

SW-1

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10 NOV 16 to 05 JAN 17



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

Southwest (SW) Vol 1 of 4

Effective: 0901Z

10 NOV 2016

to: 0901Z

05 JAN 2017

Consult the Change Notice
(CN) effective 08 DEC 2016 for
revised Instrument Procedure
Charts for this volume

COLORADO

NEW
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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,
OR FOR CHANGES, ADDITIONS,
RECOMMENDATIONS ON
PROCEDURAL ASPECTS CONTACT:**

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

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

INOP COMPONENTS

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE

Landing minimums published on instrument approach procedure charts are based upon full operation of all components and visual aids associated with the particular instrument 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 glide slope inoperative minimums are published on the instrument approach charts as localizer minimums. This table may be amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. See legend page for description of components indicated below.

(1) ILS, PAR, RNAV (LPV line of minima) and GLS

Inoperative Component or Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	¼ mile

(2) ILS with visibility minimum of 1,800 RVR

ALSF 1 & 2, MALSR, & SSALR	ABCD	To 4000 RVR
TDZL RCLS	ABCD	To 2400 RVR*
RVR	ABCD	To ½ mile

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

(3) VOR, VOR/DME, TACAN, LOC, LOC/DME, LDA, LDA/DME, SDF, SDF/DME, GPS, ASR, RNAV (LNAV/VNAV, LP, LNAV lines of minima) and RNP

Inoperative Visual Aid	Approach Category	Increase Visibility
ALSF 1 & 2, MALSR, & SSALR	ABCD	½ mile
SSALS, MALS, & ODALS	ABC	¼ mile

(4) NDB

ALSF 1 & 2, MALSR, & SSALR	C	½ mile
MALS, SSALS, ODALS	ABD	¼ mile
	ABC	¼ mile

TERMS/LANDING MINIMA DATA

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.

CATEGORY	A		B	C	D
	DA	Visibility (RVR 100's of feet)	Aircraft Approach Category	HAT/HATH	D
S-ILS 27		1352/24		200	(200-½)
S-LOC 27		1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	MDA	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27
 Straight-in with Glide Slope Inoperative or not used to Runway 27
 All weather minimums in parentheses not applicable to Civil Pilots.
 Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

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

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

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

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

COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **⊗** -12°C/10°F symbol and associated temperature indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Advise ATC when altitude correction is made in the intermediate and/or missed approach segment. Reporting correction to ATC in final segment is not required. See following Cold Temperature Error Table to make manual corrections. See Notices to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature/s, segments and procedure information. www.faa.gov/air_traffic/publications/notices

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. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. 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

TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of 1/2 mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	1/4	4500	7/8
2400	1/2	5000	1
3200	5/8	6000	1 1/4
4000	3/4		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-1/4)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-1/4)				
ASR	10		ABC	560/40	463	(500-3/4)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1 1/4)
CIR	10		AB	560-1/4	463	(500-1 1/4)	CDE	560-1/2	463	(500-1 1/2)
	28		AB	600-1/4	503	(600-1 1/4)	CDE	600-1/2	503	(600-1 1/2)

Visibility in Statute Miles ↙

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

Radars Minima:

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

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

(M) 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".

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

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

⚠ Takeoff Minima not standard and/or Departure Procedures are published. Refer to tabulation.

TERMS/LANDING MINIMA DATA

GENERAL INFO

GENERAL INFORMATION

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

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREQ3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREQ3.EWC).

RNAV DP and STAR. Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

Standard RNAV 1 Procedure Chart Notes

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required

Some procedures may require use of GPS and will be identified by a "GPS required" note.

RNAV 1 Procedure Characteristics and Operations

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

GENERAL INFO

GENERAL INFO

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., \ominus , \ominus , \ominus .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name. A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., \ominus^* .

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

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)

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.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

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

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

GENERAL INFO

GENERAL INFO

ABBREVIATIONS

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

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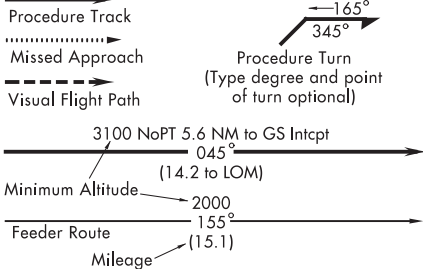
GENERAL INFO

LEGEND

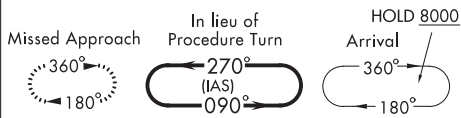
INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

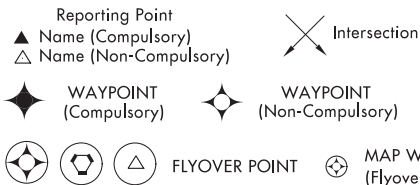


HOLDING PATTERNS

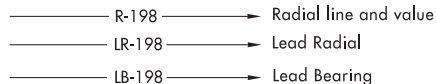


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)
x (NAME) ("x" omitted when it conflicts with runway pattern)



ALTITUDES

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

INDICATED AIRSPEED

<u>175K</u>	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:



Non-Compulsory:



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

Marker Beacon

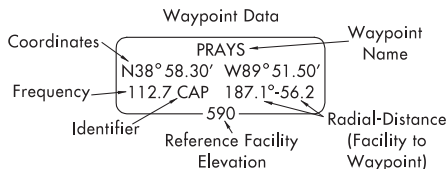
Marker beacons that are not specifically part of the procedure but underlie the final approach course are shown in screened color.

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

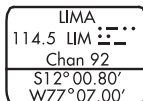
SDF Course

LOC/DME

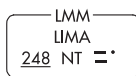
LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal position off the end of the runway.)



Primary Navaid with Coordinate Values



Secondary Navaid



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LEGEND

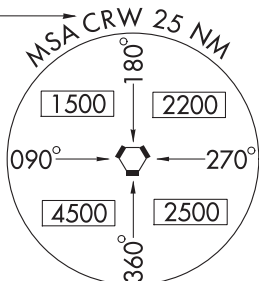
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INSTRUMENT APPROACH PROCEDURES (CHARTS)

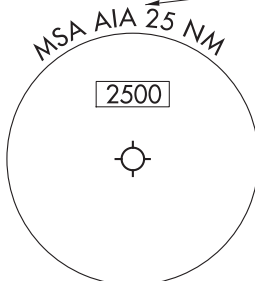
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

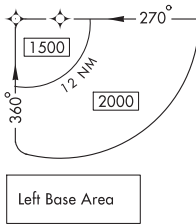
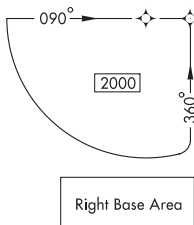
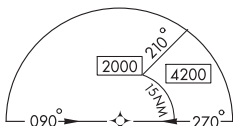


Airport Identifier

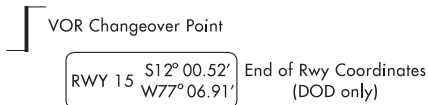


(arrows on distance circle identify sectors)

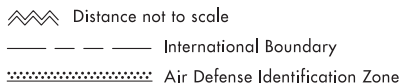
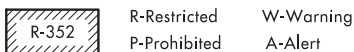
TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS



SPECIAL USE AIRSPACE



AIRPORTS



OBSTACLES



LEGEND

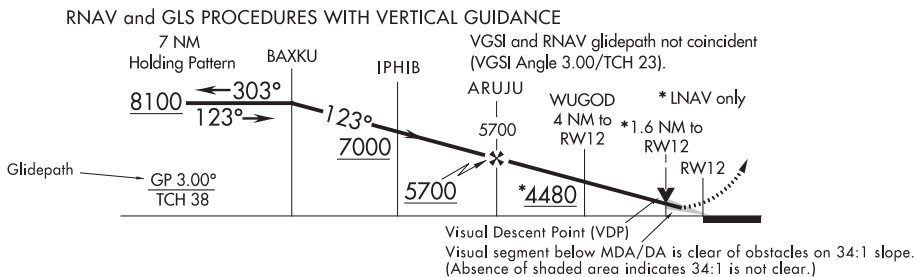
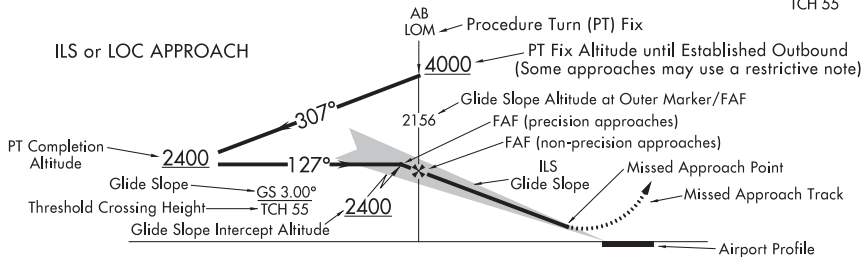
PROFILE VIEW

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

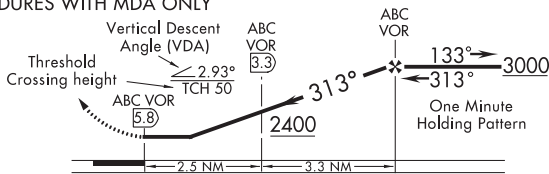
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: $GS\ 3.00^\circ$.
TCH 55

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: $GP\ 3.00^\circ$.
TCH 50

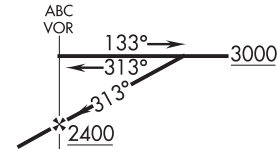
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure 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: $\leq 3.00^\circ$.
TCH 55



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



DESCENT FROM HOLDING PATTERN



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

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

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LEGEND

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

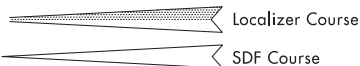
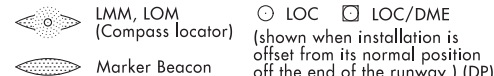
Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

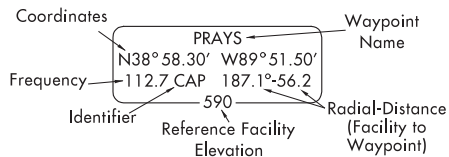
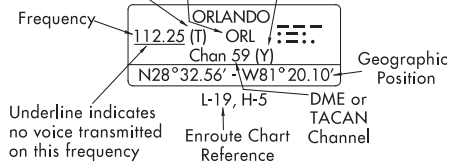
Compulsory:



Non-Compulsory:



(T) indicates frequency protection range (STAR) Identifier (Y) TACAN must be placed in "Y" mode to receive distance information



FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00' (75) → DME Mileage
W00°00.00' (when not obvious)

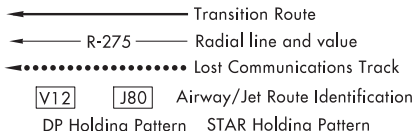
▲ Fix-Compulsory and
△ Non-Compulsory Position Report



X Computer Navigation Fix (CNF)
N00°00.00'
W00°00.00'

ROUTES

4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° → Departure Route - Arrival Route
(65) Mileage between Radio Aids, Reporting Points, and Route Breaks



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

SPECIAL USE AIRSPACE



ALTITUDES

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

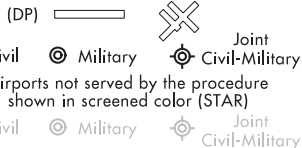
15000 12000 → Altitude change at other than Radio Aids (STAR)

Block Altitude

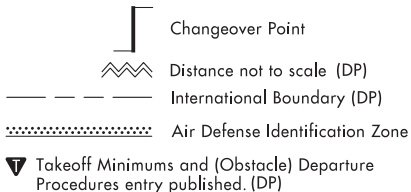
INDICATED AIRSPEED

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

AIRPORTS



MISCELLANEOUS



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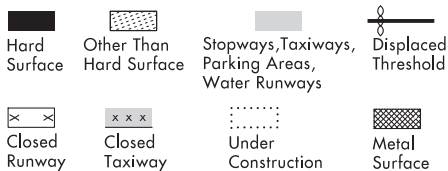
LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

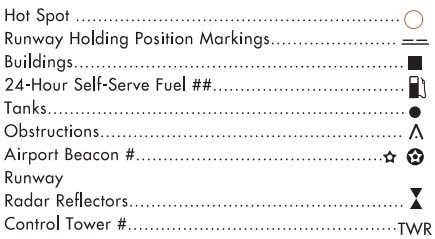
Runways



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



REFERENCE FEATURES



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

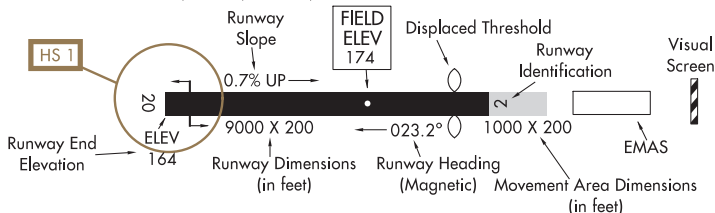
A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

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.

Runway Weight Bearing Capacity/ or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



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.

Helicopter Alighting Areas (H) (+) (H) (A) (+)
 Negative Symbols used to identify Copter Procedures landing point..... (H) (+) (H) (A) (+)

Runway Threshold elevation.....THRE 123
 Runway TDZ elevation.....TDZE 123
 Runway Slope.....0.8% UP →
 (shown when runway slope is greater than or equal to 0.3%)
 ← 0.3% DOWN

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 1/2 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.

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

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LEGEND

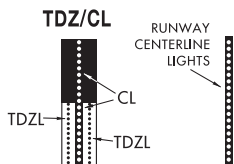
15344
LEGEND

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., (A3), (V) indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

SHORT APPROACH LIGHTING SYSTEM



SALS/SALSF
(High Intensity)

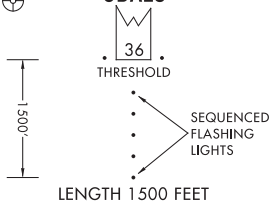
SAME AS INNER 1500' OF ALSF-1



OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



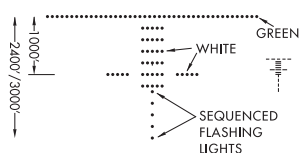
ODALS



SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights



SSALR



(High Intensity)
LENGTH 2400/3000 FEET

VISUAL APPROACH SLOPE INDICATOR

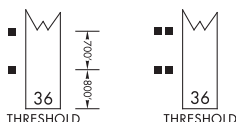
VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

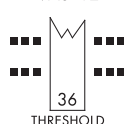
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED — ON GLIDE SLOPE
NEAR LIGHTS WHITE — TOO LOW
ALL LIGHTS RED — TOO LOW

VASI 2

VASI 4



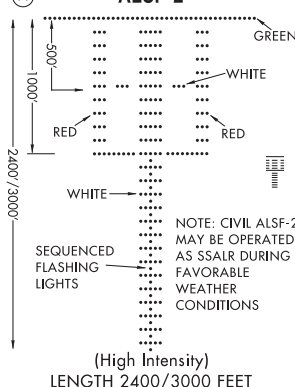
VASI 12



APPROACH LIGHTING SYSTEM

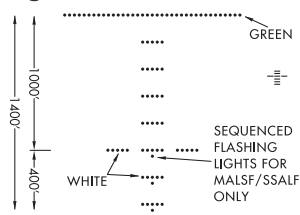


ALSF-2



(High Intensity)
LENGTH 2400/3000 FEET

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



LENGTH 1400 FEET

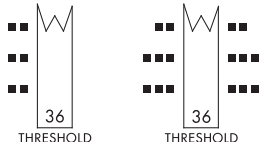
VISUAL APPROACH SLOPE INDICATOR

VASI

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

VASI 6

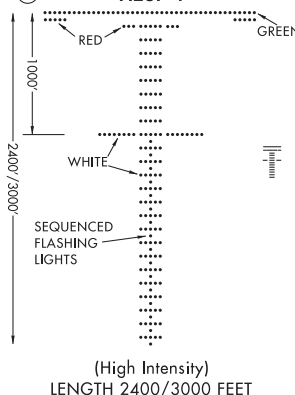
VASI 16



APPROACH LIGHTING SYSTEM



ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator Lights



MALSR

SAME LIGHT CONFIGURATION AS SSALR.



LEGEND

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LEGEND

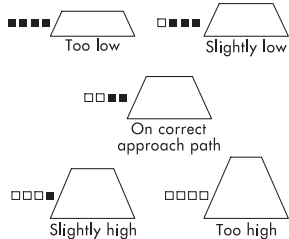
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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., (A₁F). Negative symbology, e.g., (A₁), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

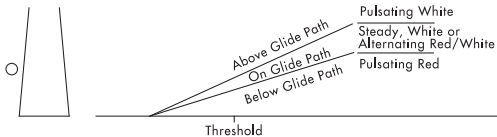
PAPI



Legend: □ White ■ Red

(V₂) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

PVASI



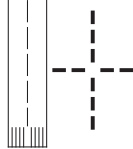
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V₁) **"T"-VISUAL APPROACH SLOPE INDICATOR**

"T"-VASI

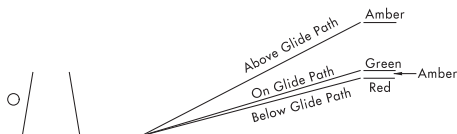


"T" ON BOTH SIDES OF RWY
ALL LIGHTS VARIABLE WHITE.
CORRECT APPROACH SLOPE-
ONLY CROSS BAR VISIBLE.
UPRIGHT "T"- FLY UP.
INVERTED "T"- FLY DOWN.
RED "T"- GROSS
UNDERSHOOT.



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

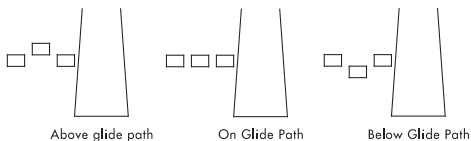
TRCV



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.

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LEGEND

FREQ PAIRING

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		

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
AKRON, CO			ALBUQUERQUE, NM		
COLORADO PLAINS RGNL(AKO)			ALBUQUERQUE INTL SUNPORT(ABQ)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	DIVERSE VECTOR AREA		L
IAPS	RNAV (GPS) RWY 11	1	ALTERNATE MINIMUMS		M
	RNAV (GPS) RWY 29	2	RADAR MINIMUMS		N
	VOR RWY 29	3	HOT SPOT		P
ALAMOGORDO, NM			STARS	COLTR THREE (RNAV)	Z4
ALAMOGORDO-WHITE SANDS RGNL(ALM)				CURLY TWO	Z7
TAKEOFF MINIMUMS		L		FRIHO FOUR	Z13
IAPS	RNAV (GPS) RWY 03	4		KRKEE THREE (RNAV)	Z23
	VOR RWY 03	5		LAVAN THREE	Z29
DPS	CORONA ONE (OBSTACLE)	6		LOWBO THREE (RNAV)	Z31
ALAMOGORDO, NM				LZZRD THREE (RNAV)	Z33
---SEE HOLLOMAN AFB				MIERA TWO	Z34
ALAMOGORDO-WHITE SANDS RGNL				SN DIA THREE (RNAV)	Z49
---SEE ALAMOGORDO, NM			IAPS	ILS OR LOC RWY 03	13
ALAMOS, CO				ILS OR LOC RWY 08	14
SAN LUIS VALLEY RGNL/BERGMAN FIELD(ALS)				RNAV (RNP) Y RWY 21	15
TAKEOFF MINIMUMS		L		RNAV (RNP) Y RWY 26	16
ALTERNATE MINIMUMS		M		RNAV (RNP) Z RWY 03	17
IAPS	ILS OR LOC RWY 02	7		RNAV (RNP) Z RWY 08	18
	RNAV (GPS) RWY 02	8		RNAV (RNP) Z RWY 21	19
	RNAV (GPS) RWY 20	9		RNAV (RNP) Z RWY 26	20
	VOR/DME-B	10		RNAV (GPS) Y RWY 03	21
	VOR-A	11		RNAV (GPS) Y RWY 08	22
AIRPORT DIAGRAM		12		VOR OR TACAN RWY 08	23
			AIRPORT DIAGRAM		24
			DPS	ADYOS THREE (RNAV)	25
				ALBUQUERQUE TWO	26
				ATOMK THREE (RNAV)	27
				BOSQE THREE (RNAV)	28
				DOOKK THREE (RNAV)	29
				FYSTA THREE (RNAV)	30
				GRZZZ THREE (RNAV)	31
				JEMEZ THREE (RNAV)	32
				JETOK THREE (RNAV)	33
				LARGO TWO	34
				MINZNO THREE (RNAV)	36
				RDRNR THREE (RNAV)	38
			DOUBLE EAGLE II(AEG)		
			TAKEOFF MINIMUMS		L
			ALTERNATE MINIMUMS		M
			STARS	CURLY TWO	Z7
				FRIHO FOUR	Z13
				LAVAN THREE	Z29
				MIERA TWO	Z34
			IAPS	ILS OR LOC RWY 22	39
				RNAV (GPS) RWY 04	40
				RNAV (GPS) RWY 22	41
			AIRPORT DIAGRAM		42
			KIRTLAND AFB(KABQ)		
			STARS	CURLY TWO	Z7
				FRIHO FOUR	Z13
				LAVAN THREE	Z29
				MIERA TWO	Z34
			ALEXANDER MUNI		
			---SEE BELEN, NM		

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

ANGEL FIRE, NM

ANGEL FIRE(AXX)		
TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 17	43	
DPS ANEKE TWO (OBSTACLE) (RNAV)	44	

ARTESIA, NM

ARTESIA MUNI(ATS)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 12	45	
RNAV (GPS) RWY 21	46	
RNAV (GPS) RWY 30	47	
NDB RWY 12	48	
NDB RWY 30	49	

ASPEN, CO

ASPEN PITKIN COUNTY-SARDY FIELD(ASE)		
TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M	
HOT SPOT	P	
IAPS RNAV (GPS)-F	50	
LOC/DME-E	51	
VOR/DME-C	52	
ROARING FORK VISUAL RWY 15	53	
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---SEE CARLSBAD, NM

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---SEE DENVER, CO

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---SEE BUENA VISTA, CO

CITY OF COLORADO SPRINGS MUNI

---SEE COLORADO SPRINGS, CO

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FREMONT COUNTY

---SEE CANON CITY, CO

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ALTERNATE MINIMUMS		M	MC ELROY AIRFIELD(20V)		
IAPS	ILS OR LOC RWY 06	404	TAKEOFF MINIMUMS		L
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HAYDEN, CO			ALTERNATE MINIMUMS		M
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IAPS	ILS OR LOC/DME RWY 10	409		RNAV (GPS) Y RWY 10	412
	RNAV (RNP) Z RWY 10	410		VOR/DME-B	413
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	RNAV (GPS) Y RWY 10	412	---SEE LEADVILLE, CO		
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LEA COUNTY RGNL(HOB)			TAKEOFF MINIMUMS		L
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



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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. 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 VCOA 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.

NAME	TAKEOFF MINIMUMS	NAME	TAKEOFF MINIMUMS
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AKRON, CO

COLORADO PLAINS RGNL (AKO)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 09127 (FAA)

NOTE: **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 1 02332 (FAA)
TAKEOFF MINIMUMS: **Rwys 16,21,34, NA**
DEPARTURE PROCEDURE: Use CORONA ONE
Departure.

ALAMOSA, CO

SAN LUIS VALLEY RGNL-BERGMAN
FIELD (ALS)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 4B 14037 (FAA)

TAKEOFF MINIMUMS: **Rwys 6, 24, NA**.
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.

NOTE: **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.

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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND



DIVERSE VECTOR AREA (RADAR VECTORS)



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



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ALBUQUERQUE, NM

ALBUQUERQUE INTL SUNPORT (ABQ) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 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.

NOTE: **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 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 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.

NOTE: **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 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

ORIG 14093 (FAA)

NOTE: **Rwy 3**, vegetation 88' from DER, 189' right of centerline, 7' AGL/3524' MSL. Vehicles on road, beginning 385' from DER, left and right of centerline, up to 15' AGL/3534' MSL. **Rwy 12**, vehicles on road beginning 219' from DER, left and right of centerline, up to 15' AGL/3524' MSL. Poles beginning 538' from DER, left and right of centerline, up to 35' AGL/3534' MSL. **Rwy 21**, aircraft on tarmac 17' from DER, 278' right of centerline, up to 31' AGL/3580' MSL. Vehicles on road 524' from DER, 617' left of centerline, up to 15' AGL/3564' MSL. Trees beginning 1396' from DER left and right of centerline, up to 50' AGL/3619' MSL. **Rwy 30**, aircraft on tarmac 27' from DER, 419' right of centerline, up to 31' AGL/3570' MSL. Vegetation beginning 62' from DER 35' left of centerline, up to 13' AGL/3545' MSL. Tower 2596' from DER, 1187' right of centerline, 80' AGL/3605' MSL.

ASPEN, CO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, NA-terrain.
DEPARTURE PROCEDURE: **Rwy 33**, use SARDD DEPARTURE.

BELEN, NM

ALEXANDER MUNI (E80)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 3**, std. w/min. climb of 350' per NM to 12000, or 3300-3 for climb in visual conditions.

Rwy 21, std. w/min. climb of 325' per NM to 11900, or 3300-3 for climb in visual conditions

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions cross Alexander Muni at or above 8400 before proceeding on course. When executing VCOA, notify ATC prior to departure.

NOTE: **Rwy 3**, vehicle on road 460' from DER, left and right of centerline, 15' AGL/5189' MSL. **Rwy 21**, power poles beginning 1150' from DER, left and right of centerline, up to 34' AGL/5236' MSL.

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





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



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BUCKLEY AFB (KBKF),

AURORA, CO

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

11013

Diverse departure not authorized. Use published
departure procedures for obstacle avoidance.

BUENA VISTA, CO

CENTRAL COLORADO RGNL (AEJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 03247 (FAA)

TAKEOFF MINIMUMS: **Rwy 15**, std. with a min. climb of
400' per NM to 8200 then 340' per NM to 15500. **Rwy**
33, NA-due to terrain.DEPARTURE PROCEDURE: **Rwy 15**, use PUEBLORNAV DEPARTURE. **Rwy 33**, NA-due to terrain.NOTE: **Rwy 15**, tree 4468' from DER, 659' right of
centerline, 60' AGL/8159' MSL.

BURLINGTON, CO

KIT CARSON COUNTY (ITR)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 12264 (FAA)

NOTE: **Rwy 15**, Ground 16' from DER, 304' right of
centerline, 4207' MSL.

CANNON AFB (KCVS),

CLOVIS, NM

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 15064

Diverse departure authorized all runways.

TAKE-OFF OBSTACLES: **Rwy 4**, terrain 56' from DER,
500' left of centerline, 4304' MSL. Terrain 46' from
DER, 512' left of centerline, 4304' MSL. Terrain 267'
from DER, 568' left of centerline, 4304' MSL. Terrain
1064' from DER, 772' left of centerline, 4327' MSL.
Terrain 1060' from DER, 784' left of centerline, 4329'
MSL. Terrain 1187' from DER, 818' left of centerline,
4327' MSL. **Rwy 13**, terrain 276' from DER, 532' left of
centerline, 4281' MSL. Terrain 46' from DER, 512' left
of centerline, 4281' MSL. Terrain 16' from DER, 500'
left of centerline, 4280' MSL. **Rwy 22**, terrain 554' from
DER, 648' left of centerline, 4292' MSL. Terrain 537'
from DER, 640' left of centerline, 4295' MSL. **Rwy 31**,
terrain 128' from DER, 500' right of centerline, 4297'
MSL. Terrain 190' from DER, 551' right of centerline,
4309' MSL. Terrain 259' from DER, 500' right of
centerline, 4309' MSL. Terrain 277' from DER, 505'
right of centerline, 4311' MSL. Terrain 253' from DER,
568' right of centerline, 4314' MSL.

CANON CITY, CO

FREMONT COUNTY (1V6)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 2 16147 (FAA)

TAKEOFF MINIMUMS: **Rwys 17, 35**, NA-ATC
DEPARTURE PROCEDURE: **Rwy 11**, climb on heading
110° and PUB R-275 to PUB VORTAC before
proceeding on course. **Rwy 29**, climbing left turn to
intercept PUB R-275 to PUB VORTAC before
proceeding on course. Do not exceed 210 KIAS until
established on PUB R-275 eastbound.NOTE: **Rwy 11**, trees beginning 5' from DER, 214' left of
centerline, up to 10' AGL/5384' MSL. Light support
structure 9' from DER, 20' right of centerline, 2'
AGL/5383' MSL. Light support structure 10' from DER,
20' left of centerline, 2' AGL/5383' MSL. **Rwy 29**, fence
8' from DER, 432' right of centerline, 17' AGL/5450'
MSL. NAV/aid 10' from DER, 113' right of centerline,
18' AGL/5448' MSL. Vehicles on road beginning 57'
from DER, 338' left of centerline, up to 5454' MSL.
Vertical structure and fence 119' from DER, 433' right of
centerline, up to 14' AGL/5447' MSL. Vehicles on road
beginning 186' from DER, left and right of centerline, up
to 5454' MSL.

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





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



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CARLSBAD, NM

CAVERN CITY AIR TERMINAL (CNM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 21**, std. w/ min. climb of 206' per NM to 4300, or 1200-3 for climb in visual conditions.

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

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

NOTE: **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 1 11125 (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.

NOTE: **Rwy 20**, vehicle on road 106' from DER, crossing left to right, up to 15' AGL/4975' MSL.

CLOVIS, NM

CLOVIS MUNI (CVN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 13262 (FAA)

TAKEOFF MINIMUMS: **Rwys 8, 26**, NA-Environmental.

Rwy 4, NA-Air traffic.

NOTE: **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 12 16147 (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, 17R**, climbing left turn direct BRK VOR/DME, thence... **Rwy 31**, climb heading 306° to 7000, then climbing right turn direct BRK VOR/DME, thence... **Rwy 35R**, climb heading 351° 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, left turns, 159° inbound) to cross BRK VOR/DME at or above MEA/MCA for route of flight.

NOTE: **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 1 16259 (FAA)

Rwy 13, heading as assigned by ATC; requires minimum climb of 250' per NM to 6400. **Rwy 17L/R**, heading as assigned by ATC. **Rwy 31, 35L/R**, heading as assigned by ATC; requires minimum climb of 265' per NM to 7400.

CORTEZ, CO

CORTEZ MUNI (CEZ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 10098 (FAA)

DEPARTURE PROCEDURE: use LEDVE DEPARTURE.

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CRAIG, CO

CRAIG-MOFFAT (CAG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 4 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.

NOTE: **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.

DELTA, CO

BLAKE FIELD (AJZ)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 15344 (FAA)

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

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

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

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

DEMING, NM

DEMING MUNI (DMN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2A 11013 (FAA)

TAKEOFF MINIMUMS: **Rwy 4, NA**.

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

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

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DENVER, CO

CENTENNIAL (APA)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 5 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 17L**, std. w/ min. climb of 255' per NM to 6800. **Rwy 17R**, std. w/ min. climb of 370' per NM to 6800.

DEPARTURE PROCEDURE: **Rwy 10**, when departing on courses between 162° CCW to 333° from DER climb 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 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 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 162° from DER. All other courses: climb 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.

NOTE: **Rwy 10**, terrain beginning 369' from DER 30' right of centerline, up to 5854' MSL. Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.

Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1358' from DER, 253' left of centerline, up to 5830' MSL. **Rwy 17L**, multiple trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL. **Rwy 17R**, terrain 181' from DER 496' right of centerline, 5887' MSL. Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL. Multiple trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL. Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL. **Rwy 28**, terrain beginning 89' from DER, on centerline extending to 514' left to 137' right of centerline, up to 5843' MSL. Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL. Multiple trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/ 5959' MSL.

DENVER, CO (CON'T)

DENVER INTL (DEN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 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.

NOTE: **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.

FRONT RANGE (FTG)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 12320 (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 turns, 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 turns, 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 turns, 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 turns, 343° inbound) to 16500 before proceeding on course.

NOTE: **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.

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DENVER, CO (CON'T)

ROCKY MOUNTAIN METROPOLITAN (BJC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 6 14317 (FAA)

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

Rwys 12L, 12R, climb on heading between 160° CCW to 350° from DER. All other courses: climb heading 112° to intercept DEN VOR/DME R-275 to DEN VOR/DME, thence ...

Rwy 21, climb on heading between 160° CCW to 024° 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 heading between 350° CW to 113° from DER. All other courses: climbing right turn heading 142° to intercept DEN R-280 to DEN VOR/DME, thence ...

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

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

NOTE: **Rwy 3**, pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL. **Rwy 12L**, ground 1' from DER, 266' left of centerline, 5566' MSL. Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL. **Rwy 12R**, poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL. Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.

Rwy 21, windsock 116' from DER, 209' left of centerline, 10' AGL/5622' MSL. **Rwy 30L**, terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL. Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL. Ground beginning 831' from DER, 170' left of centerline, 5698' MSL. Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL. Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL. Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL. **Rwy 30R**, ground 1' from DER, 183' right of centerline, 5661' MSL. Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL. Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL. Pole 1606' from DER, 917' left of centerline. 44' AGL/5702' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 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 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.

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

EAGLE, CO

EAGLE COUNTY RGNL (EGE)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 8 13346 (FAA)

TAKEOFF MINIMUMS: **Rwys 7, 25**, 4200-3 for climb in visual conditions.

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

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

ERIE, CO

ERIE MUNI (EIK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2A 10294 (FAA)

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

DEPARTURE PROCEDURE: **Rwy 15**, turn right;

Rwy 33, turn left; climb direct BJC VOR/DME.

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

FARMINGTON, NM

FOUR CORNERS RGNL (FMN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 10210 (FAA)

DEPARTURE PROCEDURE: **Rwys 5, 23, 25**, climbing right turn direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight. **Rwy 7**, climb direct RSK VORTAC. Continue climb in RSK VORTAC holding pattern (hold East, left turn, 252° inbound) to cross RSK VORTAC at or above MEA for route of flight.

NOTE: **Rwy 5**, sign 27' from DER, 464' right of centerline, 13' AGL/5513' MSL. Building 4005' from DER, 654' right of centerline, 96' AGL/5608' MSL. **Rwy 25**, sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL. Obstruction light on DME 200' from DER, 442' left of centerline, 24' AGL/5493' MSL. Sign 37' from DER, 218' left of centerline, 10' AGL/5479' MSL.

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FORT COLLINS, CO

FORT COLLINS-LOVELAND MUNI (FNL)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 5 08213 (FAA)

TAKEOFF MINIMUMS: **Rwys 6,24**, NA-VFR runway.
DEPARTURE PROCEDURE: **Rwy 15**, climb on heading
between 117° 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
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.

NOTE: **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.

FORT MORGAN, CO

FORT MORGAN MUNI (FMM)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 16035 (FAA)

TAKEOFF MINIMUMS: **Rwys 17, 35, 8, 26**, NA-
Environmental.

NOTE: **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 94230 (FAA)

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

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

GRAND JUNCTION, CO

GRAND JUNCTION RGNL (GJT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 11 08269 (FAA)

TAKEOFF MINIMUMS: **Rwy 4**, NA-obstacles. **Rwy 22**, NA-
obstacles, facility reception (JNC VOR/DME).
DEPARTURE PROCEDURE: **Rwys 11, 29**, use
MONUMENT DEPARTURE.

GRANTS, NM

GRANTS-MILAN MUNI (GNT)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 97254 (FAA)

TAKEOFF MINIMUMS: **Rwy 13**, 2400-2 or std. with a min.
climb of 420' per NM to 11000. **Rwy 31**, NA.
DEPARTURE PROCEDURE: **Rwy 13**, climb runway
heading to join V12 at or above 11000 before proceeding
on course.

GREELEY, CO

GREELEY-WELD COUNTY (GXY)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 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.

NOTE: **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.

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





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



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GUNNISON, CO

GUNNISON-CRESTED BUTTE RGNL (GUC)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
AMDT 8 16203 (FAA)

TAKEOFF MINIMUMS: **Rwy 6**, std. w/ min. climb of 500' per NM to 9500, or 2500-3 for climb in VCOA. **Rwy 24**, std. w/ min. climb of 420' per NM to 9300, or 2500-3 for climb in VCOA. **Rwy 17,35**, NA - Obstacles.

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

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

NOTE: **Rwy 06**, trees beginning 123' from DER, 478' right of centerline, up to 18' AGL/7697' MSL. Vehicles on road 137' from DER, 529' left of centerline, 15' AGL/7693' MSL. Trees beginning 1761' from DER, 109' left of centerline, up to 7745' MSL. Trees beginning 4899' from DER, 792' left of centerline, up to 7821' MSL. Poles beginning 1 NM from DER, 1906' left of centerline, up to 38' AGL/7850' MSL. Grd and trees beginning 1.4 NM from DER, 1520' left of centerline, up to 8034' MSL. Pole 1.5 NM from DER, 359' right of centerline, 26' AGL/7933' MSL. Power transmission line, vehicles on road, grd, beginning 1.7 NM from DER, 1200' left of centerline, up to 8105' MSL. Vehicles on road 1.9 NM from DER, 2288' left of centerline, 15' AGL/8070' MSL. **Rwy 24**, vehicles on road 570' from DER, 537' right of centerline, 15' AGL/7674' MSL. Trees beginning 757' from DER, 603' left of centerline, up to 54' AGL/7704' MSL. Pole 1126' from DER, 789' right of centerline, 7688' MSL. Trees beginning 1155' from DER, crossing centerline, up to 52' AGL/7721' MSL. Grd 1961' from DER, 1012' right of centerline, 7711' MSL. Trees beginning 1991' from DER, crossing centerline, up to 68' AGL/7717' MSL. 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 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.

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

HOBBS, NM

LEA COUNTY RGNL (HOB)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG-A 12292 (FAA)

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

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



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HOLLOMAN AFB (KHMN)

ALAMOGORDO, NM

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1, 13234

Rwy 4, NA

Rwy 7, NA

Rwy 16, 8000-3*

Rwy 22, 8000-3**

Rwy 25, 8000-3*

Rwy 34, 8000-3***

* Or standard with minimum climb of 510/NM to 14,100.

** Or standard with minimum climb of 470/NM to 14,100.

*** Or standard with minimum climb of 490/NM to 14,100.

Rwys 16, 22, 25, 34, RADAR REQUIRED (when R-5103C not under Holloman Approach or Cherokee control).

TAKE-OFF OBSTACLES: Rwy 16, Terrain 4052' MSL, 8' from DER, 320' left of centerline. Terrain 4052' MSL, 0' from DER, 500' left of centerline. Building 10' AGL/4059' MSL, 62' from DER, 270' right of centerline. Building 10' AGL/4060' MSL, 57' from DER, 270' left of centerline. Building 9' AGL/4059' MSL, 124' from DER, 90' left of centerline. **Rwy 22**, Terrain 4058' MSL, 0' from DER, 500' left of centerline. Terrain 4058' MSL, 0' from DER, 63' left of centerline. Terrain 4058' MSL, 49' from DER, 391' right of centerline. Terrain 4058' MSL, 0' from DER, 353' right of centerline. Terrain 4059' MSL, 0' from DER, 500' right of centerline. **Rwy 25**, Terrain 4054' MSL, 0' from DER, 500' left of centerline. Terrain 4055' MSL, 0' from DER, 434' left of centerline. Terrain 4055' MSL, 0' from DER, 161' right of centerline. Terrain 4055' MSL, 113' from DER, 491' right of centerline. Terrain 4055' MSL, 0' from DER, 500' right of centerline. Terrain 4055' MSL, 63' from DER, 517' right of centerline. **Rwy 34**, Terrain 4085' MSL, 0' from DER, 419' right of centerline. Terrain 4085' MSL, 16' from DER, 405' right of centerline. Terrain 4085' MSL, 0' from DER, 500' right of centerline. Terrain 4085' MSL, 22' from DER, 501' right of centerline.

HOLYOKE, CO

HOLYOKE (HEQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 11349 (FAA)

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

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

KREMMLING, CO

MC ELROY AIRFIELD (20V)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

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

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

LA JUNTA, CO

LA JUNTA MUNI (LHX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 16091 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb via heading080°. **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.

NOTE: **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

LAMAR MUNI (LAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 14037 (FAA)

DEPARTURE PROCEDURE: Rwys 8,36, climbing left turn, thence...

Rwy 18, climbing left/right turn, thence...**Rwy 26**, climbing right turn, thence...

Direct LAA VOR/DME. Aircraft departing LAA R-048 CW R -118 climb on course. All others continue climbing in LAA holding pattern (N, right turns, 169° inbound) to 6000 before proceeding on course.

LAS CRUCES, NM

LAS CRUCES INTL (LRU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16231 (FAA)

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

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

NOTE: **Rwy 04**, bush beginning 67' from DER, 169' right of centerline, up to 8' AGL/4458' MSL. Tree, bush, vegetation beginning 122' from DER, 180' right of centerline, up to 10' AGL/4460' MSL. Tree, bush, pole, it support structure beginning 8' from DER, 29' left of centerline, up to 4459' MSL. Bush beginning 187' from DER, 372' left of centerline, up to 4462' MSL. Tree, bush, vegetation beginning 192' from DER, 331' left of centerline, up to 4462' MSL. Bush, tree beginning 347' from DER, 219' left of centerline, up to 4463' MSL. Tree 463' from DER, 427' left of centerline, 4464' MSL. Tree 480' from DER, 254' left of centerline, 4465' MSL. Tree 520' from DER, 251' left of centerline, 4467' MSL. **Rwy 8**, pole, it support structure, bush beginning 12' from DER, 29' left of centerline, up to 9' AGL/4437' MSL. Bush beginning 46' from DER, 428' left of centerline, up to 4439' MSL. Bush 87' from DER, 487' left of centerline, 4440' MSL. Bush beginning 188' from DER, 371' left of centerline, up to 5' AGL/4443' MSL. Bush 240' from DER, 359' left of centerline, 4444' MSL. Trees beginning 360' from DER, 504' left of centerline, up to 4448' MSL. Tree 542' from DER, 643' left of centerline, 4451' MSL. **Rwy 12**, bush beginning 106' from DER, 351' right of centerline, up to 4443' MSL.

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LAS CRUCES, NM (CON'T)

LAS CRUCES INTL (CON'T)

Rwy 22, bush 30' from DER, 489' right of centerline, 4440' MSL. Bush 5' from DER, 365' left of centerline, 4439' MSL. Pole. It support structure beginning 11' from DER, 30' right of centerline, up to 3' AGL/4437' MSL. Tree, bush beginning 31' from DER, 352' left of centerline, up to 4441' MSL. Tree, bush beginning 126' from DER, 221' left of centerline, up to 9' AGL/4444' MSL. **Rwy 26**, vegetation, it support structure, pole beginning 4' from DER, 30' right of centerline, up to 5' AGL/4440' MSL. Bush beginning 24' from DER, 358' right of centerline, up to 4444' MSL. Tree, bush beginning 38' from DER, 245' right of centerline, up to 4445' MSL. Tree, bush beginning 43' from DER, 173' right of centerline, up to 8' AGL/4446' MSL. Tree, bush, vegetation beginning 147' from DER, 260' right of centerline, up to 11' AGL/4449' MSL. Bush 27' from DER, 451' left of centerline, 4439' MSL. **Rwy 30**, tree 12' from DER, 276' right of centerline, 4463' MSL. Tree, bush beginning 15' from DER, 290' right of centerline, up to 10' AGL/4465' MSL. Tree 52' from DER, 429' right of centerline, 11' AGL/4466' MSL. Trees beginning 135' from DER, 279' right of centerline, up to 13' AGL/4468' MSL. Trees beginning 97' from DER, 318' left of centerline, up to 4466' MSL. Trees beginning 230' from DER, 316' left of centerline, up to 4467' MSL. Tree 420' from DER, 544' left of centerline, 4468' MSL.

LAS VEGAS, NM

LAS VEGAS MUNI (LVS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 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 2 08101 (FAA)

DEPARTURE PROCEDURE: **Rwy 16**, use LOZUL (RNAV)

DEPARTURE. **Rwy 34**, use DAVVY (RNAV)

DEPARTURE.

LONGMONT, CO

VANCE BRAND (LMO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 1 12040 (FAA)

DEPARTURE PROCEDURE: **Rwy 11**, climbing left turn to intercept GLL VOR/DME R-221 to 7000 ... **Rwy 29**, climbing right turn to intercept GLL VOR/DME R-221 to 7000 ...

... All aircraft proceed on GLL R-221 to GLL VOR/DME. Cross GLL VOR/DME at or above MEA/MCA for route of flight.

NOTE: **Rwy 11**, trees beginning 130' from DER, 191' right of centerline, up to 80' AGL/5119' MSL. Vehicles on roadway, 449' from DER, 395' left and right of centerline, 17' AGL/5046' MSL. Trees beginning 1383' from DER, 434' left of centerline, up to 80' AGL/5109' MSL. **Rwy 29**, trees beginning 4105' from DER, 220' left of centerline, up to 80' AGL/5189' MSL.

LOS ALAMOS, NM

LOS ALAMOS (LAM)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 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.

NOTE: **Rwy 9**, terrain and trees beginning 101' from DER, 178' left and right of centerline, up to 60' AGL/7139' MSL.

LOVINGTON, NM

LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 99364 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 4700 before turning on course.

NOTE: **Rwy 12**, 35' AGL power line 1250' from DER 150' right of centerline. **Rwy 21**, 40' AGL tower 936' from DER 273' right of centerline. **Rwy 30**, 50' AGL windmill 1800' from DER 50' right of centerline.

MEEKER, CO

MEEKER (EEO)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 08157 (FAA)

TAKEOFF MINIMUMS: **Rwys 3, 21**, 4100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 21**, for climb in visual conditions: cross Meeker Airport at or above 10500 before proceeding on course.

NOTE: **Rwy 21**, multiple trees beginning 843' from DER, 20' left of centerline, up to 100' AGL/7190' MSL. Multiple trees beginning 227' from DER, 187' right of centerline, up to 100' AGL/6862' MSL.

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



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MONTE VISTA, CO

MONTE VISTA MUNI (MVI)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 3 01025 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn.

Rwy 20, climbing left turn. **All aircraft**, climb direct ALS VORTAC, continue climb in ALS holding pattern (SE, right turns, 301° inbound) to cross ALS VORTAC at or above 11000, except V210 westbound 11200 and J102 northeast bound 13700, before proceeding enroute.

MONTROSE, CO

MONTROSE RGNL (MTJ)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

AMDT 4 09127 (FAA)

DEPARTURE PROCEDURE: Use MONTROSE
DEPARTURE.

MORIARTY, NM

MORIARTY (0E0)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 16147 (FAA)

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 7100 before proceeding on course. **Rwy 18**, climb heading 169° to 6900 before proceeding on course. **Rwy 26, 36**, climbing right turn direct OTO VOR, continue climb in OTO VOR holding pattern (hold East, RT, 254.00 inbound) to cross OTO VOR at or above mea for route of flight.

NOTE: **Rwy 8**, fence 86' from DER, 393' right of centerline, 4' AGL/6189' MSL. **Rwy 26**, bush 4' from DER, 462' right of centerline, 6207' MSL. Bush 67' from DER, 9' left of centerline, 6206' MSL. Tree 1689' from DER, 395' right of centerline, 6248' MSL. Tree 1851' from DER, 248' right of centerline, 49' AGL/6256' MSL. **Rwy 36**, windsock 63' from DER, 323' right of centerline, 11' AGL/6193' MSL. AWOS antenna 778' from DER, 605' left of centerline, 31' AGL/6218' MSL. Power transmission line 1323' from DER, 389' left of centerline, 6222' MSL.

NUCLA, CO

HOPKINS FIELD (AIB)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 07130 (FAA)

TAKEOFF MINIMUMS: **Rwys 11, 29**, NA-environmental
DEPARTURE PROCEDURE: **Rwys 5, 23**, use NUCLA
(RNAV) DEPARTURE.

PAGOSA SPRINGS, CO

STEVENS FIELD (PSO)

TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES

ORIG 08045 (FAA)

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

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

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

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

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

NOTE: **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 12152 (FAA)

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



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PUEBLO, CO

PUEBLO MEMORIAL (PUB)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 7 16147 (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.

NOTE: **Rwy 08R**, 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.

RATON, NM

RATON MUNI/CREWS FIELD (RTN)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 11097 (FAA)

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

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

DEPARTURE PROCEDURE: **Rwy 2**, climbing right turn heading 090° and CIM VORTAC R-040 Northeast bound to airway MEA, then on course to assigned altitude, or for climb in visual conditions, cross Raton Muni/Crews Field at or above 8400 before proceeding on course. **Rwy 7**, for climb in visual conditions, cross Raton Muni/Crews Field at or above 8400 before proceeding on course. **Rwy 20**, climb on CIM VORTAC R-040 Southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn south on V263-611 until reaching MEA, then on course to assigned altitude. **Rwy 25**, climbing left turn heading 227° and CIM VORTAC R-040 Southwest bound to airway MEA, if not at MEA by CIM VORTAC, turn South on V263-611 until reaching MEA, then on course to assigned altitude.

RIFLE, CO

GARFIELD COUNTY RGNL (RIL)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 10 12320 (FAA)

TAKEOFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 400' per NM to 11900 or 5400-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 8**, DME required. Climb on RIL VOR/DME R-083 to ZOBBAK/7.4 DME, then climbing left turn direct RIL VOR/DME. Climb In RIL VOR/DME holding pattern (hold East, right turns, 263° inbound) to cross RIL VOR/DME at or above MEA/MCA before proceeding enroute, or for climb in visual conditions cross Garfield County RGNL airport at or above 10800 before proceeding on course. When executing VCOA, notify ATC prior to departure. **Rwy 26**, use SQUAT (RNAV) DEPARTURE.

NOTE: **Rwy 8**, terrain beginning 155' from DER, 380' right of centerline, up to 5551' MSL. Pole 4049' from DER, 1379' right of centerline, 42' AGL/5642' MSL. Obstruction light on NDB tower 41' from DER, 300' left of centerline, 46' AGL/5586' MSL.

ROSWELL, NM

ROSWELL INTL AIR CENTER (ROW)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 11069 (FAA)

TAKEOFF MINIMUMS: **Rwys 12, 30**, NA. Runway closed. DEPARTURE PROCEDURE: **Rwy 35**, climbing left turn to 6000 via heading 277° to intercept CME R-323, upon reaching 6000 proceed on course.

RUIDOSO, NM

SIERRA BLANCA RGNL (SRR)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 89124 (FAA)

TAKEOFF MINIMUMS: **Rwys 6,24**, 5200-3 or std. with a min. climb of 420' per NM to 12100'.

