATE and hold.

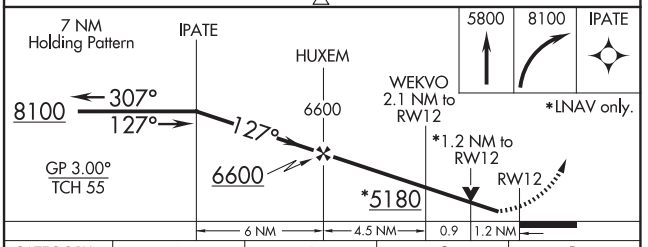
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.2 285.5 | 122.7 (CTAF) L |




ELEV 4457 D TDZE 4457




REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4707-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4710-¾ 253 (300-¾) | | | |
| LNAV MDA | 4900-1 443 (500-1) | | 4900-1⅜ 443 (500-1⅜) | |
| C CIRCLING | 4900-1 443 (500-1) | 5040-1 583 (600-1) | 5320-2½ 863 (900-2½) | 5320-2¾ 863 (900-2¾) |

LAS CRUCES, NEW MEXICO
Amdt 2 18AUG16

32°17'N-106°55'W

LAS CRUCES INTL (LRU)
RNAV (GPS) RWY 12

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 7500 |
|---|---|---|---|
| CH 63136 | 307° | TDZE | 4444 |
| W30A | | Apt Elev | 4457 |

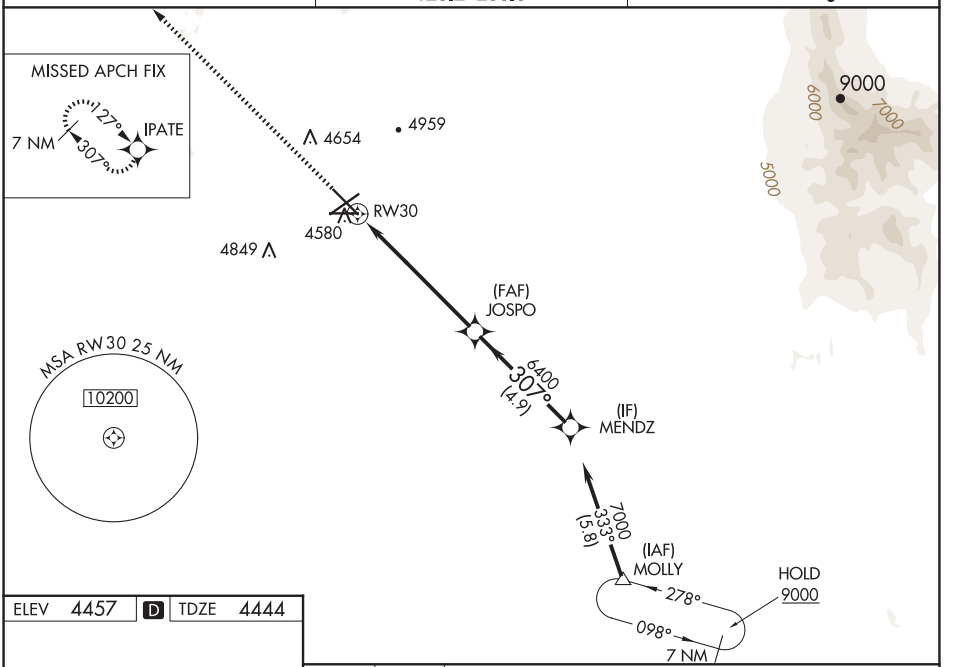
# RNAV (GPS) RWY 30
## LAS CRUCES INTL (LRU)

TA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 51°C (124°F). DME/DME RNP- 0.3 NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4758 feet, LNAV/VNAV DA to 4863 feet and all visibilities ⅜ mile; increase all MDA 120 feet and visibility Cat C and D ½ mile.

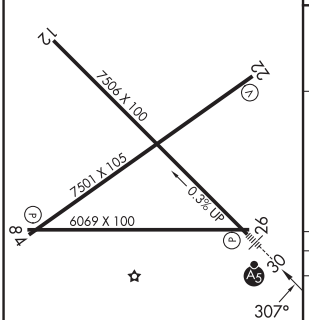
MALSR A5

MISSED APPROACH: Climb to 9000 direct IPATE and hold, continue climb-in-hold to 9000.

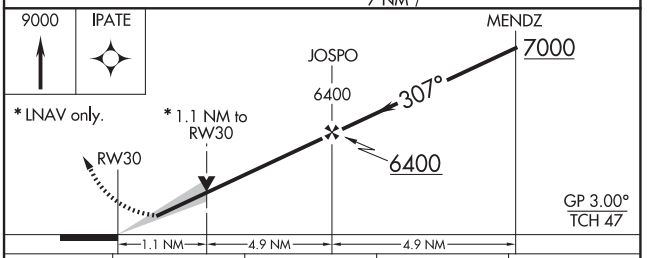
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.2 285.5 | 122.7 (CTAF) L |




ELEV 4457 D TDZE 4444




REIL Rwy 12
HIRL Rwy 12-30 L
MIRL Rwys 4-22 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4644-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 4749-⅝ 305 (300-⅝) | | | |
| LNAV MDA | 4840-½ 396 (400-½) | | 4840-⅝ 396 (400-⅝) | |
| C CIRCLING | 4900-1 443 (500-1) | 5040-1 583 (600-1) | 5320-2½ 863 (900-2½) | 5320-2¾ 863 (900-2¾) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25163
# AIRPORT DIAGRAM

AL-869 (FAA)

LAS CRUCES INTL (LRU)
LAS CRUCES, NEW MEXICO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25163
LAS CRUCES, NEW MEXICO
LAS CRUCES INTL (LRU)

# RNAV (GPS) RWY 2

LAS VEGAS MUNI (LVS)

| APP CRS | Rwy Ldg | 5006 |
|---|---|---|
| 022° | TDZE | 6870 |
| | Apt Elev | 6877 |

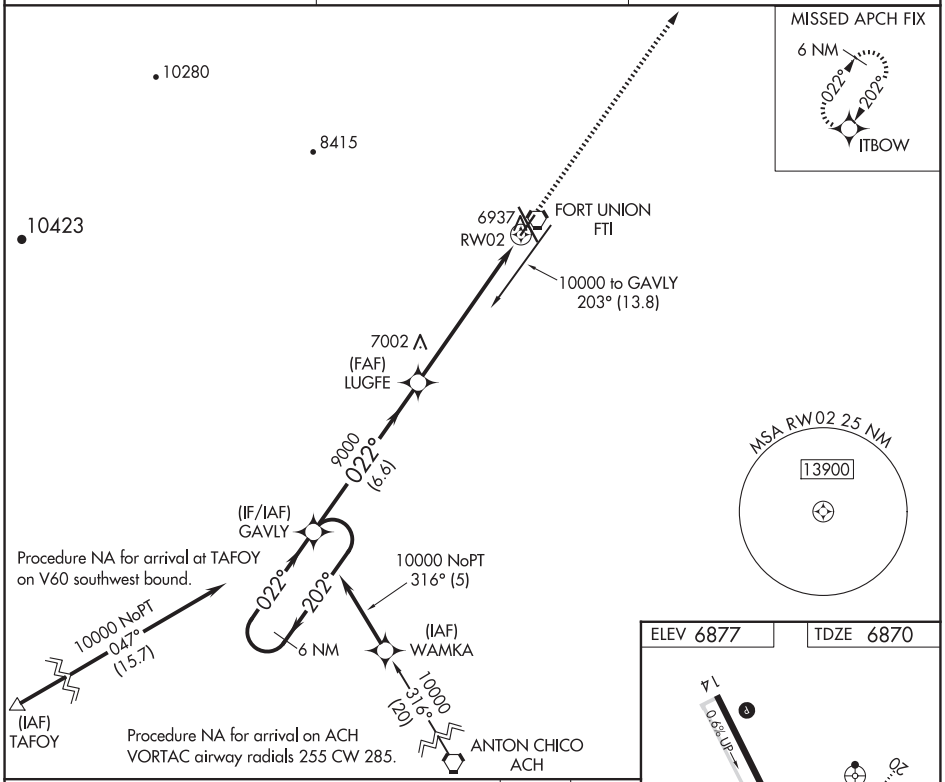
RNP APCH-GPS.

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 1⅝ SM and Circling Cat C visibility to 2¼ SM.

ODALS

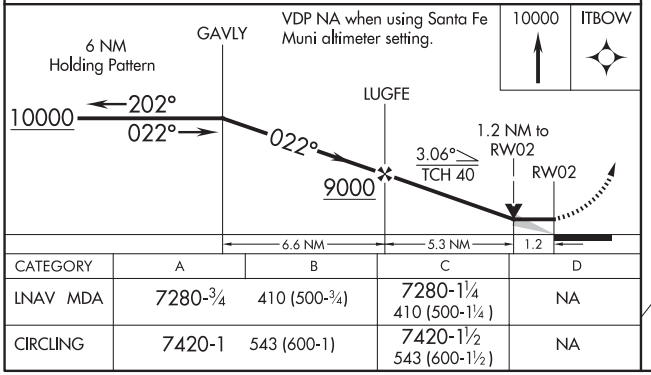
MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.8 346.35 | 122.8 (CTAF) L |

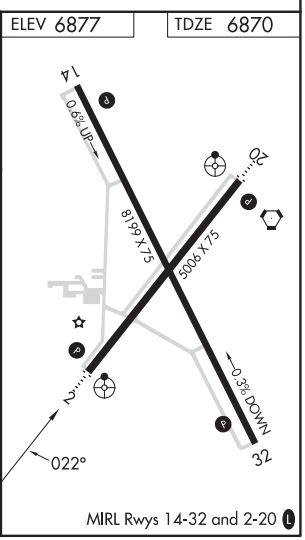



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7280-¾ | 410 (500-¾) | 7280-1¼<br>410 (500-1¼) | NA |
| CIRCLING | 7420-1 | 543 (600-1) | 7420-1½<br>543 (600-1½) | NA |



# RNAV (GPS) RWY 20

## LAS VEGAS MUNI (LVS)

| APP CRS | Rwy Ldg | 5006 |
|---|---|---|
| 202° | TDZE | 6867 |
| | Apt Elev | 6877 |

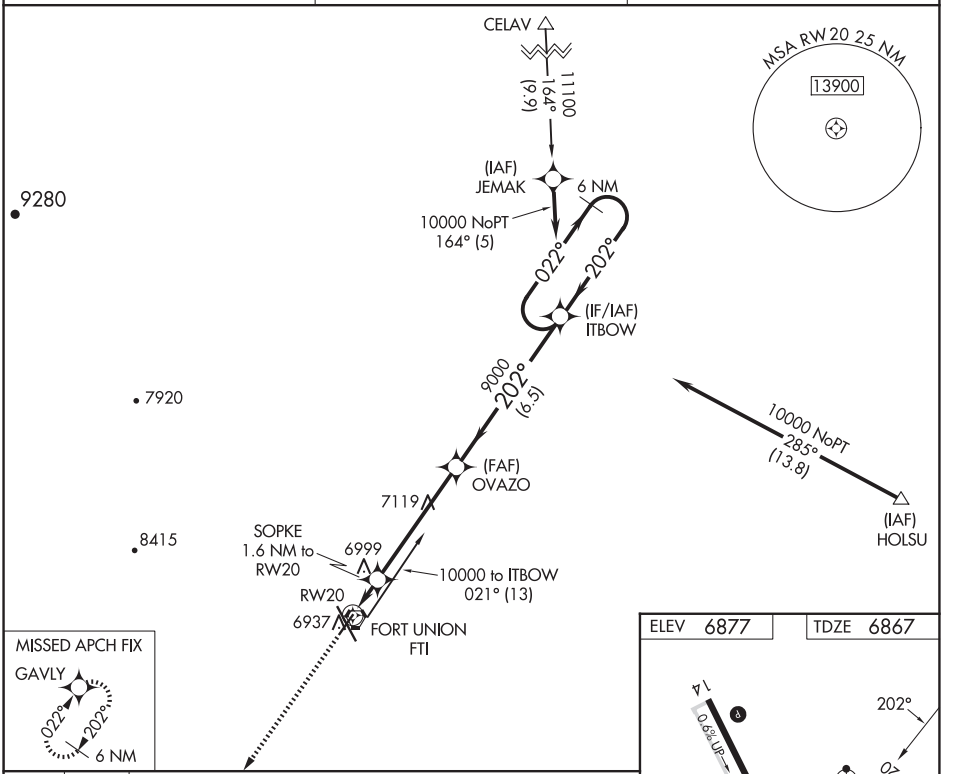
RNP APCH-GPS.

When local altimeter setting not received, use Santa Fe Rgnl altimeter setting and increase all MDAs 200 feet; increase LNAV Cat C visibility to 1⅝ SM and Circling Cat C visibility to 2¼ SM. Straight-in minimums NA when using Santa Fe Muni altimeter setting.

ODALS

MISSED APPROACH: Climb to 10000 direct GAVLY and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.8 346.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7260-¾ 393 (400-¾) | | | NA |
| CIRCLING | 7420-1 543 (600-1) | | 7420-1½ 543 (600-1½) | NA |

MIRL Rwys 14-32 and 2-20 L



35°39′N-105°09′W





SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 8199 |
|---|---|---|
| 319° | TDZE | 6877 |
| | Apt Elev | 6877 |

# RNAV (GPS) RWY 32

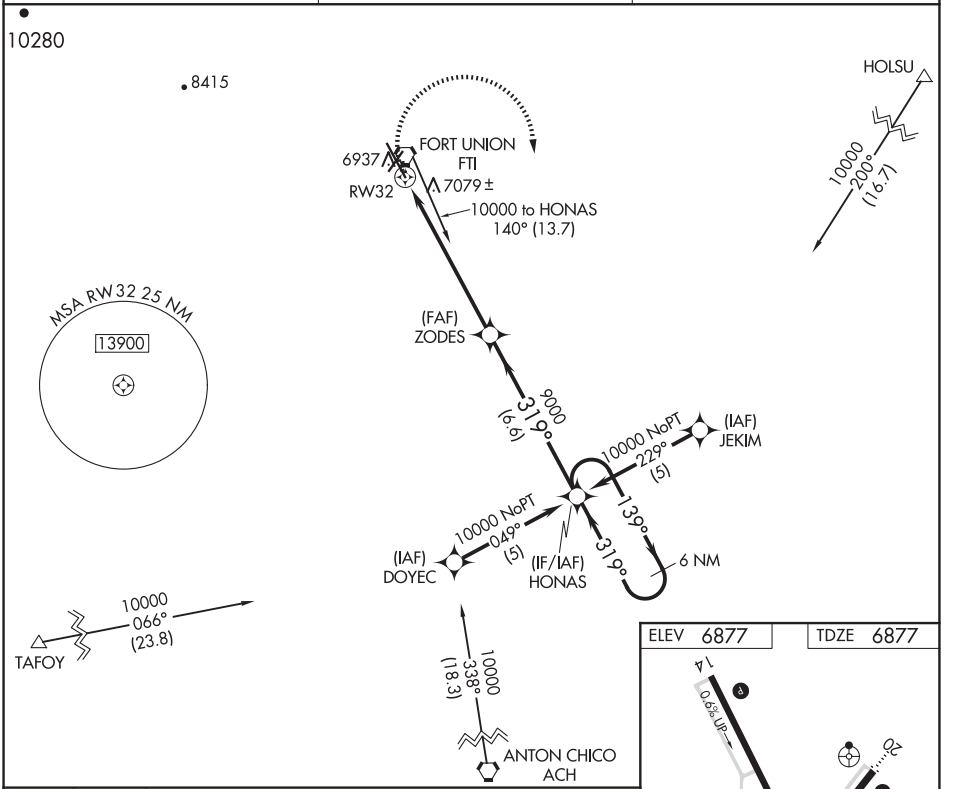
LAS VEGAS MUNI (LVS)

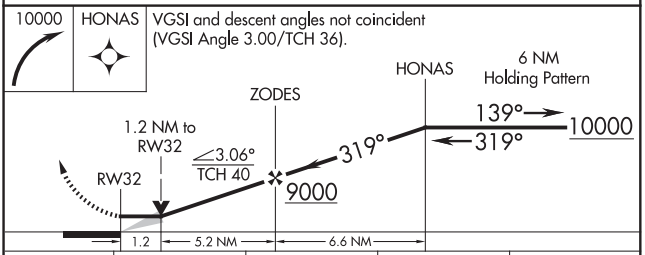
RNP APCH-GPS.

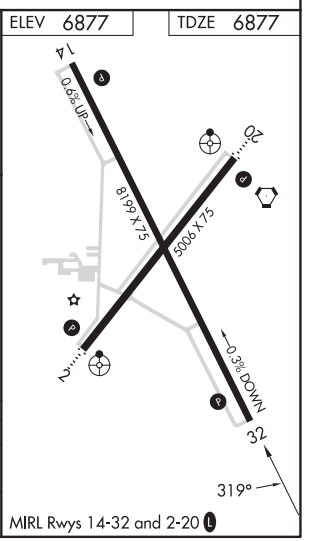
When local altimeter not received, used Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase LNAV Cat C visibility to 1⅞ SM and Circling Cat C visibility to 2¼ SM. VDP NA when using Santa Fe Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.8 346.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7320-1 443 (500-1) | | 7320-1¼ 443 (500-1¼) | NA |
| CIRCLING | 7420-1 543 (600-1) | | 7420-1½ 543 (600-1½) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC FTI | APP CRS | Rwy Ldg | 5006 |
|---|---|---|---|
| 117.3 | 192° | TDZE | 6867 |
| Chan 120 | | Apt Elev | 6877 |

# VOR RWY 20

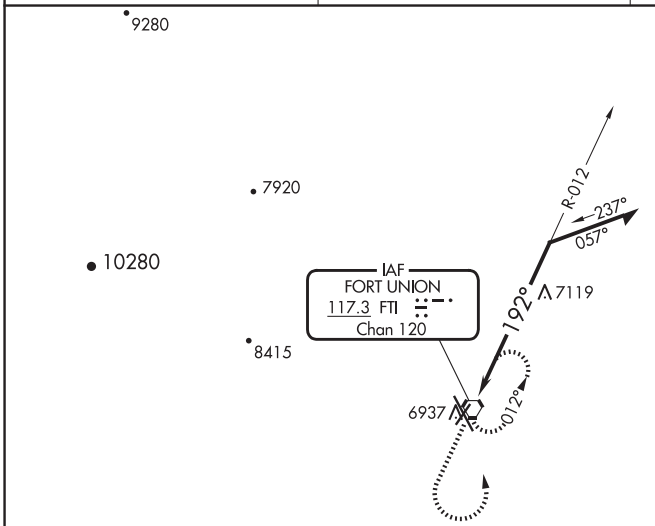
## LAS VEGAS MUNI (LVS)

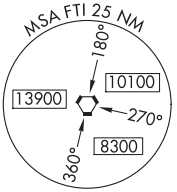
Inoperative table does not apply. When local altimeter not received, use Santa Fe Rgnl altimeter setting and increase all MDA 200 feet; increase Circling Cat C visibility ¾ SM.

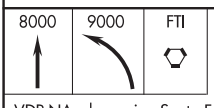
ODALS

MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

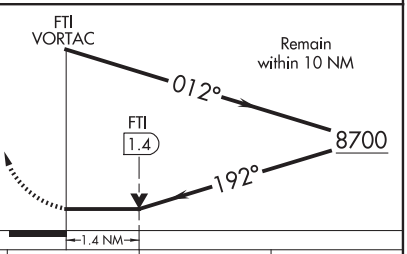
| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.8 346.35 | 122.8 (CTAF) L |



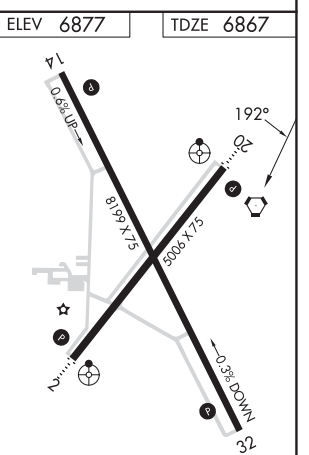




VDP NA when using Santa Fe Muni altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 7420-1 | 553 (600-1) | 7420-1½ 553 (600-1½) | NA |
| C CIRCLING | 7420-1 | 543 (600-1) | 7420-1½ 543 (600-1½) | NA |






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 6400 |
|---|---|---|---|
| CH 63142 | 161° | TDZE | 9934 |
| W16A | | Apt Elev | 9934 |

# RNAV (GPS) RWY 16

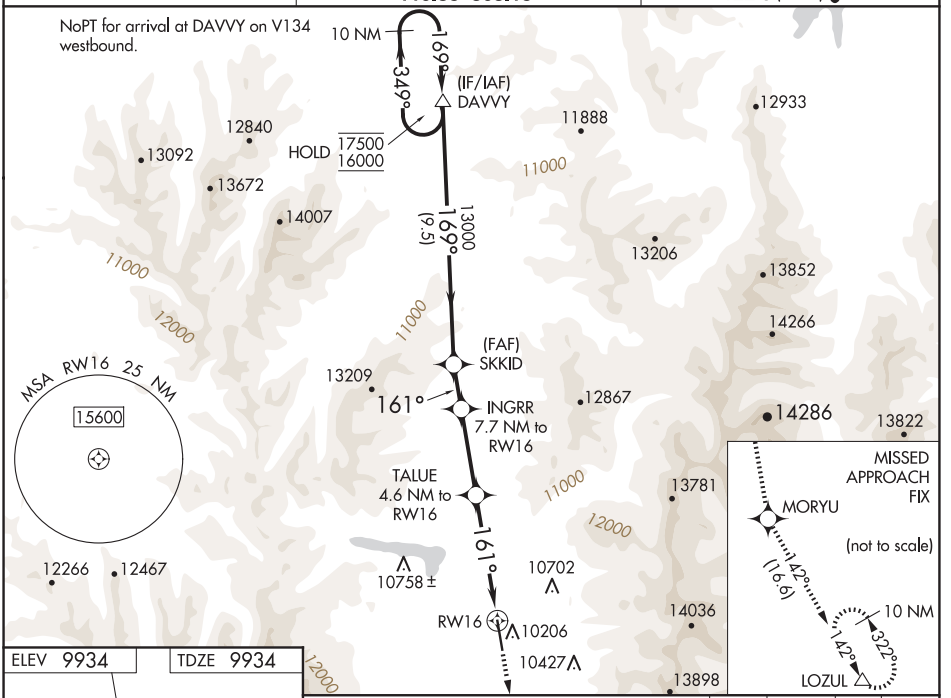
LAKE COUNTY (LXV)

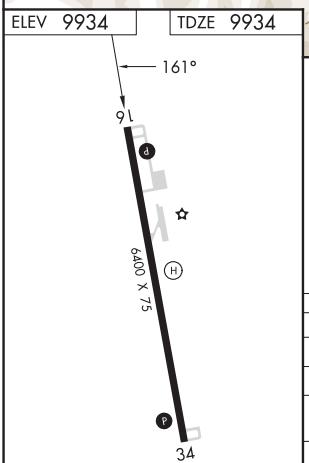
RNP APCH-GPS.

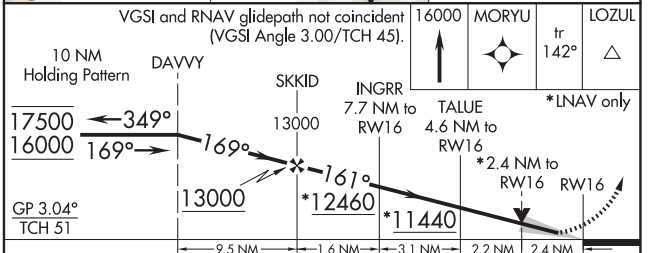
T A Baro-VNAV NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16000 direct MORYU and on track 142° to LOZUL and hold, continue climb-in-hold to 16000.
#Missed approach requires minimum climb of 240 feet per NM to 12500.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 118.375 | 119.85 363.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 10184-1 250 (300-1) | | | NA |
| LPV DA | 10546-1¾ 612 (700-1¾) | | | NA |
| LNAV/VNAV DA | 10542-1¾ 608 (700-1¾) | | | NA |
| LNAV MDA | 10740-1 806 (900-1) | 10740-1¼ 806 (900-1¼) | 10740-2½ 806 (900-2½) | NA |
| C CIRCLING | 10740-1 806 (900-1) | 11040-1½ 1106 (1200-1½) | 12020-3 2086 (2100-3) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

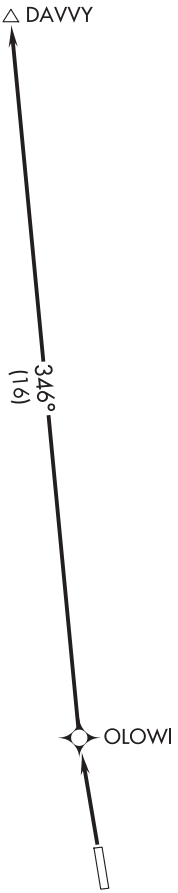
(DAVVY2.DAVVY) 19059

# DAVVY TWO DEPARTURE (OBSTACLE) (RNAV)

AL-9146 (FAA)

LAKE COUNTY (LXV)
LEADVILLE, COLORADO

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)




NOTE: GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: NA, ATC.

Rwy 34: Standard with minimum climb of 337′ per NM to 13200.

TAKEOFF OBSTACLE NOTES

Rwy 34: Pole 10′ from DER, 26′ left of centerline, 2′ AGL/9932′ MSL.
Trees beginning 18′ from DER, 462′ right of centerline, up to 9949′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

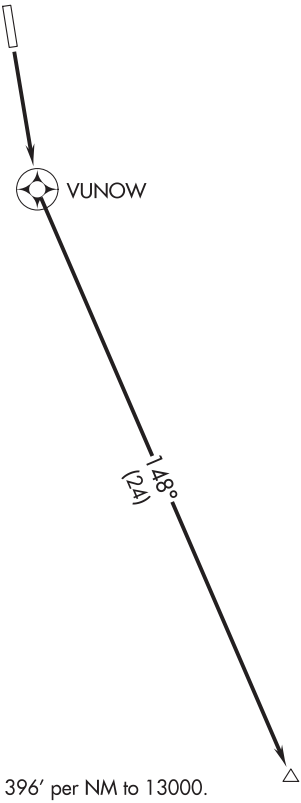
TAKEOFF RUNWAY 34: Climb direct OLOWI, then on track 346° to DAVVY, then on assigned route, maintain 16000.



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ASOS
118.375
DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)




NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwy 16: Standard with minimum climb of 396′ per NM to 13000.
Rwy 34: NA, ATC.

TAKEOFF OBSTACLE NOTES
Rwy 16: Poles, signs beginning 9′ from DER, 17′ left of centerline, up to 2′ AGL/9926′ MSL.
Pole 10′ from DER, 17′ right of centerline, 2′ AGL/9926′ MSL.
Trees beginning 180′ from DER, 516′ left of centerline, up to 9948′ MSL.
Transmission line, poles beginning 499′ from DER, 632′ left of centerline, up to 101′ AGL/9989′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb direct VUNOW, then on track 148° to LOZUL, then on assigned route, maintain 16000.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 4700 |
|---|---|---|---|
| CH 56344 | 163° | TDZE | 5374 |
| W16A | | Apt Elev | 5374 |

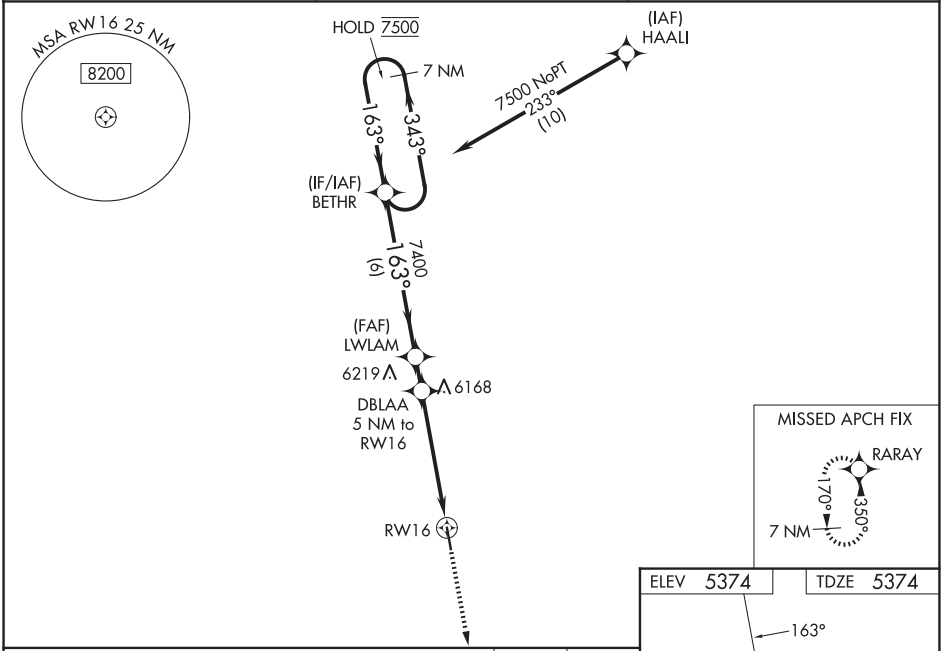
# RNAV (GPS) RWY 16
## LIMON MUNI (LIC)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Baro-VNAV and VDP NA when using CFO altimeter setting. When local altimeter setting not recieved, use CFO altimeter setting and increase LPV DA to 5760 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 5845 feet and all visibilities ⅜ SM. Increase all MDAs 140 feet and LNAV visibilities Cat B/C ½ SM, and Circling all visibilities ½ SM.

MISSED APPROACH: Climb to 7500 direct RARAY and hold.

| ASOS | DENVER CENTER | CTAF |
|---|---|---|
| 121.125 | 133.4 377.175 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5624-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 5709-1 335 (400-1) | | | NA |
| LNAV MDA | 6080-1 706 (800-1) | | 6080-2 706 (800-2) | NA |
| CIRCLING | 6080-1 706 (800-1) | | 6220-2½ 846 (900-2½) | NA |

MIRL Rwy 16-34 L




SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 4700 |
|---|---|---|---|
| CH 42744 | 343° | TDZE | 5365 |
| W34A | | Apt Elev | 5374 |

# RNAV (GPS) RWY 34

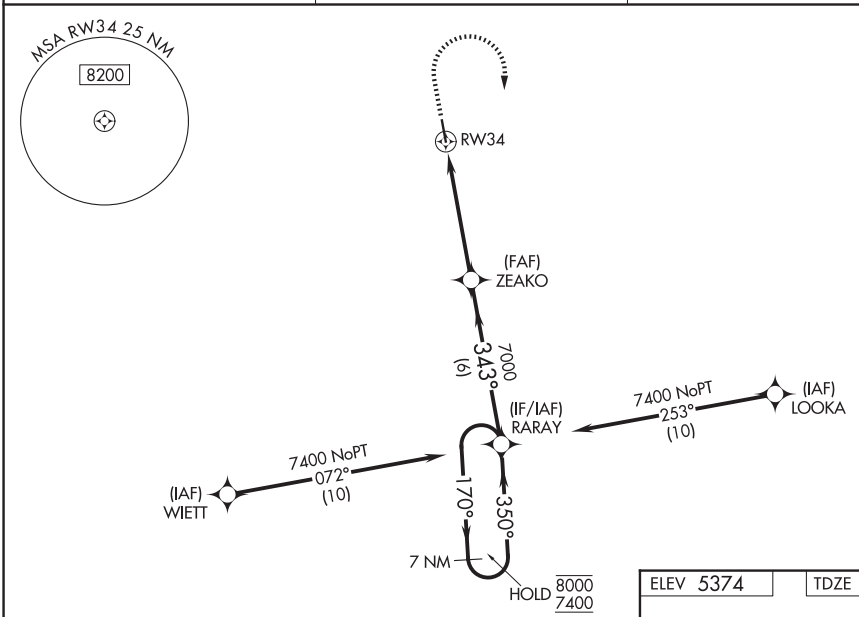
LIMON MUNI (LIC)

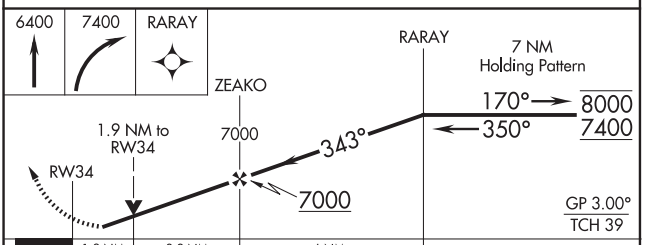
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using CFO altimeter setting. When local altimeter not received, use CFO altimeter setting and increase LPV DA to 5751 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 5960 feet and all visibilities ⅜ SM. Increase all MDAs 140 feet and LNAV visibility Cat B/C ¾ SM, and Circling visibility Cat B/C ½ SM.

MISSED APPROACH: Climb to 6400, then climbing right turn to 7400 direct RARAY and hold.

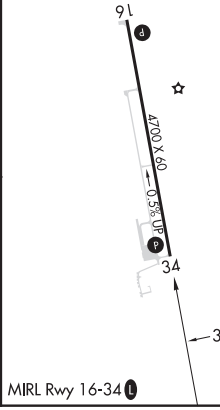
| ASOS | DENVER CENTER | CTAF |
|---|---|---|
| 121.125 | 133.4 377.175 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5615-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 5824-1⅜ 459 (500-1⅜) | | | NA |
| LNAV MDA | 6000-1 635 (700-1) | | 6000-1¾ 635 (700-1¾) | NA |
| CIRCLING | 6000-1 626 (700-1) | | 6220-2½ 846 (900-2½) | NA |

ELEV 5374 TDZE 5365






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

LONGMONT, COLORADO

AL-9041 (FAA)

25163

# RNAV (GPS) RWY 29

VANCE BRAND (LMO)

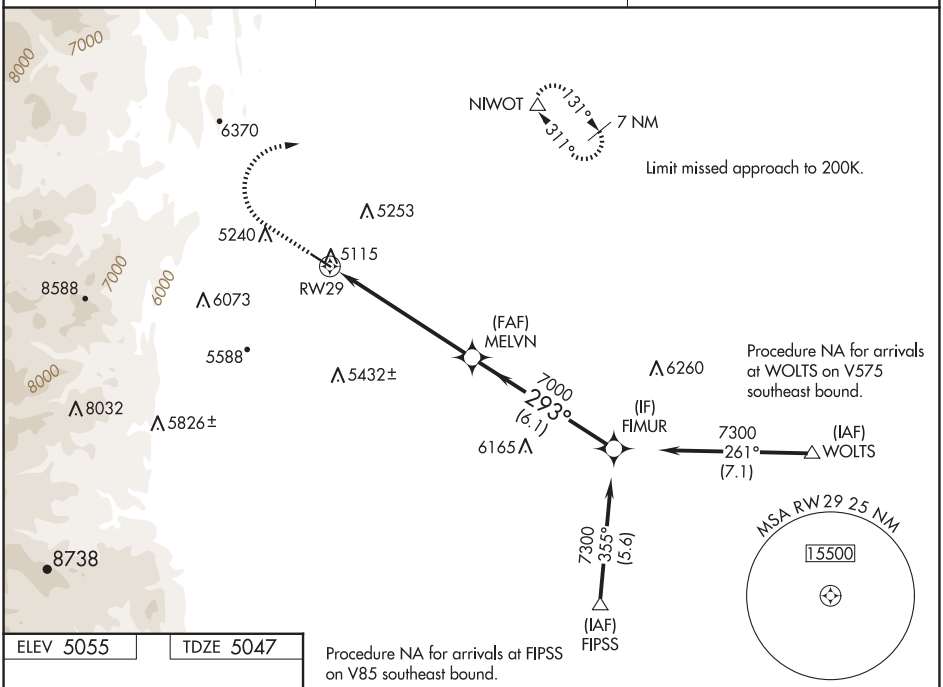
| WAAS | APP CRS | Rwy Ldg | 4799 |
|---|---|---|---|
| CH 86834 | 293° | TDZE | 5047 |
| W29A | | Apt Elev | 5055 |

RNP APCH.

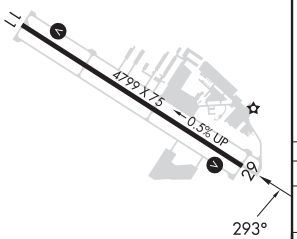
T A For uncompensated Baro-VNAV systems, procedure NA below -25°C or above 54°C.

MISSED APPROACH: Climb to 5540 then climbing right turn to 7400 direct NIWOT and hold, continue climb-in-hold to 7400.

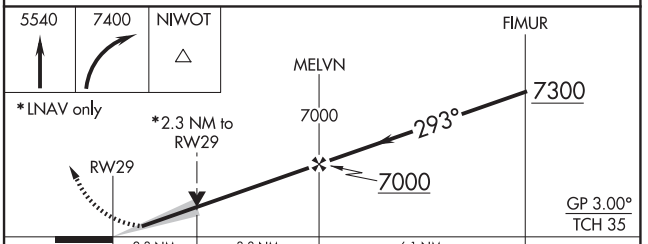
| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 120.0 | 125.12 263.02 | 122.975 (CTAF) L |




ELEV 5055 TDZE 5047




MIRL Rwy 11-29 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5338-⅞ 291 (300-⅞) | | | |
| LNAV/VNAV DA | 5387-1 340 (400-1) | | | |
| LNAV MDA | 5800-1 753 (800-1) | 5800-1¼ 753 (800-1¼) | 5800-2 753 (800-2) | |
| C CIRCLING | 5800-1 745 (800-1) | 5800-1¼ 745 (800-1¼) | 5860-2¼ 805 (900-2¼) | 6480-3 1425 (1500-3) |

LONGMONT, COLORADO

Amdt 2B 12AUG21

40°10′N-105°10′W

VANCE BRAND (LMO)

RNAV (GPS) RWY 29



SW-1, 07 AUG 2025 to 02 OCT 2025

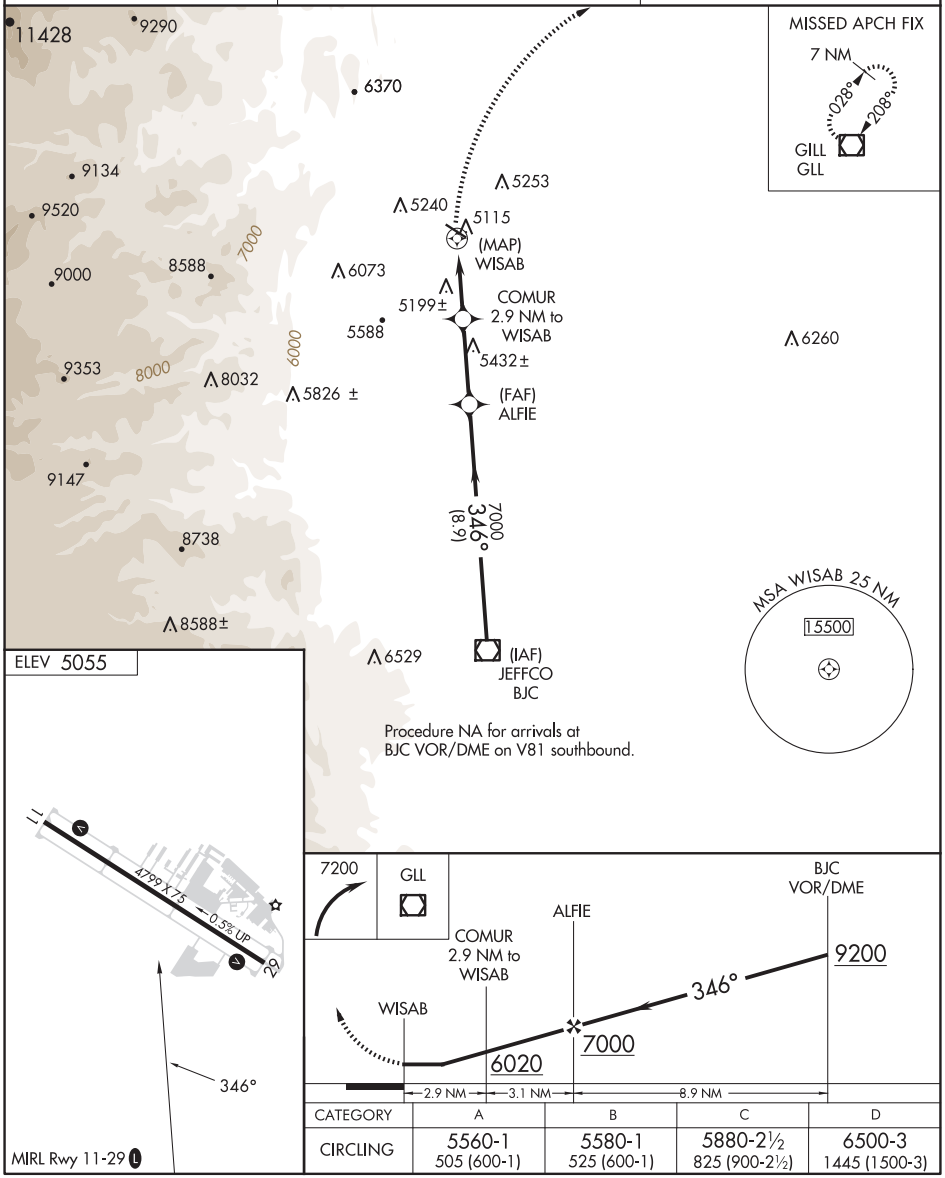
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 346° | TDZE | N/A |
| | Apt Elev | 5055 |

# RNAV (GPS)-B
## VANCE BRAND (LMO)

When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet; and increase Cat C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 7200 direct GLL VOR/DME and hold.

| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 120.0 | 125.12 263.02 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5560-1<br>505 (600-1) | 5580-1<br>525 (600-1) | 5880-2½<br>825 (900-2½) | 6500-3<br>1445 (1500-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# VOR/DME-A

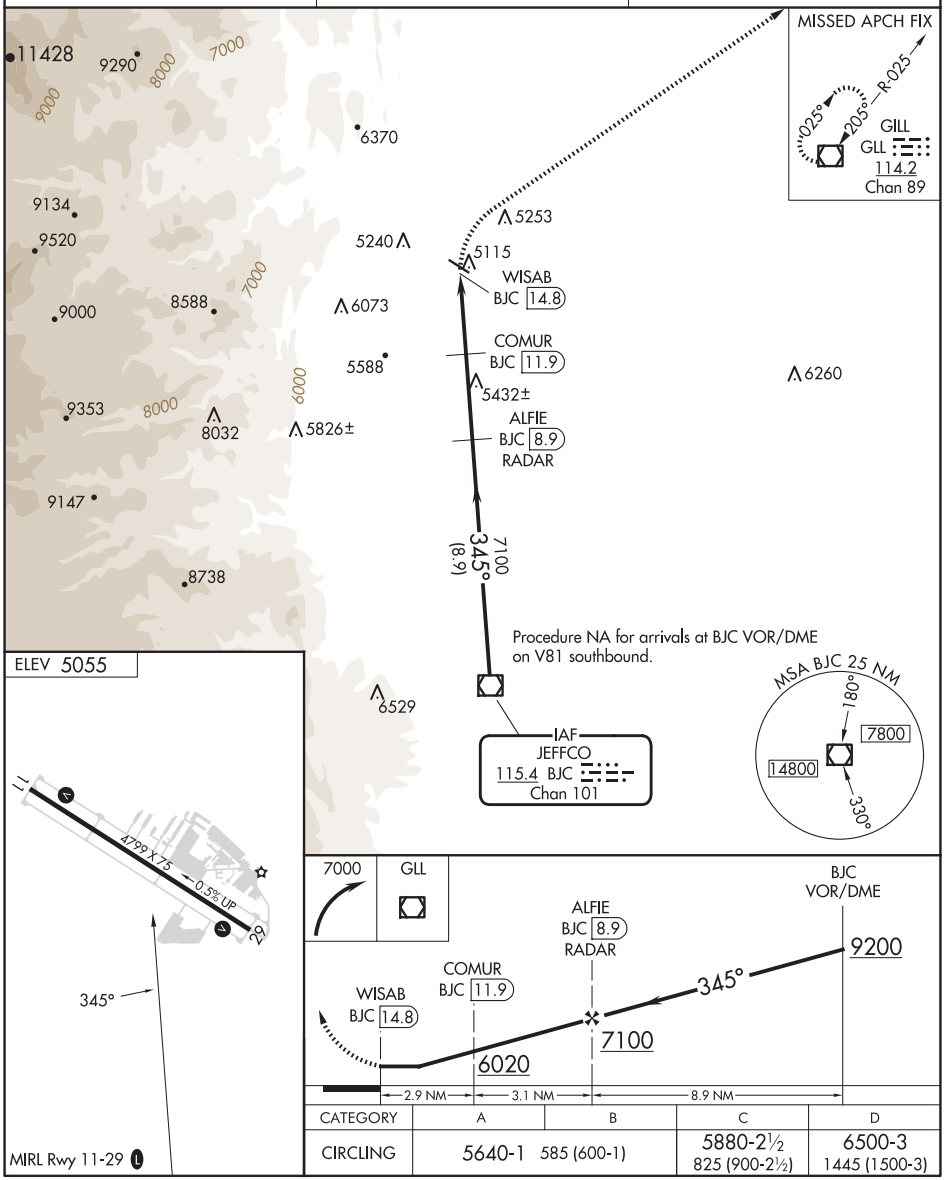
## VANCE BRAND (LMO)

| VOR/DME BJC | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.4 Chan 101 | 345° | TDZE | N/A |
| | | Apt Elev | 5055 |

T A When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 120 feet; and increase Cat C visibility ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climbing right turn to 7000 direct GLL VOR/DME and hold.

| AWOS-3 | DENVER APP CON | UNICOM |
|---|---|---|
| 120.0 | 125.12 263.02 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5640-1 | 585 (600-1) | 5880-2½ 825 (900-2½) | 6500-3 1445 (1500-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER DEP CON
125.12 263.02
TOP ALTITUDE:
FL230
TAKEOFF MINIMUMS
Rwy 11: Standard.
Rwy 29: Standard with minimum climb of 370' per NM to 8000.
N
BAPME
8000
087°
(12)
ECHOO
15000
*9000
050°
(20)
15000
*9000
075°
(19)
15000
*7500
100°
(19)
15000
*7700
125°
(22)
EEONS
EMMYS
EXTAN
EPKEE
15000
*8100
102°
(42)
POIZN
15000
*6100
109°
(28)
COTNN
15000
*6000
109°
(38)
DUUZE
15000
*7000
070°
(110)
WYNDM
15000
*7100
073°
(110)
ZIRKL
15000
*7400
087°
(109)
SHAYK
(NARRATIVE ON FOLLOWING PAGE)
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to 250K or greater upon reaching 10000.
If slower speed is required to meet crossing
restrictions advise CLNC DEL prior to taxi.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BAPME at 8000 then on track 087° to ECHOO, then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

DUUZE TRANSITION (ECHOO1.DUUZE)

SHAYK TRANSITION (ECHOO1.SHAYK)

WYNDM TRANSITION (ECHOO1.WYNDM)

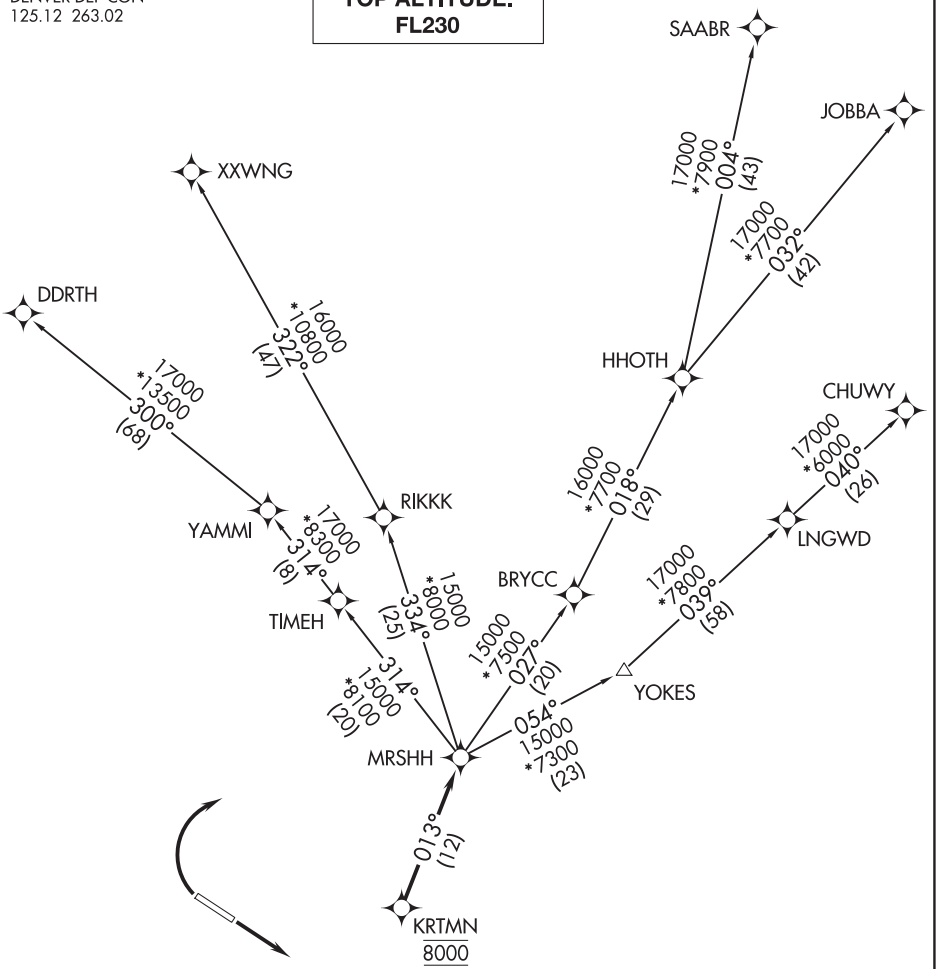
ZIRKL TRANSITION (ECHOO1.ZIRKL)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER DEP CON
125.12 263.02

**TOP ALTITUDE: FL230**




TAKEOFF MINIMUMS

Rwy 11: Standard.
Rwy 29: Standard with minimum climb of 370′ per NM to 8000.

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

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SW-1, 07 AUG 2025 to 02 OCT 2025

DEPARTURE ROUTE DESCRIPTION

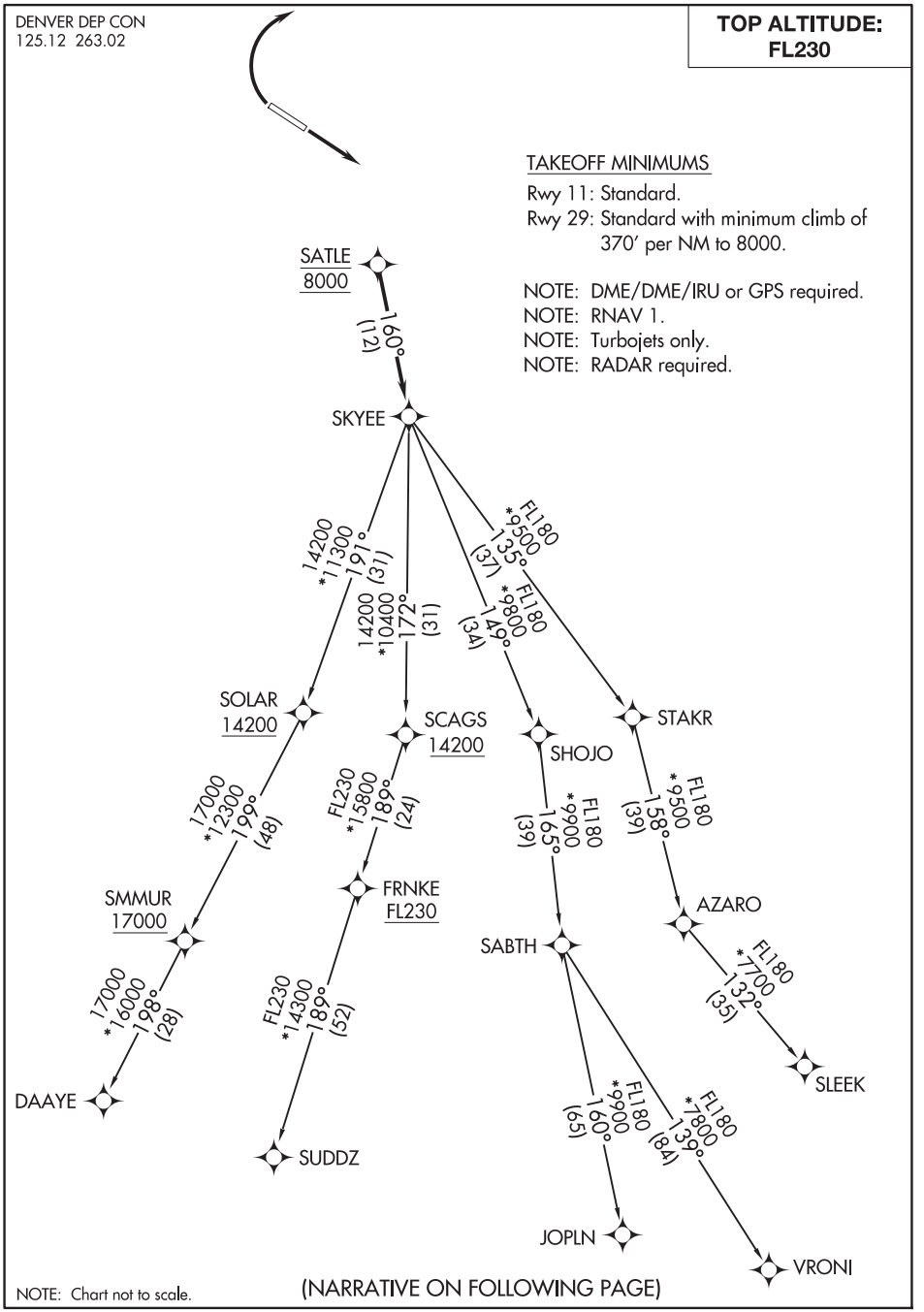
TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

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)


SW-1, 07 AUG 2025 to 02 OCT 2025





SW-1, 07 AUG 2025 to 02 OCT 2025

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)

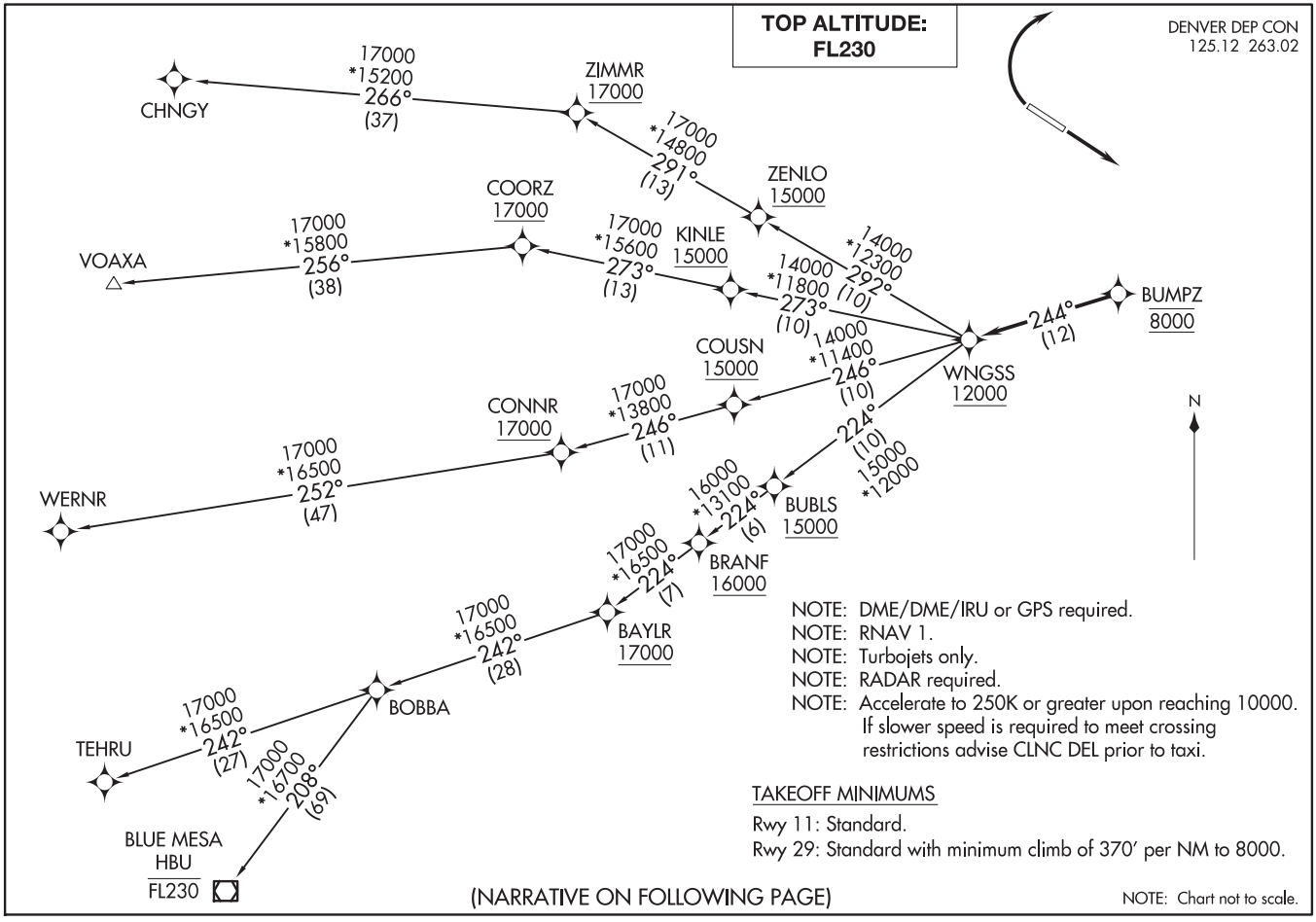


SW-1, 07 AUG 2025 to 02 OCT 2025

# WNGSS ONE DEPARTURE (RNAV)

(WNGSS1.WNGSS) 26MAR20

LONGMONT, COLORADO
VANCE BRAND (LMO)




(WNGSS1.WNGSS) 21168

WNGSS ONE DEPARTURE (RNAV)

AL-9041 (FAA)

VANCE BRAND (LMO)
LONGMONT, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb on a heading between 030° CW 160° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 29: Climbing right turn on a heading between 030° CW 110° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to cross BUMPZ at 8000 then on track 244° to cross WNGSS at or above 12000 then on (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (WNGSS1.HBU)

CHNGY TRANSITION (WNGSS1.CHNGY)

TEHRU TRANSITION (WNGSS1.TEHRU)

VOAXA TRANSITION (WNGSS1.VOAXA)

WERNR TRANSITION (WNGSS1.WERNR)

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 82028 W27A | APP CRS 272° | Rwy Ldg 6000 TDZE 7126 Apt Elev 7171 |
|---|---|---|

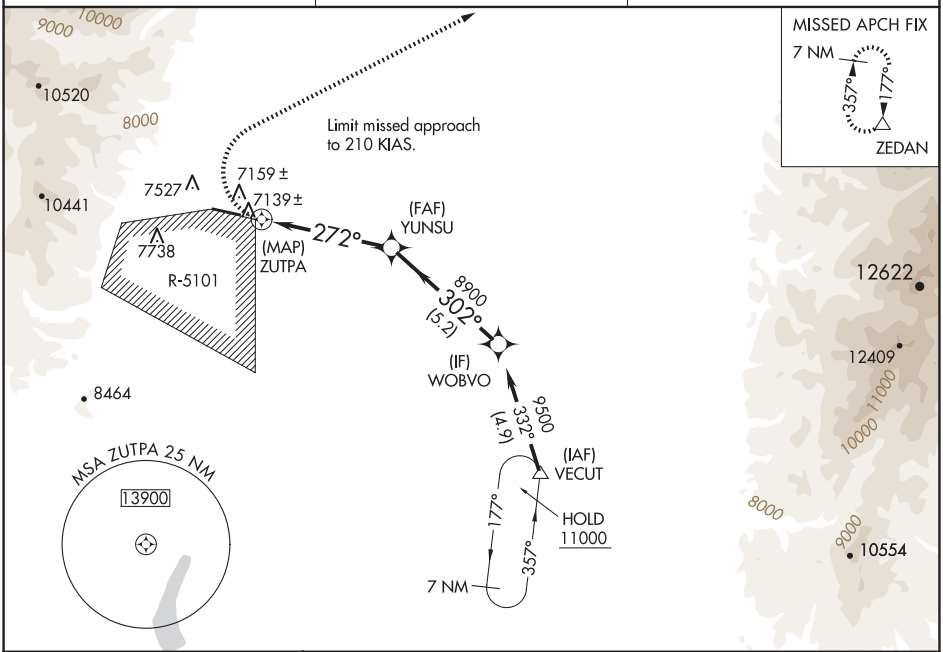
# RNAV (GPS) Y RWY 27

LOS ALAMOS (LAM)

When local altimeter setting not received, procedure NA. *LP and *LNAV missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

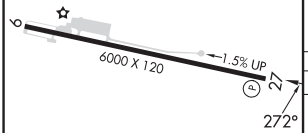
MISSED APPROACH: Climbing right turn to 11000 direct ZEDAN and hold.