DEPARTURE PROCEDURE: **Rwy 6**, climb at 385' per NM to 9100' direct CEP NDB, continue climb in holding pattern ("hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern. **Rwy 24**, immediate climbing left turn to 9100' direct CEP NDB, continue climb in holding pattern ("hold E, left turns, 273° inbound) to cross CEP NDB at or above the MEA for direction of flight. *Do not exceed 230 kts in holding pattern.

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





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



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SALIDA, CO

HARRIET ALEXANDER FIELD (ANK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 14261 (FAA)

TAKEOFF MINIMUMS: **Rwys 6, 24**, 6800-3 for climb in visual conditions. Climb in visual conditions NA at night. DEPARTURE PROCEDURE: **Rwys 6, 24**, for climb in visual conditions; cross Harriet Alexander Field at or above 14200 MSL. For westbound V-95, climb on heading 263° to MEA for route of flight then proceed on course. For eastbound V-95, climb on heading 162° to MEA for route of flight then proceed on course. Obtain ATC approval for climb in visual conditions when requesting IFR clearance.

NOTE: **Rwy 6**, trees beginning 1' from DER, 376' right of centerline, up to 100' AGL/7459' MSL. Navoids 8' from DER, left and right of centerline, up to 3' AGL/7387' MSL. Tree 9' from DER, 427' left of centerline, 100' AGL/7419' MSL. Fence 10' from DER, 299' left of centerline, 8' AGL/7391' MSL. Tree 61' from DER, 283' left of centerline, 73' AGL/7393' MSL. Vehicles on road 62' from DER, 181' right of centerline, up to 10' AGL/7407' MSL. **Rwy 24**, pole 9' from DER, 27' left of centerline, 2' AGL/7525' MSL. Trees beginning 24' from DER, 214' right of centerline, 35' AGL/7554' MSL. Vehicles on road beginning 111' from DER, left and right of centerline, 15' AGL/7553' MSL. Multiple towers and trees beginning 544' from DER, left and right of centerline, up to 57' AGL/7616' MSL. Fence line beginning 598' from DER, left and right of centerline, up to 8' AGL/7542' MSL. Multiple poles and trees beginning 667' from DER, 215' right of centerline, up to 82' AGL/7641' MSL. Multiple poles and vehicles on road beginning 2066' from DER, 898' right of centerline, up to 31' AGL/7631' MSL. Multiple towers and trees beginning 2119' from DER, 46' left of centerline, up to 105' AGL/7664' MSL. Multiple buildings and poles 5236' from DER, 392' right of centerline, up to 43' AGL/7682' MSL. Trees beginning 5456' from DER, 392' right of centerline, up to 100' AGL/7682' MSL. Multiple poles and trees beginning 1.2 NM from DER, 849' right of centerline, up to 100' AGL/7899' MSL. Multiple poles and trees beginning 1.3 NM from DER, 2155' right of centerline, up to 48' AGL/7764' MSL.

SANTA FE, NM

SANTA FE MUNI (SAF)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 93231 (FAA)

TAKEOFF MINIMUMS: **Rwy 28**, 1000-3 or std. with a min. climb of 240' per NM until passing 7300 MSL. **Rwys 2, 33**, Cats. C and D, 2900-3 or std. with a min. climb of 330' per NM until 9000 MSL.

DEPARTURE PROCEDURE: **Rwys 2, 10, 33**, turn right; **Rwys 20, 28**, turn left; **Rwy 15**, climb runway heading. All aircraft climb direct to SAF VORTAC. Continue climbing 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.

SANTA TERESA, NM

DONA ANA COUNTY INTERNATIONAL

JETPORT (5T6)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG-A 16119 (FAA)

TAKEOFF MINIMUMS: **Rwy 10**, std. with a min. climb of 419' per NM to 8400, or 2800-3 for climb in visual conditions. **Rwy 28**, std. with a min. climb of 358' per NM to 8400, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 10, 28**, for climb in visual conditions: cross Dona Ana County at Santa Teresa Airport at or above 6800 before proceeding on course.

NOTE: **Rwy 10**, Multiple bushes beginning 5' from DER, 322' left of centerline, up to 7' AGL/4115' MSL. Bush beginning 158' from DER, 518' right of centerline, up to 7' AGL/4115' MSL. **Rwy 28**, Sign 31' from DER, 250' left of centerline, up to 2' AGL/4113' MSL. Rail road 1335' from DER, 837' left of centerline, up to 23' AGL/4148' MSL.

SILVER CITY, NM

GRANT COUNTY (SVC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 2 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 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.

NOTE: **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.

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





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



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SPRINGFIELD, CO

SPRINGFIELD MUNI (8V7)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

ORIG 07354 (FAA)

TAKEOFF MINIMUMS: **Rwy 17**, 4900-3 or std. w/ a min. climb of 225' per NM to 5000.NOTE: **Rwy 17**, tower 15212' from DER, 2936' right of centerline, 425' AGL/4817' MSL.

STEAMBOAT SPRINGS, CO

STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

TAKEOFF MINIMUMS: **Rwy 14**, 1500-3 or std. with a min. climb of 610' per NM to 9000. **Rwy 32**, 1900-3 or std. with a min. climb of 500' per NM to 9000.DEPARTURE PROCEDURE: **Rwy 14**, turn right heading 220°, intercept BQZ R-172. **Rwy 32**, turn left direct BQZ VOR/DME. All aircraft climb to 12100 via BQZ R-172 to SBURG Int. and hold (S, right turns, 352° inbound).

STERLING, CO

STERLING MUNI (STK)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 12264 (FAA)

TAKEOFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.NOTE: **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 1 13010 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn to intercept TAS VORTAC R-100 to TAS VORTAC. Do not exceed 240 KIAS until TAS VORTAC, thence ...**Rwy 22**, climbing right turn to intercept TAS VORTAC R-100 to TAS VORTAC, thence ...

Climb in TAS VORTAC holding pattern (hold NW, right turns, 116° inbound) to 12500 before proceeding enroute.

NOTE: **Rwy 4**, trees beginning 969' from DER, 307' left of centerline, up to 29' AGL/7134' MSL. Building 913' from DER, 417' left of centerline, 22' AGL/7121' MSL.

TELLURIDE, CO

TELLURIDE RGNL (TEX)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 3 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.NOTE: **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 16259 (FAA)

DEPARTURE PROCEDURE: Use TRINIDAD RNAV DEPARTURE.

TRUTH OR CONSEQUENCES, NM

TRUTH OR CONSEQUENCES MUNI (TCS)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

AMDT 1 87127 (FAA)

TAKEOFF MINIMUMS: 1500-3 or std. with a min. climb of 500' per NM to 8000.

DEPARTURE PROCEDURE: **Rwys 19,25,29,31**, turn right;**Rwys 1,7,11,13,15,33**, turn left, climb direct TCS VORTAC, continue climb in holding pattern (hold N, left turns, 180° inbound) to cross TCS VORTAC at above the MEA for direction of flight.

TUCUMCARI, NM

TUCUMCARI MUNI (TCC)

TAKEOFF MINIMUMS AND (OBSTACLE)

DEPARTURE PROCEDURES

DEPARTURE PROCEDURE: All **Rwys** for SW-bound V-264 climb TCC R-255 within 10 NM to 5500 before departing on course. **Rwy 21**, climb heading 213° to 5500 before proceeding on course. **Rwy 26**, climb heading 258° to 5500 before proceeding on course.

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



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WALDEN, CO

WALDEN-JACKSON COUNTY (33V)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 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 13066 (FAA)
DEPARTURE PROCEDURE: Use GOSIP RNAV
DEPARTURE.

WRAY, CO

WRAY MUNI (2V5)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 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.
NOTE: **Rwy 35**, trees 2175' left of DER, 100' AGL/3778'
MSL.

ZUNI PUEBLO, NM

BLACK ROCK (ZUN)
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES
ORIG 81204 (FAA)
TAKEOFF MINIMUMS: **Rwy 7**, 1200-2 or std. with a min.
climb of 360 feet per NM to 7600.
DEPARTURE PROCEDURE: **Rwy 7**, climbing left turn
direct ZUN VORTAC. **Rwy 25**, climb direct ZUN
VORTAC.

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





INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

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

NAME ALTERNATE MINIMUMS

AKRON, CO

COLORADO PLAINS
RGNL (AKO) RNAV (GPS) Rwy 11
NA when local weather not available.

ALAMOSA, CO

SAN LUIS VALLEY RGNL/
BERGMAN FIELD (ALS) RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
NA when local weather not available.

ALBUQUERQUE, NM

ALBUQUERQUE INTL
SUNPORT (ABQ)..... ILS or LOC Rwy 3²
ILS or LOC Rwy 8²
RNAV (GPS) Y Rwy 3³
VOR or TACAN Rwy 8¹

¹Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2¾; Category E, 900-3.
²ILS, LOC, Category D, 1200-3.
³Category D, 1200-3.

DOUBLE

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

ARTESIA, NM

ARTESIA MUNI (ATS)..... RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 30
NA when local weather not available.
Category D, 800-2¼.

ASPEN, CO

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

NAME ALTERNATE MINIMUMS

CARLSBAD, NM

CAVERN CITY
AIR TRML (CNM)..... ILS Rwy 3⁴
RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 14R²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 32L²³
VOR Rwy 32L²³

¹Categories A, B, 900-2; Category C, 900-2½;
Category D, 1000-3.
²Category D, 1000-3.
³NA when local weather not available.
⁴ILS, Categories A, B, C, 700-2; Category D,
1000-3; LOC, Category D, 1000-3.

CLAYTON, NM

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

CLOVIS, NM

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

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NAME ALTERNATE MINIMUMS

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.

LONGMONT, CO

VANCE BRAND (LMO)..... RNAV (GPS) Rwy 29²
RNAV (GPS)-B¹
VOR /DME-A¹

¹NA when local weather not available.

²Category C, 900-2½; Category D, 1500-3.

LOS ALAMOS, NM

LOS ALAMOS (LAM) RNAV (GPS) Y Rwy 27
RNAV (GPS) Z Rwy 27

NA when local weather not available.

Category C, 800-2½.

MEEKER, CO

MEEKER (EEO)..... RNAV (GPS)-B²
RNAV (GPS) Rwy 3¹

¹Categories A, B, 1800-2; Category C, 1800-3.

²Categories A, B, 1600-2; Category C, 1600-3.

MONTROSE, CO

MONTROSE
RGNL (MTJ)..... ILS or LOC/DME Rwy 17¹
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 35²
RNAV (GPS) Y Rwy 17²
RNAV (GPS) Z Rwy 17²
VOR Rwy 13²

¹ILS, Category B, 700-2; Category C, 900-2¾;
Category D, 1000-3; LOC, Category C, 900-
2¾; Category D, 1000-3.

²Category C, 900-2¾; Category D, 1000-3.

MORIARTY, NM

MORIARTY (OE0) RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

PAGOSA SPRINGS, CO

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

PORTALES, NM

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

PUEBLO, CO

PUEBLO
MEMORIAL (PUB) ILS or LOC Rwy 8R³
ILS or LOC Rwy 26L²⁴
RNAV (GPS) Rwy 8R⁷
RNAV (GPS) Rwy 17¹⁶
RNAV (GPS) Rwy 26L⁷
RNAV (GPS) Rwy 35¹⁵
VOR Rwy 26L⁸

¹NA when local weather not available.

²NA when control tower closed.

³ILS, Categories A, B, 700-2; Category C,
900-2 ½; Categories D, E, 1100-3; LOC,
Category C, 900-2½; Categories D, E, 1100-3.

⁴ILS, Categories A, B, 700-2; Category C,
900-2 ½; Category D, 1100-3; LOC, Category C,
900-2½; Category D, 1100-3.

⁵Category D, 800-2.¼.

⁶Categories A, B, 1000-2, Category C, 1000-2¾;
Category D, 1000-3.

⁷Category C, 900-2½; Category D, 1100-3.

⁸Category C, 900-2½.

RATON, NM

RATON MUNICIPAL/CREWS
FIELD (RTN) VOR/DME Rwy 2
Categories A, B, 1400-2; Categories C, D, 1400-3.

RIFLE, CO

GARFIELD COUNTY
RGNL (RIL) LOC/DME-A¹
ILS Rwy 26²
RNAV (GPS) Y Rwy 8³
RNAV (GPS) W Rwy 26⁴
RNAV (RNP) Y Rwy 26⁵
RNAV (RNP) Z Rwy 8⁶
RNAV (RNP) Z Rwy 26⁵
VOR/DME-C³

¹Categories A, B, 2300-2; Category C, 2300-3.

²ILS, Categories A, B, C, 1300-4.

³Categories A, B, 1900-2; Category C, 1900-3.

⁴Categories A, B, 1700-2; Category C, 1700-3.

⁵Categories A, B, C, 900-2½.

⁶Categories A, B, C, 900-3.

ROSWELL, NM

ROSWELL INTL AIR
CENTER (ROW) LOC BC Rwy 3¹
RNAV (GPS) Rwy 3²
RNAV (GPS) Rwy 17²
RNAV (GPS) Rwy 21²
RNAV (GPS) Rwy 35²

¹NA when control tower closed.

²NA when local weather not available.

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M4

SW-1





NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
SANTA FE, NM			
SANTA FE MUNI (SAF).....	ILS or LOC Rwy 2¹²		
	VOR/DME-A³⁴		
	VOR Rwy 33³⁴		

- ¹NA when control tower closed.
- ²ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.
- ³Category D, 800-2¼.
- ⁴NA when control tower closed except for operators with approved weather reporting service.

SILVER CITY, NM
 GRANT COUNTY (SVC) **VOR-A**
 NA when Deming FSS closed.

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

TAOS, NM
 TAOS REGIONAL (SKX) **VOR/DME-B**
 Categories A, B, 1000-2; Category C, 1000-2¼;
 Category D, 1000-3.

TELLURIDE, CO
 TELLURIDE RGNL (TEX)..... **LOC Rwy 9¹**
RNAV (GPS) Y Rwy 9²
RNAV (GPS) Z Rwy 9⁴
VOR/DME-A³

- ¹Categories A, B, 2300-2.
- ²Categories A, B, 3100-2.
- ³Categories A, B, 3400-6.
- ⁴Categories A, B, 2600-2; Category C, 2600-3.

TRINIDAD, CO
 PERRY
 STOKES (TAD)..... **RNAV (GPS) Rwy 3¹**
RNAV (GPS) Rwy 21²
 NA when local weather not available.
¹Category D, 800-2¼.
²Category D, 900-2¼.

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

SW-1, 10 NOV 2016 to 05 JAN 2017

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RADAR MINS

16035


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 

ASR	RWY	GP/TCH/RPI	CAT	DA/	HAT/	CEIL-VIS	CAT	DA/	HAT/	CEIL-VIS
				MDA-VIS	HAA			MDA-VIS	HAA	
	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.

CANNON AFB (KCVS), NM (Clovis) (16035 USAF)

ELEV 4295

RADAR¹-(E) 118.425x 127.75x 295.7x 363.95x 

ASR ^{2,7,8,9}	RWY	GS/TCH/RPI	CAT	DH/	HAT/	CEIL-VIS
				MDA-VIS	HAA	
4 ⁴			AB	4700/24	425	(500-½)
			CDE	4700/40	425	(500-¾)
31 ³			AB	4700-½	434	(500-½)
			CDE	4700-¾	434	(500-¾)
13 ⁶			AB	4820-¾	527	(600-¾)
			CDE	4820-1	527	(600-1)
22 ⁵			AB	4900/24	605	(700-½)
			CDE	4900-1¾	605	(700-1¾)
	4,13,31		C	4840-1	545	(600-1)
			C	4860-1½	565	(600-1½)
			D	5000-2¼	705	(800-2¼)
			E	5020-2½	725	(800-2½)
			AB	4900-1	605	(700-1)
			C	4900-1¾	605	(700-1¾)
22			D	5000-2¼	705	(800-2¼)
			E	5020-2½	725	(800-2½)

¹SIF gnd ck avbl fr RAPCON on 358.3 1400-0600Z++.

²No-NOTAM MP 0900-1330Z++ Mon-Fri.

³When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

⁴When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.

⁵When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

⁷MISSED APPROACH: Climb runway heading to 7000.

⁸Missed Approach Point ½ mile from end of runway.

⁹ASR apch avbl 1500-0900Z++Mon-Fri.

SW-1

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16035

RADAR MINS

16035


RADAR INSTRUMENT APPROACH MINIMUMS

ROSWELL, NM

Orig-A, 13JAN11 (14149) (FAA)

ELEV **3671**

ROSWELL INTL AIR CENTER (ROW)

RADAR-1 119.6 239.0 

	RWY	GP/TCH/RPI	CAT	DA/		HAT/		HAT/		
				MDA-VIS	HAA	CEIL-VIS	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	21 ¹		AB	4040-½	407	(400-½)	C	4040-¾	407	(400-¾)
			DE	4040-1	407	(400-1)				
	3		ABC	4020-1	353	(400-1)	DE	4020-1¼	353	(400-1¼)
	17		ABC	4020-1	354	(400-1)	DE	4020-1¼	354	(400-1¼)
	35		ABC	4060-1	389	(400-1)	D	4060-1¼	389	(400-1¼)
			E	4060-1½	389	(400-1½)				
CIRCLING	ALL RWYS		AB	4140-1	469	(500-1)	C	4140-1½	469	(500-1½)
			D	4240-2	569	(600-2)	E	4380-2½	709	(800-2½)

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

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

16035

13234

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

SW-1, 10 NOV 2016 to 05 JAN 2017

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13234

16259

HOT SPOTS

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

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

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

(SEE CONTINUATION PAGE FOR MORE LISTINGS)

16259

16315

HOT SPOTS

(CONTINUED)

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

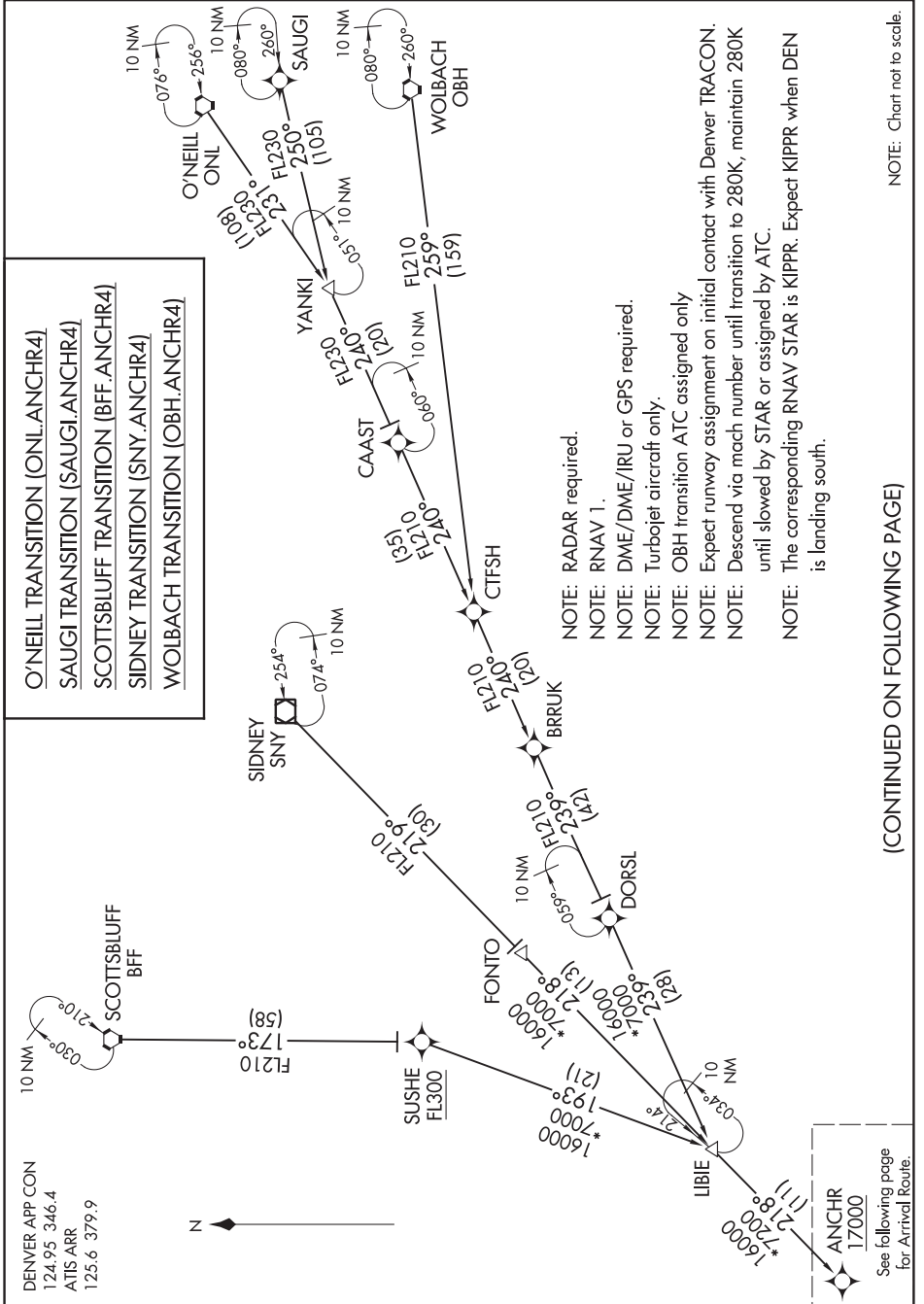
16315

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ANCHR FOUR ARRIVAL (RNAV) Transition Routes

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

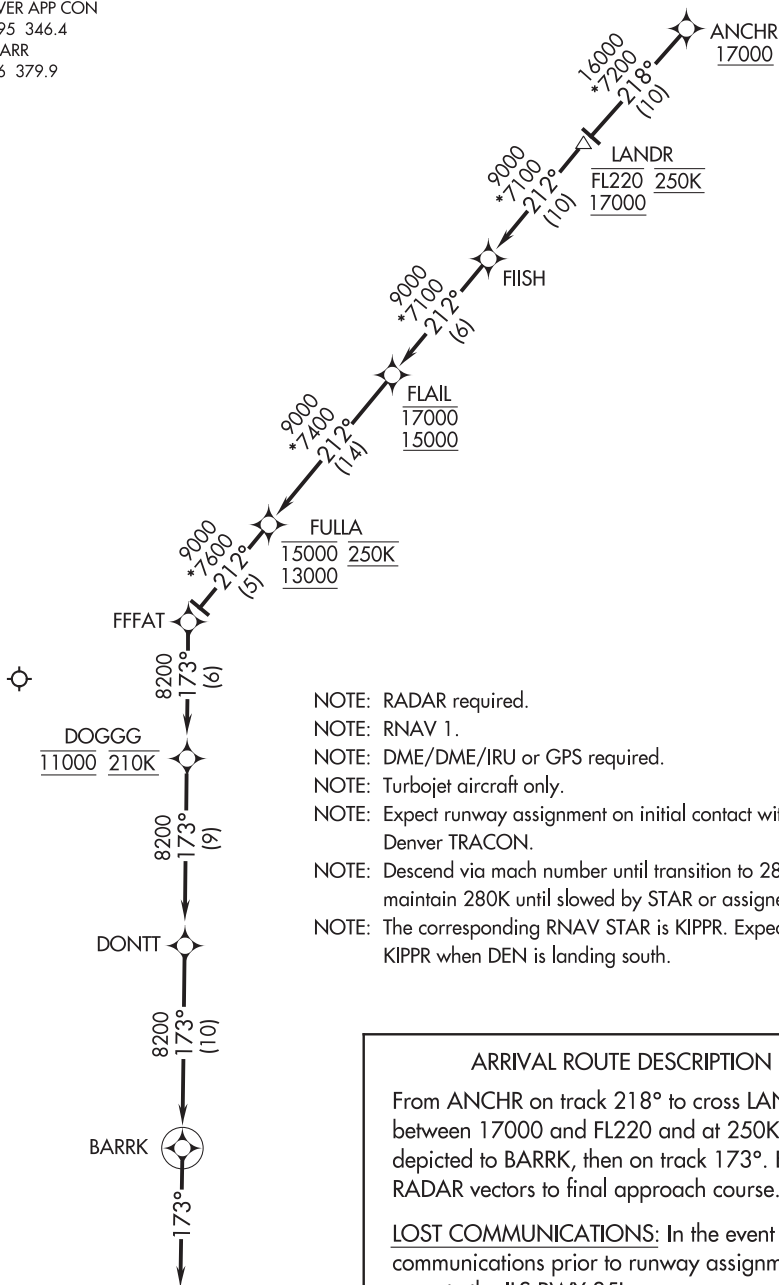
(CONTINUED ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

ANCHR FOUR ARRIVAL (RNAV) Transition Routes

ANCHR FOUR ARRIVAL (RNAV) Arrival Route

DENVER APP CON
124.95 346.4
ATIS ARR
125.6 379.9



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: Descend via mach number until transition to 280K, maintain 280K until slowed by STAR or assigned by ATC.
- NOTE: The corresponding RNAV STAR is KIPPR. Expect KIPPR when DEN is landing south.

ARRIVAL ROUTE DESCRIPTION

From ANCHR on track 218° to cross LANDR between 17000 and FL220 and at 250K, then as depicted to BARRK, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 35L.

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

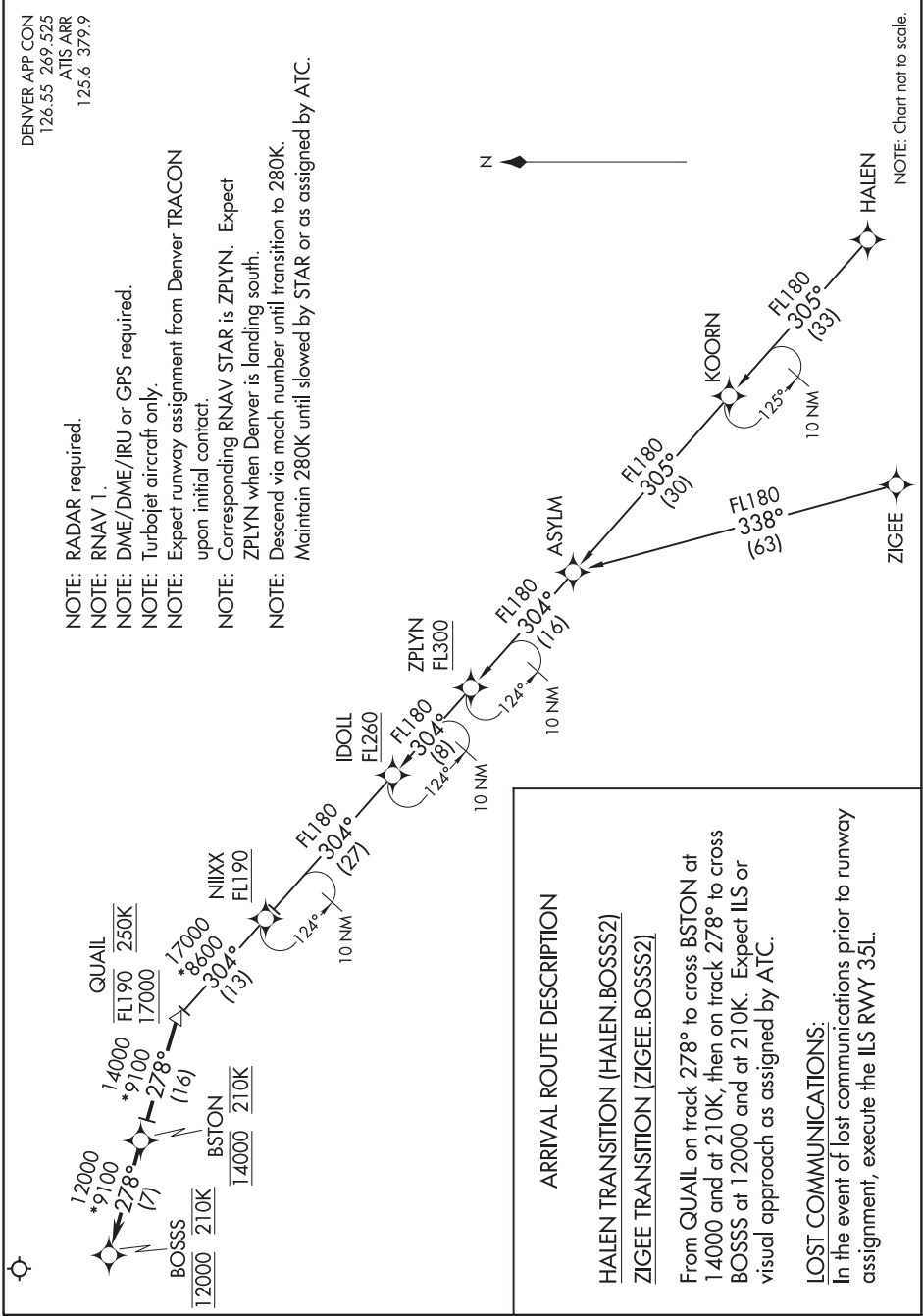
ANCHR FOUR ARRIVAL (RNAV) Arrival Route

BOSSS TWO ARRIVAL (RNAV)

ST-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



DENVER APP CON
126.55 269.525
ATIS ARR
125.6 379.9

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbopjet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Corresponding RNAV STAR is ZPLYN. Expect ZPLYN when Denver is landing south.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or as assigned by ATC.



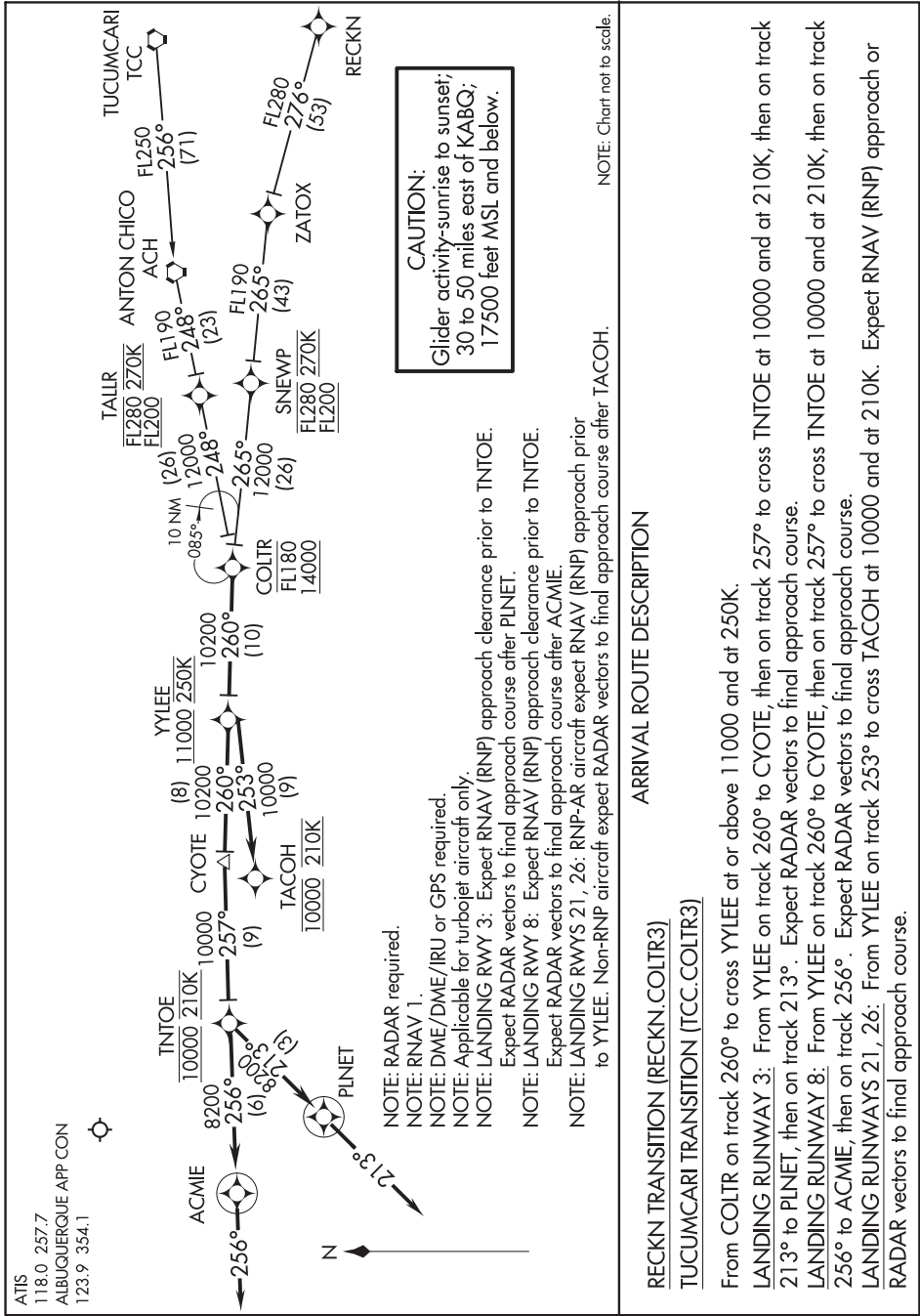
NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

BOSSS TWO ARRIVAL (RNAV)

COLTR THREE ARRIVAL (RNAV)

7 10 10 01 9 1 02 2016 05 JAN 2017



COLTR THREE ARRIVAL (RNAV)

(COLTR.COLTR3) 29MAY14

SW-1, 10 NOV 2016 to 05 JAN 2017

CREDE THREE ARRIVAL (RNAV) Transition Routes

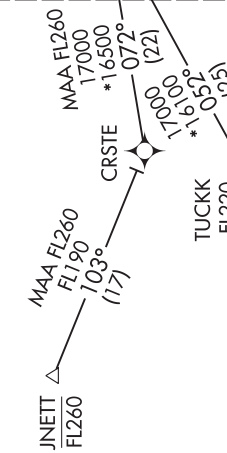
SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER APP CON
120.35 379.3
ATIS ARR
125.6 379.9

- BLUE MESA TRANSITION (HBU.CREDE3)
- HAGHY TRANSITION (HAGHY.CREDE3)
- JNETT TRANSITION (JNETT.CREDE3)
- WOLFF TRANSITION (WOLFF.CREDE3)

See following page for Arrival Route.

CREDE
17000



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: Corresponding RNAV STAR is TELLR. Expect TELLR when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.
- NOTE: For non-GPS equipped aircraft on WOLFF, HAGHY, or BLUE MESA transitions, DBL and HBU DMEs must be operational.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

CREDE THREE ARRIVAL (RNAV) Transition Routes

CREDE THREE ARRIVAL (RNAV) Arrival Route

DENVER APP CON
120.35 379.3
ATIS ARR
125.6 379.9

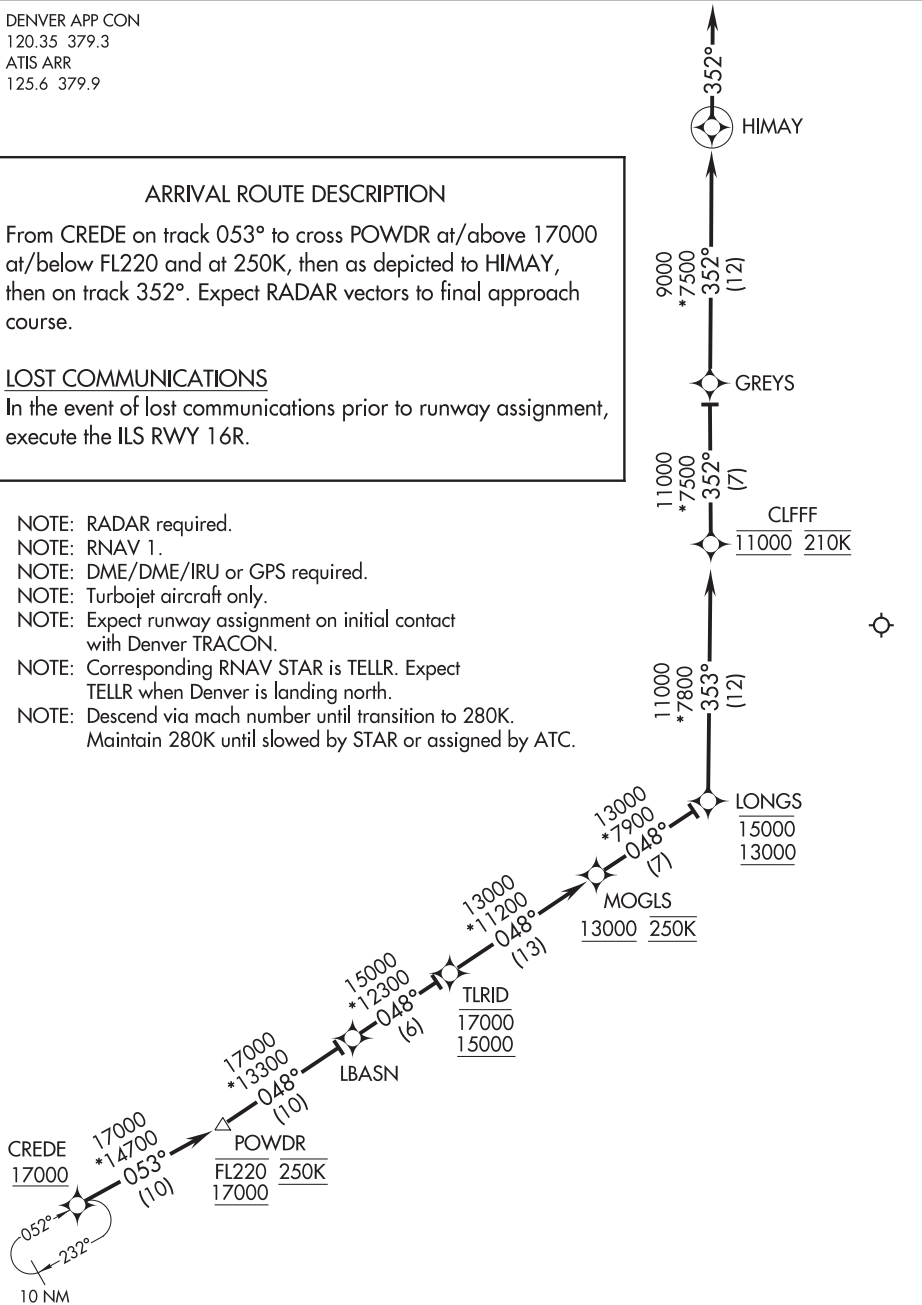
ARRIVAL ROUTE DESCRIPTION

From CREDE on track 053° to cross POWDR at/above 17000 at/below FL220 and at 250K, then as depicted to HIMAY, then on track 352°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications prior to runway assignment, execute the ILS RWY 16R.

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: Corresponding RNAV STAR is TELLR. Expect TELLR when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

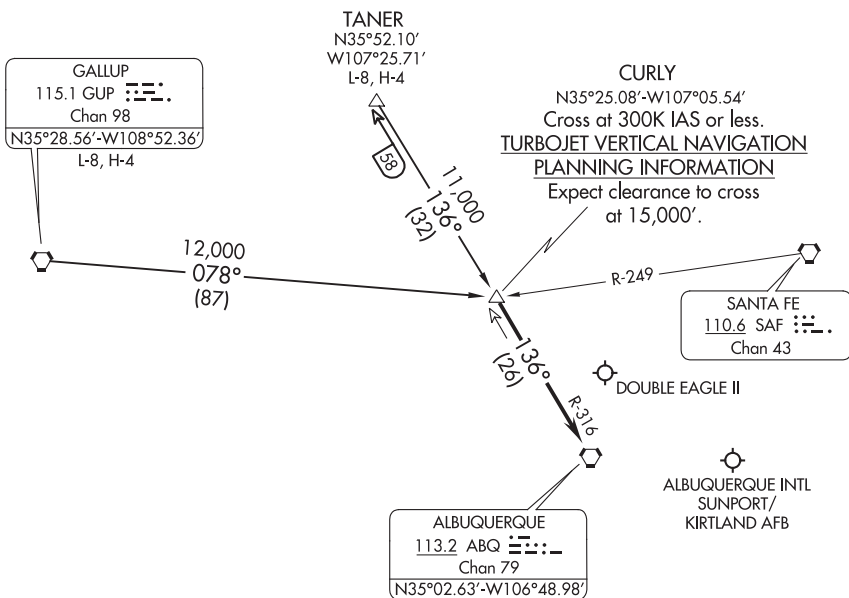
CREDE THREE ARRIVAL (RNAV) Arrival Route

CURLY TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
127.4 253.5
ATIS 118.0 257.7



NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

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

SW-1, 10 NOV 2016 to 05 JAN 2017

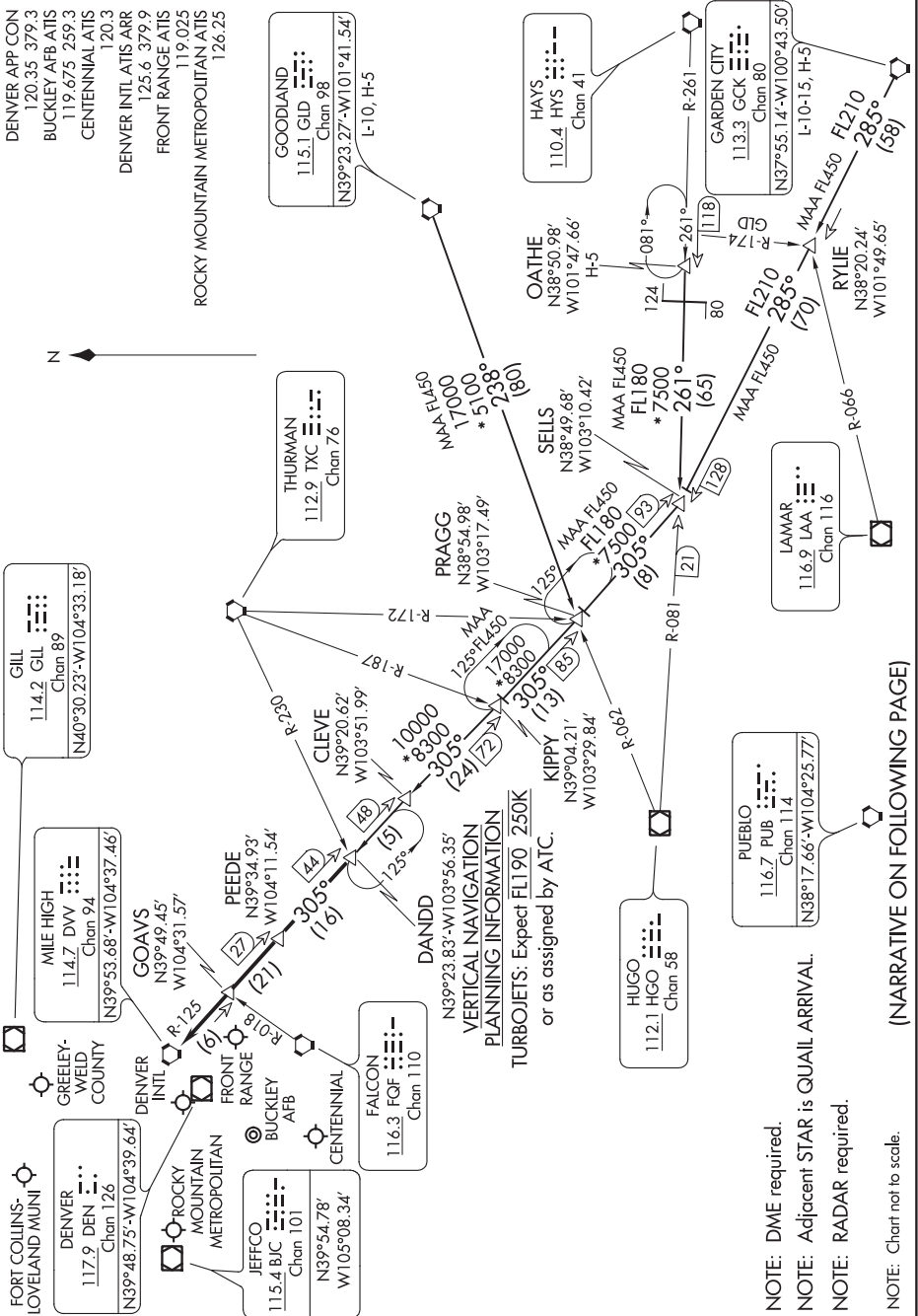
SW-1, 10 NOV 2016 to 05 JAN 2017

DANDD EIGHT ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

DANDD EIGHT ARRIVAL

(DANDD.DANDD8) 26MAY16

DENVER, COLORADO

- NOTE: DME required.
- NOTE: Adjacent STAR is QUAIL ARRIVAL.
- NOTE: RADAR required.
- NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

GARDEN CITY TRANSITION (GCK.DANDD8): From over GCK VORTAC on GCK R-285 and DVV R-125 to DANDD INT. Thence

GOODLAND TRANSITION (GLD.DANDD8): From over GLD VORTAC on GLD R-238 and DVV R-125 to DANDD INT. Thence

OATHE TRANSITION (OATHE.DANDD8): From over OATHE INT on HYS R-261 and HGO R-081 to SELLS INT, then on DVV R-125 to DANDD INT. Thence

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

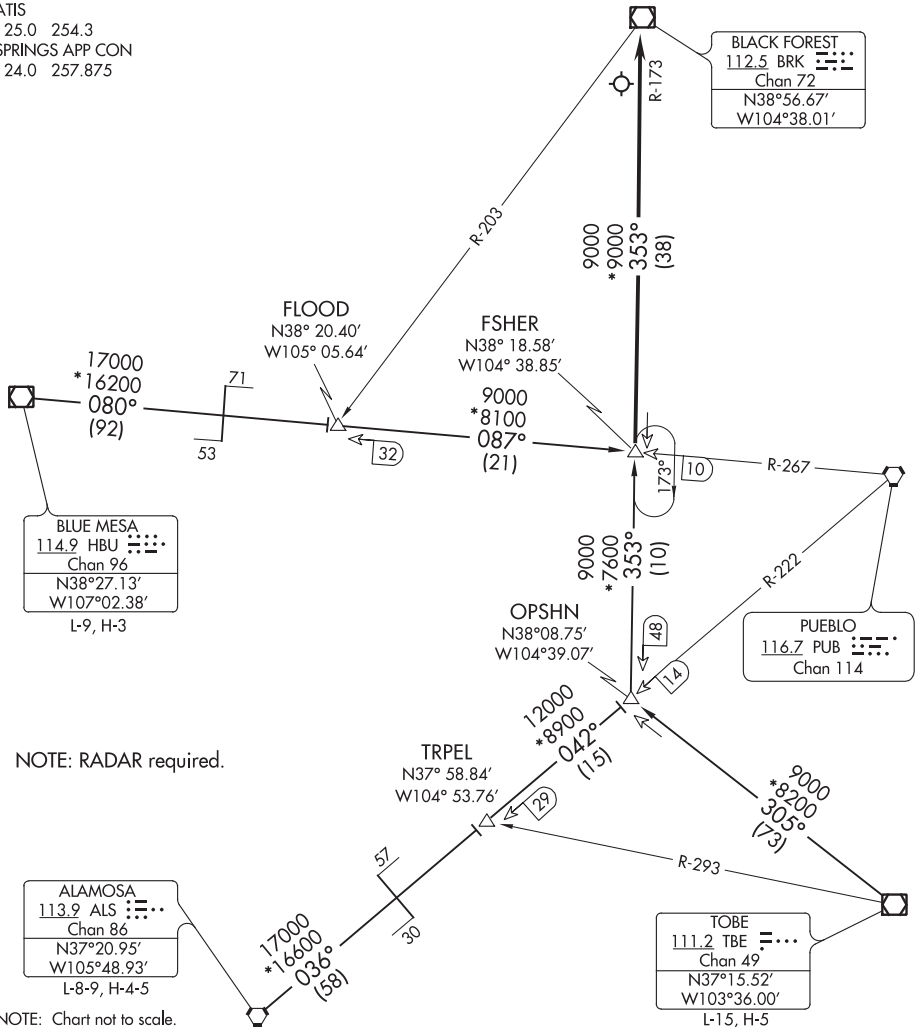
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SW-1, 10 NOV 2016 to 05 JAN 2017

DEBERRY THREE ARRIVAL

ST-87 (FAA)

ATIS
125.0 254.3
SPRINGS APP CON
124.0 257.875



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SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: RADAR required.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LOST COMMUNICATIONS: Proceed to BRK VOR/DME.

DEBERRY THREE ARRIVAL

(FSHER.DBRY3) 26MAY16

DUNNN TWO ARRIVAL (RNAV)

DENVER, COLORADO

ROCKY MOUNTAIN METROPOLITAN

- DENVER APP CON 128.45 251.075
- SPRINGS APP CON 118.5 239.025
- BUCKLEY AFB ATIS* 119.675 259.3
- CENTENNIAL ATIS 120.3
- ROCKY MOUNTAIN METRO ATIS 126.25
- BUCKLEY AFB TOWER* 121.0 291.675
- CENTENNIAL TOWER 118.9
- METRO TOWER* 118.6 233.7

NSPYR

BUCKLEY AFB

CENTENNIAL

XYOUU

CHRES

XMAAK
9000

FIRPI
9000 210K

XBEEE
9000

XWILL
11000

XPATH
240K

XLENT
12000

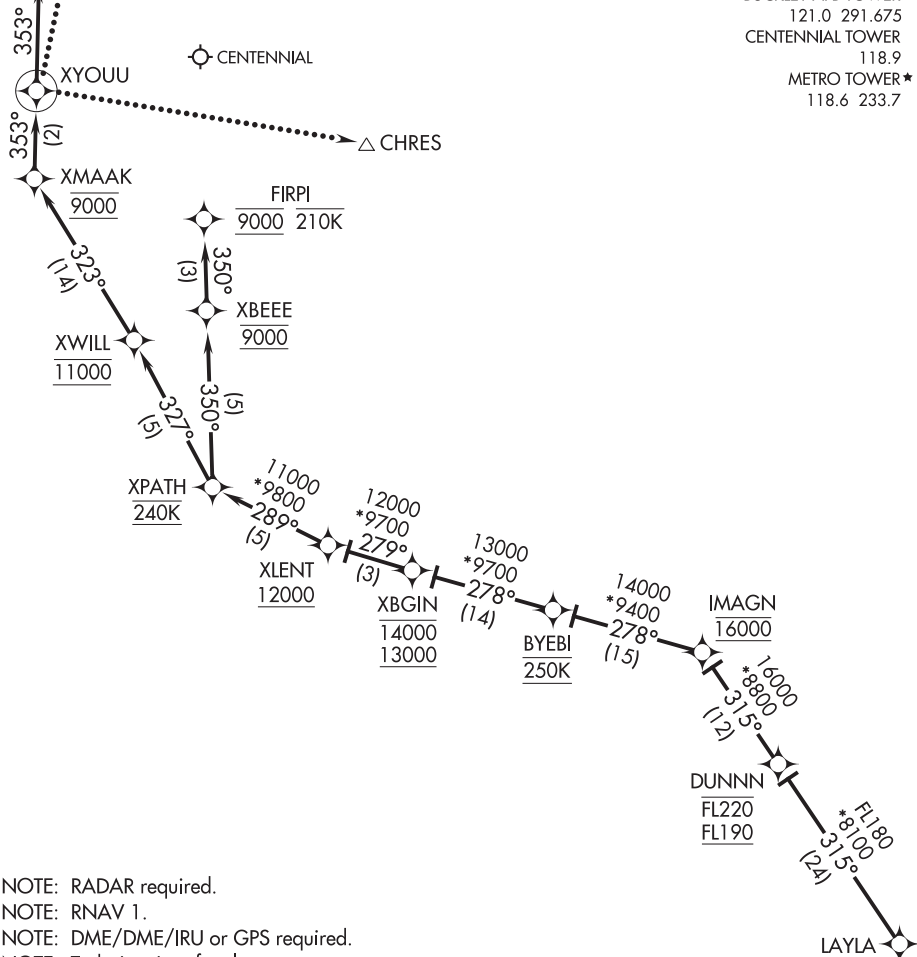
XBGIN
14000
13000

BYEBI
250K

IMAGN
16000

DUNNN
FL220
FL190

LAYLA
FL270
FL250



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Landing Buckley Air Force Base expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DUNNN TWO ARRIVAL (RNAV)

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

Cross LAYLA between FL250 and FL270 then on track 315° to cross DUNNN between FL190 and FL220, then as depicted to cross XPATH at 240K, thence. . . .