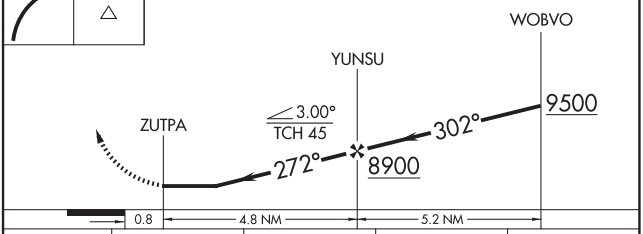
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.8 346.35 | 123.0 (CTAF) L |




ELEV 7171 TDZE 7126

11000 ZEDAN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 7580-1 454 (500-1) | | 7580-1⅜ 454 (500-1⅜) | NA |
| LP MDA | 7700-1 574 (600-1) | | 7700-1⅞ 574 (600-1⅞) | NA |
| LNAV MDA* | 7640-1 514 (500-1) | | 7640-1⅝ 514 (500-1⅝) | NA |
| LNAV MDA | 7880-1 754 (800-1) | 7880-1¼ 754 (800-1¼) | 7880-2½ 754 (800-2½) | NA |
| CIRCLING | NA | | | |

REIL Rwy 27 L

MIRL Rwy 9-27 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

LOS ALAMOS, NEW MEXICO | AL-10276 (FAA) | 25163

# RNAV (GPS) Z RWY 27

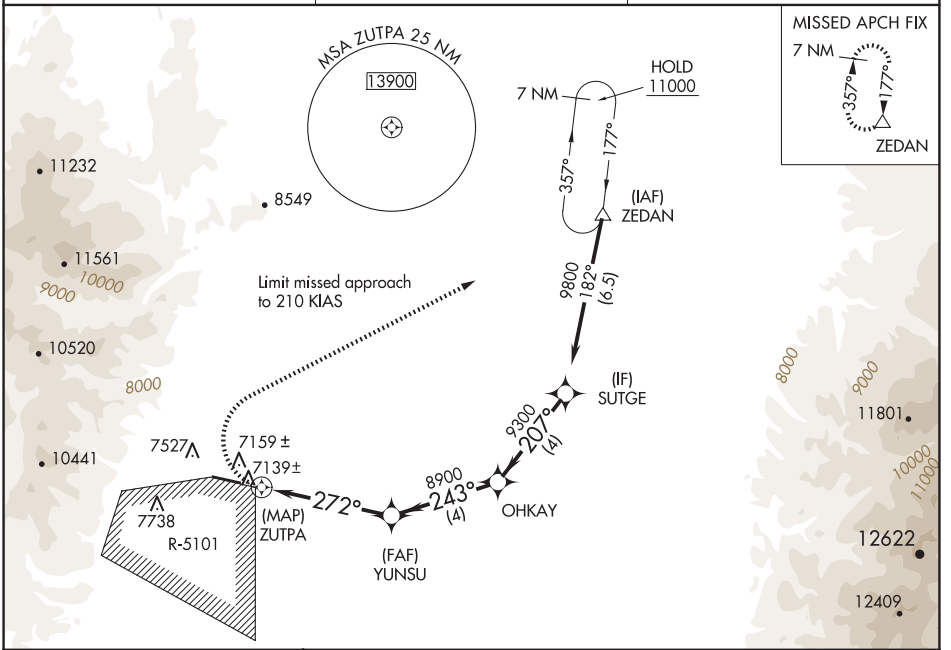
LOS ALAMOS (LAM)

| WAAS CH 56329 W27B | APP CRS 272° | Rwy Ldg 6000 TDZE 7126 Apt Elev 7171 |
|---|---|---|

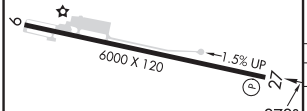
When local altimeter setting not received, procedure NA. *LP and *LNAV missed approach requires a minimum climb of 280 feet per NM to 8500. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

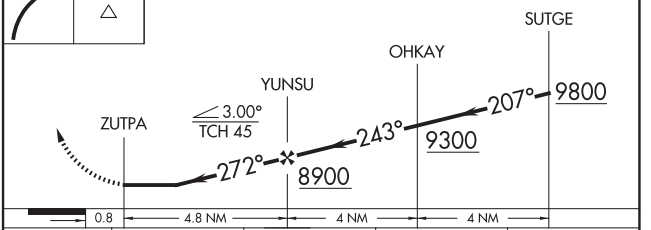
MISSED APPROACH: Climbing right turn to 11000 direct ZEDAN and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 124.175 | 132.8 346.35 | 123.0 (CTAF) |




ELEV 7171 | TDZE 7126 | 11000 | ZEDAN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 7580-1 454 (500-1) | | 7580-1⅜ 454 (500-1⅜) | NA |
| LP MDA | 7700-1 574 (600-1) | | 7700-1⅞ 574 (600-1⅞) | NA |
| LNAV MDA* | 7640-1 514 (500-1) | | 7640-1⅝ 514 (500-1⅝) | NA |
| LNAV MDA | 7880-1 754 (800-1) | 7880-1¼ 754 (800-1¼) | 7880-2½ 754 (800-2½) | NA |
| CIRCLING | NA | | | |

REIL Rwy 27 (L)
MIRL Rwy 9-27 (L)

LOS ALAMOS, NEW MEXICO
Orig-A 05MAR15

35°53'N-106°16'W

LOS ALAMOS (LAM)

RNAV (GPS) Z RWY 27

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

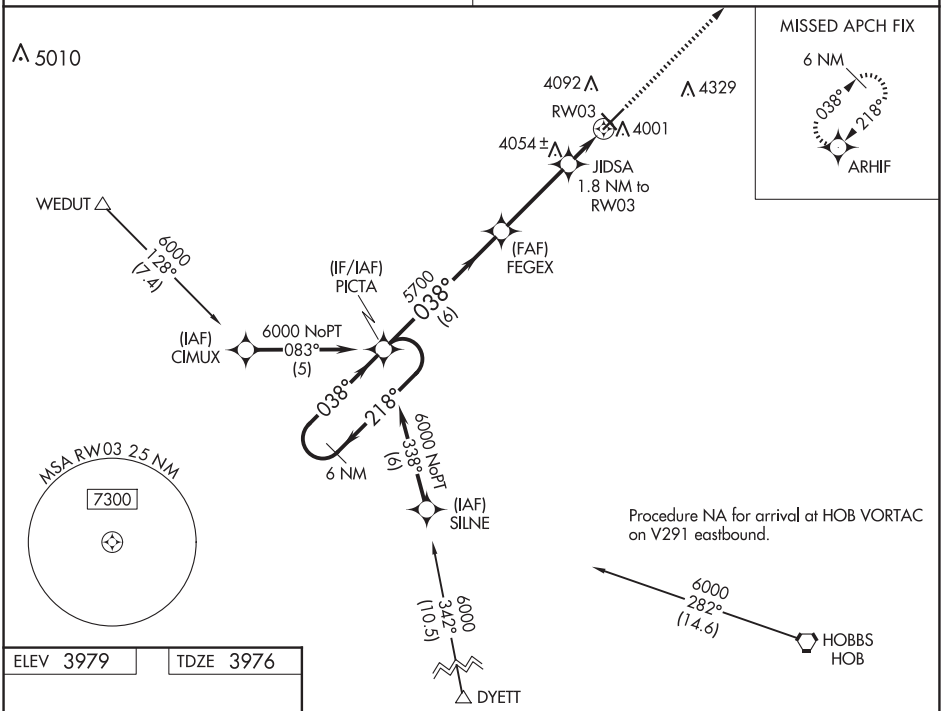
## LEA COUNTY/ZIP FRANKLIN MEML (EØ6)

| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 70436 | 038° | TDZE | 3976 |
| W03A | | Apt Elev | 3979 |

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, procedure NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 3, 12, 30 NA.

MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

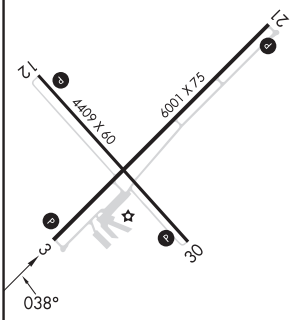
| FORT WORTH CENTER | UNICOM |
|---|---|
| 133.1 298.95 | 122.8 (CTAF) L |



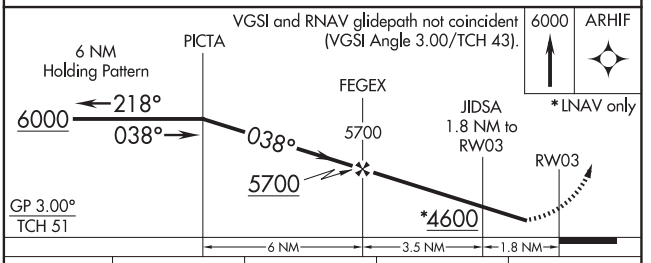

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| ELEV 3979 | TDZE 3976 |
|---|---|




MIRL Rwys 3-21 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4314-1⅛ 338 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 4314-1⅛ 338 (400-1⅛) | | | NA |
| LNAV MDA | 4400-1 424 (500-1) | | 4400-1¼ 424 (500-1¼) | NA |
| C CIRCLING | 4480-1 501 (600-1) | | 4720-2¼ 741 (800-2¼) | NA |

LOVINGTON, NEW MEXICO | AL-6951 (FAA) | 22027

# RNAV (GPS) RWY 21

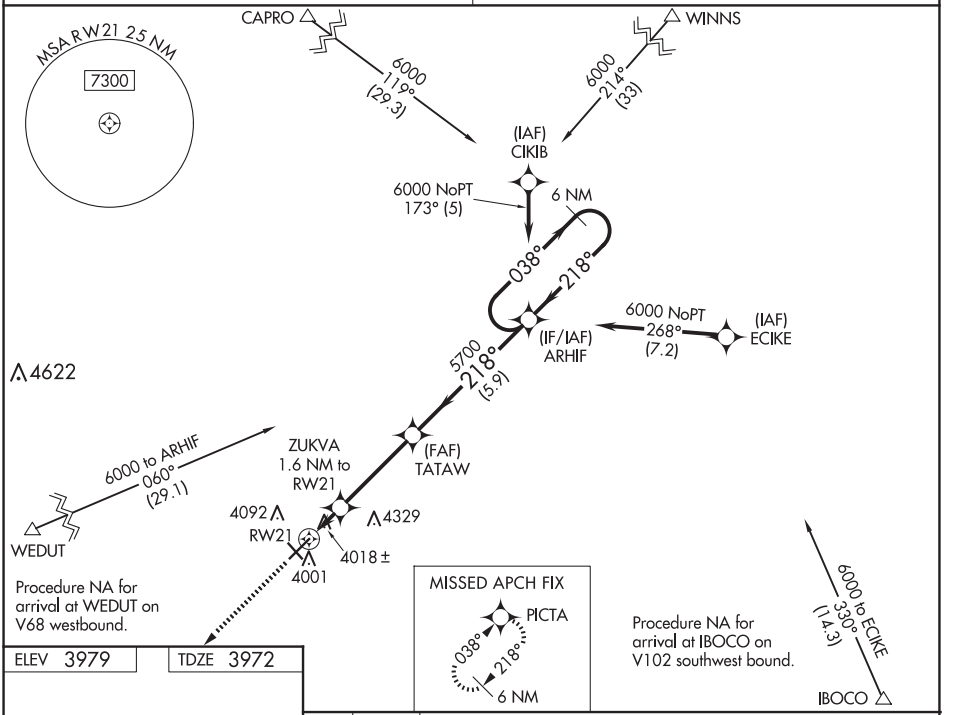
LEA COUNTY/ZIP FRANKLIN MEML (E06)

| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 45636 | 218° | TDZE | 3972 |
| W21A | | Apt Elev | 3979 |

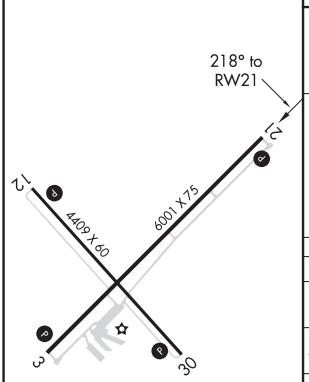
T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting, when not received, procedure NA. Helicopter visibility reduction below ¾ SM NA. Night landing: Rwy 3, 12, 30 NA.

MISSED APPROACH: Climb to 6000 direct PICTA and hold.

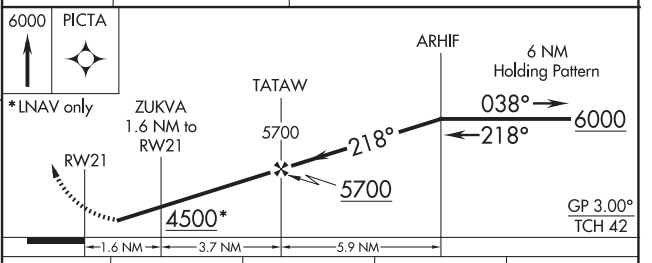
| FORT WORTH CENTER | UNICOM |
|---|---|
| 133.1 298.95 | 122.8 (CTAF) L |




ELEV 3979 | TDZE 3972




MIRL Rwys 3-21 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4310-1⅛ 338 (400-1⅛) | | | NA |
| LNAV/VNAV DA | 4310-1⅛ 338 (400-1⅛) | | | NA |
| LNAV MDA | 4360-1 388 (400-1) | | 4360-1⅛ 388 (400-1⅛) | NA |
| C CIRCLING | 4480-1 501 (600-1) | | 4720-2¼ 741 (800-2¼) | NA |

LOVINGTON, NEW MEXICO
Amdt 1A 21JUL16

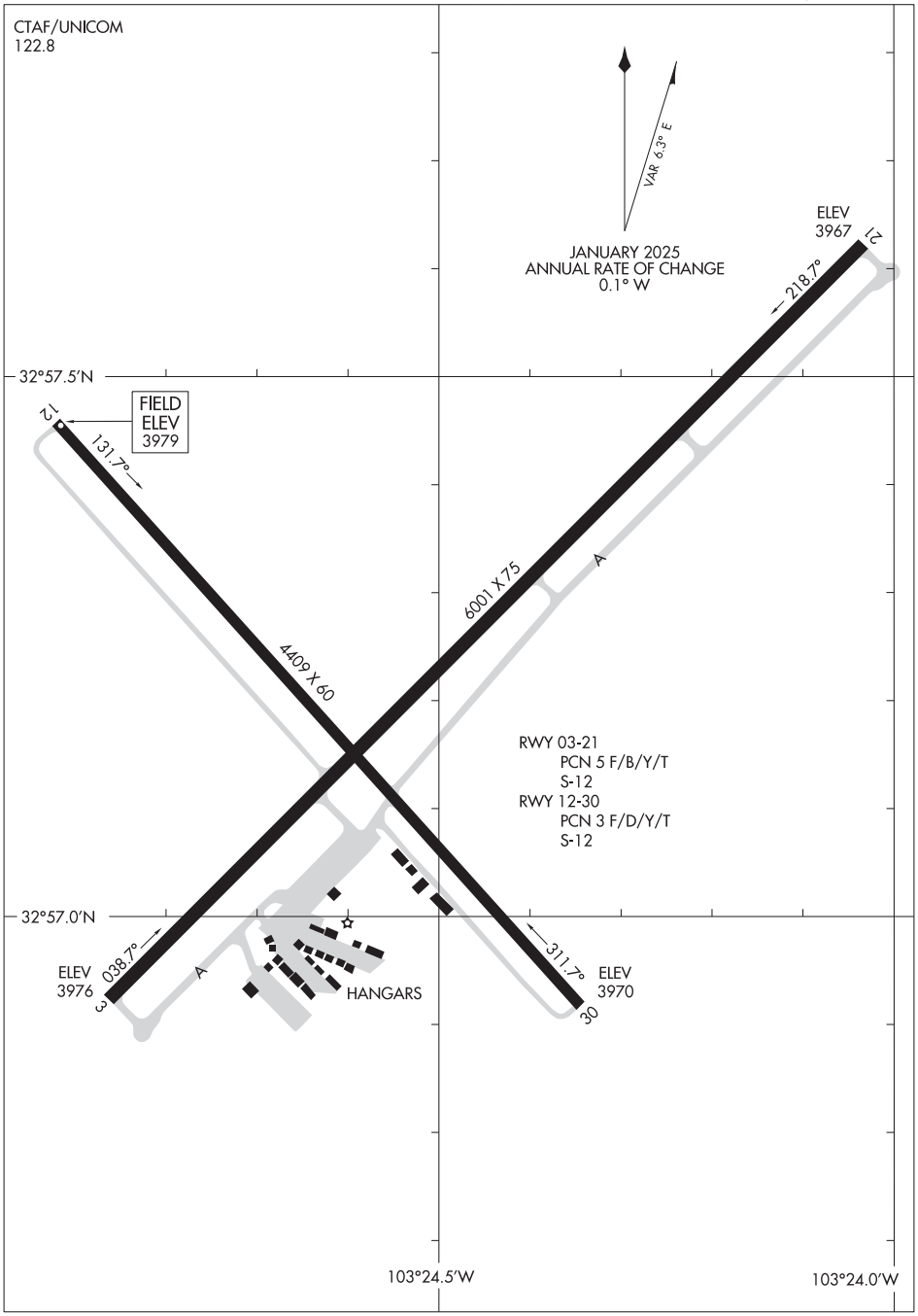
32°57'N-103°25'W

LEA COUNTY/ZIP FRANKLIN MEML (E06)

RNAV (GPS) RWY 21

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025





SW-1, 07 AUG 2025 to 02 OCT 2025

MEEKER, COLORADO AL-6601 (FAA) 25163

| APP CRS | | |
|---|---|---|
| 030° | Rwy Ldg | 6503 |
| | TDZE | 6381 |
| | Apt Elev | 6415 |

# RNAV (GPS) RWY 3

MEEKER COULTER FLD (EEO)

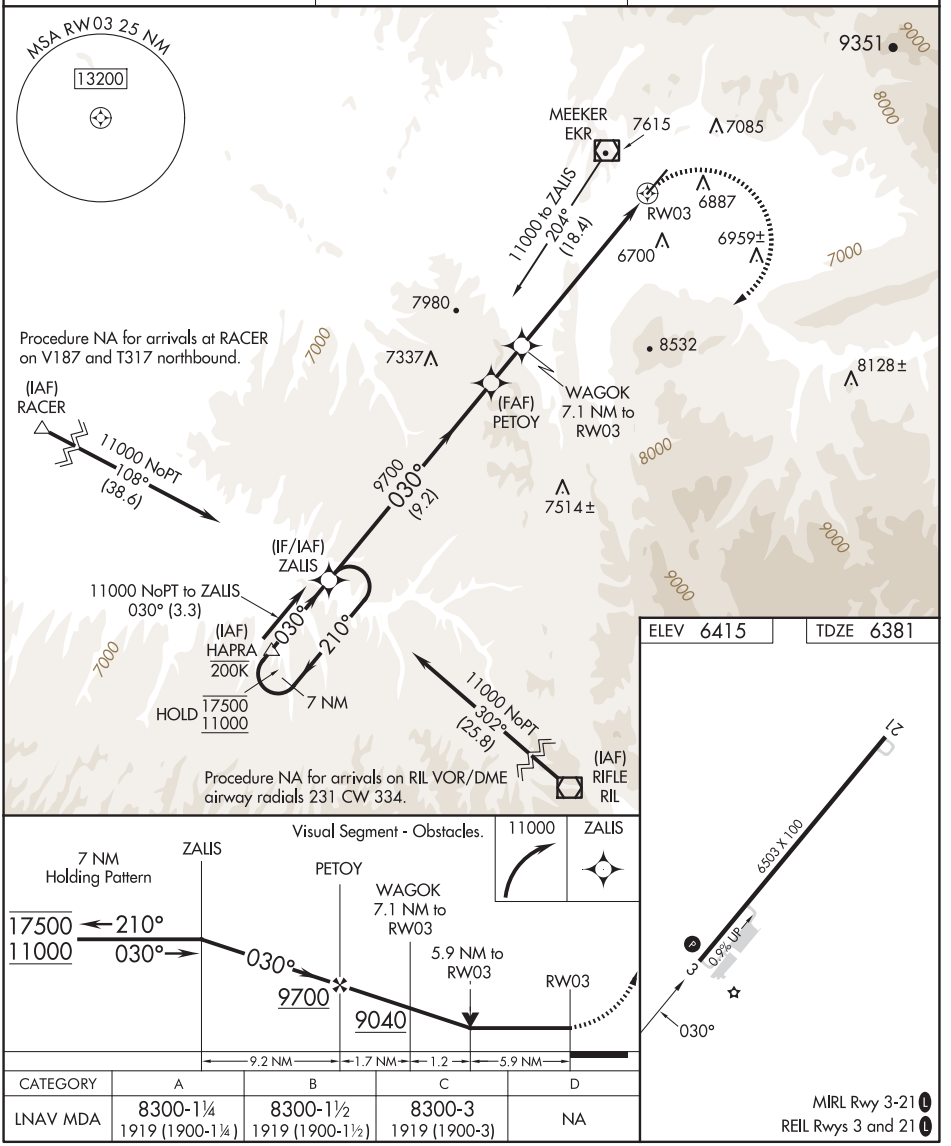
RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

-22°C

MISSED APPROACH: Climbing right turn to 11000 direct ZALIS and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 8300-1¼<br>1919 (1900-1¼) | 8300-1½<br>1919 (1900-1½) | 8300-3<br>1919 (1900-3) | NA |

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

MEEKER, COLORADO

Amdt 4 16MAY24

40°03'N-107°53'W

MEEKER COULTER FLD (EEO)

RNAV (GPS) RWY 3

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 131° | TDZE | N/A |
| | Apt Elev | 6415 |

# RNAV (GPS)-B

## MEEKER COULTER FLD (EEO)

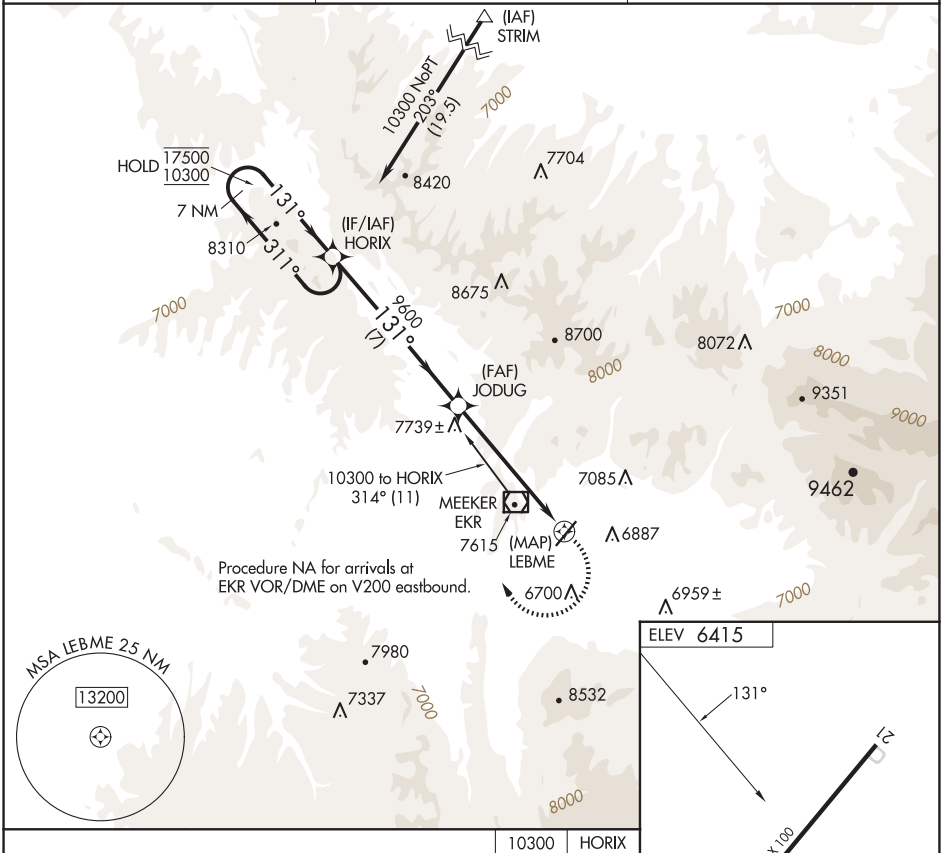
RNP APCH - GPS.

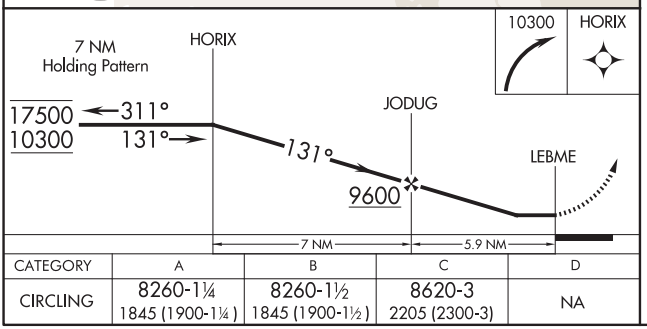
Circling NA west of Rwy 3-21. Rwy 21 helicopter visibility reduction below 1 SM NA. Circling Rwy 21 NA at night.

-22°C

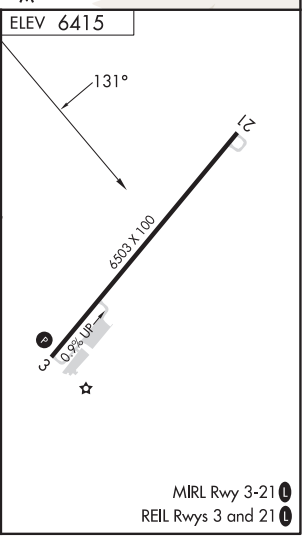
MISSED APPROACH: Climbing right turn to 10300 direct HORIX and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 134.5 327.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8260-1¼<br>1845 (1900-1¼) | 8260-1½<br>1845 (1900-1½) | 8620-3<br>2205 (2300-3) | NA |




MIRL Rwy 3-21 (L)
REIL Rwys 3 and 21 (L)



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

MEEKER, COLORADO | AL-6601 (FAA) | 25163

| VOR/DME EKR | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.2 | 113° | TDZE | N/A |
| Chan 99 | | Apt Elev | 6415 |

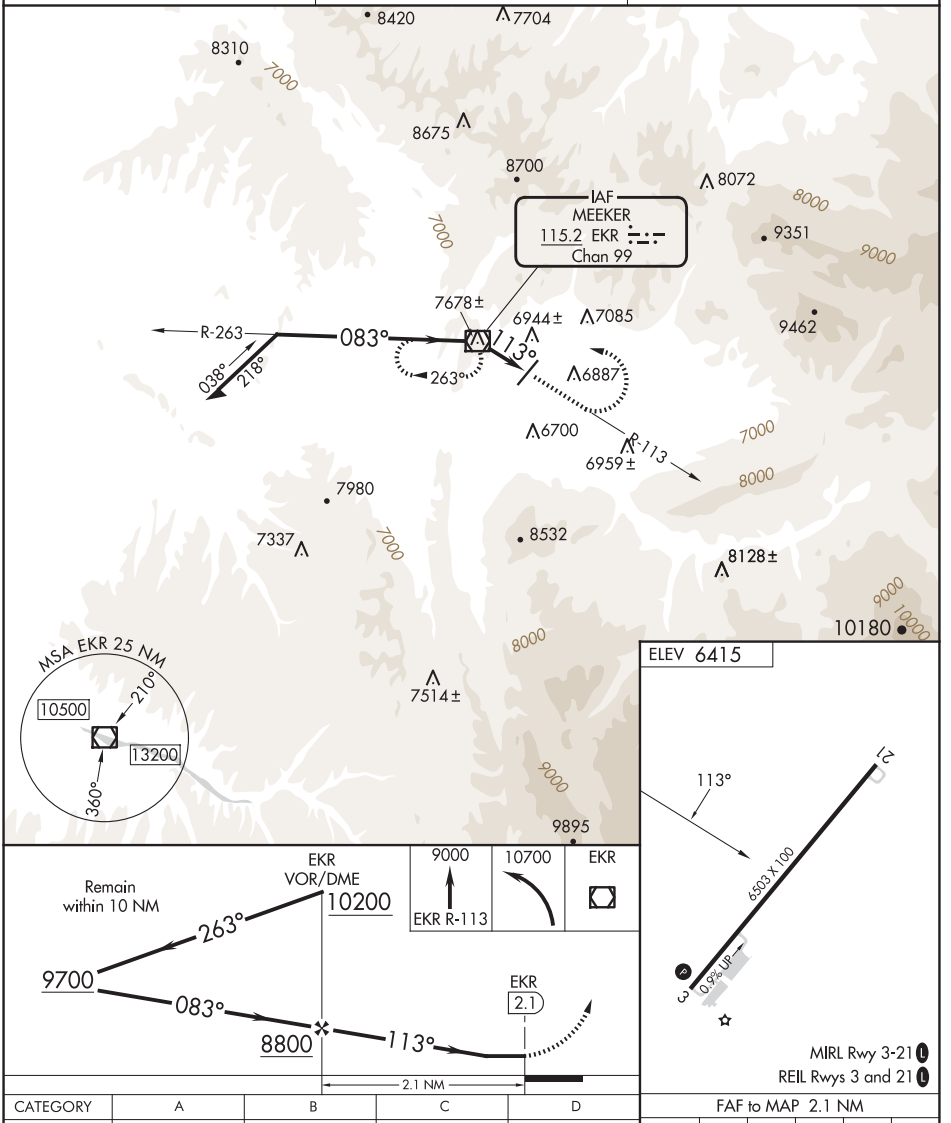
# VOR-A

MEEKER COULTER FLD (EEO)

T A -22°C — 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 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.525 | 134.5 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8020-1¼<br>1605 (1700-1¼) | 8020-1½<br>1605 (1700-1½) | 8620-3<br>2205 (2300-3) | NA |

| FAF to MAP 2.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |




SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 5902 |
|---|---|---|---|
| CH 45840 | 201° | TDZE | 7610 |
| W20A | | Apt Elev | 7611 |

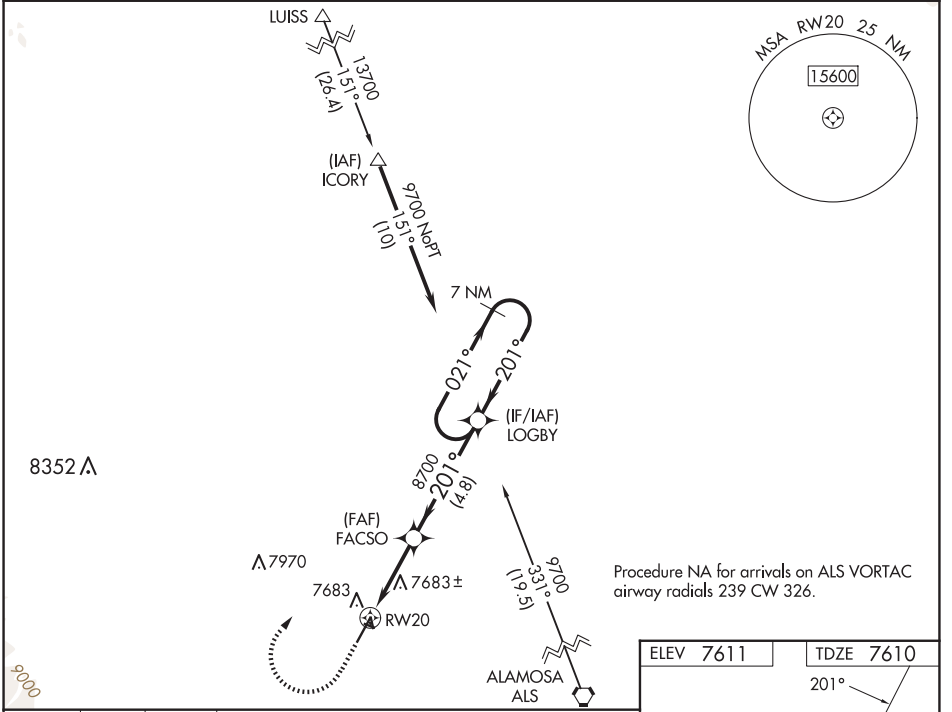
# RNAV (GPS) RWY 20

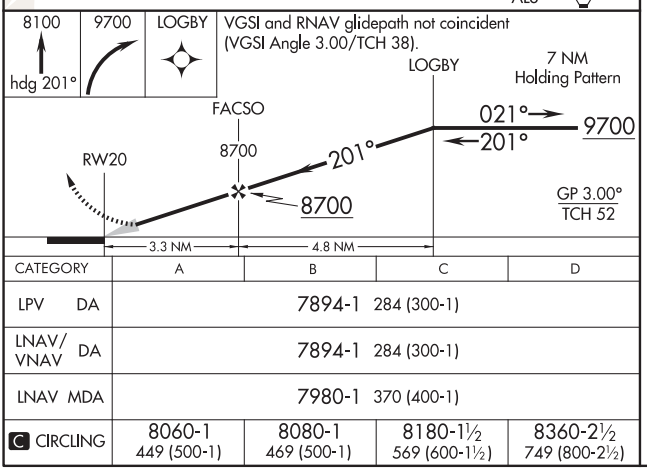
## MONTE VISTA MUNI (MVI)

T NA — Circling NA to Rwys 10, 28, 16 and 34. DME/DME RNP-0.3 NA. Baro-VNAV NA. Use Alamosa altimeter setting.

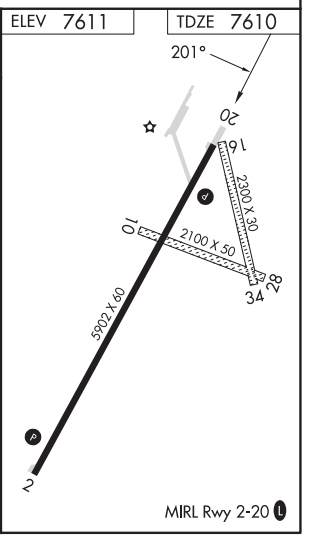
MISSED APPROACH: (Do not exceed 190K until LOGBY) Climb to 8100 on heading 201° then climbing right turn to 9700 direct LOGBY and hold.

| ALS AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7894-1 284 (300-1) | | | |
| LNAV/VNAV DA | 7894-1 284 (300-1) | | | |
| LNAV MDA | 7980-1 370 (400-1) | | | |
| C CIRCLING | 8060-1 449 (500-1) | 8080-1 469 (500-1) | 8180-1½ 569 (600-1½) | 8360-2½ 749 (800-2½) |






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

MONTE VISTA, COLORADO | AL-6427 (FAA) | 25163

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 306° | TDZE | N/A |
| | Apt Elev | 7611 |

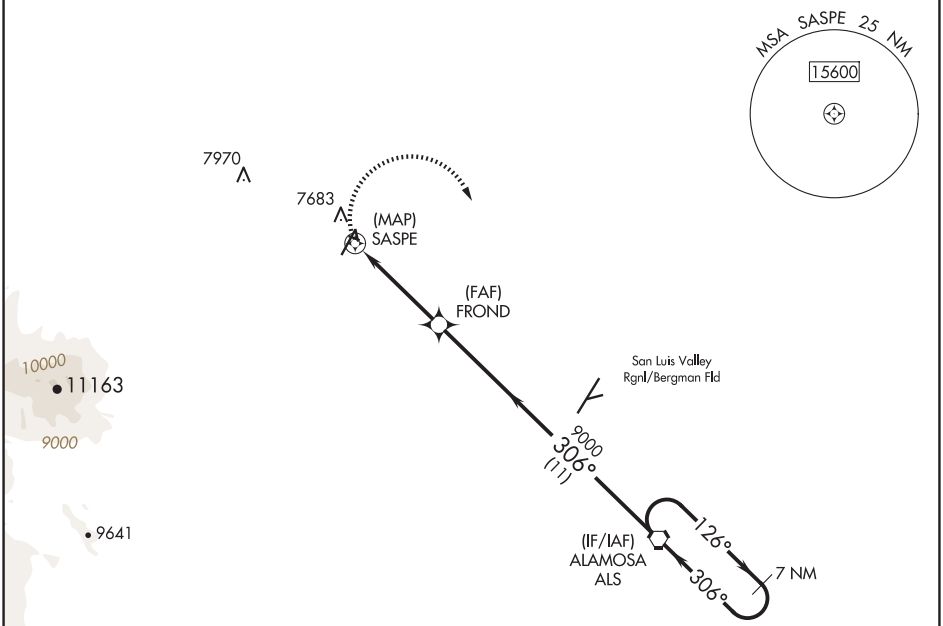
# RNAV (GPS)-B

## MONTE VISTA MUNI (MVI)

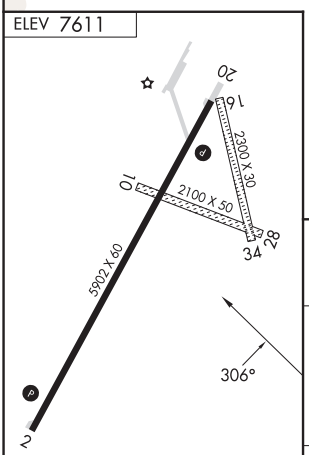
T NA — DME/DME RNP-0.3 NA.
Use Alamosa altimeter setting.
Circling NA to Rwys 10, 28, 16, and 34.

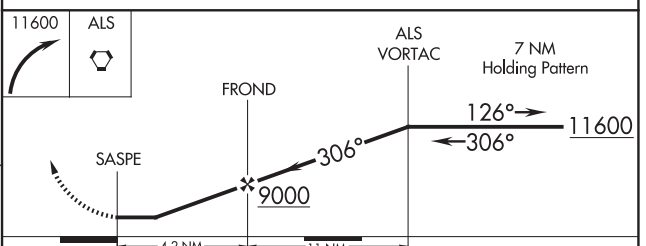
MISSED APPROACH: Climbing right turn to 11600 direct ALS VORTAC and hold.

| ALS AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) L |




NoPT for arrival on ALS VORTAC airway radials 061 CW 173.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8080-1 469 (500-1) | | 8180-1½ 569 (600-1½) | 8360-2½ 749 (800-2½) |

MONTE VISTA, COLORADO
Amdt 1 14SEP17

37°32'N-106°03'W

MONTE VISTA MUNI (MVI)
RNAV (GPS)-B


SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC ALS | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.9 | 301° | TDZE | N/A |
| Chan 86 | | Apt Elev | 7611 |

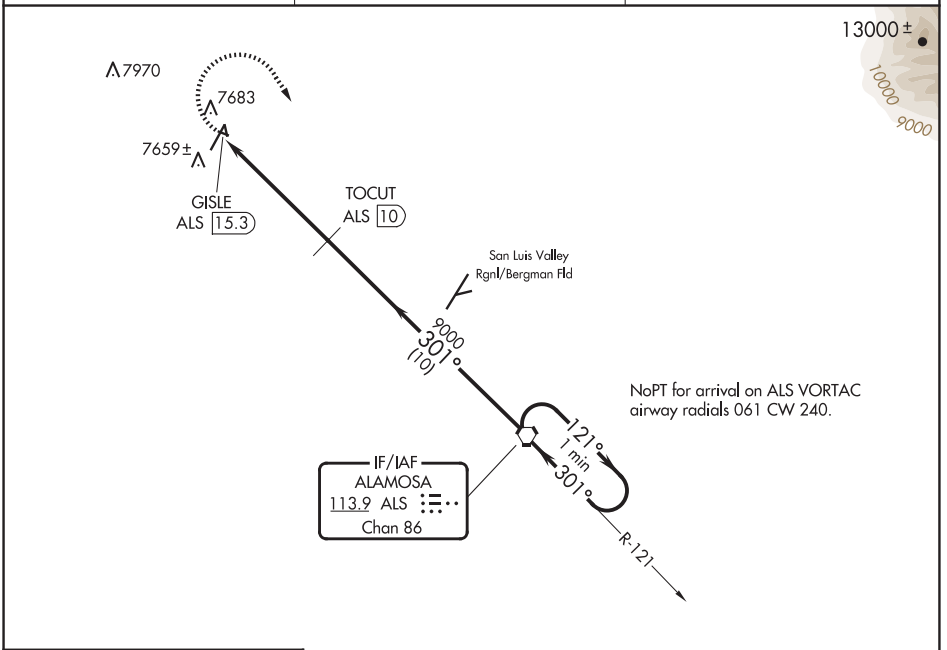
# VOR/DME-A
## MONTE VISTA MUNI (MVI)

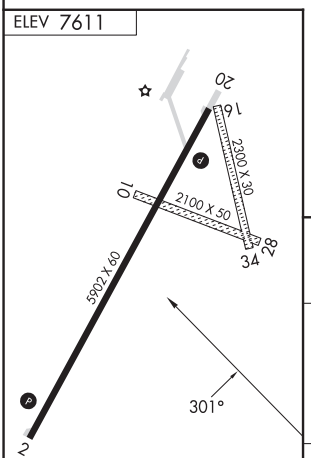
T
NA

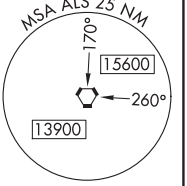
Circling NA to Rwys 10, 28, 16 and 34.
Use Alamosa altimeter setting.

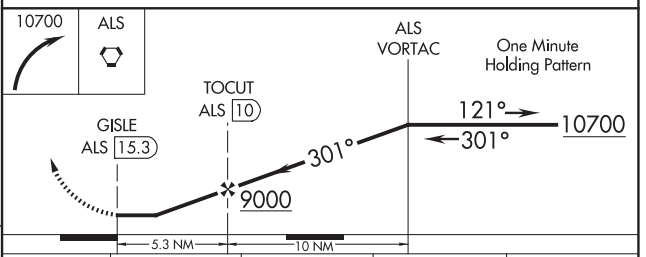
MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

| ALS AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.175 | 128.375 379.95 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8080-1<br>469 (500-1) | 8080-1<br>469 (500-1) | 8180-1½<br>569 (600-1½) | 8360-2½<br>749 (800-2½) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

MONTROSE, COLORADO | AL-668 (FAA) | 25163

| LOC I-MTJ | APP CRS | Rwy Ldg | TDZE | Apt Elev |
|---|---|---|---|---|
| 111.3 | 168° | 10000 | 5708 | 5759 |

# ILS or LOC RWY 17

## MONTROSE RGNL (MTJ)

RNP APCH - GPS. From DIRDY, MYERS, GEJYU.

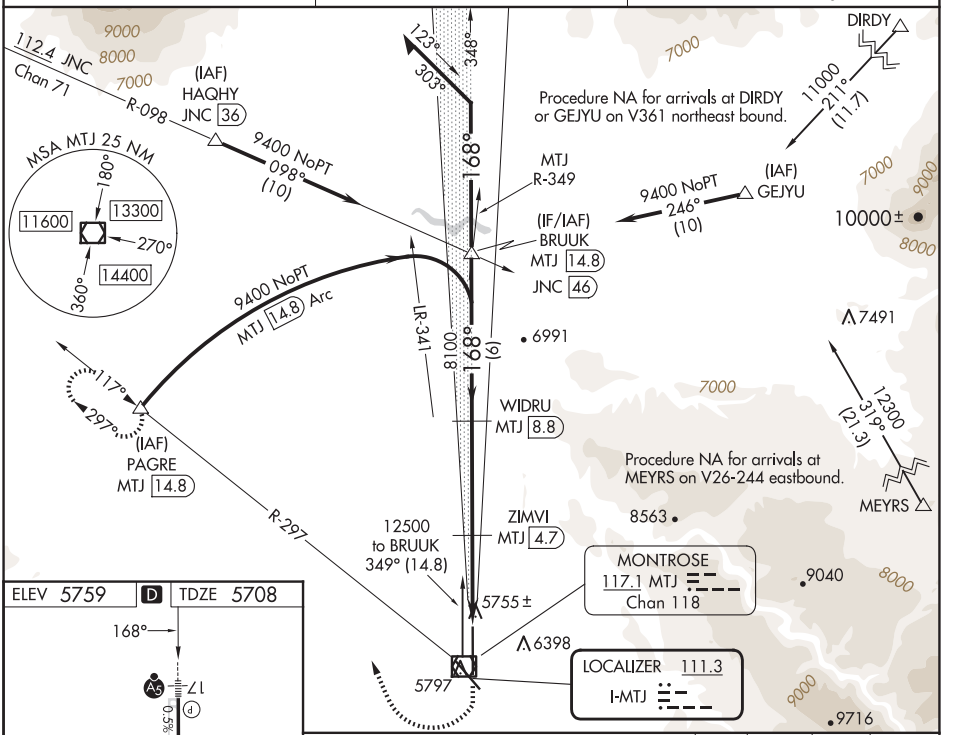
DME required.

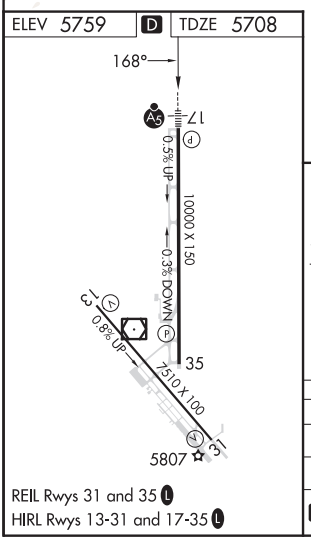
T A NA Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. DME from MTJ VOR/DME. DME use requires simultaneous reception of I-MTJ and MTJ. For inop ALS, increase S-LOC 17 Cat C/D visibility to ⅞ SM.

MALSR

MISSED APPROACH: Climb to 6300 then climbing right turn to 11000 on heading 325° and MTJ VOR/DME R-297 to PAGRE/ MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

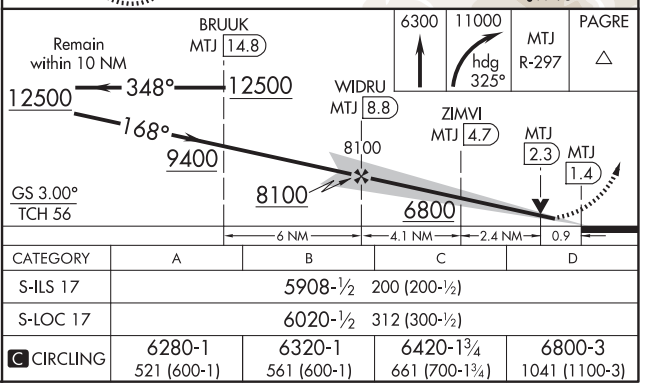
| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 127.1 343.65 | 122.8 (CTAF) L |




REIL Rwys 31 and 35 L

HIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 5908-½ 200 (200-½) | | | |
| S-LOC 17 | 6020-½ 312 (300-½) | | | |
| C CIRCLING | 6280-1 521 (600-1) | 6320-1 561 (600-1) | 6420-1¾ 661 (700-1¾) | 6800-3 1041 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 7510 |
|---|---|---|---|
| CH 97344 | 127° | TDZE | 5723 |
| W13A | | Apt Elev | 5759 |

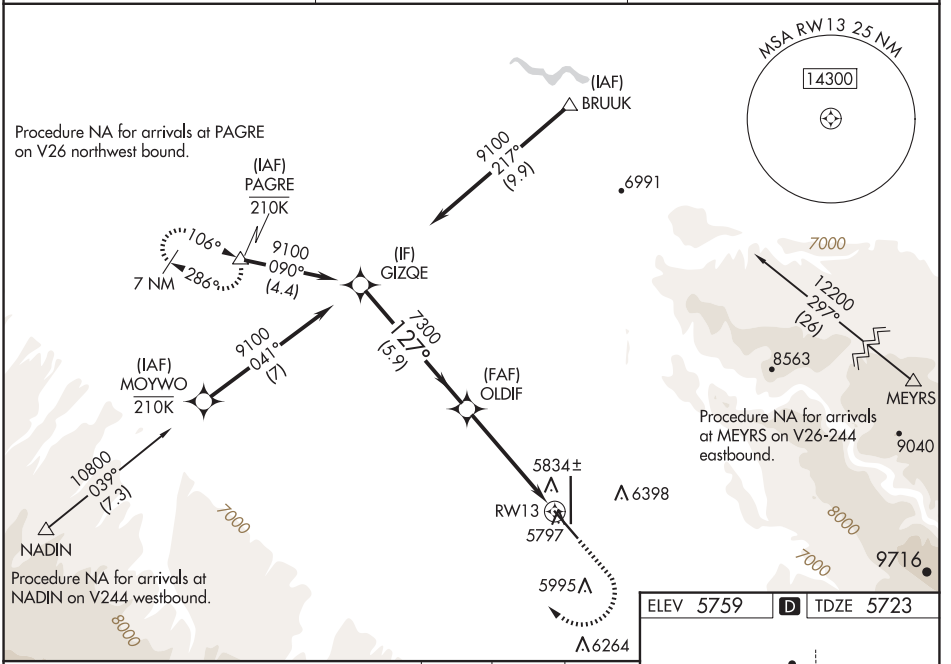
# RNAV (GPS) RWY 13
## MONTROSE RGNL (MTJ)

RNP APCH - GPS.

T A Rwy 13 helicopter visibility reduction below 1 SM NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. 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.

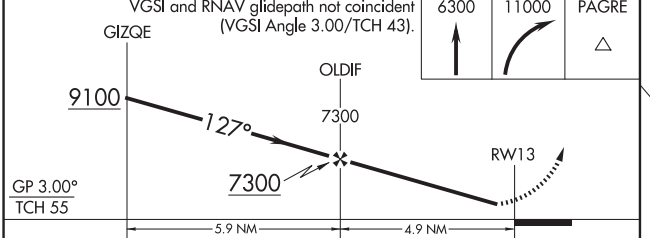
MISSED APPROACH: (Do not exceed 200K until PAGRE) Climb to 6300 (6440 when using AJZ altimeter setting) then climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 127.1 343.65 | 122.8 (CTAF) L |



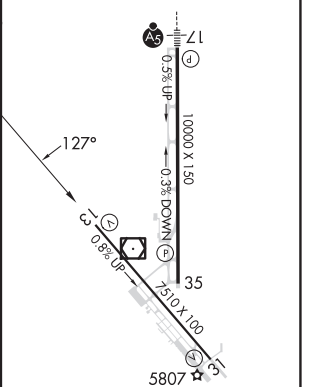

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).

| 6300 | 11000 | PAGRE |
|---|---|---|
| ↑ | ↱ | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5973-1 250 (300-1) | | | |
| LNAV/VNAV DA | 6101-1 378 (400-1) | | | |
| LNAV MDA | 6160-1 437 (500-1) | | 6160-1¼ 437 (500-1¼) | |
| C CIRCLING | 6280-1 521 (600-1) | 6320-1 561 (600-1) | 6420-1¾ 661 (700-1¾) | 6800-3 1041 (1100-3) |

ELEV 5759 D TDZE 5723




REIL Rwys 31 and 35 L
HIRL Rwys 13-31 and 17-35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

MONTROSE, COLORADO AL-668 (FAA) 25163

| WAAS | APP CRS | Rwy Ldg 10000 |
|---|---|---|
| CH 40411 | 168° | TDZE 5708 |
| W17A | | Apt Elev 5759 |

# RNAV (GPS) RWY 17

MONTROSE RGNL (MTJ)

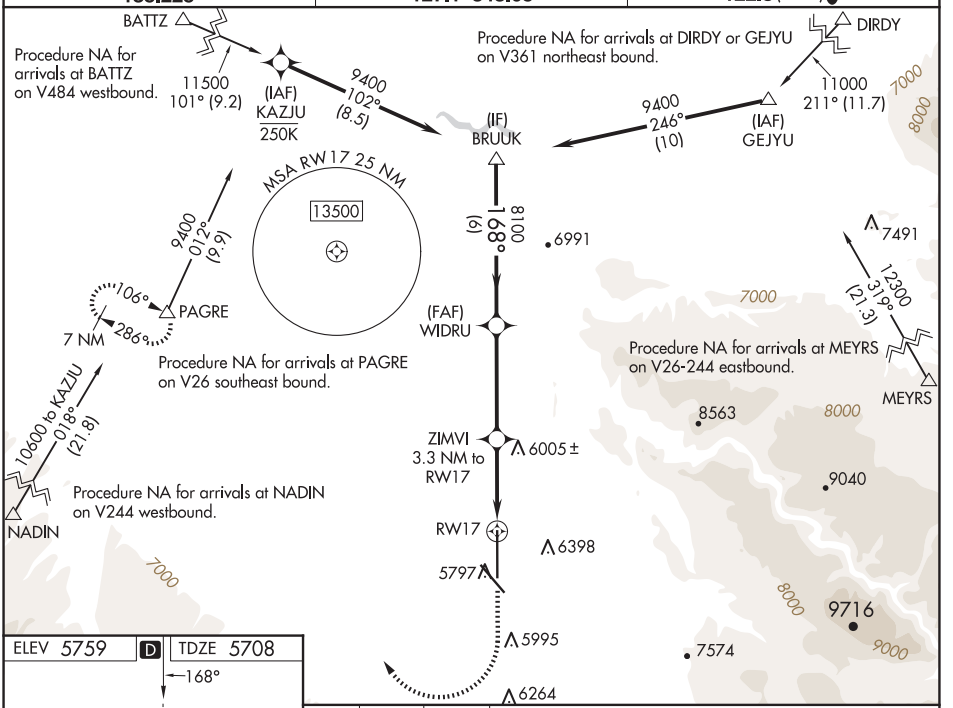
RNP APCH - GPS.

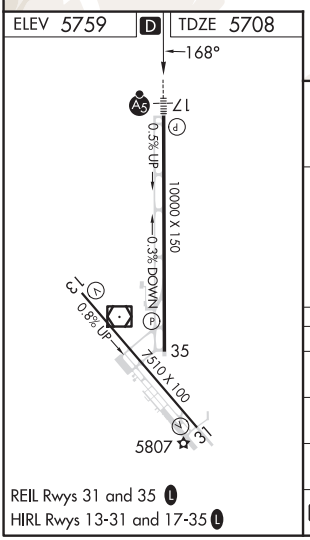
T A Circling NA east of Rwy 17 and northeast of Rwy 31. Circling Rwy 31 NA at night. When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Baro-VNAV NA.

MALSR

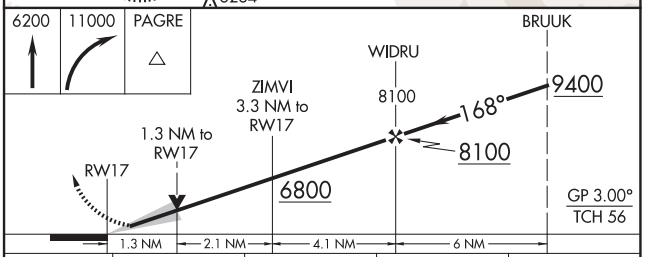
MISSED APPROACH: (Do not exceed 250K until PAGRE) Climb to 6200 then climbing right turn to 11000 direct PAGRE and hold, continue climb in hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 127.1 343.65 | 122.8 (CTAF) L |




REIL Rwys 31 and 35 L
HIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5908-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 6136-¾ 428 (400-¾) | | | |
| LNAV MDA | 6160-½ 452 (500-½) | | 6160-¾ 452 (500-¾) | |
| C CIRCLING | 6280-1 521 (600-1) | 6320-1 561 (600-1) | 6420-1¾ 661 (700-1¾) | 6800-3 1041 (1100-3) |

MONTROSE, COLORADO
Amdt 1A 12JUN25

38°31′N-107°54′W

MONTROSE RGNL (MTJ)

RNAV (GPS) RWY 17

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 10000 |
|---|---|---|
| 340° | TDZE | 5734 |
| | Apt Elev | 5759 |

# RNAV (GPS) RWY 35

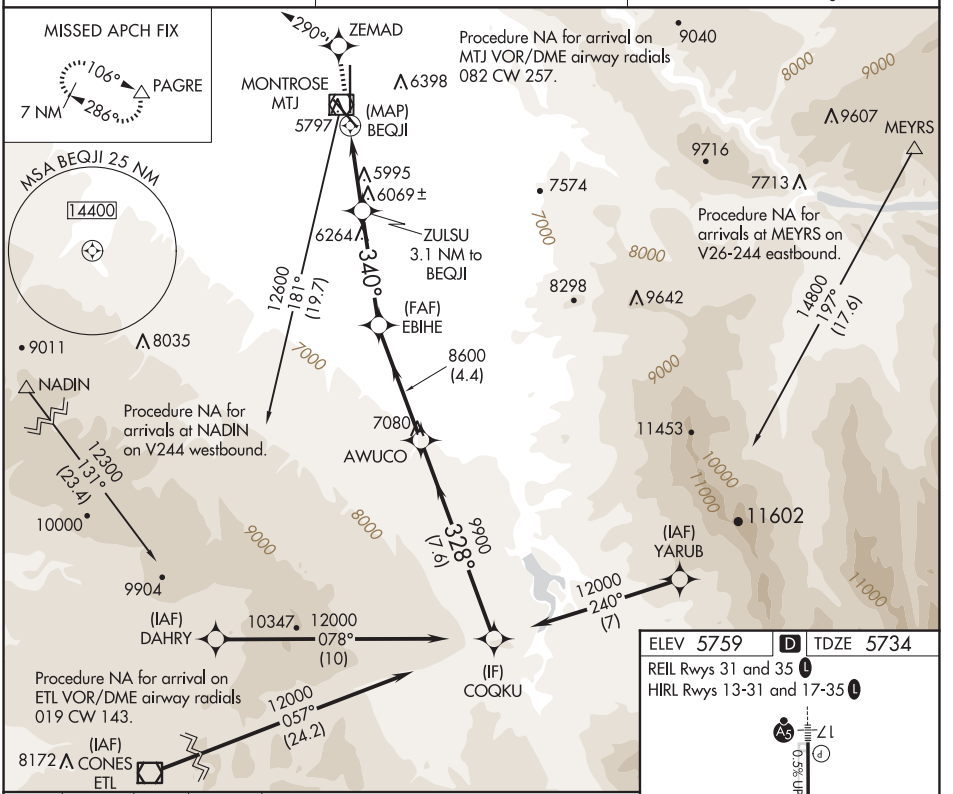
## MONTROSE RGNL (MTJ)

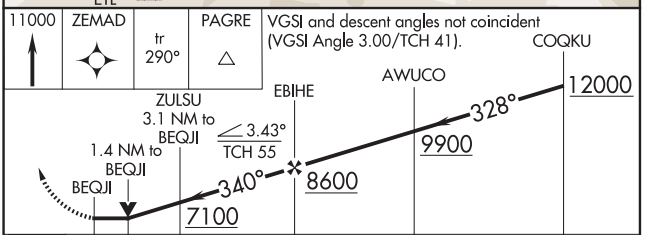
RNP APCH-GPS.

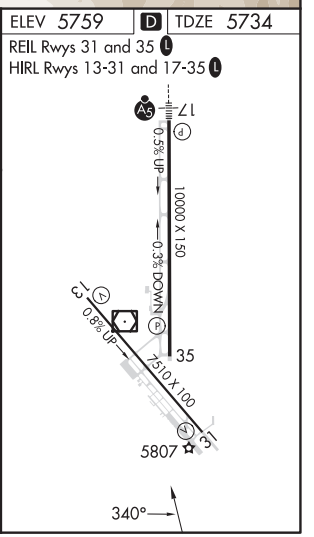
When Circling to Rwy 13 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 31 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling NA east of Rwy 17 and northeast of Rwy 31. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD on track 290° to PAGRE and hold, continue climb-in-hold to 11000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 127.1 343.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6380-1 646 (700-1) | | 6380-1¾ 646 (700-1¾) | 6380-2 646 (700-2) |
| CIRCLING | 6380-1 621 (700-1) | 6420-1 661 (700-1) | 6640-2¾ 881 (900-2¾) | 6800-3 1041 (1100-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME MTJ | APP CRS | Rwy Ldg | 7510 |
|---|---|---|---|
| 117.1 | 117° | TDZE | 5723 |
| Chan 118 | | Apt Elev | 5759 |

# VOR RWY 13

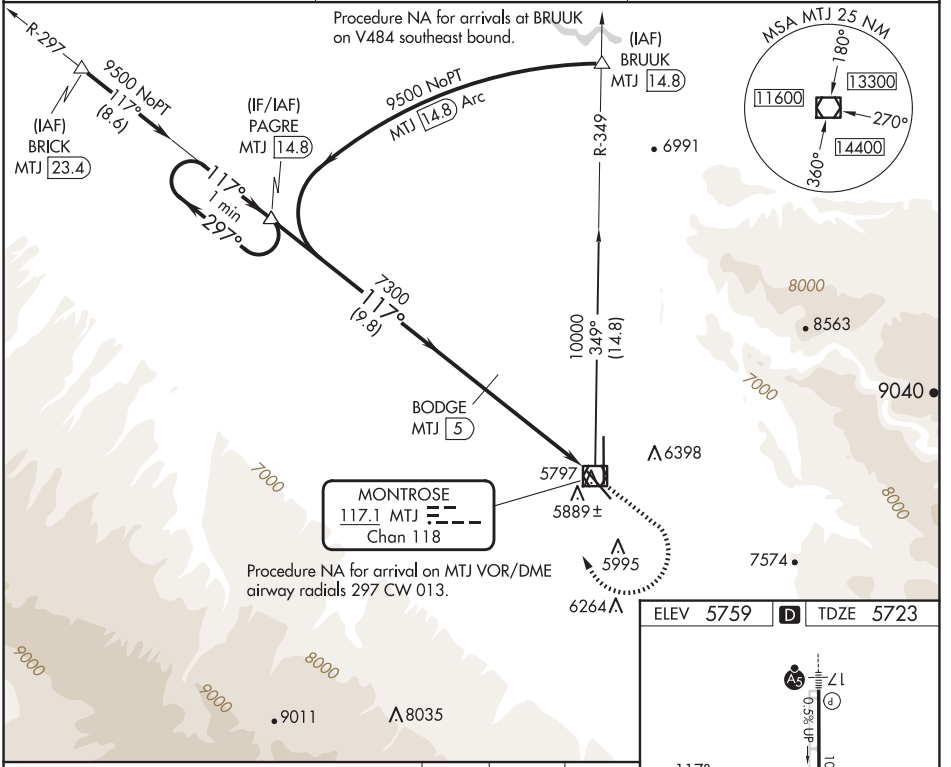
## MONTROSE RGNL (MTJ)

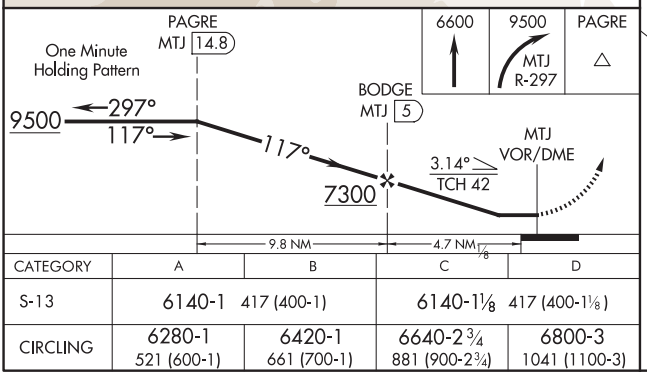
DME required.

T A 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.