LANDING CENTENNIAL RUNWAY 17L, ROCKY MOUNTAIN METROPOLITAN, AND BUCKLEY AFB: From XPATH on track 327° to cross XWILL at 11000, then on track 323° to cross XMAAK at 9000, then on track 353° to cross XYOUU, then on track 353°. Expect RADAR vectors to final approach course.

LANDING CENTENNIAL RUNWAY 35R: From XPATH on track 350° to cross XBEEE at 9000, then on track 350° to cross FIRPI at 9000 and at/below 210K. Expect ILS RWY 35R or visual approach as assigned by ATC.

LOST COMMUNICATIONS

LANDING CENTENNIAL:

From over XYOUU- Execute the RNAV (GPS) RWY 17L approach.

From over FIRPI- Execute the RNAV (GPS) Y RWY 35R approach.

Non-GPS equipped aircraft- Execute the ILS or LOC RWY 35R approach.

LANDING BUCKLEY AFB: Climb to 11000 direct CHRES DME fix. Execute the ILS or LOC/DME RWY 32 approach (TACAN required).

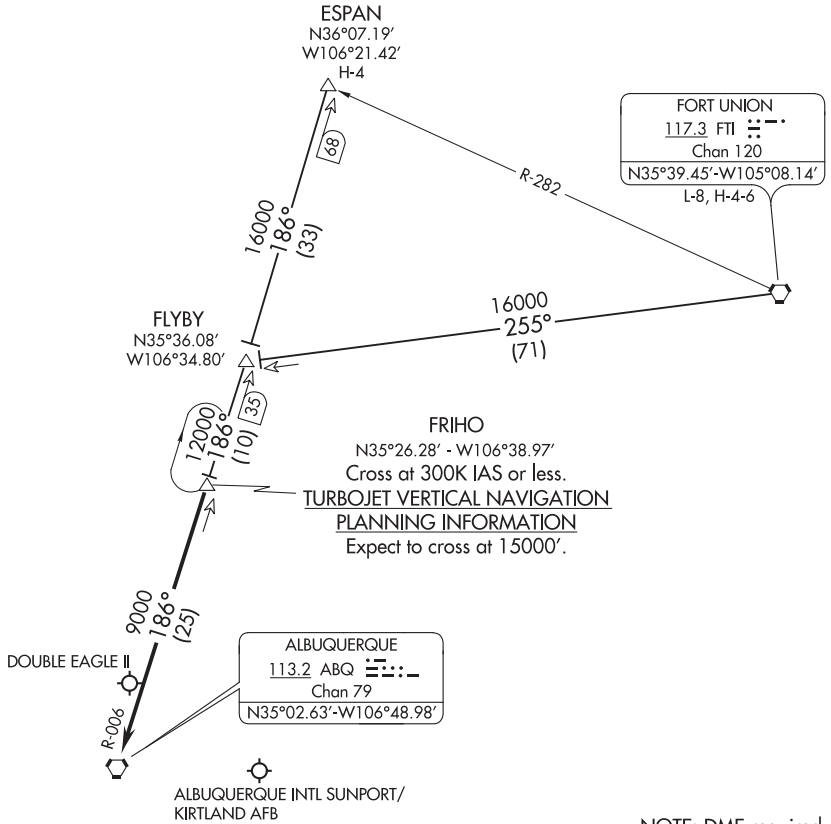
LANDING ROCKY MOUNTAIN METRO: Direct NSPYR WP. Execute the ILS or LOC RWY 30R approach.

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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



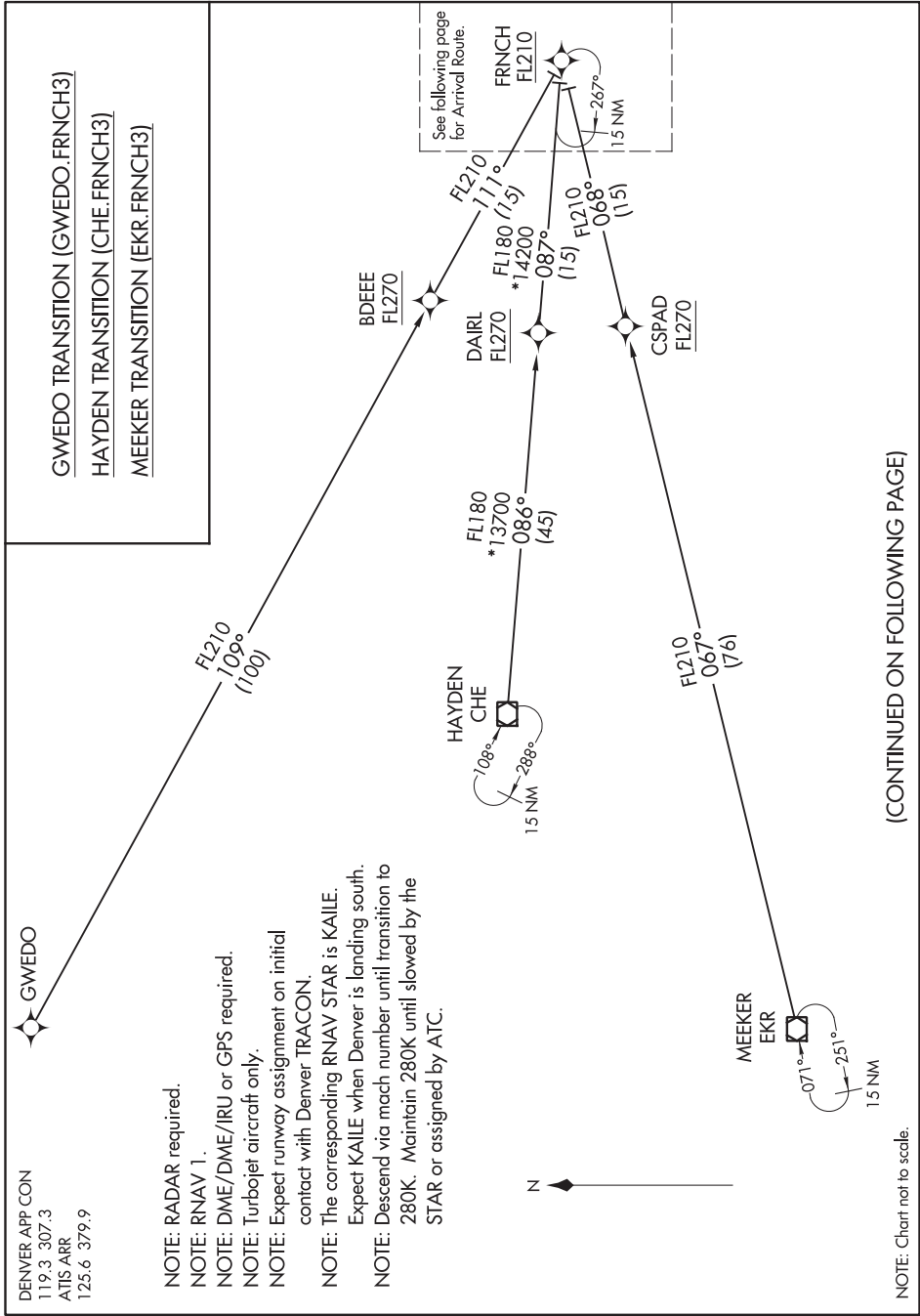
ESPAN TRANSITION (ESPAN.FRIHO4): From over ESPAN DME fix via ABQ R-006 to FRIHO DME fix, thence....

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.

FRNCH THREE ARRIVAL (RNAV) Transition Routes

SW-1, 10 NOV 2016 to 05 JAN 2017



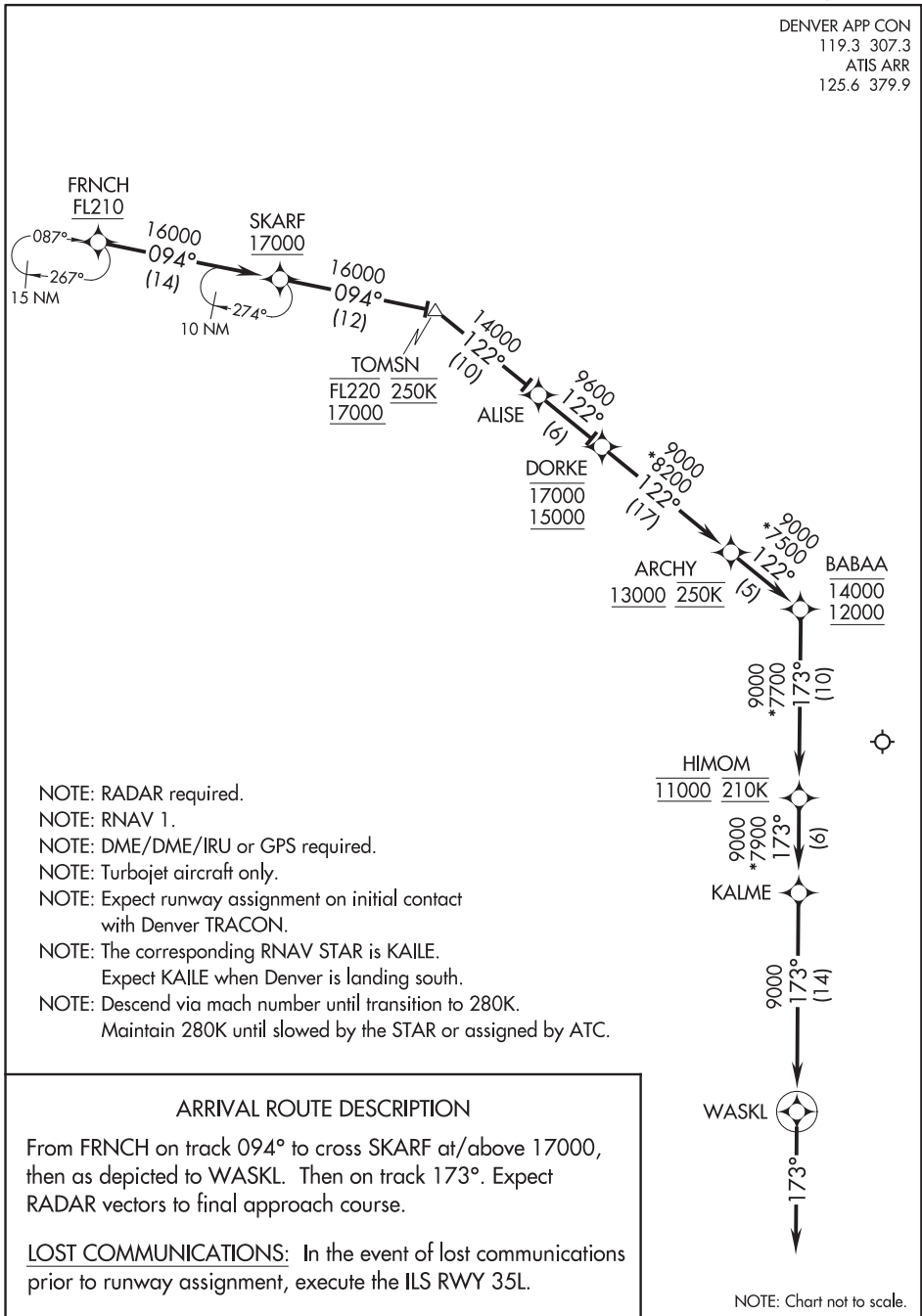
(CONTINUED ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

FRNCH THREE ARRIVAL (RNAV) Arrival Route

DENVER APP CON
119.3 307.3
ATIS ARR
125.6 379.9



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: The corresponding RNAV STAR is KAILE. Expect KAILE when Denver is landing south.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by the STAR or assigned by ATC.

ARRIVAL ROUTE DESCRIPTION

From FRNCH on track 094° to cross SKARF at/above 17000, then as depicted to WASKL. Then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 35L.

SW-1, 10 NOV 2016 to 05 JAN 2017

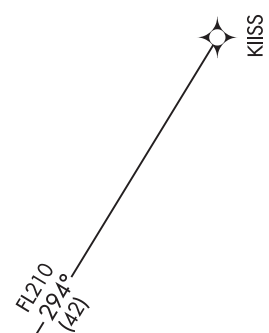
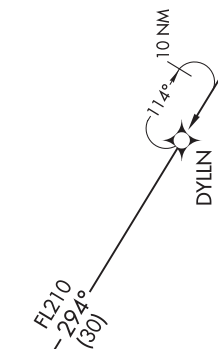
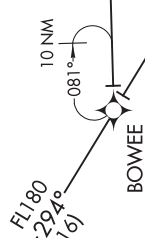
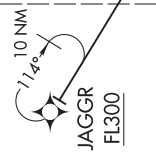
SW-1, 10 NOV 2016 to 05 JAN 2017

JAGGR THREE ARRIVAL (RNAV) Transition Routes

DENVER APP CON
126.55 269.525
ATIS ARR
125.6 379.9

SW-1, 10 NOV 2016 to 05 JAN 2017

See following page
for Arrival Routes



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbopjet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Corresponding RNAV STAR is PURRL. Expect the PURRL when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K.
Maintain 280K until slowed by STAR or as assigned by ATC.

KLISS TRANSITION (KLISS.JAGGR3)
OATHE TRANSITION (OATHE.JAGGR3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAGGR THREE ARRIVAL (RNAV) Arrival Route

DENVER INTL (DEN)
DENVER, COLORADO

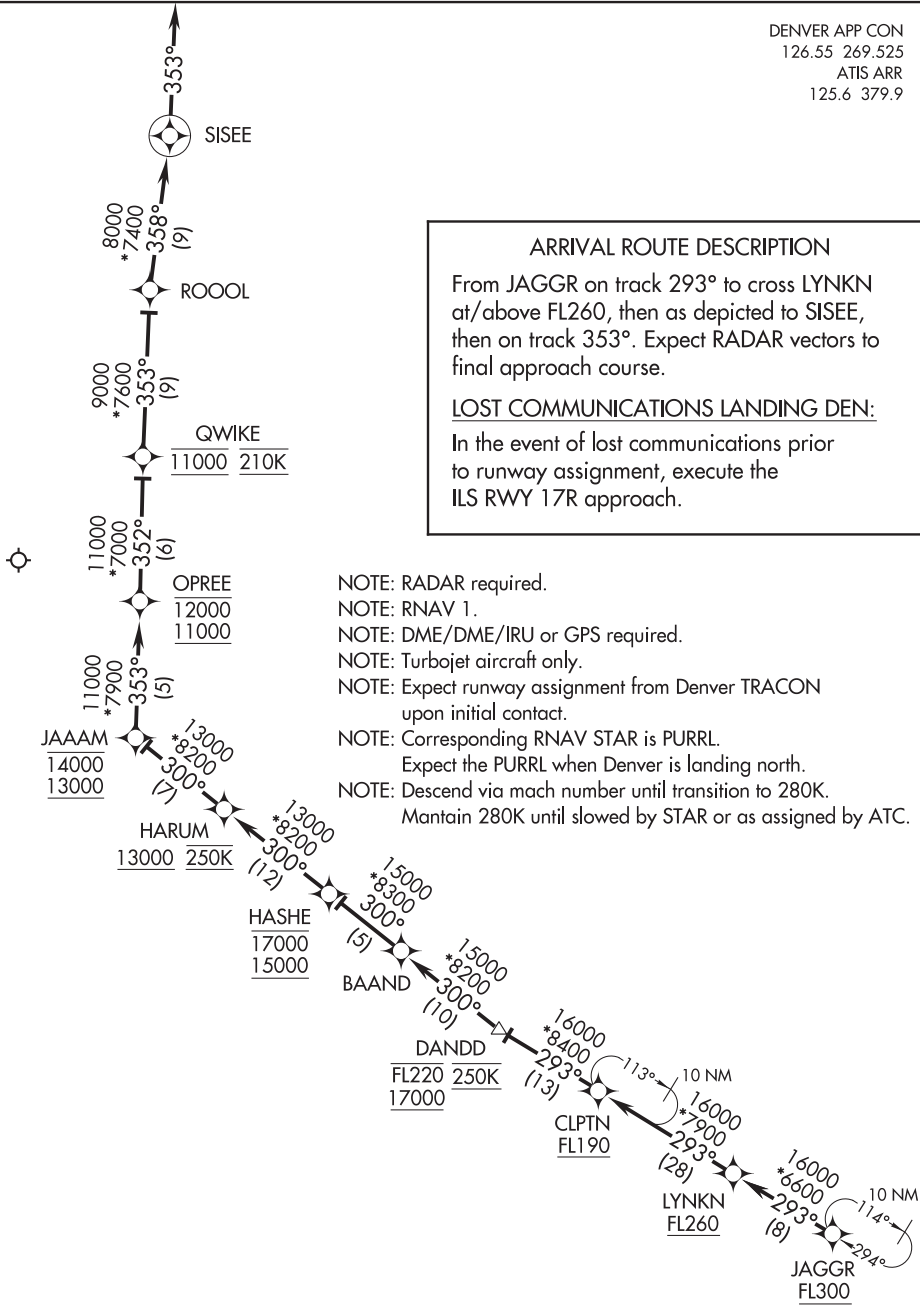
DENVER APP CON
126.55 269.525
ATIS ARR
125.6 379.9

ARRIVAL ROUTE DESCRIPTION

From JAGGR on track 293° to cross LYNKN at/above FL260, then as depicted to SISEE, then on track 353°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS LANDING DEN:

In the event of lost communications prior to runway assignment, execute the ILS RWY 17R approach.



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Corresponding RNAV STAR is PURRL. Expect the PURRL when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or as assigned by ATC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

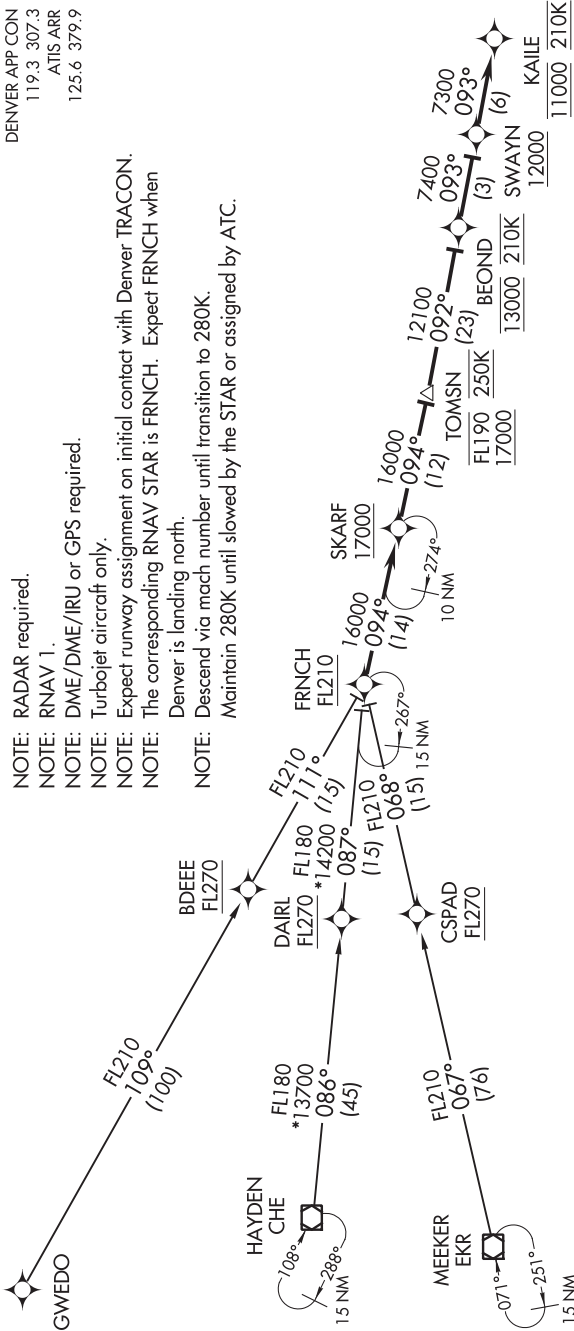
JAGGR THREE ARRIVAL (RNAV) Arrival Route

DENVER, COLORADO
DENVER INTL (DEN)

7 10 01 01 10 20 10 N 01 01 1 1-WS

DENVER APP CON
119.3 307.3
ATIS ARR
125.6 379.9

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: The corresponding RNAV STAR is FRNCH. Expect FRNCH when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K.
- NOTE: Maintain 280K until slowed by the STAR or assigned by ATC.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

- GWEDO TRANSITION (GWEDO.KAILE2)
- HAYDEN TRANSITION (CHE.KAILE2)
- MEERER TRANSITION (EKR.KAILE2)

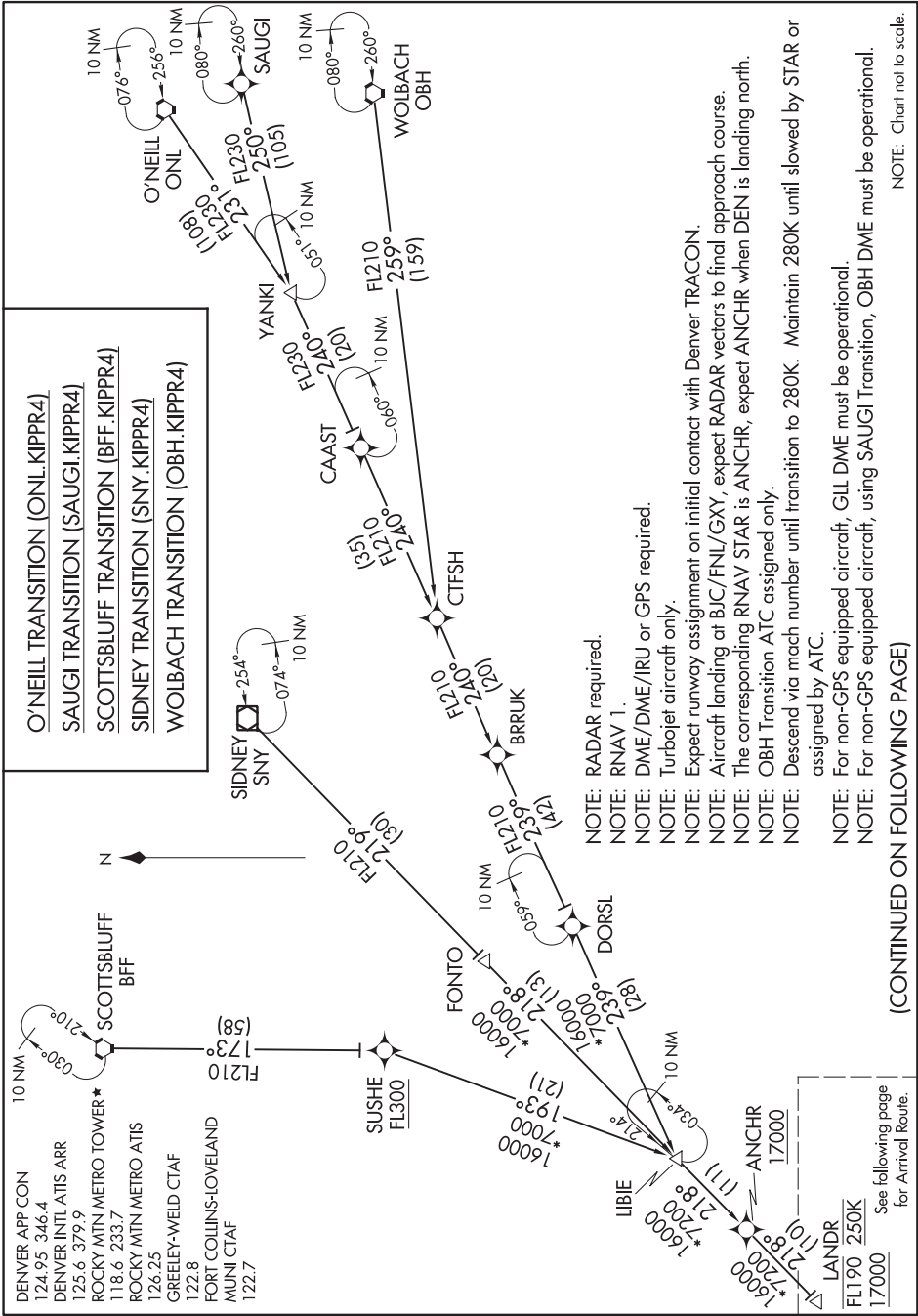
From FRNCH on track 094° to cross SKARF at/above 17000, then as depicted to cross KAILE at 11000 and at 210K. Expect ILS or visual approach as assigned by ATC.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 16R.

KIPPR FOUR ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



(CONTINUED ON FOLLOWING PAGE)

See following page for Arrival Route.

SW-1, 10 NOV 2016 to 05 JAN 2017

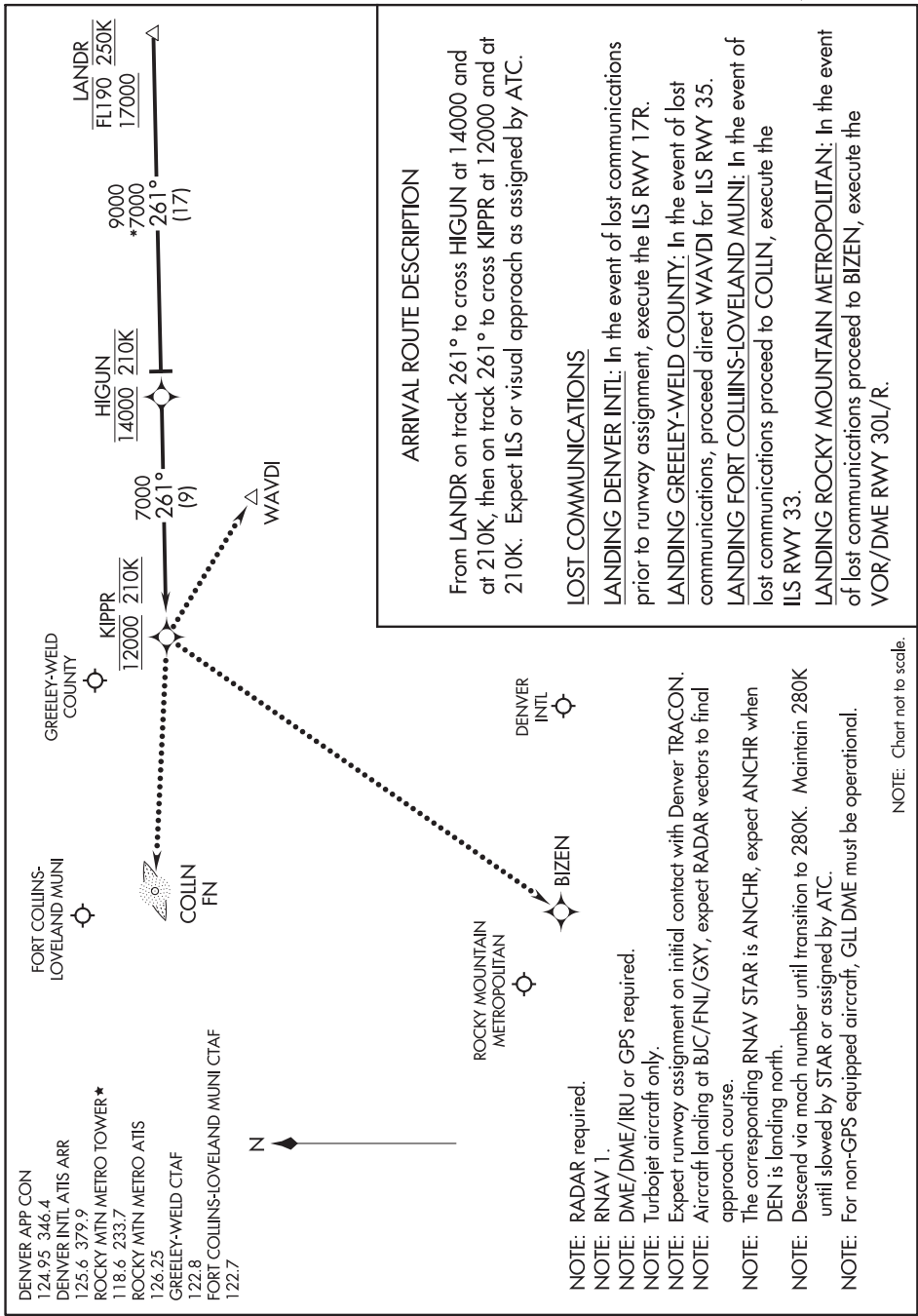
KIPPR FOUR ARRIVAL (RNAV) Transition Routes

DENVER, COLORADO

KIPPR FOUR ARRIVAL (RNAV) Arrival Route

DENVER, COLORADO

7 10:01 01 05 JAN 2017



KIPPR FOUR ARRIVAL (RNAV) Arrival Route

DENVER, COLORADO

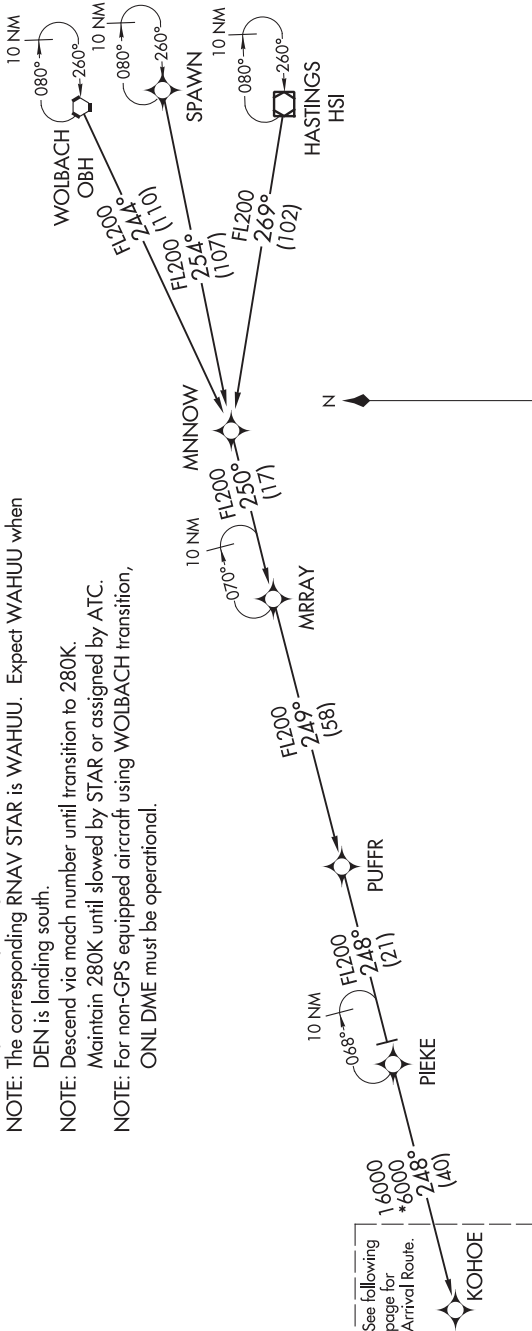
SW-1, 10 NOV 2016 to 05 JAN 2017

KOHOE THREE ARRIVAL (RNAV) Transition Routes

7 10:10:20.101.201.001.10:10:05 JAN 2017

DENVER APP CON
124.95 346.4
ATIS ARR
125.6 379.9

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: The corresponding RNAV STAR is WAHUU. Expect WAHUU when DEN is landing south.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.
- NOTE: For non-GPS equipped aircraft using WOLBACH transition, ONL DME must be operational.



See following page for Arrival Route.
*6000
16000
248° (40)
KOHOE

HASTINGS TRANSITION (HSI.KOHOE3)
SPAWN TRANSITION (SPAWN.KOHOE3)
WOLBACH TRANSITION (OBH.KOHOE3)

(CONTINUED ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

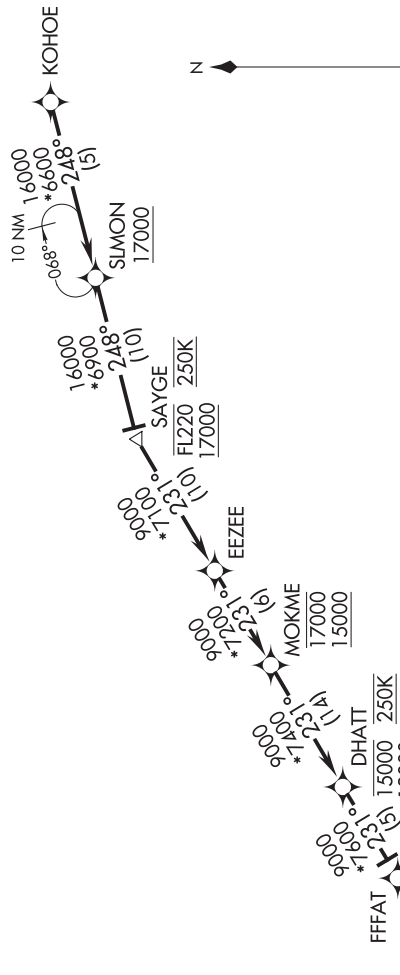
NOTE: Chart not to scale.

KOHOE THREE ARRIVAL (RNAV) Arrival Route

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER APP CON
124.95 346.4
ATIS ARR
125.6 379.9



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbopjet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: The corresponding RNAV STAR is WAHUU. Expect WAHUU when DEN is landing south.
- NOTE: Descend via mach number until transition to 280K.
- NOTE: Maintain 280K until slowed by STAR or assigned by ATC.

ARRIVAL ROUTE DESCRIPTION

From KOHOE on track 248° to cross SIMON at/above 17000, then as depicted to BARRK, then on track 173°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 35L.

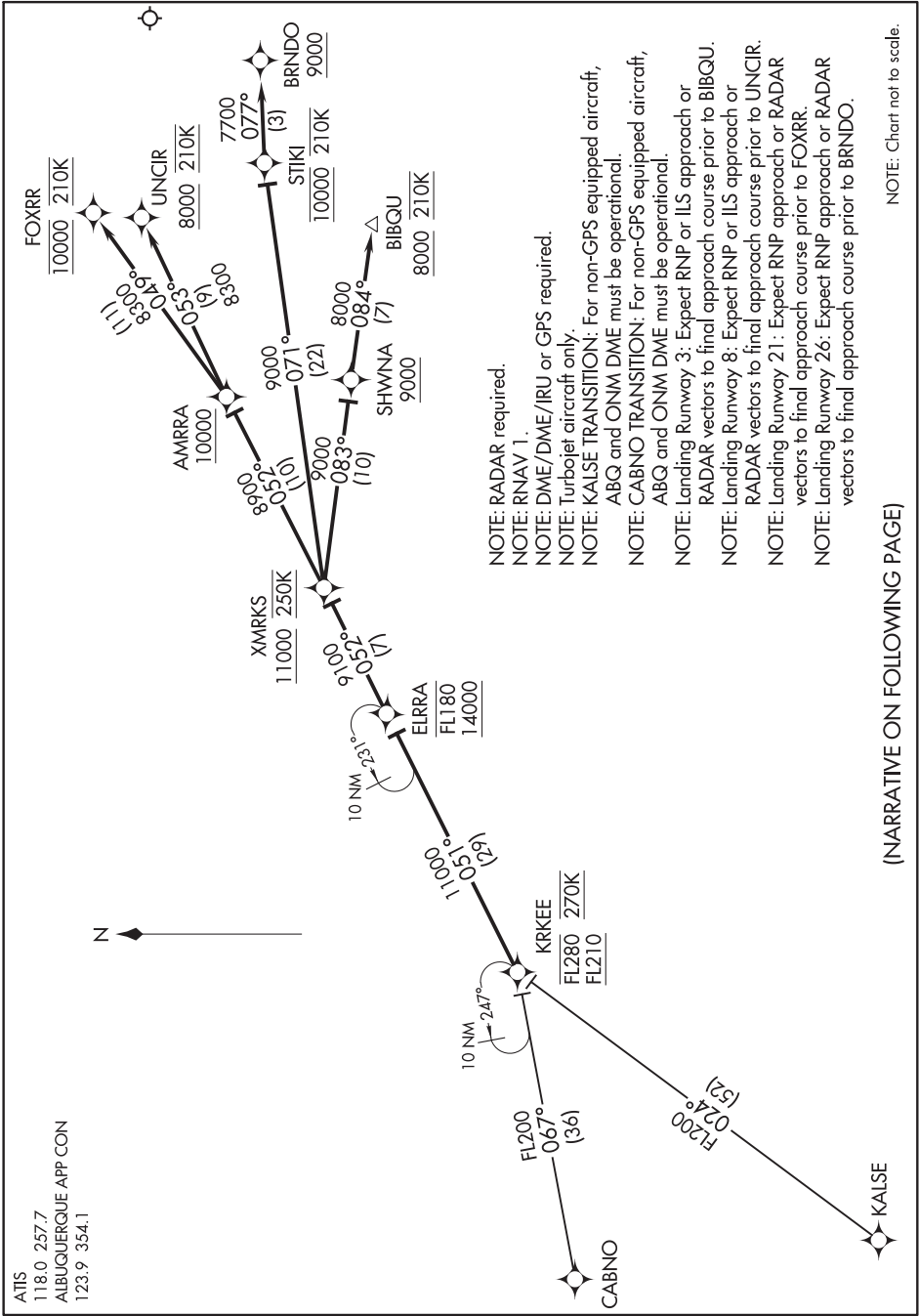
NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

KRKEE THREE ARRIVAL (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

ATIS
118.0 257.7
ALBUQUERQUE APP CON
123.9 354.1



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turboprop aircraft only.
- NOTE: KALSE TRANSITION: For non-GPS equipped aircraft, ABQ and ONM DME must be operational.
- NOTE: CABNO TRANSITION: For non-GPS equipped aircraft, ABQ and ONM DME must be operational.
- NOTE: Landing Runway 3: Expect RNP or ILS approach or RADAR vectors to final approach course prior to BIBQU.
- NOTE: Landing Runway 8: Expect RNP or ILS approach or RADAR vectors to final approach course prior to UNCIR.
- NOTE: Landing Runway 21: Expect RNP approach or RADAR vectors to final approach course prior to FOXRR.
- NOTE: Landing Runway 26: Expect RNP approach or RADAR vectors to final approach course prior to BRNDO.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

KRKEE THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

CABNO TRANSITION (CABNO.KRKEE3)

KALSE TRANSITION (KALSE.KRKEE3)

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

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

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

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

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

SW-1, 10 NOV 2016 to 05 JAN 2017

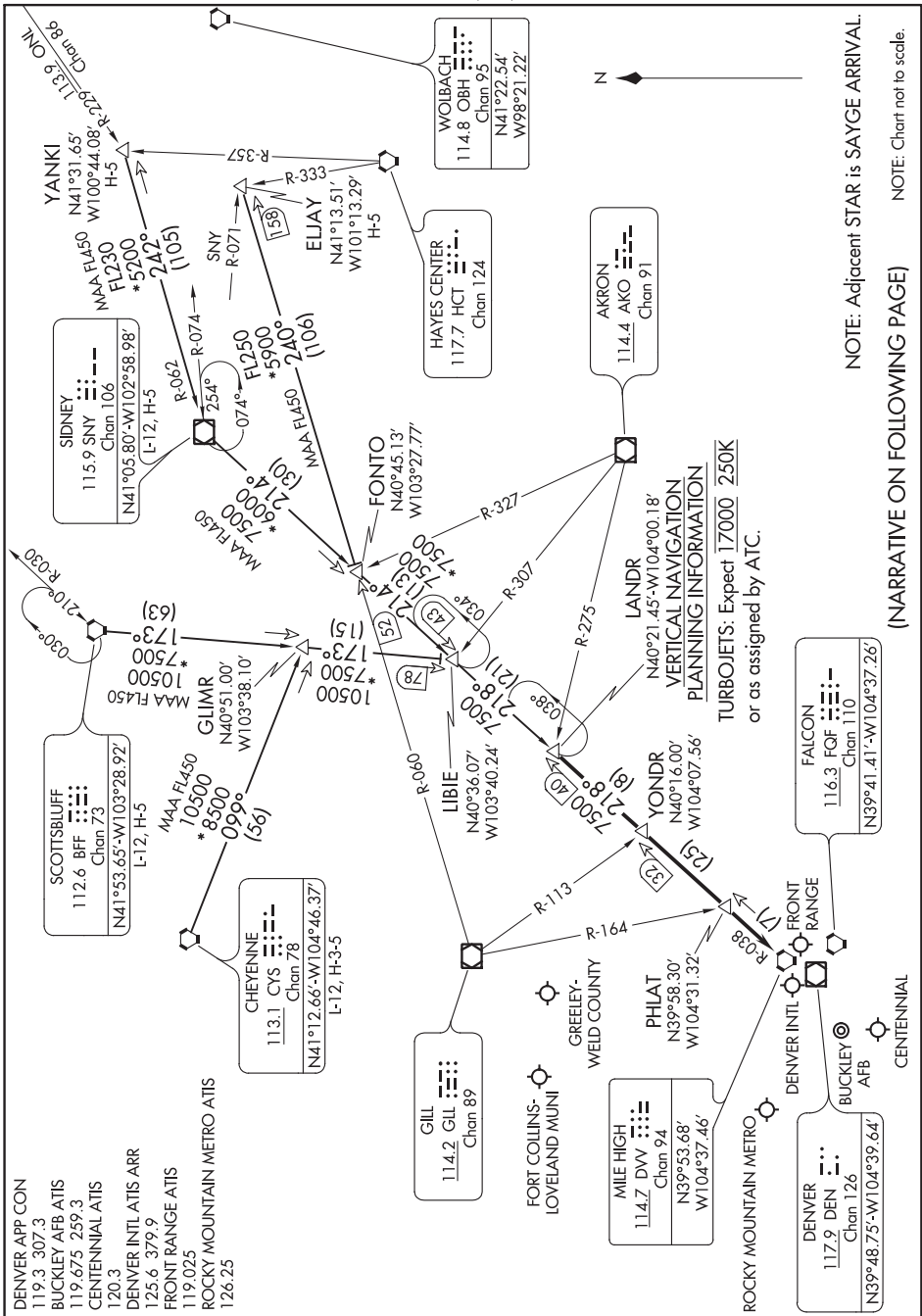
SW-1, 10 NOV 2016 to 05 JAN 2017

LANDR EIGHT ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Adjacent STAR is SAYGE ARRIVAL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

LANDR EIGHT ARRIVAL

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

CHEYENNE TRANSITION (CYS.LANDR8): From over CYS VORTAC via CYS R-099 and BFF R-173 to LIBIE INT, then via DVV R-038 to LANDR INT. Thence

ELJAY TRANSITION (ELJAY.LANDR8): From over ELJAY INT via GLL R-060 to FONTO INT, then via SNY R-214 and DVV R-038 to LANDR INT. Thence

SCOTTSBLUFF TRANSITION (BFF.LANDR8): From over BFF VORTAC via BFF R-173 to LIBIE INT, then via DVV R-038 to LANDR INT. Thence

SIDNEY TRANSITION (SNY.LANDR8): From over SNY VOR/DME via SNY R-214 to FONTO INT, then via SNY R-214 and DVV R-038 to LANDR INT. Thence

YANKI TRANSITION (YANKI.LANDR8): From over YANKI INT via SNY R-062 to SNY VOR/DME, then via SNY R-214 and DVV R-038 to LANDR INT. Thence

. . . . From over LANDR INT via DVV R-038 to DVV VORTAC. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LARKS EIGHT ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

DENVER APP CON
120.35 379.3
BUCKLEY AFB ATIS
119.675 259.3
CENTENNIAL ATIS
120.3
DENVER INTL ATIS ARR
125.6 379.9
FRONT RANGE ATIS
119.025
ROCKY MOUNTAIN METROPOLITAN ATIS
126.25

GILL
114.2 GLL
Chan 89
N40°30.23'-W104°33.18'

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.64'

JEFFCO
115.4 BJC
Chan 101

CENTENNIAL
108.2 APA
Chan 101

RED TABLE
113.0 DBL
Chan 77

LARKS
N39°15.44'-W105°18.31'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect 17000 250K
or as assigned by ATC.

PAYDD
N39°24.10'
W105°04.73'

TERRO
N38°53.47'
W105°52.38'

MURFE
N39°08.29'
W105°29.47'

FALCON
116.3 FQF
Chan 110
N39°41.41'
W104°37.26'

BLACK FOREST
112.5 BRK
Chan 72

BLUE MESA
114.9 HBU
Chan 96
N38°27.13'-W107°02.38'

HICKY
N38°46.28'
W106°03.38'

MAA FL450
FL200
267°
(74)

PUEBLO
116.7 PUB
Chan 114
N38°17.66'-W104°25.77'

RATTLESNAKE
115.3 RSK
Chan 100
N36°44.90'-W108°05.93'

ALAMOSA
113.9 ALS
Chan 86
N37°20.95'-W105°48.93'

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

(NARRATIVE ON FOLLOWING PAGE)

LARKS EIGHT ARRIVAL

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

ALAMOSA TRANSITION (ALS.LARKS8): From over ALS VORTAC on ALS R-339 and FQF R-220 to LARKS INT. Thence. . . .

BLUE MESA TRANSITION (HBU.LARKS8): From over HBU VOR/DME on HBU R-053 and FQF R-220 to LARKS INT. Thence. . . .

LOPEC TRANSITION (LOPEC.LARKS8): From over LOPEC INT on RSK R-022 and FQF R-220 to LARKS INT. Thence. . . .

PUEBLO TRANSITION (PUB.LARKS8): From over PUB VORTAC on PUB R-267 to KANON INT; then on ALS R-339 and FQF R-220 to LARKS INT. Thence....

RATTLESNAKE TRANSITION (RSK.LARKS8): From over RSK VORTAC on RSK R-022 and FQF R-220 to LARKS INT. Thence. . . .

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

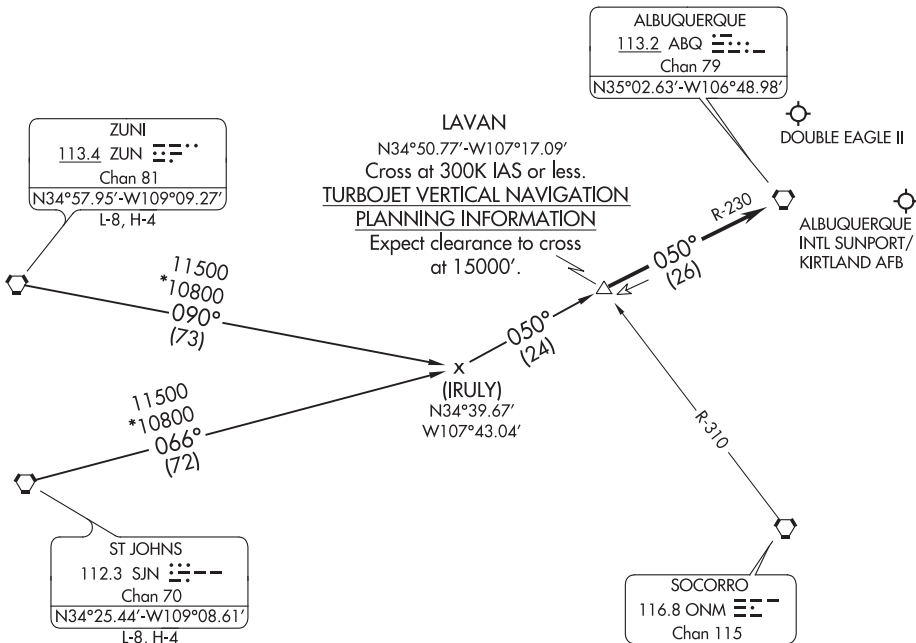
(LAVAN.LAVAN3) 16259

LAVAN THREE ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

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



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

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.

LAVAN THREE ARRIVAL

(LAVAN.LAVAN3) 22JUL93

ALBUQUERQUE, NEW MEXICO

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER APP CON
120.35 379.3
ATIS ARR
125.6 379.9

NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

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

NOTE: Corresponding RNAV STAR is PEEKK. Expect PEEKK when Denver is landing south.

NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.

NOTE: For non-GPS equipped aircraft using BRAZO transition, ALS, RSK and PUB DMEs must be operational.

NOTE: For non-GPS equipped aircraft using BLUE MESA transition, HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

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NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

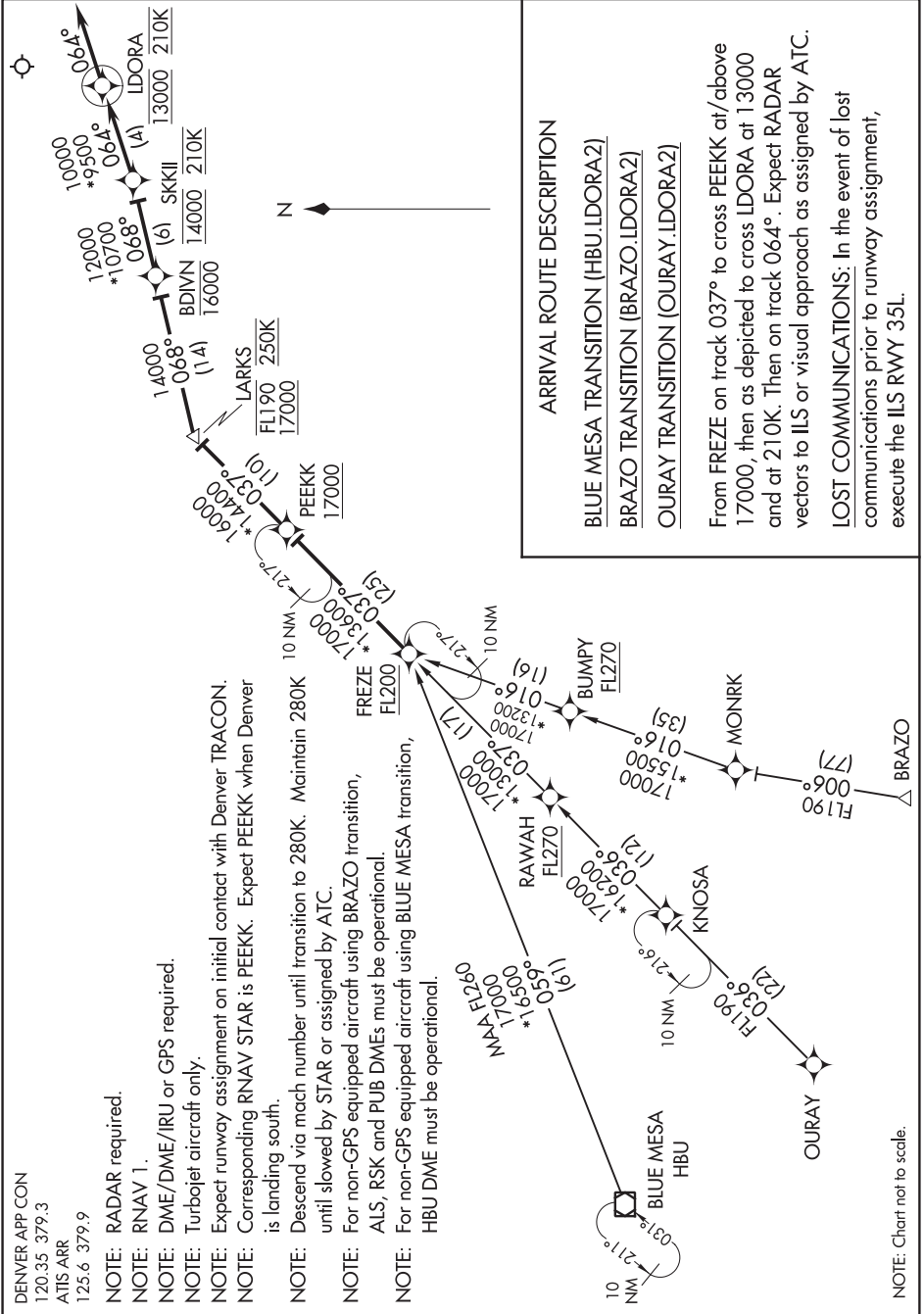
NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.

NOTE: HBU DME must be operational.



ARRIVAL ROUTE DESCRIPTION

BLUE MESA TRANSITION (HBU.LDORA2)

BRAZO TRANSITION (BRAZO.LDORA2)

OURAY TRANSITION (OURAY.LDORA2)

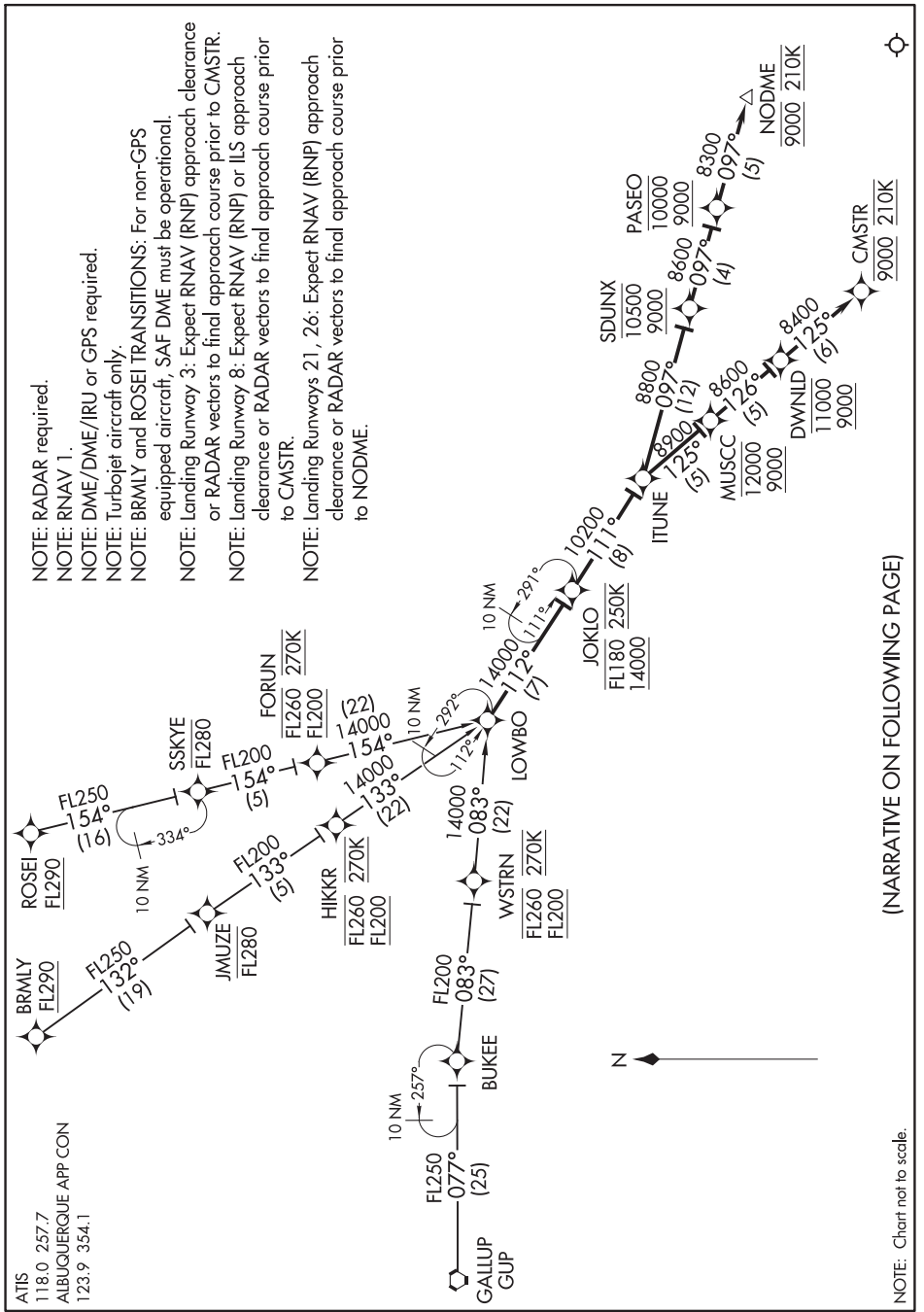
From FREZE on track 037° to cross PEEKK at/above 17000, then as depicted to cross LDORA at 13000 and at 210K. Then on track 064°. Expect RADAR vectors to ILS or visual approach as assigned by ATC.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 35L.

SW-1, 10 NOV 2016 to 05 JAN 2017

LOWBO THREE ARRIVAL (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

LOWBO THREE ARRIVAL (RNAV)

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, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

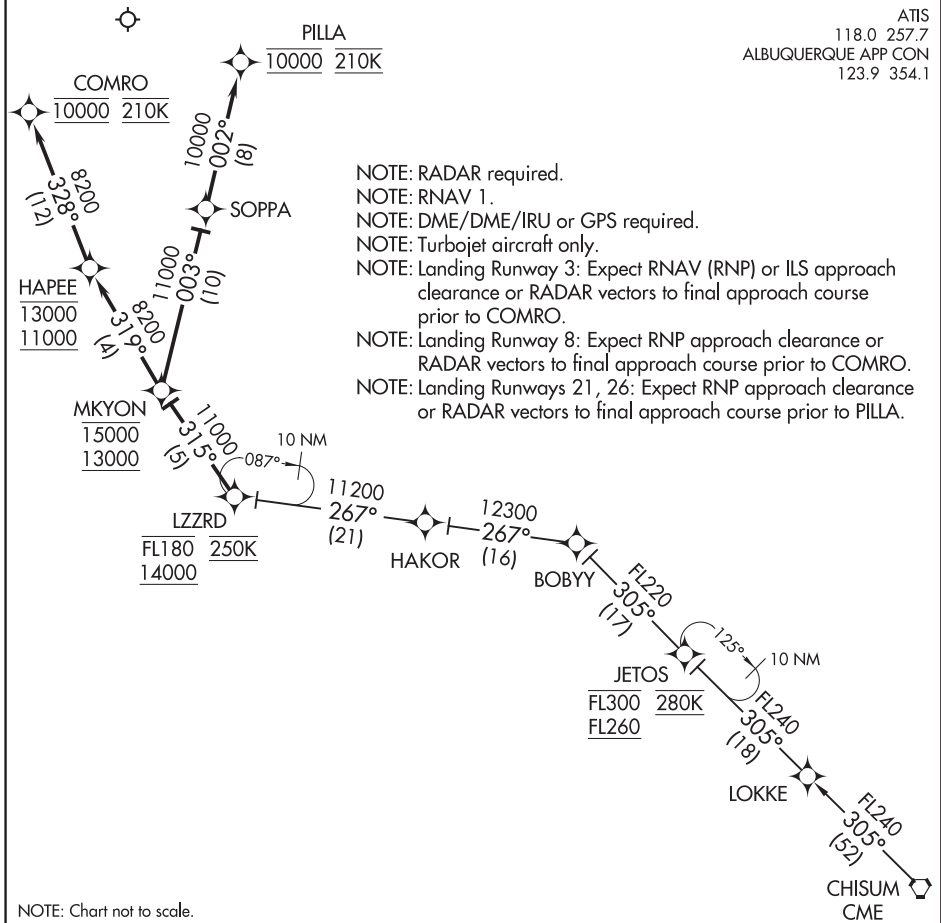
(LZZRD.LZZRD3) 16035

Z33
ST-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

LZZRD THREE ARRIVAL (RNAV)

ATIS
118.0 257.7
ALBUQUERQUE APP CON
123.9 354.1



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

CHISUM TRANSITION (CME.LZZRD3)

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

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

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

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

LZZRD THREE ARRIVAL (RNAV)

(LZZRD.LZZRD3) 08JAN15

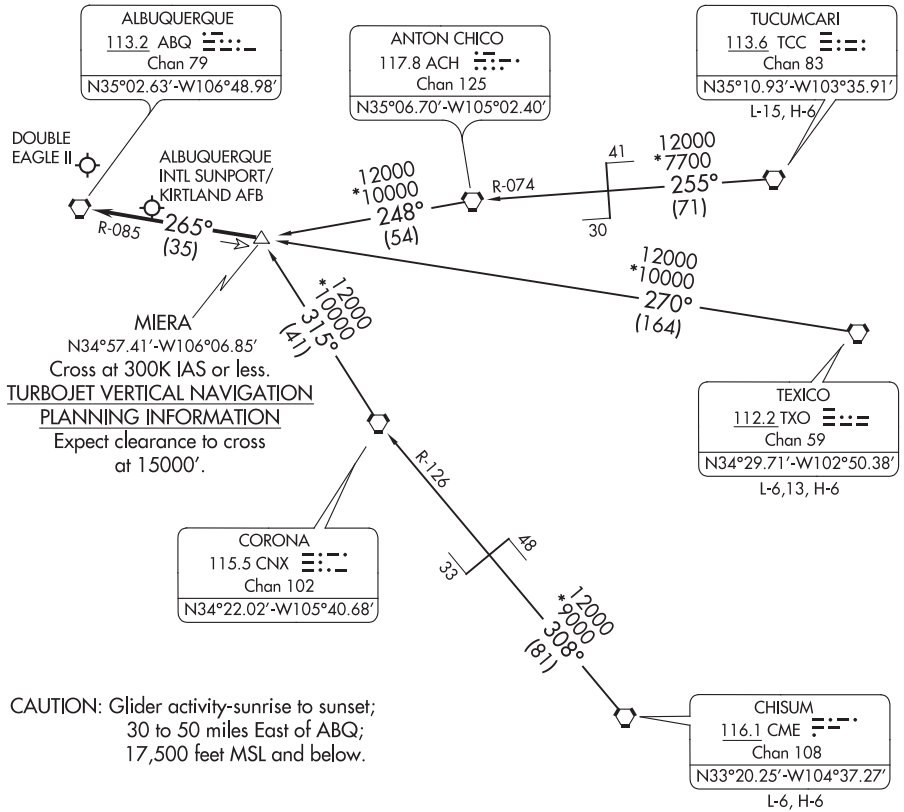
ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

MIERA TWO ARRIVAL

ST-12 (FAA)

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE APP CON
123.9 354.1
ATIS
118.0 257.7



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

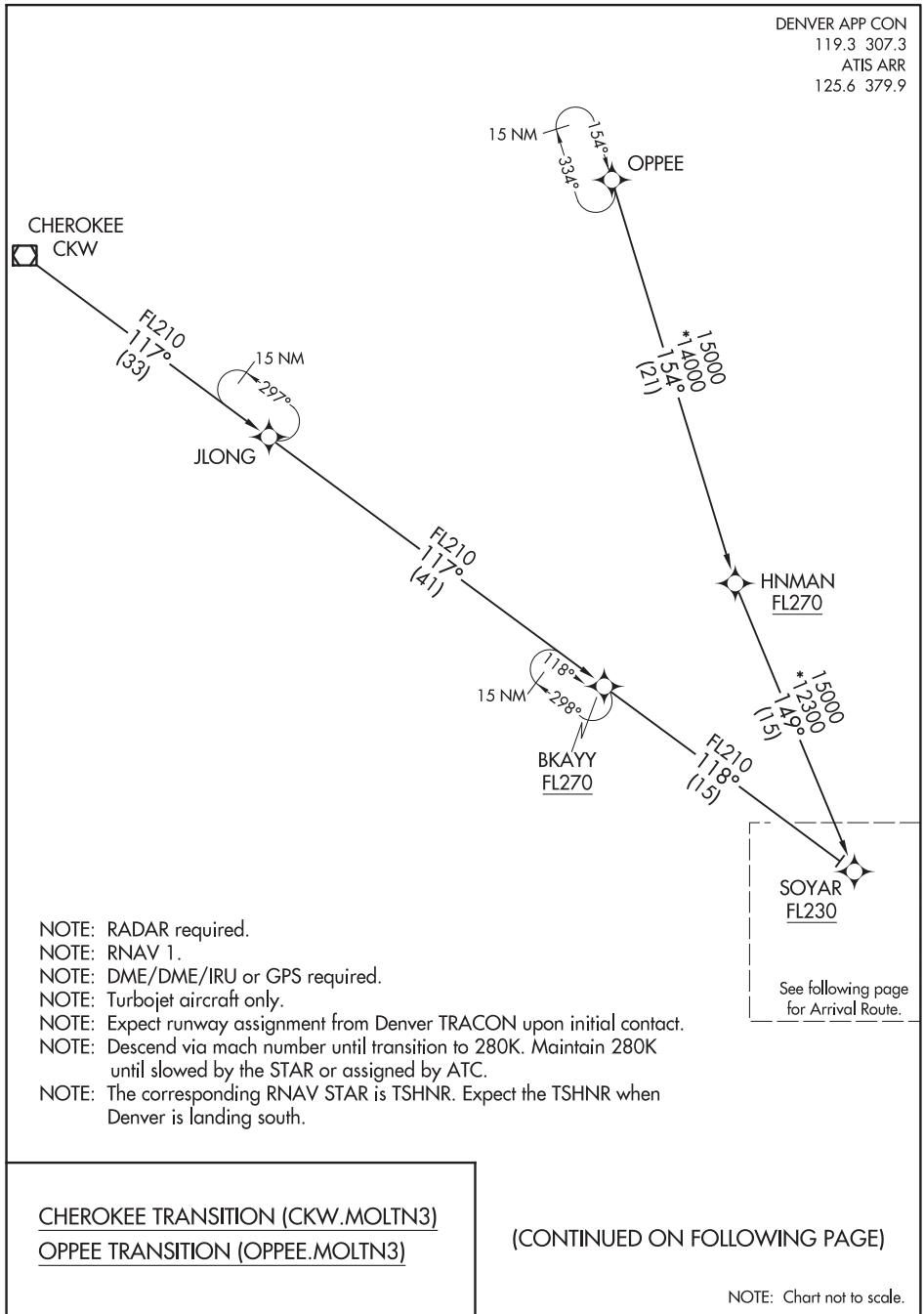
MIERA TWO ARRIVAL

ALBUQUERQUE, NEW MEXICO

(MIERA.MIERA2) 11NOV93

MOLTN THREE ARRIVAL (RNAV) Transition Routes

DENVER APP CON
 119.3 307.3
 ATIS ARR
 125.6 379.9

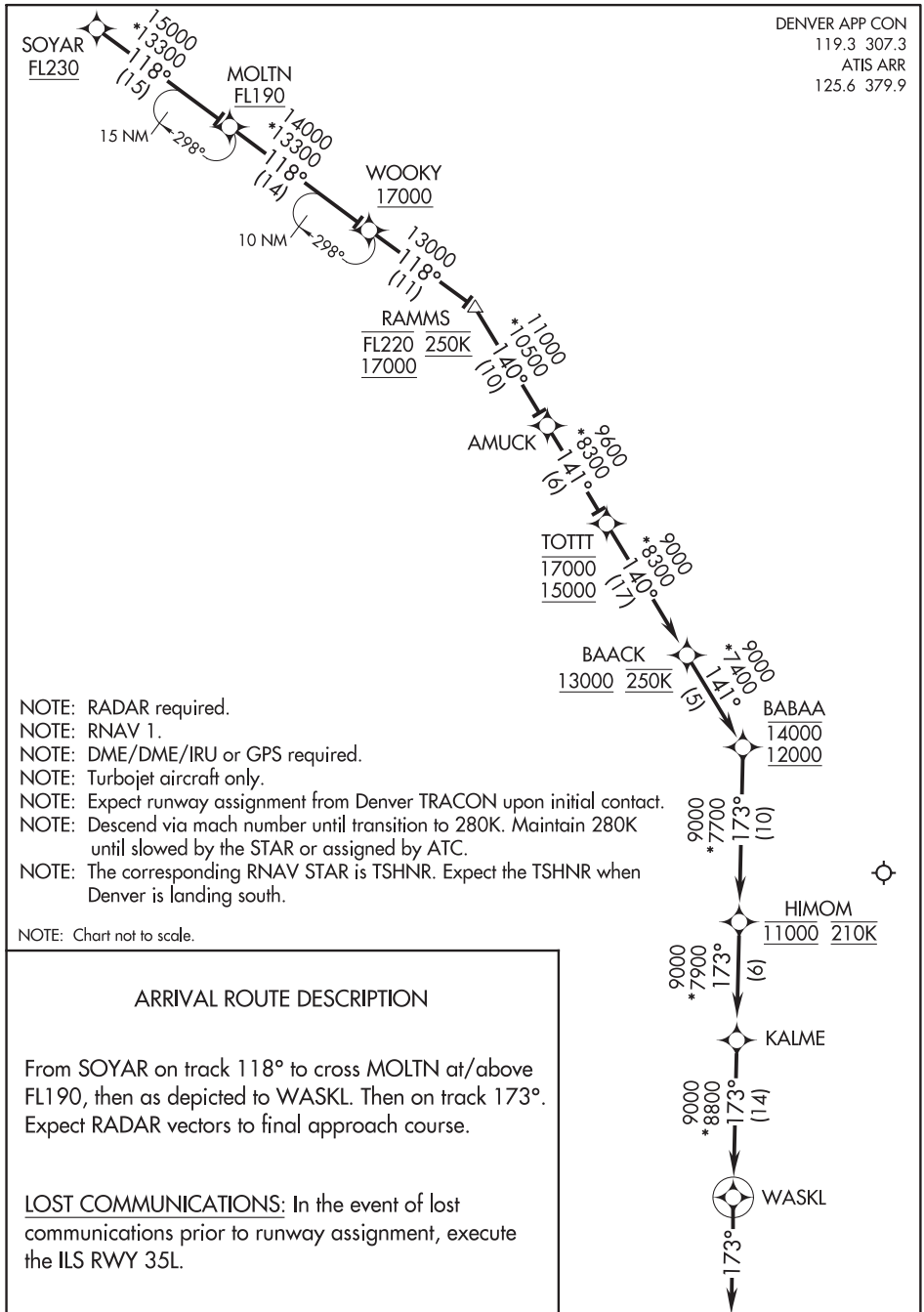


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

MOLTN THREE ARRIVAL (RNAV) Arrival Route

DENVER, COLORADO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

From SOYAR on track 118° to cross MOLTN at/above FL190, then as depicted to WASKL. Then on track 173°.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 35L.

MOLTN THREE ARRIVAL (RNAV) Arrival Route

DENVER, COLORADO

DENVER INTL (DEN)

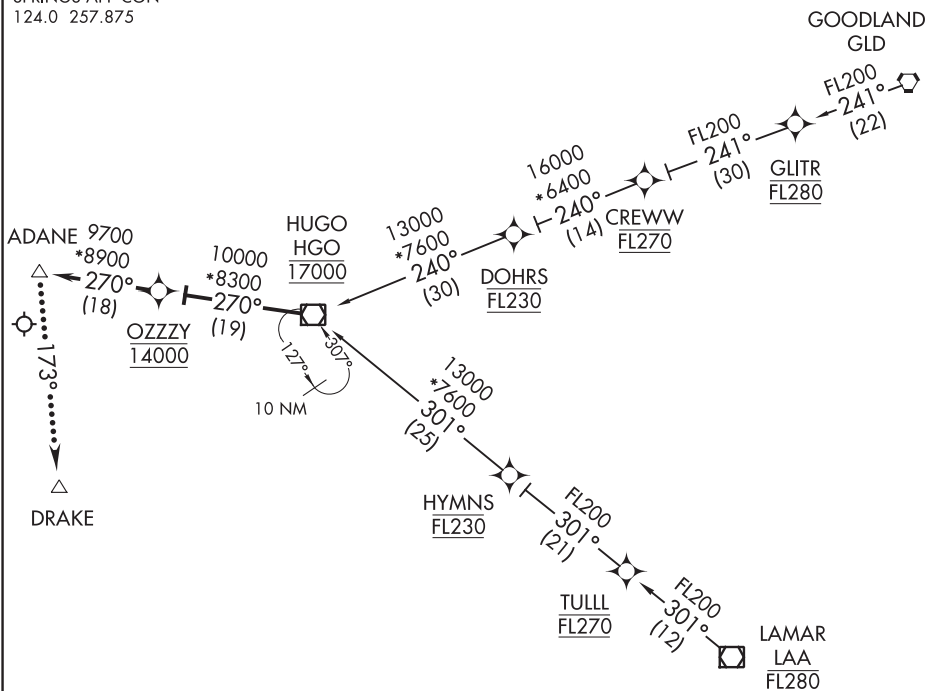
(HGO.OZZY3) 16203

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

OZZY THREE ARRIVAL (RNAV)

ST-87 (FAA)

ATIS
125.0 254.3
SPRINGS APP CON
124.0 257.875



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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

GOODLAND TRANSITION (GLD.OZZY3)

LAMAR TRANSITION (LAA.OZZY3)

From over HGO VOR/DME on track 270° to cross OZZY at 14000, then on track 270° to ADANE. Expect ILS RWY 17L or RWY 17R Visual Approach as assigned by ATC.

LOST COMMUNICATIONS

Landing South: At ADANE join and execute ILS RWY 17L approach.

Landing North: At ADANE fly on 173° track to DRAKE.

At DRAKE join and execute ILS RWY 35L approach.

OZZY THREE ARRIVAL (RNAV)

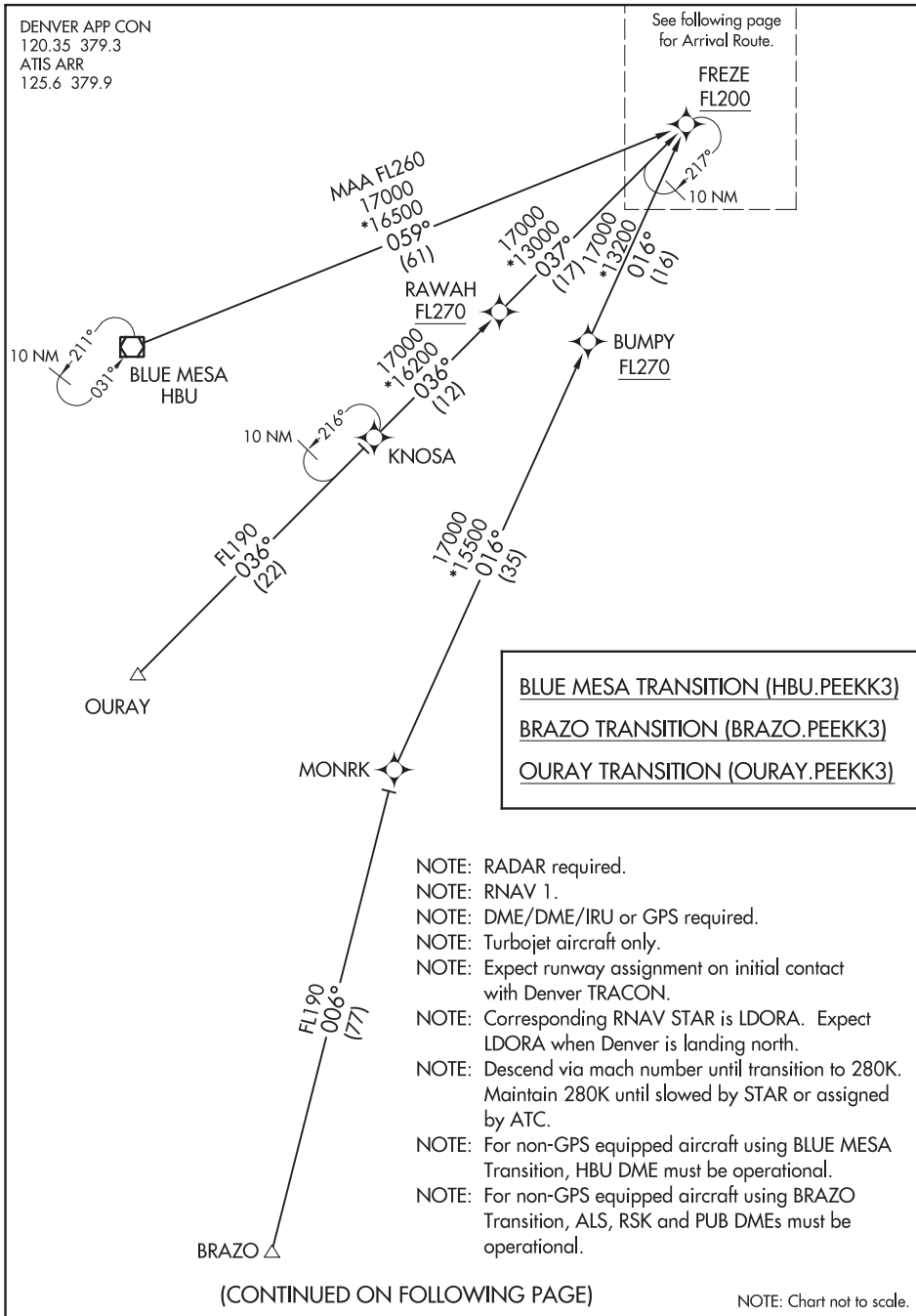
(HGO.OZZY3) 08JAN14

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PEEK THREE ARRIVAL (RNAV) Transition Routes



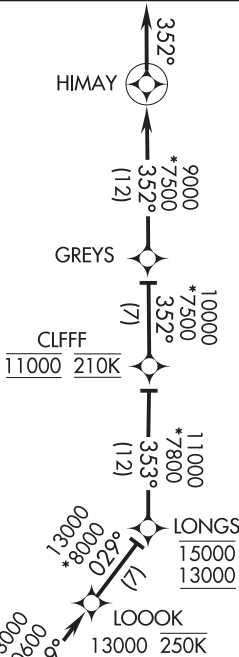
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PEEK THREE ARRIVAL (RNAV) Transition Routes

PEEK THREE ARRIVAL (RNAV) Arrival Route

DENVER APP CON
120.35 379.3
ATIS ARR
125.6 379.9



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: Corresponding RNAV STAR is LDORA. Expect LDORA when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

From FREZE on track 037° to cross PEEKK at/above 17000, then as depicted to HIMAY, then on track 352°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications prior to runway assignment, execute the ILS RWY 16R.

NOTE: Chart not to scale.

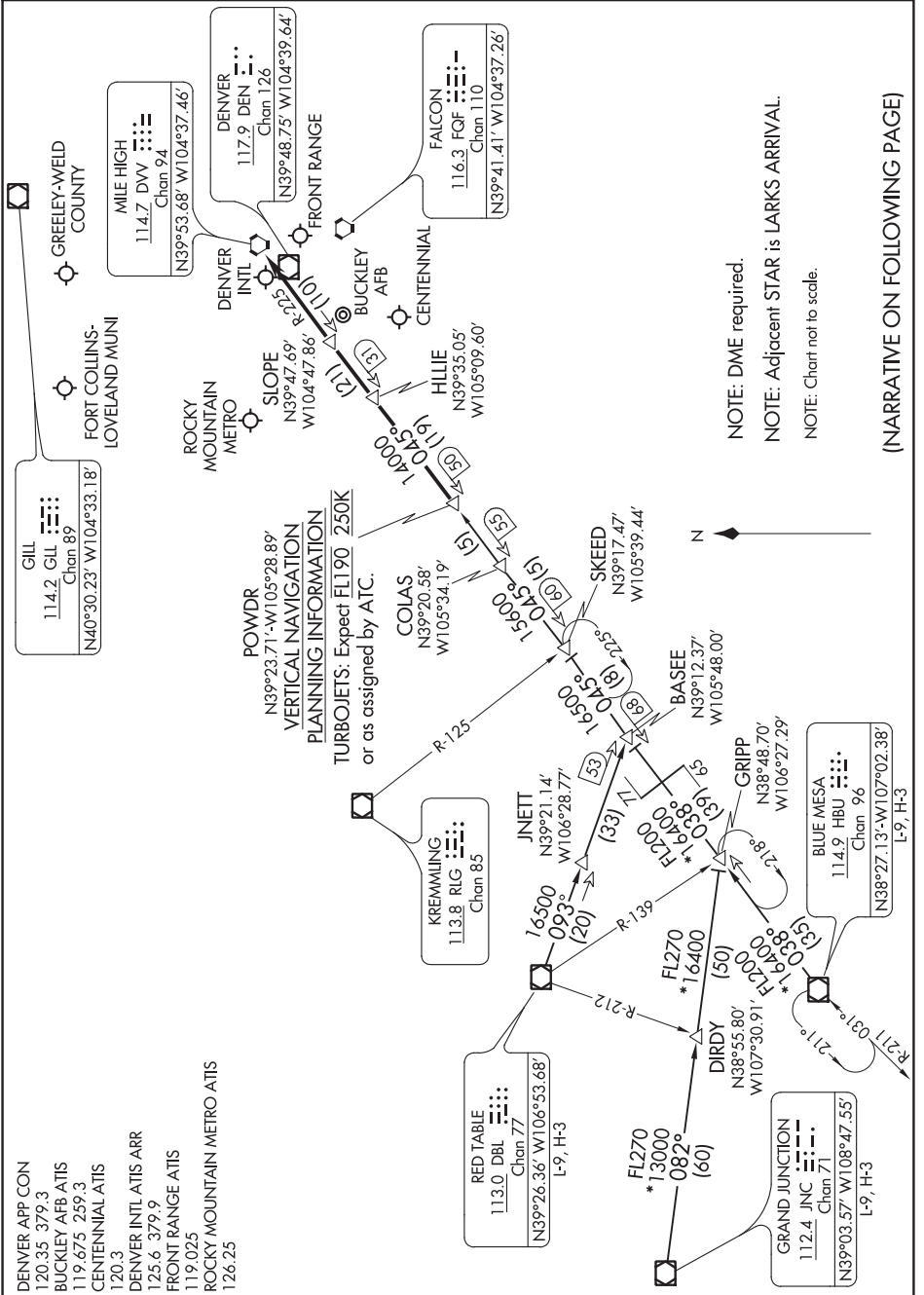
PEEK THREE ARRIVAL (RNAV) Arrival Route

POWDR EIGHT ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 10 NOV 2016 10:05 JAN 2017



ARRIVAL DESCRIPTION

BLUE MESA TRANSITION (HBU.POWDR8): From over HBU VOR/DME via HBU R-038 and DVV R-225 to POWDR INT. Thence. . . .

GRAND JUNCTION TRANSITION (JNC.POWDR8): From over JNC VOR/DME via JNC R-082 to GRIPP INT; then via HBU R-038 and DVV R-225 to POWDR INT. Thence. . . .

RED TABLE TRANSITION (DBL.POWDR8): From over DBL VOR/DME via DBL R-093 to BASEE INT, then via DVV R-225 to POWDR INT. Thence. . . .

. . . .from over POWDR INT 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.

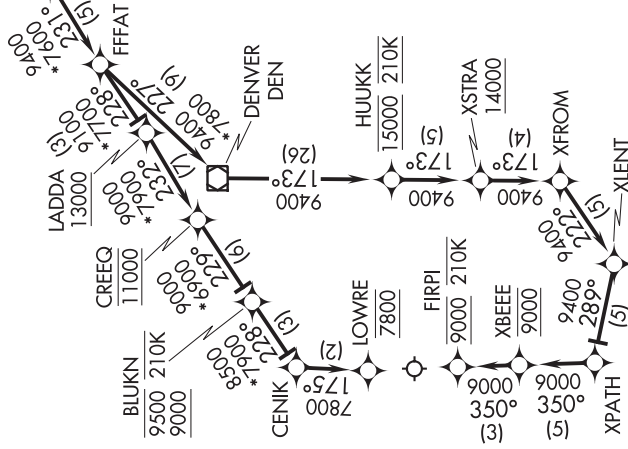
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WS-1, 10 NOV 2016 to 05 JAN 2017

ATIS
120.3
CENTENNIAL TOWER
118.9

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojets only.
- NOTE: For non-GPS equipped aircraft landing
APA RW35R, BJC DME must be operational.



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From PUFFR on track 248° to PIEKE, then as depicted to cross DHATT at 15000 and at 250K. Thence. . . .

LANDING RUNWAY 17L: From DHATT on track 231° to FFFAT, then on track 228° to cross LADDA at/above 13000, then as depicted to cross LOWRE at 7800. Expect RNAV (GPS) RWY 17L or visual approach as assigned.

LANDING RUNWAY 35R: From DHATT on track 231° to FFFAT, then on track 227° to DEN VOR/DME, then as depicted to cross FIRPI at 9000 and at/below 210K. Expect RNAV (GPS) RWY 35R or visual approach as assigned.

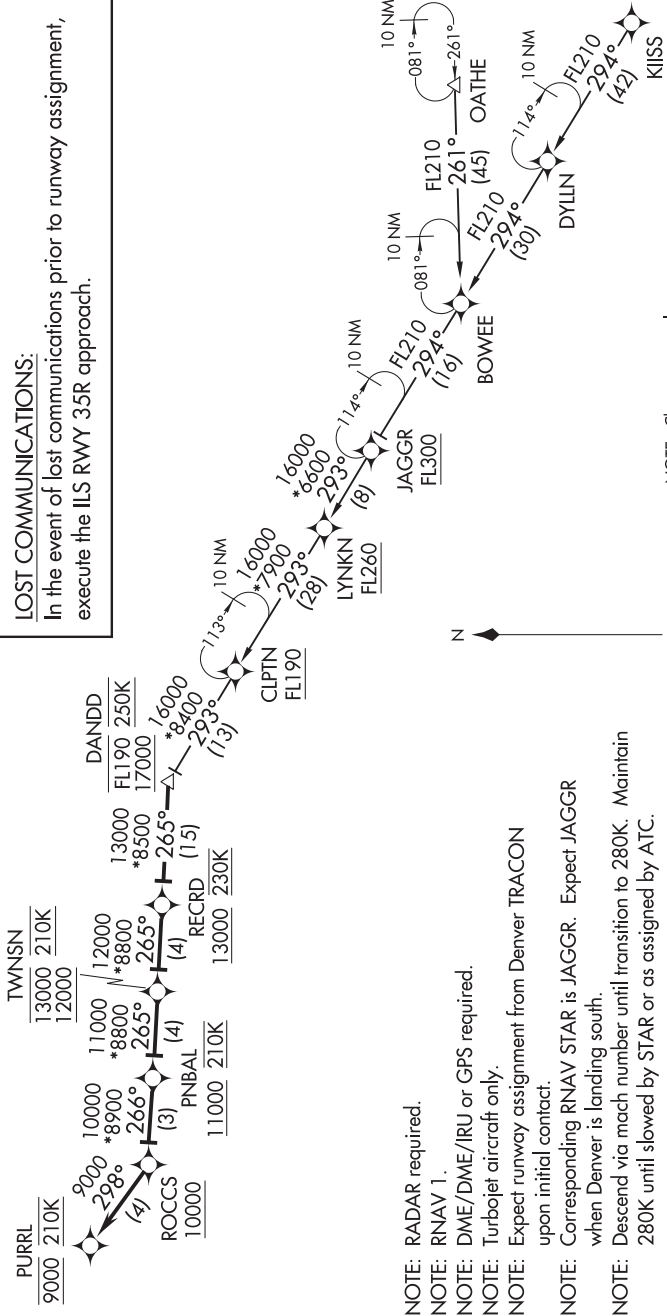
LOST COMMUNICATIONS

- In the event of lost communications prior to runway assignment:
From over LOWRE- execute the RNAV (GPS) RWY 17L approach.
- From over FIRPI- execute the RNAV (GPS) RWY 35R approach.
- Non-GPS equipped aircraft- execute the ILS or LOC RWY 35R approach.

WS-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER APP CON
126.55 269.525
ATIS ARR
125.6 379.9



ARRIVAL ROUTE DESCRIPTION

KIISS TRANSITION (KIISS.PURRL2)
OATHE TRANSITION (OATHE.PURRL2)

From DANDD on track 265° to cross RECRD at/above 13000 and at 230K, then as depicted to PURRL. Expect ILS or visual approach as assigned by ATC.

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

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Corresponding RNAV STAR is JAGGR. Expect JAGGR when Denver is landing south.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or as assigned by ATC.

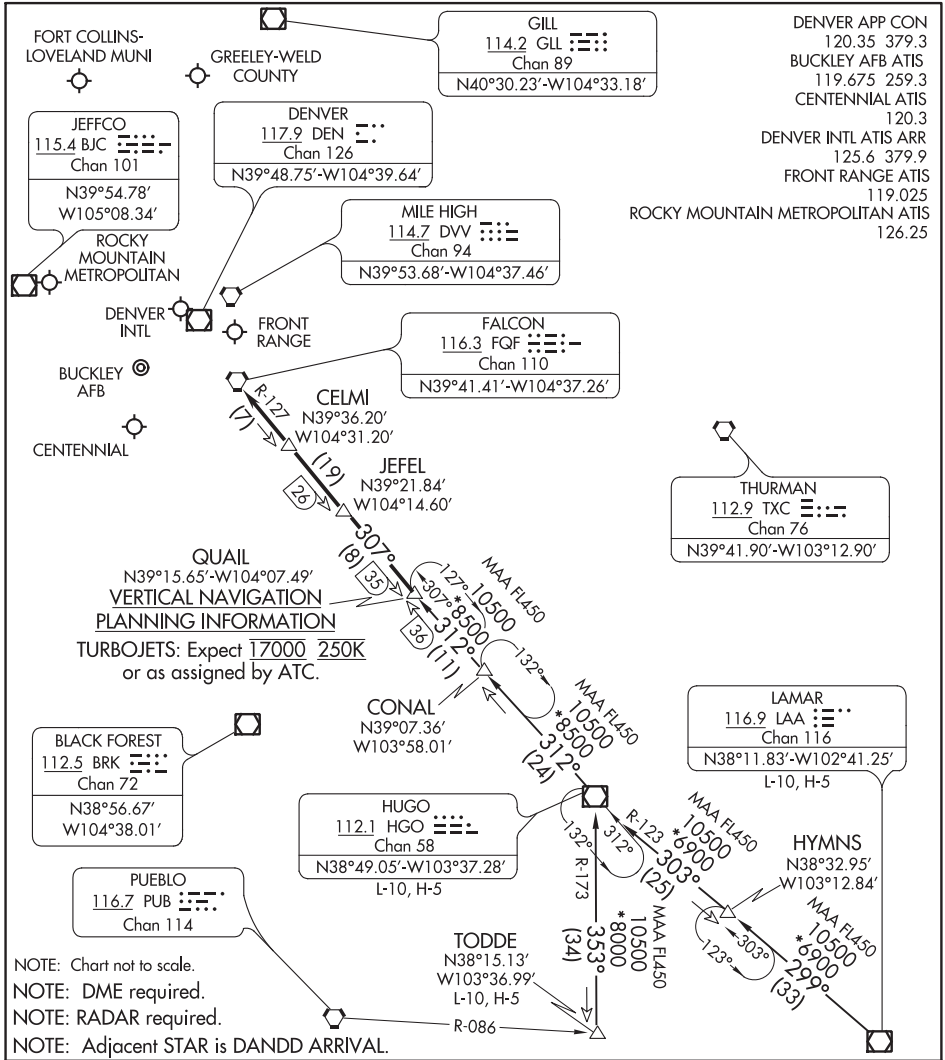
NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

QUAIL EIGHT ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO



ARRIVAL ROUTE DESCRIPTION

HUGO TRANSITION (HGO.QUAIL8): From over HGO VOR/DME on HGO R-312 to QUAIL INT. Thence. . .

LAMAR TRANSITION (LAA.QUAIL8): From over LAA VOR/DME on LAA R-299 and HGO R-123 to HGO VOR/DME, then on HGO R-312 to QUAIL INT. Thence. . .

TODDE TRANSITION (TODDE.QUAIL8): From over TODDE INT on HGO R-173 to HGO VOR/DME, then on HGO R-312 to QUAIL INT. Thence. . .

. . . From over QUAIL INT 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 EIGHT ARRIVAL

(QUAIL.QUAIL8) 26MAY16

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017

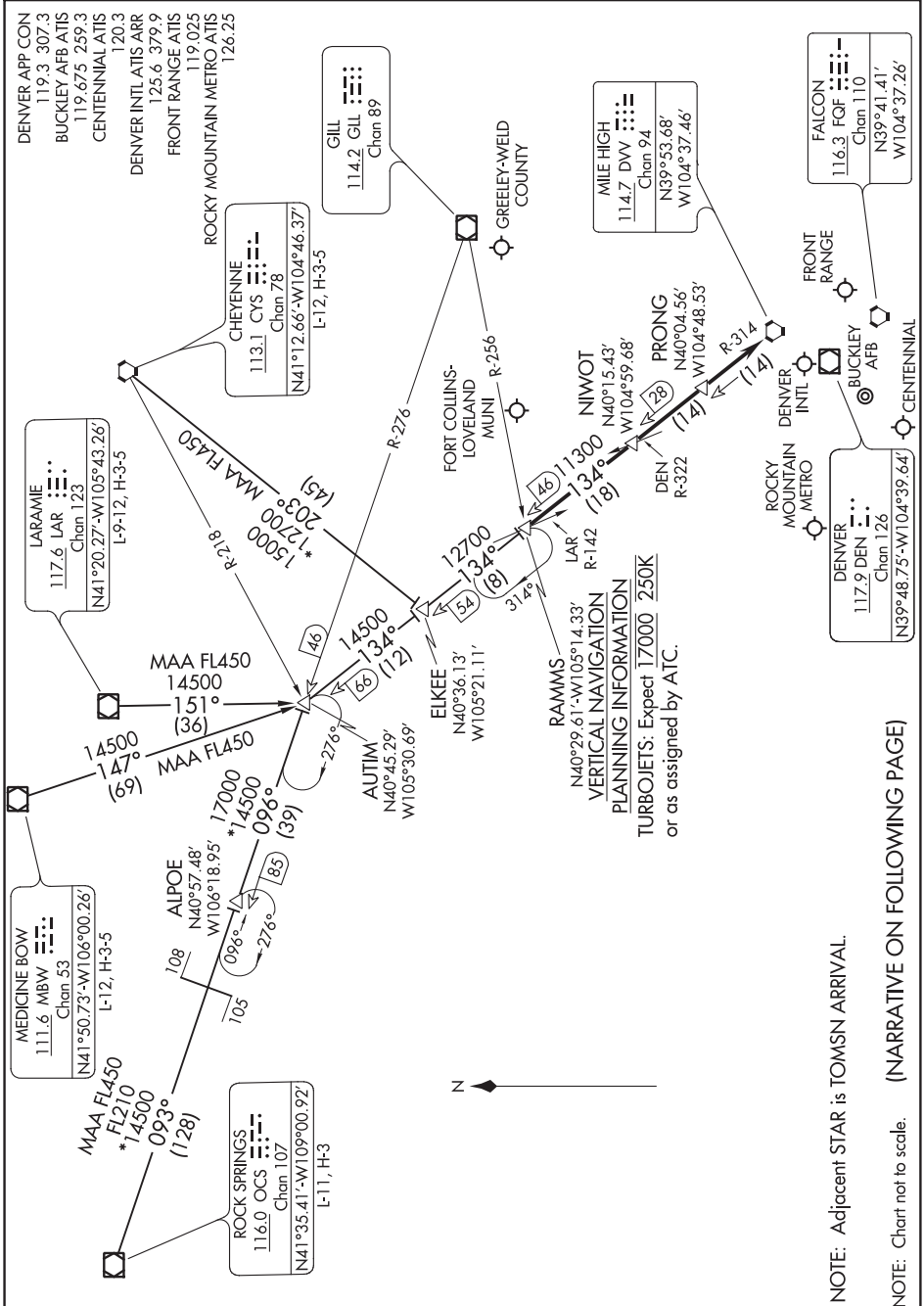
SW-1, 10 NOV 2016 to 05 JAN 2017

RAMMS SIX ARRIVAL

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Adjacent STAR is TOMSN ARRIVAL.
NOTE: Chart not to scale. (NARRATIVE ON FOLLOWING PAGE)

RAMMS SIX ARRIVAL

DENVER, COLORADO

ARRIVAL ROUTE DESCRIPTION

CHEYENNE TRANSITION (CYS.RAMMS6): From over CYS VORTAC via CYS R-203 and DVV R-314 to RAMMS INT. Thence. . . .

LARAMIE TRANSITION (LAR.RAMMS6): From over LAR VOR/DME via LAR R-151 and DVV R-314 to RAMMS INT. Thence. . . .

MEDICINE BOW TRANSITION (MBW.RAMMS6): From over MBW VOR/DME via MBW R-147 and DVV R-314 to RAMMS INT. Thence. . . .

ROCK SPRINGS TRANSITION (OCS.RAMMS6): From over OCS VOR/DME via OCS R-093 and GLL R-276 to AUTIM INT, then via DVV R-314 to RAMMS INT. Thence. . . .

. . . .From over RAMMS INT via DVV R-314 to DVV VORTAC. Expect RADAR vectors to the final approach course at or before DVV VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ARRIVAL ROUTE DESCRIPTION

GOODLAND TRANSITION (GLD.SAYGE9): From over GLD VORTAC via GLD R-306 and FQF R-038 to SAYGE INT. Thence. . . .

HAYES CENTER TRANSITION (HCT.SAYGE9): From over HCT VORTAC via HCT R-266 and FQF R-038 to SAYGE INT. Thence. . . .

NORTH PLATTE TRANSITION (LBF.SAYGE9): From over LBF VORTAC via LBF R-247 and FQF R-038 to SAYGE INT. Thence. . . .

SIDNEY TRANSITION (SNY.SAYGE9): From over SNY VOR/DME via SNY R-202 and FQF R-038 to SAYGE INT. Thence. . . .