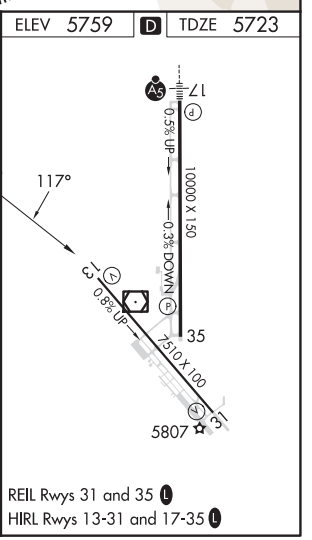
MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 on MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.225 | 127.1 343.65 | 122.8 (CTAF) L |



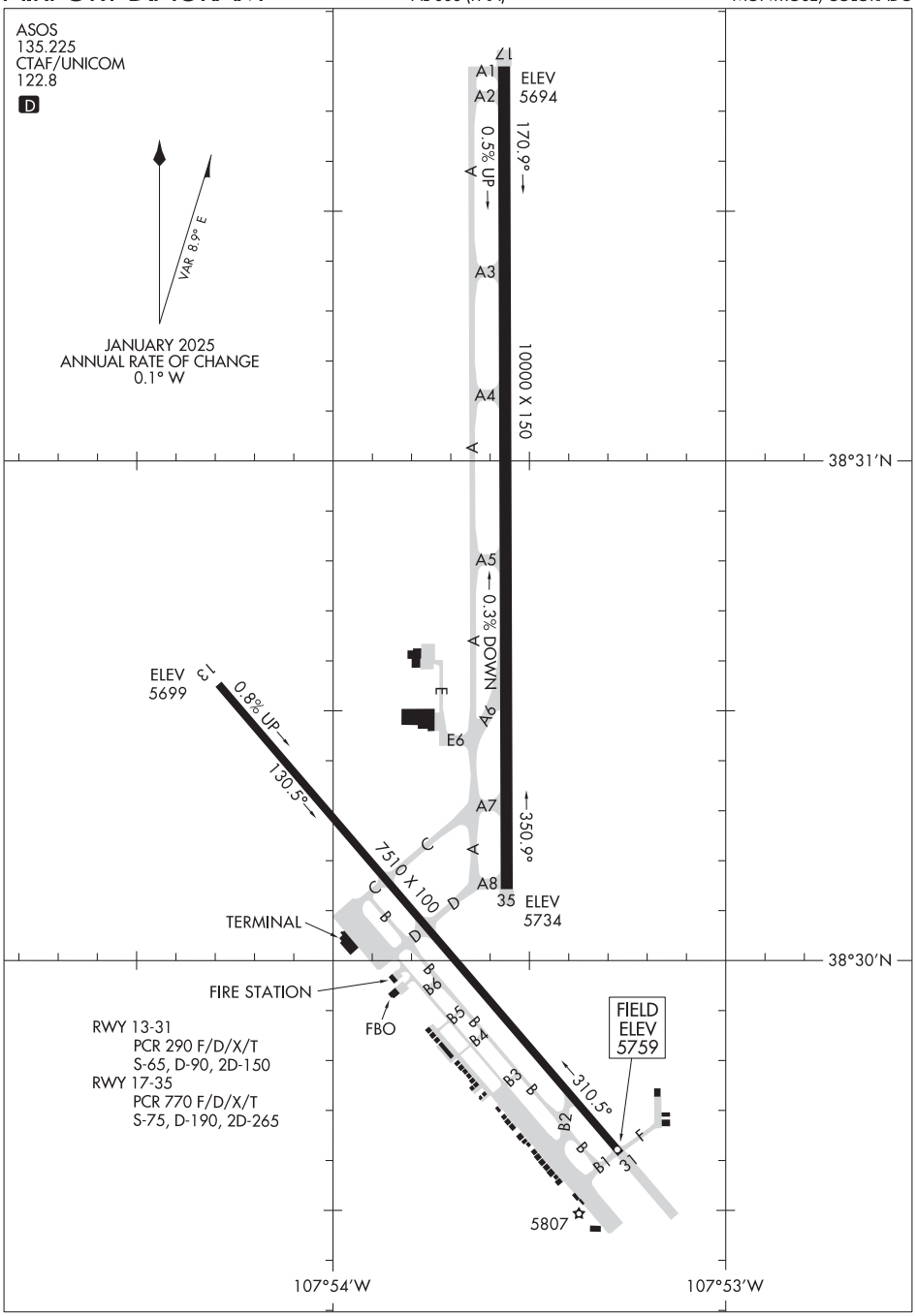

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 6140-1 417 (400-1) | | 6140-1⅛ 417 (400-1⅛) | |
| CIRCLING | 6280-1 521 (600-1) | 6420-1 661 (700-1) | 6640-2¾ 881 (900-2¾) | 6800-3 1041 (1100-3) |




REIL Rwys 31 and 35 L
HIRL Rwys 13-31 and 17-35 L




SW-1, 07 AUG 2025 to 02 OCT 2025



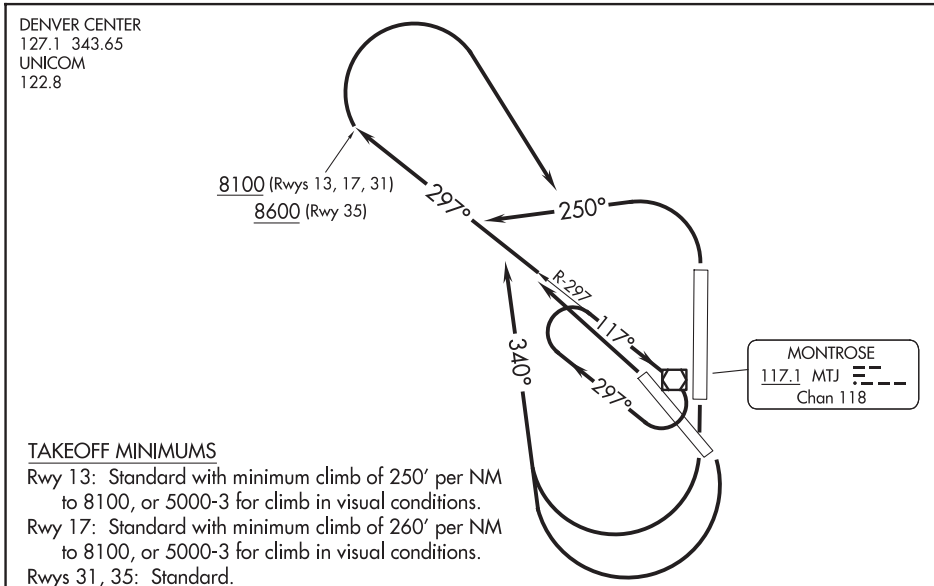


SW-1, 07 AUG 2025 to 02 OCT 2025

(MTJ2.MTJ) 23334

# MONTROSE TWO DEPARTURE (OBSTACLE)

MONTROSE RGNL (MTJ)
AL-668 (FAA) MONTROSE, COLORADO




TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 8100, or 5000-3 for climb in visual conditions.
Rwy 17: Standard with minimum climb of 260′ per NM to 8100, or 5000-3 for climb in visual conditions.
Rwys 31, 35: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 13: Multiple trees beginning 776′ from DER, 273′ left of centerline, up to 50′ AGL/5878′ MSL. Multiple trees and towers beginning 2590′ from DER, 38′ right of centerline, up to 110′ AGL/5910′ MSL.
Rwy 17: Road with vehicle beginning 12′ from DER, 258′ left of centerline up to 15′ AGL/5748′ MSL. Multiple trees beginning 134′, from DER, 436′ left of centerline, up to 25′ AGL/5745′ MSL. Sign 23′ from DER, 307′ right of centerline, 16′ AGL/5736′ MSL.
Rwy 31: Multiple trees beginning 315′ from DER, 378′ left of centerline, up to 50′ AGL/5749′ MSL.
Rwy 35: Multiple trees beginning 218′ from DER, 511′ left of centerline, up to 50′ AGL/5709′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 8100 via heading 340° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence. . . .
Or, for climb in visual conditions: Cross Montrose Rgnl Airport at or above 10600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF RUNWAY 31: Climbing left turn to 8100 via MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

TAKEOFF RUNWAY 35: Climbing left turn to 8600 via heading 250° and MTJ R-297, then climbing right turn to 11000 direct MTJ VOR/DME, Thence . . . .

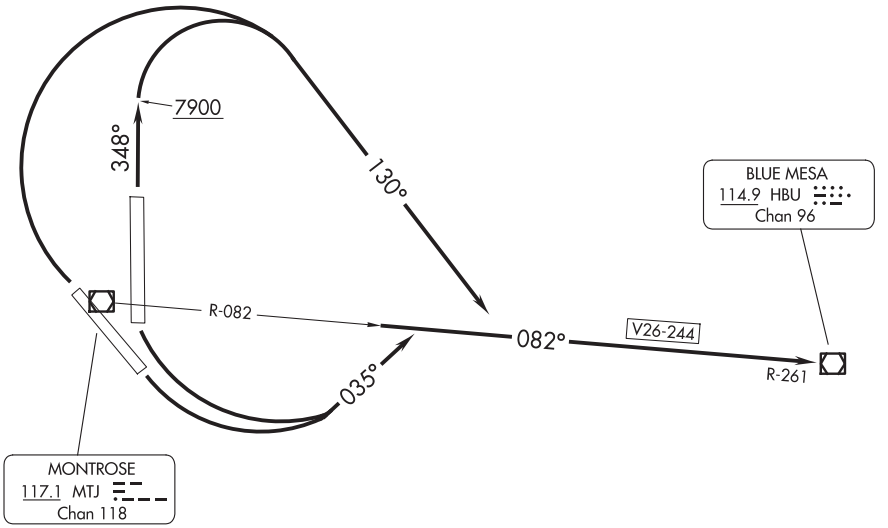
. . . . Continue climb-in-hold in MTJ VOR/DME holding pattern to cross MTJ VOR/DME at or above 11000, then proceed via assigned route.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

**TOP ALTITUDE: 12500**

DENVER CENTER
127.1 343.65
UNICOM
122.8




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 450′ per NM to 11300.
Rwy 17: Standard with minimum climb of 420′ per NM to 11300.
Rwy 31: Standard with minimum climb of 450′ per NM to 11300.
Rwy 35: Standard with minimum climb of 460′ per NM to 11300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKEOFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

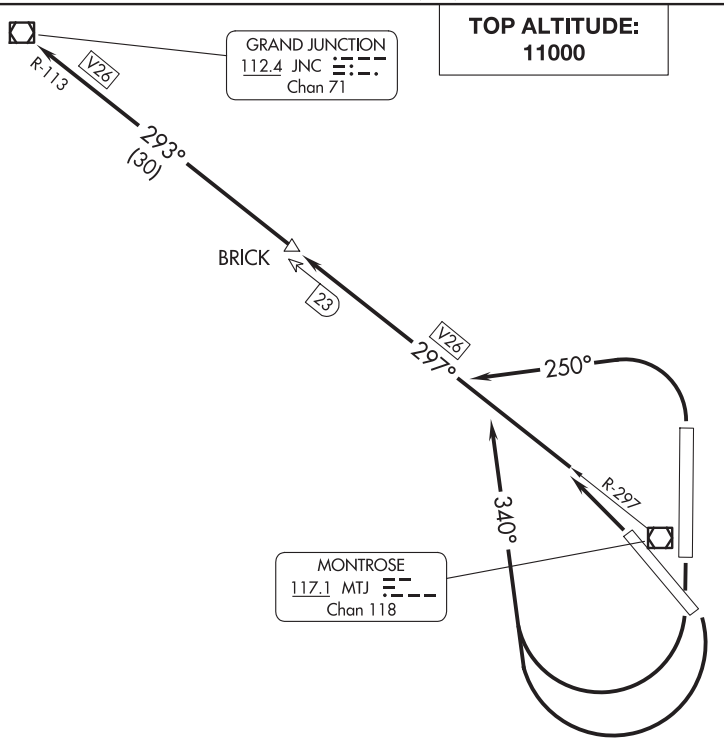
TAKEOFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

(BRICK4.JNC) 23334

# BRICK FOUR DEPARTURE

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

AL-668 (FAA)




NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 13: Standard with minimum climb of 250′ per NM to 7900.
Rwy 17: Standard with minimum climb of 260′ per NM to 7800.
Rwys 31, 35: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 11000 on heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, thence. . . .

TAKEOFF RUNWAY 31: Climbing left turn to 11000 on MTJ R-297 to BRICK/MTJ 23 DME, thence . . . .

TAKEOFF RUNWAY 35: Climbing left turn to 11000 on heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, thence . . . .

. . . . on V26 to JNC VOR/DME.



SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 7702 |
|---|---|---|---|
| CH 86239 | 079° | TDZE | 6204 |
| W08A | | Apt Elev | 6204 |

# RNAV (GPS) RWY 8

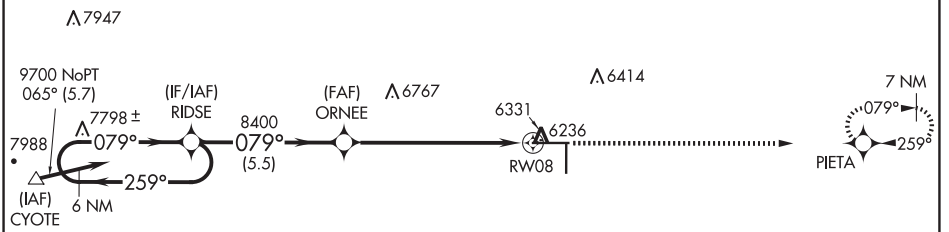
MORIARTY MUNI (ØE Ø)

RNP APCH - GPS.

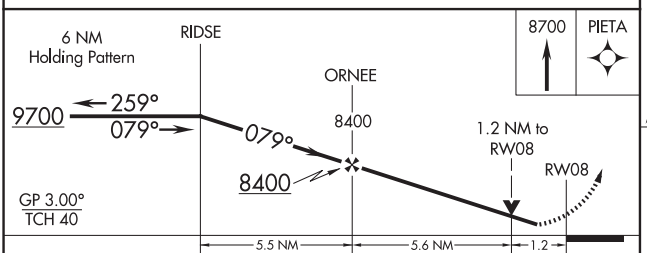
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C.
Circling Rwy 17, 35 NA at night.
Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 8700 direct PIETA and hold.

| AWOS-3 | ALBUQUERQUE CENTER | CTAF |
|---|---|---|
| 118.05 | 133.65 284.6 | 122.9 L |

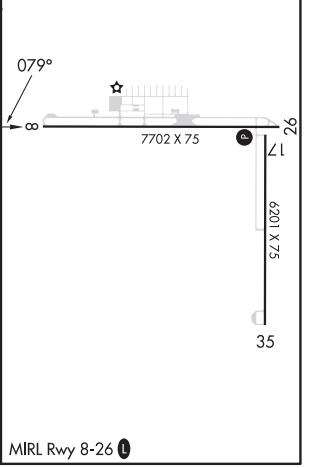



Procedure NA for arrivals at CYOTE on V60 southwest bound and V234, V291 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6454-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 6481-⅞ 277 (300-⅞) | | | NA |
| LNAV MDA | 6640-1 436 (500-1) | | 6640-1¼ 436 (500-1¼) | NA |
| C CIRCLING | 6660-1 456 (500-1) | 6680-1 476 (500-1) | 6780-1½ 576 (600-1½) | NA |

ELEV 6204 TDZE 6204




MIRL Rwy 8-26 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

MORIARTY, NEW MEXICO | AL-308 (FAA) | 24221

# RNAV (GPS) RWY 26

MORIARTY MUNI (ØE Ø)

| WAAS | APP CRS | Rwy Idg | 7702 |
|---|---|---|---|
| CH 40039 | 259° | TDZE | 6193 |
| W26A | | Apt Elev | 6204 |

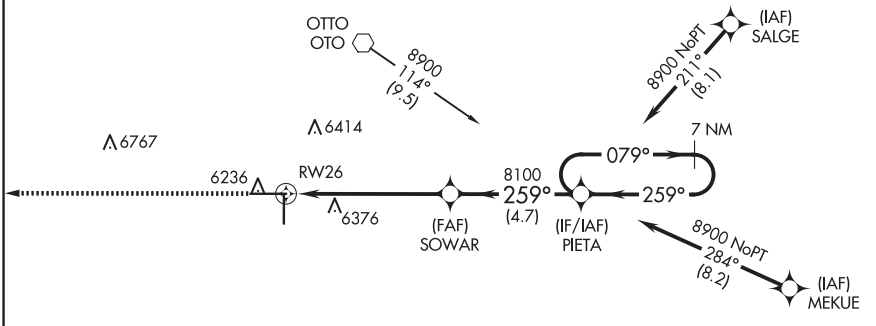
RNP APCH - GPS.

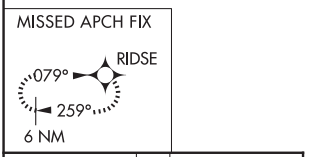
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C or above 54°C. Circling Rwy 17, 35 NA at night.

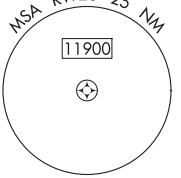
MISSED APPROACH: Climb to 9700 direct RIDSE and hold, continue climb-in-hold to 9700.

| AWOS-3 | ALBUQUERQUE CENTER | CTAF |
|---|---|---|
| 118.05 | 133.65 284.6 | 122.9 L |

Procedure NA for arrival on OTO VOR airway radials 035 CW 150.

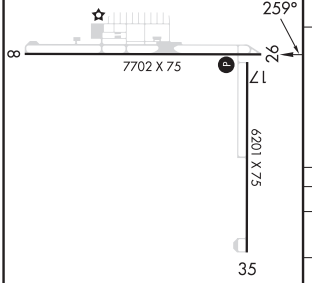


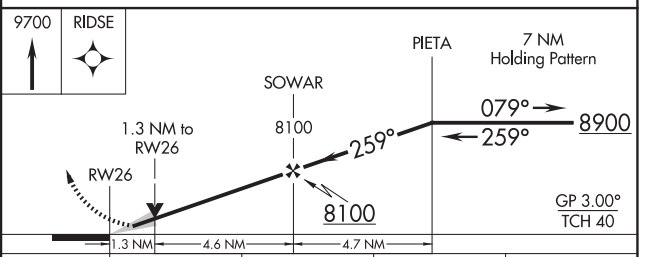




7565

ELEV 6204 | TDZE 6193




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6443-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 6443-⅞ 250 (300-⅞) | | | NA |
| LNAV MDA | 6640-1 447 (500-1) | | 6640-1⅜ 447 (500-1⅜) | NA |
| C CIRCLING | 6660-1 456 (500-1) | 6680-1 476 (500-1) | 6780-1½ 576 (600-1½) | NA |

MIRL Rwy 8-26 L



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| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 126° | TDZE | N/A |
| | Apt Elev | 5945 |

# RNAV (GPS)-A
## HOPKINS FLD (AIB)

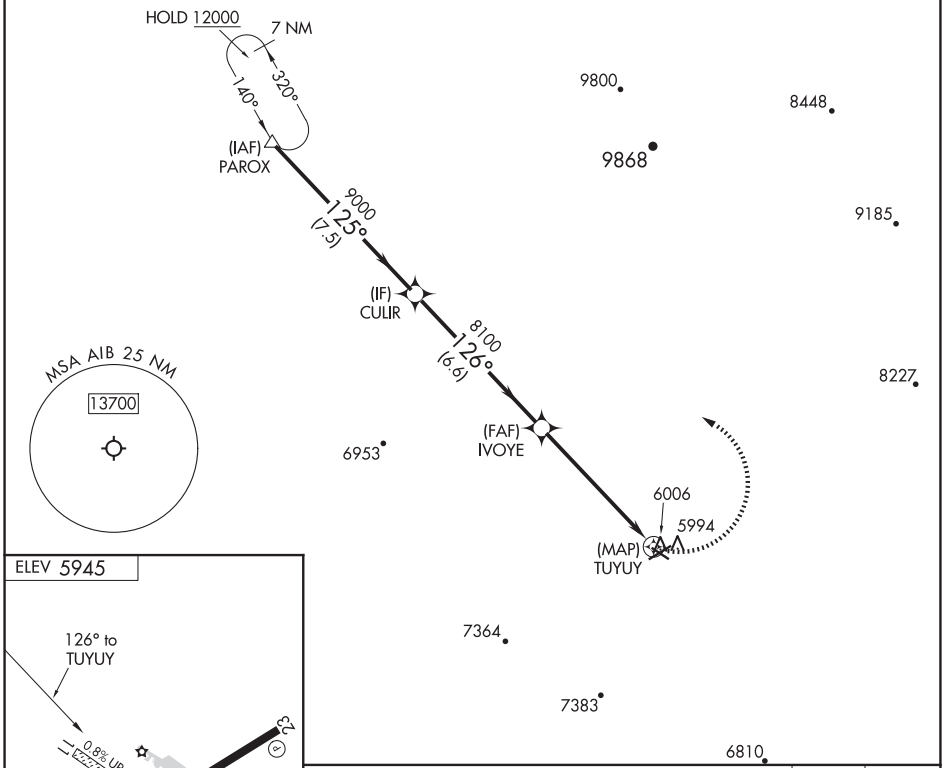
RNP APCH-GPS.

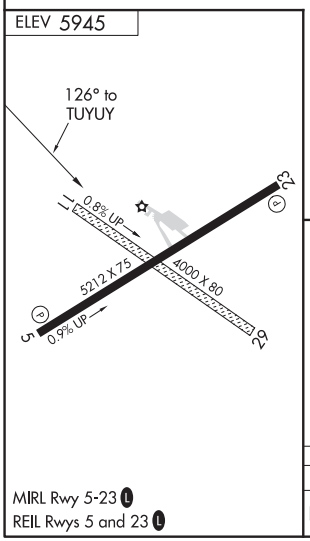
Circling NA to Rwys 11 and 29. Circling Rwy 23 NA at night. When local altimeter setting not received, procedure NA.

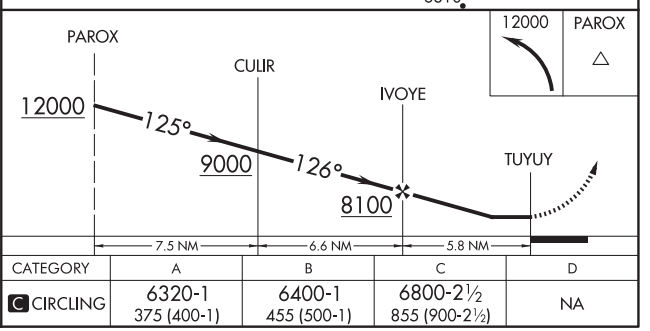
MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 132.525 | 127.1 | 122.8 (CTAF) L |

All arrivals on V244 descend to 12000 in PAROX holding pattern before departing PAROX.
NoPT for arrival at PAROX on V391 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 6320-1<br>375 (400-1) | 6400-1<br>455 (500-1) | 6800-2½<br>855 (900-2½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



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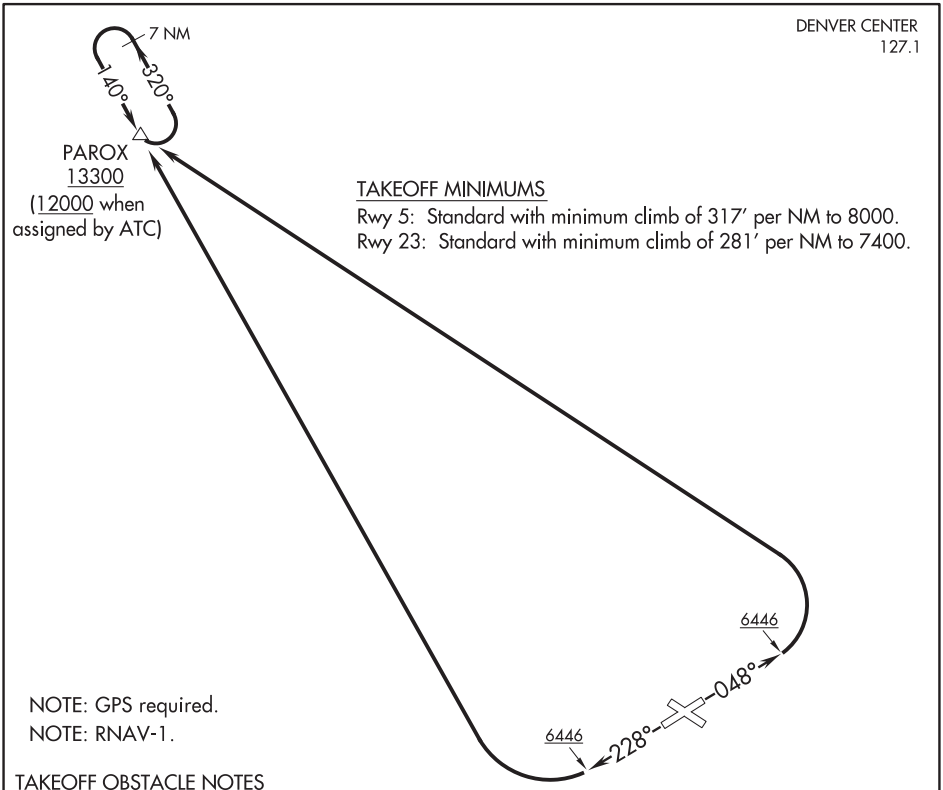
SW-1, 07 AUG 2025 to 02 OCT 2025

# NUCLA TWO DEPARTURE (OBSTACLE) (RNAV)





SW-1, 07 AUG 2025 to 02 OCT 2025




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 raod 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: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 6446, then climbing left turn to 13300 direct PAROX, thence . . .

TAKEOFF RUNWAY 23: Climb on heading 228° to 6446, then climbing right turn to 13300 direct PAROX, thence . . .

. . . climb in PAROX holding pattern to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding on course.

# RNAV (GPS) RWY 1

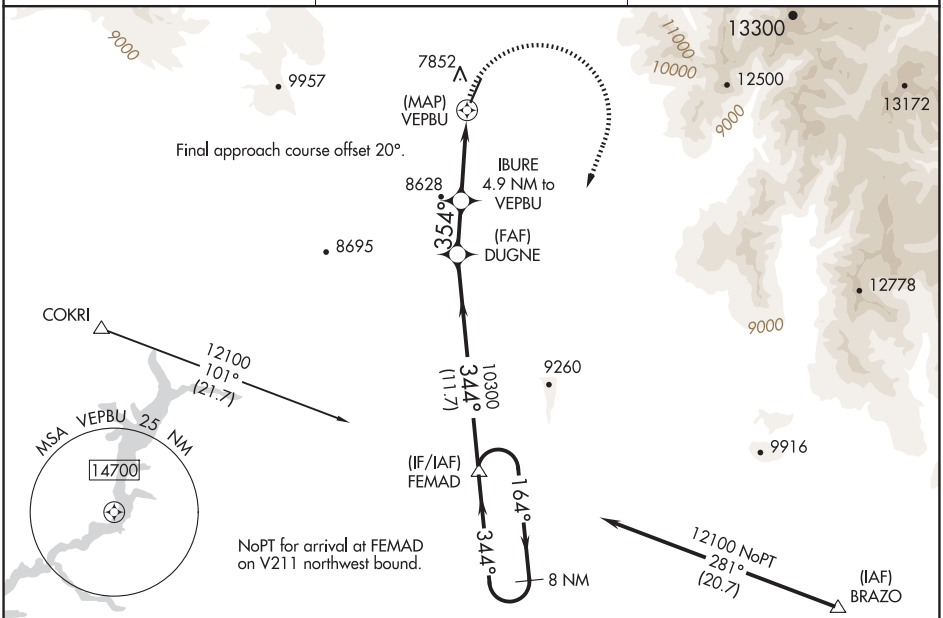
STEVENS FLD (PSO)

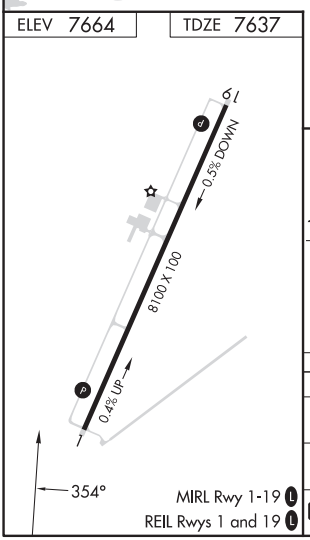
| WAAS | APP CRS | Rwy Idg | 8100 |
|---|---|---|---|
| CH 58238 | 354° | TDZE | 7637 |
| W01A | | Apt Elev | 7664 |

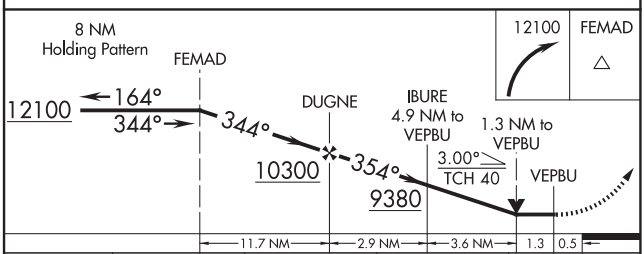
Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Durango altimeter setting and increase all MDA 220 feet and LP and LNAV visibility Cat B ¼ mile and Cat C ¾ mile, and Circling Cats A/B ¼ mile.

MISSED APPROACH: Climbing right turn to 12100 direct FEMAD and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 127.175 | 118.575 348.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 8240-1 | 603 (600-1) | 8240-1¾<br>603 (600-1¾) | NA |
| LNAV MDA | 8280-1 | 643 (700-1) | 8280-1⅞<br>643 (700-1⅞) | NA |
| C CIRCLING | 8420-1<br>756 (800-1) | 8480-1¼<br>816 (900-1¼) | 8940-3<br>1276 (1300-3) | NA |

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| APP CRS | Rwy Idg | 5700 |
|---|---|---|
| 014° | TDZE | 4078 |
| | Apt Elev | 4078 |

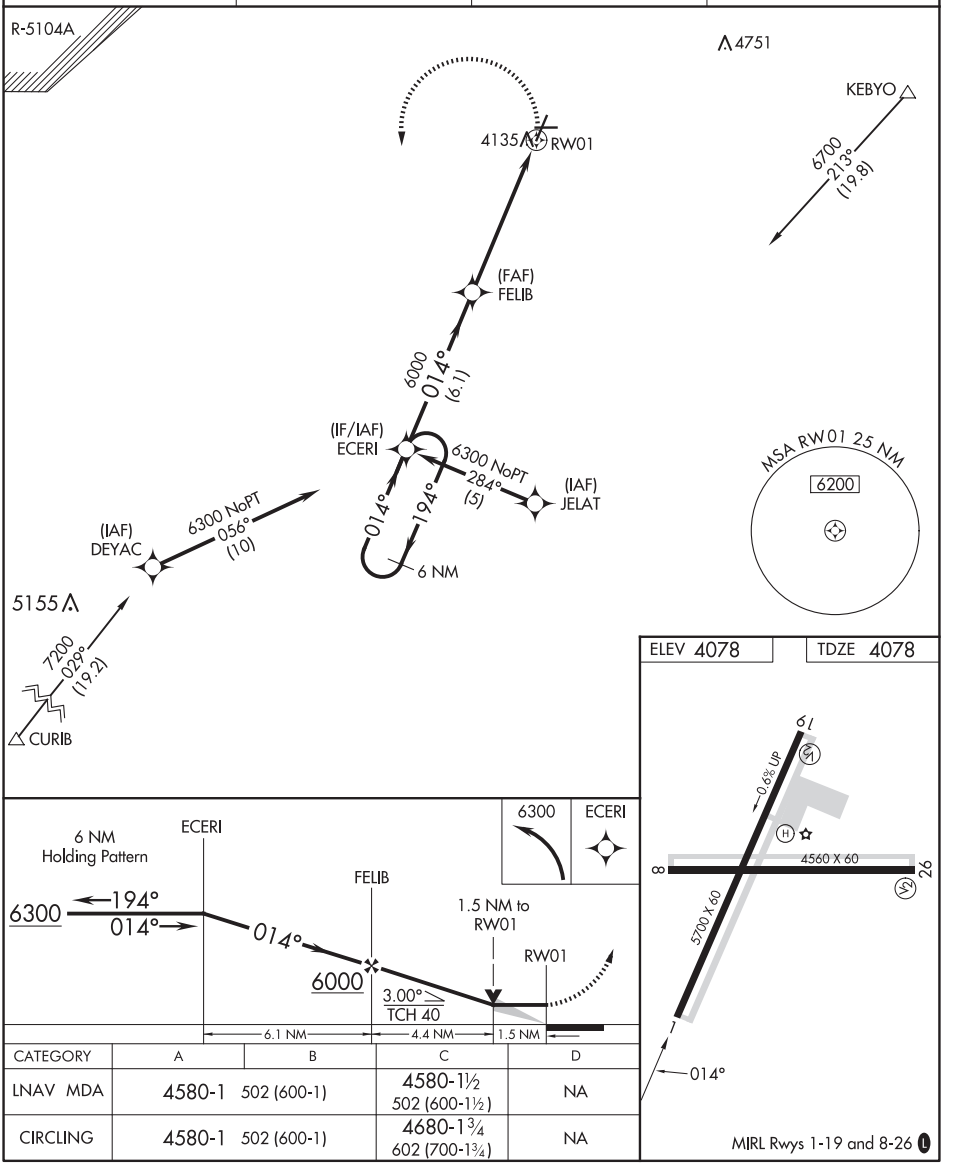
# RNAV (GPS) RWY 1

PORTALES MUNI (PRZ)

T A 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 ¼ SM.

MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.

| AWOS-3PT | CANNON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 118.425 352.1 | 119.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4580-1 | 502 (600-1) | 4580-1½ 502 (600-1½) | NA |
| CIRCLING | 4580-1 | 502 (600-1) | 4680-1¾ 602 (700-1¾) | NA |

PORTALES, NEW MEXICO
Orig-A 12AUG21

34°09'N-103°25'W

PORTALES MUNI (PRZ)

RNAV (GPS) RWY 1

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# ILS or LOC RWY 8R

## PUEBLO MEML (PUB)

| LOC I-PUB | APP CRS | Rwy Ldg | 10496 |
|---|---|---|---|
| 109.5 | 080° | TDZE | 4671 |
| | | Apt Elev | 4729 |

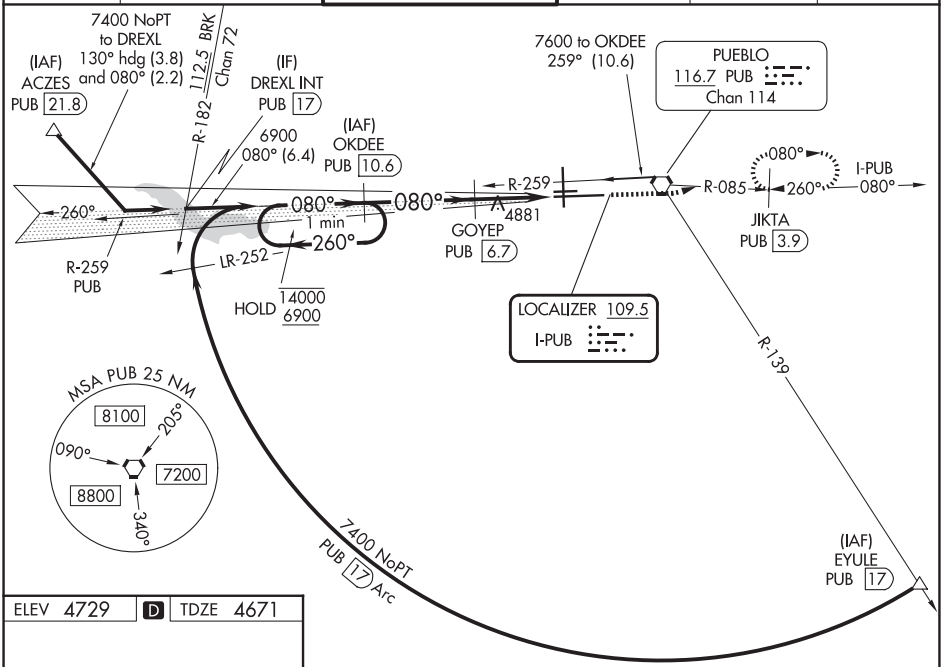
DME required.

T A Circling NA for Cat E west of Rwy 17-35. Autopilot coupled approach NA below 4950. Procedure turn NA for Cat E aircraft. DME from PUB VORTAC, simultaneous reception of I-PUB and PUB DME required. For inop ALS, increase S-ILS 8R Cat E visibility to ¾ SM and S-LOC 8R Cat E visibility to 1½ SM.

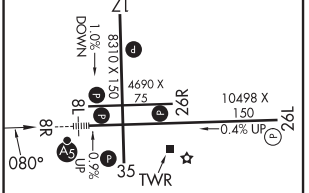
MALSR

MISSED APPROACH: Climb to 7000 on heading 070° and on PUB VORTAC R-085 to JIKTA/ PUB 3.9 DME and hold, continue climb-in-hold to 7000.

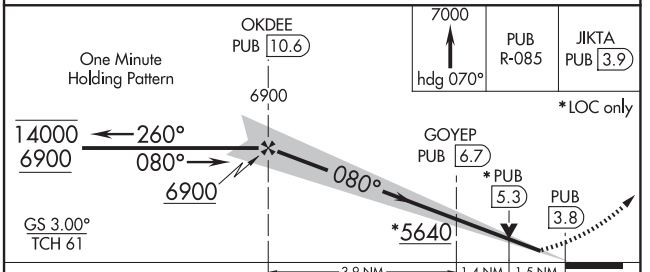
| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




ELEV 4729 D TDZE 4671




HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8R | 4871-½ 200 (200-½) | | | | |
| S-LOC 8R | 5200-½ 529 (500-½) | | 5200-1 529 (500-1) | | |
| CIRCLING | 5340-1 611 (700-1) | | 5580-2½ 851 (900-2½) | 5800-3 1071 (1100-3) | |



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# ILS or LOC RWY 26L

PUEBLO MEML (PUB)

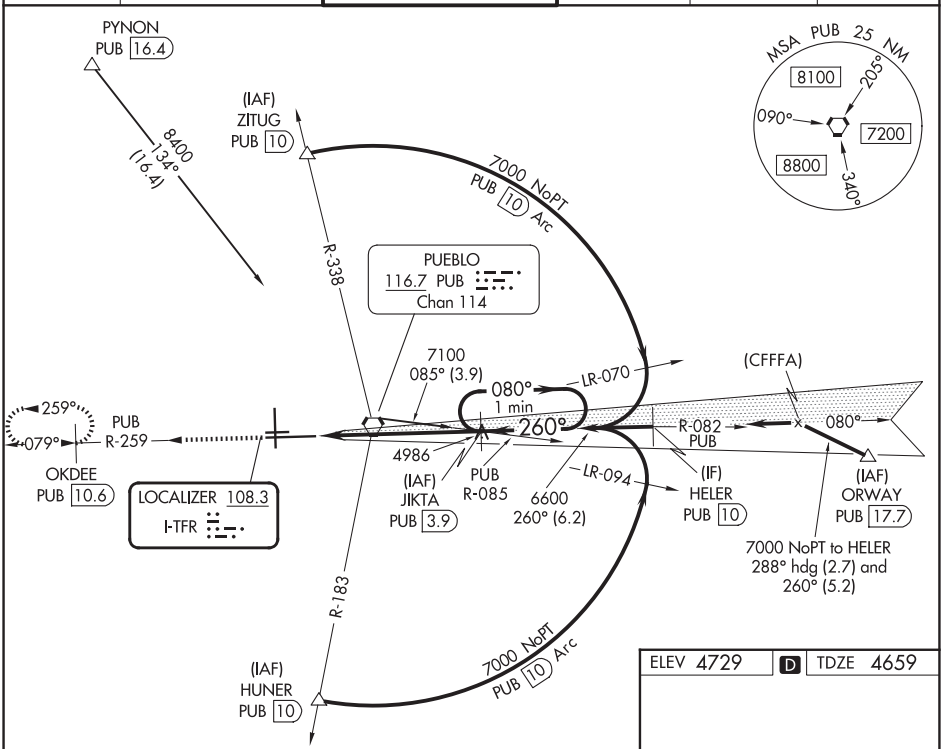
| LOC I-TFR | APP CRS | Rwy Ldg | 10496 |
|---|---|---|---|
| 108.3 | 260° | TDZE | 4659 |
| | | Apt Elev | 4729 |

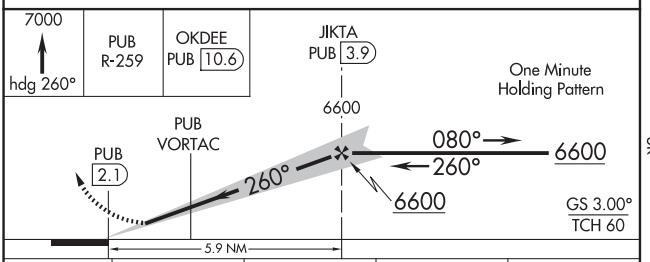
DME required. RADAR required for procedure entry at PYNON.

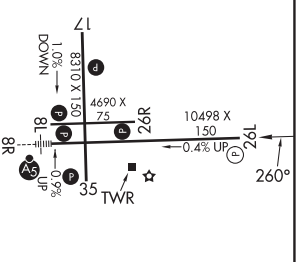
DME from PUB VORTAC, simultaneous reception of I-TFR and PUB DME required.

MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26L | 4859-¾ 200 (200-¾) | | | |
| S-LOC 26L | 5160-1 501 (500-1) | | 5160-1⅜ 501 (500-1⅜) | |
| CIRCLING | 5340-1 611 (700-1) | | 5580-2½ 851 (900-2½) | 5800-3 1071 (1100-3) |

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L



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# RNAV (GPS) RWY 8R

PUEBLO MEML (PUB)

| WAAS | APP CRS | Rwy Ldg | 10496 |
|---|---|---|---|
| CH 70531 | 080° | TDZE | 4671 |
| W08A | | Apt Elev | 4729 |

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 7/8 SM.

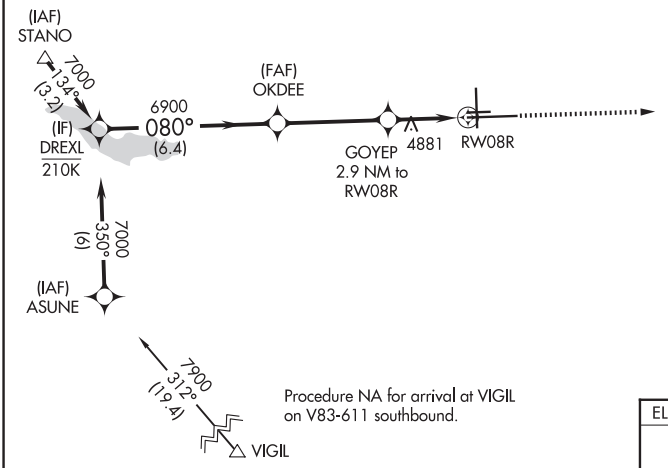
MALSR

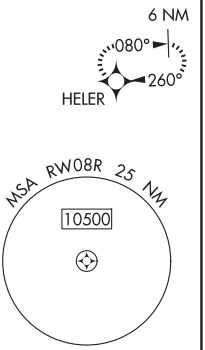
MISSED APPROACH: Climb to 7000 direct HELER and hold.

| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |

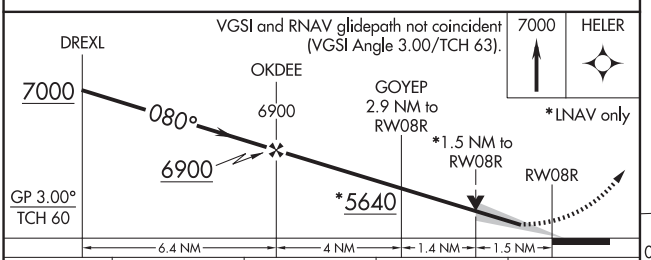
R-2601A & B

Procedure NA for arrivals at STANO on V244 westbound.



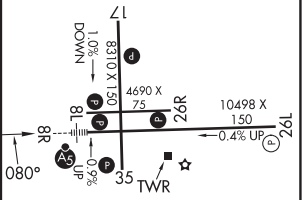




Procedure NA for arrival at VIGIL on V83-611 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4871- ½ 200 (200- ½) | | | |
| LNAV/VNAV DA | 4982- ½ 311 (300- ½) | | | |
| LNAV MDA | 5200- ½ 529 (500- ½) | | 5200-1 529 (500-1) | |
| CIRCLING | 5340-1 611 (700-1) | | 5580-2 ½ 851 (900-2 ½) | 5800-3 1071 (1100-3) |

ELEV 4729 D TDZE 4671




HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L



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PUEBLO, COLORADO AL-334 (FAA) 25219

# RNAV (GPS) RWY 17

PUEBLO MEML (PUB)

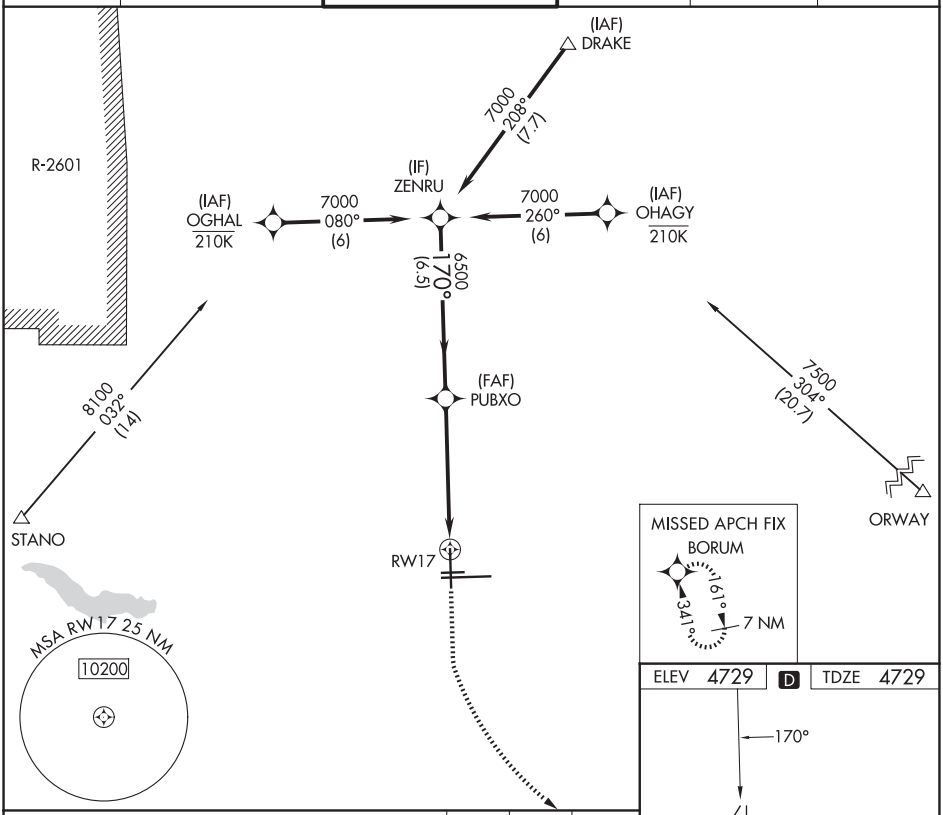
| APP CRS | Rwy Ldg | 8308 |
|---|---|---|
| 170° | TDZE | 4729 |
| | Apt Elev | 4729 |

RNP APCH-GPS.

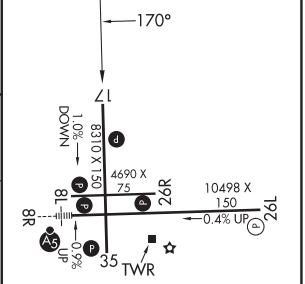
T A Rwy 17 helicopter reduction below ¾ SM NA.

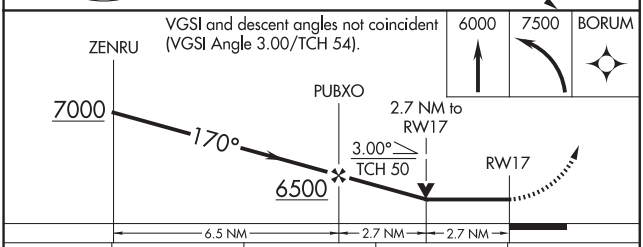
MISSED APPROACH: Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




ELEV 4729 D TDZE 4729




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5640-1¼ | 911 (1000-1¼) | 5640-2½ | 911 (1000-2½) |
| CIRCLING | 5640-1¼ | 911 (1000-1¼) | 5640-2¾ 911 (1000-2¾) | 5800-3 1071 (1100-3) |

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L

PUEBLO, COLORADO
Orig-B 08SEP22

38°17′N-104°30′W

PUEBLO MEML (PUB)

RNAV (GPS) RWY 17

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS CH 53531 W26A | APP CRS 260° | Rwy Ldg 10496 / TDZE 4659 / Apt Elev 4729 |
|---|---|---|

# RNAV (GPS) RWY 26L

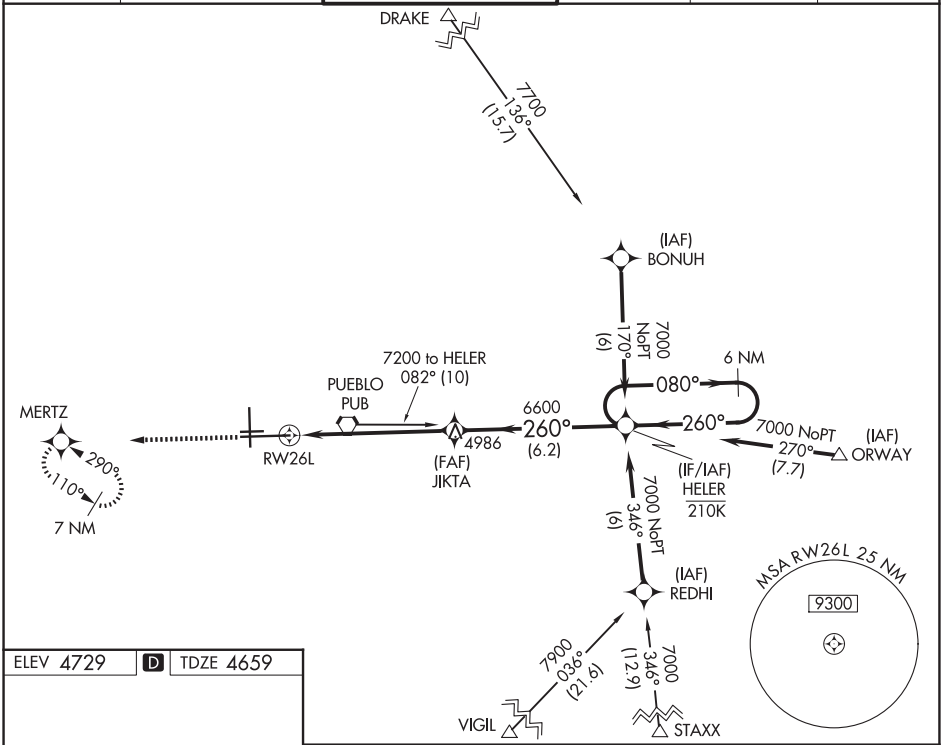
PUEBLO MEML (PUB)

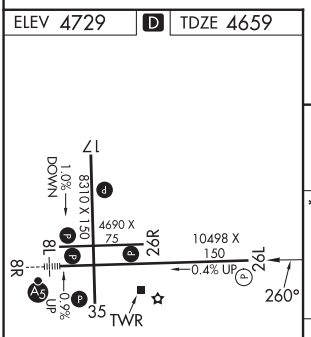
RNP APCH-GPS.

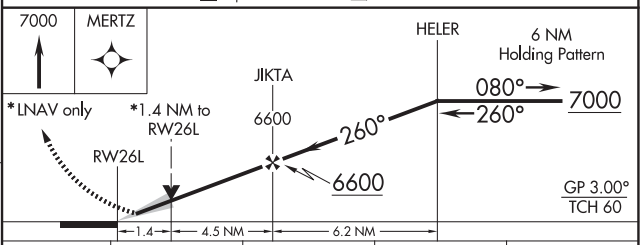
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 7000 direct MERTZ and hold.

| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4859-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 4979-1 320 (300-1) | | | |
| LNAV MDA | 5100-1 441 (400-1) | | 5100-1⅜ 441 (400-1⅜) | |
| CIRCLING | 5340-1 611 (700-1) | | 5580-2½ 851 (900-2½) | 5800-3 1071 (1100-3) |

HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

PUEBLO, COLORADO | AL-334 (FAA) | 25219

# RNAV (GPS) RWY 35

PUEBLO MEML (PUB)

| WAAS CH 42721 W35A | APP CRS 350° | Rwy Ldg 8308 | TDZE 4677 | Apt Elev 4729 |
|---|---|---|---|---|

RNP APCH-GPS.

MISSED APPROACH: Climb to 5140 then climbing right turn to 7500 direct OHAGY and hold.

| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |

Procedure NA for arrivals at STANO on V244 westbound.

STANO

7500 137° (17.2)

4821 RW35

4719±

WIVOD 3 NM to RW35

(FAF) PUCUB

6300 350° (9.5)

MISSED APCH FIX

7 NM 350° 170° OHAGY

Procedure NA for arrivals at ORWAY on V10-V244 eastbound.

ORWAY

7100 226° (18.5)

(IAF) BUZRO 210K

7100 080° (6)

(IF) ESIFE

7100 260° (6)

(IAF) BORUM 210K

7100 359° (9.3)

(IAF) VIGIL

Procedure NA for arrivals at VIGIL on V83-611 southbound.

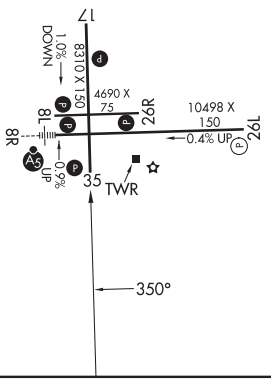
MSA RW35 25 NM 10300

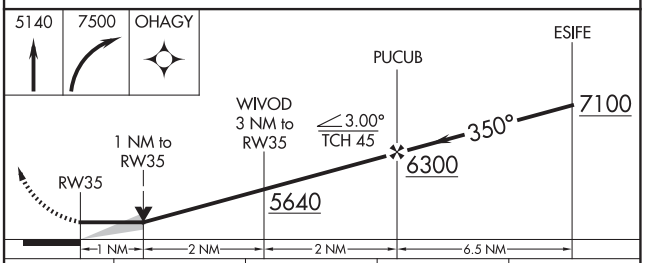
ELEV 4729 D TDZE 4677

HIRL Rwy 8R-26L L

MIRL Rwys 17-35 and 8L-26R L

REIL Rwys 8L, 17, 26L, 26R and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 5020-1 343 (300-1) | | | |
| LNAV MDA | 5120-1 443 (400-1) | | 5120-1⅜ 443 (400-1⅜) | |
| CIRCLING | 5340-1 611 (700-1) | | 5580-2½ 851 (900-2½) | 5800-3 1071 (1100-3) |

PUEBLO, COLORADO

Orig-C 08SEP22

38°17′N-104°30′W

PUEBLO MEML (PUB)

RNAV (GPS) RWY 35

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# VOR RWY 26L

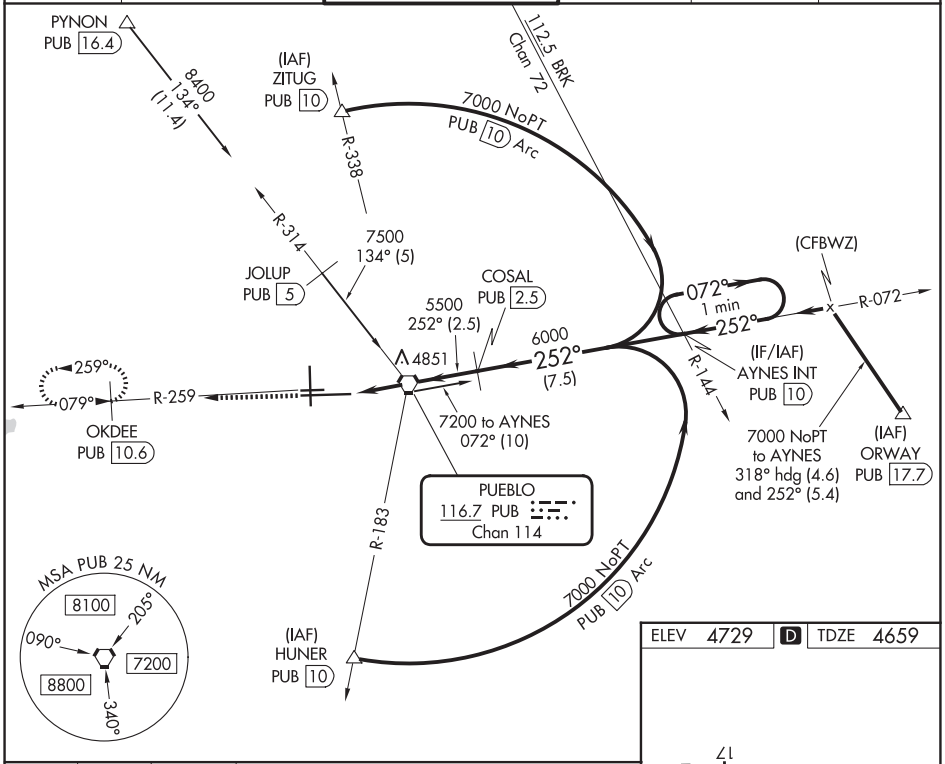
## PUEBLO MEML (PUB)

| VORTAC PUB | APP CRS | Rwy Ldg | 10496 |
|---|---|---|---|
| 116.7 | 252° | TDZE | 4659 |
| Chan 114 | | Apt Elev | 4729 |

DME required. RADAR required for procedure entry at PYNON.

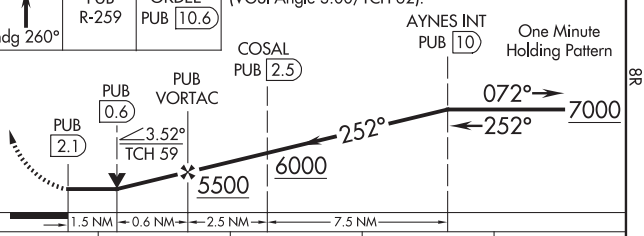
MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

| ATIS | DENVER APP CON ★ | PUEBLO TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.25 | 120.1 290.5 | 119.1 (CTAF) L 257.8 | 121.9 | 120.9 | 122.95 |

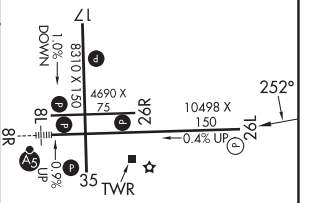



| 7000 hdg 260° | PUB R-259 | OKDEE PUB 10.6 |
|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 62).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26L | 5120-1 | 461 (400-1) | 5120-1⅜ 461 (400-1⅜) | NA |
| CIRCLING | 5340-1 | 611 (700-1) | NA | |




HIRL Rwy 8R-26L L
MIRL Rwys 17-35 and 8L-26R L
REIL Rwys 8L, 17, 26L, 26R and 35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25219

# AIRPORT DIAGRAM

AL-334 (FAA)

PUEBLO MEML (PUB)

PUEBLO, COLORADO




AIRPORT DIAGRAM

PUEBLO, COLORADO

PUEBLO MEML (PUB)

25219



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER DEP CON★
120.1 290.5
DENVER CENTER★
128.375 379.95
ATIS
125.25
PUEBLO TOWER★
119.1 257.8

**TOP ALTITUDE: 7000**

CHEYENNE
113.1 CYS
Chan 78

AKRON
114.4 AKO
Chan 91

GOODLAND
115.1 GLD
Chan 98

THURMAN
112.9 TXC
Chan 76

HUGO
112.1 HGO
Chan 58

LAMAR
116.9 LAA
Chan 116

TOBE
114.05 TBE
Chan 87(Y)

MILE HIGH
114.7 DVV
Chan 94

FALCON
116.3 FQF
Chan 110

BLACK FOREST
112.5 BRK
Chan 72

PUEBLO
116.7 PUB
Chan 114

ALAMOSA
113.9 ALS
Chan 86

KREMMLING
113.8 RLG
Chan 85

MEEKER
115.2 EKR
Chan 99

RIFLE
113.35 RIL
Chan 80(Y)

RED TABLE
113.0 DBL
Chan 77

BLUE MESA
114.9 HBU
Chan 96

DURANGO
116.55 DRO
Chan 112(Y)

GRAND JUNCTION
112.4 JNC
Chan 71

N

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 8L, 26R: NA, Environmental.
Rwy 8R, 17, 26L: Standard.
Rwy 35: 400-2¼ or Standard with minimum climb of 343' per NM to 5200.

SW-1, 07 AUG 2025 to 02 OCT 2025

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

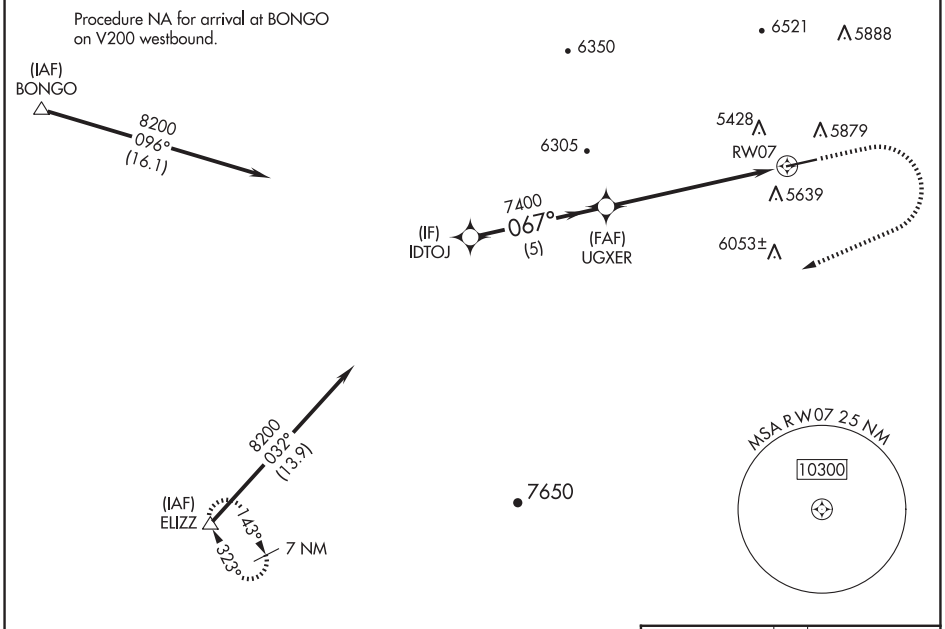
RANGELY (4VØ)

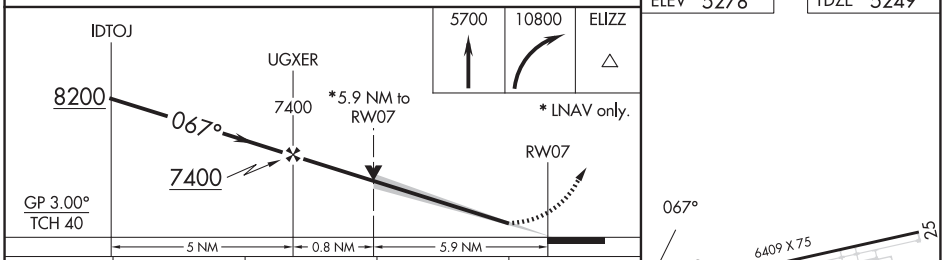
| WAAS | APP CRS | Rwy Ldg | 6409 |
|---|---|---|---|
| CH 99541 | 067° | TDZE | 5249 |
| W07A | | Apt Elev | 5278 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 54°C (130°F). Circling Rwy 25 NA at night. DME/DME RNP-0.3 NA.