. . . .From over SAYGE INT via FQF R-038 to FQF VORTAC. Expect RADAR vectors to the final approach course at or before FQF VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

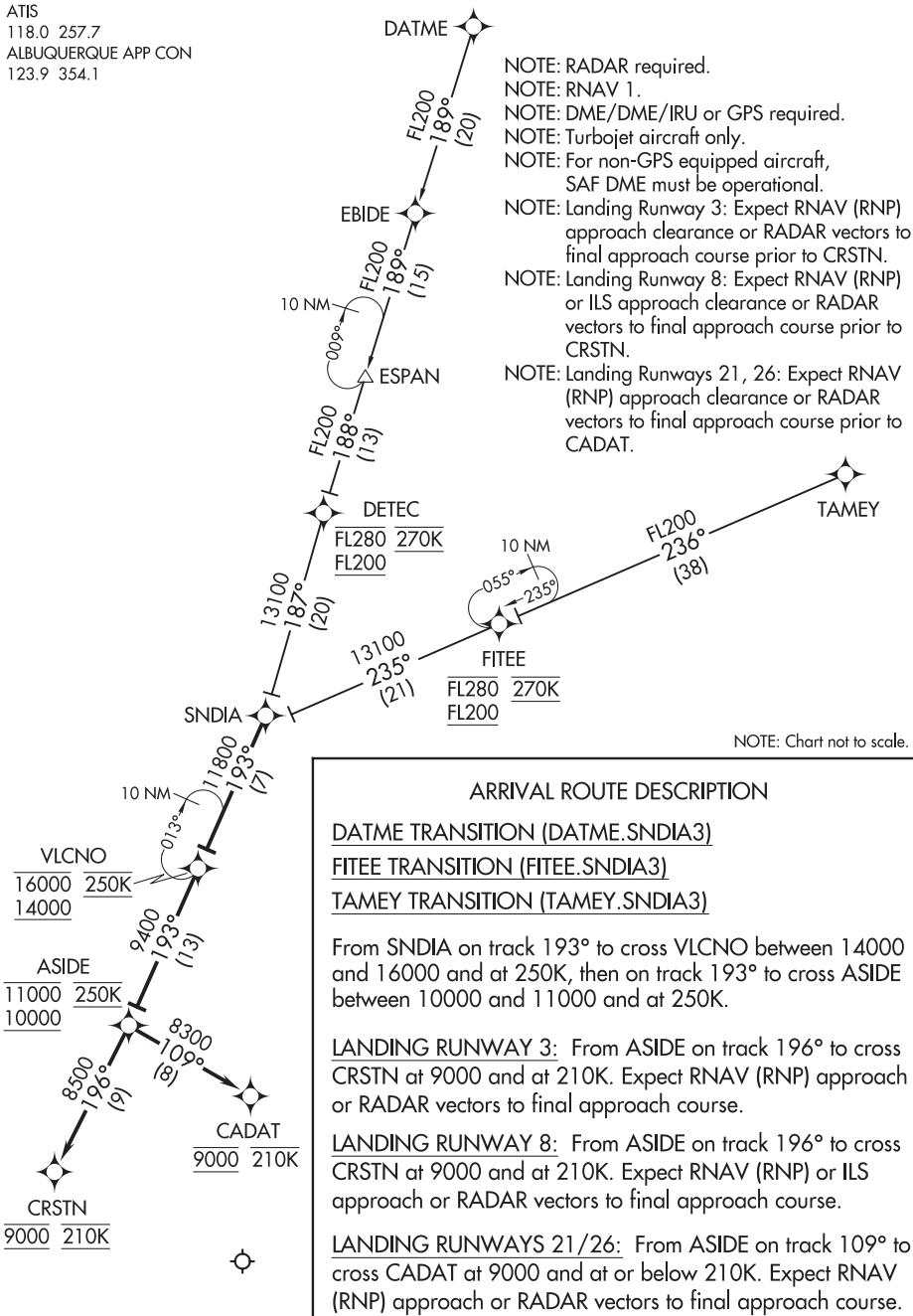
SNDIA THREE ARRIVAL (RNAV)

ATIS
118.0 257.7
ALBUQUERQUE APP CON
123.9 354.1

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

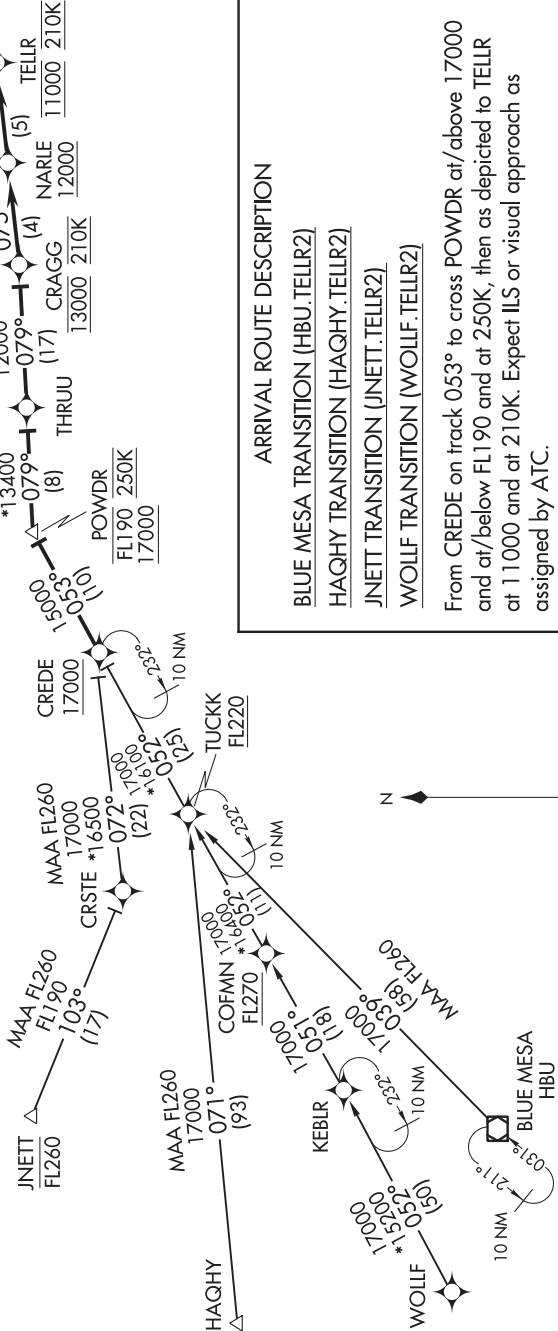


SNDIA THREE ARRIVAL (RNAV)

7-WS
10 NOV 2016 09:10:01

DENVER APP CON
120.35 379.3
ATIS ARR
125.6 379.9

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: Corresponding RNAV STAR is CREDE. Expect CREDE when Denver is landing south.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.
- NOTE: For non-GPS equipped aircraft using WOLFF, HAQHY and BLUE MESA transitions, HBU and DBL DMEs must be operational.



ARRIVAL ROUTE DESCRIPTION

- BLUE MESA TRANSITION (HBU.TELLR2)
- HAQHY TRANSITION (HAQHY.TELLR2)
- JINETT TRANSITION (JINETT.TELLR2)
- WOLFF TRANSITION (WOLFF.TELLR2)

From CREDE on track 053° to cross POWDR at/above 17000 and at/below FL190 and at 250K, then as depicted to TELLR at 11000 and at 210K. Expect ILS or visual approach as assigned by ATC.

LOST COMMUNICATIONS: In the event of lost communications prior to runway assignment, execute the ILS RWY 34R.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAYDEN TRANSITION (CHE.TOMSN6): From over CHE VOR/DME via CHE R-076 and GLL R-258 to RIDJE INT, then via FQF R-306 to TOMSN INT. Thence

KREMLING TRANSITION (RLG.TOMSN6): From over RLG VOR/DME via RLG R-025 and GLL R-258 to RIDJE INT, then via FQF R-306 to TOMSN INT. Thence

MEEKER TRANSITION (EKR.TOMSN6): From over EKR VOR/DME via EKR R-058 and GLL R-258 to RIDJE INT, then via FQF R-306 to TOMSN INT. Thence

. . . .From over TOMSN INT via FQF R-306 to FQF VORTAC. Expect RADAR vectors to the final approach course at or before FQF VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

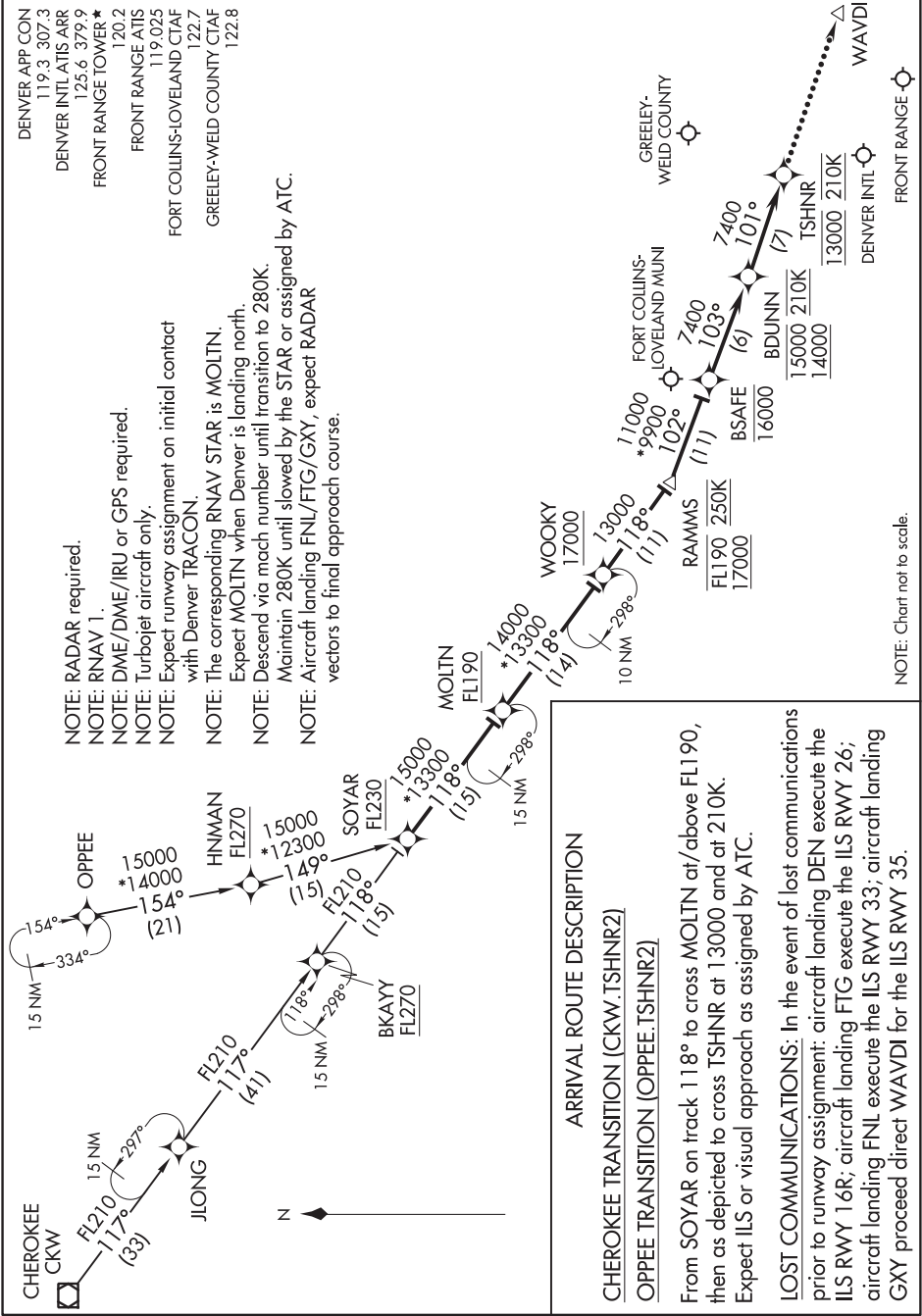
SW-1, 10 NOV 2016 to 05 JAN 2017

TSHNR TWO ARRIVAL(RNAV)

ST-9077 (FAA)

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: RADAR required.
 NOTE: RNAV 1.
 NOTE: DME/DME/IRU or GPS required.
 NOTE: Turbojet aircraft only.
 NOTE: Expect runway assignment on initial contact with Denver TRACON.
 NOTE: The corresponding RNAV STAR is MOLTN. Expect MOLTN when Denver is landing north.
 NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by the STAR or assigned by ATC.
 NOTE: Aircraft landing FNL/FTG/GXY, expect RADAR vectors to final approach course.

DENVER APP CON 119.3 307.3
 DENVER INTL ATIS ARR 125.6 379.9
 FRONT RANGE TOWER 120.2
 FRONT RANGE ATIS 119.025
 FORT COLLINS-LOVELAND CTAF 122.7
 GREELEY-WELD COUNTY CTAF 122.8

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

TSHNR TWO ARRIVAL (RNAV)

DENVER, COLORADO

WAHUU TWO ARRIVAL (RNAV) Transition Routes

7 10 01 01 20 10 01 05 JAN 2017

DENVER APP CON
124.95 346.4
ATIS ARR
125.6 379.9



NOTE: RADAR required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbojet aircraft only.

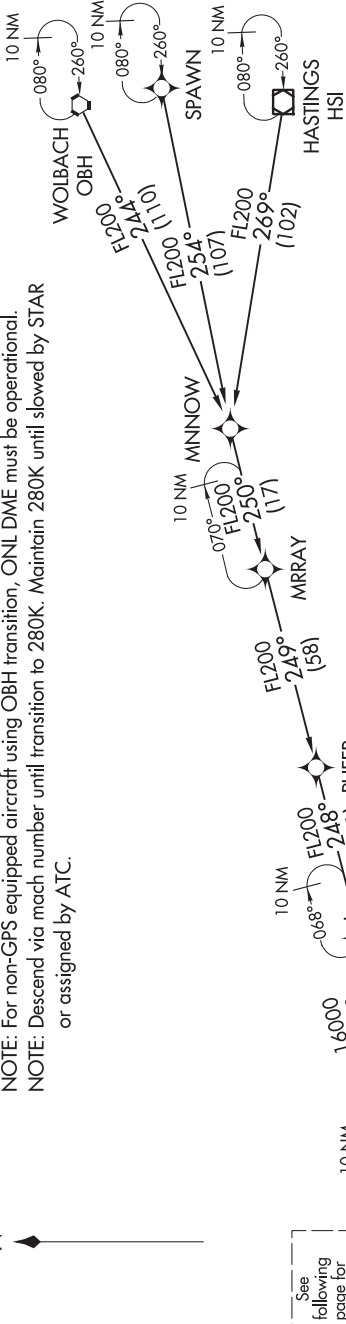
NOTE: Expect runway assignment on initial contact with Denver TRACON.

NOTE: The corresponding RNAV STAR is KOHOE. Expect KOHOE when DEN is landing north.

NOTE: For non-GPS equipped aircraft, BJC DME must be operational.

NOTE: For non-GPS equipped aircraft using OBH transition, ONL DME must be operational.

NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.



See following page for Arrival Route.
16000
+6900
17000

SAYGE 17000
FL190 250K
17000

HASTINGS TRANSITION (HSI.WAHUU2)
SPAWN TRANSITION (SPAWN.WAHUU2)
WOLBACH TRANSITION (OBH.WAHUU2)

(CONTINUED ON FOLLOWING PAGE)

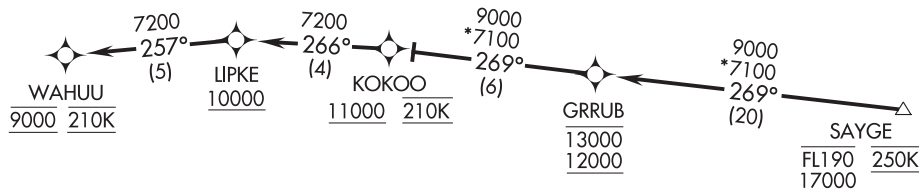
NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

WAHUU TWO ARRIVAL (RNAV) Transition Routes

WAHUU TWO ARRIVAL (RNAV) Arrival Route

DENVER APP CON
124.95 346.4
ATIS ARR
125.6 379.9



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: The corresponding RNAV STAR is KOHOE. Expect KOHOE when DEN is landing north.
- NOTE: For non-GPS equipped aircraft, BJC DME must be operational.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From SAYGE on track 269° to cross GRRUB at/above 12000 and at/below 13000, then as depicted to WAHUU. Expect ILS or visual approach as assigned by ATC.

LOST COMMUNICATIONS

In the event of lost communications prior to runway assignment, execute the ILS RWY 17R.

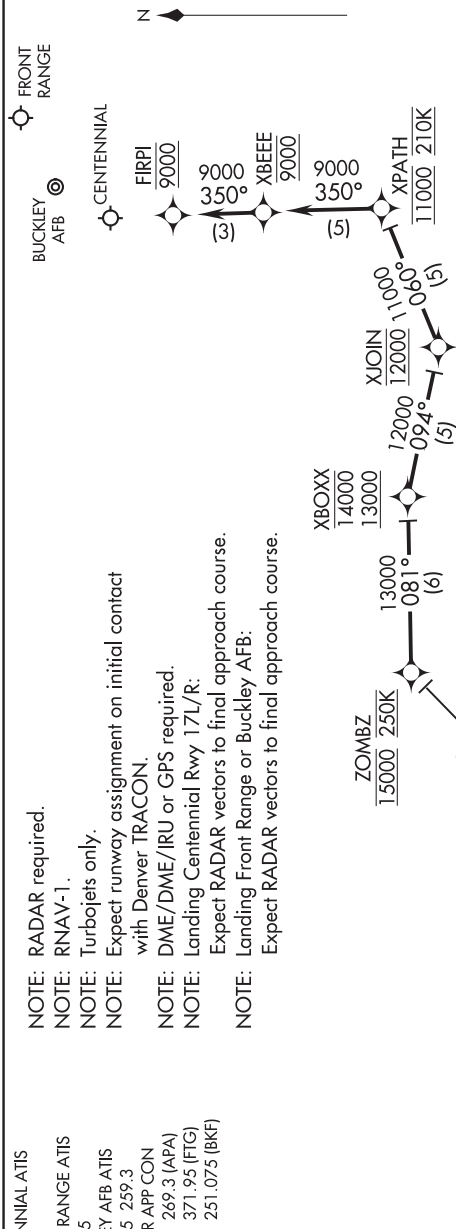
ZOMBZ ONE ARRIVAL (RNAV)

DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017

- CENTENNIAL ATIS 120.3
- FRONT RANGE ATIS 119.025
- BUCKLEY AFB ATIS 119.675 259.3
- DENVER APP CON 132.75 269.3 (APA)
- 128.25 371.95 (FTG)
- 128.45 251.075 (BKF)

- NOTE: RADAR required.
- NOTE: RNAV-1.
- NOTE: Turbojets only.
- NOTE: Expect runway assignment on initial contact with Denver TRACON.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Landing Centennial Rwy 17L/R.
- NOTE: Expect RADAR vectors to final approach course.
- NOTE: Landing Front Range or Buckley AFB.
- NOTE: Expect RADAR vectors to final approach course.



ARRIVAL ROUTE DESCRIPTION

VRAIN TRANSITION (VRAIN.ZOMBZ1)

From ZOMBZ on track 081° to cross XBOXX at/above 13000 and at/below 14000, thence as depicted to cross FIRPI at 9000.

LANDING CENTENNIAL: Expect ILS RWY 35R or visual approach as assigned by ATC.

LOST COMMUNICATIONS

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

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

LANDING BUCKLEY AFB: In the event of lost communications prior to runway assignment, execute the ILS RWY 32.

NOTE: Chart not to scale.

ZOMBZ ONE ARRIVAL (RNAV)

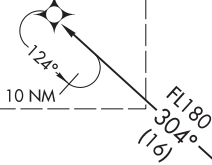
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017

ZPLYN THREE ARRIVAL (RNAV) Transition Routes

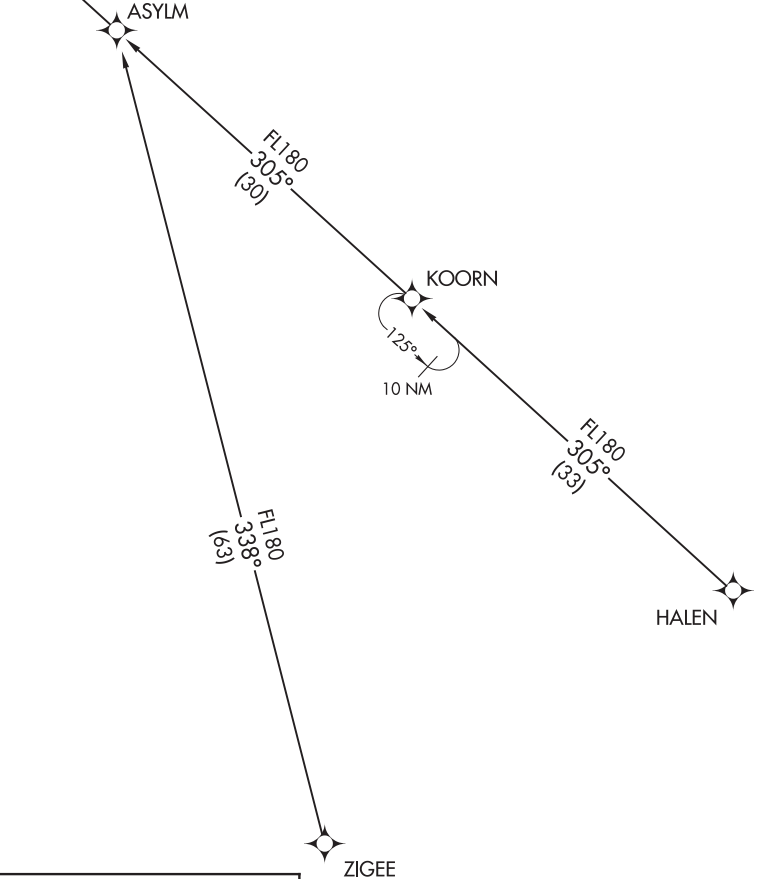
See following page
for Arrival Route

ZPLYN
FL300



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Corresponding RNAV STAR is the BOSSS. Expect the BOSSS when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.

DENVER APP CON
126.55 269.525
ATIS ARR
125.6 379.9



HALEN TRANSITION (HALEN.ZPLYN3)
ZIGEE TRANSITION (ZIGEE.ZPLYN3)

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ZPLYN THREE ARRIVAL (RNAV) Arrival Route

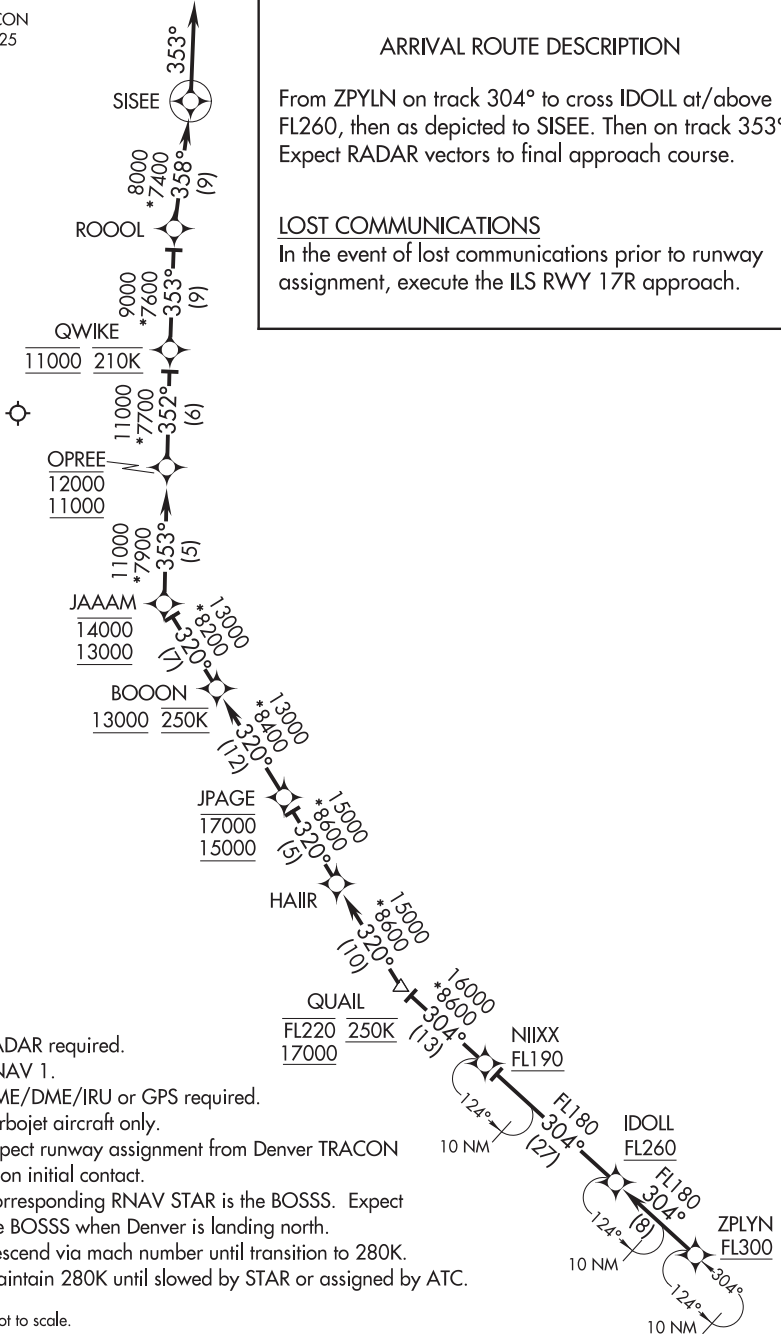
ARRIVAL ROUTE DESCRIPTION

From ZPLYN on track 304° to cross IDOLL at/above FL260, then as depicted to SISEE. Then on track 353°. Expect RADAR vectors to final approach course.

LOST COMMUNICATIONS

In the event of lost communications prior to runway assignment, execute the ILS RWY 17R approach.

DENVER APP CON
126.55 269.525
ATIS ARR
125.6 379.9



- NOTE: RADAR required.
- NOTE: RNAV 1.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: Turbojet aircraft only.
- NOTE: Expect runway assignment from Denver TRACON upon initial contact.
- NOTE: Corresponding RNAV STAR is the BOSSS. Expect the BOSSS when Denver is landing north.
- NOTE: Descend via mach number until transition to 280K. Maintain 280K until slowed by STAR or assigned by ATC.

NOTE: Chart not to scale.

ZPLYN THREE ARRIVAL (RNAV) Arrival Route

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY

LEFT

BLANK

APP CRS 109°	Rwy Idg 7001
	TDZE 4714
	Apt Elev 4714

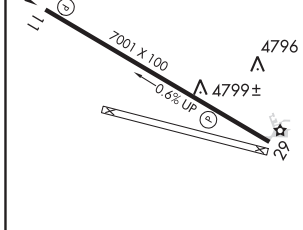
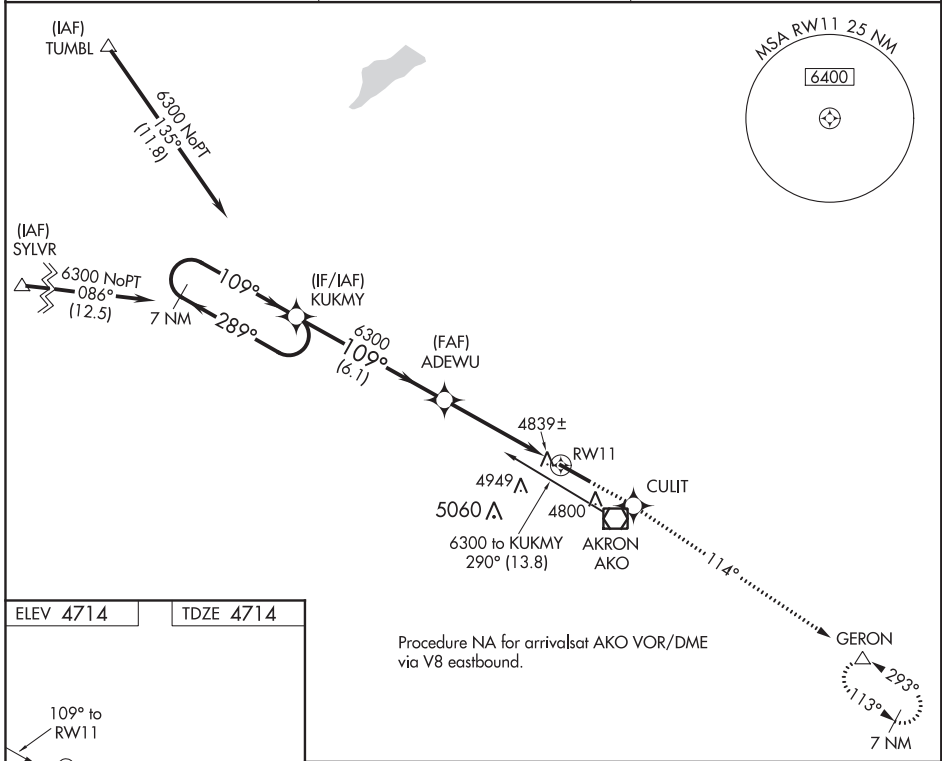
RNAV (GPS) RWY 11

COLORADO PLAINS RGNL (AKO)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Sterling altimeter setting and increase all MDA 160 feet, increase LNAV Cat C and D visibility 1/2 mile and Circling Cat C and D visibility 1/2 mile. VDP NA with Sterling altimeter setting.

⚠ MISSED APPROACH: Climb to 6400 direct CULIT and on track 114° to GERON and hold.

ASOS 135.475	DENVER CENTER 133.95 317.55	UNICOM 122.8 (CTAF) 0
------------------------	---------------------------------------	---------------------------------



ELEV 4714	TDZE 4714
MIRL Rwy 11-29 0	
REIL Rwy 11 and 29	

7 NM Holding Pattern	KUKMY	ADEWU	6400	CULIT	tr 114°	GERON
6300 ← 289°		→ 109° 6300		1.1 NM to RW11		
← 6.1 NM		← 3.7 NM		← 1.1		

CATEGORY	A	B	C	D
LNAV MDA	5100-1 386 (400-1)			5100-1½ 386 (400-1½)
CIRCLING	5180-1 466 (500-1)		5180-1½ 466 (500-1½)	5280-2 566 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AKRON, COLORADO

AL-5054 (FAA)

15232

APP CRS 289°	Rwy Idg 7001
	TDZE 4681
	Apt Elev 4714

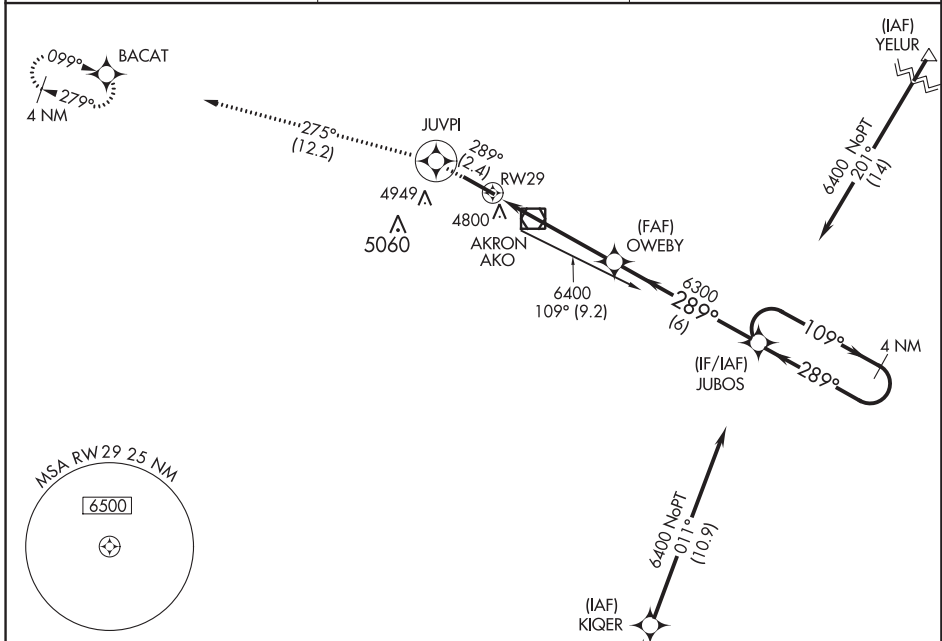
RNAV (GPS) RWY 29

COLORADO PLAINS RGNL (AKO)

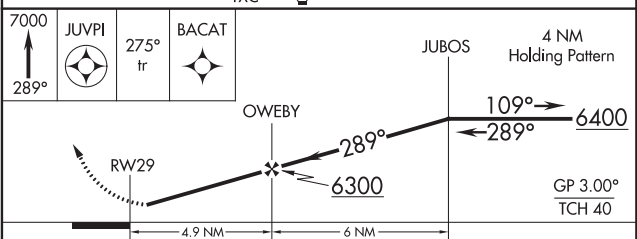
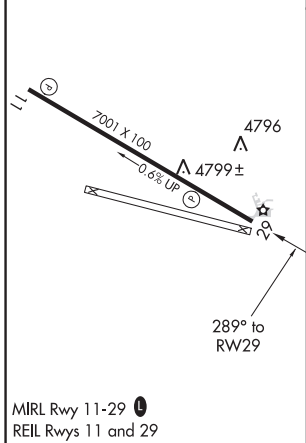
▽ GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. **MISSED APPROACH:** Climb to 7000, via 289° course to JUVPI WP then via 275° track to BACAT WP and hold.

▲ NA Baro-VNAV NA below -24°C (-11°F).

ASOS 135.475	DENVER CENTER 133.95 317.55	UNICOM 122.8 (CTAF) ①
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ELEV 4714	TDZE 4681
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CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	5100-1½ 419 (400-1½)			
LNAV MDA	5100-1 419 (400-1)		5100-1¼ 419 (400-1¼)	
CIRCLING	5180-1½ 466 (500-1½)			5280-2 566 (600-2)

AKRON, COLORADO
Orig 15MAY03

40°11'N-103°13'W

COLORADO PLAINS RGNL (AKO)

RNAV (GPS) RWY 29

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

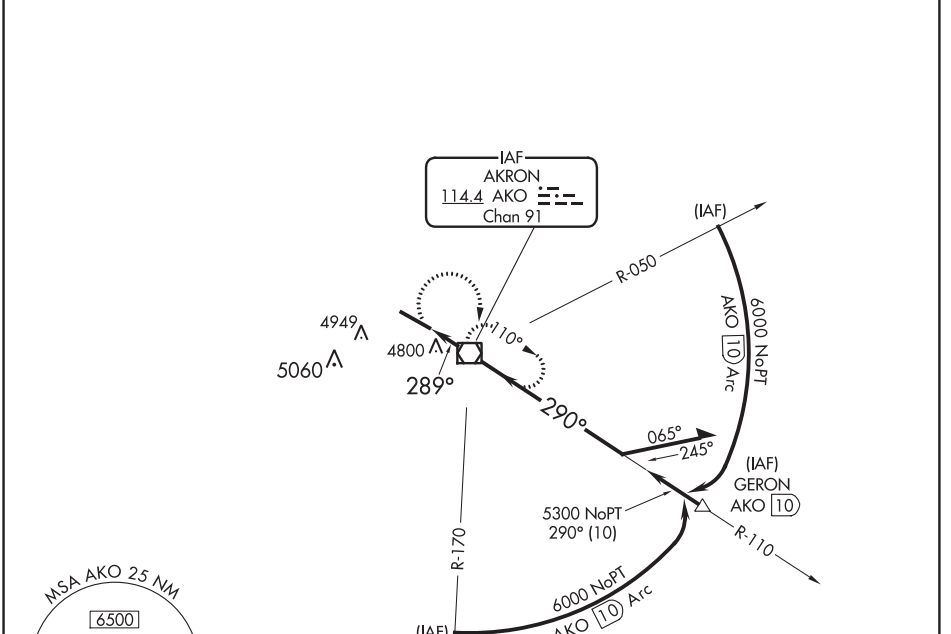
VOR/DME AKO 114.4 Chan 91	APP CRS 289°	Rwy Idg TDZE 7001 4681	Apt Elev 4714
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VOR RWY 29

COLORADO PLAINS RGNL (AKO)

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

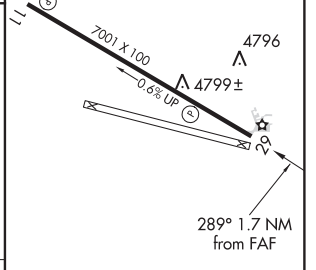
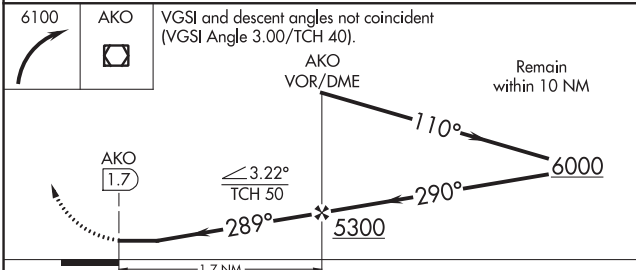
ASOS 135.475	DENVER CENTER 133.95 317.55	UNICOM 122.8 (CTAF) ①
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4714	TDZE 4681
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CATEGORY	A	B	C	D
S-29	5120-1	439 (500-1)	5120-1½ 439 (500-1½)	5120-1½ 439 (500-1½)
CIRCLING	5160-1 446 (500-1)	5180-1 466 (500-1)	5300-1½ 586 (600-1½)	5300-2 586 (600-2)

MIRL Rwy 11-29 ①					
REIL Rwy 11 and 29					
FAF to MAP 1.7 NM					
Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34

ALAMOGORDO, NEW MEXICO

AL-5130 (FAA)

15176

APP CRS 035°	Rwy Idg 7005
	TDZE 4167
	Apt Elev 4200

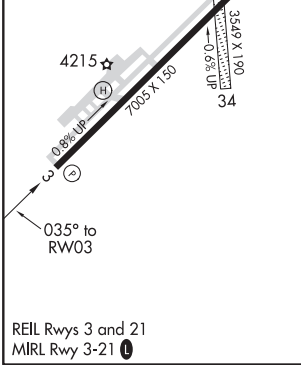
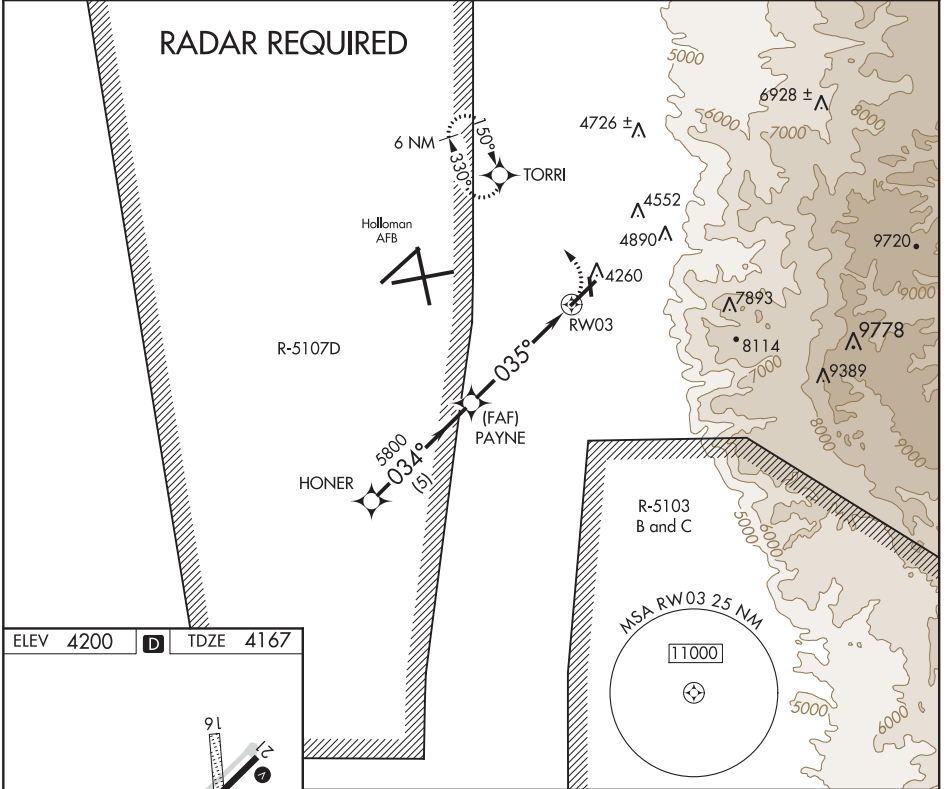
RNAV (GPS) RWY 3

ALAMOGORDO-WHITE SANDS RGNL (A.I.M)

⚠ All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
⚠ NA Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA.
 Not authorized when Holloman Approach closed.

MISSED APPROACH: Climbing left turn to 6000 direct TORRI WP and hold.

AWOS-3 127.825	HOLLOMAN APP CON * 120.6 269.225	ALBUQUERQUE CENTER 132.65 257.6 (When tower closed)	UNICOM 122.8 (CTAF) 0
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HONER 6000 Procedure Turn NA 034° 5800 3.00° TCH 60 035° 0.8 NM to RWY 3 RWY 3	PAYNE 035° 5 NM 4.2 NM 0.8		6000 TORRI
	CATEGORY A B C D	LNAV MDA 4460-1 293 (300-1)	
CIRCLING 4660-1 460 (500-1)	4720-1 520 (600-1)	4720-1½ 520 (600-1½)	4940-2¼ 740 (800-2¼)

ALAMOGORDO, NEW MEXICO
 Orig-B 25JUN15

ALAMOGORDO-WHITE SANDS RGNL (A.I.M)
 32°50'N-105°59'W
RNAV (GPS) RWY 3

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME BWS 109.6 Chan 33	APP CRS 035°	Rwy Idg TDZE 7005 4167 Apt Elev 4200
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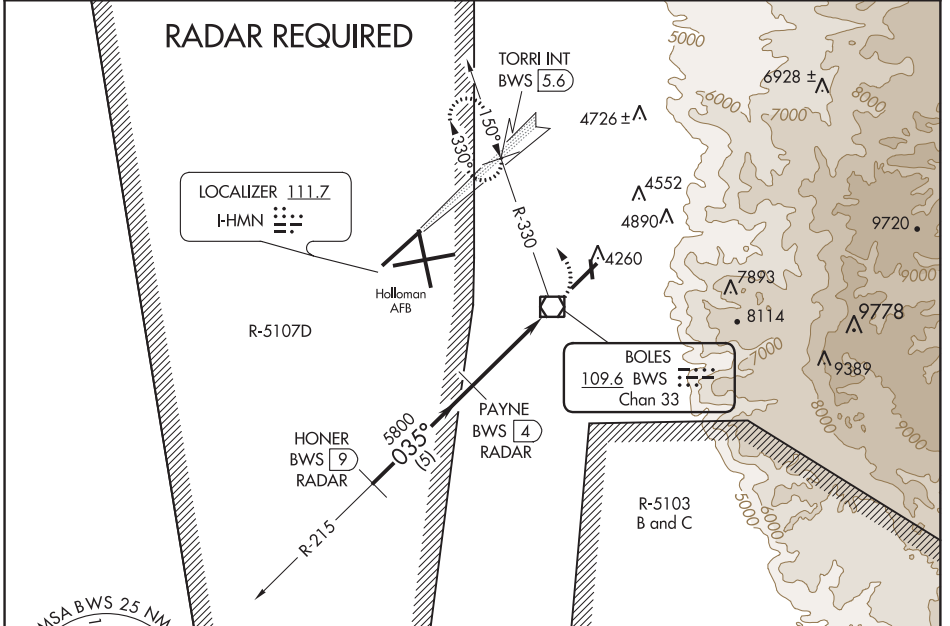
VOR RWY 3

ALAMOGORDO-WHITE SANDS RGNL (A.I.M)

▼ All civil aircraft require ATC clearance prior to entering Restricted Area 5107D.
▲ NA Circling NA southeast of Rwy 3-21.
 RADAR or DME required.
 Not authorized when Holloman Approach Control closed.

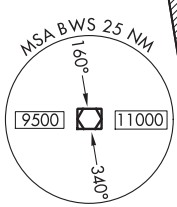
MISSED APPROACH: Climbing left turn to 6000 via BWS R-330 to TORRI Int/BWS 5.6 DME and hold.

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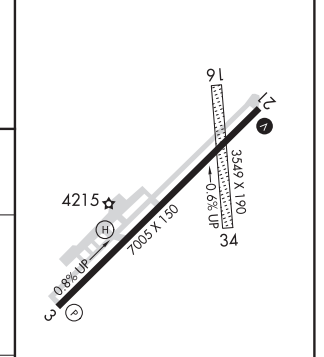
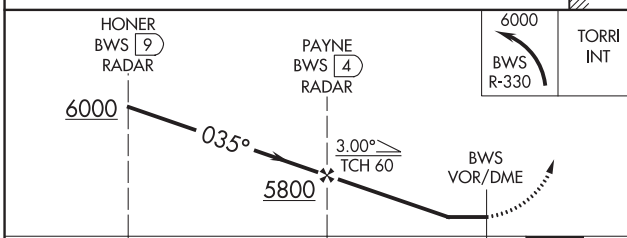


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 4200	D	TDZE 4167
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CATEGORY	A	B	C	D
S-3		4460-1¼	293 (300-1¼)	
CIRCLING	4660-1¼ 460 (500-1¼)	4720-1¼ 520 (600-1¼)	4720-1½ 520 (600-1½)	4940-2¼ 740 (800-2¼)

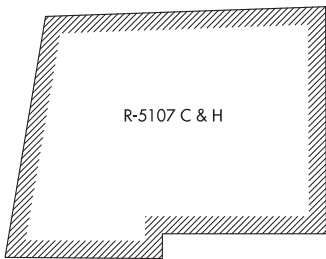
REIL Rwy 3 and 21
 MIRL Rwy 3-21

(CRONA1.CNX) 15288

CORONA ONE DEPARTURE (OBSTACLE)

ALAMOGORDO-WHITE SANDS RGNL (A.I.M)
SL-5130 (FAA) ALAMOGORDO, NEW MEXICO

ALBUQUERQUE CENTER
132.65 257.6
HOLLOMAN DEP CON*
128.1 284.0
UNICOM
122.8
AWOS-3
127.825



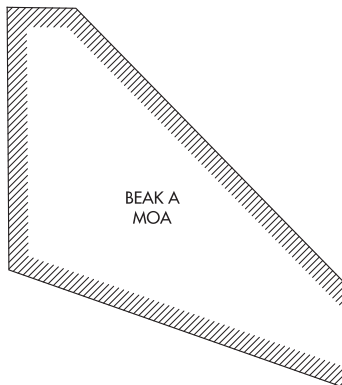
R-5107 C & H

CORAS
N33°40.34'
W105°58.66'
14000

R-187

007°
(44)

CORONA
115.5 CNX
Chan 102
N34°22.02'
W105°40.68'
L-6, H-4-6



BEAK A
MOA

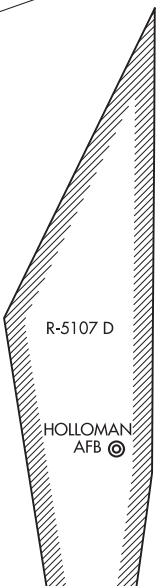
51

R-057

TRUTH OR CONSEQUENCES
112.7 TCS
Chan 74

TAKEOFF MINIMUMS
Rwy 3: Standard
Rwys 16, 34: NA-Rwy data.
Rwy 21: NA-Airspace.

DEPARTURE OBSTACLES
Rwy 3: 4890 tower



R-5107 D

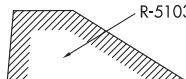
HOLLOMAN
AFB

R-351

351°

310°

BOLES
109.6 BWS
Chan 33



R-5103 B & C

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climbing left turn to 14,000 via 310° heading to intercept BWS VOR/DME R-351 to CORAS INT/BWS 51 DME. Cross CORAS at 14000. Then turn right via CNX VORTAC R-187 to CNX VORTAC.

TAKEOFF RUNWAYS 16, 21, and 34: Not Authorized.

(CRONA1.CNX) 15288
CORONA ONE DEPARTURE (OBSTACLE)

ALAMOGORDO, NEW MEXICO
ALAMOGORDO-WHITE SANDS RGNL (A.I.M)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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


ILS or LOC RWY 2

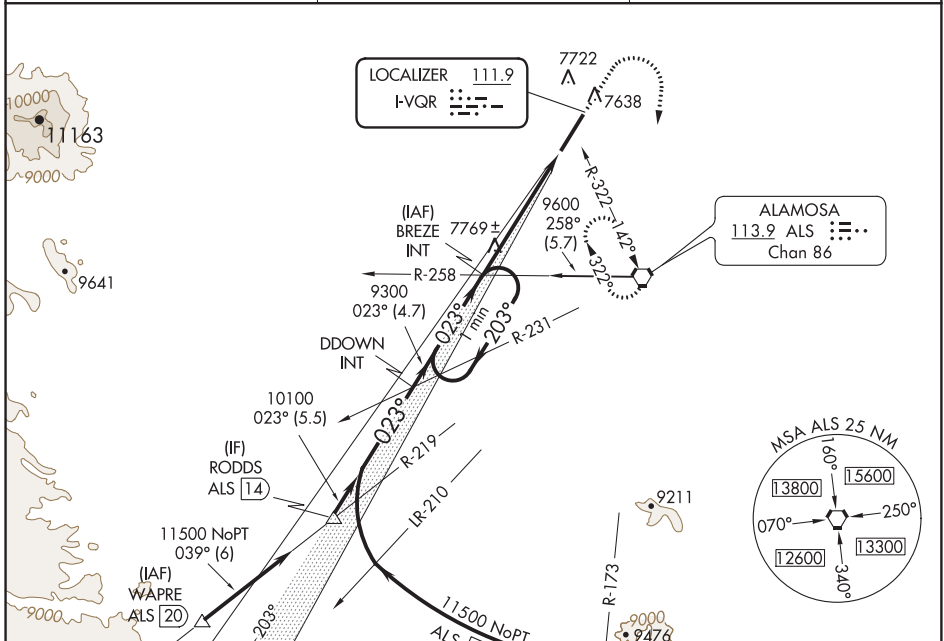
SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

When local altimeter setting not received, procedure NA.

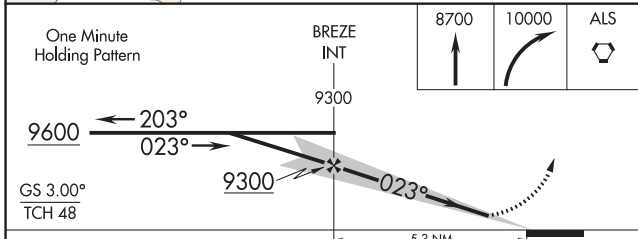
MALSR 

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

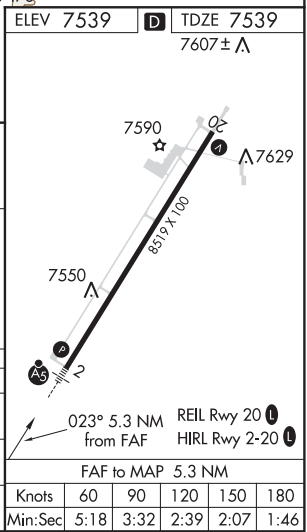
ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 
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ELEV 7539	 TDZE 7539
	7607 ± 



CATEGORY	A	B	C	D
S-ILS 2	7739-½ 200 (200-½)			
S-LOC 2	8020-½ 481 (500-½)	8020-¾ 481 (500-¾)	8020-1 481 (500-1)	
CIRCLING	8040-1 501 (600-1)	8040-1½ 501 (600-1½)	8100-2 561 (600-2)	



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ALAMOSA, COLORADO

AL-18 (FAA)

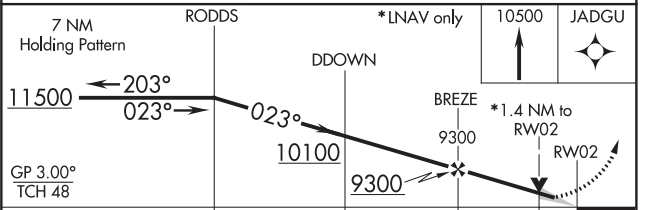
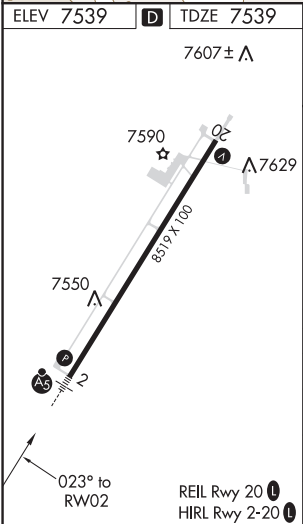
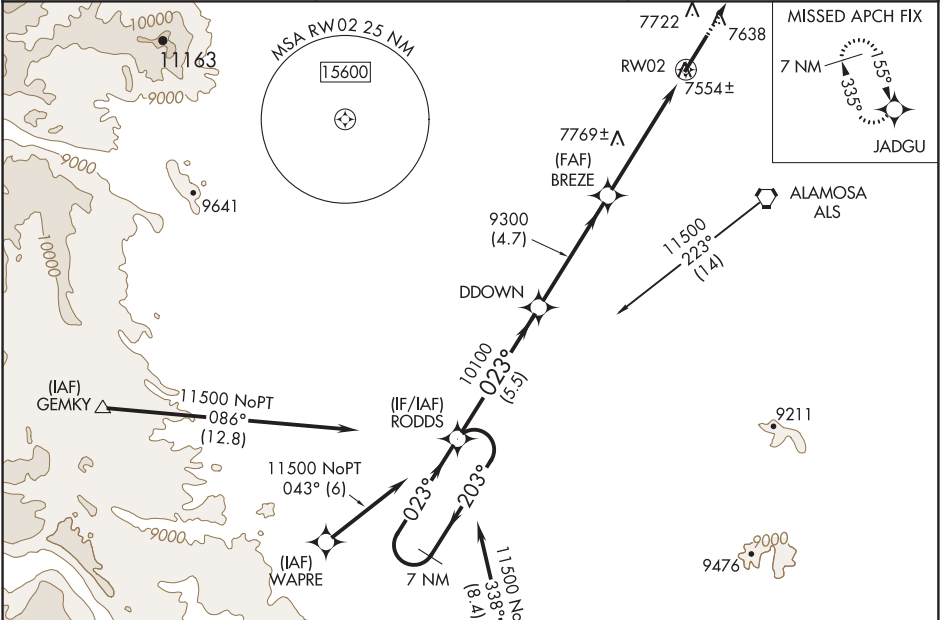
15232

WAAS CH 90410 W02A	APP CRS 023°	Rwy Idg 8519 TDZE 7539 Apt Elev 7539
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RNAV (GPS) RWY 2
SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

<p>▼ For inoperative MALSRR, increase LNAV/VNAV Cat D visibility to 1 mile. When local altimeter setting not received, procedure NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F). DME/DME RNP -0.3 NA.</p>	<p>MALSRR </p>	<p>MISSED APPROACH: Climb to 10500 direct JADGU and hold.</p>
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<p>ASOS 135.175</p>	<p>DENVER CENTER 128.375 379.95</p>	<p>UNICOM 122.8 (CTAF) 0</p>
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CATEGORY	A	B	C	D
LPV DA	7739-½ 200 (300-½)			
LNAV/ DA VNAV	7804-½ 265 (300-½)			7804-¾ 265 (300-¾)
LNAV MDA	8020-½ 481 (500-½)		8020-¾ 481 (500-¾)	8020-1 481 (500-1)
CIRCLING	8040-1 501 (600-1)		8040-½ 501 (600-½)	8100-2 561 (600-2)

ALAMOSA, COLORADO
Orig 12MAR09

SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)
37°26'N-105°52'W
RNAV (GPS) RWY 2

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93500 W20A	APP CRS 203°	Rwy Idg 8519 TDZE 7539 Apt Elev 7539
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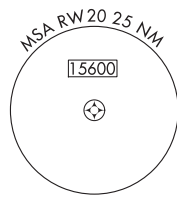
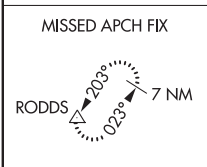
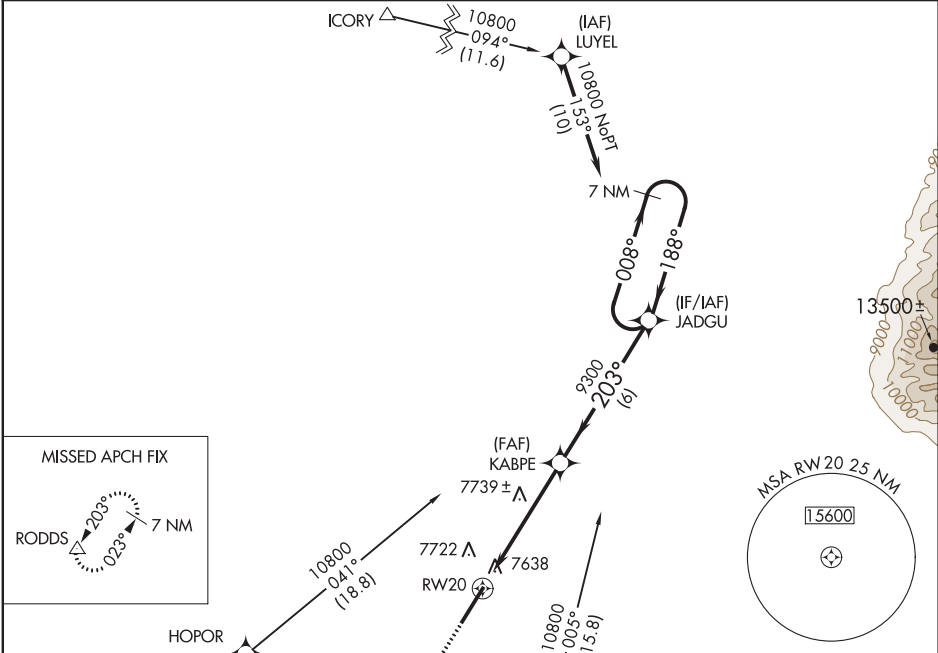
RNAV (GPS) RWY 20

SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

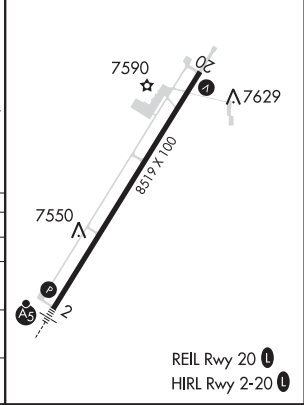
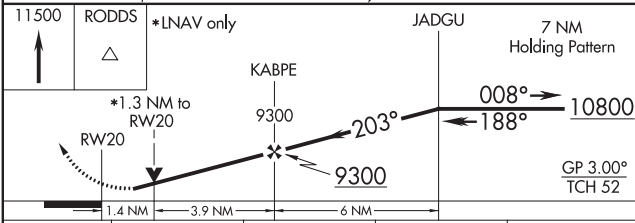
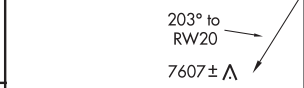
⚠ When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -30°C (-22°F) or above 34°C (93°F).
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF)
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ELEV 7539	D TDZE 7539
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CATEGORY	A	B	C	D
LPV DA	7867-1		328 (400-1)	
LNAV/VNAV DA	8002-1½		463 (500-1½)	
LNAV MDA	8000-1	461 (500-1)	8000-1¼ 461 (500-1¼)	8000-1½ 461 (500-1½)
CIRCLING	8040-1	501 (600-1)	8040-1½ 501 (600-1½)	8100-2 561 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ALAMOSA, COLORADO

AL-18 (FAA)

14093

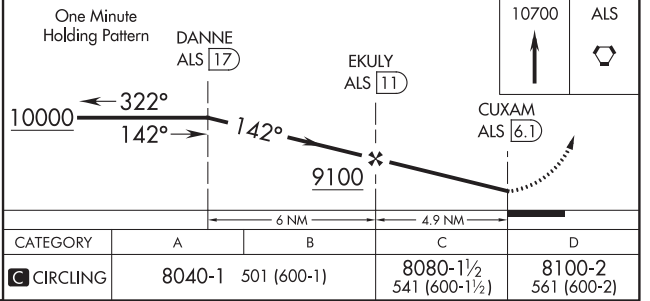
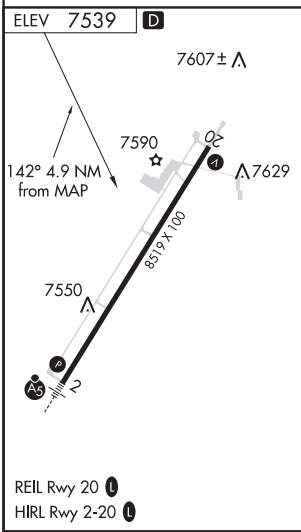
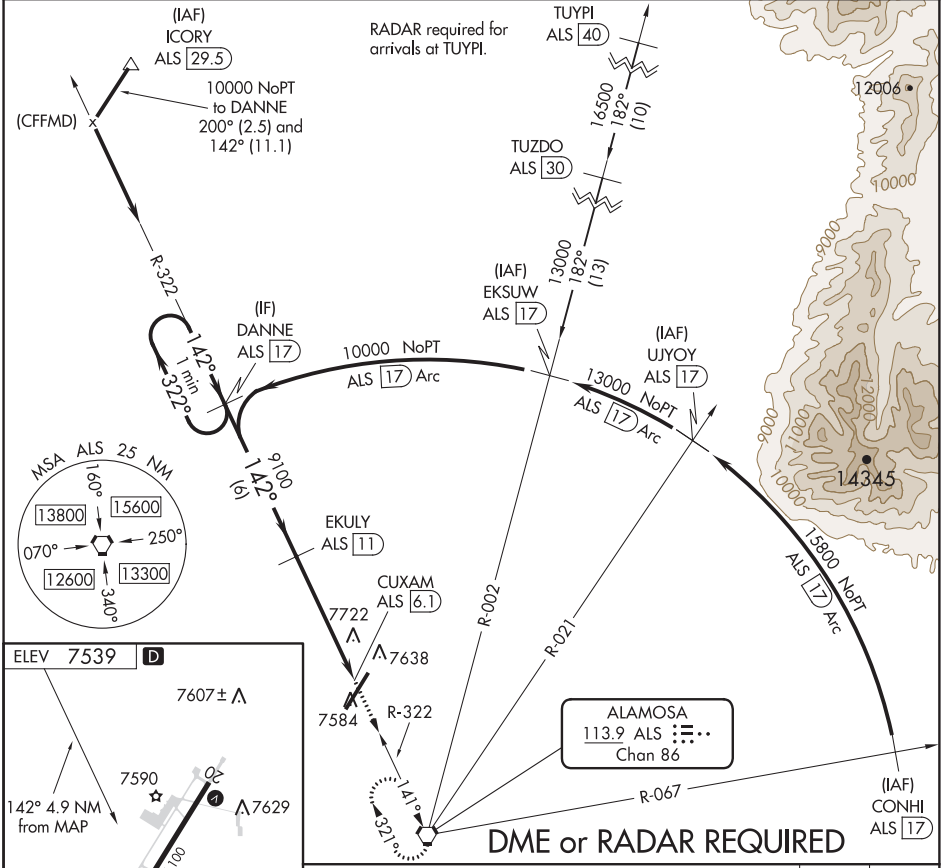
VORTAC ALS 113.9 Chan 86	APP CRS 142°	Rwy Idg TDZE Apt Elev 7539	N/A N/A 7539
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VOR/DME-B

SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

NA When local altimeter setting not received, procedure NA. **MISSED APPROACH:** Climb to 10700 direct ALS VORTAC and hold, continue climb-in-hold to 10700.

ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ALAMOSA, COLORADO
Amdt 5 03APR14

SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)
37°26'N-105°52'W
VOR/DME-B

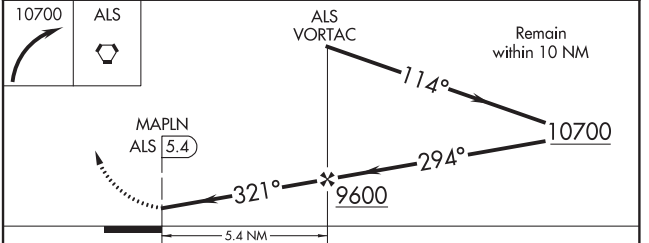
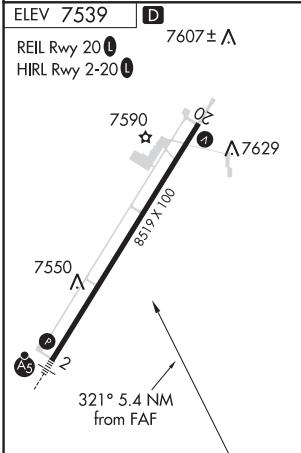
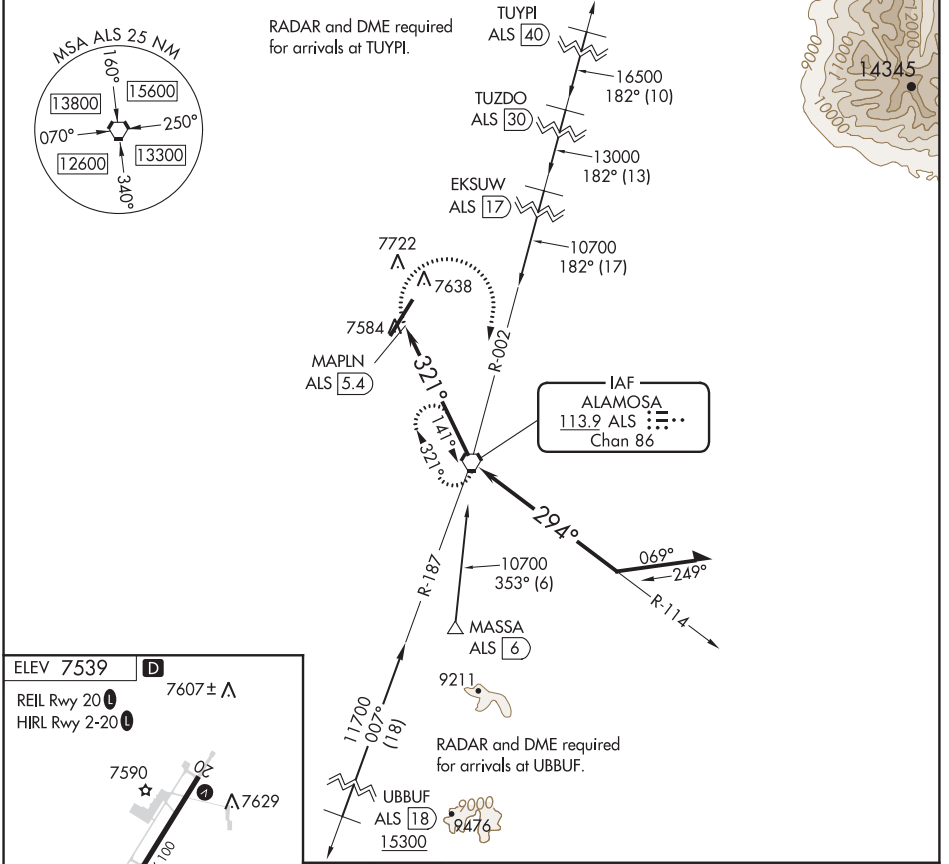
VORTAC ALS 113.9 Chan 86	APP CRS 321°	Rwy Idg TDZE Apt Elev N/A N/A 7539
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VOR-A

SAN LUIS VALLEY RGNL/BERGMAN FIELD (ALS)

NA When local altimeter setting not received, procedure NA. MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold, continue climb-in-hold to 10700.

ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF)
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FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48
CIRCLING	8040-1 501 (600-1)		8080-1½ 541 (600-1½)		8100-2 561 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

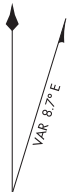
SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

SAN LUIS VALLEY RGNL/BERGMAN FIELD (A.L.S)
AL-18 (FAA) ALAMOSA, COLORADO

ASOS
135.175
CTAF/UNICOM
122.8

FIELD
ELEV
7539



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

TERMINAL
FIRE STATION
FBO

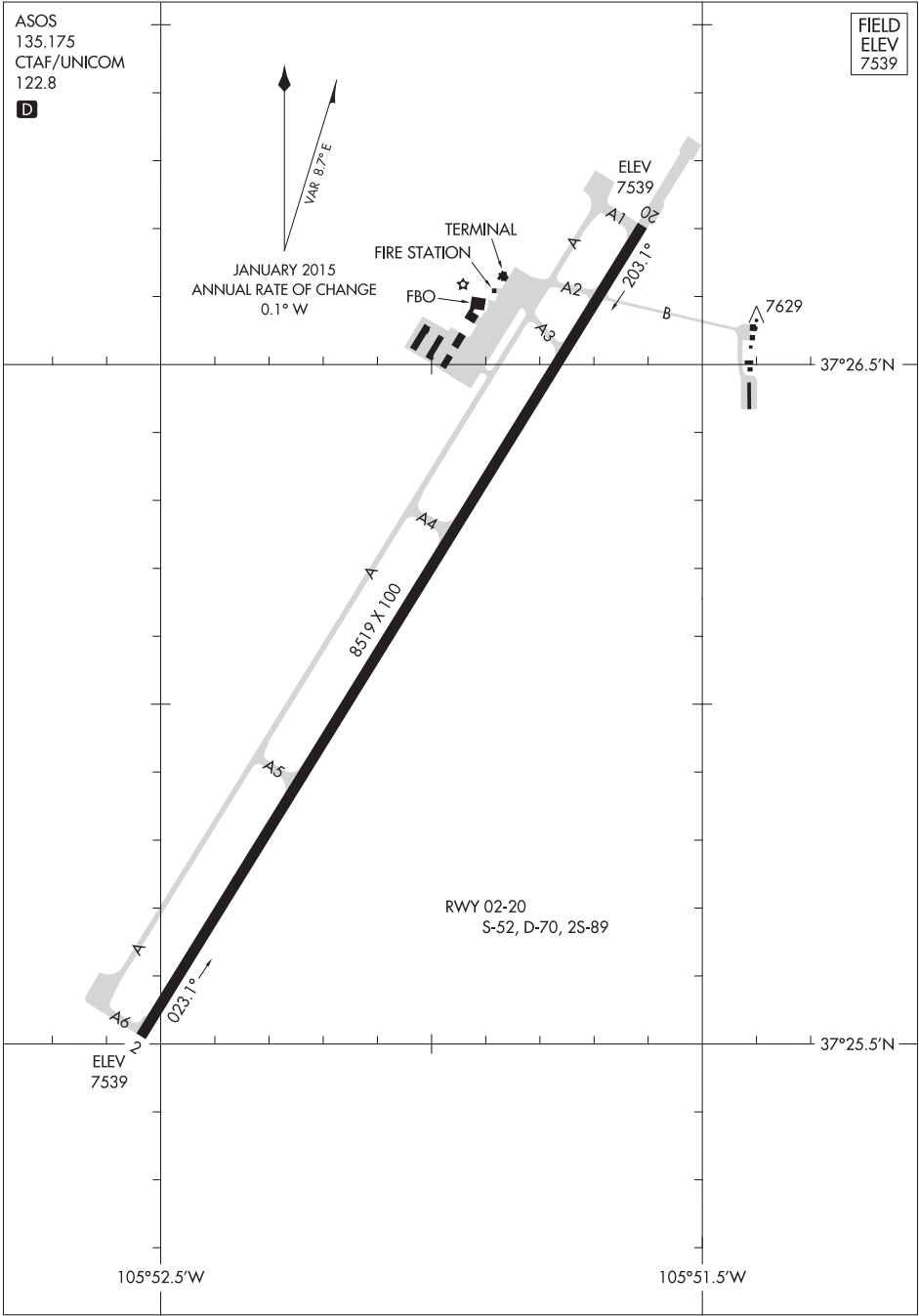
ELEV
7539

7629

37°26.5'N

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



RWY 02-20
S-52, D-70, 2S-89

ELEV
7539

37°25.5'N

105°52.5'W

105°51.5'W

AIRPORT DIAGRAM

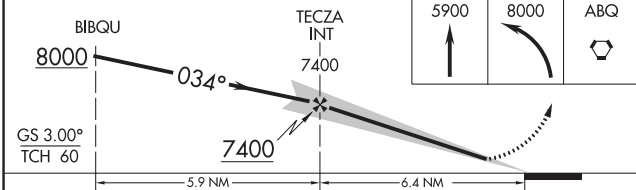
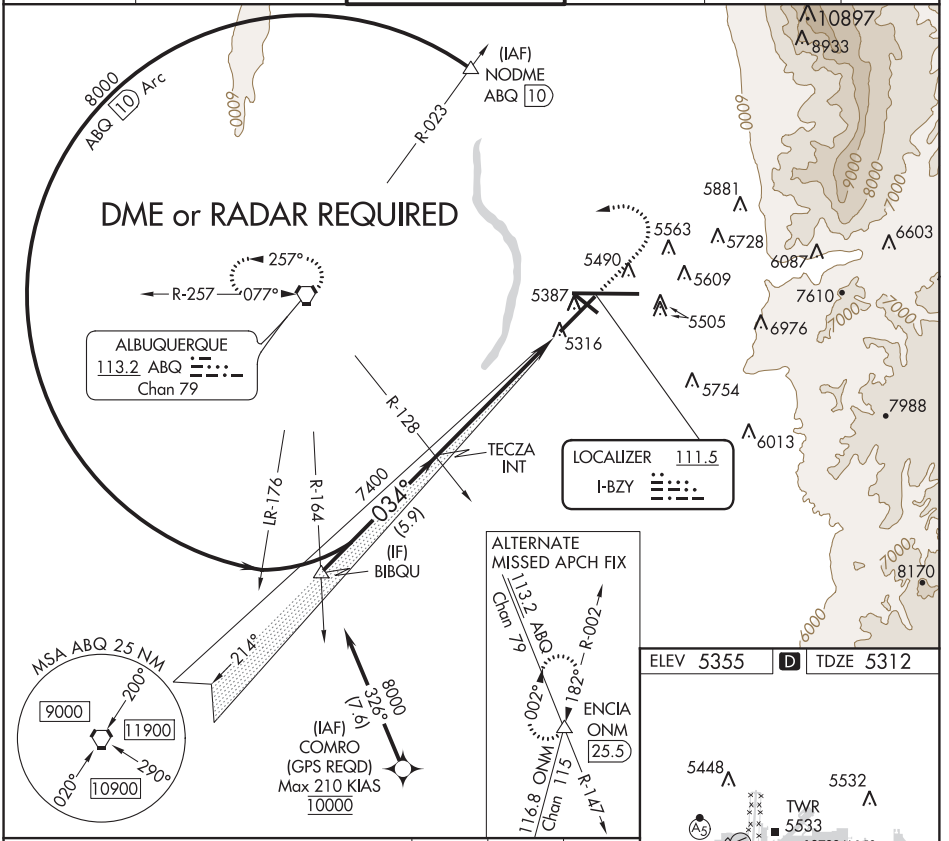
LOC I-BZY 111.5	APP CRS 034°	Rwy Idg 10000
		TDZE 5312
		Apt Elev 5355

ILS or LOC RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

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

ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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CATEGORY	A	B	C	D
S-ILS 3		5512/18	200 (200-½)	
S-LOC 3		5600/24	288 (300-½)	
C CIRCLING	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-½)	6460-3 1105 (1200-3)

ELEV 5355	D TDZE 5312
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MIRL Rwy's 12-30
TDZ/CL Rwy's 3 and 8
HIRL Rwy's 3-21 and 8-26
REIL Rwy's 3, 21, 26, and 30

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, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 214°	Rwy Idg 10000
	TDZE 5316
	Apt Elev 5355

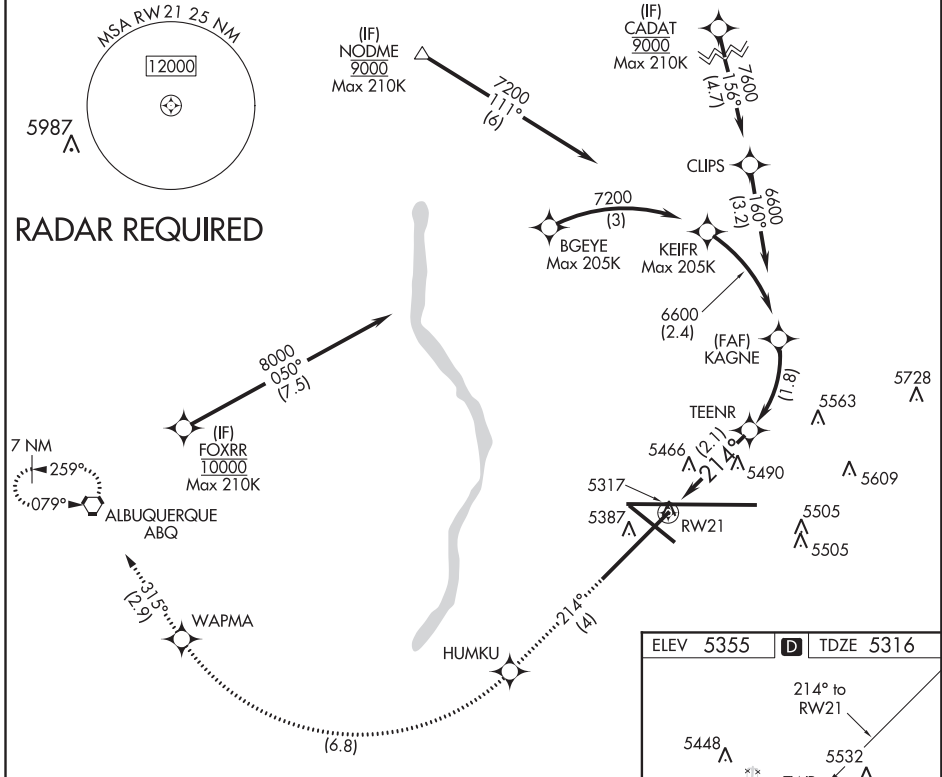
RNAV (RNP) Y RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)

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

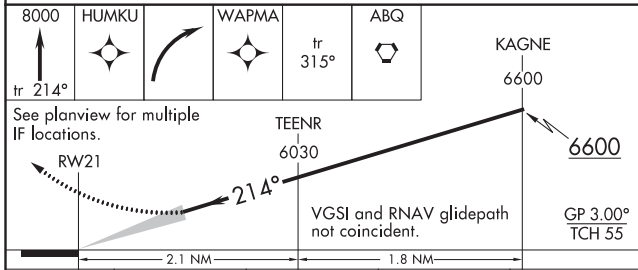
MISSED APPROACH: Climb to 8000 on track 214° to HUMKU, right turn to WAPMA, then on track 315° to ABQ VORTAC and hold.

ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 5355	<input checked="" type="checkbox"/> TDZE 5316
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MIRL Rwy 12-30
TDZ/CL Rwy 3 and 8
HIRL Rwy 3-21 and 8-26
REIL Rwy 3, 21, 26, and 30

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

AUTHORIZATION REQUIRED

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

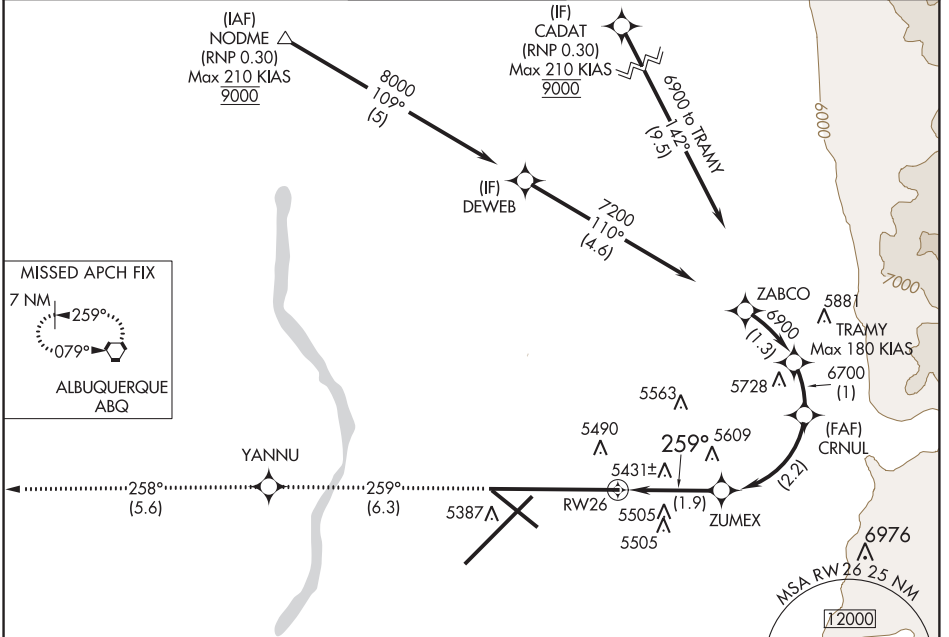
RNAV (RNP) Y RWY 26

ALBUQUERQUE INTL SUNPORT (ABQ)

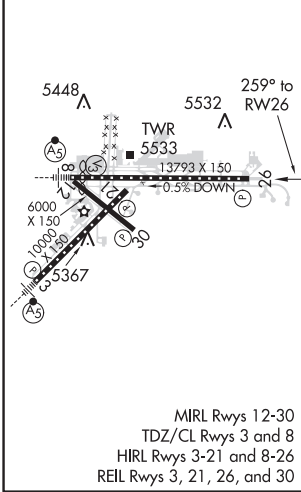
ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). RF required. GPS required.

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

ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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ELEV 5355	D	TDZE 5355
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RADAR REQUIRED

8000 YANNU ABQ VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83).

8000	YANNU	tr 258°	ABQ
tr 259°			

See planview for multiple IF locations.

ZUMEX 5997; CRNUL 6700; RWY 26; 259°; 6700; GP 3.00°; TCH 50

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

AUTHORIZATION REQUIRED


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

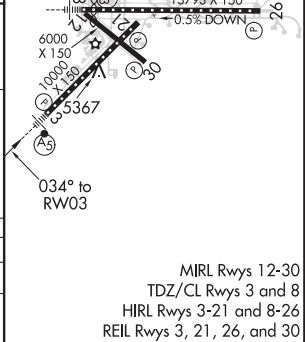
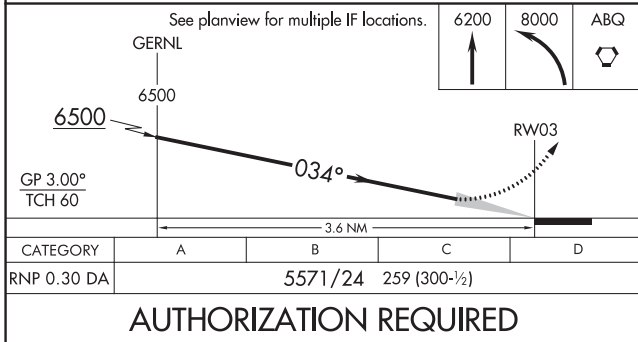
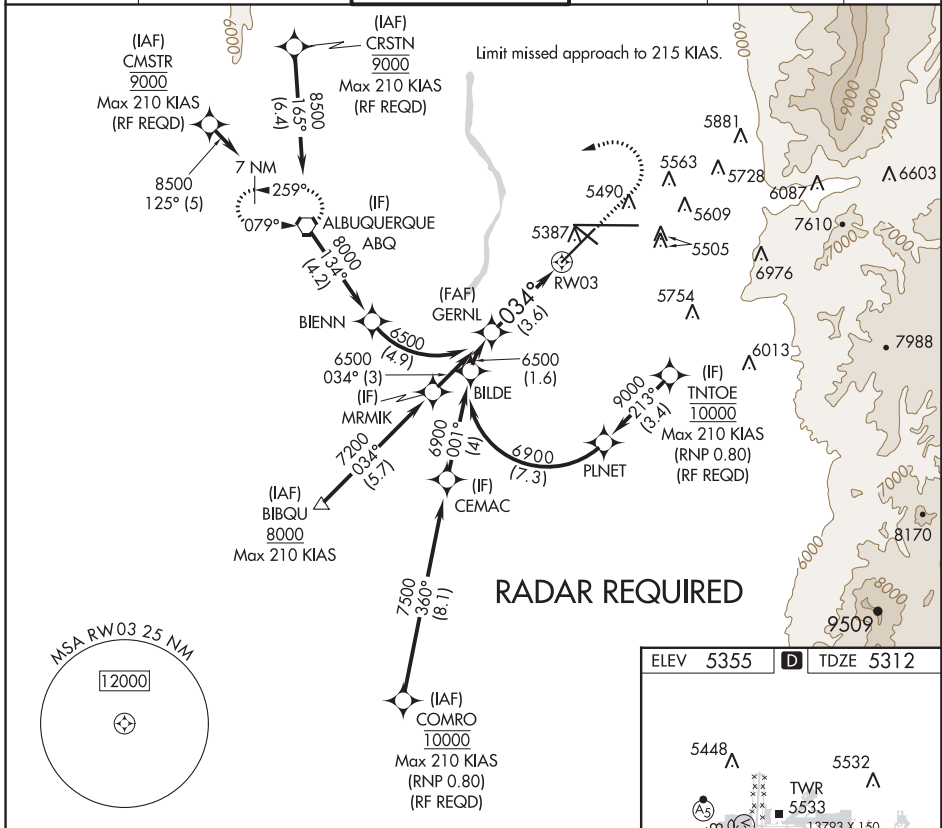
APP CRS 034°	Rwy Idg 10000
	TDZE 5312
	Apt Elev 5355

RNAV (RNP) Z RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

<p>ASR</p> <p>For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 45°C (114°F). For inop MALSRL, increase RNP 0.30 all Cats visibility to RVR 4000. GPS required.</p>	<p>MALSRL</p>  <p>MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct ABQ VORTAC and hold.</p>
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ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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

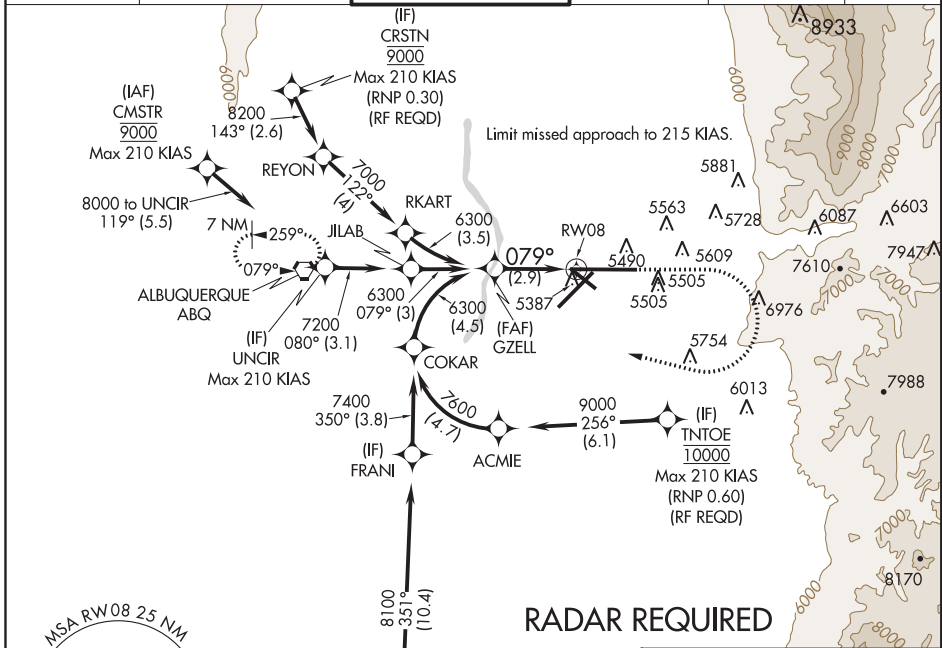
RNAV (RNP) Z RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

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

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

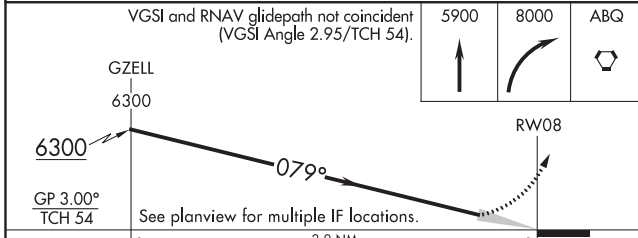
ATIS	ALBUQUERQUE APP CON	ALBUQUERQUE TOWER	GND CON	CLNC DEL	CPDLC
118.0 257.7	123.9 354.1	120.3 351.9	121.9 348.6	119.2 259.3	



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5355	D TDZE 5320
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MIRL Rwy 12-30
TDZ/CL Rwy 3 and 8
HIRL Rwy 3-21 and 8-26
REIL Rwy 3, 21, 26, and 30

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

APP CRS 214°	Rwy Idg TDZE Apt Elev	10000 5316 5355
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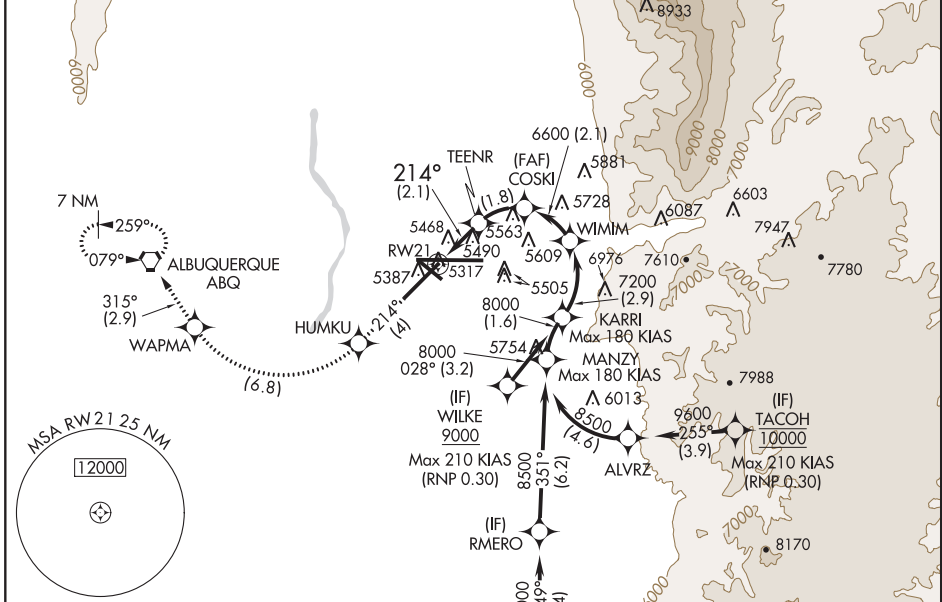
RNAV (RNP) Z RWY 21

ALBUQUERQUE INTL SUNPORT (ABQ)

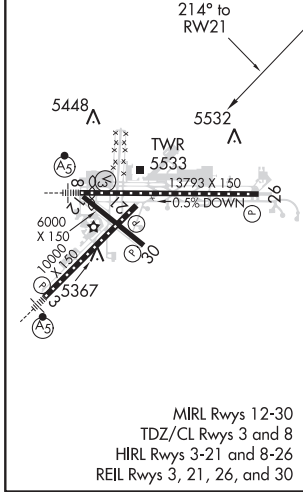
ASR	For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 47°C (116°F). RF required. GPS required.	MISSED APPROACH: Climb to 8000 on track 214° to HUMKU, right turn to WAPMA, then on track 315° to ABQ VORTAC and hold.
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ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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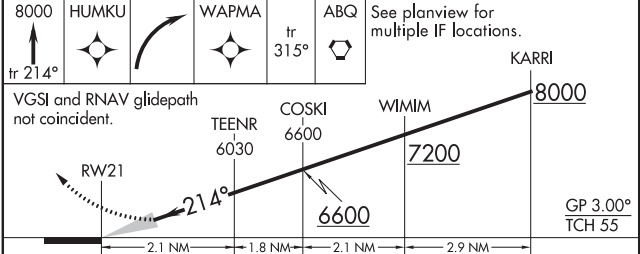
RADAR REQUIRED



ELEV 5355	D	TDZE 5316
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8000 HUMKU	WAPMA	ABQ	See planview for multiple IF locations.
tr 214°	tr 315°		



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

AUTHORIZATION REQUIRED

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SW-1, 10 NOV 2016 to 05 JAN 2017

ALBUQUERQUE, NEW MEXICO

AL-12 (FAA)

16259

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

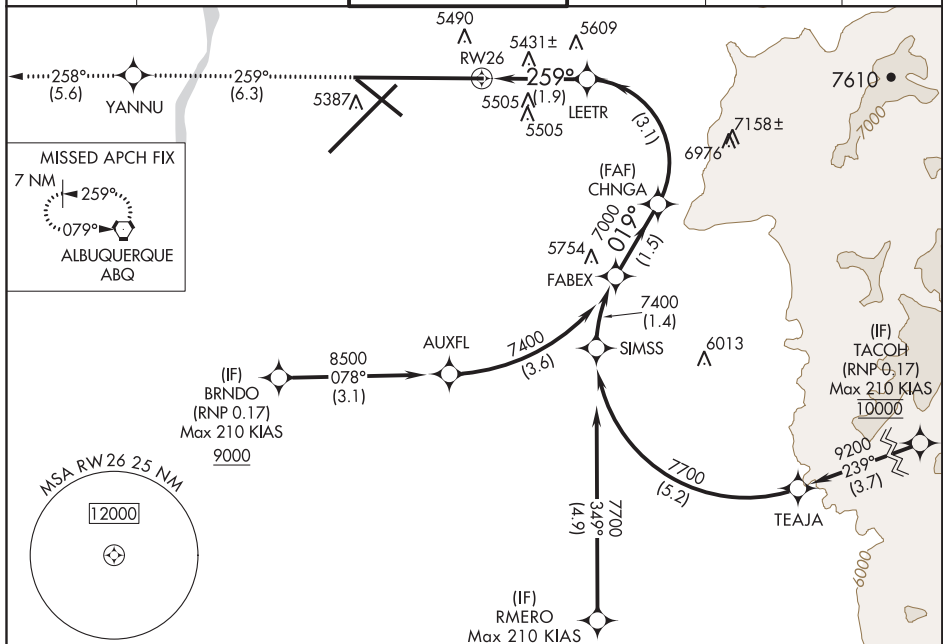
RNAV (RNP) Z RWY 26

ALBUQUERQUE INTL SUNPORT (ABQ)

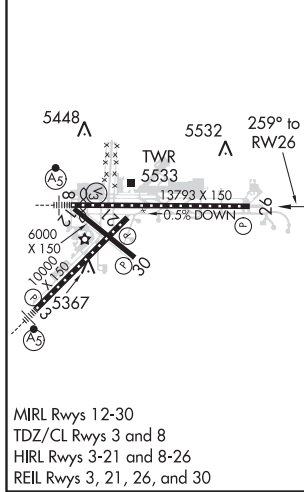
ASR For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 48°C (119°F). RF Required. GPS Required.