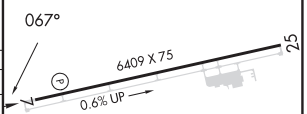
MISSED APPROACH: Climb to 5700 then climbing right turn to 10800 direct ELIZZ and hold.
# Missed approach requires a minimum climb of 425 feet per NM to 8200 feet.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 134.5 327.8 | 122.8 (CTAF) L |




ELEV 5278 TDZE 5249




MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA# | 5599-1 350 (400-1) | | | NA |
| LPV DA | 6013-2½ 764 (800-2½) | | | NA |
| LNAV/VNAV DA | 6041-2½ 792 (800-2½) | | | NA |
| LNAV MDA | 7180-1¼ 1931 (2000-1¼) | 7180-1½ 1931 (2000-1½) | 7180-3 1931 (2000-3) | NA |
| C CIRCLING | 7180-1¼ 1902 (2000-1¼) | 7180-1½ 1902 (2000-1½) | 7180-3 1902 (2000-3) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

RANGELY, COLORADO AL-9058 (FAA) 25163

| WAAS CH 93741 W25A | APP CRS 228° | Rwy Ldg 6409 TDZE 5278 Apt Elev 5278 |
|---|---|---|

# RNAV (GPS) RWY 25

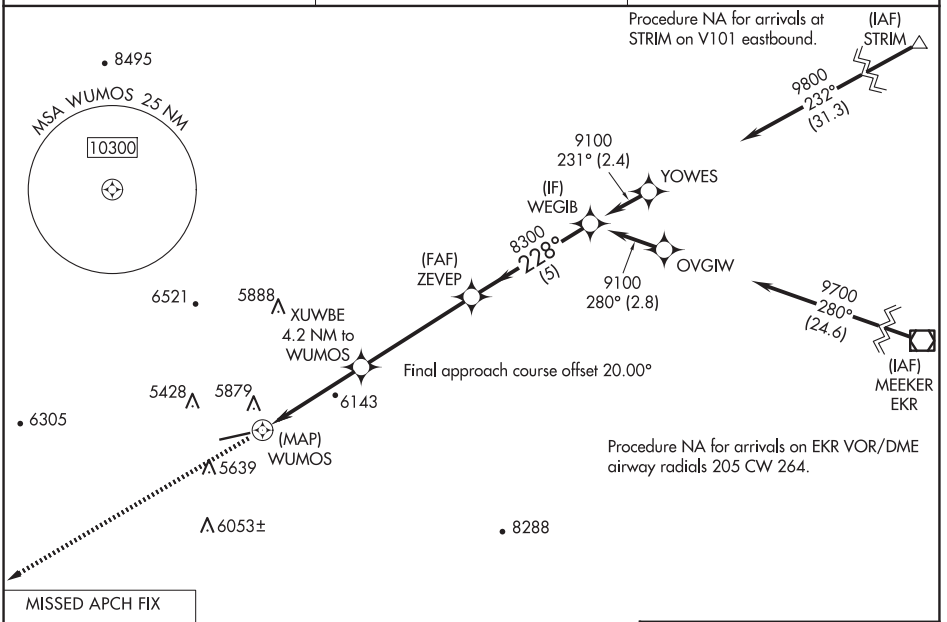
RANGELY (4VØ)

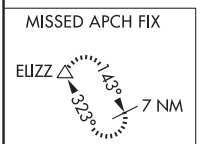
RNP APCH - GPS.

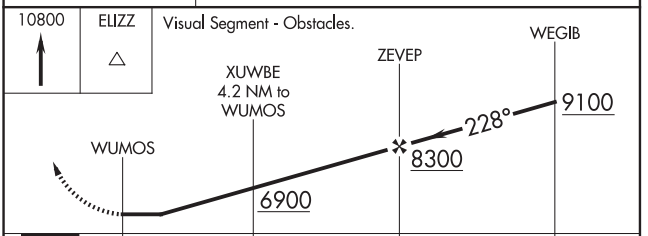
Rwy 25 helicopter visibility reduction below 1 SM NA. Procedure NA at night. -17°C

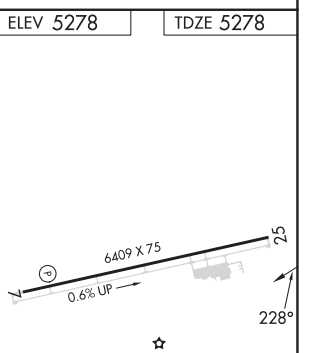
MISSED APPROACH: Climb to 10800 direct ELIZZ and hold, continue climb-in hold to 10800.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 134.5 327.8 | 122.8 (CTAF) L |



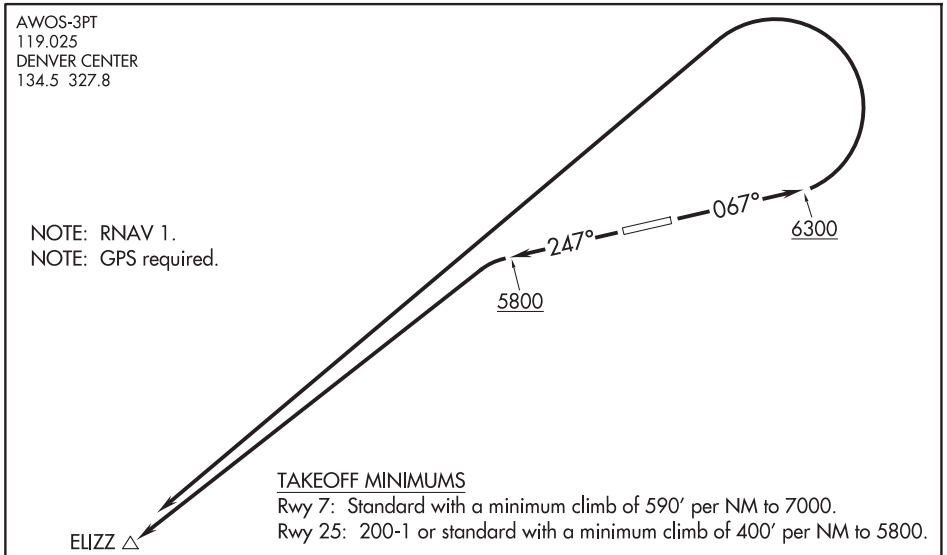




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 6400-1¼ 1122 (1200-1¼) | 6400-1½ 1122 (1200-1½) | 6400-3 1122 (1200-3) | NA |
| LNAV MDA | 6400-1¼ 1122 (1200-1¼) | 6400-1½ 1122 (1200-1½) | 6400-3 1122 (1200-3) | NA |
| C CIRCLING | 6900-1¼ 1622 (1700-1¼) | 6900-1½ 1622 (1700-1½) | 7000-3 1722 (1800-3) | NA |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025




TAKEOFF MINIMUMS

Rwy 7: Standard with a minimum climb of 590′ per NM to 7000.
Rwy 25: 200-1 or standard with a minimum climb of 400′ per NM to 5800.

TAKEOFF OBSTACLE NOTES

Rwy 7: Fence, navaid, vertical point beginning 23′ from DER, 16′ right of centerline, up to 6′ AGL/5294′ MSL.
Tree, navaid beginning 32′ from DER, 78′ left of centerline, up to 5281′ MSL.
Pole, wind indicator beginning 80′ from DER, 258′ left of centerline, up to 18′ AGL/5297′ MSL.
Fence, traverse way beginning 352′ from DER, 234′ right of centerline, up to 1′ AGL/5297′ MSL.
Poles beginning 476′ from DER, 581′ left of centerline, up to 26′ AGL/5304′ MSL.
Pole 755′ from DER, 584′ left of centerline, 37′ AGL/5309′ MSL.
Terrain beginning 1.1 NM from DER, 1777′ left of centerline, up to 5633′ MSL.
Terrain 1.2 NM from DER, 2529′ right of centerline, 5539′ MSL.
Terrain, trees beginning 1.3 NM from DER, 1414′ right of centerline, up to 5623′ MSL.
Trees, terrain beginning 1.8 NM from DER, 1414′ right of centerline, up to 5806′ MSL.
Trees beginning 1.9 NM from DER, 626′ right of centerline, up to 5950′ MSL.
Trees, terrain beginning 2 NM from DER, 407′ right of centerline, up to 6007′ MSL.
Terrain beginning 2.1 NM from DER, 1070′ left of centerline, up to 5769′ MSL.
Trees, terrain beginning 2.1 NM from DER, 396′ right of centerline, up to 6119′ MSL.
Trees, terrain beginning 2.2 NM from DER, 954′ left of centerline, up to 5853′ MSL.
Trees beginning 2.3 NM from DER, 393′ right of centerline, up to 6158′ MSL.
Trees, terrain beginning 2.3 NM from DER, 616′ left of centerline, up to 6018′ MSL.
Trees beginning 2.4 NM from DER, 424′ left of centerline, up to 6084′ MSL.
Rwy 25: Vegetation 86′ from DER, 363′ left of centerline, 5250′ MSL.
Vegetation beginning 141′ from DER, 382′ left of centerline, up to 5277′ MSL.
Vegetation 326′ from DER, 491′ left of centerline, 5281′ MSL.
Poles, vegetation, building beginning 424′ from DER, 404′ left of centerline, up to 26′ AGL/5286′ MSL.
Trees 2551′ from DER, 306′ right of centerline, 5302′ MSL.
Tree 2589′ from DER, 80′ right of centerline, 5303′ MSL.
Building 3590′ from DER, 1369′ left of centerline, 29′ AGL/5332′ MSL.
Tower 3451′ from DER, 1406′ left of centerline, 103′ AGL/5408 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 067° to 6300 then climbing left turn direct ELIZZ, thence. . . .
TAKEOFF RUNWAY 25: Climb heading 247° to 5800 then climbing left turn direct ELIZZ, thence. . . .
. . . .proceed on course.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 7615 |
|---|---|---|
| 024° | TDZE | 6346 |
| | Apt Elev | 6352 |

# RNAV (GPS) RWY 2

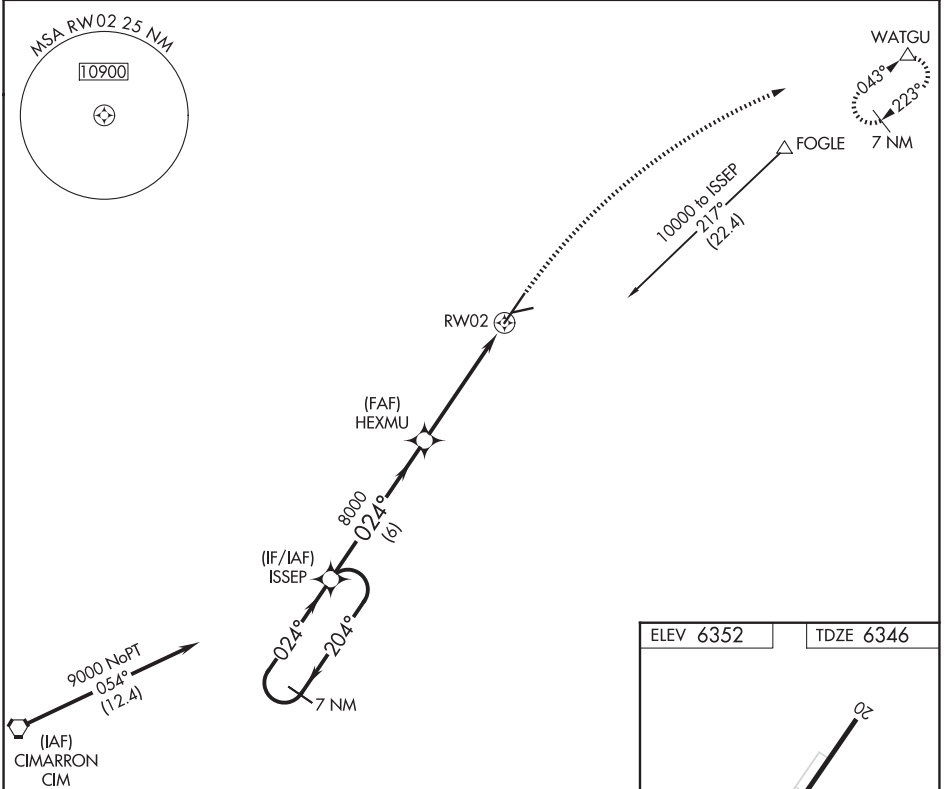
## RATON MUNI/CREWS FLD (RTN)

RNP APCH-GPS.

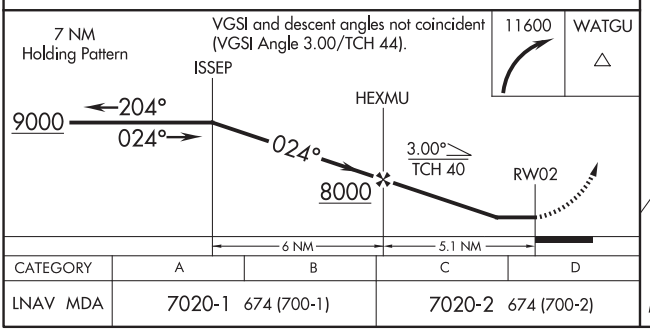
Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 11600 direct WATGU and hold, continue climb-in-hold to 11600.

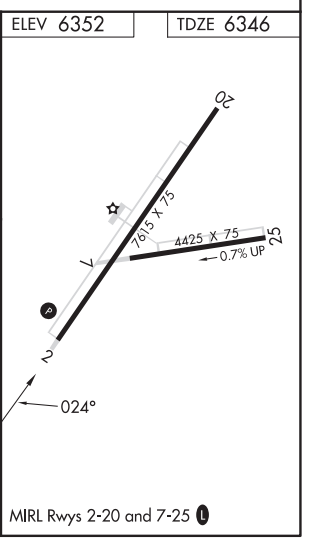
| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.8 346.35 | 122.8 (CTAF) L |




Procedure NA for arrivals at CIM VORTAC on V611 south bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7020-1 674 (700-1) | | 7020-2 674 (700-2) | |




MIRL Rwys 2-20 and 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 4425 |
|---|---|---|
| 248° | TDZE | 6338 |
| | Apt Elev | 6352 |

# RNAV (GPS) RWY 25

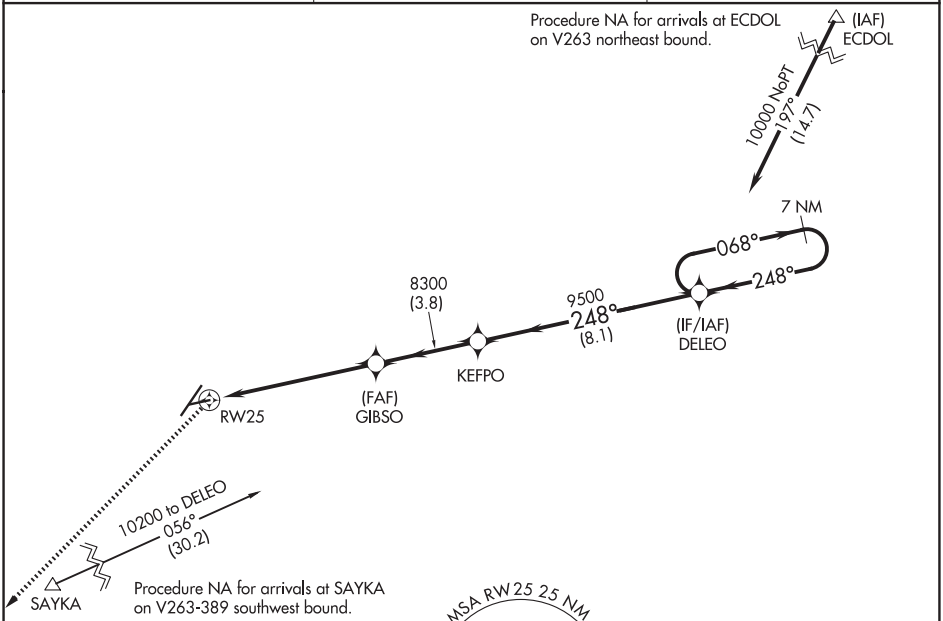
## RATON MUNI/CREWS FLD (RTN)

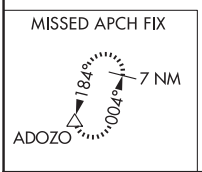
RNP APCH - GPS.

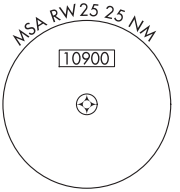
Circling NA for Cats C/D west of Rwy 2-20.
Procedure NA at night.
Rwy 2 helicopter visibility reduction below 1 SM NA.

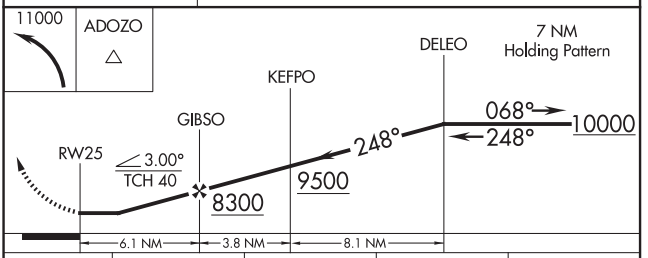
MISSED APPROACH: Climbing left turn to 11000 direct ADOZO and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.8 346.35 | 122.8 (CTAF) L |

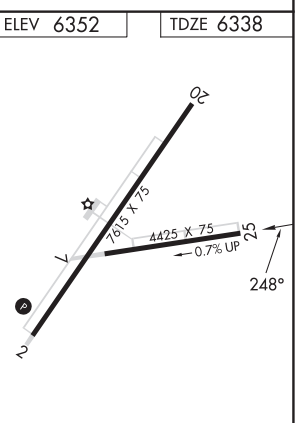



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6760-1 422 (500-1) | | 6760-1⅜ 422 (500-1⅜) | |
| CIRCLING | 6840-1 488 (500-1) | 7000-1 648 (700-1) | 7020-1¾ 668 (700-1¾) | 7640-3 1288 (1300-3) |




MIRL Rwys 2-20 and 7-25 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

| LOC/DME I-RIL | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| 110.9 | 258° | TDZE | 5537 |
| Chan 46 | | Apt Elev | 5537 |

# ILS RWY 26

## RIFLE GARFIELD COUNTY (RIL)

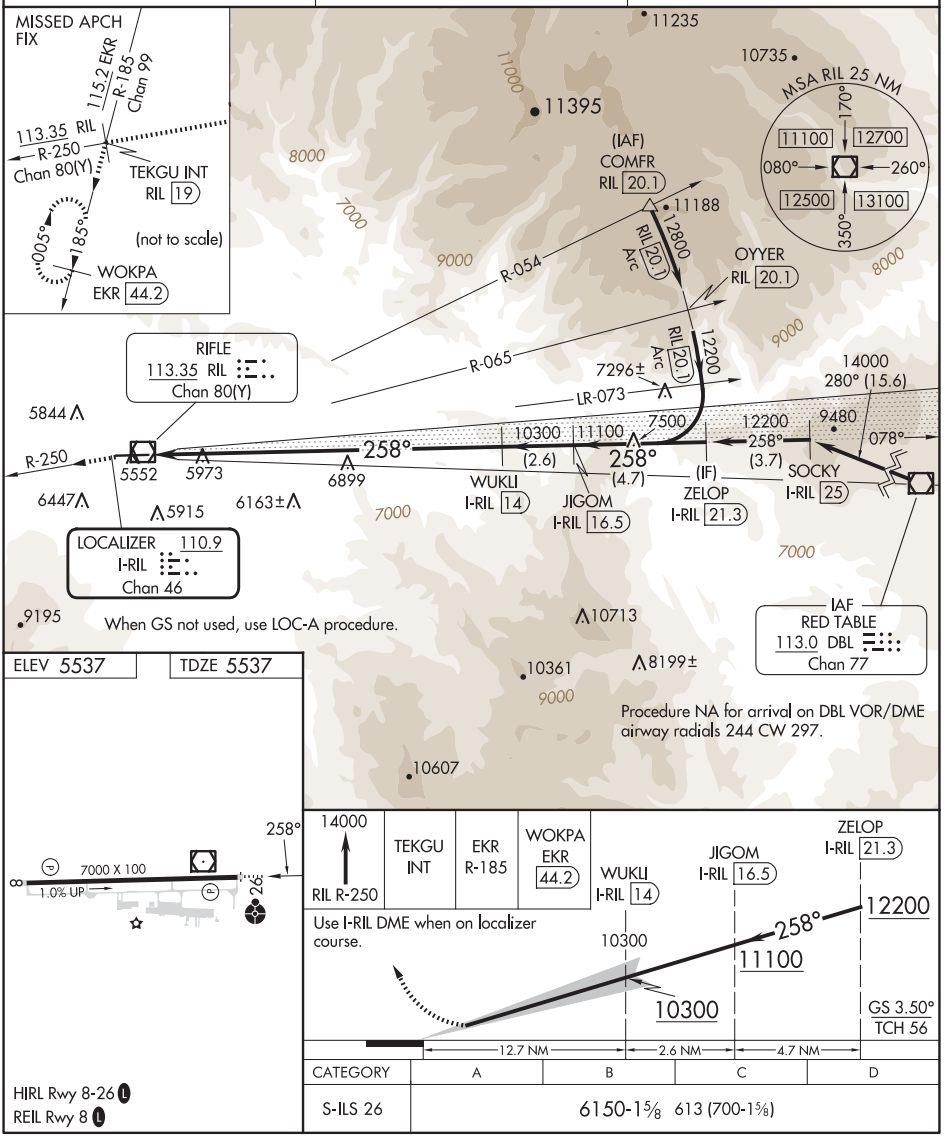
DME required.

T
A
-13°C

ODALS

MISSED APPROACH: Climb to 14000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-185 to WOKPA/EKR 44.2 DME and hold. Missed approach requires minimum climb of 420 feet per NM to 9600; if unable to meet climb gradient, see LOC-A.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




| ELEV 5537 | TDZE 5537 |
|---|---|







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 6150-1⅝ 613 (700-1⅝) | | | |

HIRL Rwy 8-26 L
REIL Rwy 8 L

RIFLE, COLORADO
Amdt 6 20FEB25

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)
ILS RWY 26


SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 259° | TDZE | 5537 |
| | Apt Elev | 5537 |

# RNAV (RNP) Y RWY 26

RIFLE GARFIELD COUNTY (RIL)

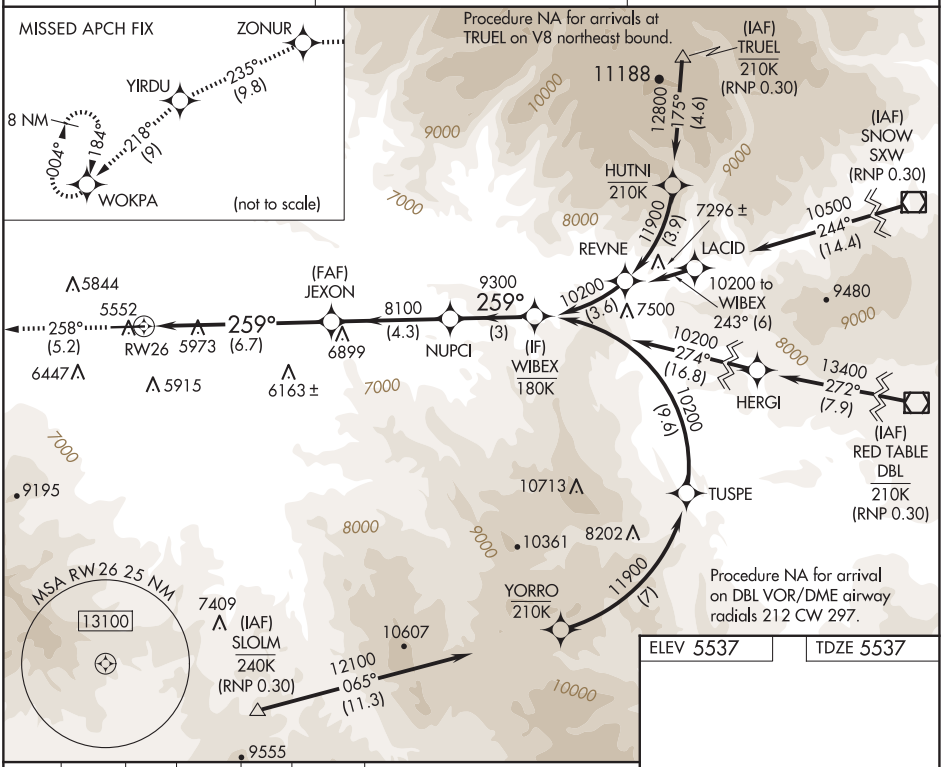
RNP AR APCH - GPS. Authorization required. From TRUEL or SLOLM: RF.

T A -13°C For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 35°C. Inop table does not apply. When VGSI inop, procedure NA at night.

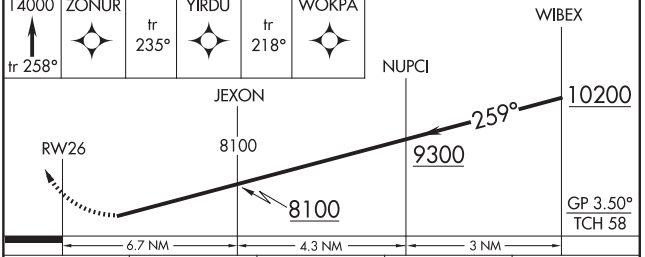
ODALS

MISSED APPROACH: Climb to 14000 on track 258° to ZONUR and on track 235° to YIRDU and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |



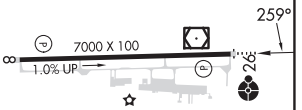

| 14000 | ZONUR | tr 235° | YIRDU | tr 218° | WOKPA |
|---|---|---|---|---|---|
| tr 258° | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 6395-2½ 858 (900-2½) | | | |

AUTHORIZATION REQUIRED

ELEV 5537 TDZE 5537




HIRL Rwy 8-26 L
REIL Rwys 8 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

RIFLE, COLORADO AL-6741 (FAA) 25163

| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 078° | TDZE | 5498 |
| | Apt Elev | 5537 |

# RNAV (RNP) Z RWY 8

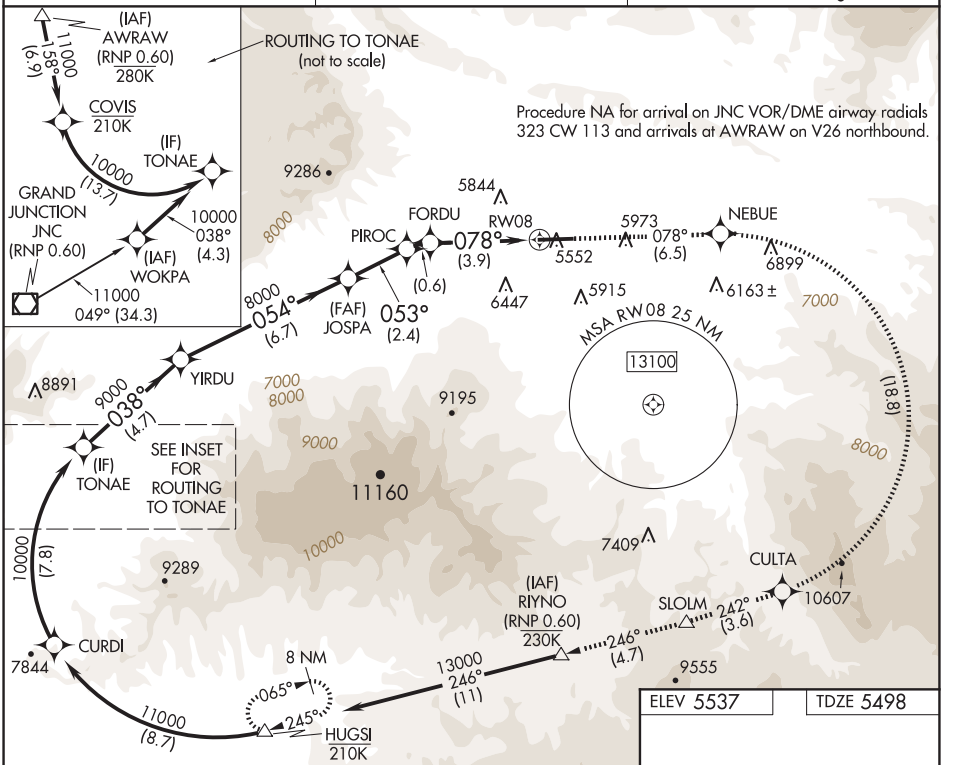
## RIFLE GARFIELD COUNTY (RIL)

-13°C

RF and GPS required. Procedure NA for wingspans greater than 136 feet. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 54°C (130°F).
*Missed approach requires minimum climb of 425 feet per NM to 11300.
**Missed approach requires minimum climb of 425 feet per NM to 10000; if unable, see RNAV (GPS) Y RWY 8.

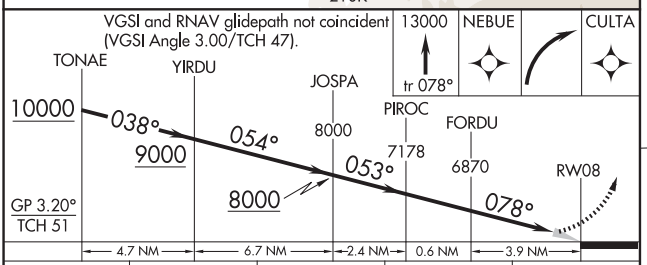
MISSED APPROACH: Climb to 13000 on track 078° to NEBUE, right turn to CULTA, and track 242° to SLOLM and track 246°to RIYNO and track 246° to HUGSI and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |



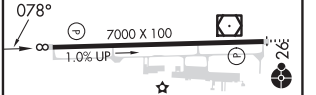

ELEV 5537 TDZE 5498

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | 5748-1 | 250 (300-1) | | NA |
| RNP 0.30 DA** | 6391-3 | 893 (900-3) | | NA |

AUTHORIZATION REQUIRED




HIRL Rwy 8-26 L
REIL Rwy 8 L

RIFLE, COLORADO
Amdt 1B 17AUG17

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)
RNAV (RNP) Z RWY 8

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 259° | TDZE | 5537 |
| | Apt Elev | 5537 |

# RNAV (RNP) Z RWY 26

RIFLE GARFIELD COUNTY (RIL)

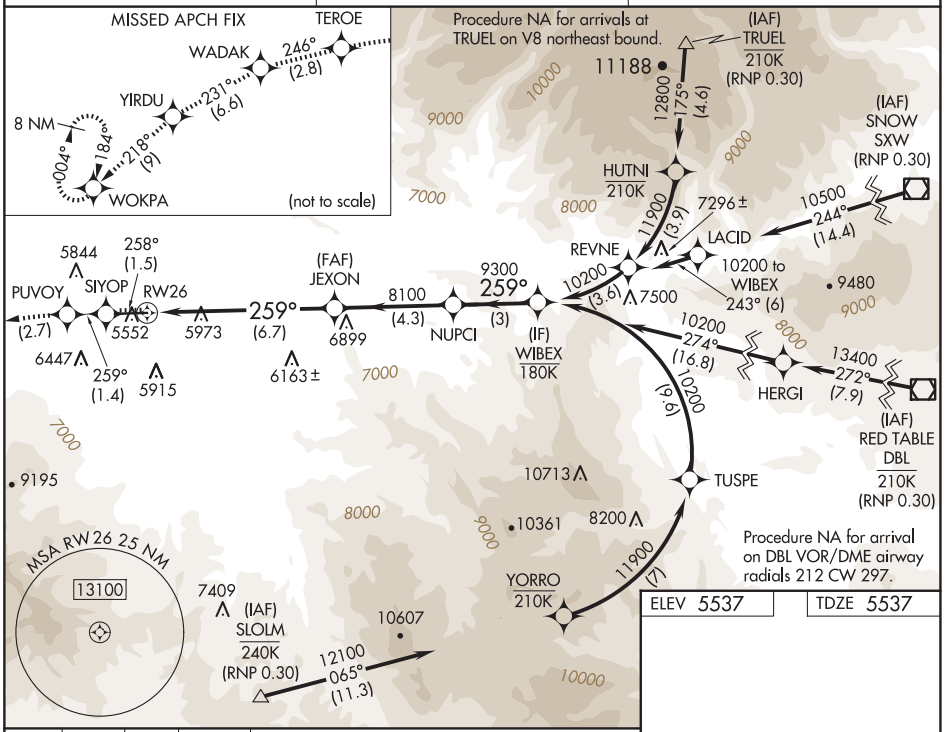
RNP AR APCH - GPS, RF, min RNP 0.30. Authorization required. Missed approach requires RNP <1.00.

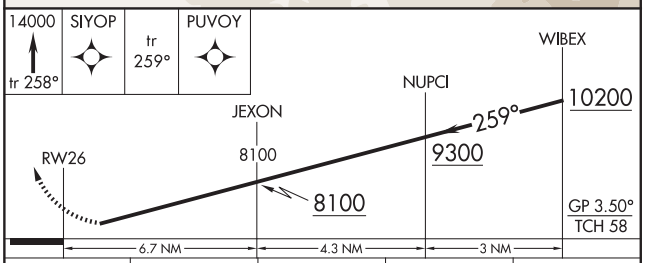
T A -13°C For uncompensated Baro-VNAV systems, procedure NA below -21°C or above 35°C. When VGSI inop, procedure NA at night. Inop table does not apply to RNP 0.30. For inop ALS, increase RNP 0.10 Cats A and B visibility to 1⅜ SM.

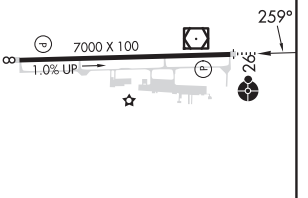
ODALS

MISSED APPROACH: Climb to 14000 on track 258° to SIYOP and on track 259° to PUVOY left turn to TEROE and on track 246° to WADAK and on track 231° to YIRDU and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.
*Missed approach requires minimum climb of 415 feet per NM to 6800.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA* | 6006-1¼ 469 (500-1¼) | | | |
| RNP 0.30 DA | 6387-2½ 850 (900-2½) | | | |

AUTHORIZATION REQUIRED

HIRL Rwy 8-26 L
REIL Rwys 8 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 259° | TDZE | 5537 |
| | Apt Elev | 5537 |

# RNAV (GPS) W RWY 26

RIFLE GARFIELD COUNTY (RIL)

RNP APCH - GPS.

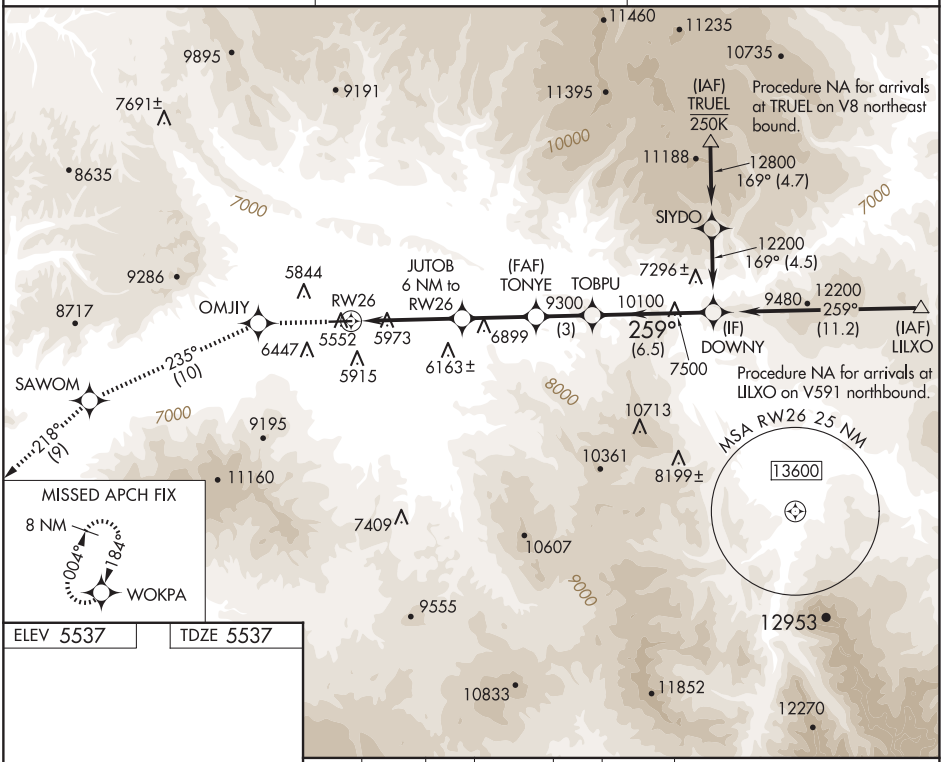
Rwy 26 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. Circling NA south of Rwy 8-26 at night.

-13°C

ODALS

MISSED APPROACH: Climb to 14000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 14000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7220-1¼ 1683 (1700-1¼) | 7220-1½ 1683 (1700-1½) | 7220-3 1683 (1700-3) | |
| CIRCLING | 7220-1¼ 1683 (1700-1¼) | 7220-1½ 1683 (1700-1½) | 7220-3 1683 (1700-3) | 8100-3 2563 (2600-3) |

HIRL Rwy 8-26 L

REIL Rwy 8 L

RIFLE, COLORADO

Amdt 2 15JUN23

39°32'N-107°44'W

RIFLE GARFIELD COUNTY (RIL)

RNAV (GPS) W RWY 26

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 7000 |
|---|---|---|---|
| CH 93708 | 259° | TDZE | 5537 |
| W26A | | Apt Elev | 5537 |

# RNAV (GPS) X RWY 26

RIFLE GARFIELD COUNTY (RIL)

RNP APCH - GPS.

NA

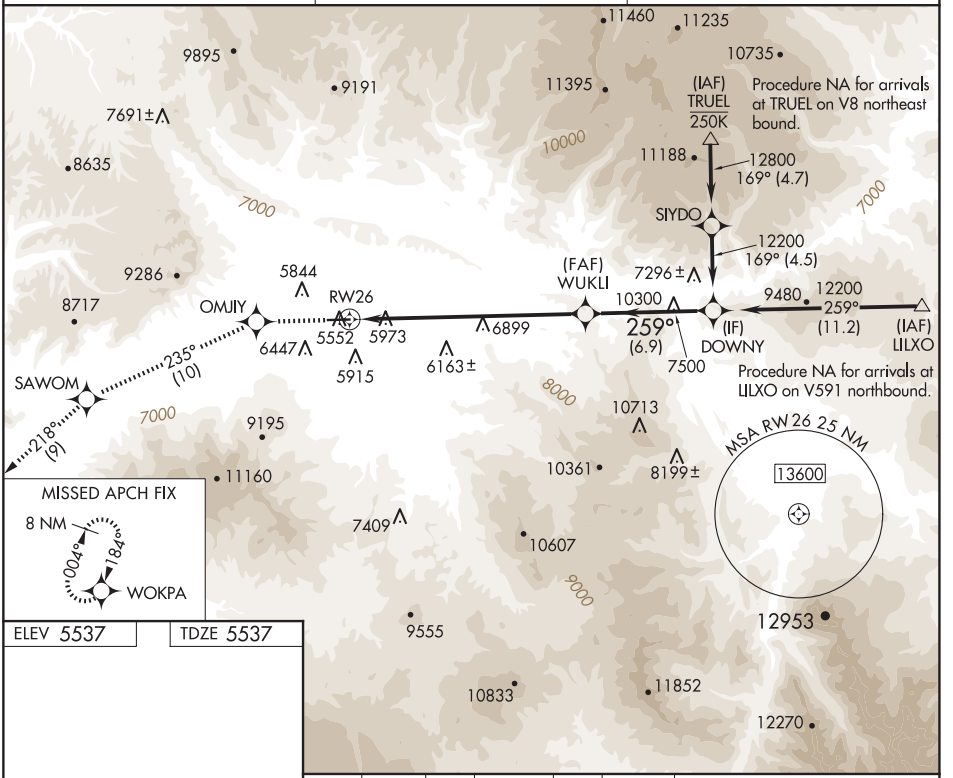
-13°C

For inop ALS, increase LPV all Cats visibility to 2½ SM.

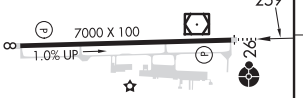
ODALS

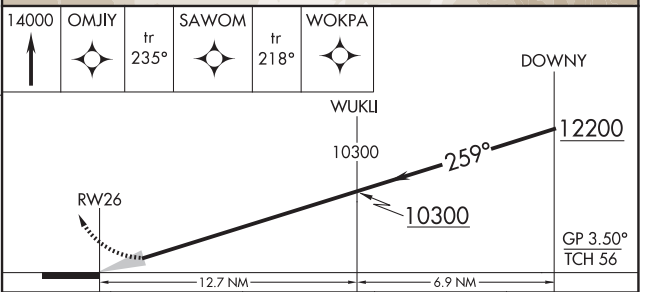
MISSED APPROACH: Climb to 14000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 14000. Missed approach requires a minimum climb gradient of 290 feet per NM to 9600 feet; if unable to meet climb gradient, see RNAV (GPS) W RWY 26.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




| ELEV 5537 | TDZE 5537 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6300-2 763 (800-2) | | | |

HIRL Rwy 8-26 L

REIL Rwy 8 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

| APP CRS | Rwy Ldg | 7000 |
|---|---|---|
| 068° | TDZE | 5498 |
| | Apt Elev | 5537 |

# RNAV (GPS) Y RWY 8

RIFLE GARFIELD COUNTY (RIL)

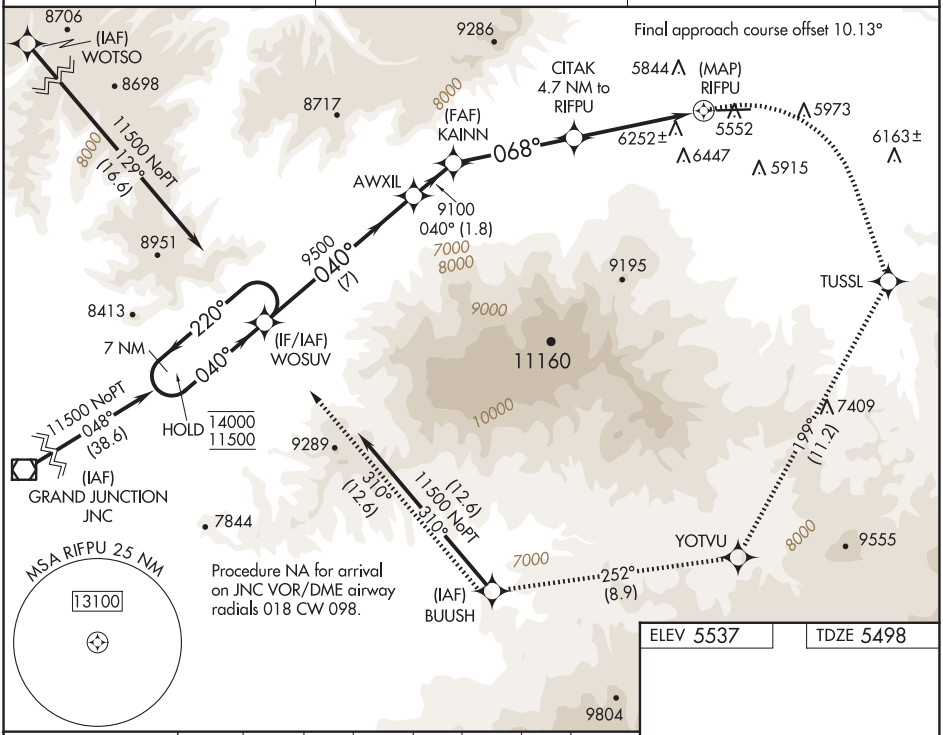
RNP APCH - GPS.

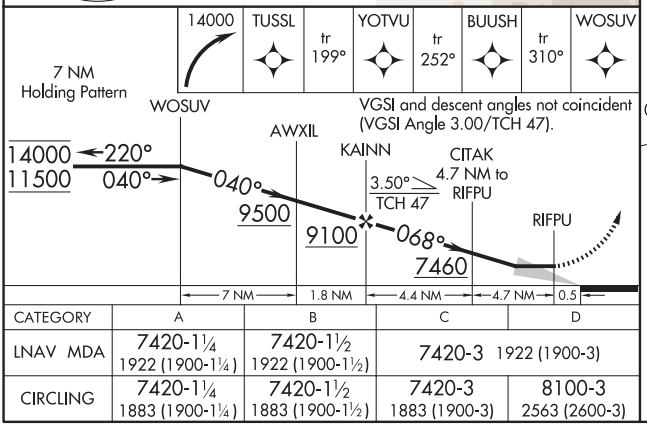
Circling NA south of Rwy 8-26 at night.

-13°C

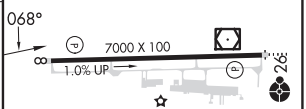
MISSED APPROACH: Climbing right turn to 14000 direct TUSSL and on track 199° to YOTVU and on track 252° to BUUSH and on track 310° to WOSUV and hold, continue climb-in-hold to 14000.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 47).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7420-1¼<br>1922 (1900-1¼) | 7420-1½<br>1922 (1900-1½) | 7420-3 1922 (1900-3) | |
| CIRCLING | 7420-1¼<br>1883 (1900-1¼) | 7420-1½<br>1883 (1900-1½) | 7420-3<br>1883 (1900-3) | 8100-3<br>2563 (2600-3) |

HIRL Rwy 8-26 L
REIL Rwy 8 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-RIL | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 110.9 | 258° | TDZE | N/A |
| Chan 46 | | Apt Elev | 5537 |

# LOC-A

## RIFLE GARFIELD COUNTY (RIL)

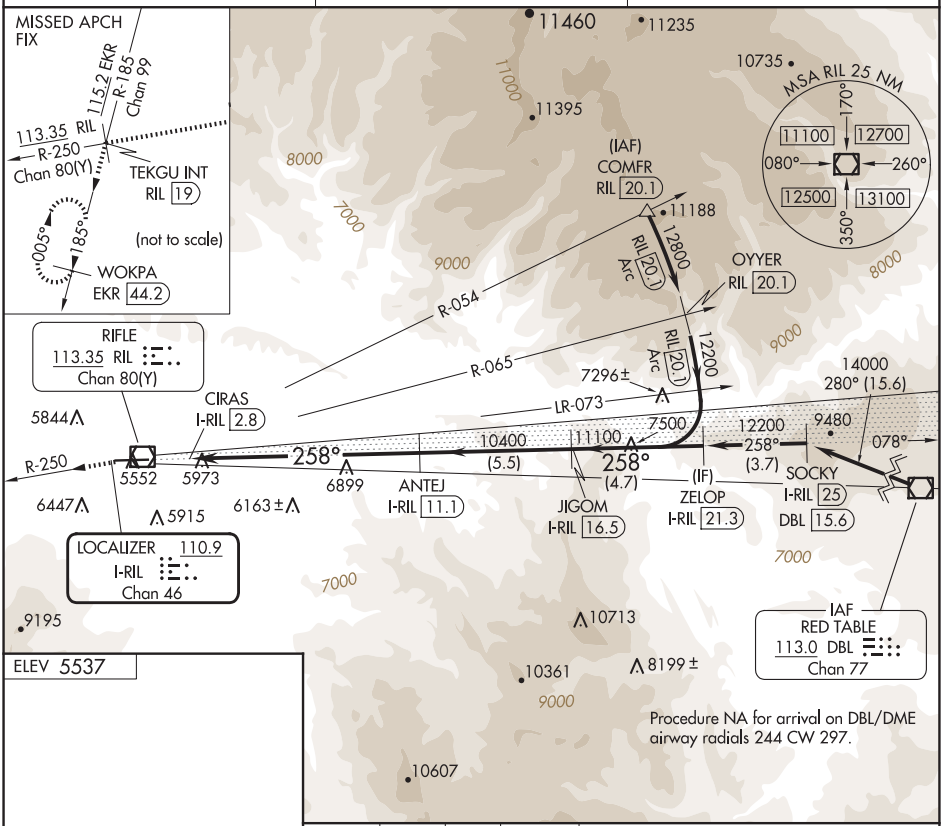
DME required.

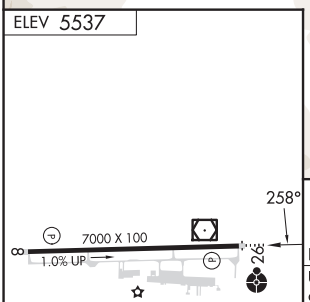
T A ❄ -13°C

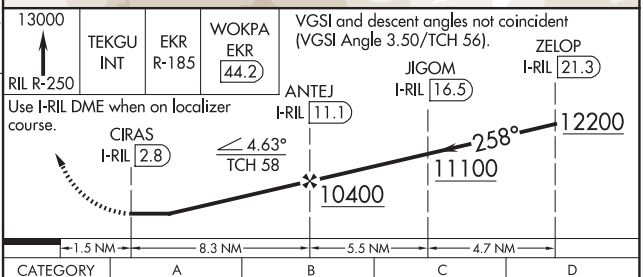
Circling NA south of Rwy 8-26 at night. Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 13000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-185 to WOKPA/EKR 44.2 DME and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 7920-1¾ | 2383 (2400-1¾) | 7920-3 2383 (2400-3) | NA |

HIRL Rwy 8-26 L
REIL Rwy 8 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

RIFLE, COLORADO | AL-6741 (FAA) | 25163

| VOR/DME RIL | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 113.35 | 126° | TDZE | N/A |
| Chan 80 (Y) | | Apt Elev | 5537 |

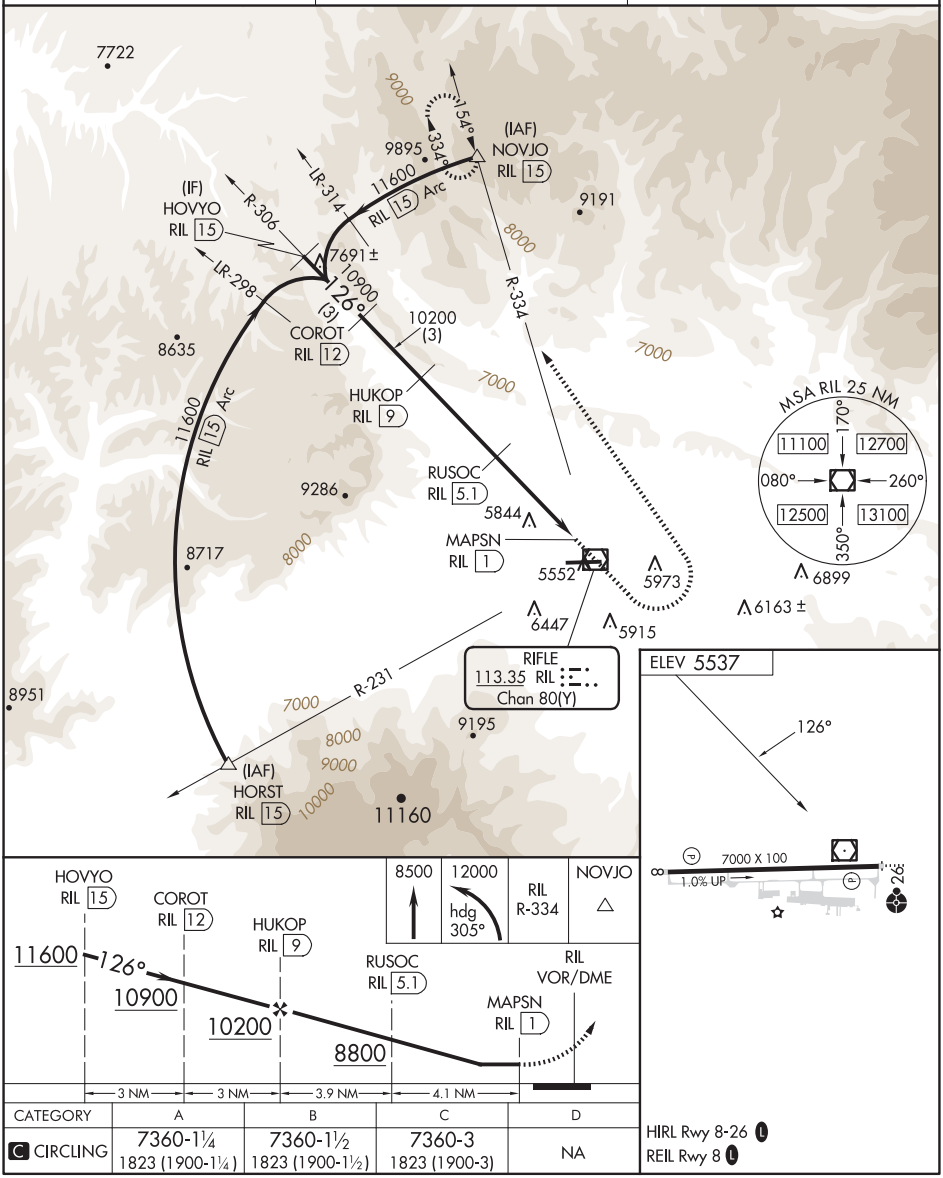
# VOR/DME-C

## RIFLE GARFIELD COUNTY (RIL)

T A -13°C — 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 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.275 | 134.95 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 7360-1¼ 1823 (1900-1¼) | 7360-1½ 1823 (1900-1½) | 7360-3 1823 (1900-3) | NA |

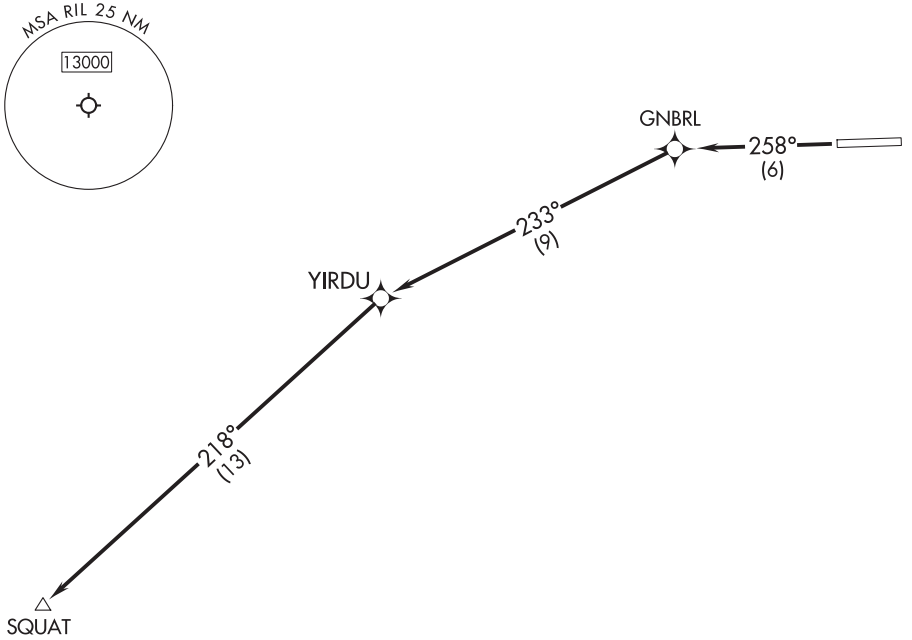
HIRL Rwy 8-26 L
REIL Rwy 8 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

DENVER CENTER
134.95 327.075

RNAV 1 - GPS




TAKEOFF MINIMUMS

Rwy 26: Standard with minimum climb of 431′ per NM to 9800.

TAKEOFF OBSTACLE NOTES

Rwy 26: Vehicles on road 37′ from DER, 267′ left of centerline, up to 5481′ MSL.
Pole 1419′ from DER, 615′ left of centerline, 5507′ MSL.
Transmission line and pole beginning 1502′ from DER, 701′ left of centerline, up to 129′ AGL/5559′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26: Climb on course 258° to GNBRL, then on track 233° to YIRDU, then on track 218° to SQUAT, maintain 10600 or as assigned.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(EDUKY5.EDUKY) 18060

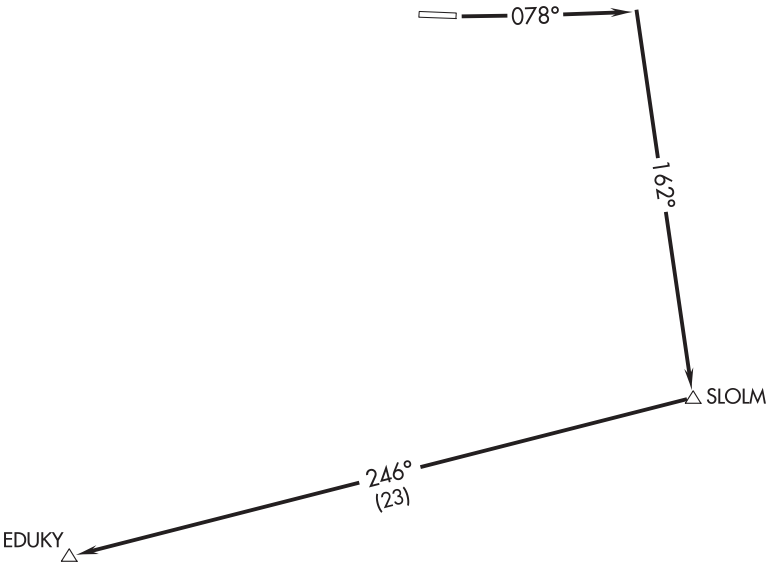
# EDUKY FIVE DEPARTURE (RNAV)

AL-6741 (FAA)

RIFLE GARFIELD COUNTY (RIL)
RIFLE, COLORADO

DENVER CENTER
134.95 327.075

**TOP ALTITUDE: 14000**




NOTE: RNAV 1.
NOTE: GPS required.

TAKEOFF MINIMUMS
Rwy 26: NA- ATC.
Rwy 8: Standard with a minimum climb of 396′ per NM to 11100.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 078° to intercept course 162° to SLOLM, then on track 246° to EDUKY, thence. . . .

. . . .on assigned route, maintain 14000, expect clearance to assigned altitude 10 minutes after departure.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

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.



UYRIG FIVE DEPARTURE (RNAV)
(UYRIG5.UYRIG) 01FEB18
RIFLE, COLORADO
RIFLE GARFIELD COUNTY (RIL)

ROSWELL, NEW MEXICO | AL-354 (FAA) | 25219

| LOC/DME I-ROW | APP CRS | Rwy Ldg | 13000 |
|---|---|---|---|
| 109.9 | 215° | TDZE | 3633 |
| Chan 36 | | Apt Elev | 3671 |

# ILS Z or LOC Z RWY 21

ROSWELL AIR CENTER (ROW)

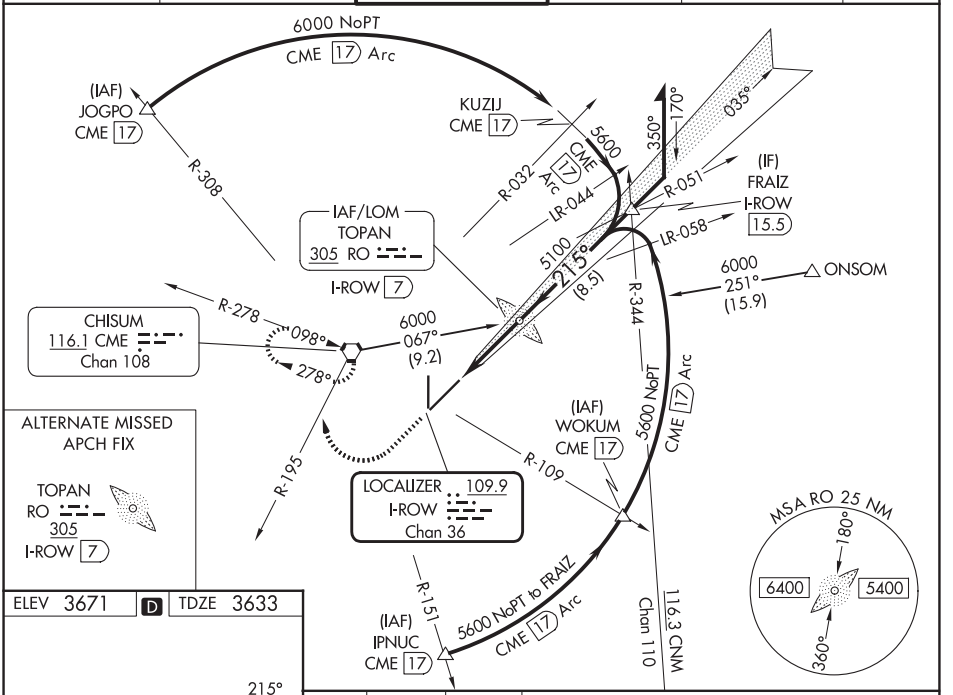
ADF or DME required.

VDP NA when using Artesia altimeter setting. When local altimeter setting not received, use Artesia altimeter setting: increase DA to 3913 feet; increase all MDAs 80 feet and S-LOC 21 visibility Cat C/D ⅜ SM and Circling visibility Cat D 1¼ SM. For inop ALS when using Artesia altimeter setting, increase ILS all Cats visibility to ⅞ SM and LOC Cats C/D to 1⅜ SM.

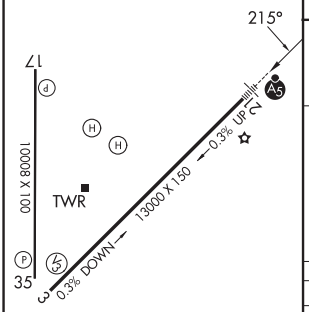
ASR | MALSR

MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 on CME VORTAC R-195 to CME VORTAC and hold, continue climb-in-hold to 6000.

| ATIS | ROSWELL APP CON★ | ROSWELL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) L 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |




ELEV 3671 D TDZE 3633



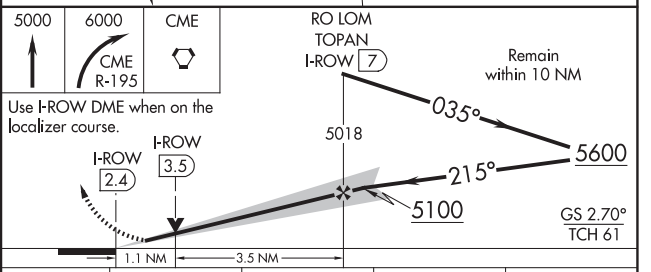

MIRL Rwy 3-21
MIRL Rwy 17-35 L

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| 5000 | 6000 CME R-195 | CME |
|---|---|---|

Use I-ROW DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21 | 3833-½ 200 (200-½) | | | |
| S-LOC 21 | 4020-½ 387 (400-½) | | 4020-⅝ 387 (400-⅝) | |
| CIRCLING | 4140-1 469 (500-1) | | 4140-1½ 469 (500-1½) | 4300-2 629 (700-2) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 3

ROSWELL AIR CENTER (ROW)

| WAAS | APP CRS | Rwy Ldg | 13000 |
|---|---|---|---|
| CH 50202 | 035° | TDZE | 3667 |
| W03A | | Apt Elev | 3671 |

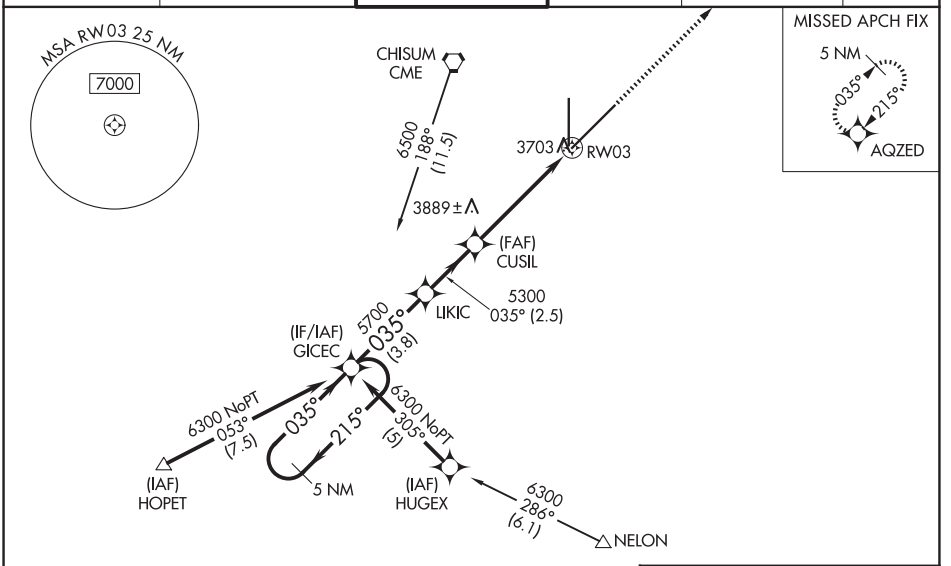
RNP APCH - GPS.