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

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
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8000 YANNU tr 259° ABQ tr 258° VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 83). FABEX CHNGA 7000 019° 7400 7000 LEETR 6007 RWY 26 259° GP 3.00° TCH 50

See planview for multiple IF locations.	1.9 NM	3.1 NM	1.5 NM	
CATEGORY	A	B	C	D
RNP 0.17 DA	5736-1¼ 381 (400-1¼)			

AUTHORIZATION REQUIRED

ALBUQUERQUE, NEW MEXICO
Amdt 1B 05FEB15

35°02'N-106°36'W

ALBUQUERQUE INTL SUNPORT (ABQ)
RNAV (RNP) Z RWY 26

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

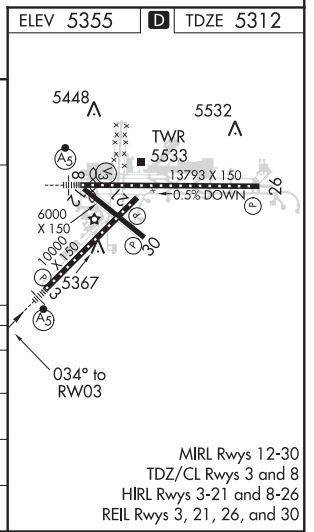
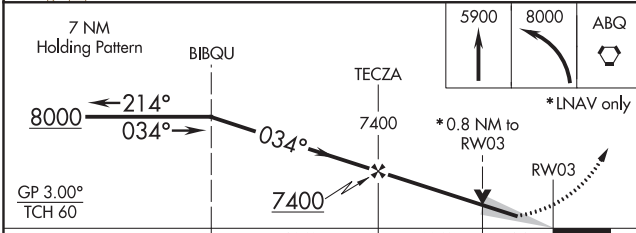
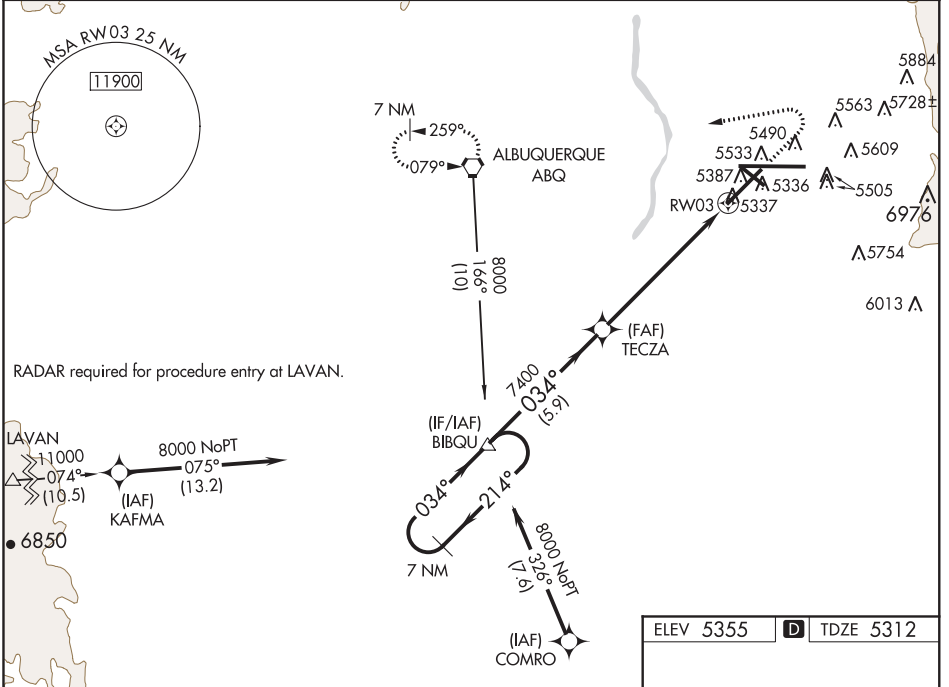
WAAS CH 78137 W03A	APP CRS 034°	Rwy Idg TDZE Apt Elev	10000 5312 5355
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RNAV (GPS) Y RWY 3

ALBUQUERQUE INTL SUNPORT (ABQ)

 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.
		 ASR

ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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CATEGORY	A	B	C	D
LPV DA		5512/24	200 (200-½)	
LNAV/VNAV DA		5562/24	250 (300-½)	
LNAV MDA		5620/24	308 (300-½)	
C CIRCLING	5840-1 485 (500-1)	5920-1 565 (600-1)	5940-1½ 585 (600-½)	6460-3 1105 (1200-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ALBUQUERQUE, NEW MEXICO

AL-12 (FAA)

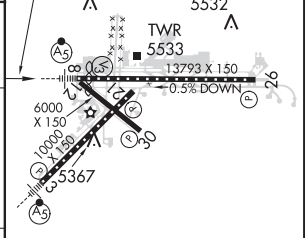
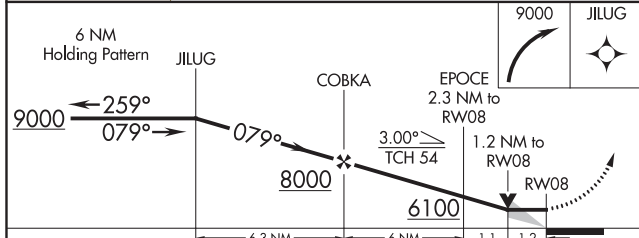
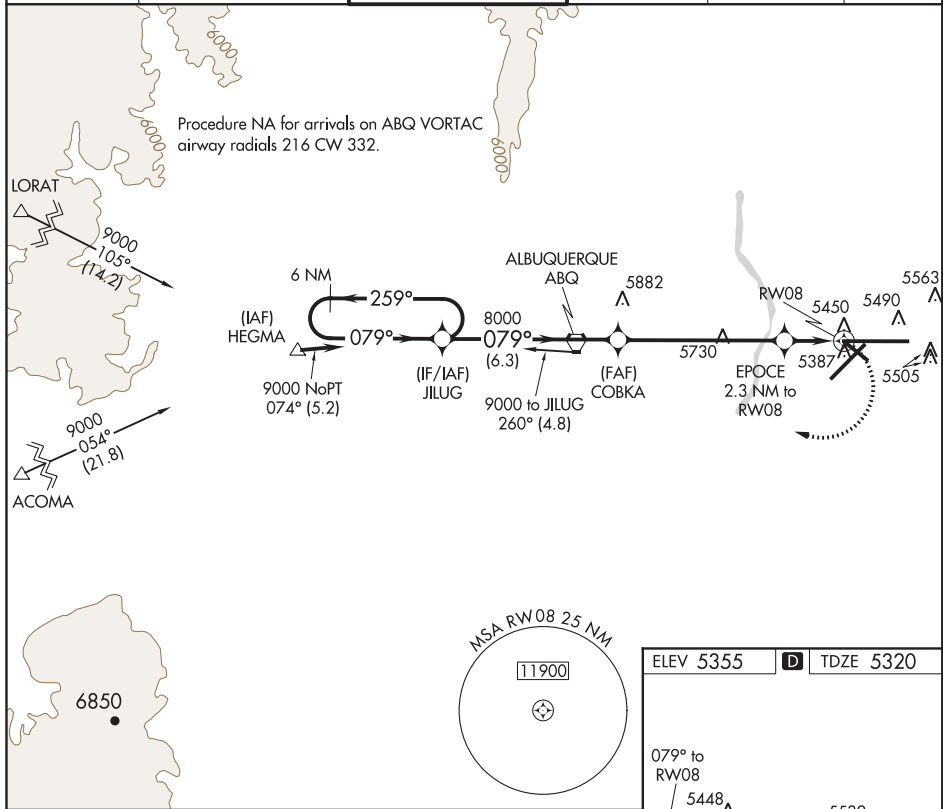
16259

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

RNAV (GPS) Y RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

ASR	DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climbing right turn to 9000 direct JILUG and hold.		
ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC



CATEGORY	A	B	C	D
LNVA MDA	5740/24	420 (400-½)	5740/40	420 (400-¾)
CIRCLING	5840-1	485 (500-1)	5900-1½ 545 (600-1½)	5940-2 585 (600-2)

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

ALBUQUERQUE, NEW MEXICO
Orig-B 05FB15

35°02'N-106°36'W

ALBUQUERQUE INTL SUNPORT (ABQ)
RNAV (GPS) Y RWY 8

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

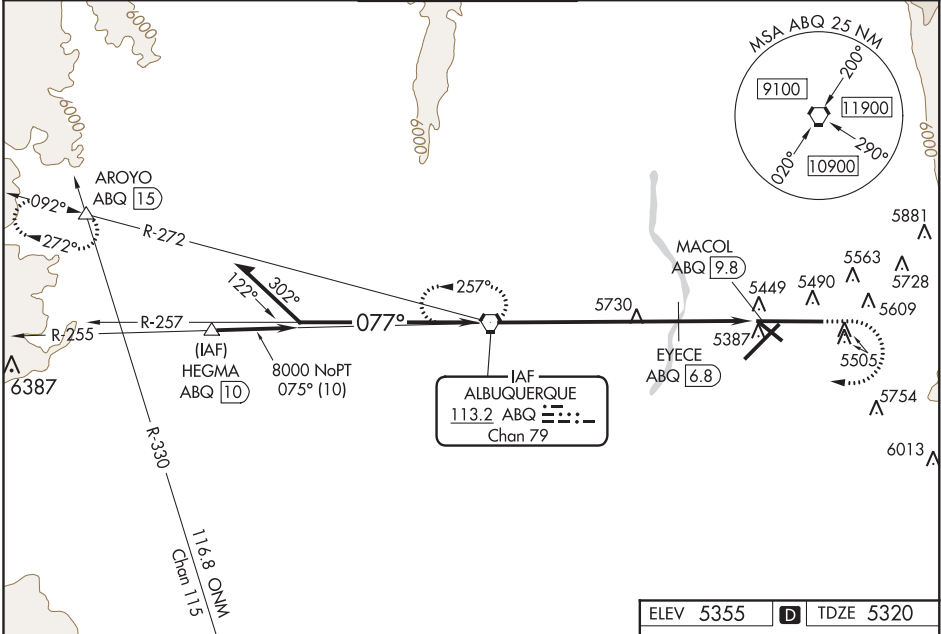
VORTAC ABQ 113.2 Chan 79	APP CRS 077°	Rwy Idg TDZE 5320 Apt Elev 5355
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VOR or TACAN RWY 8

ALBUQUERQUE INTL SUNPORT (ABQ)

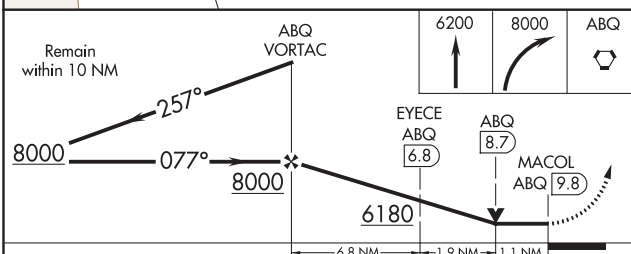
<p>⚠ For inoperative MALS, increase S-8 Cat A visibility to RVR 5000, and Cat E visibility to 3 miles. Circling NA for Cat E east of Rwy 17/35. ASR EYECE FIX MINIMUMS: For inoperative MALS, increase S-8 Cat D visibility to RVR 6000, and Cat E visibility to 3 miles.</p>	<p>MALS R</p>	<p>MISSED APPROACH: Climb to 6200 then climbing right turn to 8000 direct ALBUQUERQUE VORTAC and hold (TACAN aircraft continue via ABQ R-272 to AROYO INT/ABQ 15 DME and hold W, RT, 092 inbound).</p>
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ATIS 118.0 257.7	ALBUQUERQUE APP CON 123.9 354.1	ALBUQUERQUE TOWER 120.3 351.9	GND CON 121.9 348.6	CLNC DEL 119.2 259.3	CPDLC
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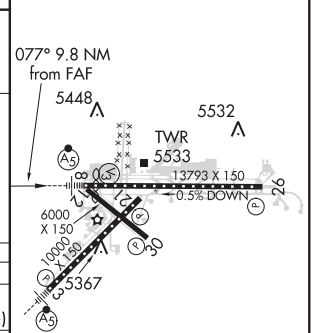


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 5355	D	TDZE 5320
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CATEGORY	A	B	C	D	E
S-8	6180/40	860 (900-3/4)	6180-2 860 (900-2)	6180-2 1/4 860 (900-2 1/4)	6180-2 1/2 860 (900-2 1/2)
CIRCLING	6180-1 825 (900-1)	6180-1 1/4 825 (900-1 1/4)	6180-2 1/2 825 (900-2 1/2)	6180-2 3/4 825 (900-2 3/4)	6180-3 825 (900-3)
EYECE FIX MINIMUMS					
S-8	5700/24 380 (400-1/2)		5700/50 380 (400-1)	6180-2 1/2 860 (900-2 1/2)	
CIRCLING	5840-1	485 (500-1)	5900-1 1/2 545 (600-1 1/2)	5920-2 565 (600-2)	6180-3 825 (900-3)

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

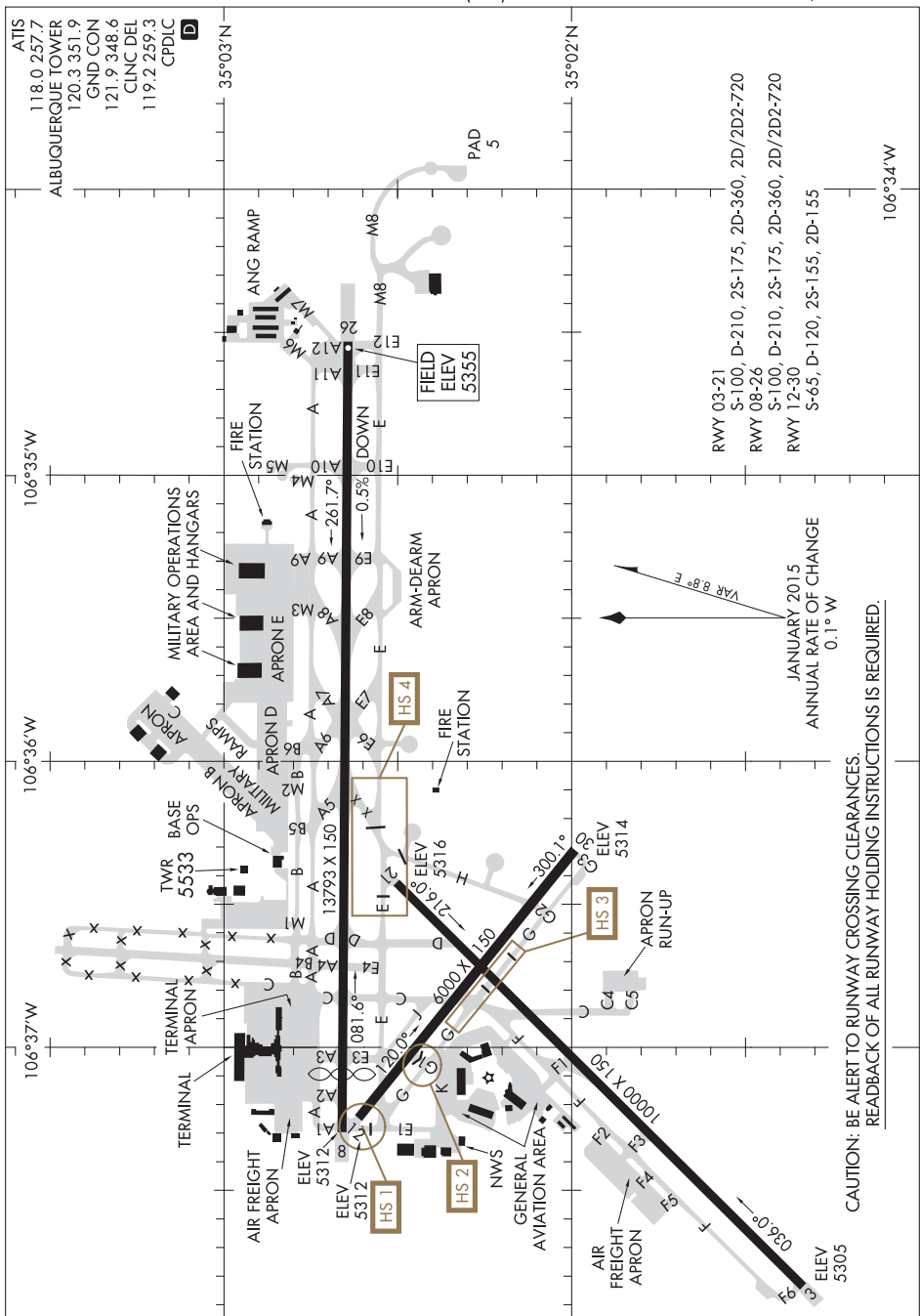
AIRPORT DIAGRAM

ALBUQUERQUE INTL SUNPORT (ABQ)

AL-12 (FAA)

ALBUQUERQUE, NEW MEXICO

SW-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

ALBUQUERQUE, NEW MEXICO

ALBUQUERQUE INTL SUNPORT (ABQ)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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. . . .

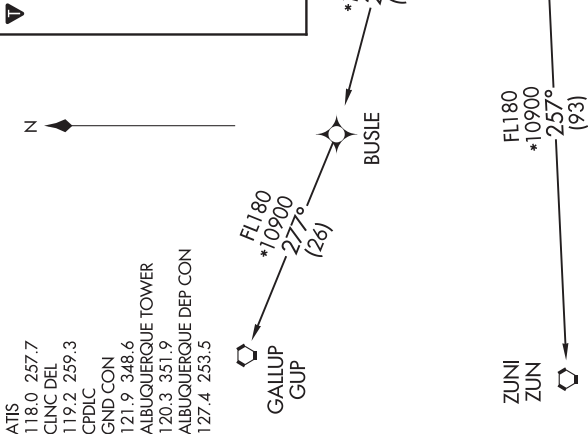
TAKEOFF RUNWAY 26: Climb heading 259° to 5860, then direct ABQ VORTAC, then on track 262° to ADYOS. Thence. . . .

. . . .(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.
 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.

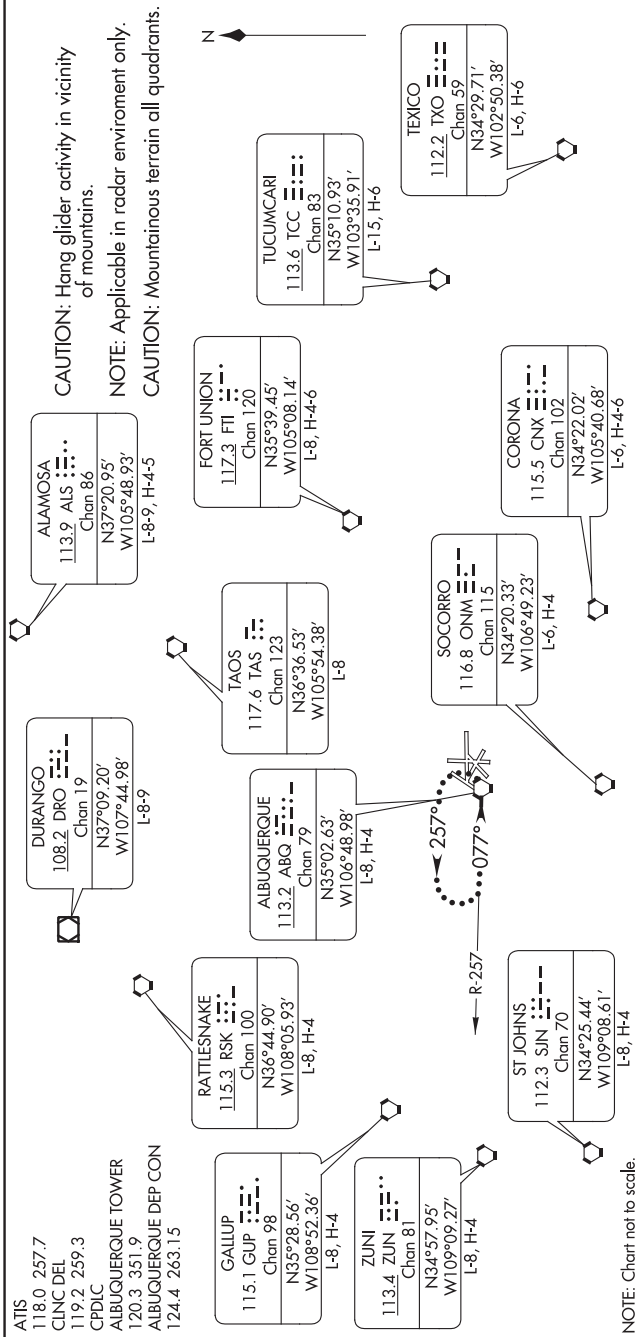
TAKEOFF OBSTACLE NOTES

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.

SW-1, 10 NOV 2016 to 05 JAN 2017

ALBUQUERQUE TWO DEPARTURE

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

All aircraft fly assigned heading for vectors to filed/assigned route. When weather conditions are 5,000' ceiling and 7 miles visibility or greater, for informal noise abatement, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from Runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. 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 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in holding pattern to 14,000 feet, then proceed via assigned fix/route. If cleared above 14,000 feet, climb on assigned heading to 14,000 feet, then proceed via assigned fix/route.

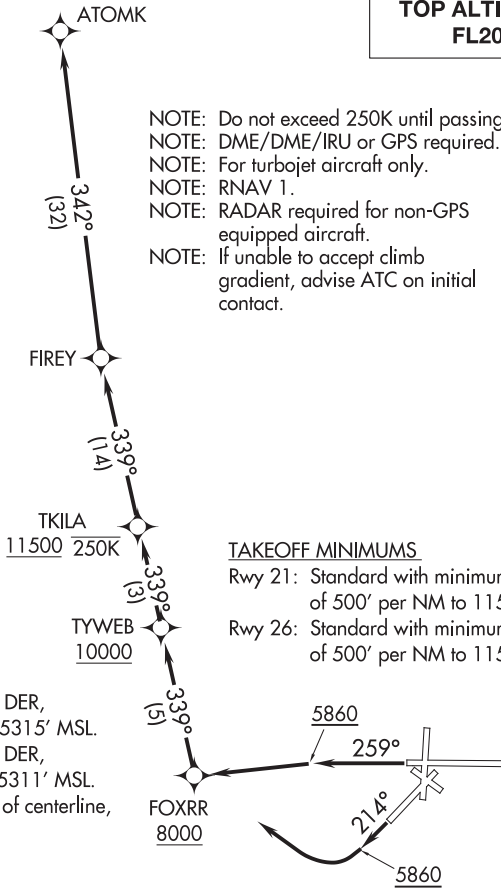
SW-1, 10 NOV 2016 to 05 JAN 2017

ATOMK THREE DEPARTURE (RNAV)

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

**TOP ALTITUDE:
FL200**

- NOTE: Do not exceed 250K until passing TKILA.
- NOTE: DME/DME/IRU or GPS required.
- NOTE: For turbojet aircraft only.
- NOTE: RNAV 1.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: If unable to accept climb gradient, advise ATC on initial contact.



TAKEOFF MINIMUMS

- Rwy 21: Standard with minimum climb of 500' per NM to 11500.
- Rwy 26: Standard with minimum climb of 500' per NM to 11500.

TAKEOFF OBSTACLE NOTES

- 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

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

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

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

BOSQE THREE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

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**

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

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.

SAINT JOHNS
 SJN
 FL180
 *10900
 259°
 (70)

LAMSE

FL180
 *10800
 242°
 (35)

WUTUP
 16000

16000
 *8200
 165°
 (22)

DUMMM

16300
 *7500
 186°
 (9)

SOCORRO
 ONM

- 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.
 SJN Transition: ONM and ABQ DME's must be operational.

TAKEOFF OBSTACLE NOTES

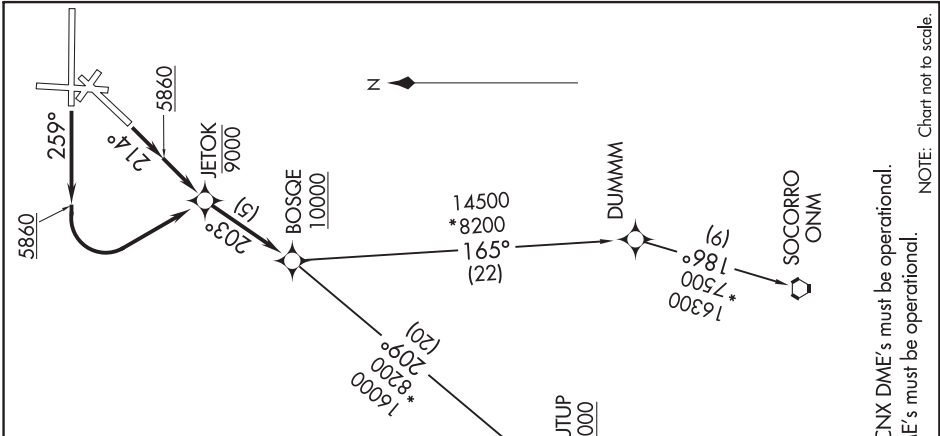
Rwy 21: Terrain beginning 159' from DER, 77' right of centerline, up to 5315' MSL.
 Terrain beginning 199' from DER, 100' left of centerline, up to 5311' MSL.
 Rwy 26: Sign 38' from DER, 431' left of centerline, 14' AGL/5314' MSL.

BOSQE THREE DEPARTURE (RNAV)

(BOSQE3.BOSQE) 25JUN15

SW-1, 10 NOV 2016 to 05 JAN 2017

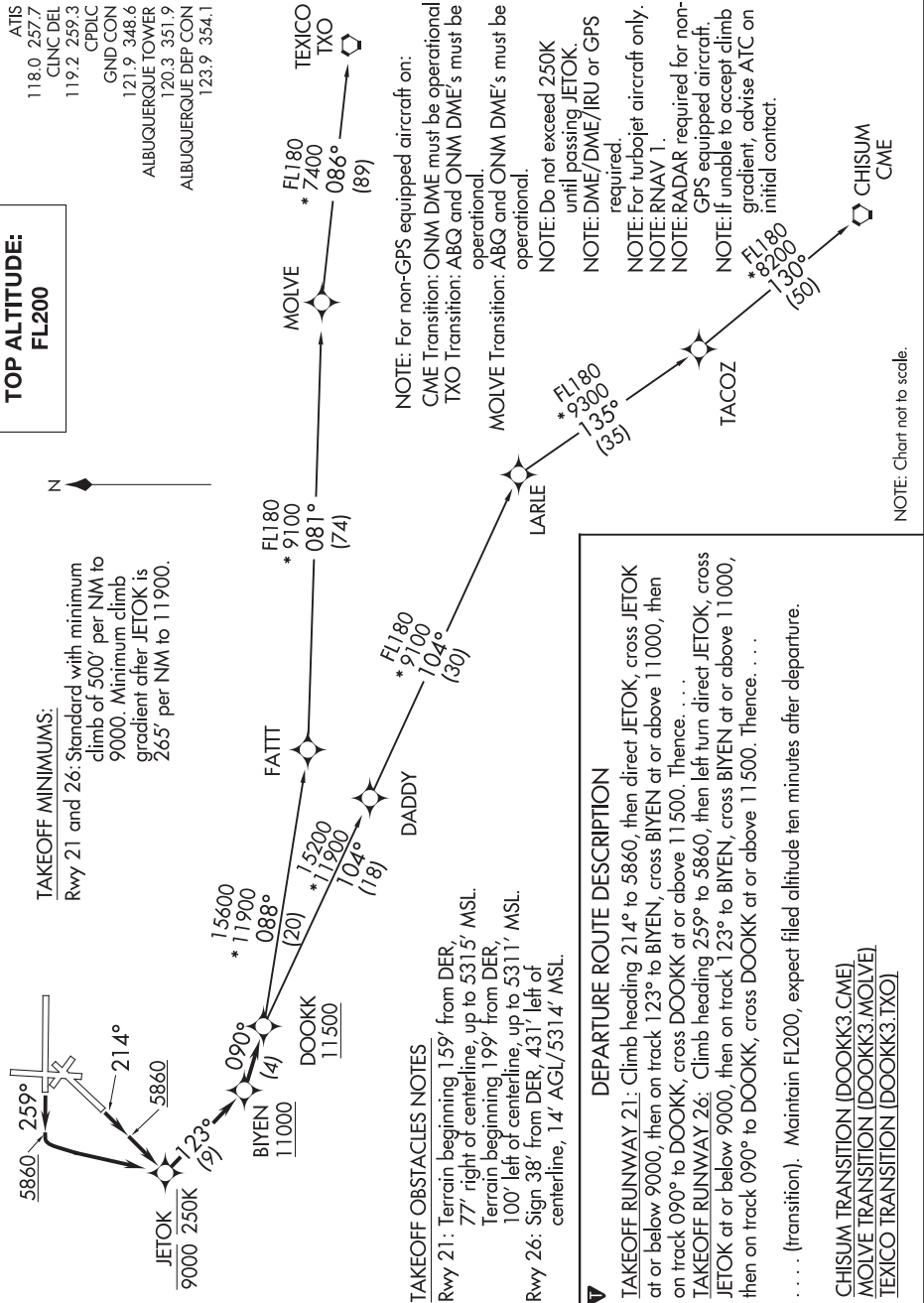
NOTE: Chart not to scale.



DOOKK THREE DEPARTURE (RNAV)

SL-12 (FAA)

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

FYSTA THREE DEPARTURE (RNAV)

17.01.02 JAN 05 01.1-WS

TAKEOFF OBSTACLES NOTES

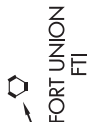
- Rwy 21: Terrain beginning 159' from DER, 77' right of centerline, up to 5315' MSL. Terrain beginning 199' left of centerline, up to 5311' MSL.
- Rwy 26: Sign 38' from DER, 431' left of centerline, 14' AGL/5314' MSL.

TAKEOFF MINIMUMS

- Rwy 21: Standard with minimum climb of 500' per NM to 12900.
- Rwy 26: Standard with minimum climb of 500' per NM to 13100.

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

**TOP ALTITUDE:
FL200**



FORT UNION
FTI



N



JIPNO

FL180
*12500
058°
(67)

FL180
*12200
067°
(52)

15400
*12900
059°
(7)

MACHO

POYOH

15600
*12900
068°
(8)

14000
FYSTA

250K
BURQI

12000
BLUUN

11000

NOTE: Do not exceed 250K until passing BURQI.

NOTE: DME/DME/IRU or GPS required.

NOTE: For turbojet aircraft only.

NOTE: RNAV 1.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: If unable to accept climb gradient, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

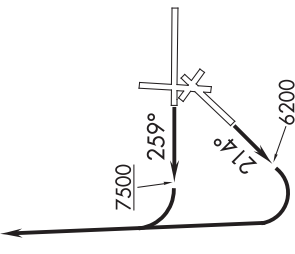
TAKEOFF RUNWAY 21: Climb heading 214° to 6200, then right turn direct BLUUN, cross BLUUN at or above 11000, then on track 061° to BURQI, cross BURQI at or above 12000, then on track 061° to FYSTA, cross FYSTA at or above 14000, thence. . . .

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

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

FORT UNION TRANSITION (FYSTA3.FTI)

JIPNO TRANSITION (FYSTA3.JIPNO)

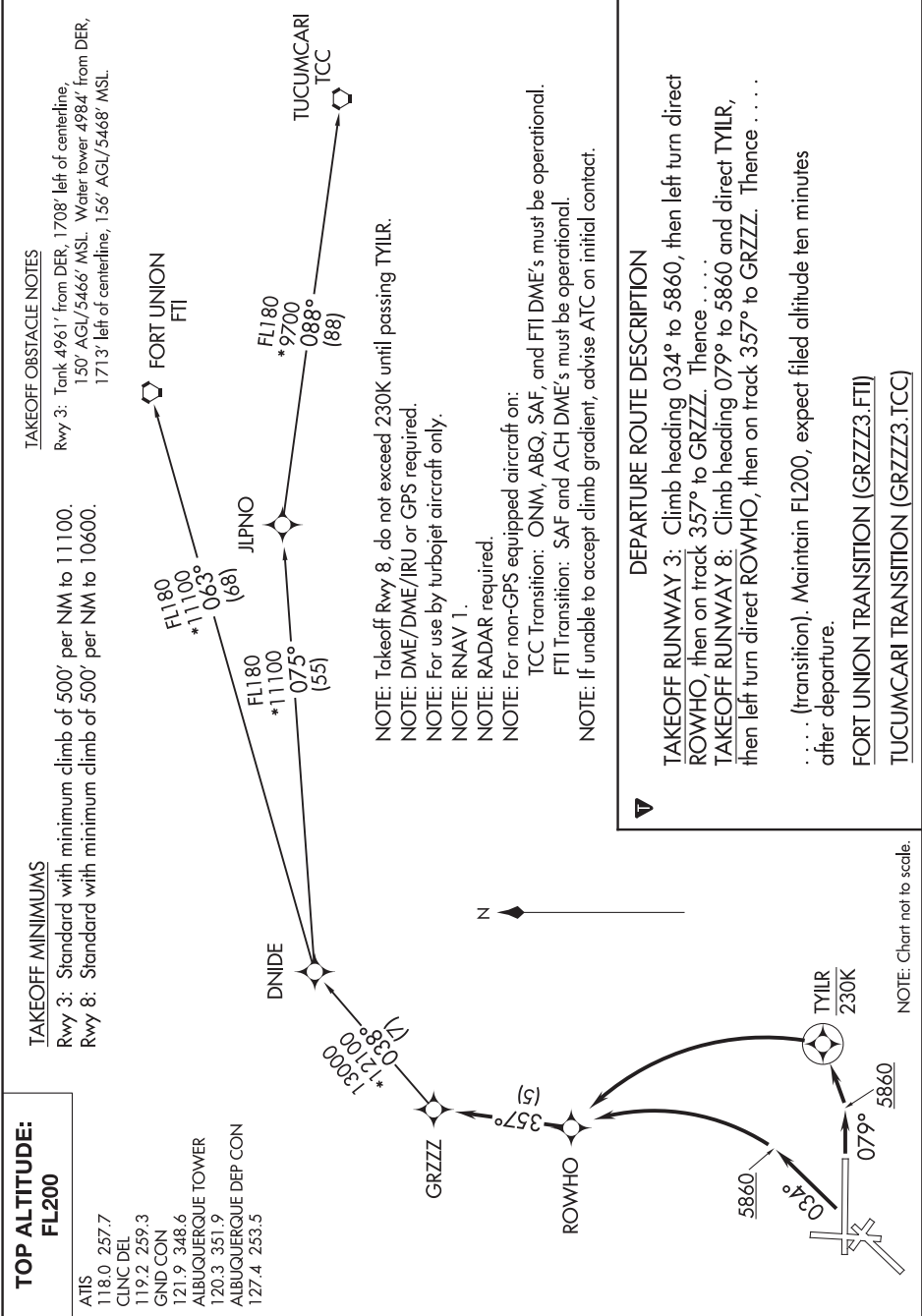


NOTE: Chart not to scale.

GRZZ THREE DEPARTURE (RNAV)

SL-12 (FAA)

SW-1, 10 NOV 2016 to 05 JAN 2017



GRZZ THREE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

(JEMEZ3.JEMEZ) 16259

JEMEZ THREE DEPARTURE (RNAV) SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

**TOP ALTITUDE:
FL200**

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 OBSTACLE NOTES

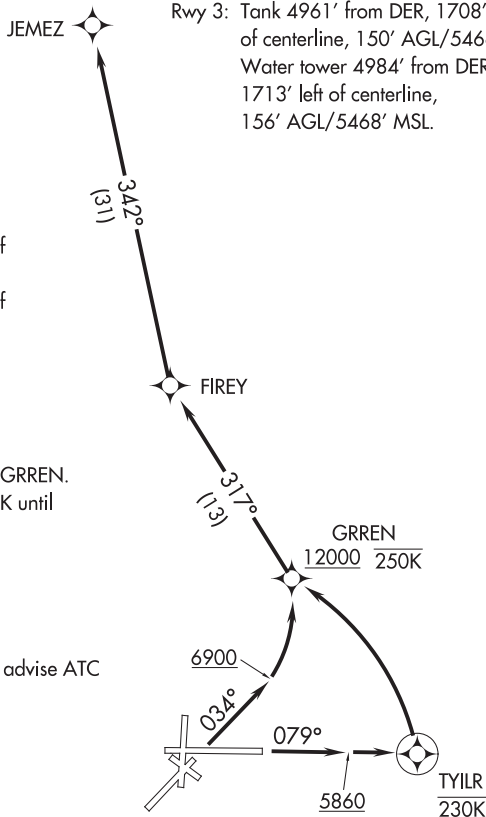
Rwy 3: Tank 4961' from DER, 1708' left of centerline, 150' AGL/5466' MSL.
Water tower 4984' from DER, 1713' left of centerline, 156' AGL/5468' MSL.

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.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



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.

JEMEZ THREE DEPARTURE (RNAV)
(JEMEZ3.JEMEZ) 25JUN15

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)

JETOK THREE DEPARTURE (RNAV)

SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

SW-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6360, then left turn direct DSPOT, cross DSPOT at or above 9000, then on track 182° to JETOK, cross JETOK at or above 10000, thence...

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

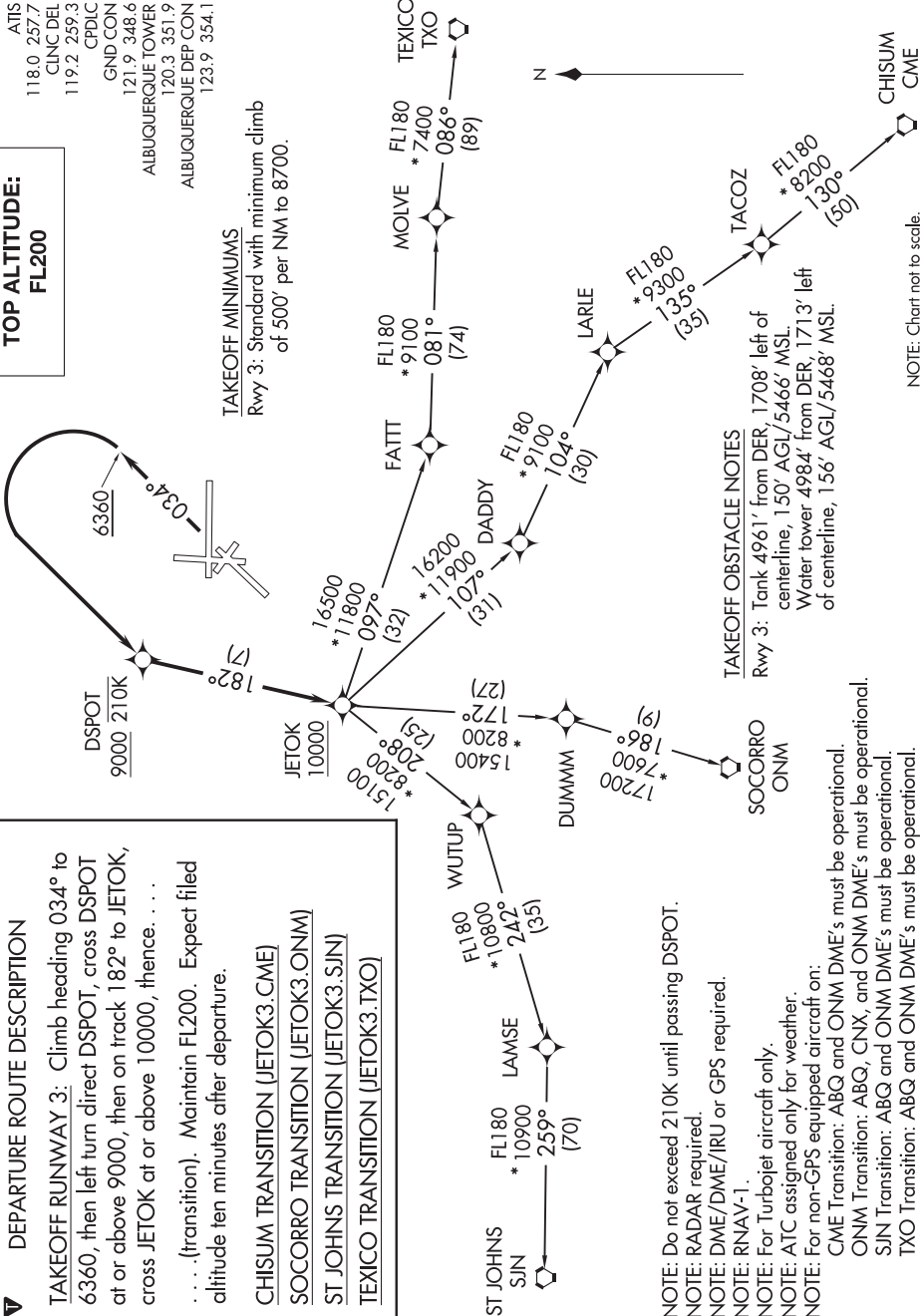
- CHISUM TRANSITION (JETOK3.CME)
- SOCORRO TRANSITION (JETOK3.ONNM)
- ST JOHNS TRANSITION (JETOK3.SJN)
- TEXICO TRANSITION (JETOK3.TXO)

TOP ALTITUDE: FL200

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

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 500' per NM to 8700.



NOTE: Do not exceed 210K until passing DSPOT.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV-1.

NOTE: For Turbojet aircraft only.

NOTE: ATC assigned only for weather.

NOTE: For non-GPS equipped aircraft on:

CME Transition: ABQ and ONNM DME's must be operational.

ONM Transition: ABQ, CNX, and ONNM DME's must be operational.

SJN Transition: ABQ and ONNM DME's must be operational.

TXO Transition: ABQ and ONNM DME's must be operational.

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.

NOTE: Chart not to scale.

JETOK THREE DEPARTURE (RNAV)

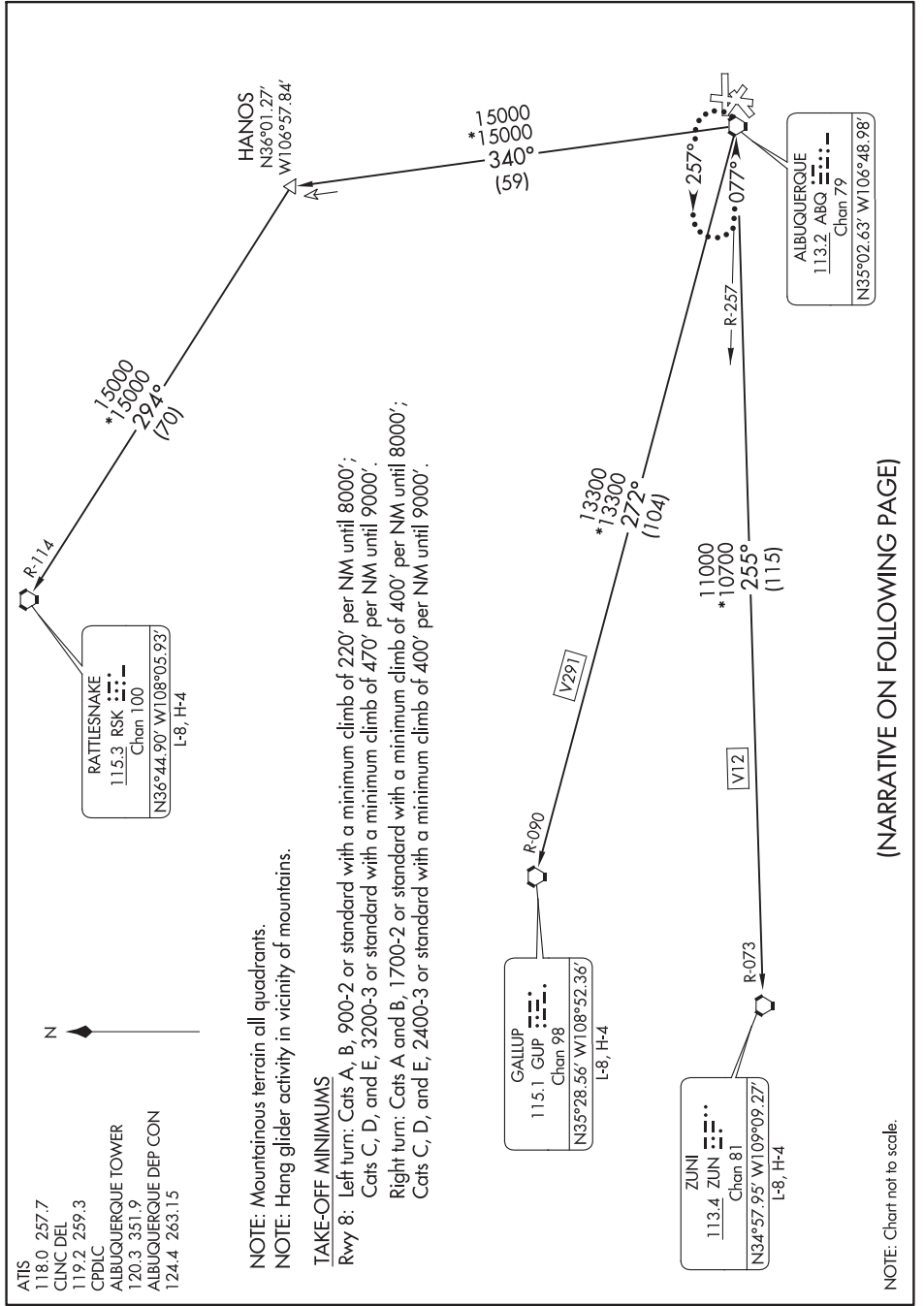
SW-1, 10 NOV 2016 to 05 JAN 2017

LARGO TWO DEPARTURE

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

SL-12 (FAA)

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

LARGO TWO DEPARTURE

ALBUQUERQUE, NEW MEXICO
ALBUQUERQUE INTL SUNPORT (ABQ)



DEPARTURE ROUTE DESCRIPTION

All aircraft fly assigned heading for vectors to filed/assigned route.
Rwy 8 departures: Upon passing 5750' MSL, turn left/right to assigned heading. When weather conditions are 5000' ceiling and 7 miles visibility or greater, FOR INFORMAL NOISE ABATEMENT, request turboprop and turbojet aircraft, except STOL aircraft, making a left turn from runway 8, to delay their turn until 13.5 DME from the ABQ VORTAC. Expect clearance to filed altitude/flight level 5 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure and a climb to 14,000 feet or higher has not been issued, proceed direct to ABQ VORTAC, climb in the 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 fix/route.

GALLUP TRANSITION (LARGO2.GUP): From over ABQ VORTAC via ABQ R-272 and GUP R-090 to GUP VORTAC.

RATTLESNAKE TRANSITION (LARGO2.RSK): From over ABQ VORTAC via ABQ R-340 and RSK R-114 to RSK VORTAC.

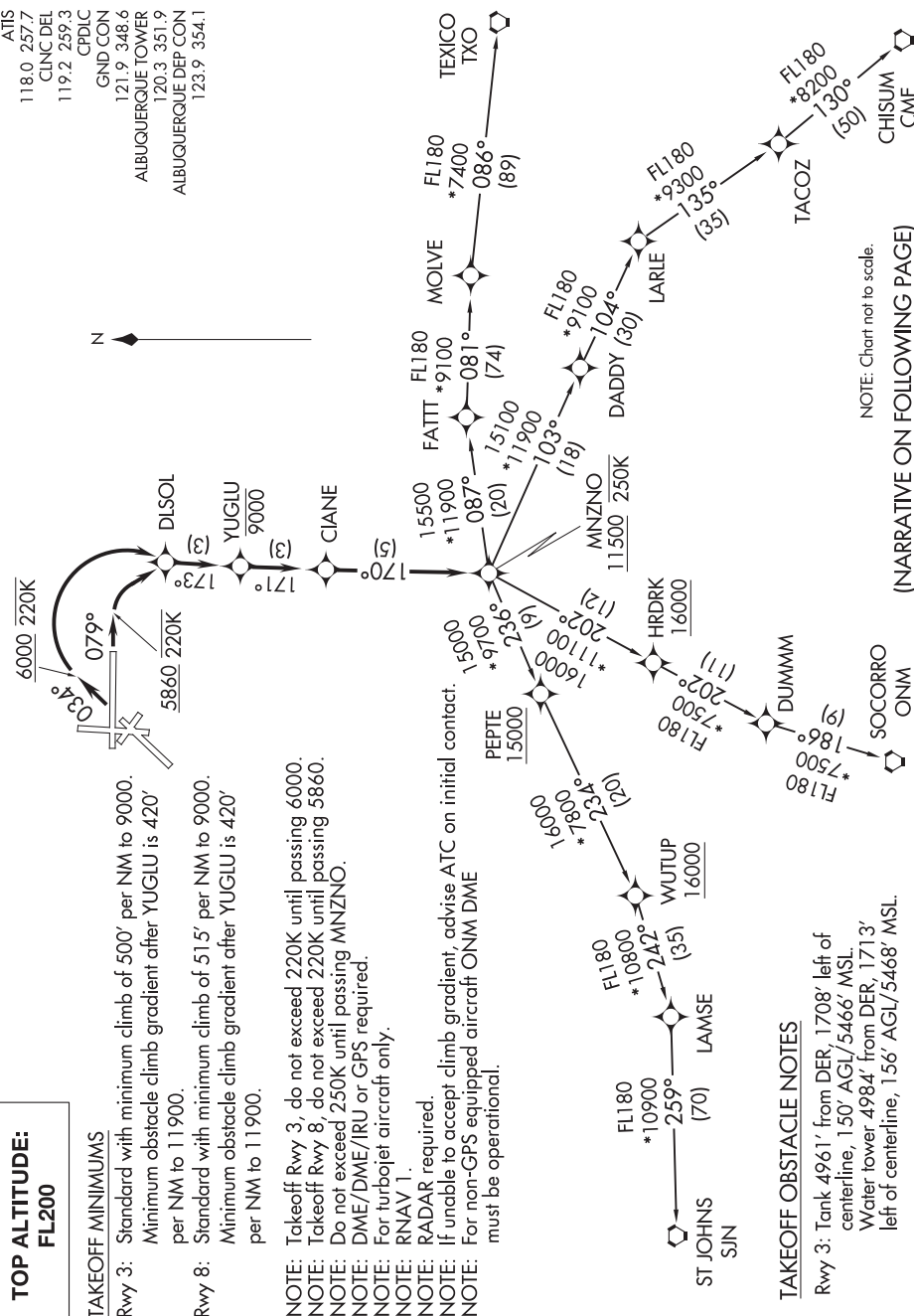
ZUNI TRANSITION (LARGO2.ZUN): From over ABQ VORTAC via ABQ R-255 and ZUN R-073 to ZUN VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

MNZNO THREE DEPARTURE (RNAV)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

MNZNO THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 034° to 6000, then right turn direct DLSOL, then on track 173° to YUGLU, cross YUGLU at or below 9000, then on depicted route to MNZNO, cross MNZNO at or above 11500. Thence

TAKEOFF RUNWAY 8: Climb heading 079° to 5860, then right turn direct DLSOL, then on track 173° to YUGLU, cross YUGLU at or below 9000, then on depicted route to MNZNO, cross MNZNO at or above 11500. Thence

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

CHISUM TRANSITION (MNZNO3.CME)

LAMSE TRANSITION (MNZNO3.LAMSE)

MOLVE TRANSITION (MNZNO3.MOLVE)

SOCORRO TRANSITION (MNZNO3.ONM)

ST JOHNS TRANSITION (MNZNO3.SJN)

TEXICO TRANSITION (MNZNO3.TXO)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RDRNR THREE DEPARTURE (RNAV)

SL-12 (FAA)

ALBUQUERQUE INTL SUNPORT (ABQ)
ALBUQUERQUE, NEW MEXICO

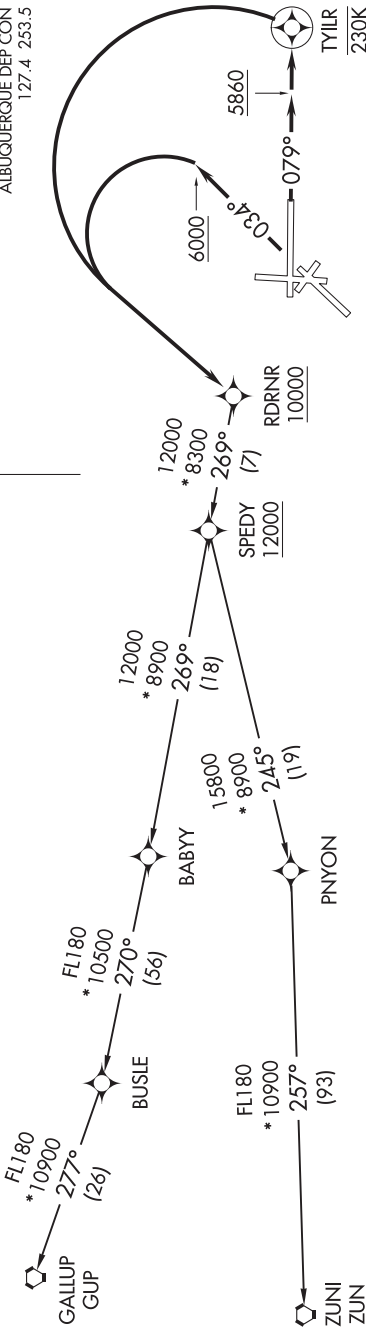
7 10 NOV 2016 01:01:10 '1-W5

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.

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.



TOP ALTITUDE:
FL200

ATIS 118.0 257.7
CLINC 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

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 TYLR, 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)

NOTE: Rwy 8, do not exceed 230K until passing TYLR.

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.

NOTE: Chart not to scale.

RDRNR THREE DEPARTURE (RNAV)

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

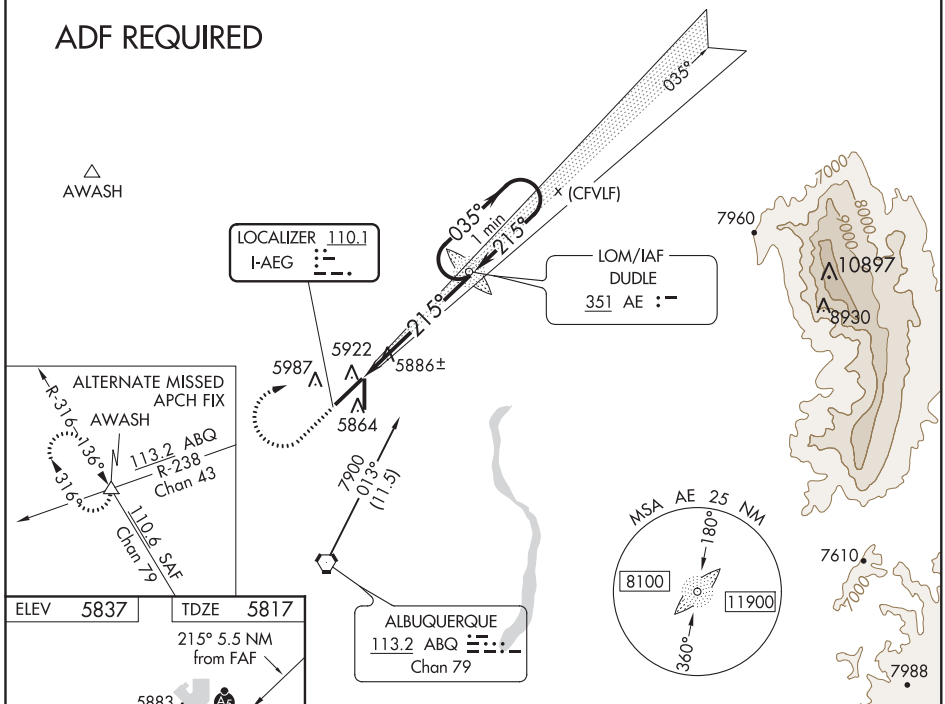
ILS or LOC RWY 22

DOUBLE EAGLE II (A/E/G)

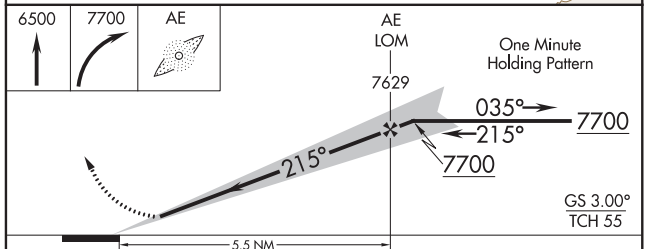
<p>NA Autopilot coupled approach NA. When local altimeter setting not recieved, use Albuquerque Intl Support altimeter setting and increase all DA 94 feet, increase all MDA 100 feet, and increase visibility S-LOC 22 Cats C/D 1/4 mile, Circling Cats C/D 1/2 mile. For inop MALSRR when using Albuquerque Intl Support altimeter setting, increase visibility S-ILS 22 all Cats 3/8 mile.</p>	<p>MALSRR</p>	<p>MISSED APPROACH: Climb to 6500 then climbing right turn 7700 direct DUDLE LOM and hold.</p>
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AWOS-3PT 119.025	ALBUQUERQUE APP CON 127.4 253.5	DOUBLE EAGLE II TOWER * 120.15 (CTAF)	GND CON 121.625	ALBUQUERQUE CLNC DEL 124.8 (When tower closed)
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ADF REQUIRED



ELEV 5837	TDZE 5817
215° 5.5 NM from FAF	
TWR 5922	
REIL Rwy 17 and 35	
MIRL Rwy 4-22 and 17-35	
FAF to MAP 5.5 NM	
Knots	60 90 120 150 180
Min:Sec	5:30 3:40 2:45 2:12 1:50



CATEGORY	A	B	C	D
S-ILS 22	6017-1/2 200 (200-1/2)			
S-LOC 22	6140-1/2 323 (400-1/2)			
CIRCLING	6400-1 563 (600-1)	6420-1 1/2 583 (600-1/2)		6640-2 1/2 803 (900-2/2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56339 W04A	APP CRS 035°	Rwy Idg 7398 TDZE 5837 Apt Elev 5837
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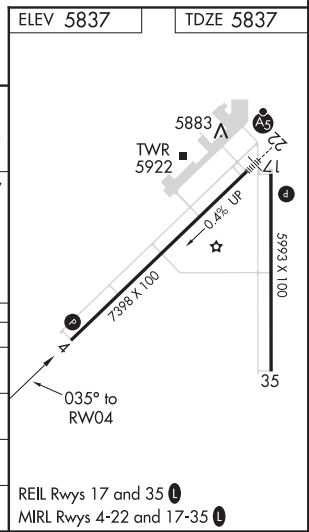
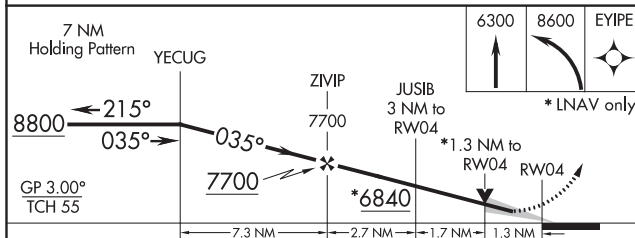
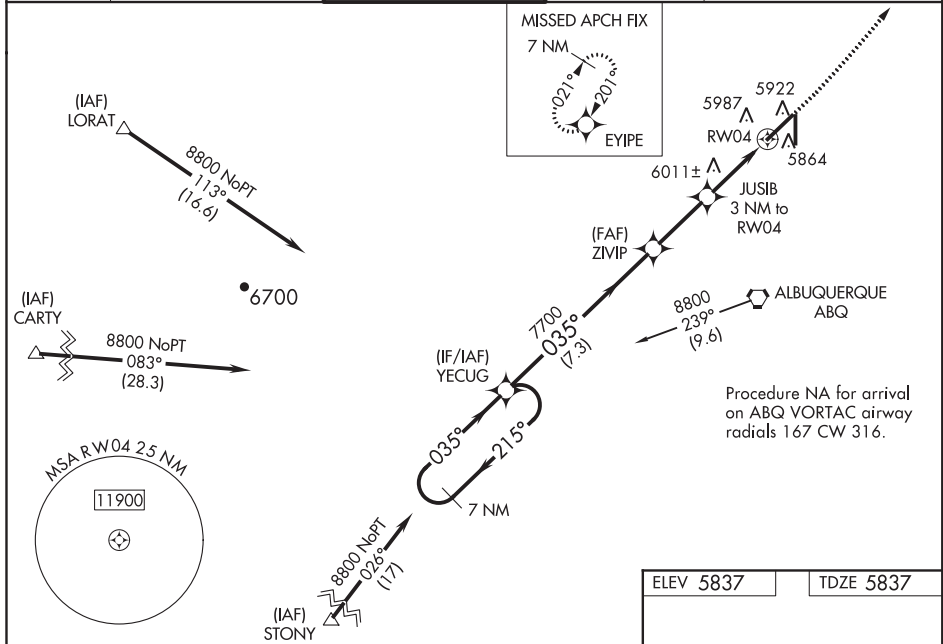
RNAV (GPS) RWY 4

DOUBLE EAGLE II (A/E/G)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Albuquerque Intl Support 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 1/8 mile, LNAV/VNAV all Cats visibility 3/8 mile, LNAV visibility Cat C/D 1/2 mile, and Circling visibility Cats C/D 1/2 mile. Baro-VNAV and VDP NA when using Albuquerque Intl Support altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 46°C (114°F).