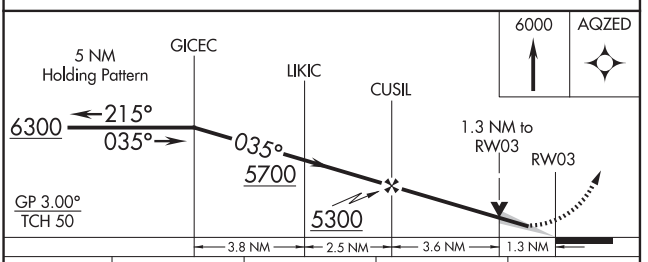
ASR

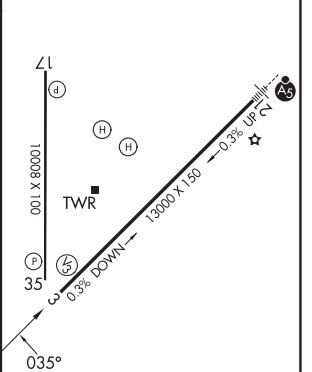
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C . When local altimeter setting not received, Use Artesia altimeter setting: increase LPV DA to 3997 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4067 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and LNAV visibility Cat C ⅜ SM, Cat D ⅛ 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.

| ATIS | ROSWELL APP CON ★ | ROSWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3917-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3987-1 320 (400-1) | | | |
| LNAV MDA | 4140-1 473 (500-1) | | 4140-1¼ 473 (500-1¼) | 4140-1½ 473 (500-1½) |
| CIRCLING | 4140-1 469 (500-1) | | 4140-1½ 469 (500-1½) | 4300-2 629 (700-2) |

MIRL Rwy 3-21
MIRL Rwy 17-35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 17

ROSWELL AIR CENTER (ROW)

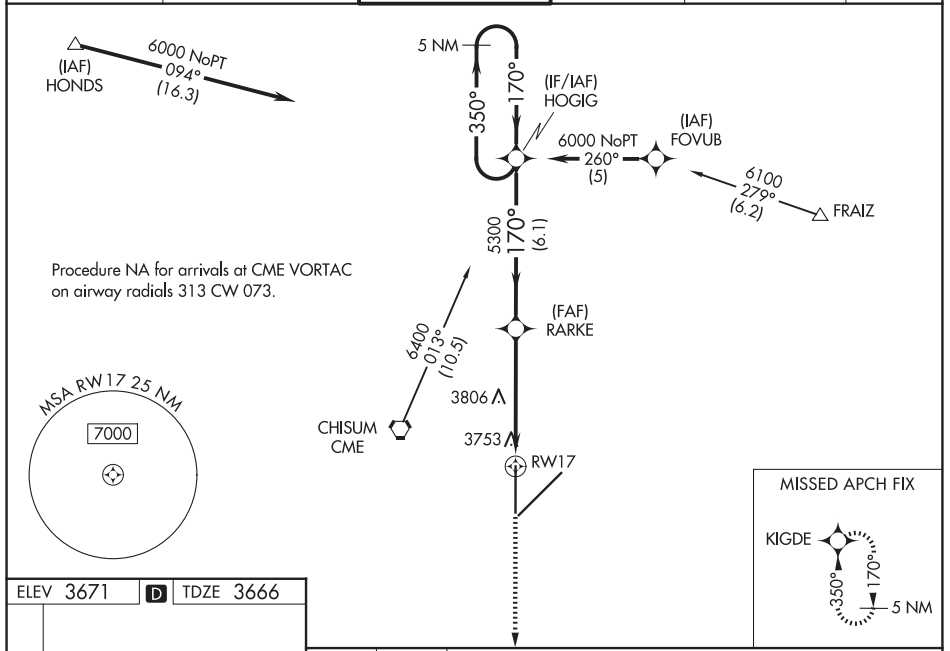
| WAAS | APP CRS | Rwy Ldg 10008 |
|---|---|---|
| CH 65702 | 170° | TDZE 3666 |
| W17A | | Apt Elev 3671 |

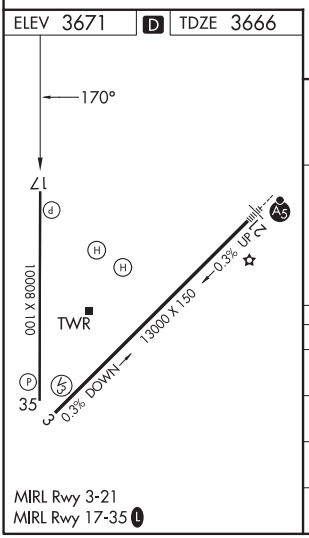
RNP APCH - GPS.

T A 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 3996 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4083 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Artesia altimeter setting.

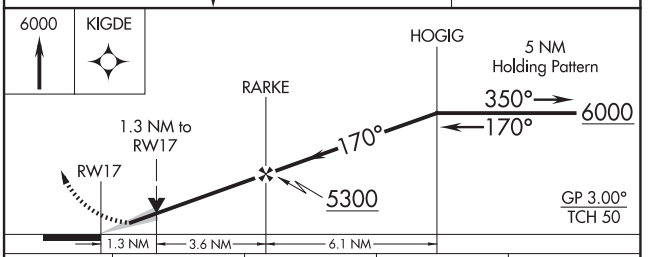
MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

| ATIS | ROSWELL APP CON★ | ROSWELL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) L 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |




MIRL Rwy 3-21
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3916-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4003-1¼ 337 (400-1¼) | | | |
| LNAV MDA | 4120-1 454 (500-1) | | 4120-1¼ 454 (500-1¼) | 4120-1½ 454 (500-1½) |
| CIRCLING | 4140-1¼ 469 (500-1¼) | | 4140-1½ 469 (500-1½) | 4300-2 629 (700-2) |




SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 21

ROSWELL AIR CENTER (ROW)

| WAAS CH 69302 W21A | APP CRS 215° | Rwy Ldg 13000 TDZE 3633 Apt Elev 3671 |
|---|---|---|

RNP APCH-GPS.

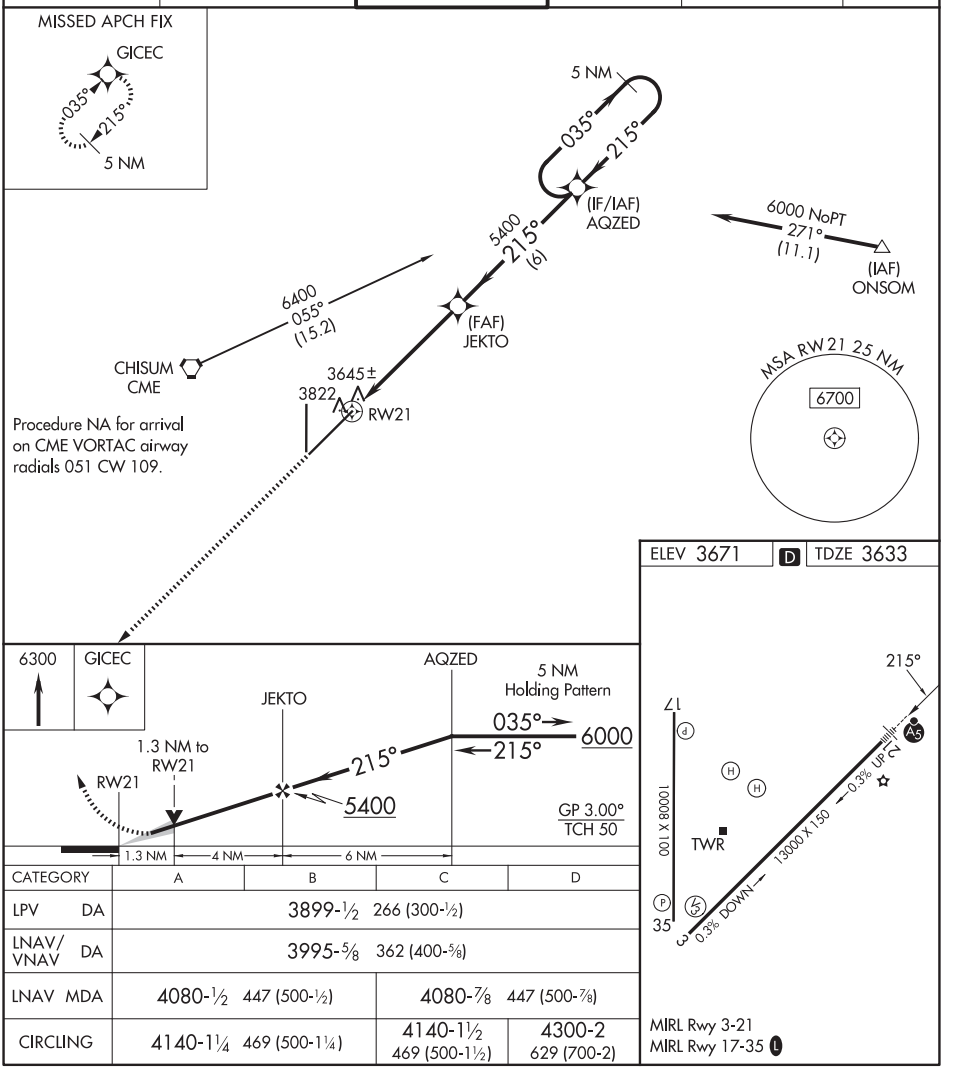
ASR

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 3979 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 4075 feet and all visibilities ¼ SM; increase all MDAs 80 feet and LNAV Cat C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting. For inop ALS, increase LPV all Cats visibility to ⅞ SM, and LNAV/VNAV all Cats visibility to 1 SM. For inop ALS when using Artesia altimeter setting, increase LPV all Cats visibility to 1 SM and LNAV/VNAV all Cats visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 6300 direct GICEC and hold.

| ATIS | ROSWELL APP CON ★ | ROSWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) L 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3899-½ 266 (300-½) | | | |
| LNAV/VNAV DA | 3995-⅝ 362 (400-⅝) | | | |
| LNAV MDA | 4080-½ 447 (500-½) | | 4080-⅞ 447 (500-⅞) | |
| CIRCLING | 4140-1¼ 469 (500-1¼) | | 4140-1½ 469 (500-1½) | 4300-2 629 (700-2) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 35

## ROSWELL AIR CENTER (ROW)

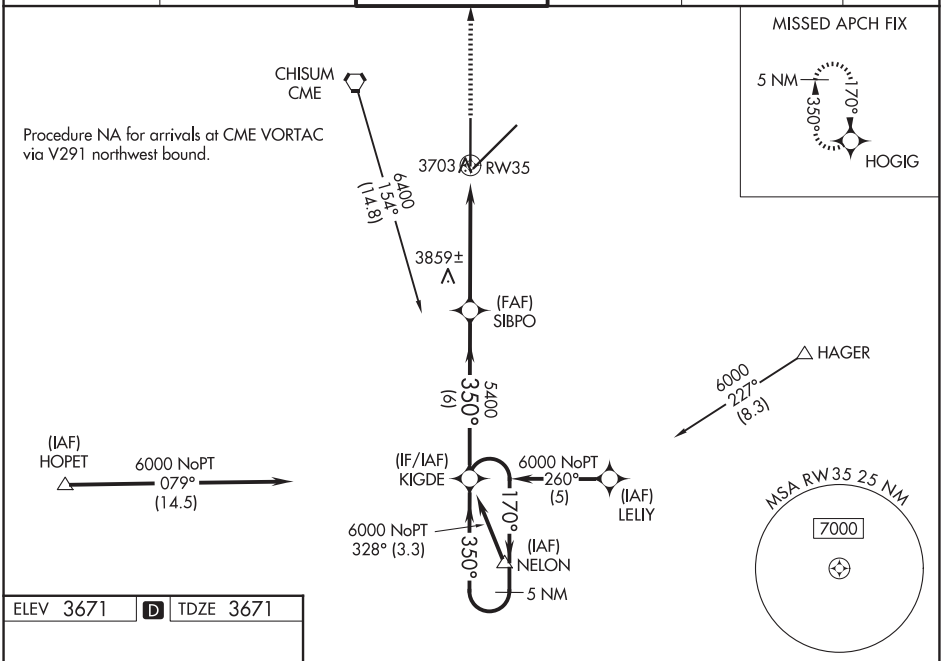
| WAAS CH 70402 W35A | APP CRS 350° | Rwy Ldg 10008 / TDZE 3671 / Apt Elev 3671 |
|---|---|---|

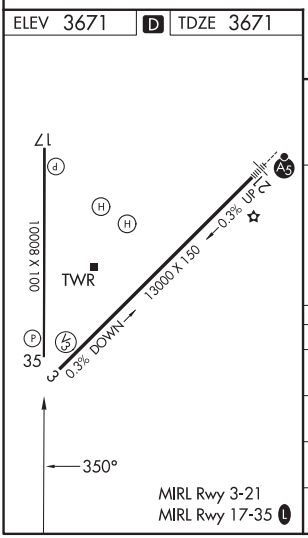
RNP APCH - GPS.

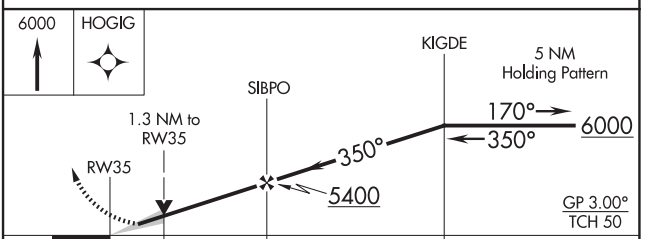
T A ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 41°C. When local altimeter setting not received, use Artesia altimeter setting: increase LPV DA to 4001 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 4033 feet; increase all MDAs 80 feet and visibility LNAV Cat C ¼ SM, and Circling Cat D ¼ SM. Baro-VNAV and VDP NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

| ATIS | ROSWELL APP CON ★ | ROSWELL TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) Ⓛ 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3921-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 3953-1 282 (300-1) | | | |
| LNAV MDA | 4120-1 449 (500-1) | | 4120-1¼ 449 (500-1¼) | 4120-1½ 449 (500-1½) |
| CIRCLING | 4140-1 469 (500-1) | | 4140-1½ 469 (500-1½) | 4300-2 629 (700-2) |




SW-1, 07 AUG 2025 to 02 OCT 2025

| LOC/DME I-ROW | APP CRS | Rwy Ldg | 13000 |
|---|---|---|---|
| 109.9 | 035° | TDZE | 3667 |
| Chan 36 | | Apt Elev | 3671 |

# LOC BC RWY 3

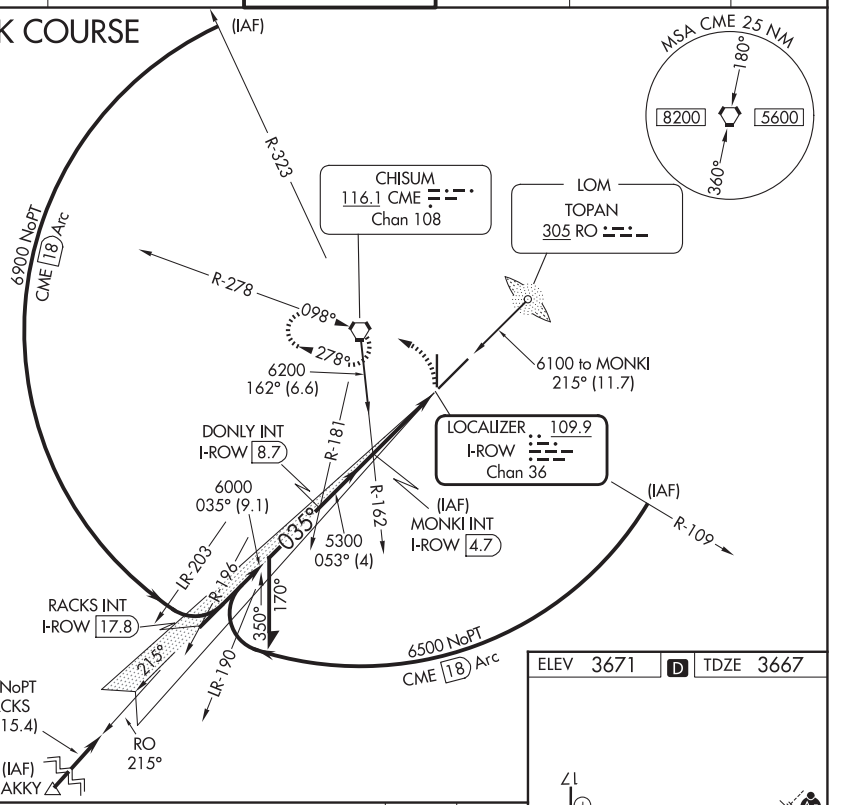
ROSWELL AIR CENTER (ROW)

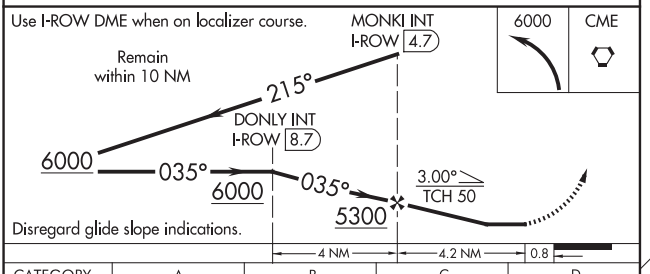
T A ASR

MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.

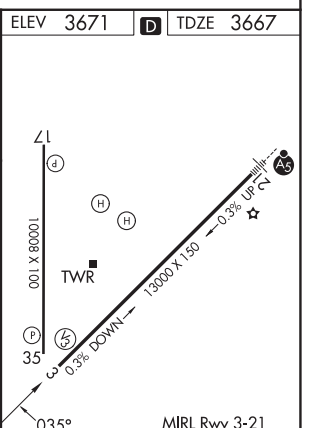
| ATIS | ROSWELL APP CON* | ROSWELL TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) L 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |

## BACK COURSE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 4100-1 | 433 (500-1) | 4100-1¼ 433 (500-1¼) | 4100-1½ 433 (500-1½) |
| CIRCLING | 4140-1 | 469 (500-1) | 4140-1½ 469 (500-1½) | 4300-2 629 (700-2) |




FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

ROSWELL, NEW MEXICO AL-354 (FAA) 25219

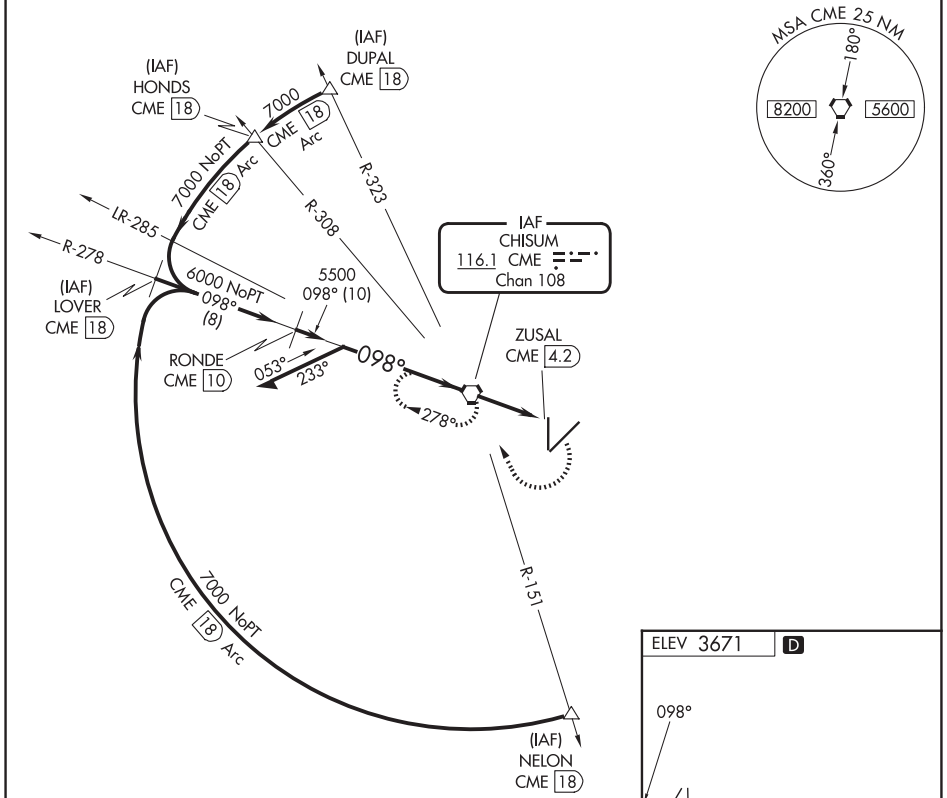
| VORTAC CME | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 116.1 | 098° | TDZE | N/A |
| Chan 108 | | Apt Elev | 3671 |

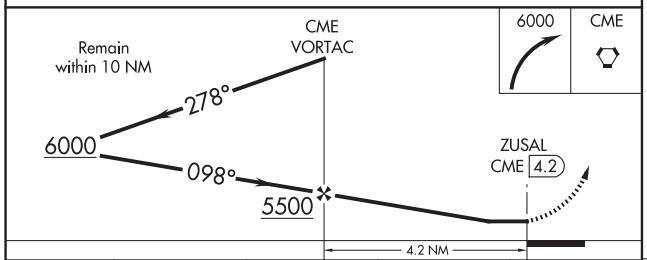
# VOR-B
ROSWELL AIR CENTER (ROW)

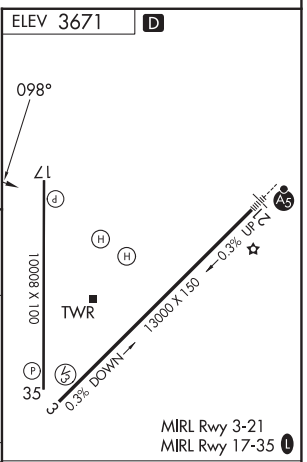
ASR — If local altimeter setting not received, procedure NA.

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

| ATIS | ROSWELL APP CON★ | ROSWELL TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.45 306.2 | 119.6 239.0 | 118.5 (CTAF) L 233.7 | 121.9 348.6 | 132.875 282.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4140-1 | 469 (500-1) | 4140-1½ | 4300-2 |
| | | | 469 (500-1½) | 629 (700-2) |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

ROSWELL, NEW MEXICO
Amdt 1B 06OCT22

33°18'N-104°32'W

AL-354 (FAA)
33°19'N
33°18'N
104°30'W
104°31'W
104°32'W
104°33'W
1000 X 200
ELEV 3624
21
218.3°
0.3% UP
VAR 6.8° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
RWY 03-21
PCR 1140 R/C/W/T
S-100, D-200, 2D-400
RWY 17-35
PCR 150 R/C/W/T
S-77, D-104, 2D-165
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TERMINAL
FIRE STATION
FBO
H1
H2
HS 1
TWR
13000 X 150
0.3% DOWN
038.3°
ELEV 3667
353.3°
10008 X 100
ELEV 3662
17
173.3°
35
FIELD ELEV 3671
1000 X 200
ATIS
128.45 306.2
ROSWELL TOWER★
118.5 233.7
GND CON
121.9 348.6
CLNC DEL
132.875 282.25

RUIDOSO, NEW MEXICO | AL-6922 (FAA) | 24109

| LOC/DME I-SRR | APP CRS | Rwy Idg | 8120 |
|---|---|---|---|
| 110.7 | 241° | TDZE | 6771 |
| Chan 44 | | Apt Elev | 6814 |

# ILS or LOC RWY 24

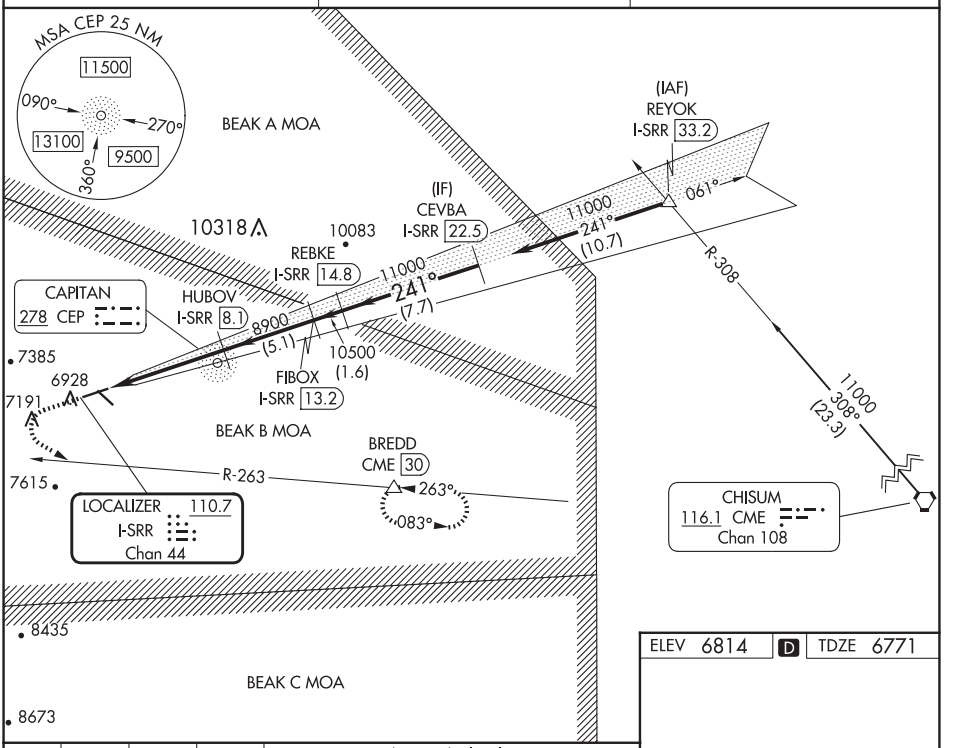
SIERRA BLANCA RGNL (SRR)

DME required.

Autopilot coupled approach NA below 7200. Circling NA Rwy 12 NA at night. When local altimeter setting not received, procedure NA.

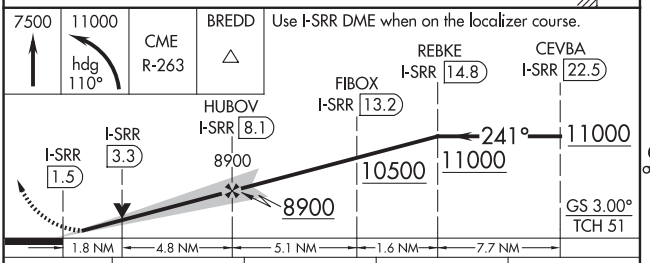
MISSED APPROACH: Climb to 7500 then climbing left turn to 11000 on heading 110° and on CME VORTAC R-263 to BREDD/CME 30 DME and hold, continue climb-in-hold to 11000.

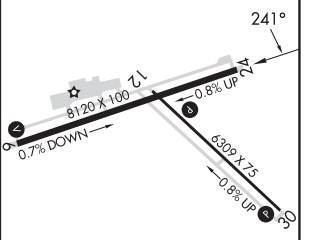
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 126.475 | 132.65 257.6 | 122.8 (CTAF) L |




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025




ELEV 6814 D TDZE 6771

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 6974-¾ 203 (200-¾) | | | |
| S-LOC 24 | 7340-1 569 (600-1) | | 7340-1⅝ 569 (600-1⅝) | |
| CIRCLING | 7340-1 526 (600-1) | | 7600-2¼ 786 (800-2¼) | 7860-3 1046 (1100-3) |

REIL Rwys 12 and 30 L

MIRL Rwys 6-24 and 12-30 L

| FAF to MAP 6.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:36 | 4:24 | 3:18 | 2:38 | 2:12 |

| WAAS | APP CRS | Rwy Idg | 8120 |
|---|---|---|---|
| CH 53420 | 241° | TDZE | 6771 |
| W24A | | Apt Elev | 6814 |

# RNAV (GPS) RWY 24

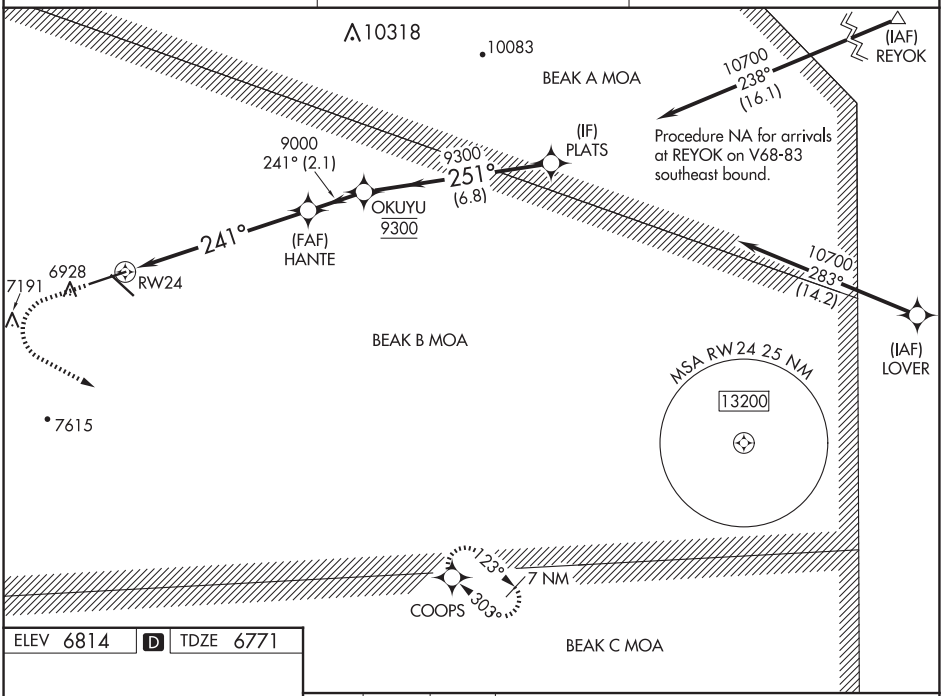
## SIERRA BLANCA RGNL (SRR)

RNP APCH - GPS.

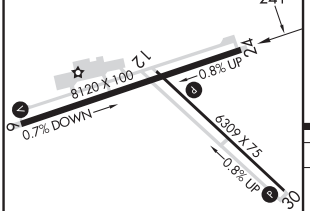
When local altimeter setting not received, procedure NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C or above 54°C. Circling Rwy 12 NA at night.

MISSED APPROACH: Climb to 7500 then climbing left turn to 10000 direct COOPS and hold.

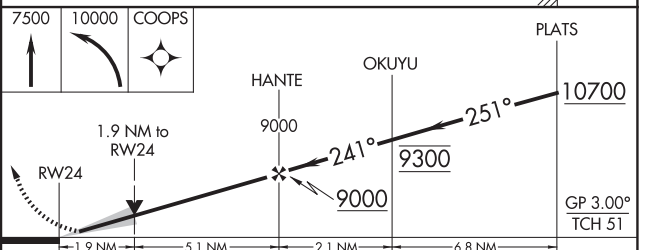
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 126.475 | 132.65 257.6 | 122.8 (CTAF) L |




ELEV 6814 D TDZ 6771




REIL Rwys 12 and 30 L
MIRL Rwys 6-24 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6971-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 7220-1⅜ 449 (500-1⅜) | | | |
| LNAV MDA | 7380-1 609 (600-1) | | 7380-1¾ 609 (600-1¾) | |
| CIRCLING | 7380-1 566 (600-1) | | 7600-2¼ 786 (800-2¼) | 7860-3 1046 (1100-3) |



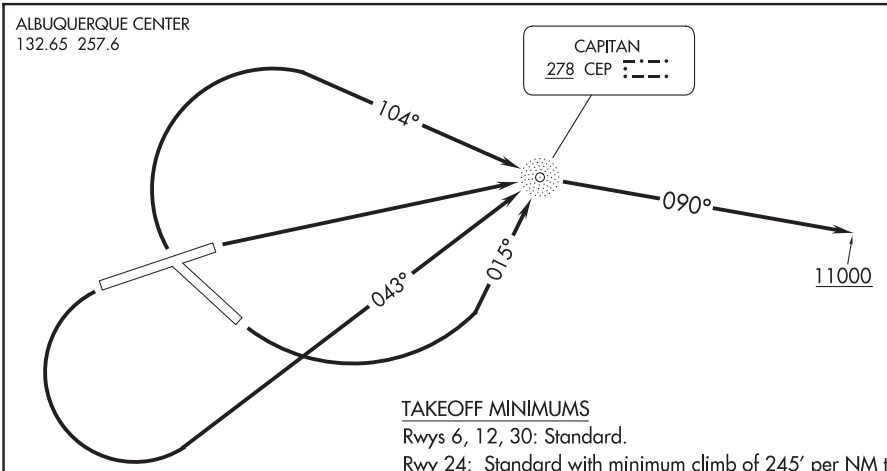
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(CAP2.CEP) 24081

# CAPITAN TWO DEPARTURE (OBSTACLE)

AL-6922 (FAA)

SIERRA BLANCA RGNL (SRR)
RUIDOSO, NEW MEXICO




TAKEOFF MINIMUMS

Rwys 6, 12, 30: Standard.

Rwy 24: Standard with minimum climb of 245′ per NM to 8300 or 1200-3 for climb in visual conditions.

TAKEOFF OBSTACLE NOTES

Rwy 12: Terrain, 9′ from DER, 5′ right of centerline, 6722′ MSL.
Trees, beginning 61′ from DER, 146′ left of centerline, up to 6727′ MSL.
Tree, 99′ from DER, 125′ right of centerline, 6725′ MSL.

Rwy 24: Tree, 648′ from DER, 264′ right of centerline, 11′ AGL/6832′ MSL.
Trees, beginning 747′ from DER, 300′ left of centerline, up to 15′ AGL/6835′ MSL.
Vehicle on road, 940′ from DER, 39′ left of centerline, up to 15′ AGL/6854′ MSL.
Pole, 4427′ from DER, 942′ left of centerline, 45′ AGL/6925′ MSL.

Rwy 30: Sign, 47′ from DER, 60′ right of centerline, 6774′ MSL.
Sign, 72′ from DER, 197′ left of centerline, up to 2′ AGL/6779′ MSL.
Vehicle on road, 436′ from DER, 253′ right of centerline, 15′ AGL/6787′ MSL.
Tree, 692′ from DER, 179′ left of centerline, 6796′ MSL.
Building, tree, beginning 753′ from DER, 308′ left of centerline, up to 30′ AGL/6808′ MSL.
Pole, 1092′ from DER, 433′ left of centerline, 76′ AGL/6845′ MSL.
Pole, 1201′ from DER, 633′ left of centerline, 67′ AGL/6847′ MSL.
Pole, 1693′ from DER, 908′ left of centerline, 69′ AGL/6853′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 12: Climbing left turn to intercept course 015° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 24: Climbing left turn to intercept course 043° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn to intercept course 104° to CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.

VCOA RUNWAY 24: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Sierra Blanca Rgnl at or above 7900 then direct CEP NDB, then on bearing 090° from CEP NDB to 11000 before proceeding on course.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 288° | TDZE | N/A |
| | Apt Elev | 7523 |

# RNAV (GPS)-A

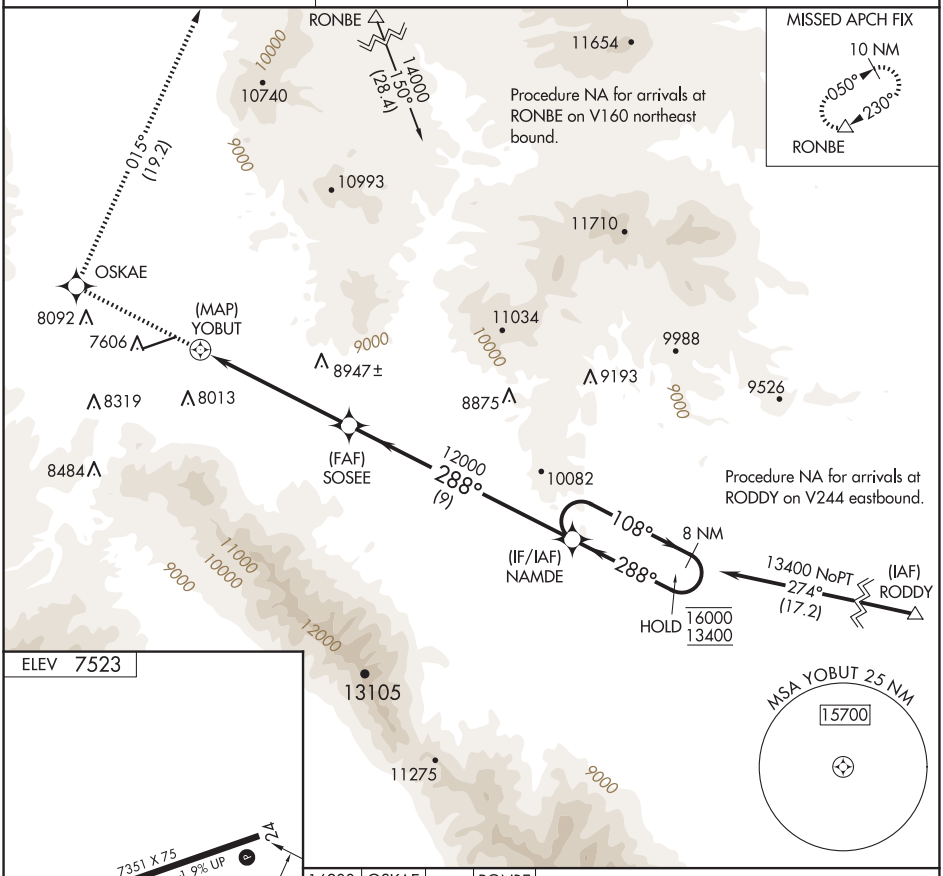
## SALIDA/HARRIETT ALEXANDER FLD (ANK)

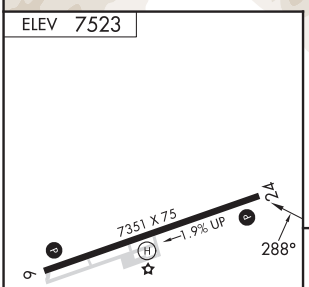
RNP APCH.

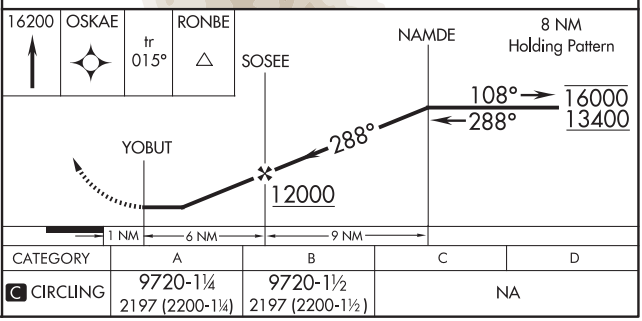
Circling to Rwy 6 NA at night.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 16200 direct OSKAE and on track 015° to RONBE and hold, continue climb-in-hold to 16200.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 133.85 | 128.375 379.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 9720-1¼ 2197 (2200-1¼) | 9720-1½ 2197 (2200-1½) | NA | |

MIRL Rwy 6-24 L

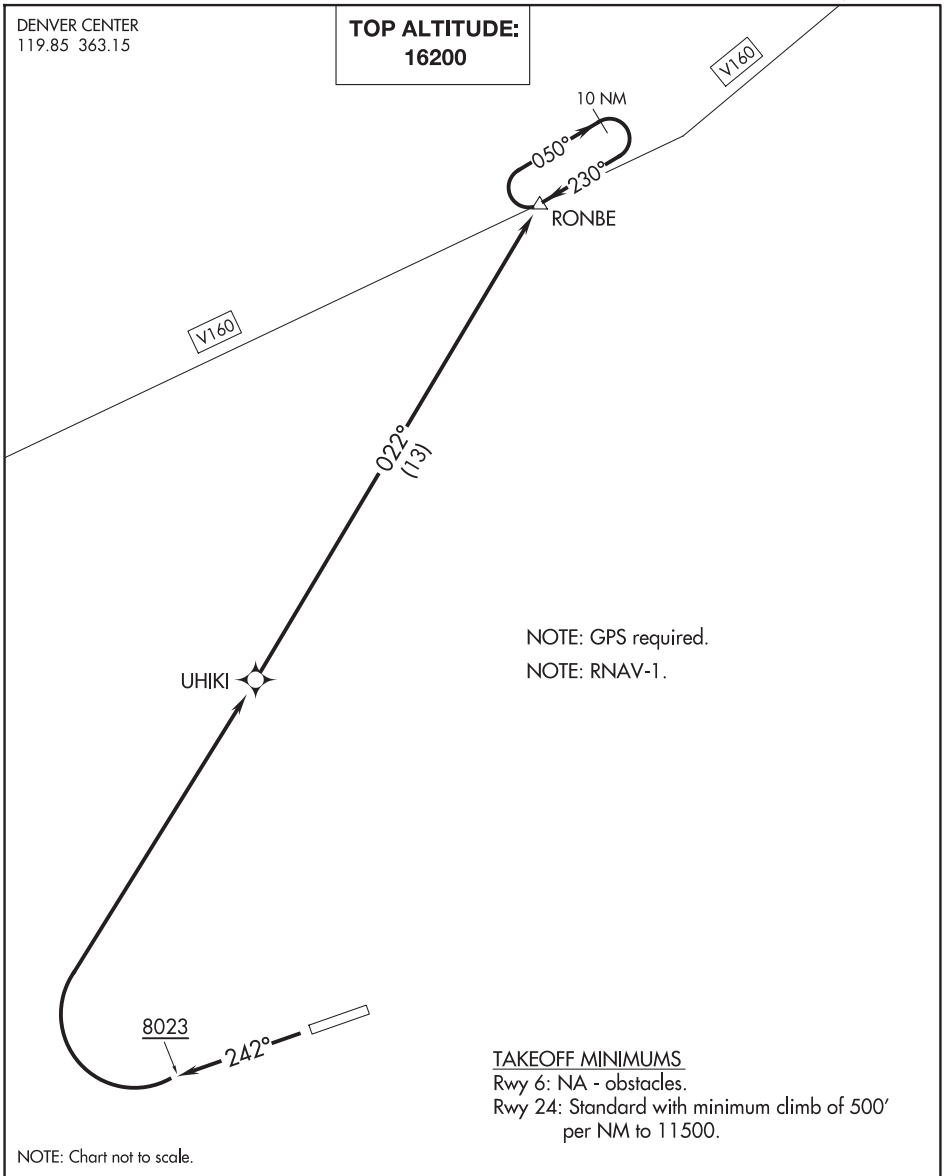


SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(RONBE2.RONBE) 22307

# RONBE TWO DEPARTURE (RNAV)

SALIDA HARRIETT ALEXANDER FLD (ANK)
AL-10345 (FAA)
SALIDA, COLORADO




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.


SW-1, 07 AUG 2025 to 02 OCT 2025

# ILS or LOC RWY 2

SANTA FE RGNL (SAF)

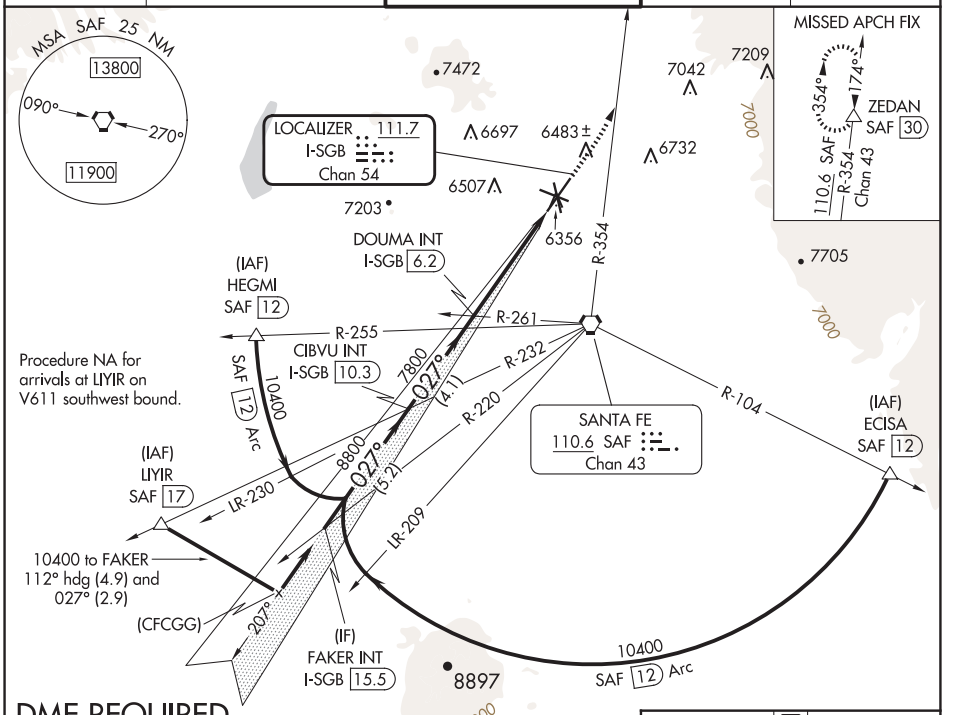
| LOC/DME I-SGB | APP CRS | Rwy Ldg | 8366 |
|---|---|---|---|
| 111.7 | 027° | TDZE | 6303 |
| Chan 54 | | Apt Elev | 6349 |

T
A

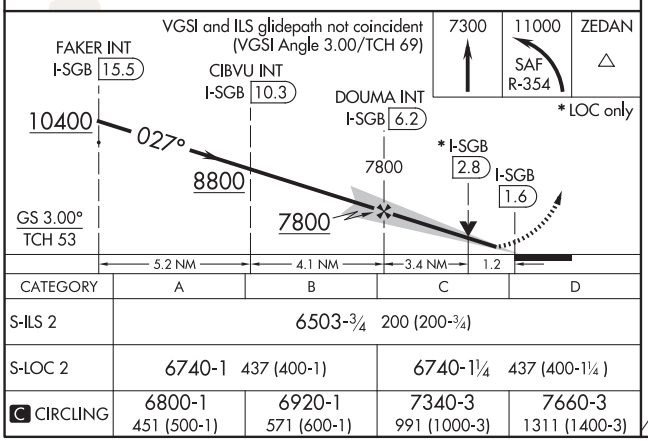
DME required.

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 on SAF VORTAC R-354 to ZEDAN/SAF 30 DME and hold.

| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |




DME REQUIRED

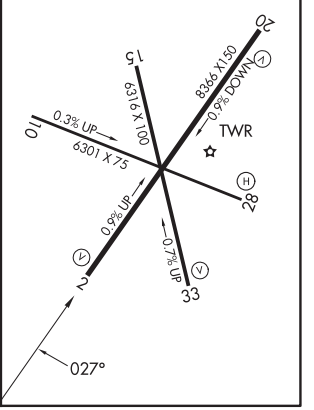



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 6503-¾ 200 (200-¾) | | | |
| S-LOC 2 | 6740-1 437 (400-1) | | 6740-1¼ 437 (400-1¼) | |
| C CIRCLING | 6800-1 451 (500-1) | 6920-1 571 (600-1) | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |

ELEV 6349 D TDZE 6303

REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 L






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

# RNAV (GPS) RWY 2

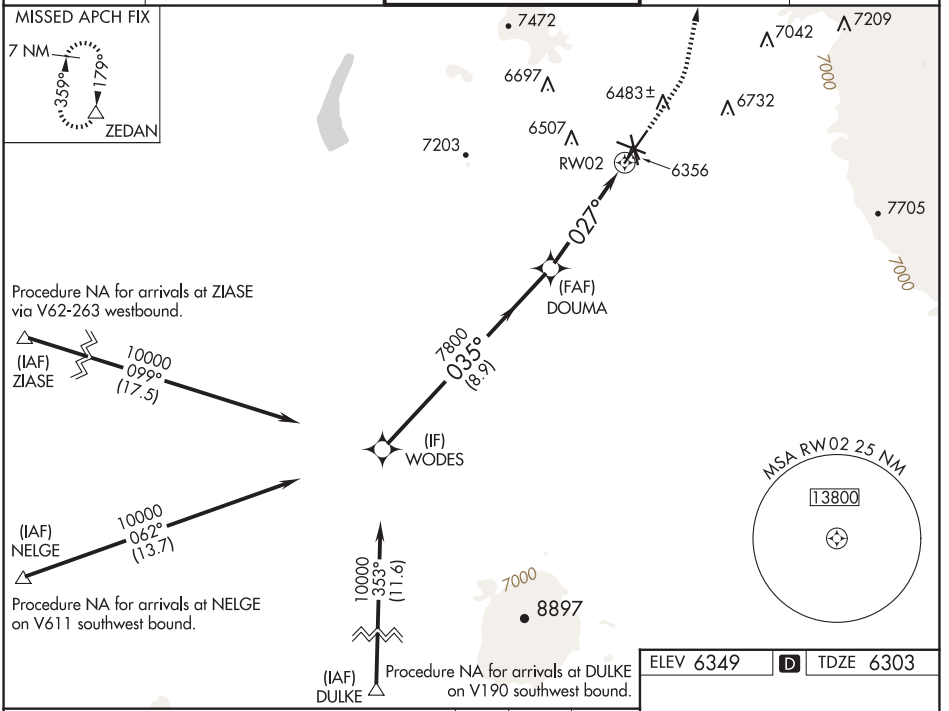
SANTA FE RGNL (SAF)

| WAAS | APP CRS | Rwy Ldg | 8366 |
|---|---|---|---|
| CH 63039 | 027° | TDZE | 6303 |
| W02A | | Apt Elev | 6349 |

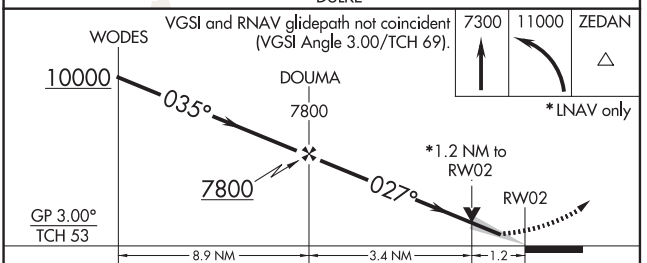
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7300 then climbing left turn to 11000 direct ZEDAN and hold.

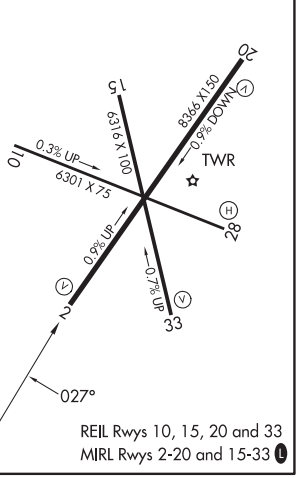
| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |




ELEV 6349 | D | TDZE 6303




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6503-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 6553-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 6740-1 437 (400-1) | | 6740-1¼ 437 (400-1¼) | |
| C CIRCLING | 6800-1 451 (500-1) | 6920-1 571 (600-1) | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |




REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L

SANTA FE, NEW MEXICO
Amdt 1 05JAN17

35°37'N-106°05'W

SANTA FE RGNL (SAF)

RNAV (GPS) RWY 2


SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 15

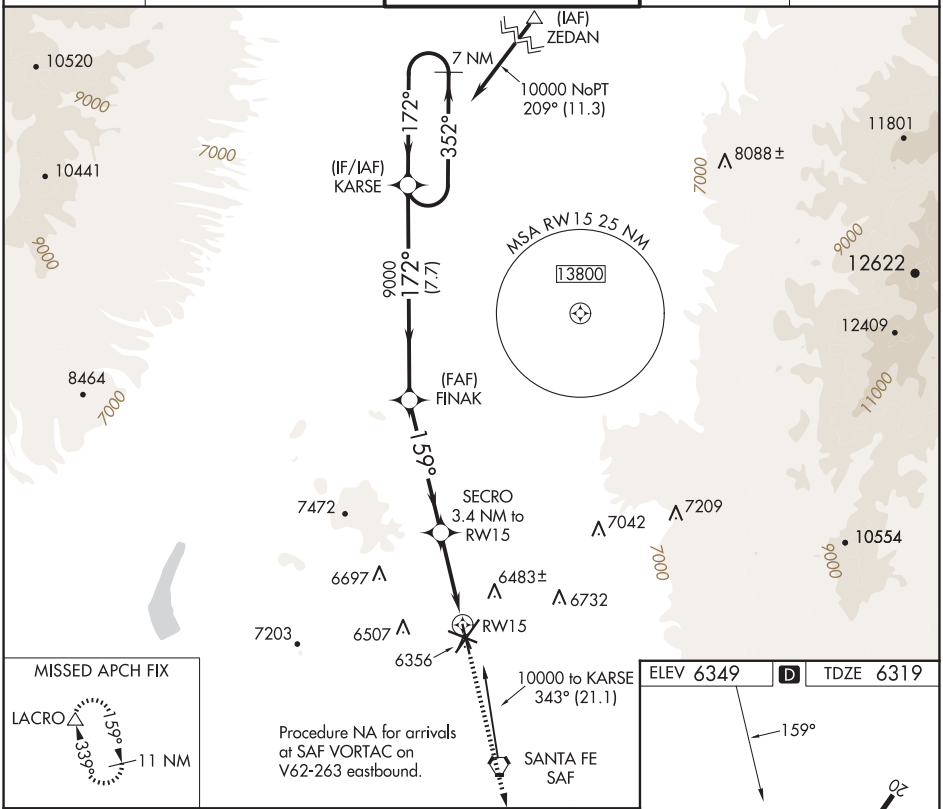
SANTA FE RGNL (SAF)

| WAAS | APP CRS | Rwy Ldg | 5221 |
|---|---|---|---|
| CH 87039 | 159° | TDZE | 6319 |
| W15A | | Apt Elev | 6349 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (117°F). DME/DME RNP-0.3 NA.

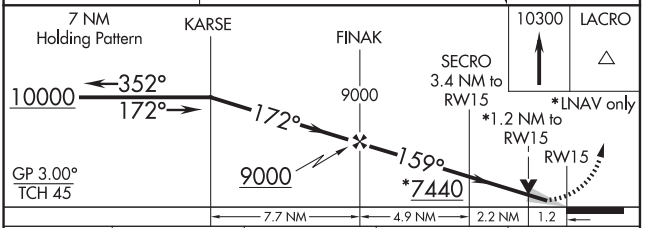
MISSED APPROACH: Climb to 10300 direct LACRO and hold, continue climb-in-hold to 10300.

| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |



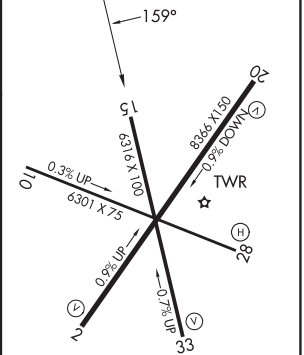

MISSED APCH FIX

LACRO 159° 339° 11 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6569-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 6569-¾ 250 (300-¾) | | | |
| LNAV MDA | 6740-1 421 (400-1) | | 6740-1¼ 421 (400-1¼) | |
| C CIRCLING | 6800-1 451 (500-1) | 6920-1 571 (600-1) | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |

ELEV 6349 D TDZE 6319




REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

| APP CRS | Rwy Ldg | 8366 |
|---|---|---|
| 192° | TDZE | 6349 |
| | Apt Elev | 6349 |

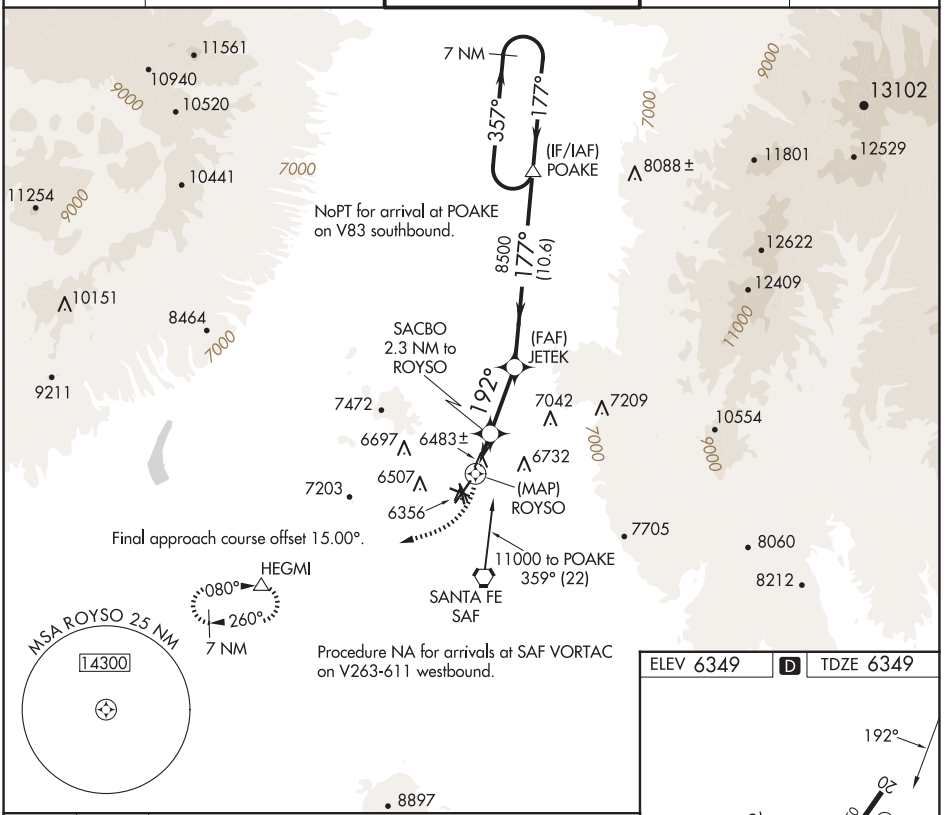
# RNAV (GPS) RWY 20

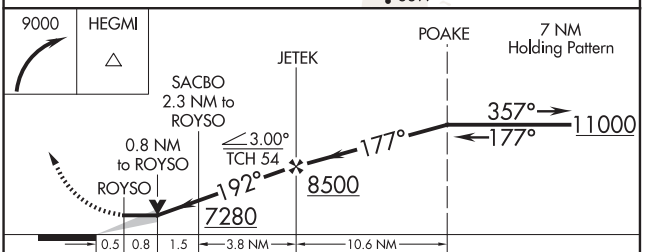
SANTA FE RGNL (SAF)

T A — DME/DME RNP-0.3 NA.

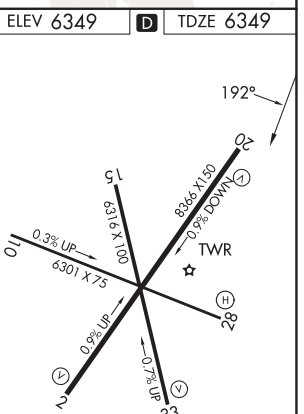
MISSED APPROACH: Climbing right turn to 9000 direct HEGMI and hold.

| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6800-1 | 451 (500-1) | 6800-1⅜ | 451 (500-1⅜) |
| C CIRCLING | 6800-1<br>451 (500-1) | 6920-1<br>571 (600-1) | 7340-3<br>991 (1000-3) | 7660-3<br>1311 (1400-3) |




REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L

SANTA FE, NEW MEXICO
Amdt 1 05JAN17

35°37'N-106°05'W

SANTA FE RGNL (SAF)
RNAV (GPS) RWY 20

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 28

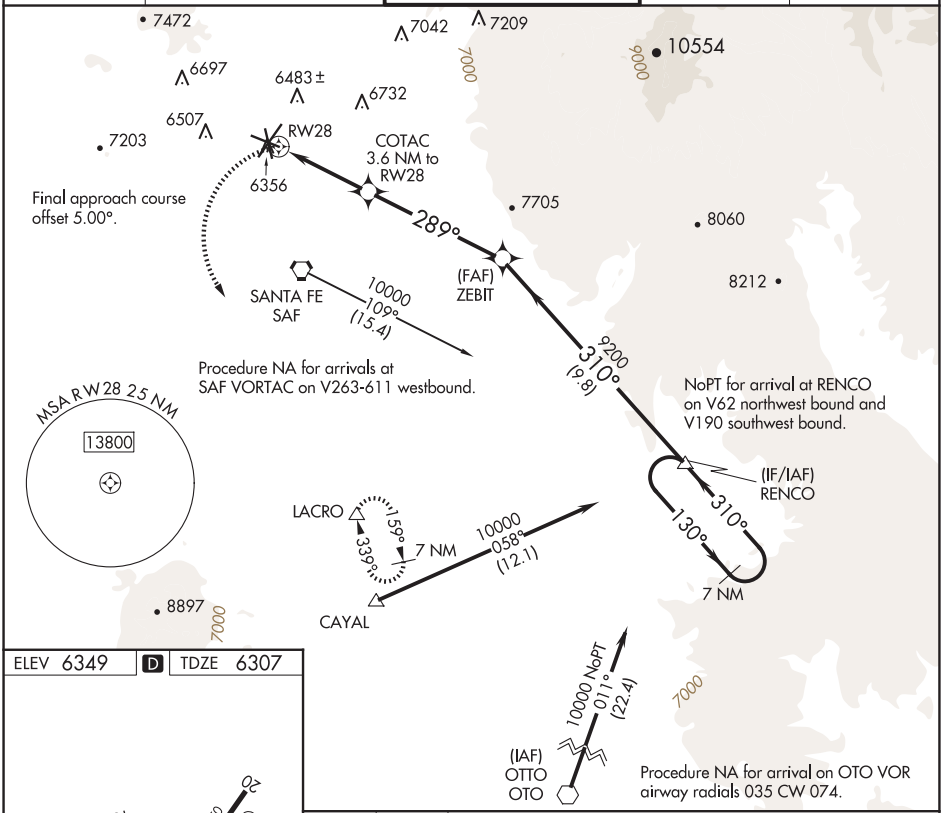
SANTA FE RGNL (SAF)

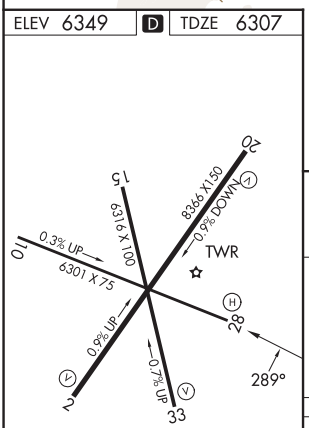
| APP CRS | Rwy Ldg | 6301 |
|---|---|---|
| 289° | TDZE | 6307 |
| | Apt Elev | 6349 |

T A — DME/DME RNP-0.3 NA.

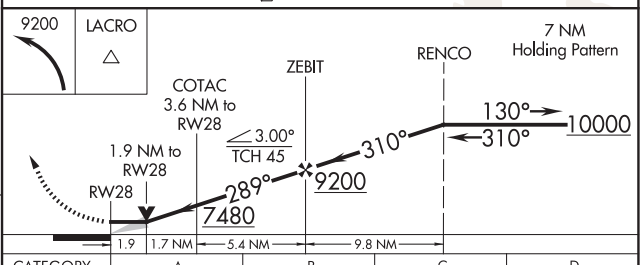
MISSED APPROACH: Climbing left turn to 9200 direct LACRO and hold.

| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |




REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6960-1 653 (700-1) | | 6960-1⅞ 653 (700-1⅞) | |
| C CIRCLING | 6960-1 611 (700-1) | | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 33

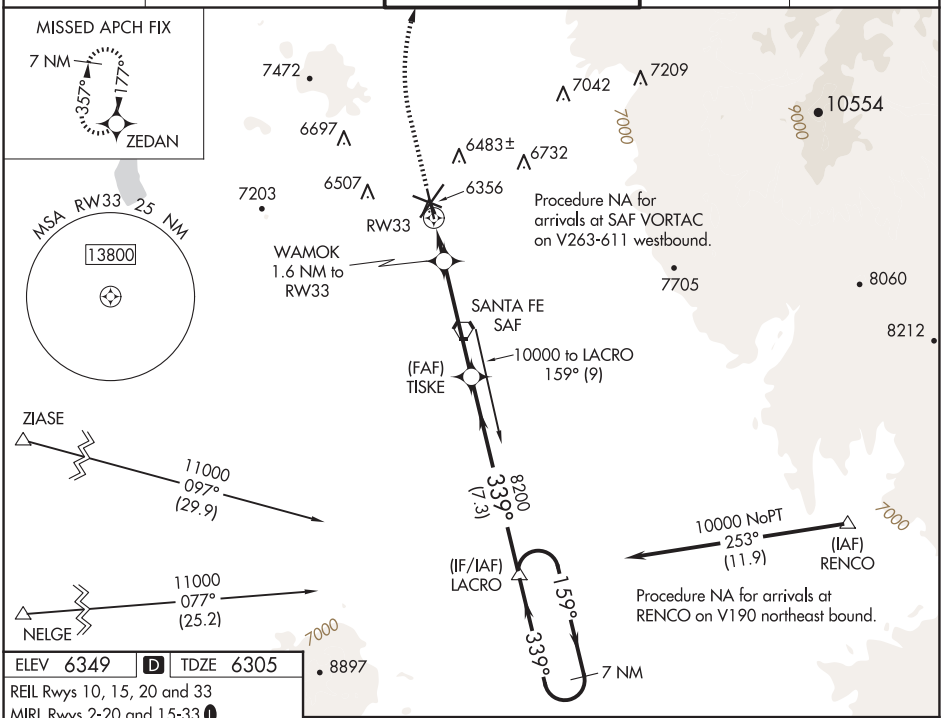
## SANTA FE RGNL (SAF)

| WAAS | APP CRS | Rwy Ldg | 6316 |
|---|---|---|---|
| CH 69539 | 339° | TDZE | 6305 |
| W33A | | Apt Elev | 6349 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 43°C (110°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6800 then climbing right turn to 11000 direct ZEDAN and hold.

| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |



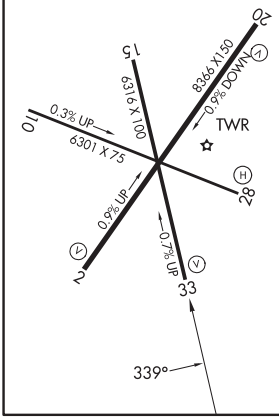

SW-1, 07 AUG 2025 to 02 OCT 2025

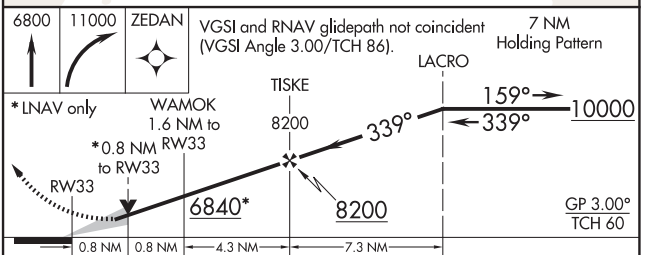
SW-1, 07 AUG 2025 to 02 OCT 2025

ELEV 6349 D TDZE 6305

REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6555-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 6555-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 6620-1 315 (300-1) | | 6620-⅞ 315 (300-⅞) | |
| C CIRCLING | 6800-1 451 (500-1) | 6920-1 571 (600-1) | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |

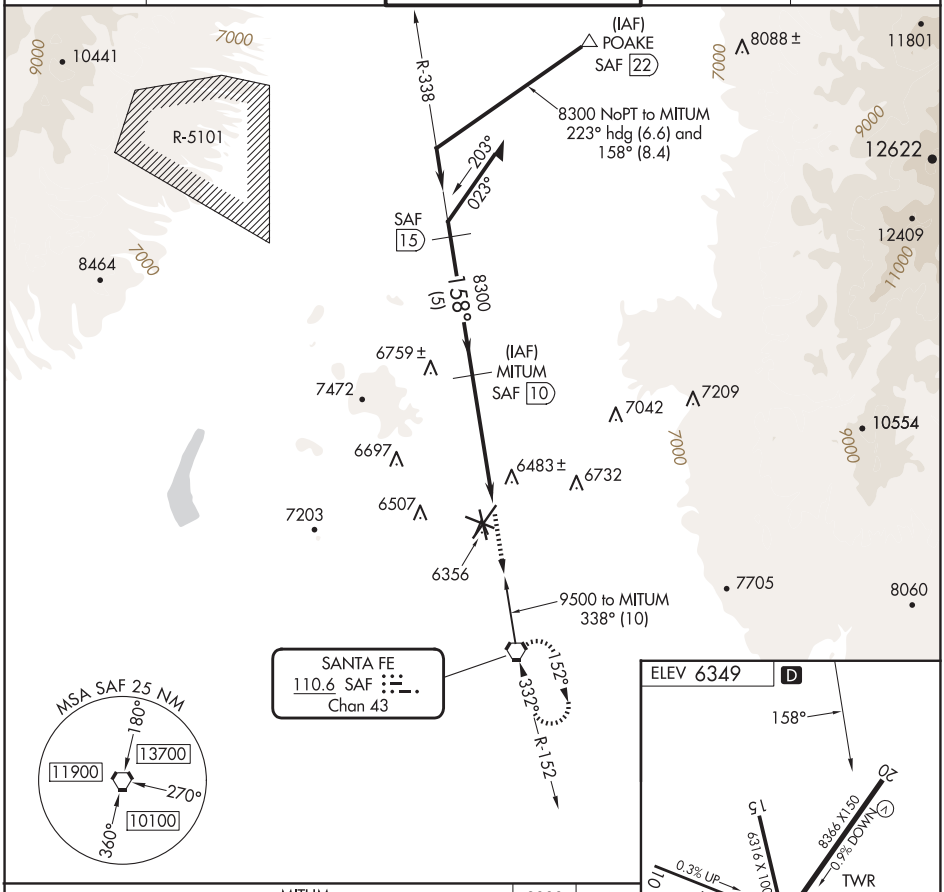
| VORTAC SAF | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 110.6 | 158° | TDZE | N/A |
| Chan 43 | | Apt Elev | 6349 |

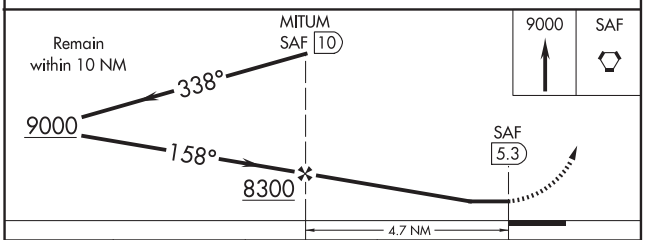
# VOR/DME-A
## SANTA FE RGNL (SAF)

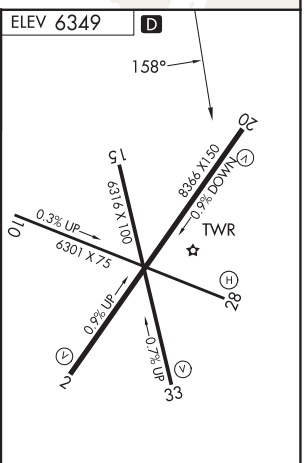
When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Los Alamos altimeter setting: increase all MDAs 160 feet.

MISSED APPROACH: Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6960-1 | 611 (700-1) | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |

REIL Rwys 10, 15, 20 and 33
MIRL Rwys 2-20 and 15-33 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SANTA FE, NEW MEXICO | AL-548 (FAA) | 25163

# VOR RWY 33

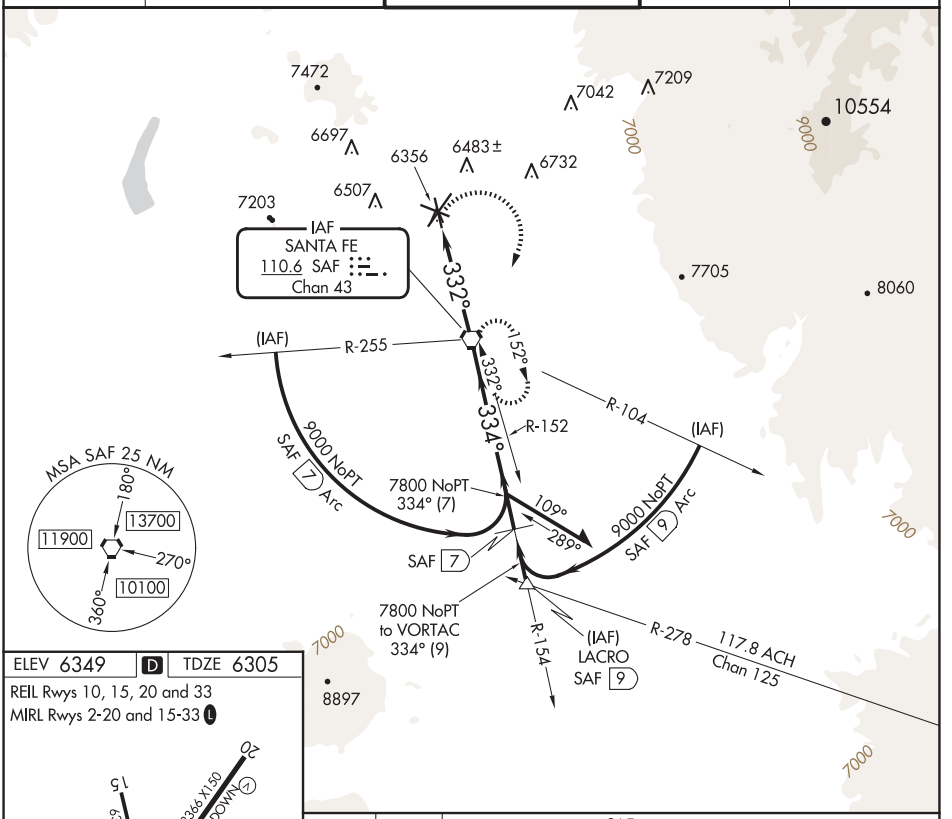
SANTA FE RGNL (SAF)

| VORTAC SAF | APP CRS | Rwy Ldg | 6316 |
|---|---|---|---|
| 110.6 | 332° | TDZE | 6305 |
| Chan 43 | | Apt Elev | 6349 |

When Control Tower closed, obtain local altimeter setting on unicom; when not received, use Los Alamos altimeter setting: increase all MDAs 160 feet and S-33 visibility Cat C/D ½ SM.

MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

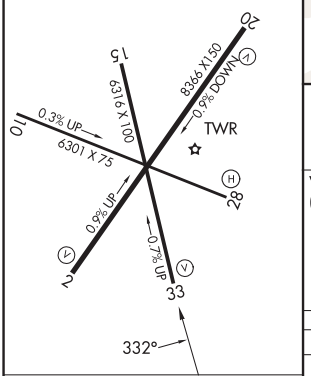
| ATIS | ALBUQUERQUE CENTER | SANTA FE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 132.8 346.35 | 119.5 (CTAF) L 239.3 | 121.7 | 122.95 |




ELEV 6349 D TDZE 6305

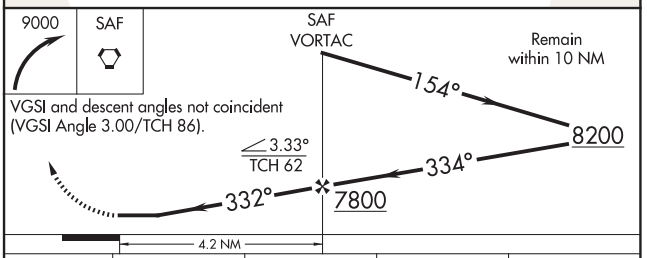
REIL Rwys 10, 15, 20 and 33

MIRL Rwys 2-20 and 15-33 L




FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |



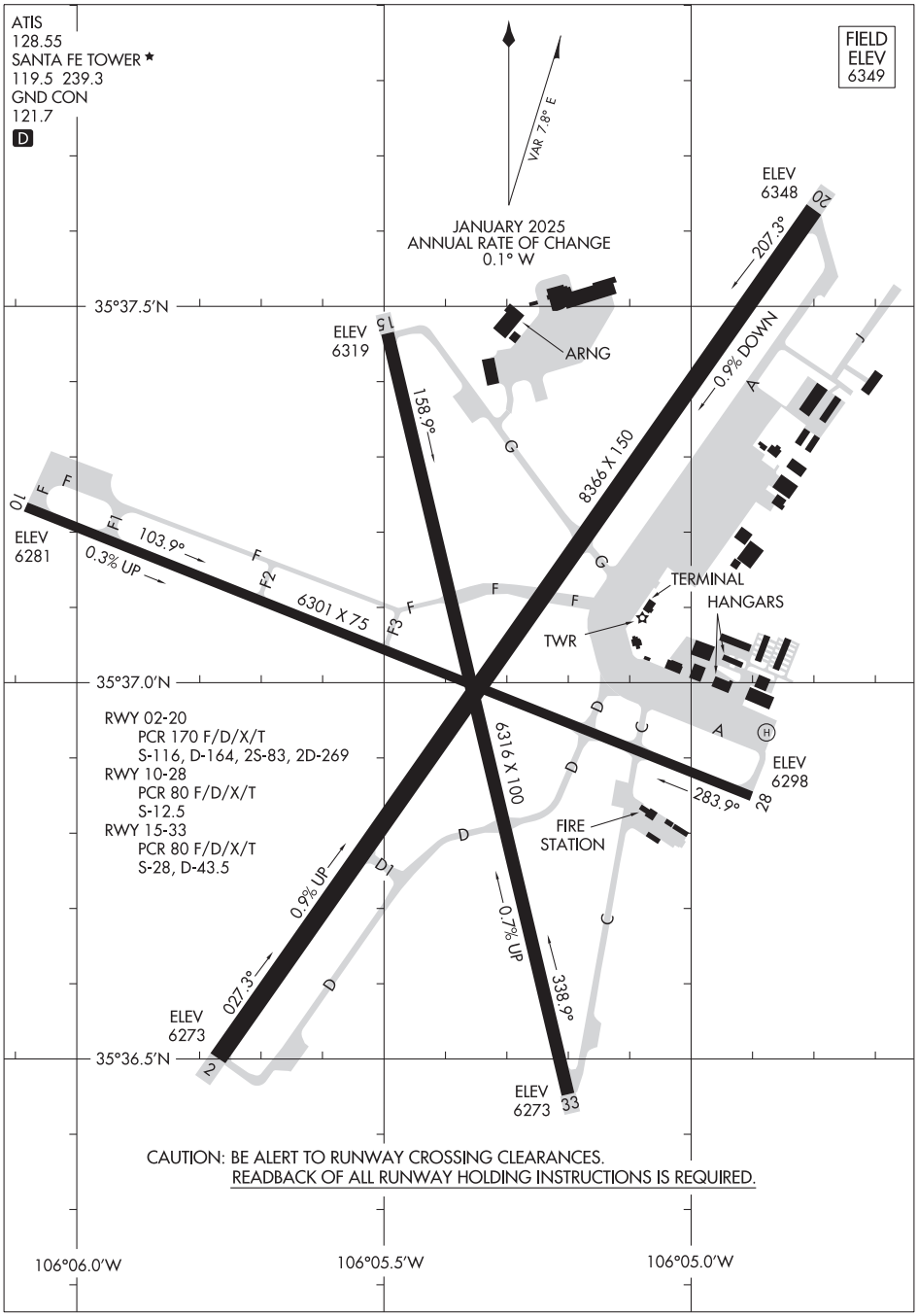

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 6720-1 415 (400-1) | | 6720-1¼ 415 (400-1¼) | |
| CIRCLING | 6840-1 491 (500-1) | 6920-1 571 (600-1) | 7340-3 991 (1000-3) | 7660-3 1311 (1400-3) |

SANTA FE, NEW MEXICO
Amdt 9C 06OCT22

35°37'N-106°05'W

SANTA FE RGNL (SAF)
VOR RWY 33


SW-1, 07 AUG 2025 to 02 OCT 2025





SW-1, 07 AUG 2025 to 02 OCT 2025

(POAKE2.POAKE) 23334

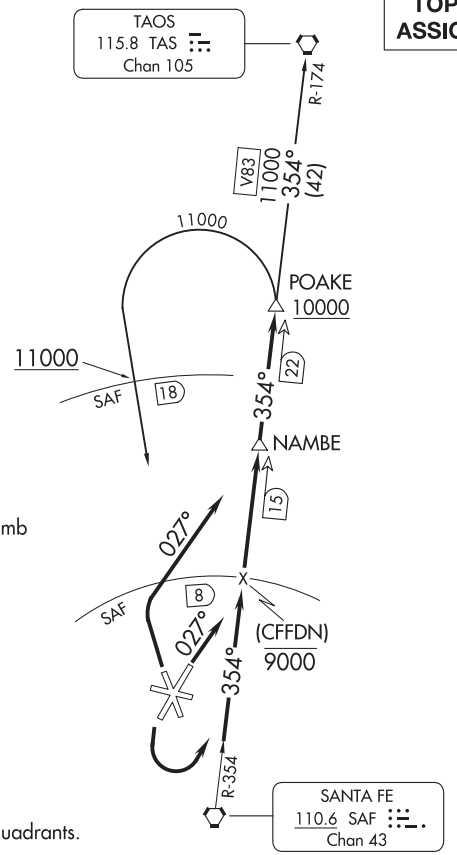
# POAKE TWO DEPARTURE

AL-548 (FAA)

SANTA FE RGNL (SAF)
SANTA FE, NEW MEXICO

ALBUQUERQUE CENTER
132.8 346.35
ATIS
128.55
GND CON
121.7
SANTA FE TOWER★
119.5 (CTAF) 239.3

**TOP ALTITUDE: ASSIGNED by ATC**




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 DESCRPTION

TAKEOFF RUNWAY 2: Climb heading 027° thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn to heading 027° thence. . . . .

. . . .Intercept and proceed on SAF R-354 to POAKE DME fix. Cross 8 DME ARC north of SAF VORTAC at or below 9000. Cross POAKE DME fix at or above 10000. Then on (transition) or (assigned route).

SANTA FE TRANSITION (POAKE2.SAF): From POAKE DME fix left turn direct SAF VORTAC. Cross 18 DME north of SAF VORTAC at/above 11000′.

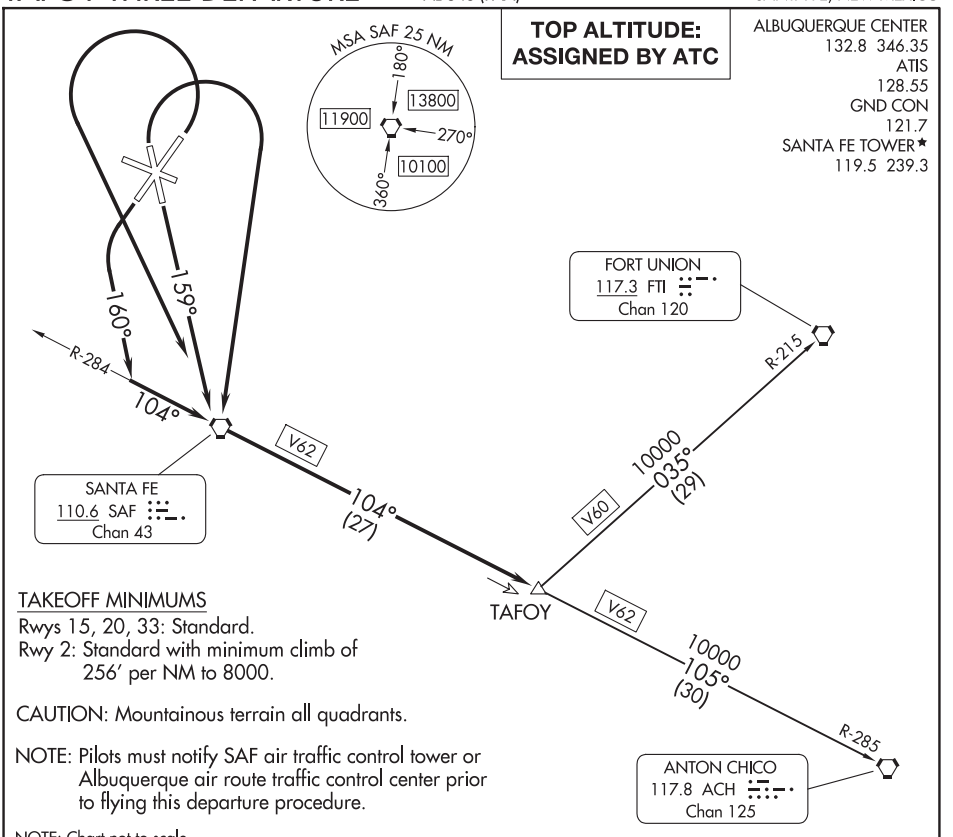
TAOS TRANSITION (POAKE2.TAS): From POAKE DME fix via SAF R-354 and TAS R-174 to TAS VORTAC.


SW-1, 07 AUG 2025 to 02 OCT 2025

# TAFOY THREE DEPARTURE

AL-548 (FAA)

SANTA FE, NEW MEXICO




TAKEOFF MINIMUMS

Rwys 15, 20, 33: Standard.
Rwy 2: Standard with minimum climb of 256' per NM to 8000.

CAUTION: Mountainous terrain all quadrants.

NOTE: Pilots must notify SAF air traffic control tower or Albuquerque air route traffic control center prior to flying this departure procedure.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climbing left turn direct SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

TAKEOFF RUNWAY 15: Climb on heading 159° direct SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

TAKEOFF RUNWAY 20: Climbing left turn on heading 160° to intercept SAF VORTAC R-284 to SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn direct SAF VORTAC, then on SAF VORTAC R-104 to TAFOY, thence. . . .

. . . .on assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude ten minutes after departure.

ANTON CHICO TRANSITION (TAFOY3.ACH): From over TAFOY on ACH R-285 to ACH VORTAC.

FORT UNION TRANSITION (TAFOY3.FTI): From over TAFOY on FTI R-215 to FTI VORTAC.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(ZIASE5.ZIASE) 24025

# ZIASE FIVE DEPARTURE

SANTA FE RGNL (SAF)
SANTA FE, NEW MEXICO

AL-548 (FAA)

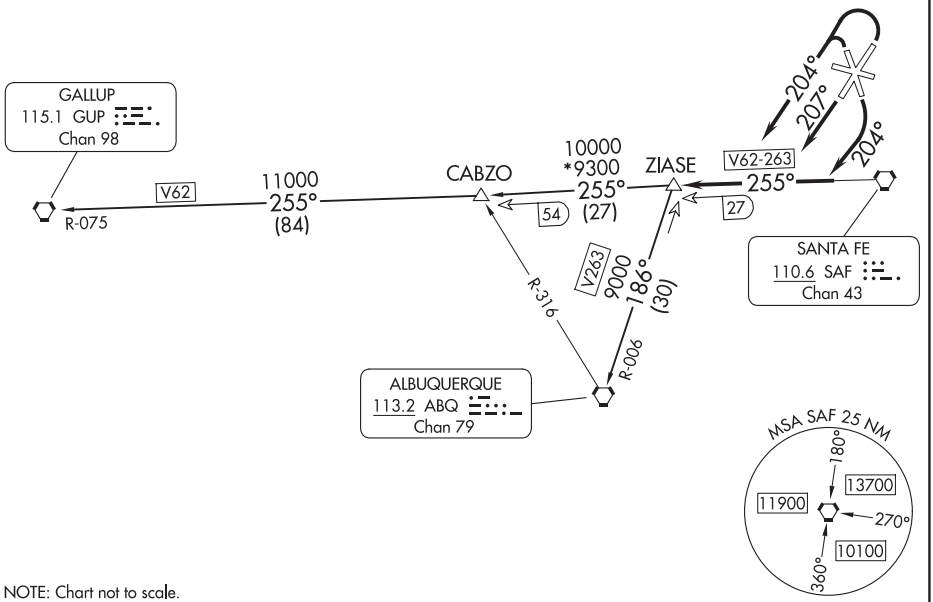
RADAR required.

**TOP ALTITUDE: ASSIGNED BY ATC**

ALBUQUERQUE CENTER
132.8 346.35
ATIS
128.55
GND CON
121.7
SANTA FE TOWER★
119.5 239.3

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.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2, 33: Climbing left turn to heading 204° thence. . . . .
TAKEOFF RUNWAY 15: Climbing right turn to heading 204° thence. . . . .
TAKEOFF RUNWAY 20: Climb 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.


SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 9550 |
|---|---|---|
| 101° | TDZE | 4112 |
| | Apt Elev | 4113 |

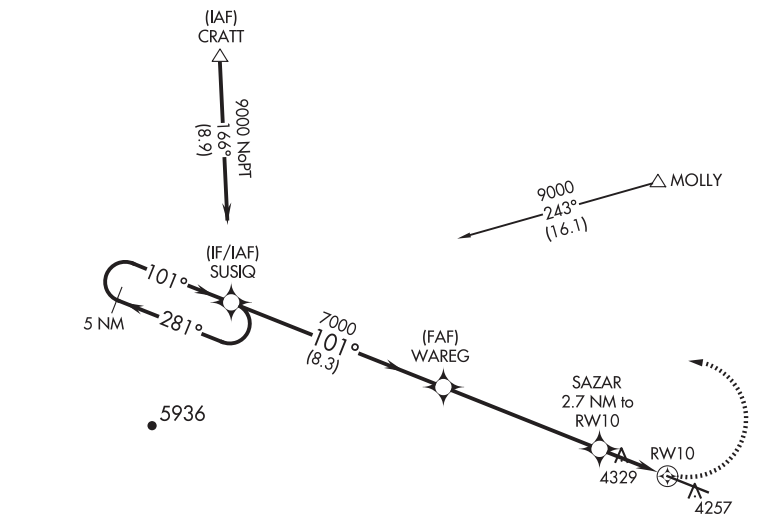
# RNAV (GPS) RWY 10

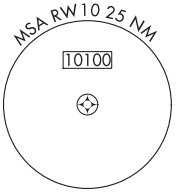
## DONA ANA COUNTY INTL JETPORT (DNA)

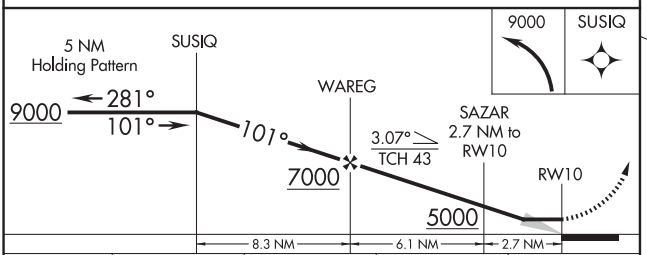
T NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use El Paso Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

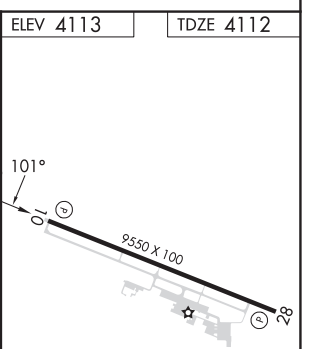
| AWOS-3PT | EL PASO APP CON | AUNICOM |
|---|---|---|
| 124.175 | 119.15 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4700-1 | 588 (600-1) | 4700-1¾ | 588 (600-1¾) |
| C CIRCLING | 4760-1 | 647 (700-1) | 4760-1¾ 647 (700-1¾) | 4760-2 647 (700-2) |




MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SILVER CITY, NEW MEXICO | AL-793 (FAA) | 25163

# RNAV (GPS) RWY 8

GRANT COUNTY (SVC)

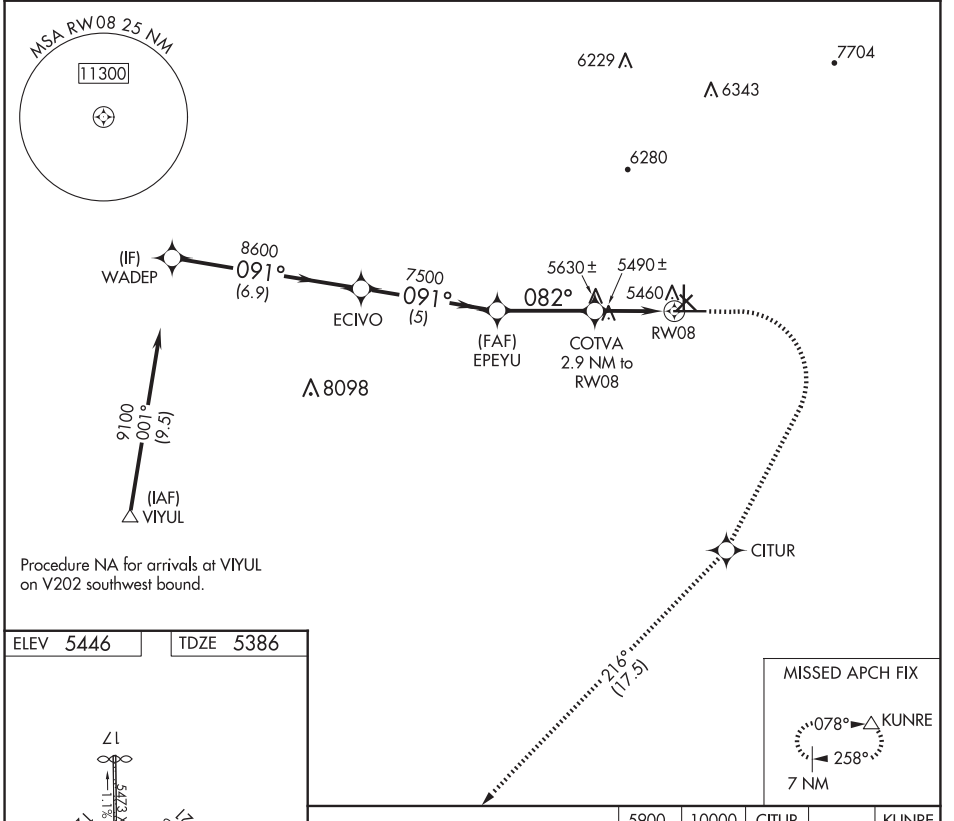
| APP CRS | Rwy Ldg | 6803 |
|---|---|---|
| 082° | TDZE | 5386 |
| | Apt Elev | 5446 |

RNP APCH-GPS.

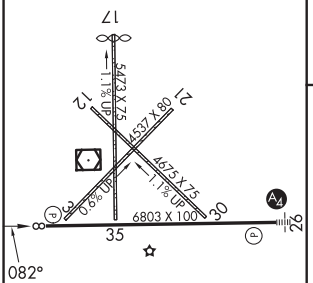
Rwy 8 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CITUR and on track 216° to KUNRE and hold.

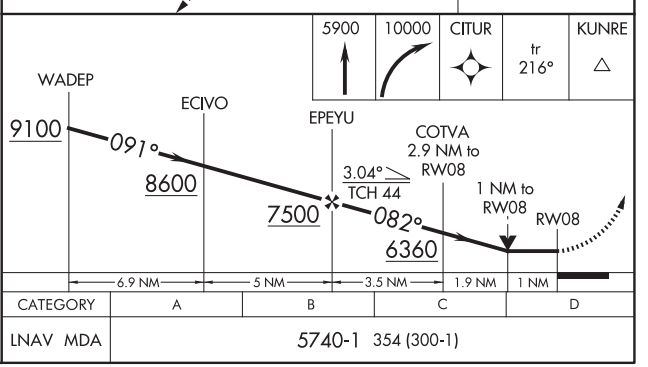
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 126.725 | 134.45 327.15 | 122.8 (CTAF) L |




| ELEV 5446 | TDZE 5386 |
|---|---|




REIL Rwy 8 L
MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 5740-1 354 (300-1) | | | |

SILVER CITY, NEW MEXICO
Amdt 1 19MAY22

32°38′N-108°09′W

GRANT COUNTY (SVC)

RNAV (GPS) RWY 8

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 6803 |
|---|---|---|---|
| CH 87100 | 262° | TDZE | 5380 |
| W26A | | Apt Elev | 5446 |

# RNAV (GPS) RWY 26
## GRANT COUNTY (SVC)

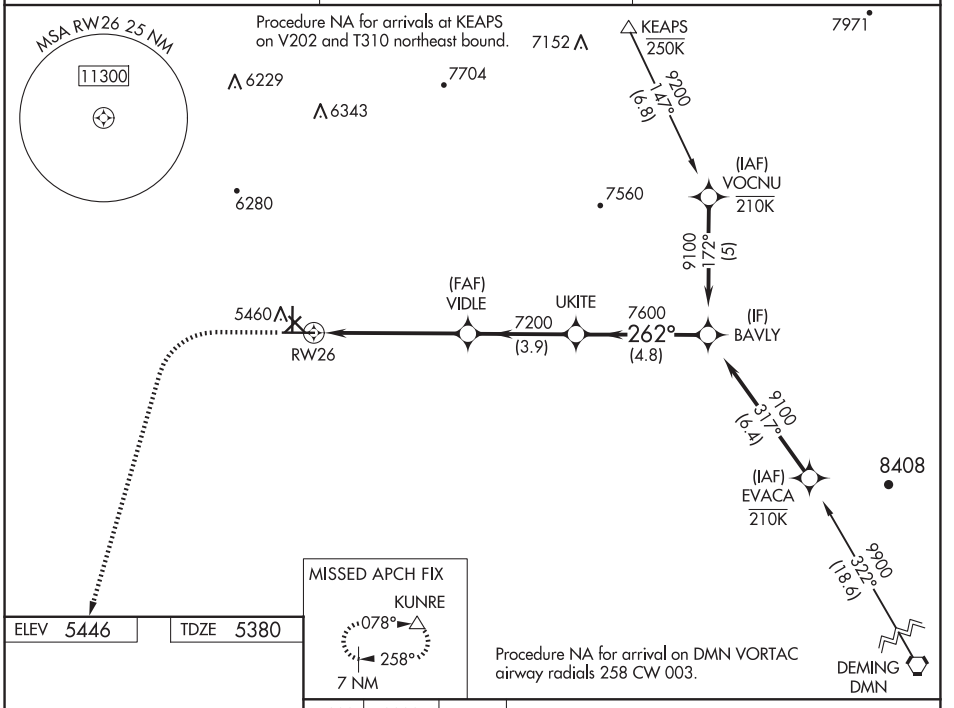
RNP APCH-GPS.

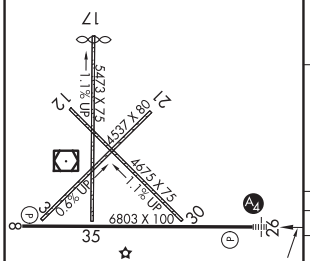
T A Circling NA to Rwys 3, 12, 17, 21, 30 and 35. Inop table does not apply to LPV and LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C or above 54°C.

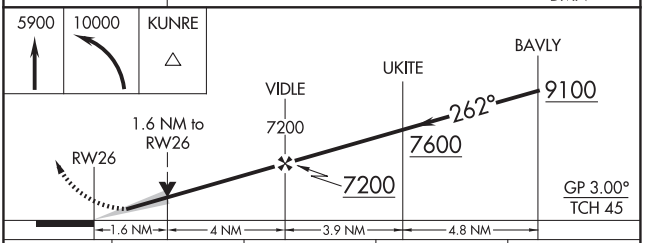
MALS A

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct KUNRE and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 126.725 | 134.45 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 5630-¾ 250 (200-¾) | | | |
| LNAV/VNAV DA | 5630-¾ 250 (200-¾) | | | |
| LNAV MDA | 5940-¾ 560 (500-¾) | | 5940-1⅜ 560 (500-1⅜) | |
| C CIRCLING | 5940-1 494 (500-1) | 5960-1 514 (600-1) | 6100-1¾ 654 (700-1¾) | 6740-3 1294 (1300-3) |

REIL Rwy 8 L
MIRL Rwy 8-26 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SILVER CITY, NEW MEXICO | AL-793 (FAA) | 25163

# LOC RWY 26

GRANT COUNTY (SVC)

| LOC/DME I-SVC | APP CRS | Rwy Ldg | 6803 |
|---|---|---|---|
| 111.7 | 262° | TDZE | 5380 |
| Chan 54 | | Apt Elev | 5446 |

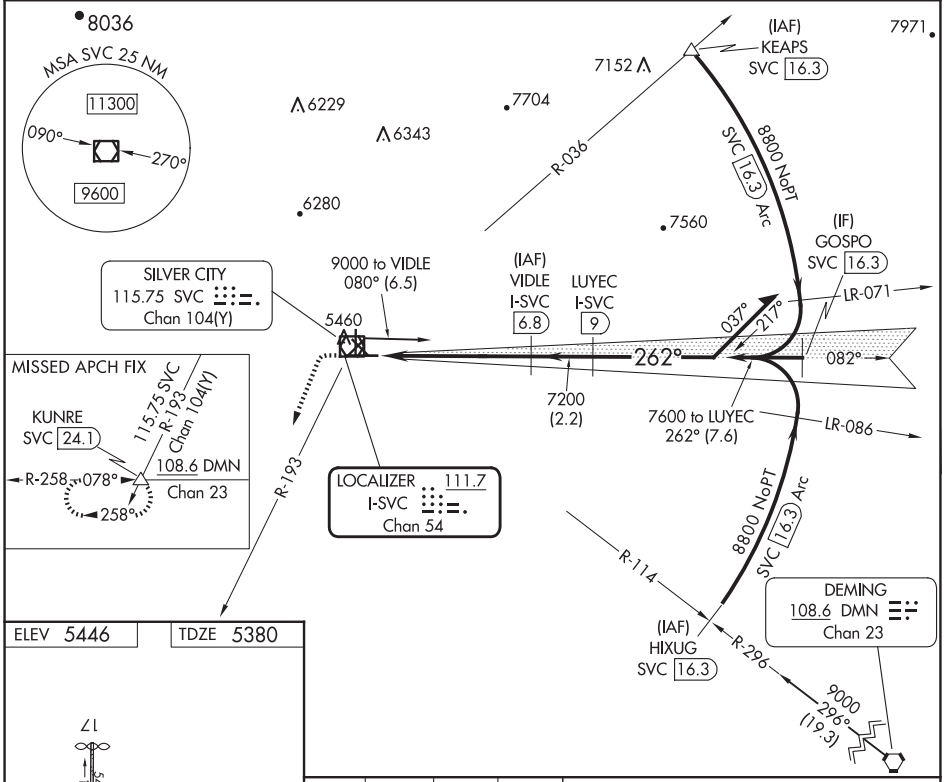
DME required.

T A NA Circling NA to Rwys 3, 12, 17, 21, 30 and 35.

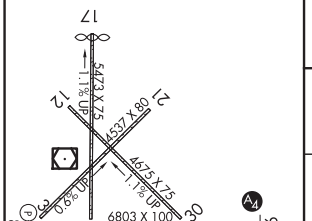
MALS A4

MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 on heading 190° and SVC VOR/DME R-193 to KUNRE INT/SVC VOR/DME 24.1 DME and hold.

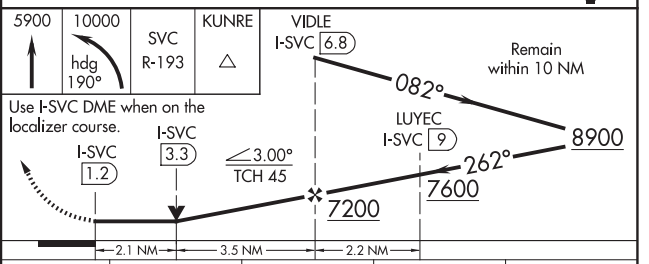
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 126.725 | 134.45 327.15 | 122.8 (CTAF) L |




ELEV 5446 | TDZE 5380




REIL Rwy 8 L
MIRL Rwy 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 6100-¾ 720 (700-¾) | | 6100-1¾ 720 (700-1¾) | |
| C CIRCLING | 6100-1 654 (700-1) | | 6100-2 654 (700-2) | 6740-3 1294 (1300-3) |

SILVER CITY, NEW MEXICO
Amdt 6 14JUL22

32°38′N-108°09′W

GRANT COUNTY (SVC)

LOC RWY 26


SW-1, 07 AUG 2025 to 02 OCT 2025

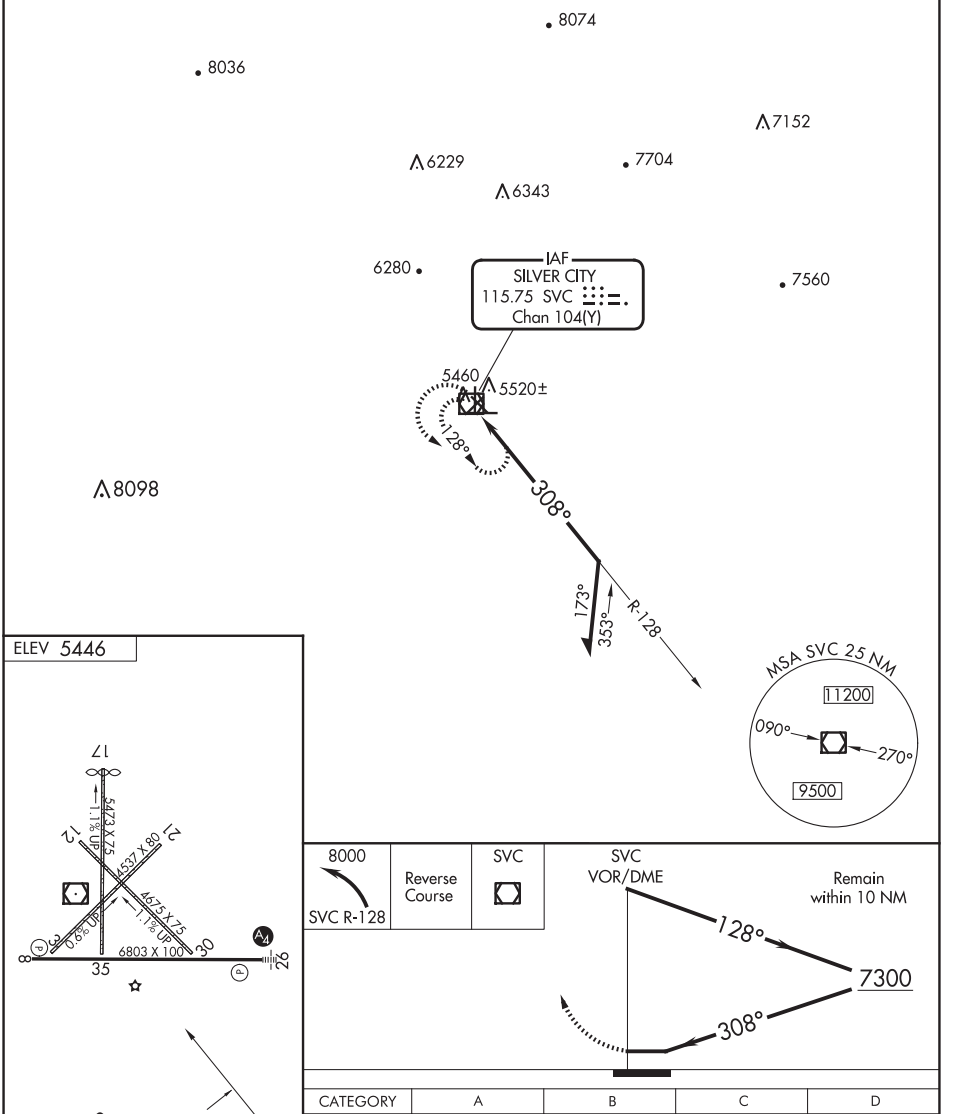
| VOR/DME SVC | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.75 | 308° | TDZE | N/A |
| Chan 104 (Y) | | Apt Elev | 5446 |

# VOR-A
## GRANT COUNTY (SVC)

When local altimeter setting not received, procedure NA.
Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night.

MISSED APPROACH: Climbing left turn to 8000 via SVC R-128, then reverse course to SVC VOR/DME and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 126.725 | 134.45 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5940-1<br>494 (500-1) | 5960-1<br>514 (600-1) | 6100-1¾<br>654 (700-1¾) | 6740-3<br>1294 (1300-3) |



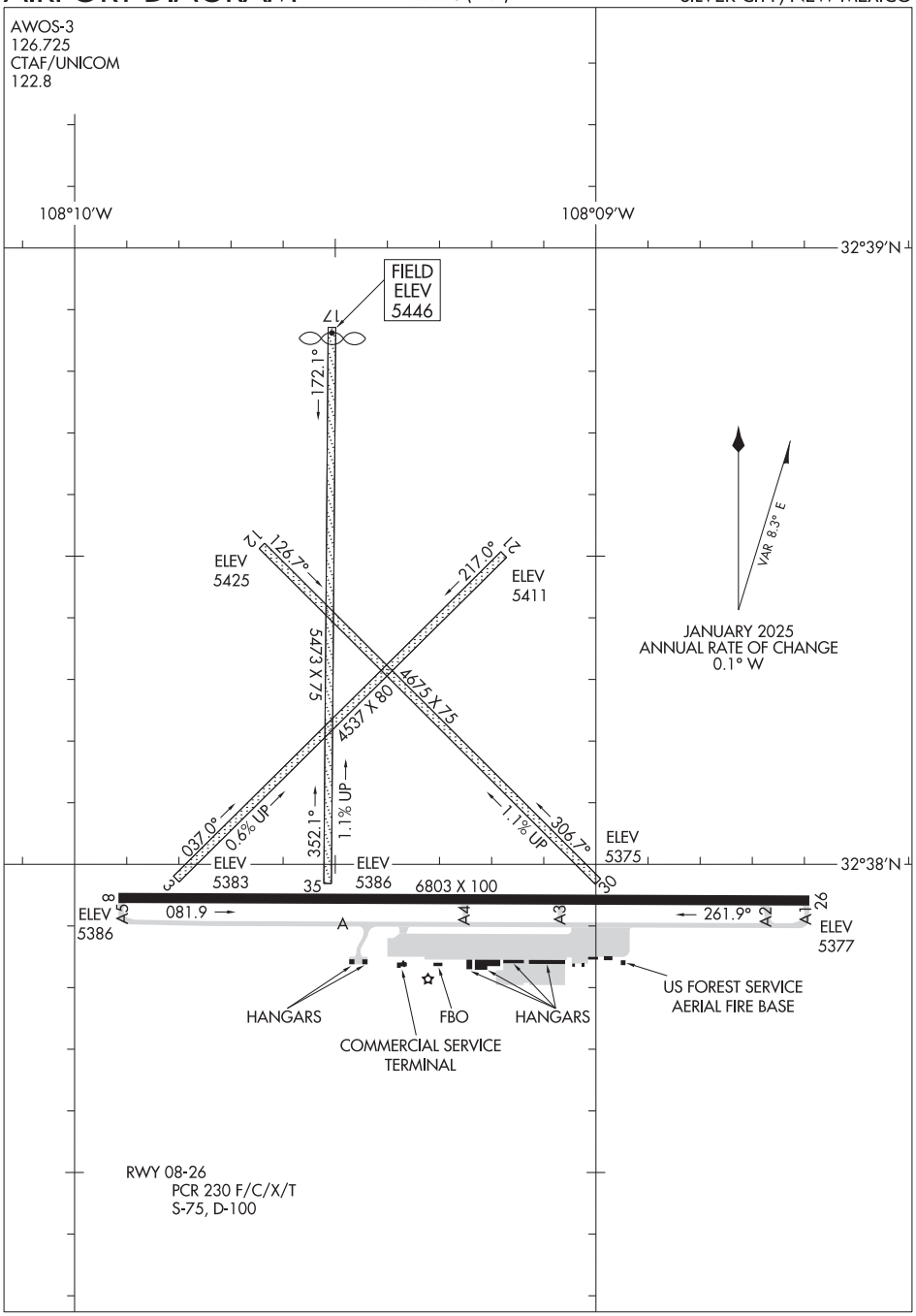
SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

25163

# AIRPORT DIAGRAM

AL-793 (FAA)

GRANT COUNTY (SVC)
SILVER CITY, NEW MEXICO

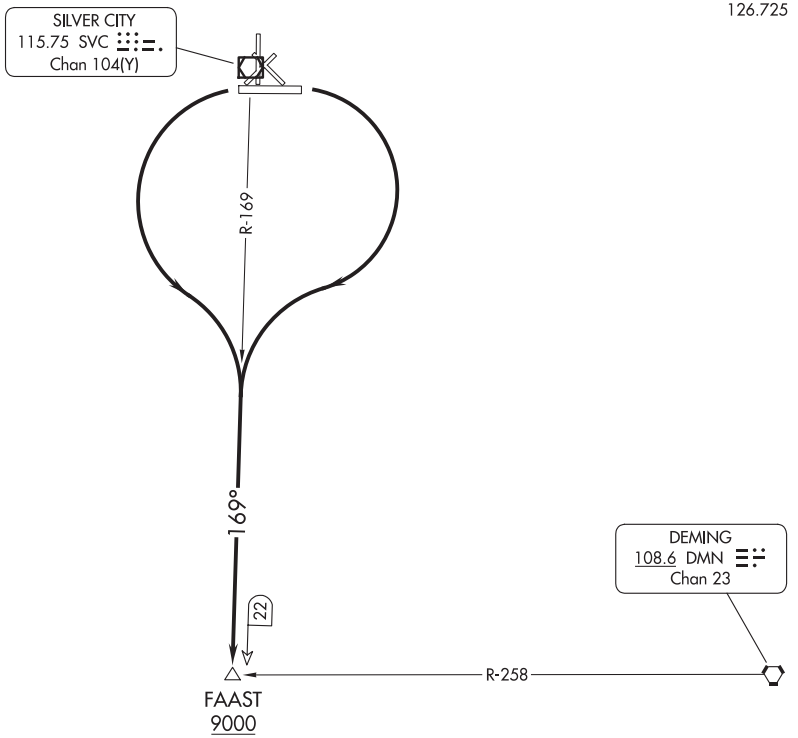



SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM
25163

SILVER CITY, NEW MEXICO
GRANT COUNTY (SVC)




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.



SW-1, 07 AUG 2025 to 02 OCT 2025

SOCORRO, NEW MEXICO | AL-550 (FAA) | 25163

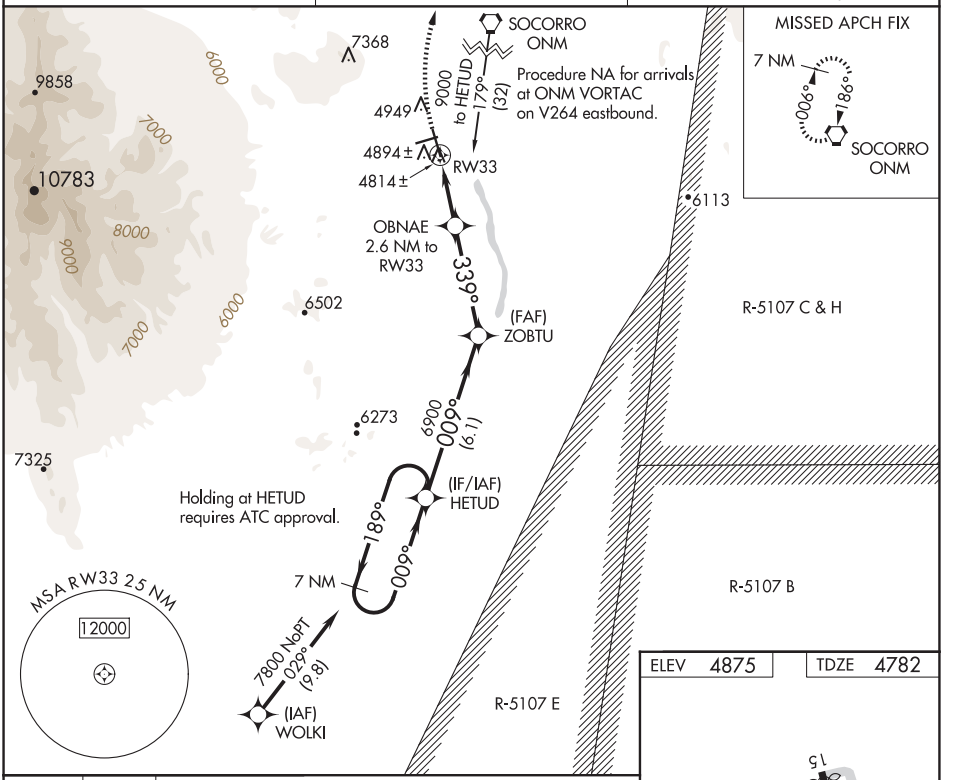
| WAAS | APP CRS | Rwy Ldg | 5659 |
|---|---|---|---|
| CH 65927 | 339° | TDZE | 4782 |
| W33A | | Apt Elev | 4875 |

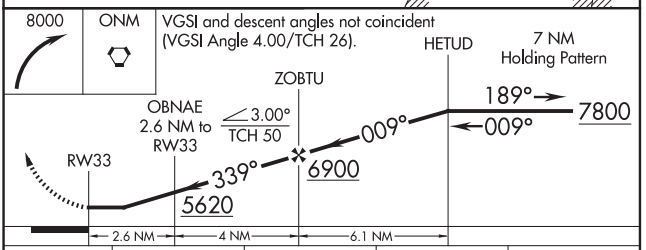
# RNAV (GPS) RWY 33
## SOCORRO MUNI (ONM)

When VGSI inop, Circling Rwy 15 NA at night. When VGSI inop, Straight-in/Circling Rwy 33 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA west of Rwy 15-33. When local altimeter setting not received, procedure NA.

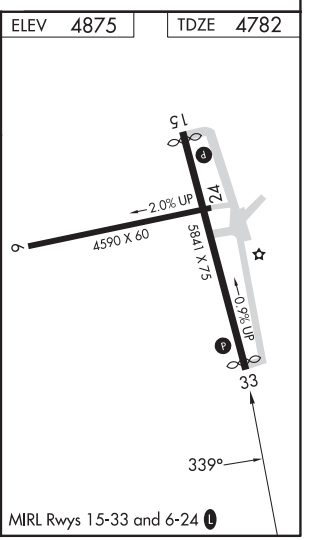
MISSED APPROACH: Climbing right turn to 8000 direct ONM VORTAC and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.325 | 124.325 288.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 5080-1 298 (300-1) | | | NA |
| LNAV MDA | 5160-1 378 (300-1) | | 5160-1⅛ 378 (300-1⅛) | NA |
| CIRCLING | 5320-1 445 (500-1) | 5340-1 465 (500-1) | 5340-1½ 465 (500-1½) | NA |




SOCORRO, NEW MEXICO
Amdt 1A 05MAR15

34°01′N-106°54′W

SOCORRO MUNI (ONM)
RNAV (GPS) RWY 33


SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC ONM 116.8 Chan 115 | APP CRS 179° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 4875 |
|---|---|---|

# VOR/DME-A

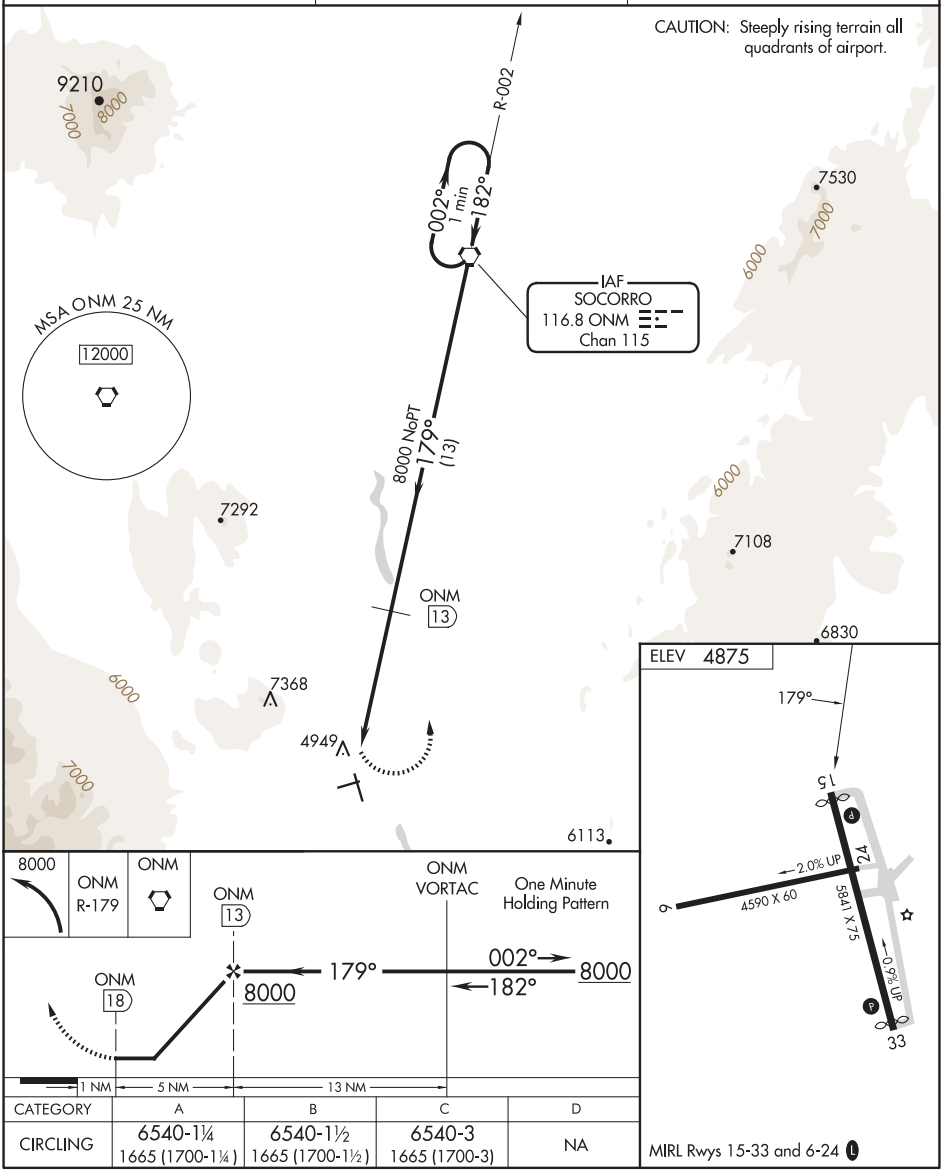
## SOCORRO MUNI (ONM)

T
ANA

When local altimeter not available, procedure not authorized.
Circling not authorized west of Rwy 15-33.
If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.

MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.325 | 124.325 288.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 6540-1¼<br>1665 (1700-1¼) | 6540-1½<br>1665 (1700-1½) | 6540-3<br>1665 (1700-3) | NA |

MIRL Rwys 15-33 and 6-24 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, COLORADO | AL-10312 (FAA) | 23110

# RNAV (GPS) RWY 17

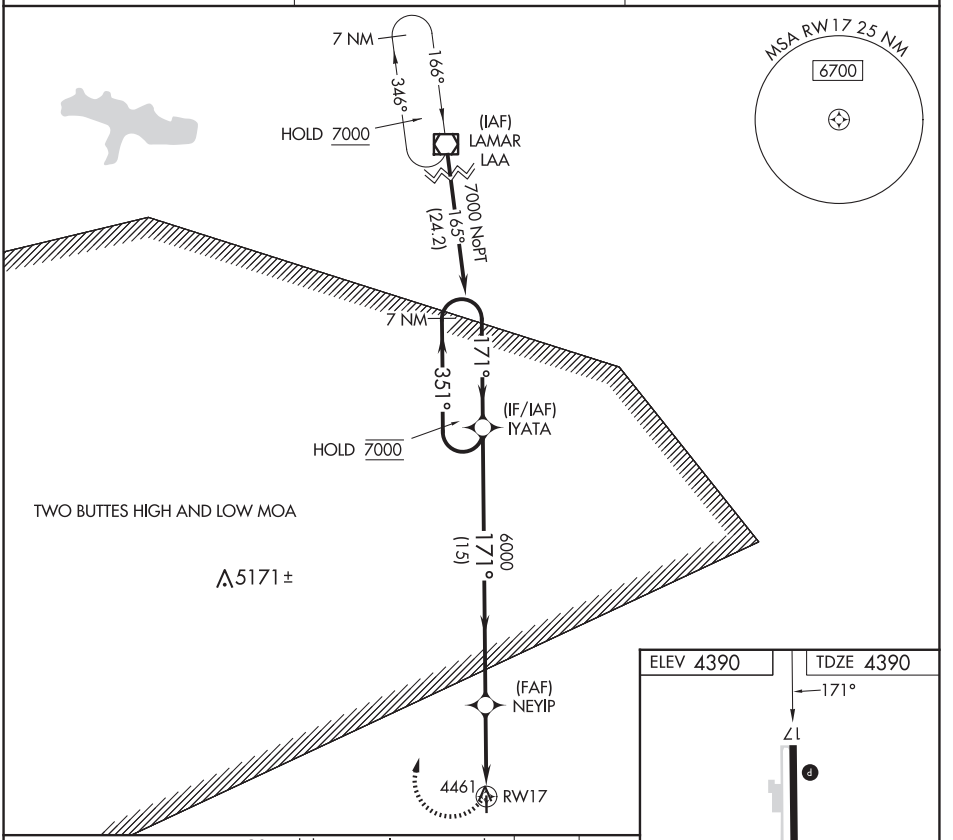
SPRINGFIELD MUNI (8V7)

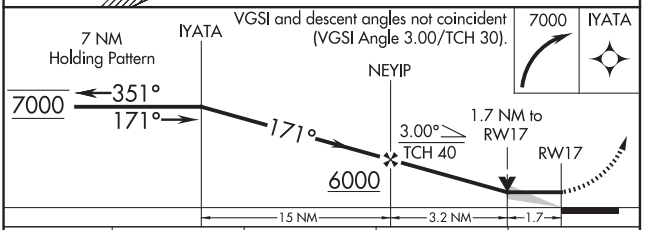
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 171° | TDZE | 4390 |
| | Apt Elev | 4390 |

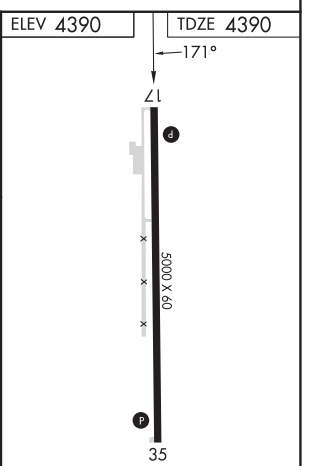
RNP APCH - GPS.

MISSED APPROACH: Climbing right turn to 7000 direct IYATA and hold, continue climb-in-hold to 7000.

| AWOS-3PT | DENVER CENTER | CTAF |
|---|---|---|
| 118.975 | 133.4 377.175 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4960-1 | 570 (600-1) | NA | |
| CIRCLING | 5060-1<br>670 (700-1) | 5080-1<br>690 (700-1) | NA | |

MIRL Rwy 17-35 L

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

SPRINGFIELD, COLORADO
Amdt 1 20APR23

37°28'N-102°37'W

SPRINGFIELD MUNI (8V7)
RNAV (GPS) RWY 17

# RNAV (GPS) Z RWY 32

## STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

| APP CRS | Rwy Ldg | 3852 |
|---|---|---|
| 340° | TDZE | 6881 |
| | Apt Elev | 6882 |

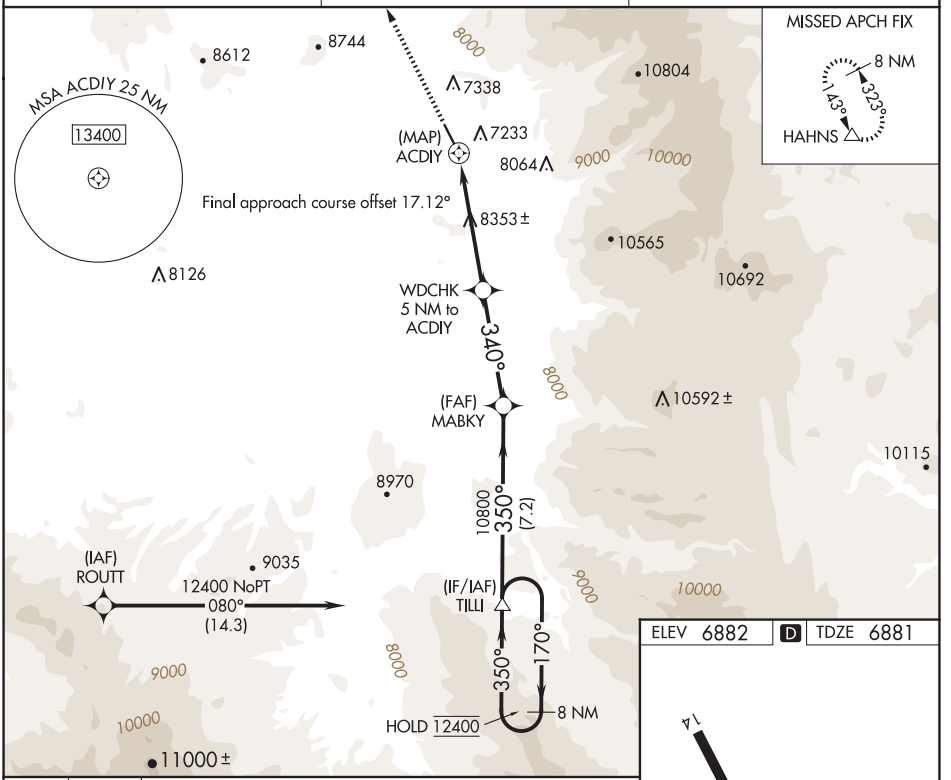
RNP APCH - GPS.

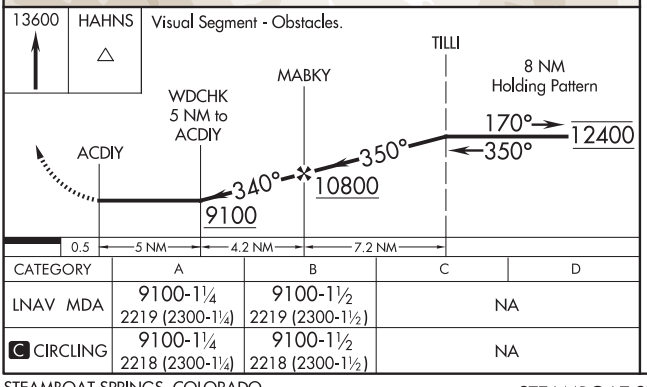
Circling NA northeast of Rwy 14-32. Rwy 32 helicopter visibility reduction below 1 SM NA. Rwy 32 Straight-in minimums NA at night. Circling Rwy 32 NA at night.

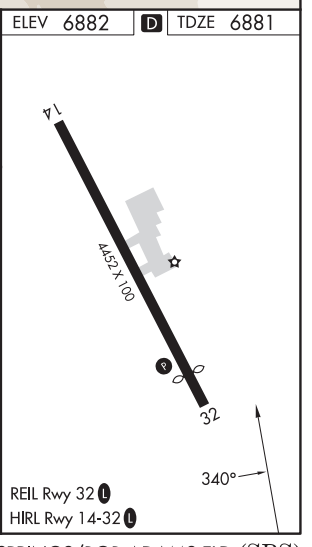
-25°C

MISSED APPROACH: Climb to 13600 direct HAHNS and hold, continue climb-in-hold to 13600.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.475 235.975 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 9100-1¼ 2219 (2300-1¼) | 9100-1½ 2219 (2300-1½) | NA | |
| C CIRCLING | 9100-1¼ 2218 (2300-1¼) | 9100-1½ 2218 (2300-1½) | NA | |




SW-1, 07 AUG 2025 to 02 OCT 2025

STEAMBOAT SPRINGS, COLORADO AL-6404 (FAA) 25163

# RNAV (GPS)-E

## STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

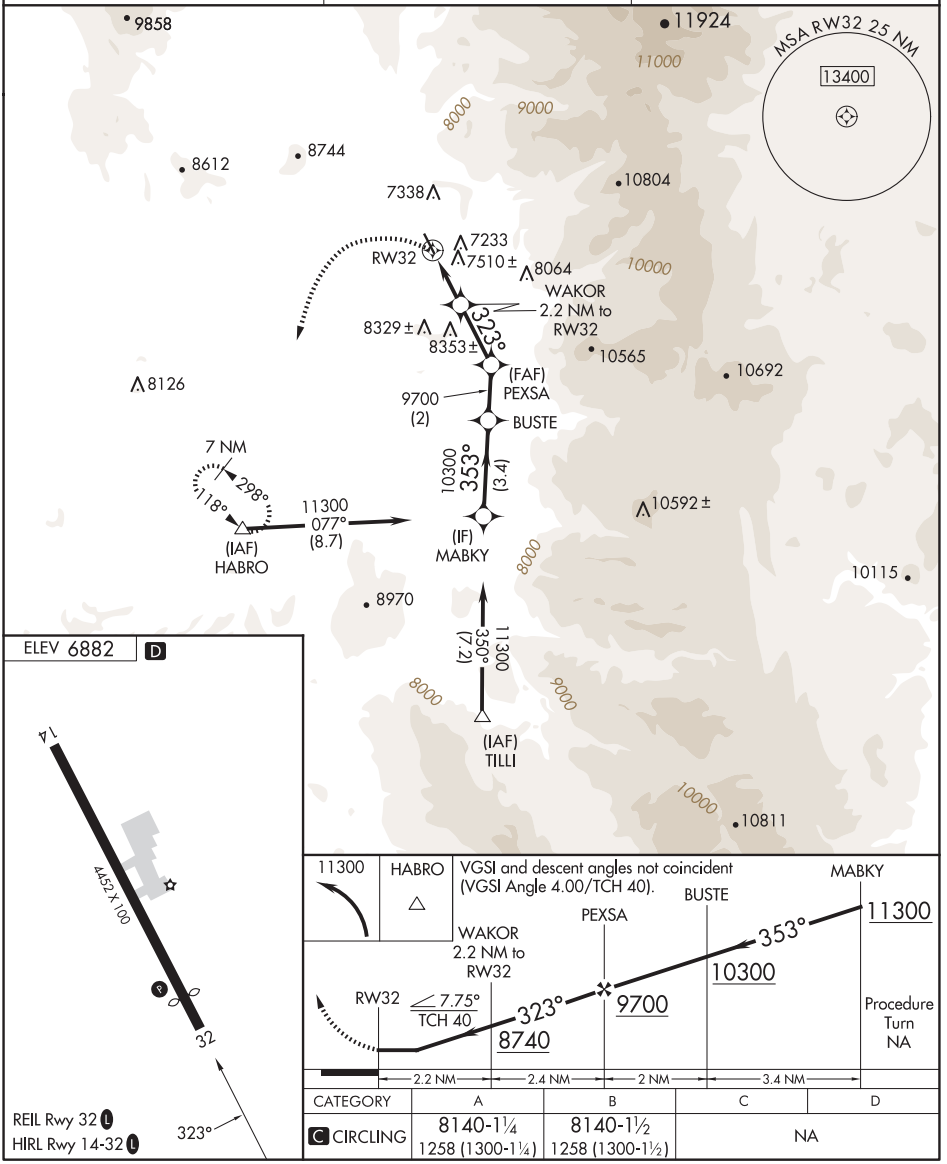
| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 323° | TDZE | N/A |
| | Apt Elev | 6882 |

T
NA
-25°C

Circling NA northeast of Rwy 14-32.
DME/DME RNP- 0.3 NA.
When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.475 235.975 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8140-1¼ 1258 (1300-1¼) | 8140-1½ 1258 (1300-1½) | NA | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME BQZ | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 112.2 | 352° | TDZE | N/A |
| Chan 59 | | Apt Elev | 6882 |

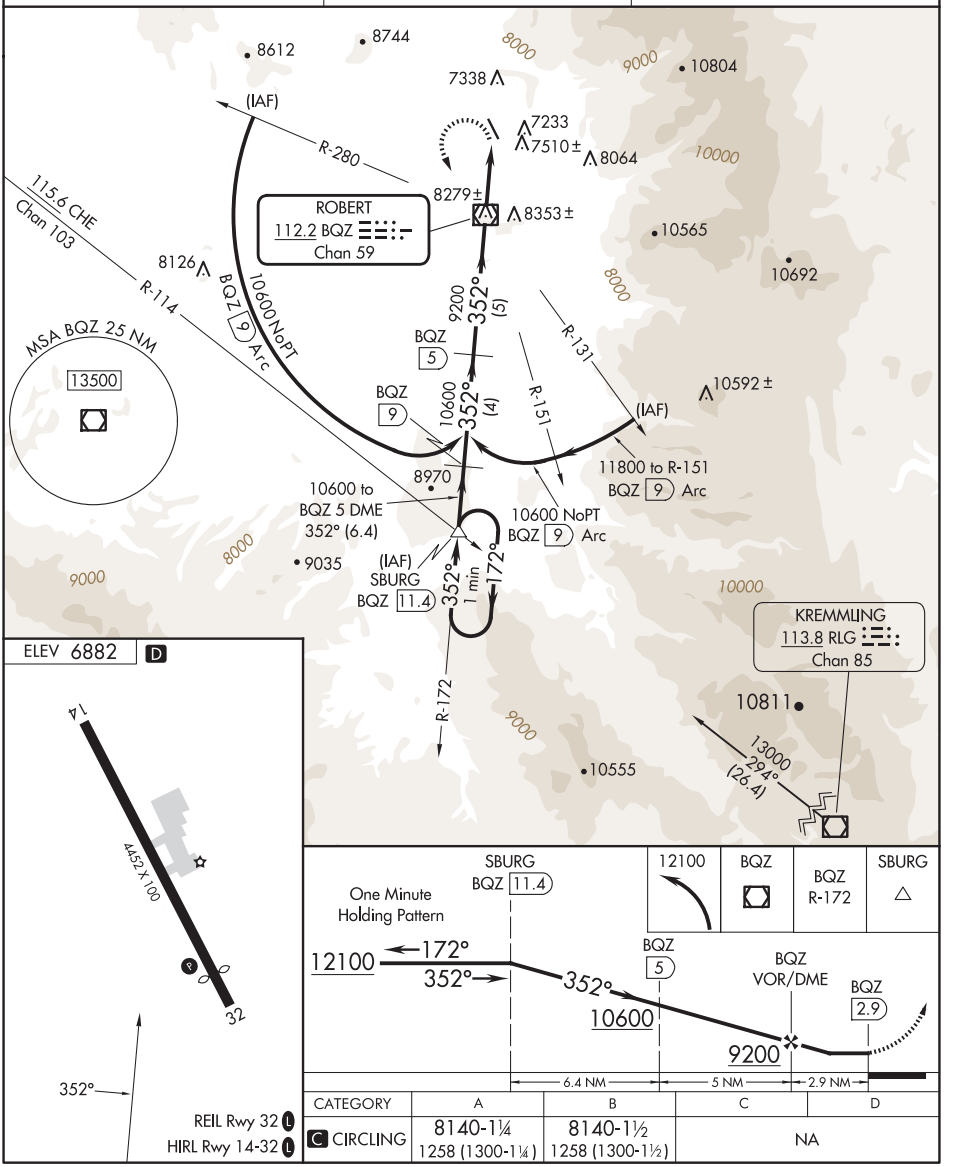
# VOR/DME-C

## STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)

T A -25°C 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.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.475 235.975 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8140-1¼ 1258 (1300-1¼) | 8140-1½ 1258 (1300-1½) | NA | |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

STERLING, COLORADO AL-6348 (FAA) 20142

| WAAS | APP CRS | Rwy Idg | 5201 |
|---|---|---|---|
| CH 56330 | 155° | TDZE | 4038 |
| W15A | | Apt Elev | 4038 |

# RNAV (GPS) RWY 15

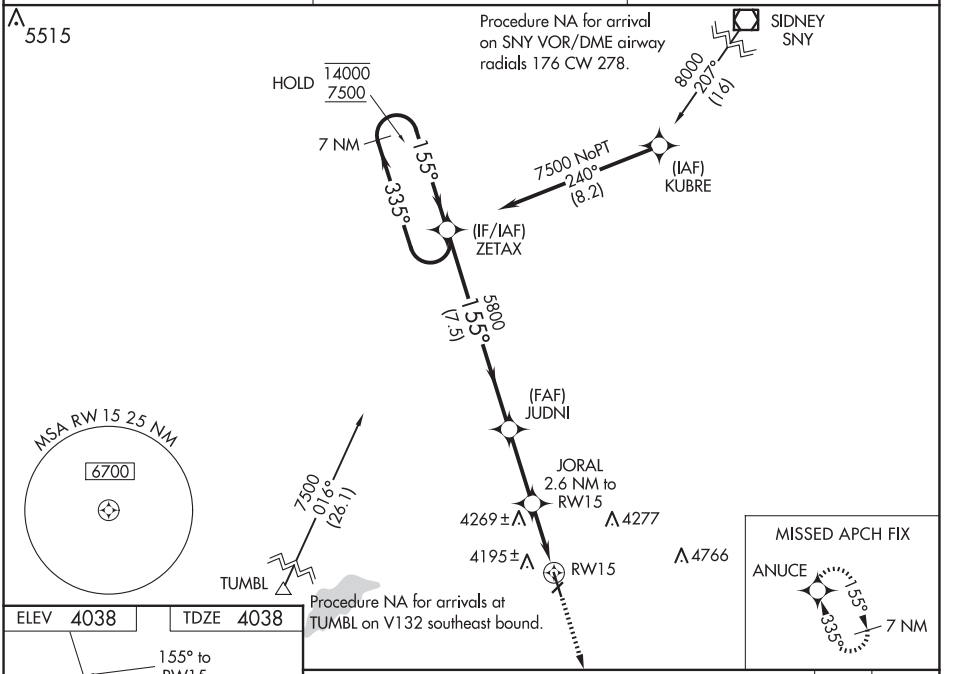
STERLING MUNI (STK)

RNP APCH.

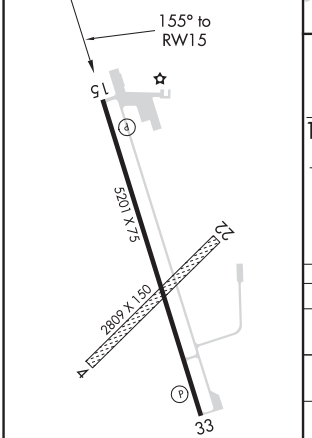
Circling NA to Rwys 4 and 22. Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH: Climb to 6400 direct ANUCE and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 118.475 225.4 | 122.8 (CTAF) L |

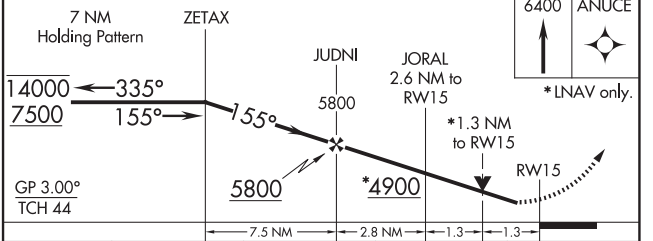



ELEV 4038 TDZE 4038




REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4288-1 250 (300-1) | | | |
| LNAV/VNAV DA | 4288-1 250 (300-1) | | | |
| LNAV MDA | 4480-1 442 (500-1) | | 4480-1⅜ 442 (500-1⅜) | |
| C CIRCLING | 4520-1 482 (500-1) | 4580-1 542 (600-1) | 4620-1½ 582 (600-1½) | 4720-2¼ 682 (700-2¼) |

STERLING, COLORADO
Orig-C 21MAY20

40°37'N-103°16'W

STERLING MUNI (STK)

RNAV (GPS) RWY 15

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 33

STERLING MUNI (STK)

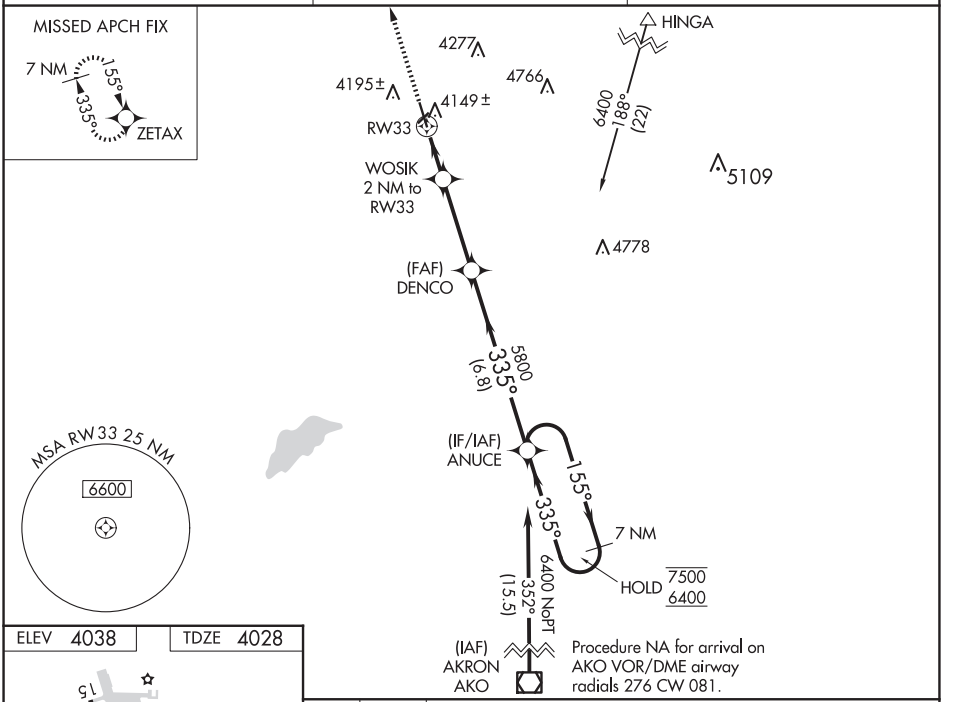
| WAAS CH 65730 W33A | APP CRS 335° | Rwy Idg 5201 / TDZE 4028 / Apt Elev 4038 |
|---|---|---|

RNP APCH.

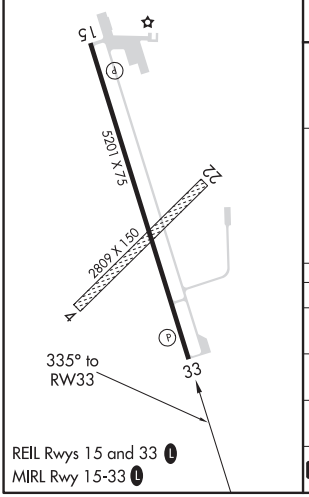
Circling NA to Rwys 4 and 22.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.

MISSED APPROACH:
Climb to 7500 direct ZETAX and hold, continue climb-in-hold to 7500.

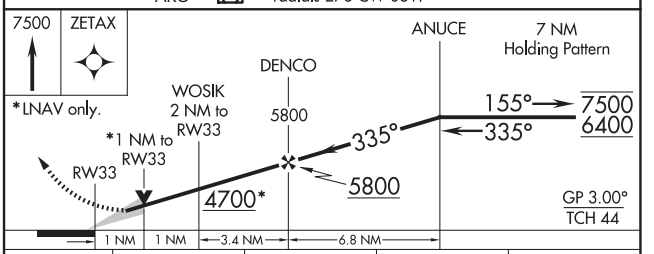
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.525 | 118.475 225.4 | 122.8 (CTAF) L |




ELEV 4038 TDZE 4028




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4278-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 4332-1 304 (300-1) | | | |
| LNAV MDA | 4400-1 372 (400-1) | | | |
| C CIRCLING | 4520-1 482 (500-1) | 4580-1 542 (600-1) | 4620-1½ 582 (600-1½) | 4720-2¼ 682 (700-2¼) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 4

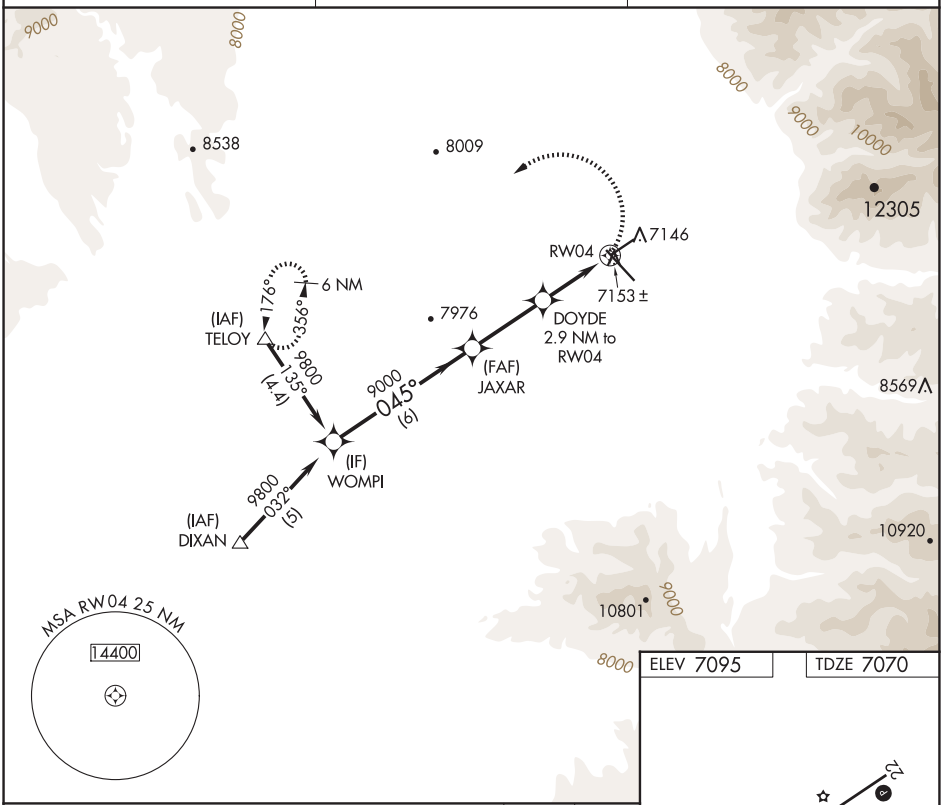
TAOS RGNL (SKX)

| APP CRS | Rwy Ldg | 5504 |
|---|---|---|
| 045° | TDZE | 7070 |
| | Apt Elev | 7095 |

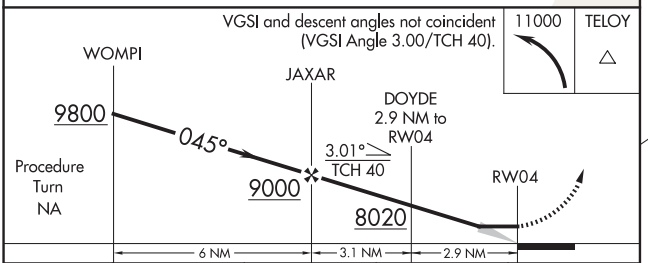
DME/DME RNP-0.3 NA
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing left turn to 11000 direct TELOY and hold.

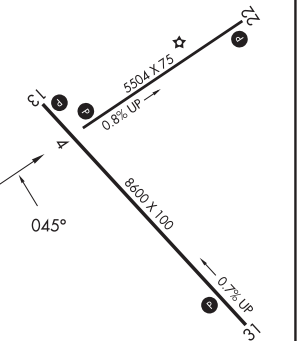
| AWOS-3PT | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 132.975 | 132.8 346.35 | 122.8 (CTAF) L |




| ELEV 7095 | TDZE 7070 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 7480-1 412 (400-1) | | 7480-1¼ 412 (400-1¼) | |
| C CIRCLING | 7600-1 505 (600-1) | 7640-1 545 (600-1) | 7920-2½ 825 (900-2½) | 8020-3 925 (1000-3) |




REIL Rwys 4, 13 and 31 L
MIRL Rwys 4-22 and 13-31 L




SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 8600 |
|---|---|---|---|
| CH 97441 | 126° | TDZE | 7057 |
| W13A | | Apt Elev | 7095 |

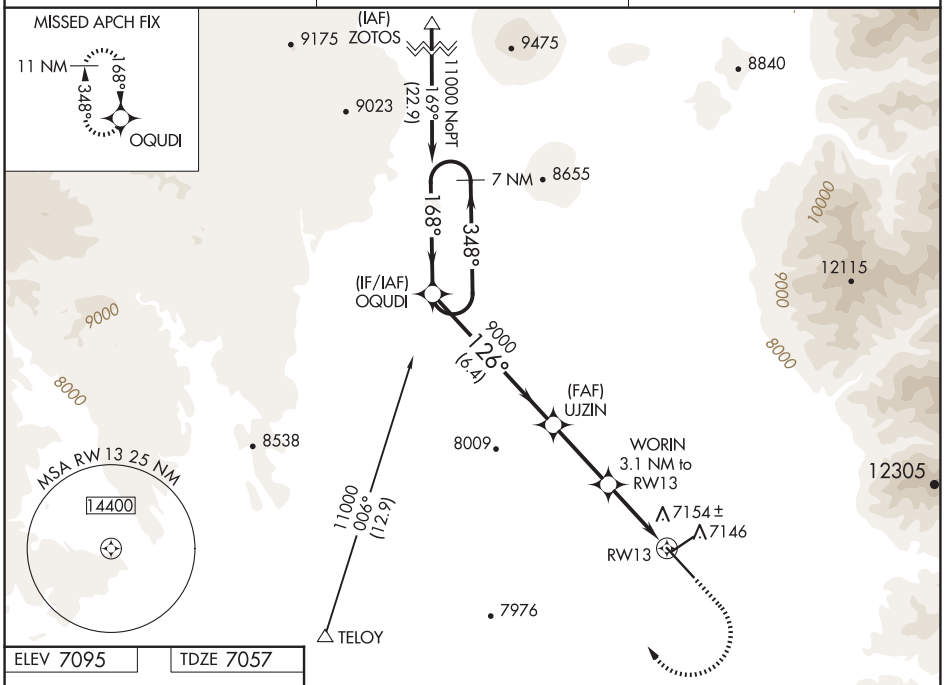
# RNAV (GPS) RWY 13

TAOS RGNL (SKX)

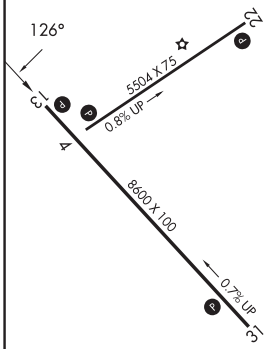
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -29°C (-20°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 250K until OQUDI) Climb to 7800 then climbing right turn to 12400 direct OQUDI and hold, continue climb-in-hold to 12400.

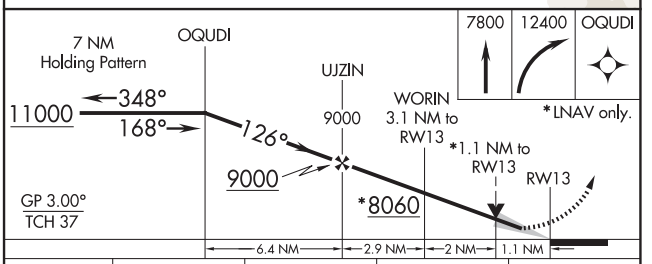
| AWOS-3PT | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 132.975 | 132.8 346.35 | 122.8 (CTAF) L |




| ELEV 7095 | TDZE 7057 |
|---|---|




REIL Rwys 4, 13 and 31 L
MIRL Rwys 4-22 and 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 7258-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 7346-⅞ 288 (300-⅞) | | | |
| LNAV MDA | 7420-1 362 (400-1) | | | |
| C CIRCLING | 7600-1 505 (600-1) | 7640-1 545 (600-1) | 7920-2½ 825 (900-2½) | 8020-3 925 (1000-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC TAS | APP CRS | Rwy Ldg | N/A |
|---|---|---|---|
| 115.8 | 116° | TDZE | N/A |
| Chan 105 | | Apt Elev | 7095 |

# VOR/DME-B

## TAOS RGNL (SKX)

MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.

| AWOS-3PT | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 132.975 | 132.8 346.35 | 122.8 (CTAF) L |

NoPT for arrival on TAS VORTAC airway radial 353.

R-296

116° 1 min 296°

IAF
TAOS
115.8 TAS
Chan 105

10000
116°
(8)

RESOY
TAS 8

ZUTRI
TAS 14.3

9023 11077 8655 11302 12711 10000 12115 9000 8000 13161 8000 8538 8009 12305 7229± 7146 7976 10470 8569 10801

MSA TAS 25 NM
180°
12700 14400
360°

ELEV 7095
116°
22
5504 X 75
0.8% UP
13
4
8600 X 100
0.7% UP
31

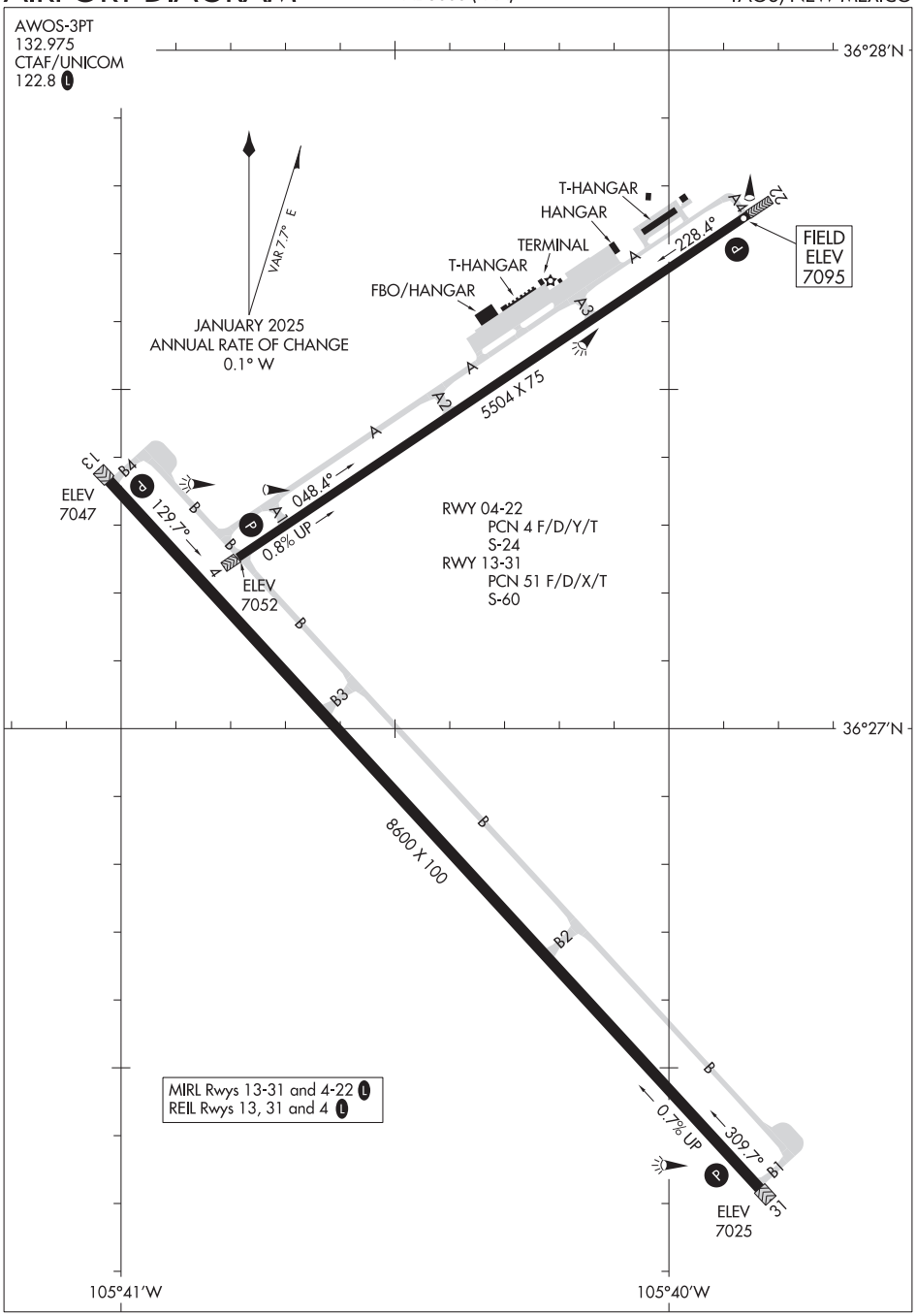
REIL Rwys 4, 13 and 31 L
MIRL Rwys 4-22 and 13-31 L

One Minute Holding Pattern
TAS VORTAC
12000
296°
116°
116°
RESOY
TAS 8
ZUTRI
TAS 14.3
10000
12000 TAS
8 NM 6.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 8000-1¼ 905 (1000-1¼) | | 8000-2¾ 905 (1000-2¾) | 8020-3 925 (1000-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025


AWOS-3PT
132.975
CTAF/UNICOM
122.8 L
36°28′N
VAR 7.7° E
JANUARY 2025
ANNUAL RATE OF CHANGE
0.1° W
T-HANGAR
HANGAR
TERMINAL
T-HANGAR
FBO/HANGAR
228.4°
FIELD
ELEV
7095
5504 X 75
048.4°
0.8% UP
ELEV
7047
129.7°
ELEV
7052
RWY 04-22
PCN 4 F/D/Y/T
S-24
RWY 13-31
PCN 51 F/D/X/T
S-60
36°27′N
8600 X 100
MIRL Rwys 13-31 and 4-22 L
REIL Rwys 13, 31 and 4 L
0.7% UP
309.7°
ELEV
7025
105°41′W
105°40′W

# RNAV (GPS) Y RWY 9

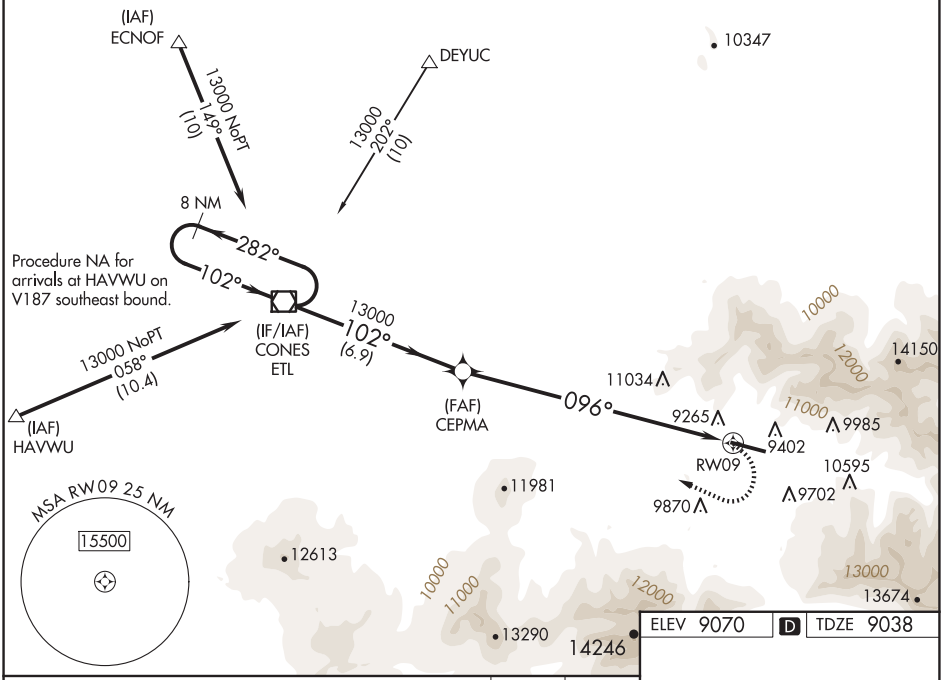
TELLURIDE RGNL (TEX)

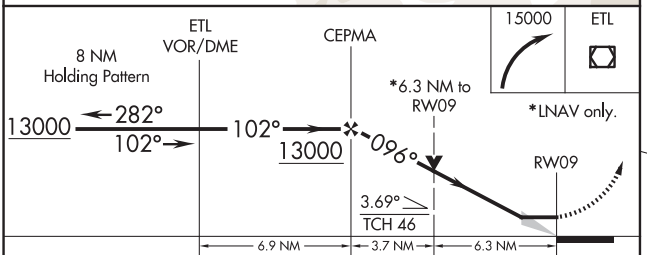
| WAAS | APP CRS | Rwy Ldg | 6911 |
|---|---|---|---|
| CH 82621 | 096° | TDZE | 9038 |
| W09A | | Apt Elev | 9070 |

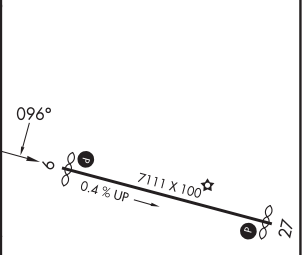
Circling NA at night. When local altimeter setting not received, procedure NA.
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
-17°C #Missed approach requires a minimum climb of 380 feet per NM to 12500.

MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 125.35 354.05 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 11500-1¼ 2462 (2500-1¼) | 11500-1½ 2462 (2500-1½) | NA | |
| LNAV MDA# | 11900-1¼ 2862 (2900-1¼) | 11900-1½ 2862 (2900-1½) | NA | |
| LNAV MDA | 12140-1¼ 3102 (3100-1¼) | 12140-1½ 3102 (3100-1½) | NA | |
| C CIRCLING | 12140-1¼ 3070 (3100-1¼) | 12140-1½ 3070 (3100-1½) | NA | |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 6911 |
|---|---|---|---|
| CH **82637** | **096°** | TDZE | **9038** |
| **W09B** | | Apt Elev | **9070** |

# RNAV (GPS) Z RWY 9

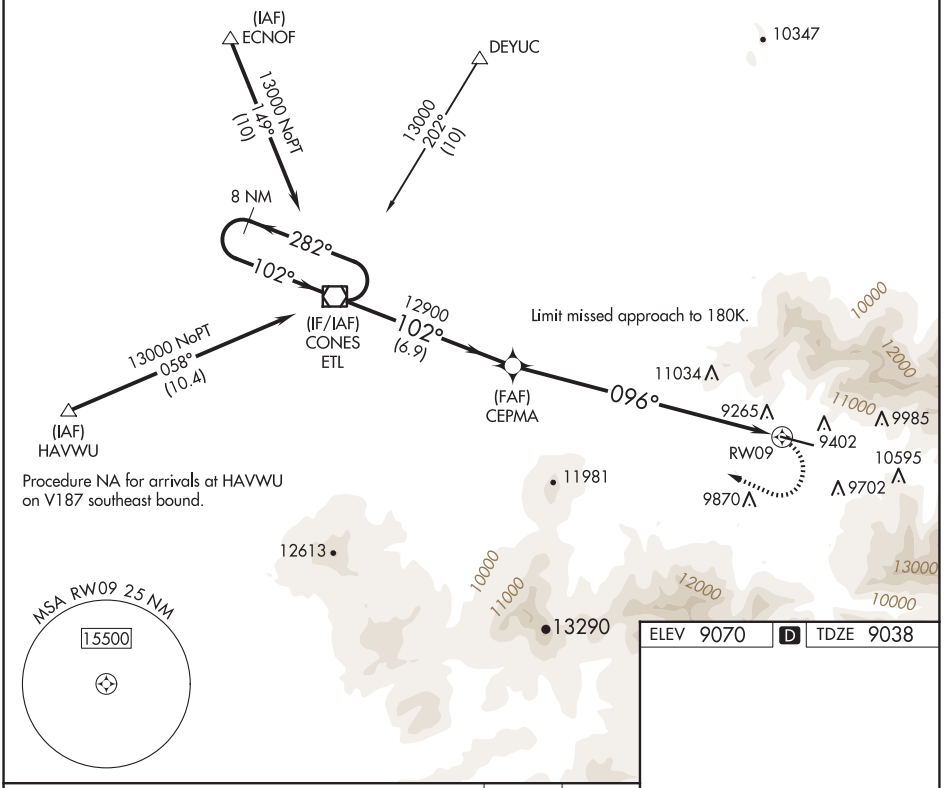
TELLURIDE RGNL (TEX)

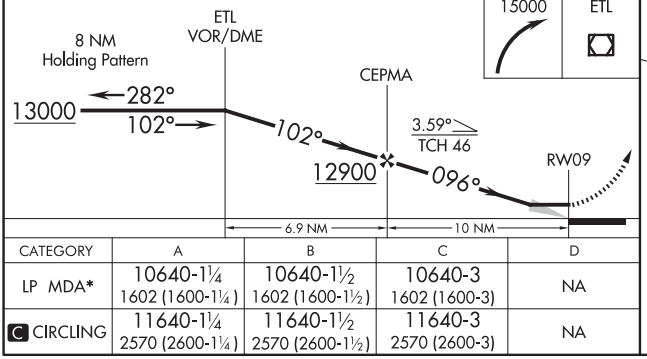
T A -17°C

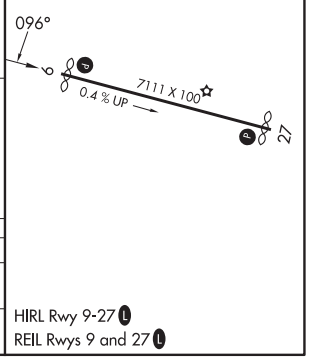
Circling NA at night. When local altimeter setting not received, procedure NA. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
*Missed approach requires a minimum climb of 380 feet per NM to 12500; if unable to meet climb gradient, see RNAV (GPS) Y RWY 9.

MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| **118.325** | **125.35 354.05** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA* | 10640-1¼<br>1602 (1600-1¼) | 10640-1½<br>1602 (1600-1½) | 10640-3<br>1602 (1600-3) | NA |
| C CIRCLING | 11640-1¼<br>2570 (2600-1¼) | 11640-1½<br>2570 (2600-1½) | 11640-3<br>2570 (2600-3) | NA |

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# LOC RWY 9

TELLURIDE RGNL (TEX)

| LOC/DME I-TEX | APP CRS | Rwy Ldg | 6911 |
|---|---|---|---|
| 109.3 | 093° | TDZE | 9037 |
| Chan 30 | | Apt Elev | 9070 |

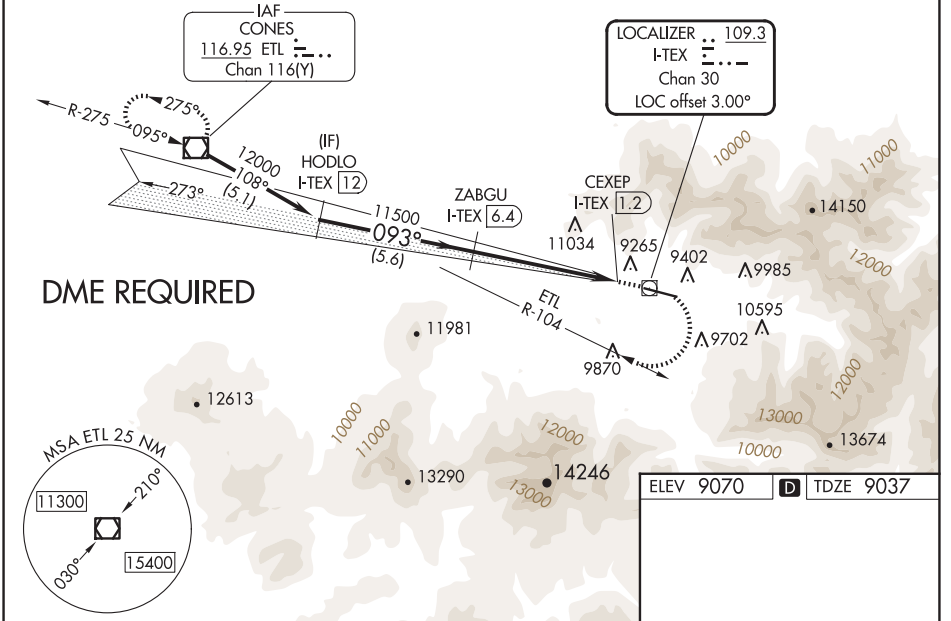
T A -17°C

Circling NA north of Rwy 9-27.
Circling NA at night.
DME required.

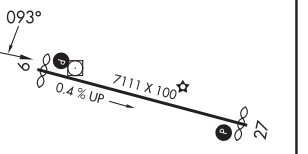
MISSED APPROACH: Climb to 11800 then climbing right turn to 13500 on ETL R-104 to ETL VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 125.35 354.05 | 123.0 (CTAF) L |

Procedure NA for arrivals at ETL VOR/DME on V382 northwest bound.

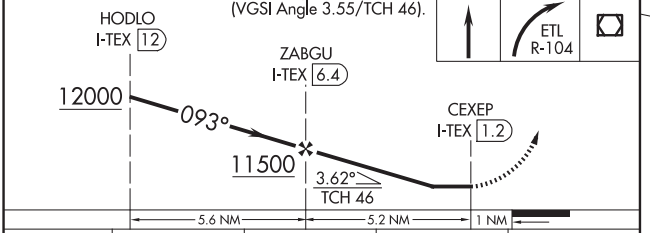



ELEV 9070 D TDZ 9037




HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

VGSI and descent angles not coincident (VGSI Angle 3.55/TCH 46).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 11340-1¼ 2303 (2300-1¼) | 11340-1½ 2303 (2300-1½) | NA | |
| C CIRCLING | 11340-1¼ 2270 (2300-1¼) | 11340-1½ 2270 (2300-1½) | NA | |




SW-1, 07 AUG 2025 to 02 OCT 2025

| VOR/DME ETL 116.95 Chan 116(Y) | APP CRS 095° | Rwy Ldg N/A<br>TDZE N/A<br>Apt Elev 9070 |
|---|---|---|

# VOR/DME-A
## TELLURIDE RGNL (TEX)

T
A
-17°C

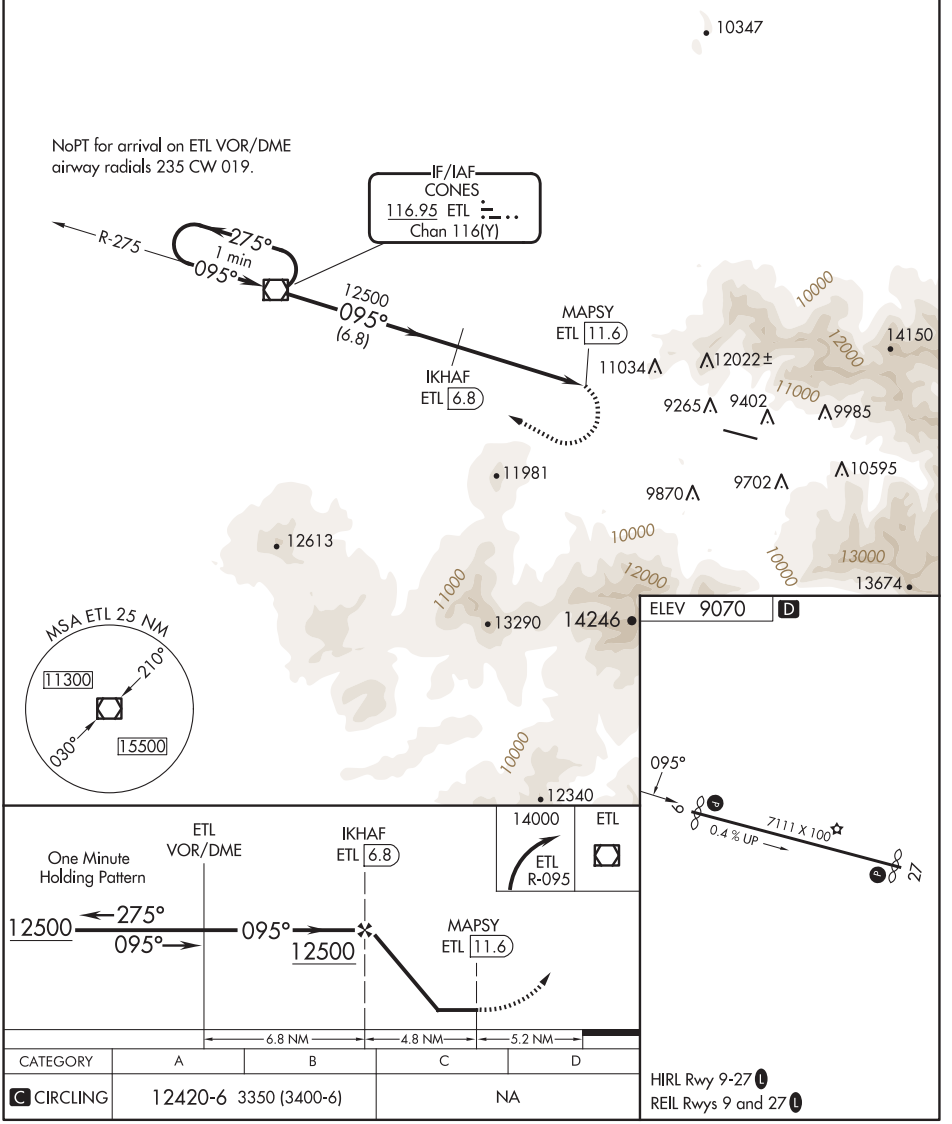
Circling NA north of Rwy 9-27.
Procedure NA at night.

MISSED APPROACH: Immediate climbing right turn to 14000 via ETL VOR/DME R-095 to ETL VOR/DME and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.325 | 125.35 354.05 | 123.0 (CTAF) L |



SW-1, 07 AUG 2025 to 02 OCT 2025



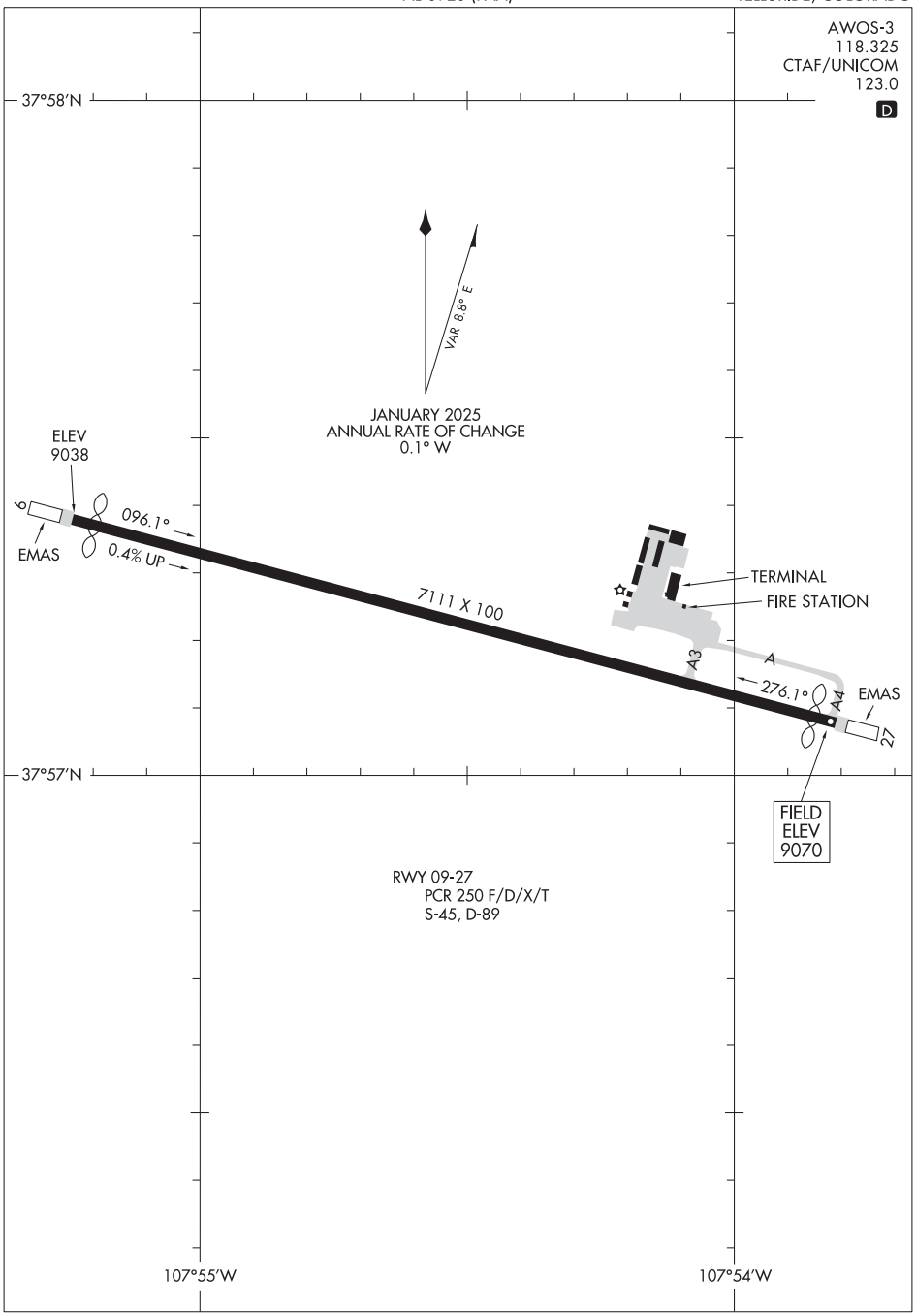
25163

# AIRPORT DIAGRAM

AL-6920 (FAA)

TELLURIDE RGNL (TEX)

TELLURIDE, COLORADO




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

AIRPORT DIAGRAM

TELLURIDE, COLORADO
TELLURIDE RGNL (TEX)

25163

| APP CRS | Rwy Idg | 5500 |
|---|---|---|
| 035° | TDZE | 5757 |
| | Apt Elev | 5762 |

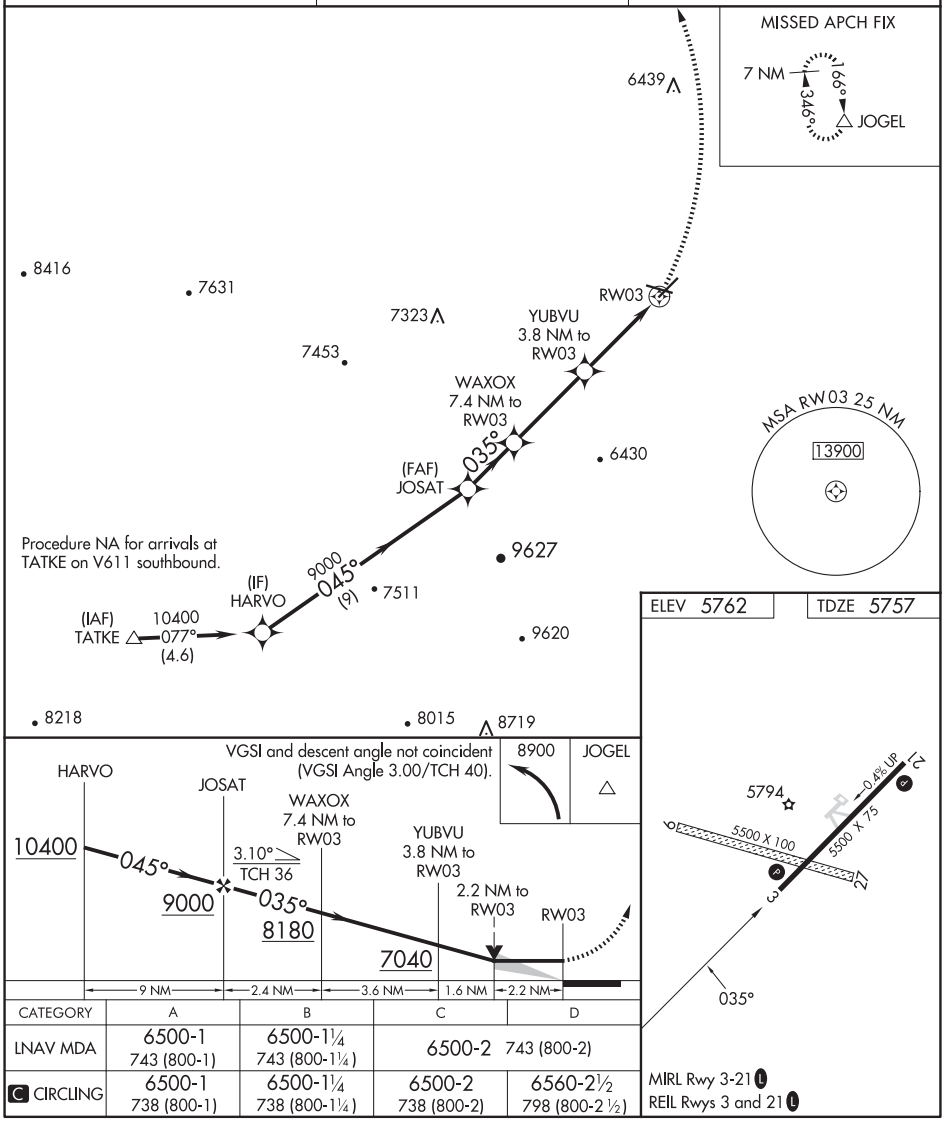
# RNAV (GPS) RWY 3
PERRY STOKES (TAD)

RNP APCH.

Circling NA to Rwys 9 and 27. VDP NA when using Pueblo Meml altimeter setting. When local altimeter setting not received, use Pueblo Meml altimeter setting and increase all MDAs 300 feet; increase LNAV Cats A/B visibility ¼ SM and Cats C/D visibility 1 SM and Circling Cats A/B visibility ¼ SM, Cat C 1 SM, and Cat D ½ SM.

MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6500-1 743 (800-1) | 6500-1¼ 743 (800-1¼) | 6500-2 743 (800-2) | |
| C CIRCLING | 6500-1 738 (800-1) | 6500-1¼ 738 (800-1¼) | 6500-2 738 (800-2) | 6560-2½ 798 (800-2½) |

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 21

PERRY STOKES (TAD)

| APP CRS | Rwy Idg | 5500 |
|---|---|---|
| 215° | TDZE | 5757 |
| | Apt Elev | 5762 |

Circling NA to Rwys 9 and 27. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pueblo altimeter setting and increase all MDA 300 feet: increase LNAV Cat C/D visibility ⅝ SM, Circling Cat B/D visibility ¼ SM and Circling Cat C visibility 1 SM. VDP NA when using Pueblo altimeter setting.

MISSED APPROACH: Climb to 6200 then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO and hold.

| ASOS | DENVER CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.375 379.95 | 122.8 (CTAF) L |

MISSED APCH FIX

7 NM 166° 346° RADIO

Procedure NA for arrival at RADIO on V389 north bound and on V210 west bound.

Procedure NA for arrival at BLOOM on V210 northeast bound and on V81 north bound.

(IAF) RADIO

(IAF) BLOOM

7500 143° (10.3)

7400 187° (25.8)

346° (13)

TUNEE

7400 143° (10.3)

JOGEL

MSA RW21 25 NM 13400

6939

6439

(IF) GOERS

7400 215° (5)

(FAF) PREYS

GAUGE 2.4 NM to RW21

5754±

RW21

ELEV 5762 TDZE 5757

215°

5794

0.4% UP

5500 X 100

5500 X 75

| 6200 | 10000 | JOGEL | tr 346° | RADIO |
|---|---|---|---|---|

PREYS GOERS

GAUGE 2.4 NM to RW21 3.00° TCH 40

0.8 NM to RW21

RW21

215° 7400

7400

6540

0.8 NM 1.6 NM 2.7 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 6020-1 263 (300-1) | | | |
| C CIRCLING | 6180-1 418 (500-1) | 6300-1 538 (600-1) | 6340-1½ 578 (600-1½) | 6580-2¾ 818 (900-2¾) |

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L



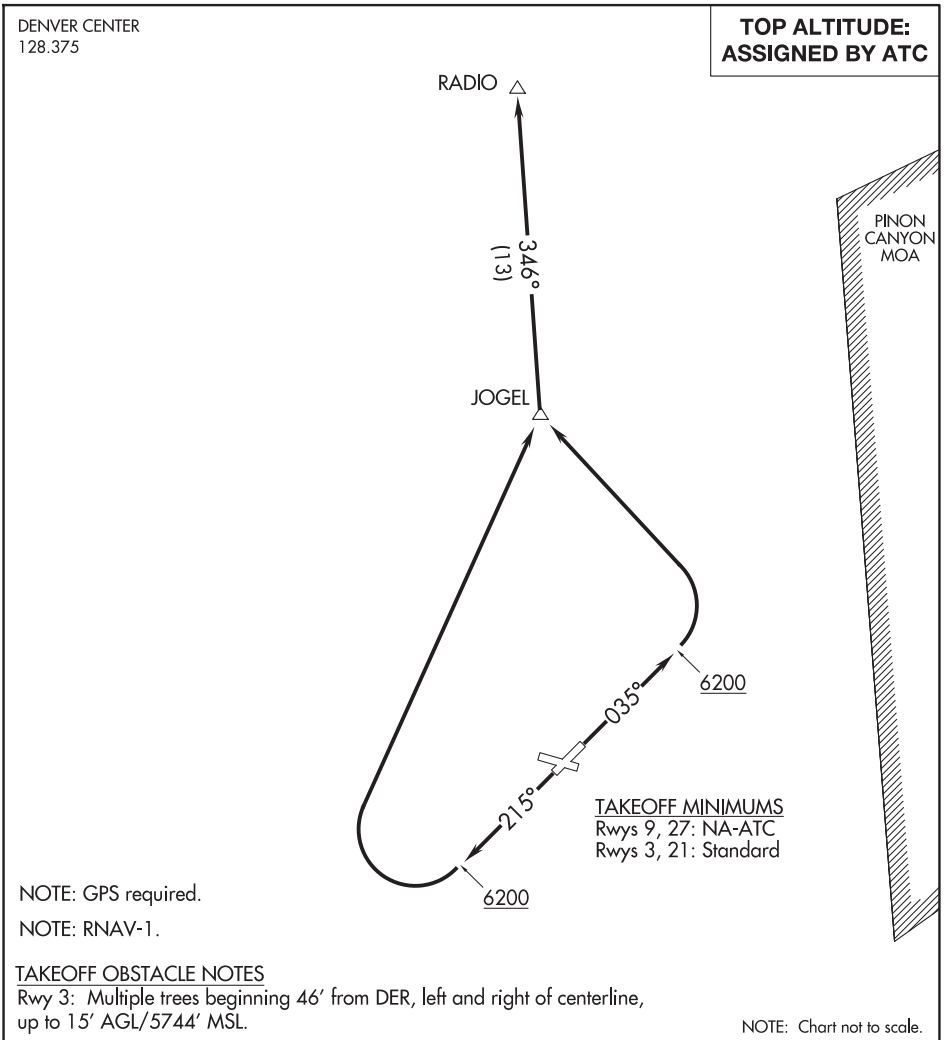
37°16′N-104°20′W





SW-1, 07 AUG 2025 to 02 OCT 2025

# TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)




SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

## 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.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 007° | TDZE | N/A |
| | Apt Elev | 4862 |

# RNAV (GPS)-A

## TRUTH OR CONSEQUENCES MUNI (TCS)

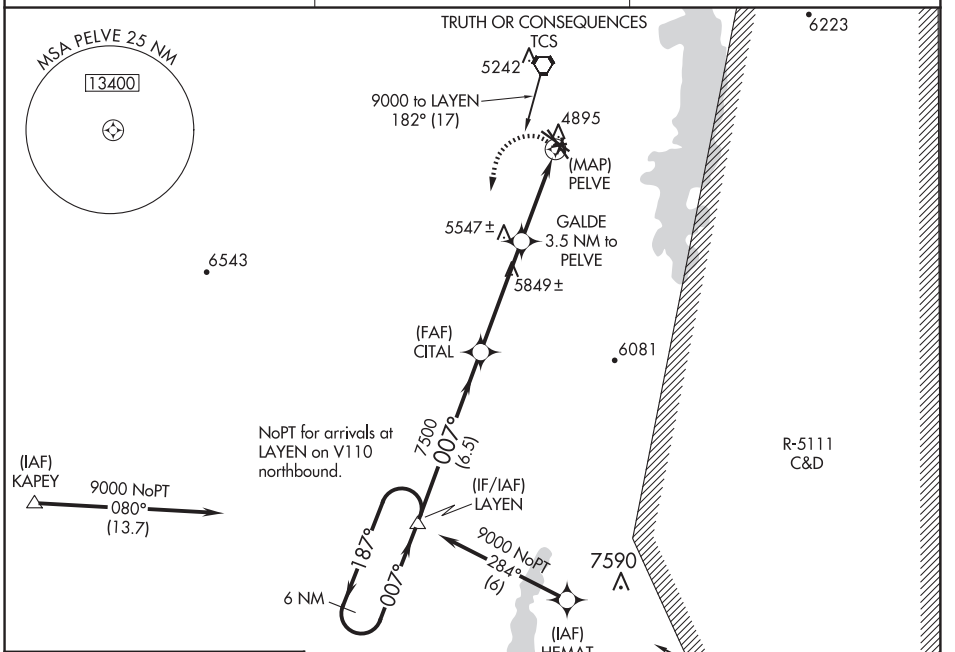
RNP APCH-GPS.

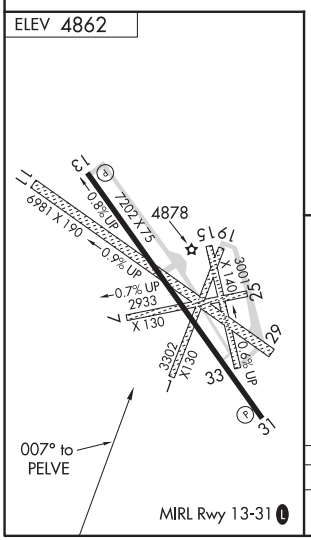
DUCAS transition NA when R-5111 A-D active.

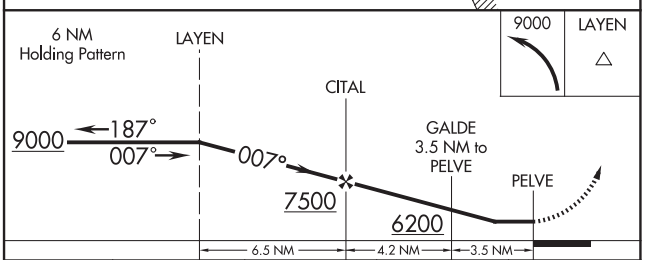
NA Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

MISSED APPROACH: Climbing left turn to 9000 direct LAYEN WP and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 120.675 | 128.2 285.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5300-1<br>438 (500-1) | 5360-1<br>498 (500-1) | 5580-2<br>718 (800-2) | 6000-3<br>1138 (1200-3) |





SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC TCS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.7 | 162° | TDZE | N/A |
| Chan 74 | | Apt Elev | 4862 |

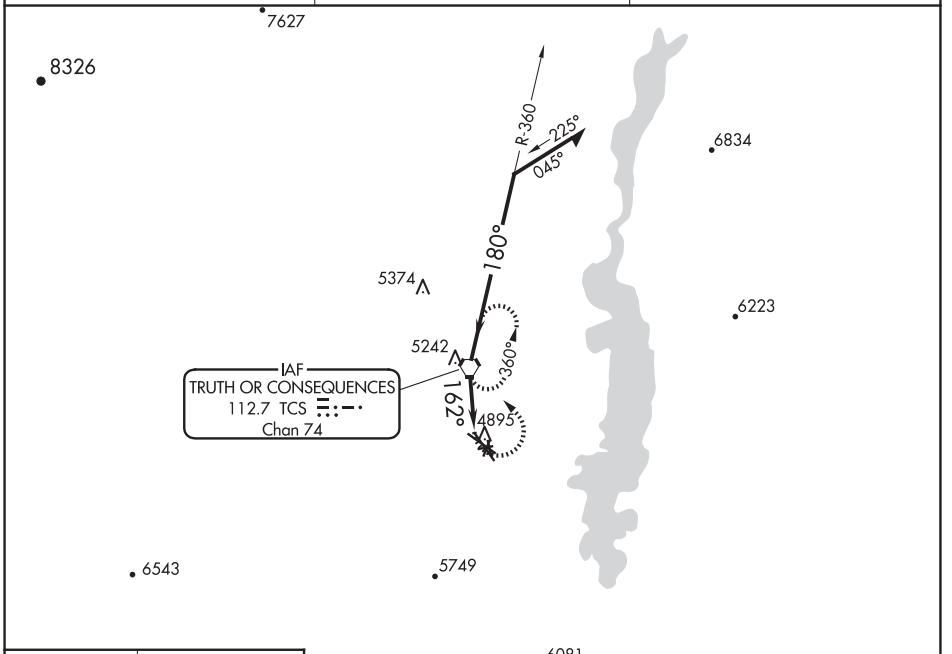
# VOR-A

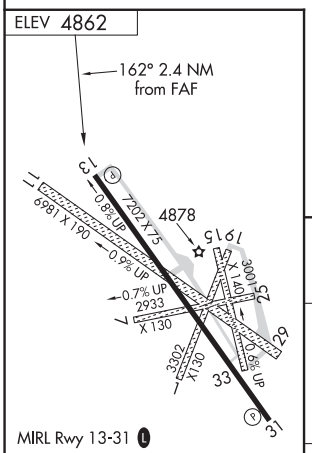
## TRUTH OR CONSEQUENCES MUNI (TCS)

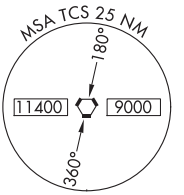
Circling NA to Rwys 1, 7, 11, 15, 19, 25, 29 and 33.

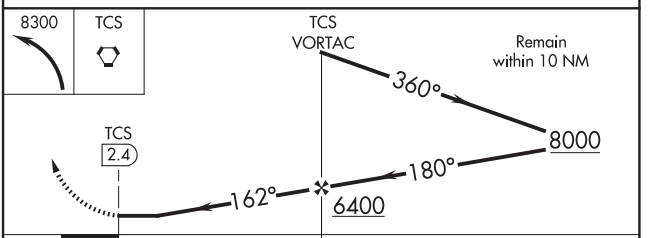
MISSED APPROACH: Climbing left turn to 8300 direct TCS VORTAC and hold, continue climb-in-hold to 8300.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 120.675 | 128.2 285.5 | 122.8 (CTAF) L |




| FAF to MAP 2.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 5560-1 698 (700-1) | | 5580-2 718 (800-2) | 6000-3 1138 (1200-3) |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 7104 |
|---|---|---|
| 033° | TDZE | 4043 |
| | Apt Elev | 4065 |

# RNAV (GPS) RWY 3

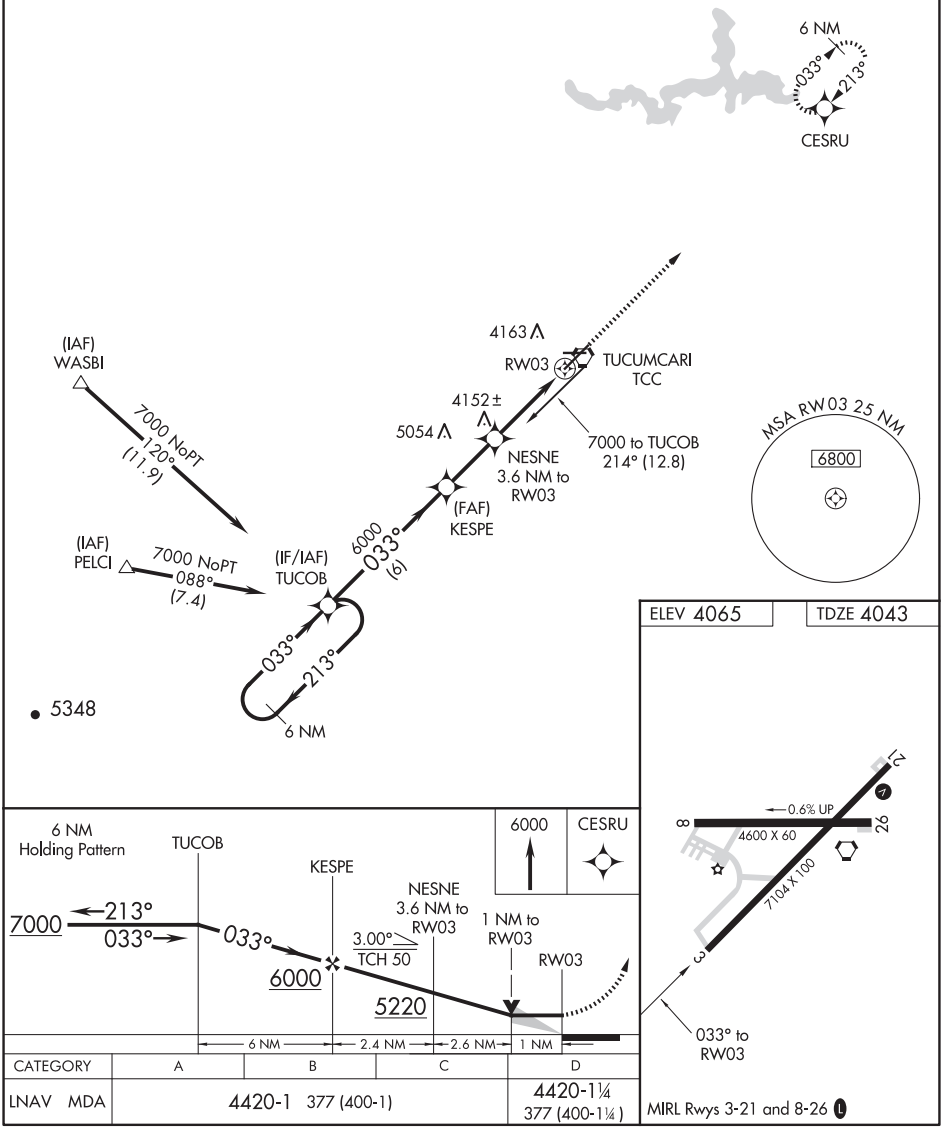
TUCUMCARI MUNI (TCC)

RNP APCH.

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.85 285.6 | 122.95 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4420-1 377 (400-1) | | | 4420-1¼ 377 (400-1¼) |



35°11′N-103°36′W





SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 7104 |
|---|---|---|
| 213° | TDZE | 4047 |
| | Apt Elev | 4065 |

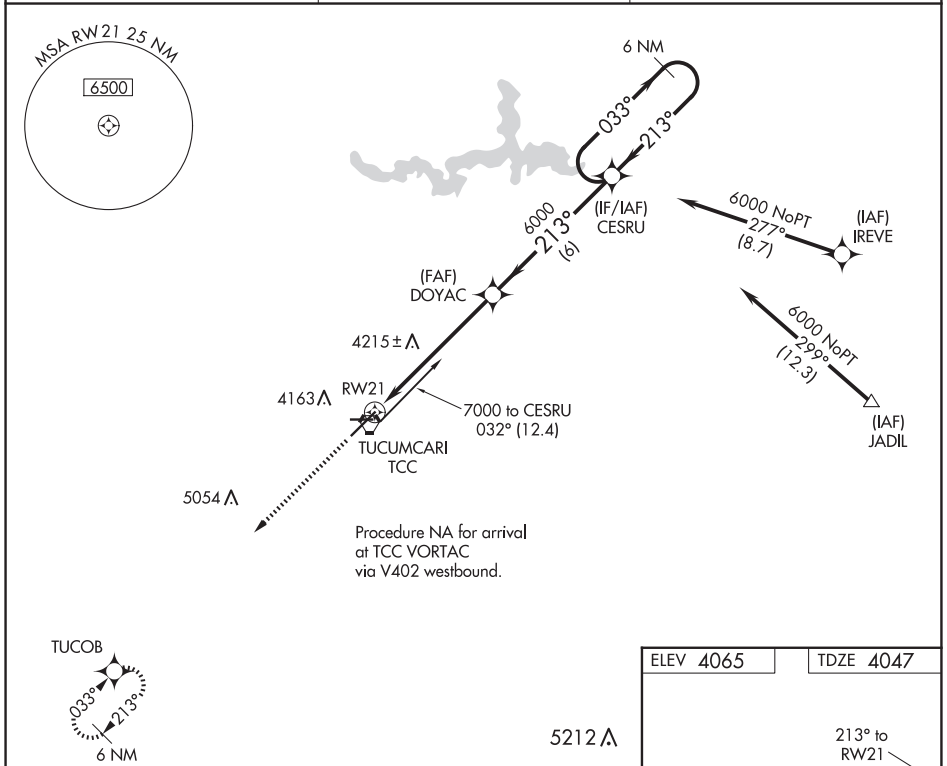
# RNAV (GPS) RWY 21

TUCUMCARI MUNI (TCC)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

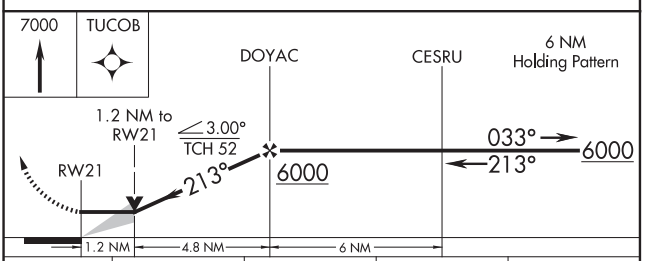
| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.85 285.6 | 122.95 (CTAF) L |



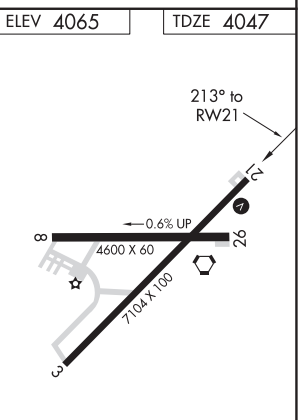




5212




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4480-1 | 433 (500-1) | 4480-1¼ 433 (500-1¼) | 4480-1½ 433 (500-1½) |
| C CIRCLING | 4580-1 | 515 (600-1) | 4580-1½ 515 (600-1½) | 4640-2 575 (600-2) |




MIRL Rwys 3-21 and 8-26 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 258° | TDZE | 4055 |
| | Apt Elev | 4065 |

# RNAV (GPS) RWY 26

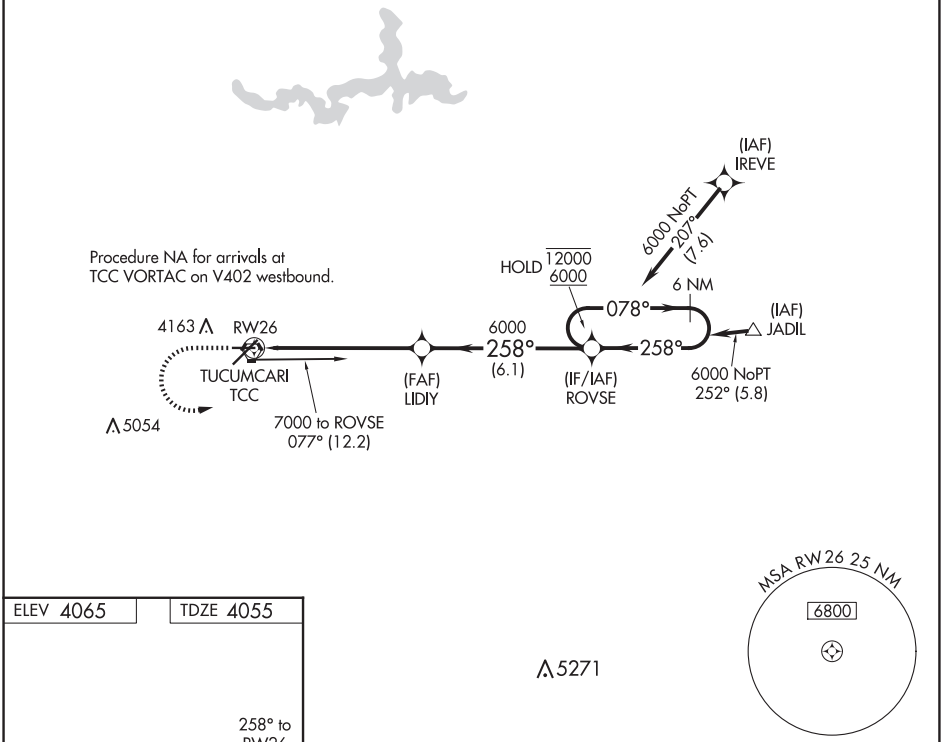
TUCUMCARI MUNI (TCC)

RNP APCH.

Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6500 direct ROVSE and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.85 285.6 | 122.95 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4600-1 545 (600-1) | | 4600-1⅝ 545 (600-1⅝) | |
| C CIRCLING | 4600-1 535 (600-1) | | 4600-1⅝ 535 (600-1⅝) | 4640-2 575 (600-2) |

MIRL Rwys 3-21 and 8-26



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| VORTAC TCC | APP CRS | Rwy Idg | 7104 |
|---|---|---|---|
| 113.6 | 201° | TDZE | 4047 |
| Chan 83 | | Apt Elev | 4065 |

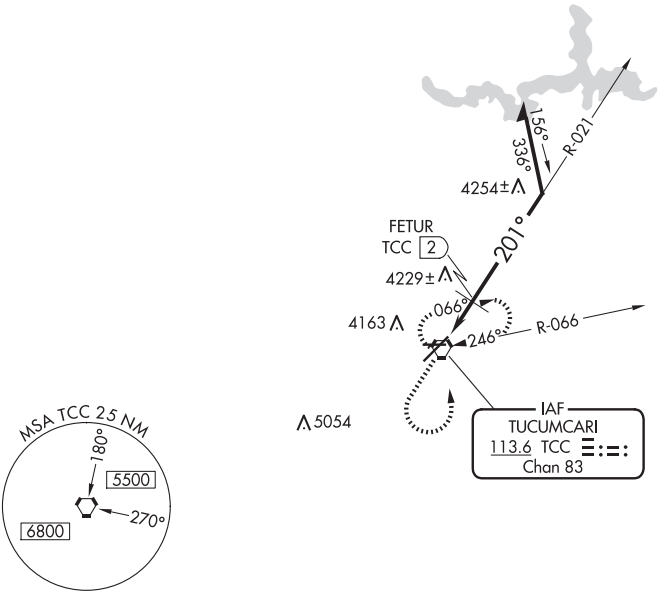
# VOR RWY 21

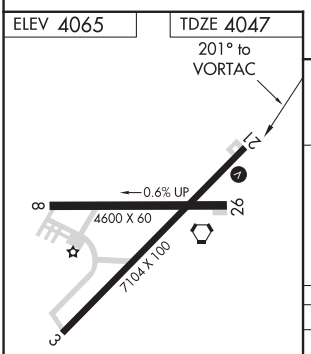
TUCUMCARI MUNI (TCC)

If local altimeter setting not received, procedure NA. Circling NA for Cat D north of Rwy 8 and northwest of Rwy 21.

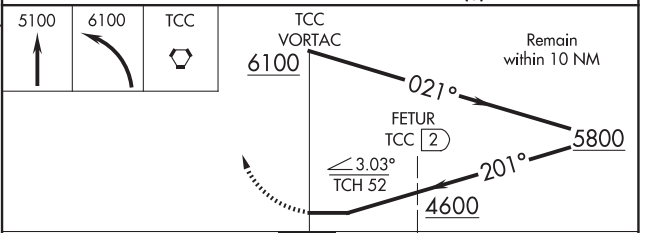
MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.85 285.6 | 122.95 (CTAF) L |




5229




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 4600-1 | 553 (600-1) | 4600-1½ 553 (600-1½) | 4600-1¾ 553 (600-1¾) |
| C CIRCLING | 4600-1 | 535 (600-1) | 4600-1½ 535 (600-1½) | 4640-2 575 (600-2) |
| FETUR FIX MINIMUMS | | | | |
| S-21 | 4480-1 | 433 (500-1) | 4480-1¼ 433 (500-1¼) | 4480-1½ 433 (500-1½) |
| C CIRCLING | 4580-1 | 515 (600-1) | 4580-1½ 515 (600-1½) | 4640-2 575 (600-2) |

MIRL Rwys 3-21 and 8-26 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

WALDEN, COLORADO | AL-10349 (FAA) | 25163

| WAAS CH 78442 W04A | APP CRS 036° | Rwy Ldg 5900 TDZE 8153 Apt Elev 8154 |
|---|---|---|

# RNAV (GPS) RWY 4

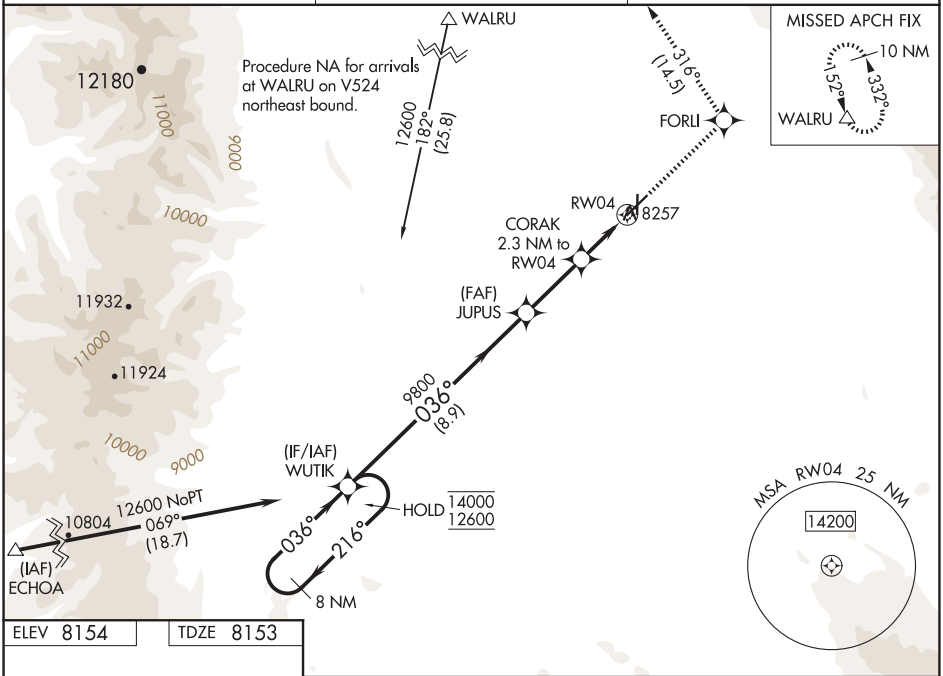
## WALDEN-JACKSON COUNTY (33V)

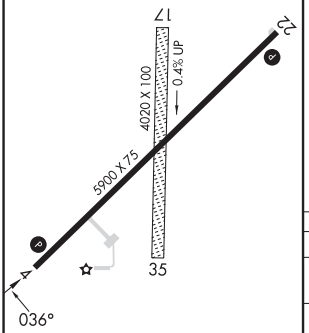
RNP APCH.

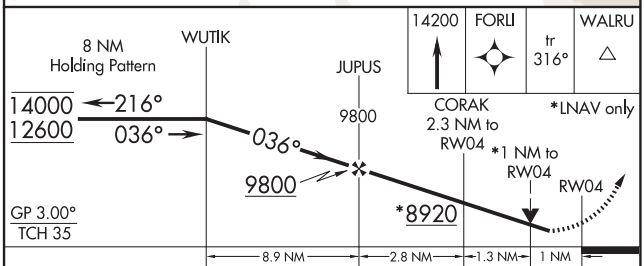
Circling NA to Rwys 17 and 35. Circling NA southeast of Rwy 4-22. Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -31°C or above 54°C.

MISSED APPROACH: (Do not exceed 200K until FORLI) Climb to 14200 direct FORLI and track 316° to WALRU and hold, continue climb-in-hold to 14200.

| AWOS-3 | DENVER CENTER | CTAF |
|---|---|---|
| 118.625 | 126.5 371.85 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 8403-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 8407-1 254 (300-1) | | | NA |
| LNAV MDA | 8520-1 367 (400-1) | | | NA |
| (C) CIRCLING | 8520-1 366 (400-1) | 8620-1 466 (500-1) | 8820-1¾ 666 (700-1¾) | NA |



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| APP CRS | Rwy Ldg | N/A |
|---|---|---|
| 152° | TDZE | N/A |
| | Apt Elev | 8153 |

# RNAV (GPS)-A

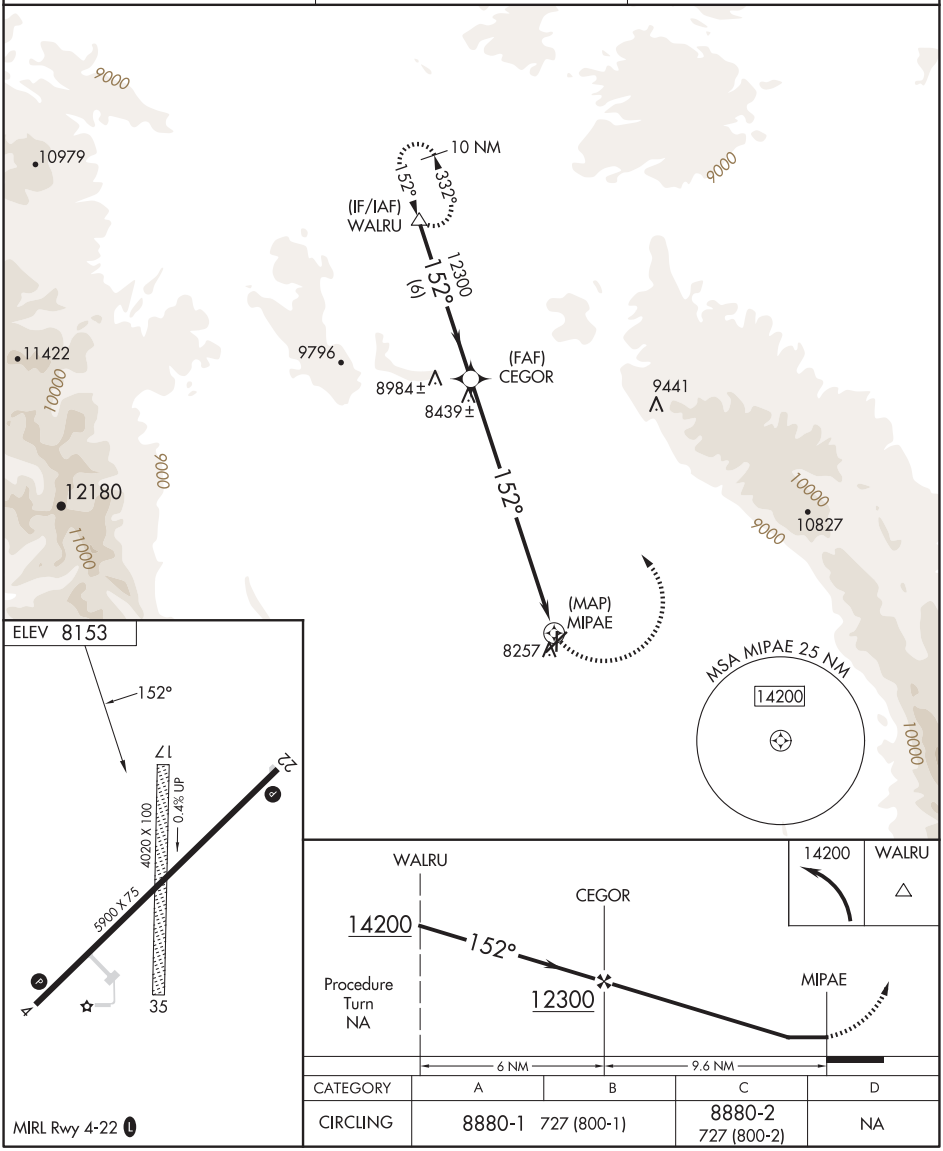
## WALDEN-JACKSON COUNTY (33V)

NA

When local altimeter setting not received, procedure NA. Circling NA southeast of Rwy 4-22. Circling to Rwy 17 and 35 NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

| AWOS-3 | DENVER CENTER | CTAF |
|---|---|---|
| 118.625 | 126.5 371.85 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 8880-1 727 (800-1) | | 8880-2 727 (800-2) | NA |

MIRL Rwy 4-22 L

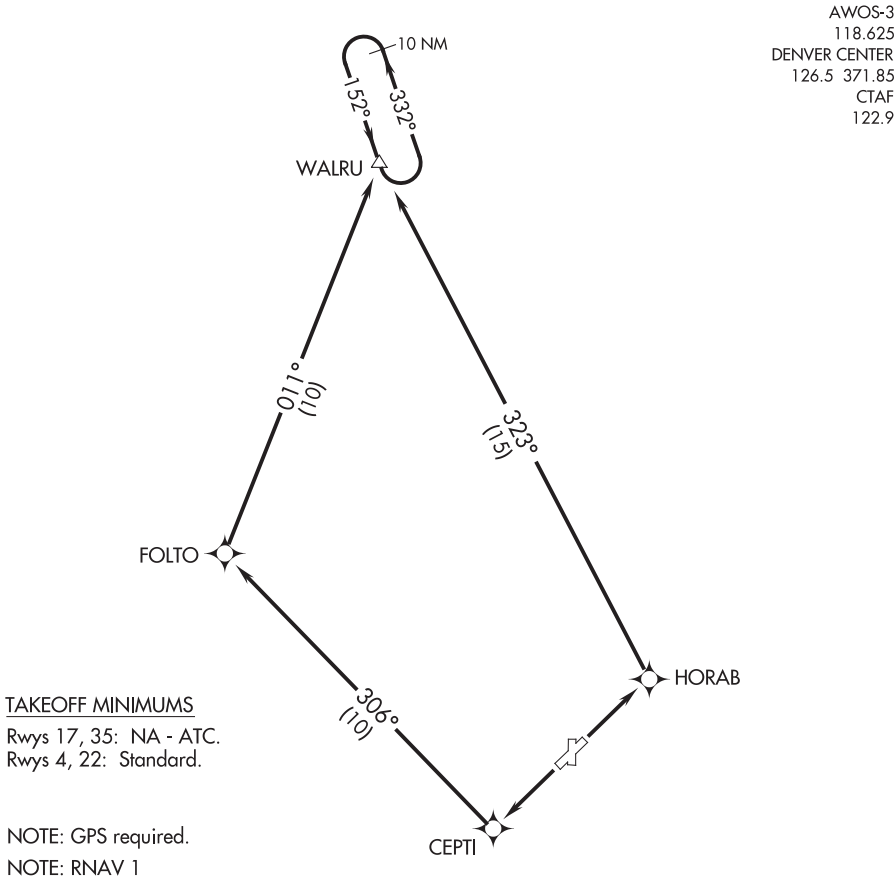


SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

(WALRU1.WALRU) 23278

# WALRU ONE DEPARTURE (OBSTACLE) (RNAV)

WALDEN-JACKSON COUNTY (33V)
AL-10349 (FAA)
WALDEN, COLORADO




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.

WALRU ONE DEPARTURE (OBSTACLE) (RNAV)

WALDEN, COLORADO
WALDEN-JACKSON COUNTY (33V)

(WALRU1.WALRU) 05JUN08


SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Ldg | 4502 |
|---|---|---|---|
| CH 61031 | 086° | TDZE | 6046 |
| W09A | | Apt Elev | 6056 |

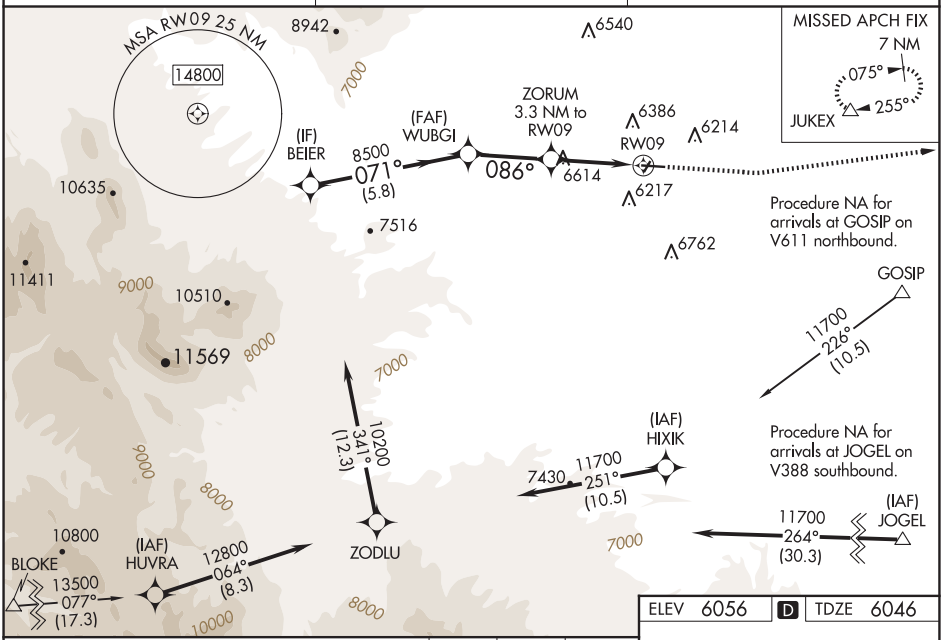
# RNAV (GPS) RWY 9

## SPANISH PEAKS AIRFIELD (4V1)

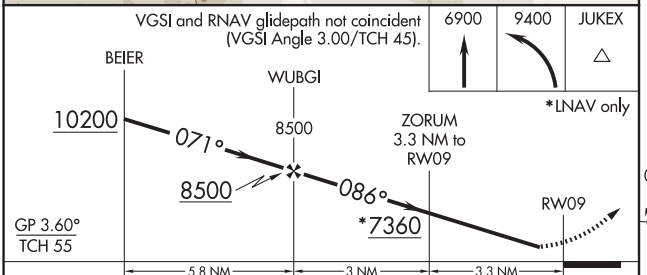
Baro-VNAV NA when using Trinidad altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -26°C (-14°F) or above 36°C (98°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Rwy 9 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Trinidad altimeter setting and increase all DA 119 feet and MDA 120 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ⅜ mile, LNAV Cats A-B and Circling Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile.

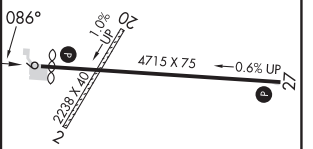
MISSED APPROACH: Climb to 6900 then climbing left turn to 9400 direct JUKEX and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 123.6 | 128.375 379.95 | 122.8 (CTAF) L |




ELEV 6056 D TDZE 6046




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6347-1 301 (300-1) | | | NA |
| LNAV/VNAV DA | 6606-1⅝ 560 (600-1⅝) | | | NA |
| LNAV MDA | 6880-1 834 (900-1) | 6880-1¼ 834 (900-1¼) | 6880-2½ 834 (900-2½) | NA |
| C CIRCLING | 6880-1¼ 824 (900-1¼) | | 7080-3 1024 (1100-3) | NA |

MIRL Rwy 9-27 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 27

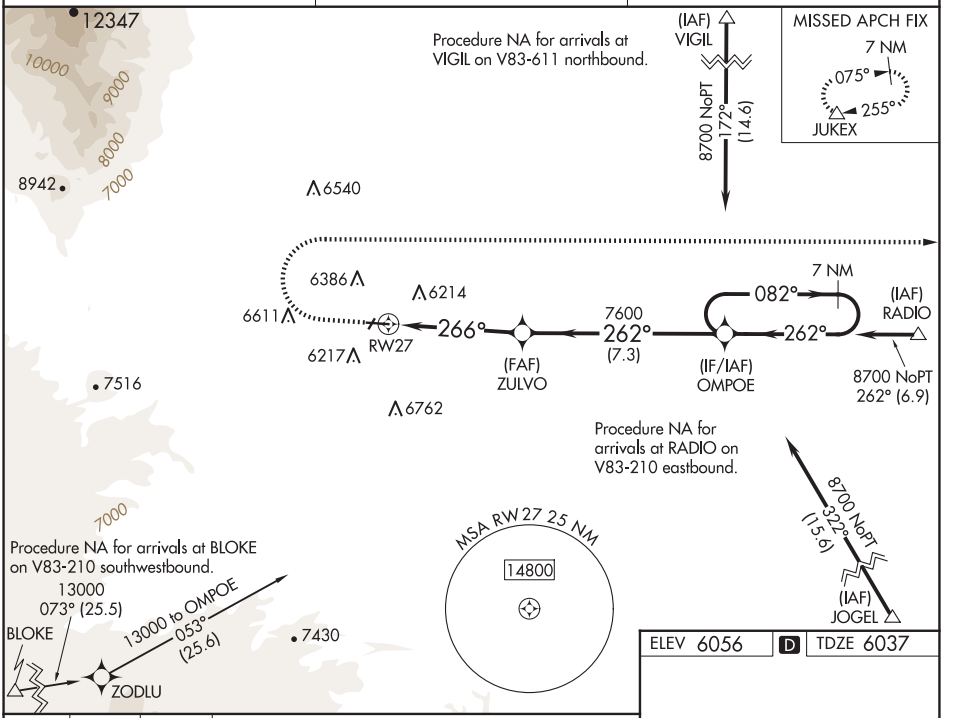
## SPANISH PEAKS AIRFIELD (4V1)

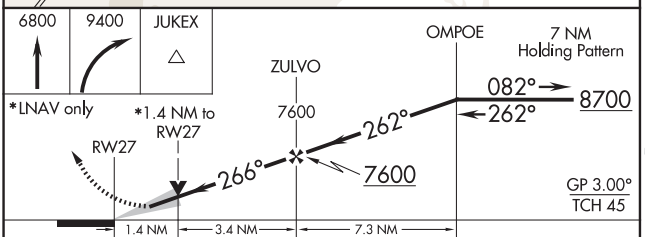
| WAAS | APP CRS | Rwy Ldg | 4712 |
|---|---|---|---|
| CH 86831 | 266° | TDZE | 6037 |
| W27A | | Apt Elev | 6056 |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trinidad altimeter setting and increase all DA 119 feet and all MDA 120 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile. Baro-VNAV and VDP NA when using Trinidad altimeter setting.

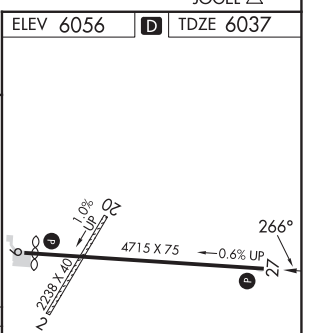
MISSED APPROACH: Climb to 6800 then climbing right turn to 9400 direct JUKEX and hold.

| AWOS-3PT | DENVER CENTER | UNICOM |
|---|---|---|
| 123.6 | 128.375 379.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 6287-1 250 (300-1) | | | |
| LNAV/VNAV DA | 6525-1⅜ 488 (500-1⅜) | | | |
| LNAV MDA | 6520-1 483 (500-1) | | 6520-1⅜ 483 (500-1⅜) | |
| C CIRCLING | 6720-1 664 (700-1) | | 7080-3 1024 (1100-3) | 7120-3 1064 (1100-3) |




MIRL Rwy 9-27 L

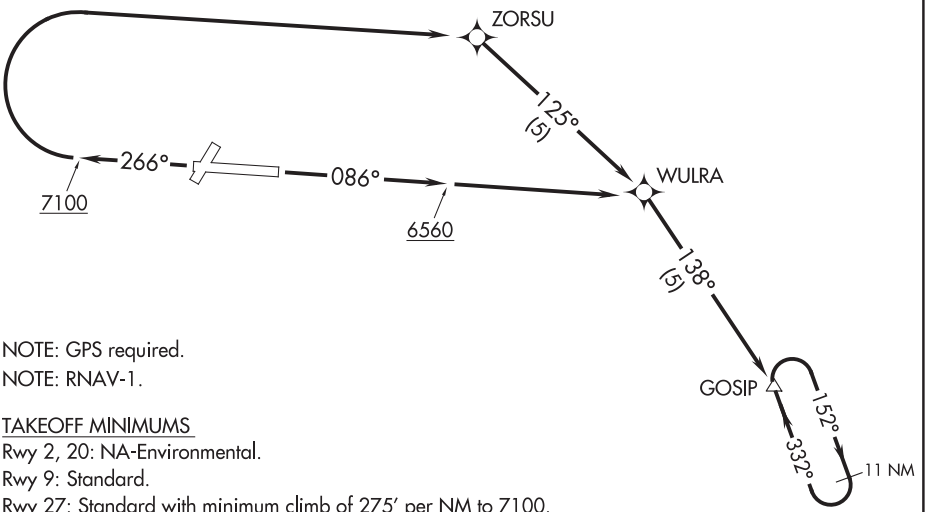




SW-1, 07 AUG 2025 to 02 OCT 2025

# GOSIP ONE DEPARTURE (OBSTACLE) (RNAV)

DENVER APP CON
128.375 379.95




NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF MINIMUMS
Rwy 2, 20: NA-Environmental.
Rwy 9: Standard.
Rwy 27: Standard with minimum climb of 275′ per NM to 7100.

TAKEOFF OBSTACLE NOTES
Rwy 9: Fence 70′ from DER, 186′ left of centerline, 12′ AGL/6022′ MSL. Tree 17′ from DER, 210′ right of centerline, 10′ AGL/6020′ MSL.
Rwy 27: Multiple buildings and poles beginning 162′ from DER, 327′ left of centerline, up to 44′ AGL/6084′ MSL. Pole 812′ from DER, 386′ left of centerline, 27′ AGL/6077′ MSL. Poles 1183′ from DER, 402′ left of centerline, 29′ AGL/6079′ MSL. Tanks and pump 150′ from DER, 222′ left of centerline, 27′ AGL/6067′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on course 086° to 6560 then direct WULRA, then on depicted route to GOSIP, Thence . . . .

TAKEOFF RUNWAY 27: Climb on course 266° to 7100 then climbing right turn direct ZORSU, then on depicted route, Thence . . . .

. . . . all aircraft climb in GOSIP holding pattern to cross GOSIP at or above MEA/MCA for direction of flight before proceeding on course.



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

WRAY, COLORADO | AL-9039 (FAA) | 22363

| WAAS | APP CRS | Rwy Idg | 5399 |
|---|---|---|---|
| CH 70641 | 172° | TDZE | 3677 |
| W17A | | Apt Elev | 3677 |

# RNAV (GPS) RWY 17

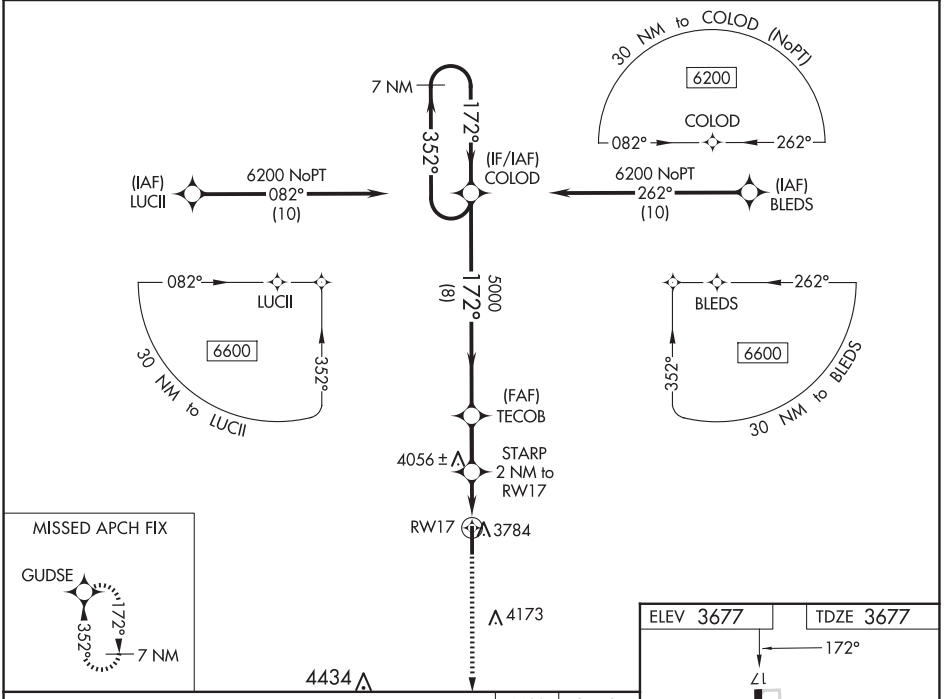
## WRAY MUNI (2V5)

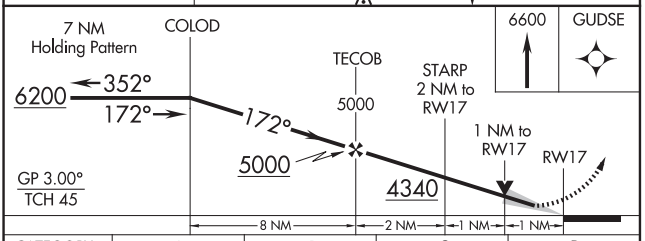
RNP APCH - GPS.

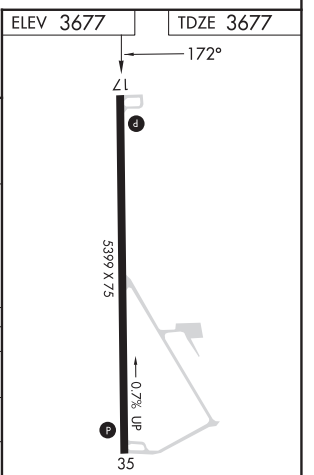
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 53°C. Baro-VNAV and VDP NA when using Imperial altimeter setting. When local altimeter setting not received, use Imperial altimeter setting and increase LPV DA to 4020 feet, increase LNAV/VNAV DA to 4088 feet and all visibilities ⅛ SM. Increase all MDAs 160 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ½ SM, Cat D ¼ SM.

MISSED APPROACH: Climb to 6600 direct GUDSE and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.25 | 132.7 226.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3877-1 200 (200-1) | | | |
| LNAV/VNAV DA | 3945-1 268 (300-1) | | | |
| LNAV MDA | 4040-1 363 (400-1) | | | |
| C CIRCLING | 4100-1 423 (500-1) | 4140-1 463 (500-1) | 4540-2½ 863 (900-2½) | 4540-2¾ 863 (900-2¾) |

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L



SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

| WAAS | APP CRS | Rwy Idg | 5399 |
|---|---|---|---|
| CH 87041 | 352° | TDZE | 3653 |
| W35A | | Apt Elev | 3677 |

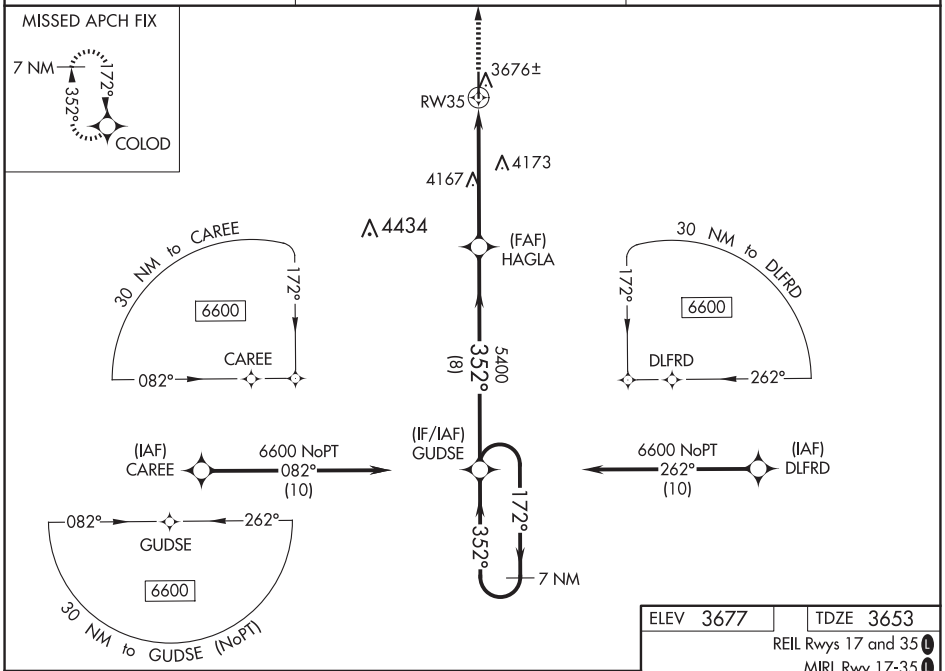
# RNAV (GPS) RWY 35

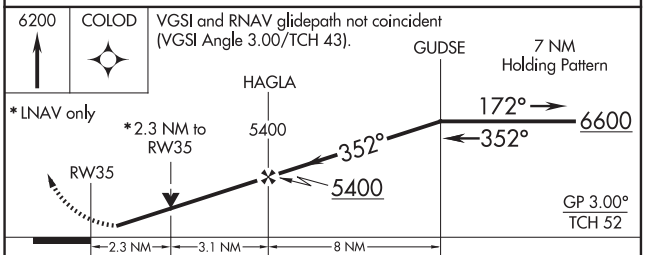
WRAY MUNI (2V5)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (127°F). Baro-VNAV and VDP NA when using Imperial altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting is not received use Imperial altimeter setting: increase LPV DA to 4047 and visibility to 1⅛ SM and LNAV/VNAV DA to 4088 and visibility to 1¼ SM; increase all MDAs 140 feet and visibility Cats A, D ¼ SM, Cat C ½ SM.

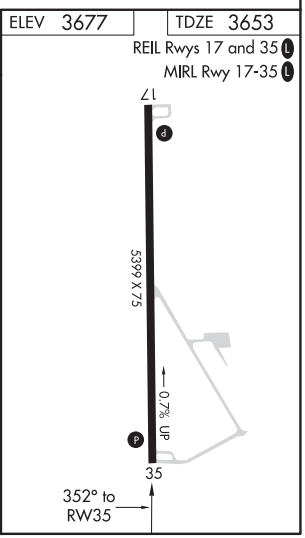
MISSED APPROACH: Climb to 6200 direct COLOD and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 118.25 | 132.7 226.675 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3903-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3945-1 292 (300-1) | | | |
| LNAV MDA | 4420-1 767 (800-1) | 4420-1¼ 767 (800-1¼) | 4420-2½ 767 (800-2½) | |
| C CIRCLING | 4420-1 743 (800-1) | 4420-1¼ 743 (800-1¼) | 4540-2½ 863 (900-2½) | 4540-2¾ 863 (900-2¾) |






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

YUMA, COLORADO | AL-11429 (FAA) | 25219

| WAAS | APP CRS | Rwy Ldg | 4201 |
|---|---|---|---|
| CH 56541 | 167° | TDZE | 4132 |
| W16A | | Apt Elev | 4138 |

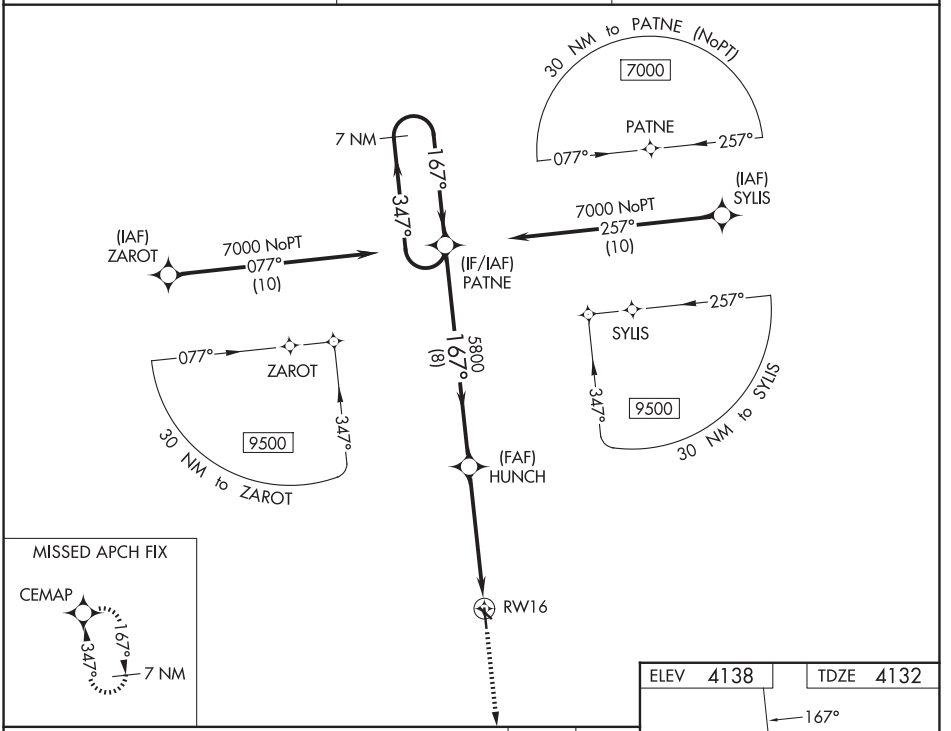
# RNAV (GPS) RWY 16

YUMA MUNI (2V6)

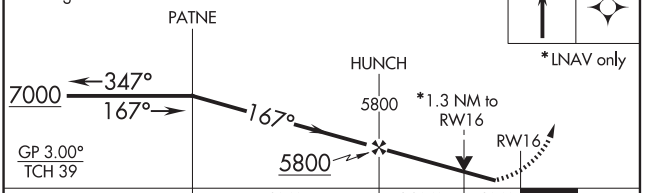
T Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). Rwy 16 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct CEMAP and hold.

| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.375 | 133.95 317.55 | 122.8 (CTAF) L |

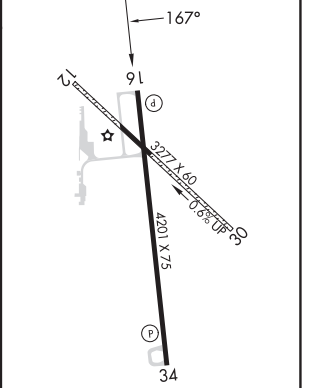



7 NM Holding Pattern




| 7000 | CEMAP |
|---|---|

*LNAV only




REIL Rwys 16 and 34 L
MIRL Rwy 16-34

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4382-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 4452-1 320 (400-1) | | | NA |
| LNAV MDA | 4580-1 448 (500-1) | | 4580-1⅜ 448 (500-1⅜) | NA |
| CIRCLING | 4620-1 482 (500-1) | 4640-1 502 (600-1) | 4700-1½ 562 (600-1½) | NA |

YUMA, COLORADO
Orig 24MAY18

40°06′N-102°43′W

YUMA MUNI (2V6)

RNAV (GPS) RWY 16


SW-1, 07 AUG 2025 to 02 OCT 2025

# RNAV (GPS) RWY 34

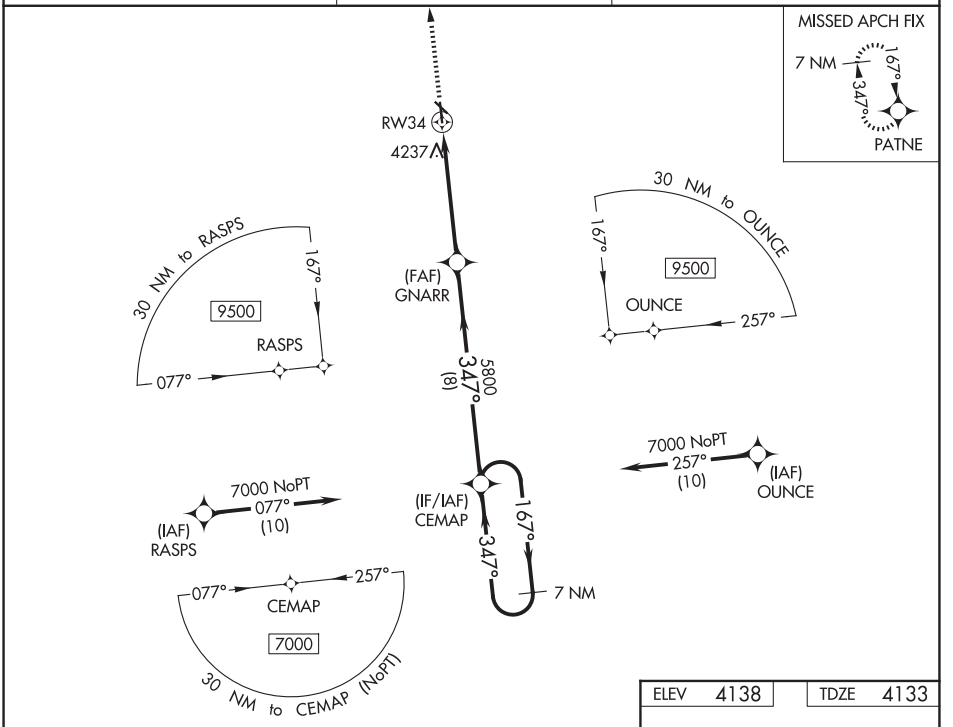
YUMA MUNI (2V6)

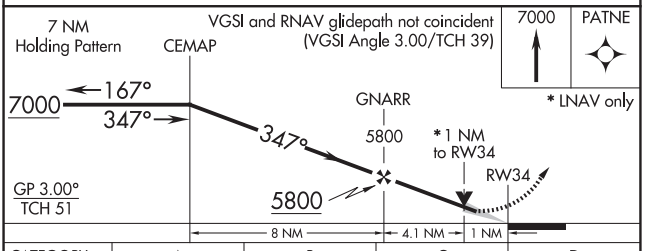
| WAAS | APP CRS | Rwy Ldg | 4201 |
|---|---|---|---|
| CH 61241 | 347° | TDZE | 4133 |
| W34A | | Apt Elev | 4138 |

Circling NA to Rwys 12 and 30. For uncompensated Baro-VNAV Systems, LNAV/VNAV NA below -23°C (-9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 7000 direct PATNE and hold.

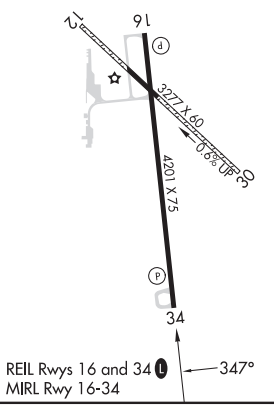
| AWOS-3 | DENVER CENTER | UNICOM |
|---|---|---|
| 135.375 | 133.95 317.55 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 4333-1 200 (200-1) | | | NA |
| LNAV/VNAV DA | 4383-1 250 (300-1) | | | NA |
| LNAV MDA | 4500-1 367 (400-1) | | | NA |
| CIRCLING | 4620-1 482 (500-1) | 4640-1 502 (600-1) | 4700-1½ 562 (600-1½) | NA |

ELEV 4138 TDZE 4133






SW-1, 07 AUG 2025 to 02 OCT 2025
SW-1, 07 AUG 2025 to 02 OCT 2025

INTENTIONALLY

LEFT

BLANK

SW-1, 07 AUG 2025 to 02 OCT 2025

SW-1, 07 AUG 2025 to 02 OCT 2025

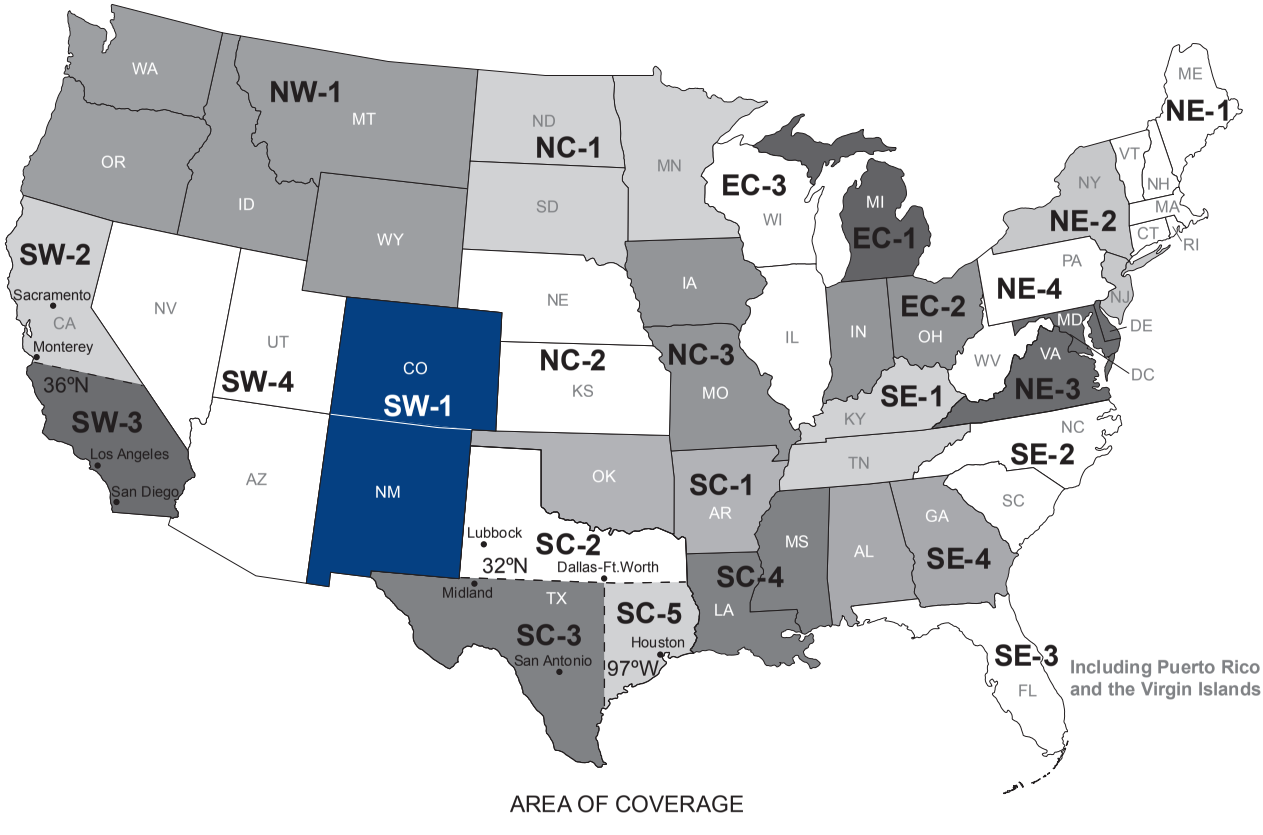
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

# U.S. TERMINAL PUBLICATION VOLUMES




AREA OF COVERAGE

FAA Product ID: BTPSW1

NSN 7641015059597

NGA REF. NO. OK-10-2859

TERMXFAABTPSW1

EFF. DATE 25219