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

AWOS-3PT 119.025	ALBUQUERQUE APP CON 127.4 253.5	DOUBLE EAGLE II TOWER* 120.15 (CTAF) 0	GND CON 121.625	ALBUQUERQUE CLNC DEL 124.8 (When tower closed)
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CATEGORY	A	B	C	D
LPV DA		6037-3/4	200 (200-3/4)	
LNAV/VNAV DA		6290-1 1/2	453 (500-1 1/2)	
LNAV MDA	6300-1	463 (500-1)	6300-1 3/8	463 (500-1 3/8)
C CIRCLING	6400-1	563 (600-1)	6420-1 1/2 583 (600-1 1/2)	6640-2 1/2 803 (900-2 1/2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42539 W22A	APP CRS 215°	Rwy Idg TDZE Apt Elev	7398 5817 5837
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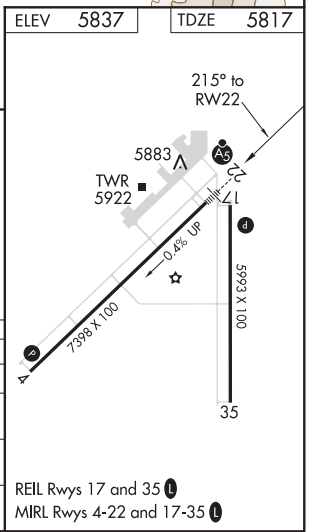
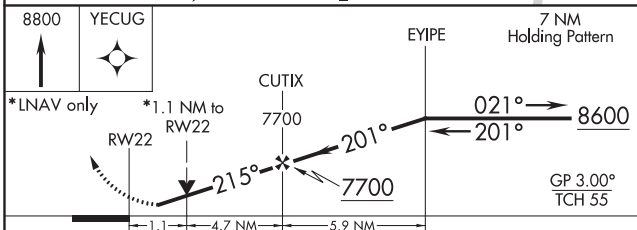
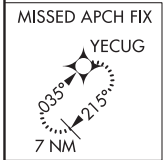
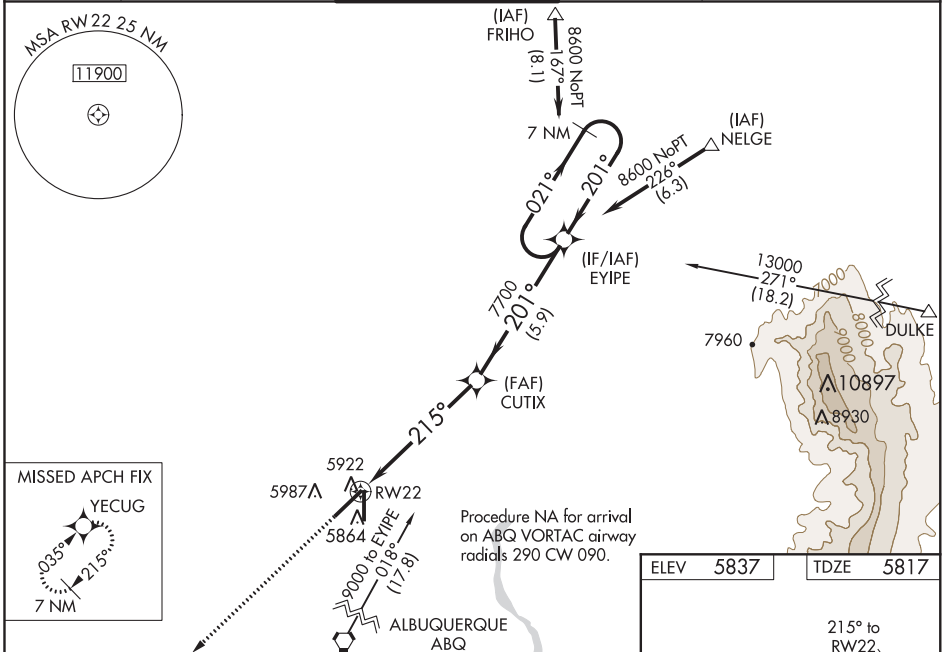
RNAV (GPS) RWY 22

DOUBLE EAGLE II (A/E/G)

⚠ 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 Support 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 3/8 mile and Circling Cat C/D visibility 1/2 mile. For inop MALS, increase LNAV/VNAV all Cats visibility to 1 mile. For inop MALS when using Albuquerque Intl Support altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1 3/8 mile.

MALS
MISSED APPROACH:
Climb to 8800 direct YECUG and hold.

AWOS-3PT 119.025	ALBUQUERQUE APP CON 127.4 253.5	DOUBLE EAGLE II TOWER * 120.15 (CTAF) 0	GND CON 121.625	ALBUQUERQUE CLNC DEL 124.8 (When tower closed)
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CATEGORY	A	B	C	D
LPV DA		6017-1/2	200 (200-1/2)	
LNAV/VNAV DA		6140-5/8	323 (400-5/8)	
LNAV MDA	6200-1/2	383 (400-1/2)	6200-5/8	383 (400-5/8)
C CIRCLING	6400-1	563 (600-1)	6420-1 1/2 583 (600-1 1/2)	6640-2 1/2 803 (900-2 1/2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-6859 (FAA)

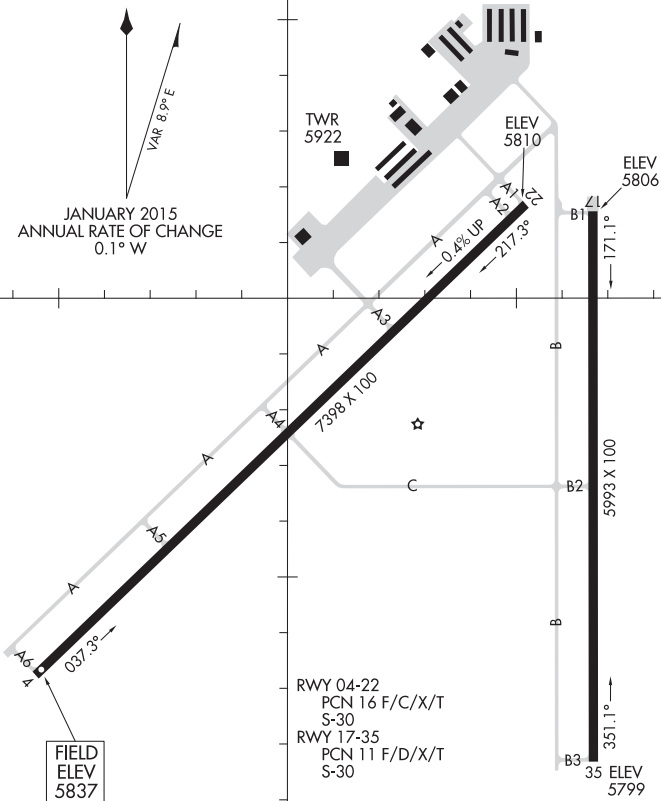
DOUBLE EAGLE II (A/E/G)
ALBUQUERQUE, NEW MEXICO

AWOS-3PT
119.025
DOUBLE EAGLE II*
120.15
GND CON
121.625
CLNC DEL
124.8 (When twr closed)

VAR 8.9° E
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



RWY 04-22
PCN 16 F/C/X/T
S-30
RWY 17-35
PCN 11 F/D/X/T
S-30

FIELD
ELEV
5837

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

106°48'W

106°47'W

AIRPORT DIAGRAM

ALBUQUERQUE, NEW MEXICO
DOUBLE EAGLE II (A/E/G)

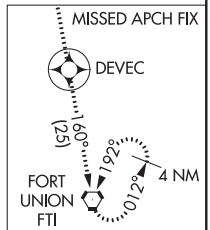
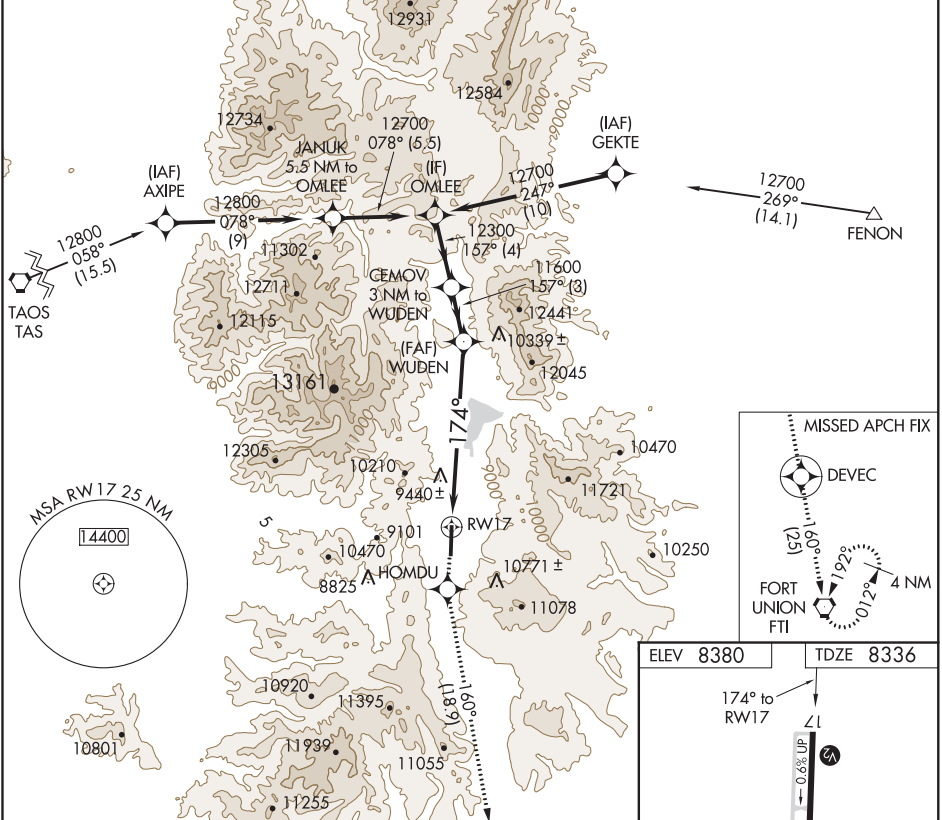
APP CRS	Rwy Idg	8900
174°	TDZE	8336
	Apt Elev	8380

RNAV (GPS) RWY 17

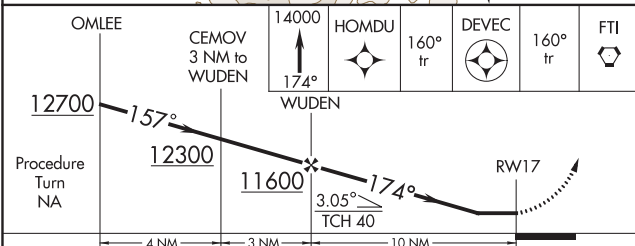
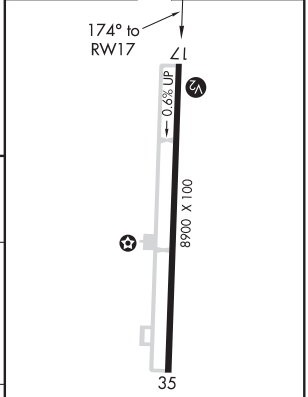
ANGEL FIRE (A.XX)

NA 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-3 118.025	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF)
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ELEV 8380	TDZE 8336
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CATEGORY	A	B	C	D
LNVA MDA	9960-1¼ 1624 (1600-1¼)	9960-1½ 1624 (1600-1½)	9960-3 1624 (1600-3)	NA
CIRCLING	NA			

MIRL Rwy 17-35

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

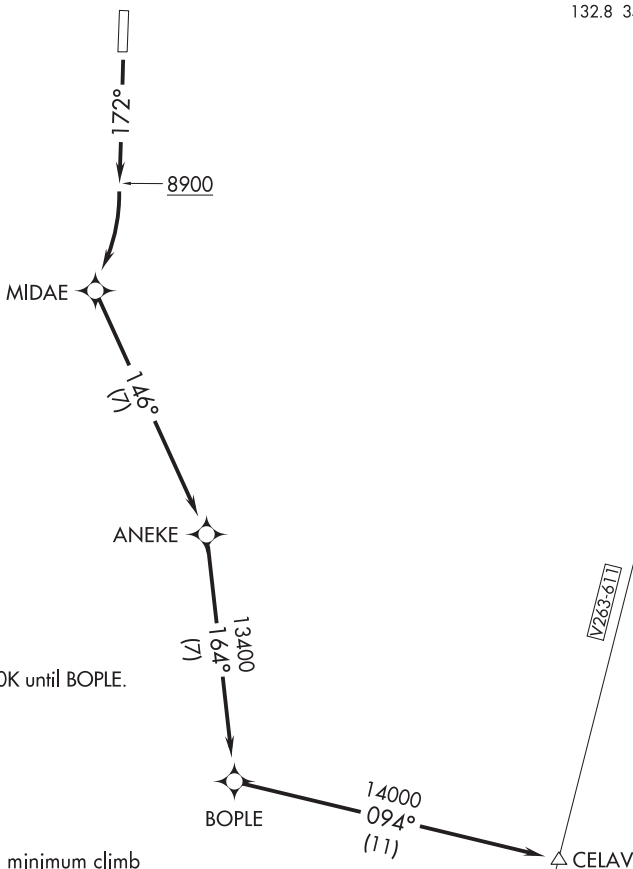
(ANEKE2.CELAV) 15344

ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

SL-9482 (FAA)

ANGEL FIRE (AXX)
ANGEL FIRE, NEW MEXICO

AWOS-3
118.025
ALBUQUERQUE CENTER
132.8 346.35



NOTE: Do not exceed 250K until BOPL E.

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 MIDA E, then via 146° track to ANEKE, then via 164° track to BOPL E, then via 094° track to CELAV.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ANEKE TWO DEPARTURE (OBSTACLE) (RNAV)

(ANEKE2.CELAV) 15344

ANGEL FIRE, NEW MEXICO
ANGEL FIRE (AXX)

WAAS CH 86535 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	6853 3534 3544
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RNAV (GPS) RWY 12

ARTESIA MUNI (ATS)

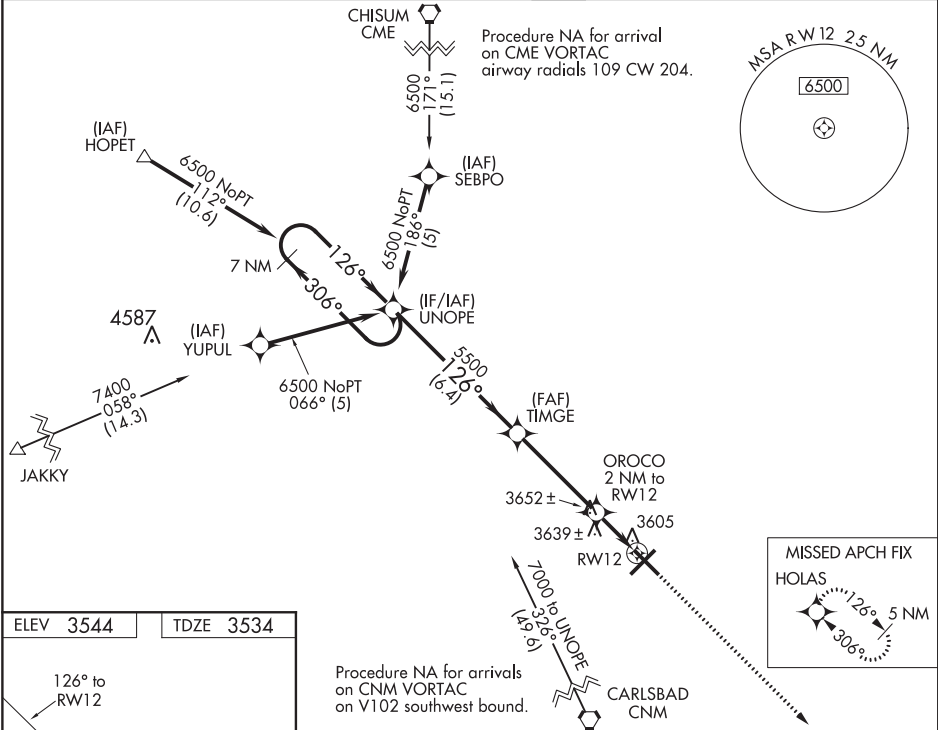
⚠ Baro-VNAV NA when using Roswell altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Roswell altimeter setting and increase all DA 81 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile; LNAV Cat C and D visibility 3/8 mile; Circling Cat D visibility 1/4 mile. Rwy 12 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 5900 direct HOLAS and hold.

AWOS-3
126.725

ROSWELL APP CON*
119.6 239.0

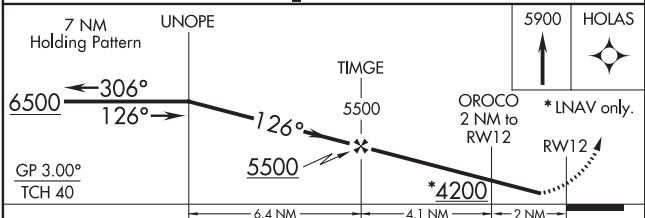
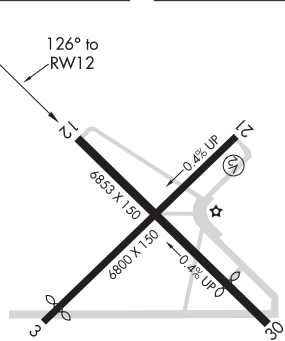
UNICOM
123.075 (CTAF) 0



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3544	TDZE 3534
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CATEGORY	A	B	C	D
LPV DA		3784-1	250 (300-1)	
LNAV/VNAV DA		3786-1	252 (300-1)	
LNAV MDA		3900-1	366 (400-1)	
C CIRCLING	3960-1 416 (500-1)	4000-1 456 (500-1)	4040-1½ 496 (500-1½)	4240-2¼ 696 (700-2¼)

MIRL Rwy 3-21 and 12-30 0

WAAS CH 87035 W21A	APP CRS 216°	Rwy Idg TDZE 3522 Apt Elev 3544
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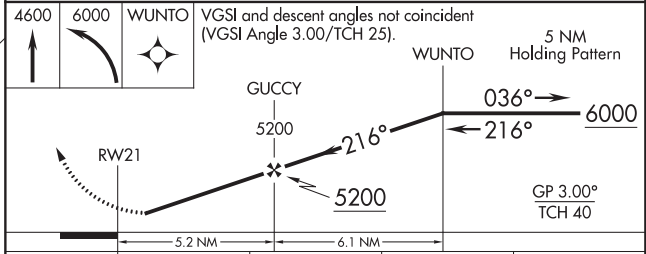
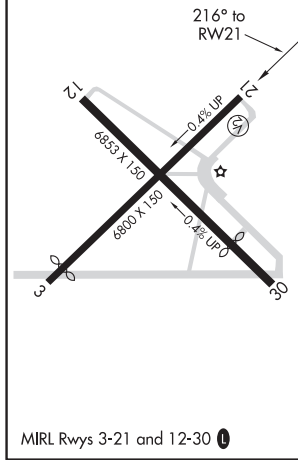
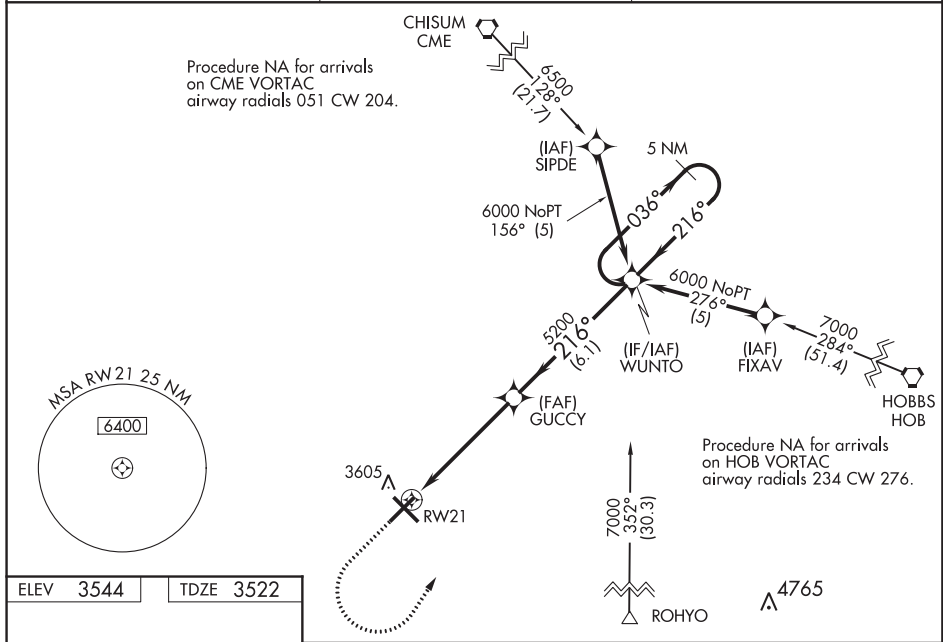
RNAV (GPS) RWY 21

ARTESIA MUNI (ATS)

▼ Baro-VNAV NA when using Roswell altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F).
▲ DME/DME RNP-0.3 NA. Rwy 21 Straight-in and Circling and Circling to Rwy 12 NA at night. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Roswell altimeter setting and increase all DA 81 feet and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile; increase LNAV Cat C and D visibility 3/8 mile; increase Circling Cat D visibility 1/4 mile.

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

AWOS-3 126.725	ROSWELL APP CON★ 119.6 239.0	UNICOM 123.075 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		3772-1	250 (300-1)	
LNAV/VNAV DA		3772-1	250 (300-1)	
LNAV MDA		3880-1	358 (400-1)	
C CIRCLING	3960-1 416 (500-1)	4000-1 456 (500-1)	4040-1½ 496 (500-1½)	4240-2¼ 696 (700-2¼)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82535 W30A	APP CRS 306°	Rwy Idg TDZE Apt Elev	5391 3524 3544
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RNAV (GPS) RWY 30

ARTESIA MUNI (ATS)

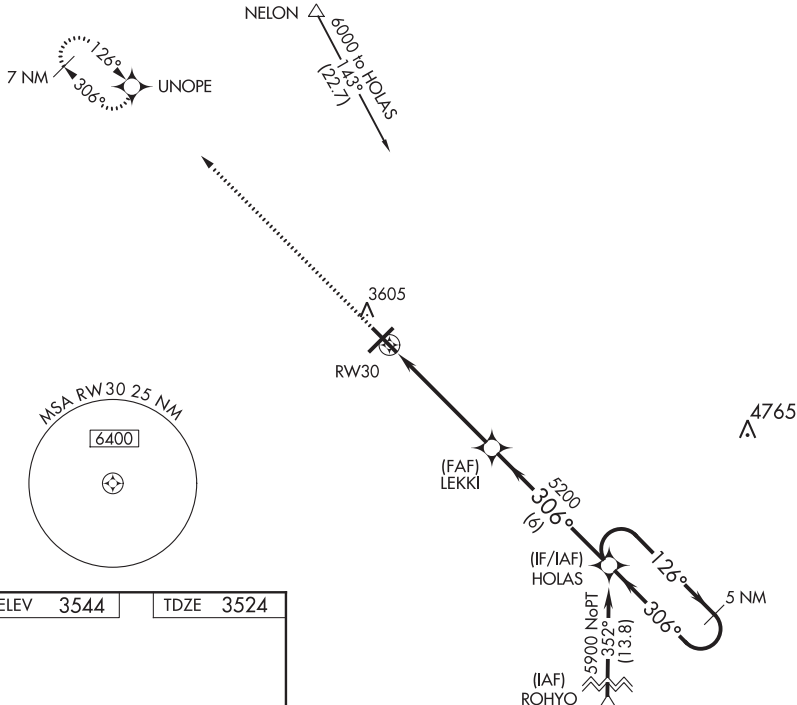
⚠ Circling to Rwy 12 NA at night. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roswell altimeter setting and increase all DA 81 feet and all MDA 100 feet; Increase LPV and LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ⅓ mile; Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Roswell altimeter setting.

MISSED APPROACH:
Climb to 6500 direct UNOPE and hold.

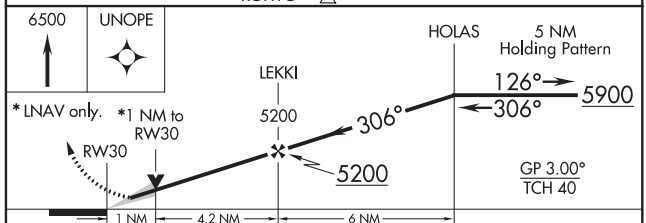
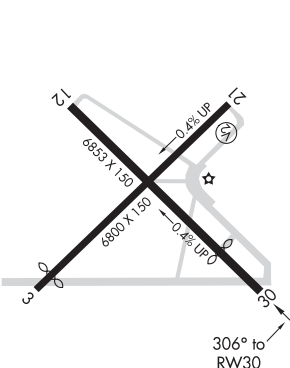
AWOS-3
126.725

ROSWELL APP CON*
119.6 239.0

UNICOM
123.075 (CTAF) ①



ELEV	3544	TDZE	3524
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CATEGORY	A	B	C	D
LPV DA		3770- ⁷ / ₈	250 (300- ⁷ / ₈)	
LNAV/VNAV DA		3804-1	280 (300-1)	
LNAV MDA		3880-1	360 (400-1)	
C CIRCLING	3960-1 416 (500-1)	4000-1 456 (500-1)	4040-1½ 496 (500-1½)	4240-2¼ 696 (700-2¼)

MIRL Rwy 3-21 and 12-30 ①

ARTESIA, NEW MEXICO
Amdt 1B 10NOV16

32°51'N-104°28'W

RNAV (GPS) RWY 30

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

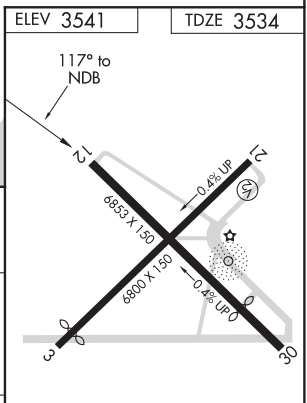
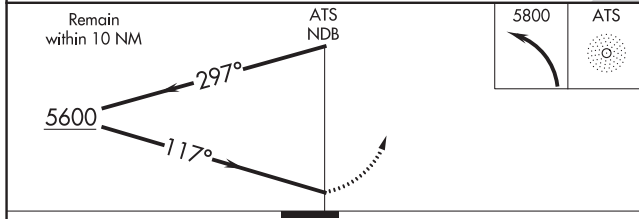
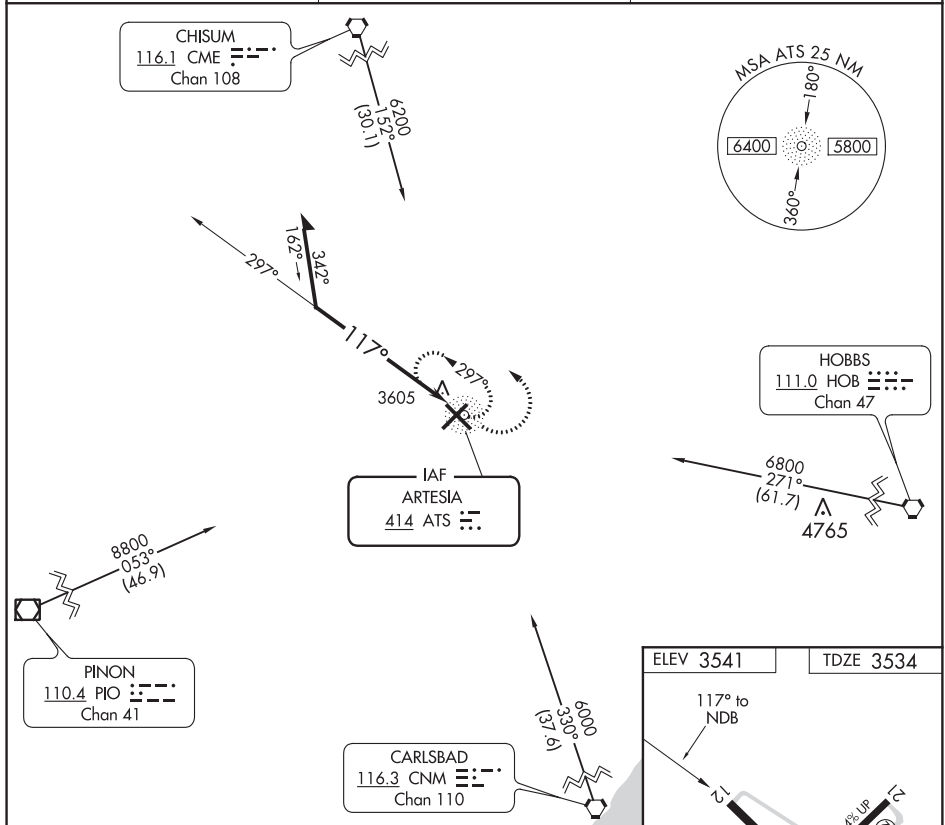
NDB ATS 414	APP CRS 117°	Rwy Idg 6853
		TDZE 3534
		Apt Elev 3541

NDB RWY 12

ARTESIA MUNI (ATS)

NA MISSED APPROACH: Climbing left turn to 5800 in ATS NDB holding pattern.

AWOS-3 126.725	ROSWELL APP CON* 119.6 239.0	UNICOM 123.075 (CTAF)
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CATEGORY	A	B	C	D
S-12	4180-1	646 (700-1)	4180-1¾ 646 (700-1¾)	4180-2 646 (700-2)
CIRCLING	4180-1	639 (700-1)	4180-1¾ 639 (700-1¾)	4180-2 639 (700-2)

MIRL Rwy 3-21 and 12-30

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NDB ATS 414	APP CRS 321°	Rwy Idg TDZE Apt Elev	5391 3525 3541
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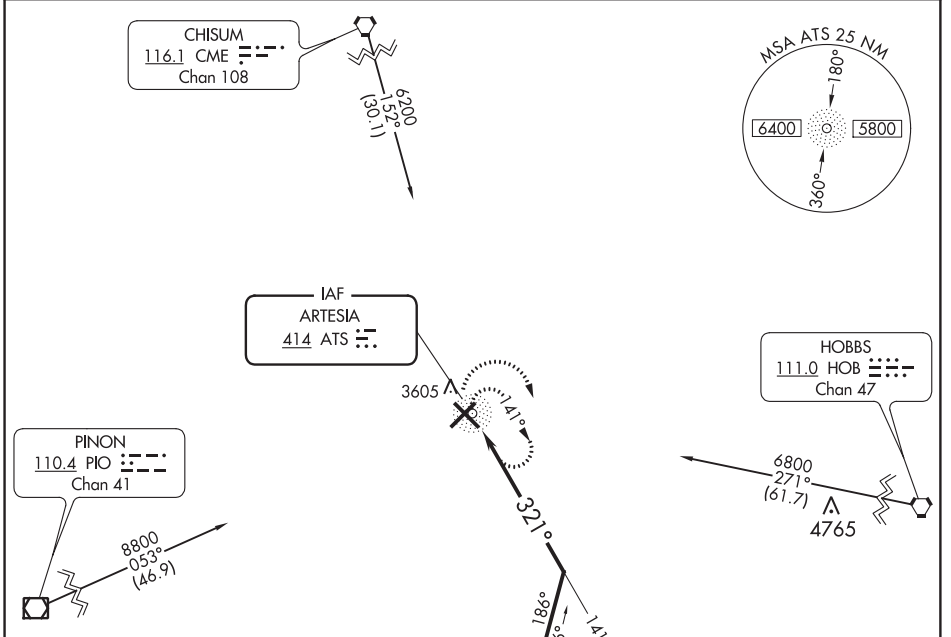
NDB RWY 30

ARTESIA MUNI (ATS)

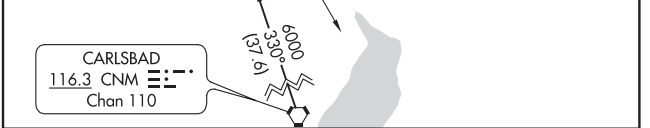
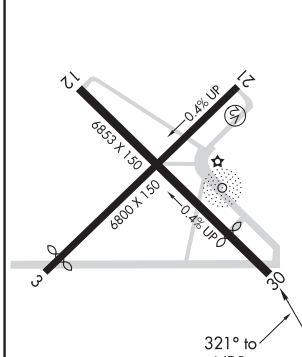
NA

MISSED APPROACH: Climbing right turn to 5800 in ATS NDB holding pattern.

AWOS-3 126.725	ROSWELL APP CON* 119.6 239.0	UNICOM 123.075 (CTAF)
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ELEV 3505	TDZE 3525
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CATEGORY	A	B	C	D
S-30	4000-1	475 (500-1)	4000-1¼ 475 (500-1¼)	4000-1½ 475 (500-1½)
CIRCLING	4000-1	459 (500-1)	4000-1½ 459 (500-1½)	4100-2 559 (600-2)

MIRL Rwys 3-21 and 12-30

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ASPEN, COLORADO

AL-5889 (FAA)

15064

VOR/DME DBL 113.0 Chan 77	APP CRS 163°	Rwy Idg TDZE Apt Elev 7837	N/A N/A 7837
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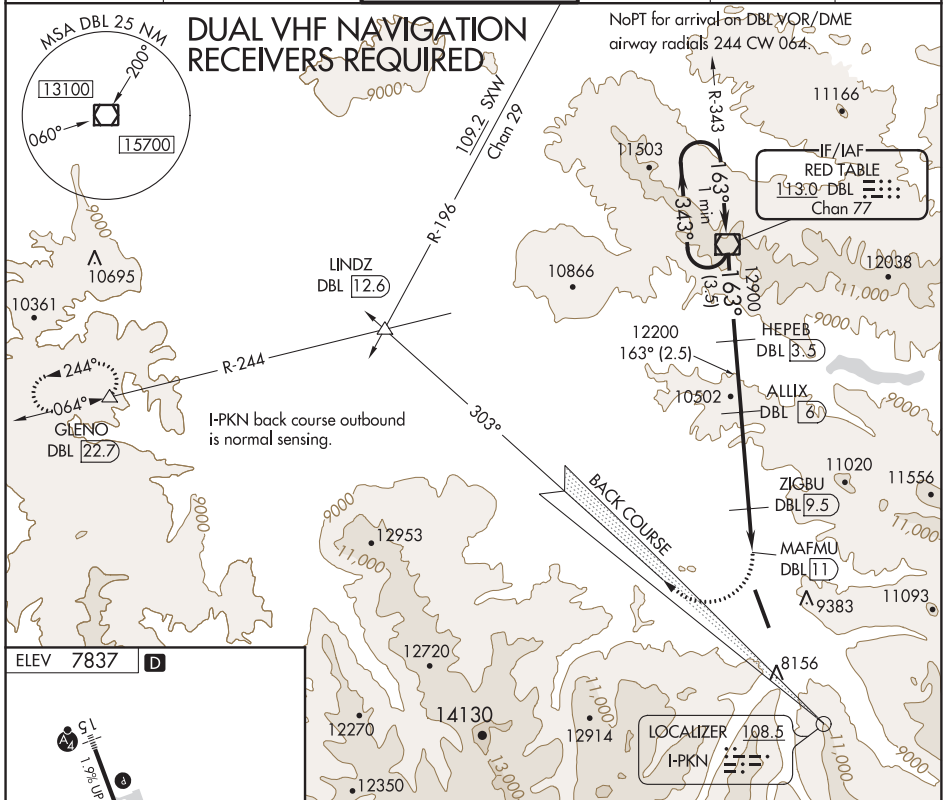
VOR/DME-C

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

When local altimeter setting not received, procedure NA. Procedure NA at night.
 -21°C/-6°F

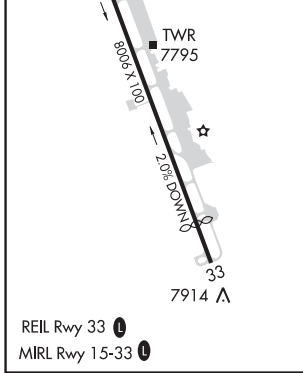
MISSED APPROACH: Climbing right turn to 14000 on heading 300° and I-PKN localizer NW course (303°) to LINDZ INT then on DBL VOR/DME R-244 to GLENO 22.7 DME and hold.

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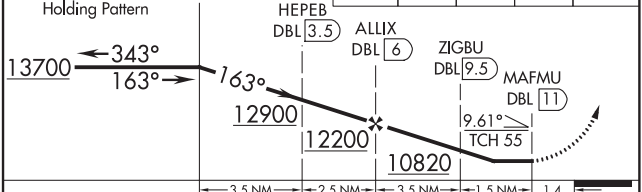


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 55). One Minute Holding Pattern	14000 hdg 300°	I-PKN NW crs (303°)	LINDZ	GLENO DBL R-244
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CATEGORY	A	B	C	D
CIRCLING	10220-1¾	2383 (2400-1¾)	10220-3 2383 (2400-3)	NA

ASPEN, COLORADO
Amdt 5 20SEP12

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
39°13'N-106°52'W
VOR/DME-C

Orig 07354

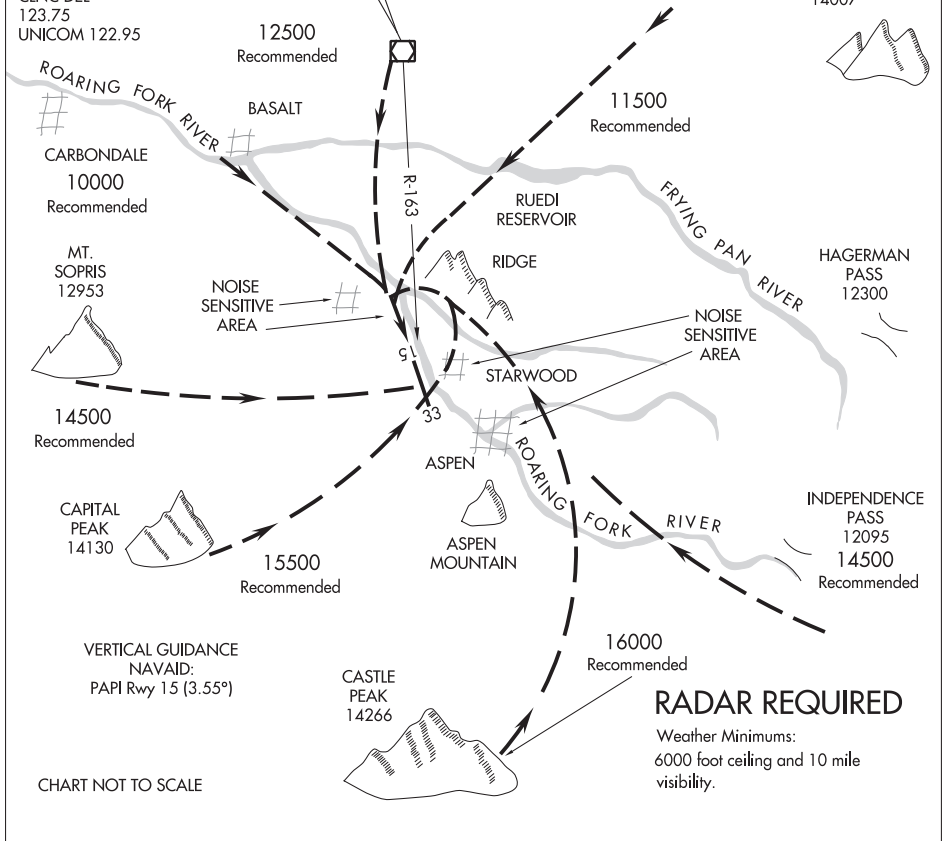
AL-5889 (FAA)

ROARING FORK VISUAL RWY 15

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

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

RED TABLE
 113.0 DBL 
 Chan 77



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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."

ROARING FORK VISUAL RWY 15

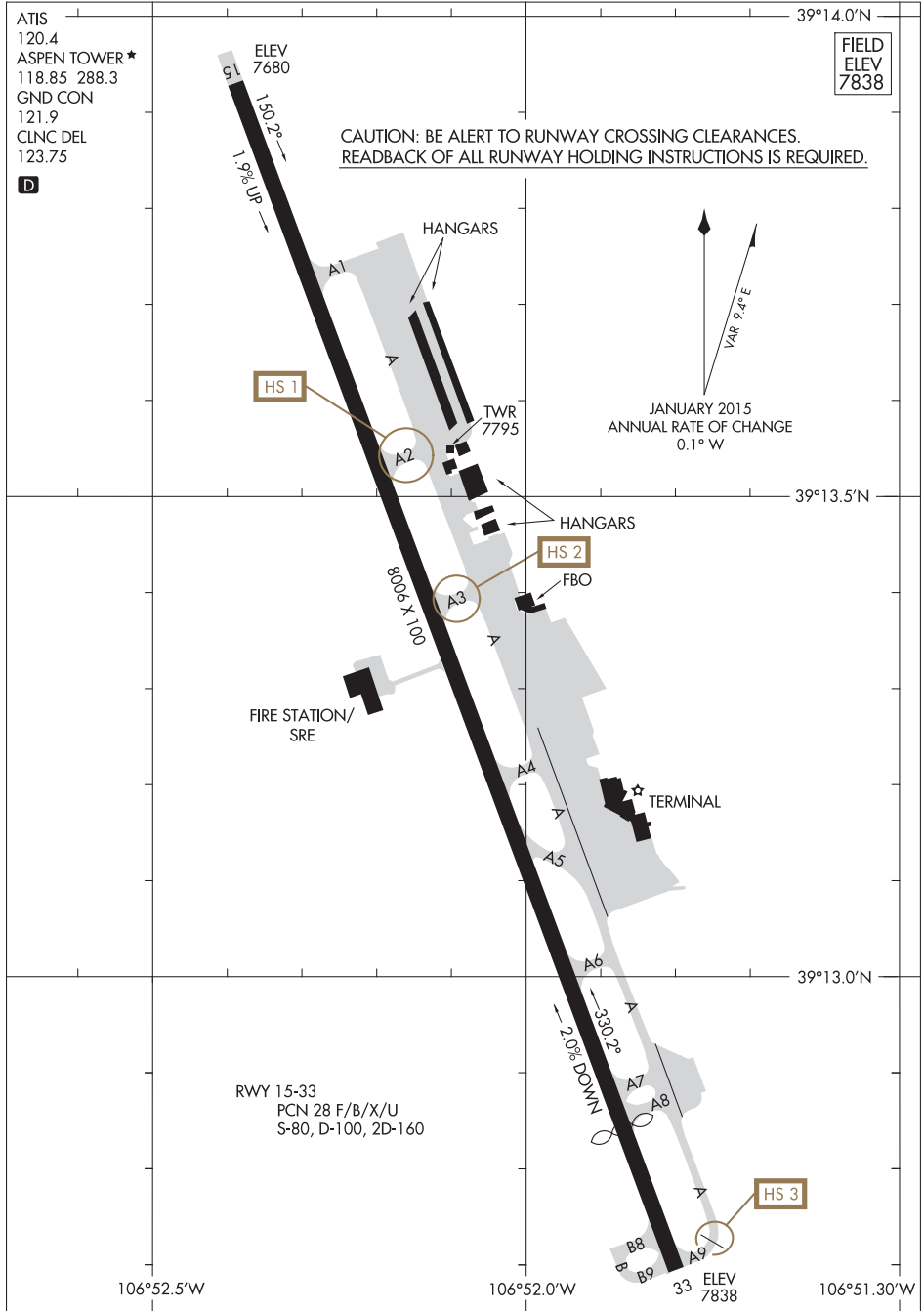
ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

Orig 07354

39°13'N-106°52'W

AIRPORT DIAGRAM

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
AL-5889 (FAA) ASPEN, COLORADO



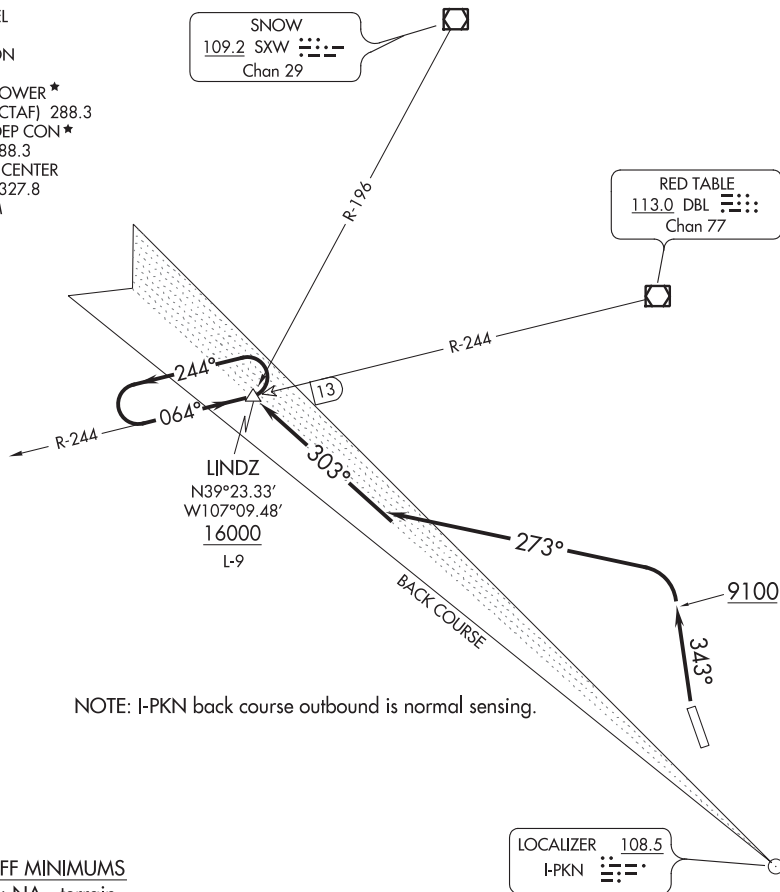
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

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

ATIS
120.4
CLNC DEL
123.75
GND CON
121.9
ASPEN TOWER ★
118.85 (CTAF) 288.3
ASPEN DEP CON ★
123.8 288.3
DENVER CENTER
125.35 327.8
UNICOM
122.95



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

TAKEOFF MINIMUMS

Rwy 15: NA - terrain.
Rwy 33: 400-1 with minimum climb of 460' per NM to 14000.

TAKEOFF OBSTACLE NOTES

Rwy 33: Multiple trees beginning 35' from DER, 386' right of centerline, up to 100' AGL/7722' MSL.
Multiple trees, bushes and terrain beginning 4' from DER, 400' left of centerline, up to 100' AGL/7821' MSL. Multiple trees, bushes, and terrain beginning 3484' from DER, 752' left of centerline, up to 100' AGL/8179' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb on heading 343° to 9100, then climbing left turn to 16000 on heading 273° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Climb in LINDZ holding pattern to cross LINDZ at or above 16000 before proceeding on course.

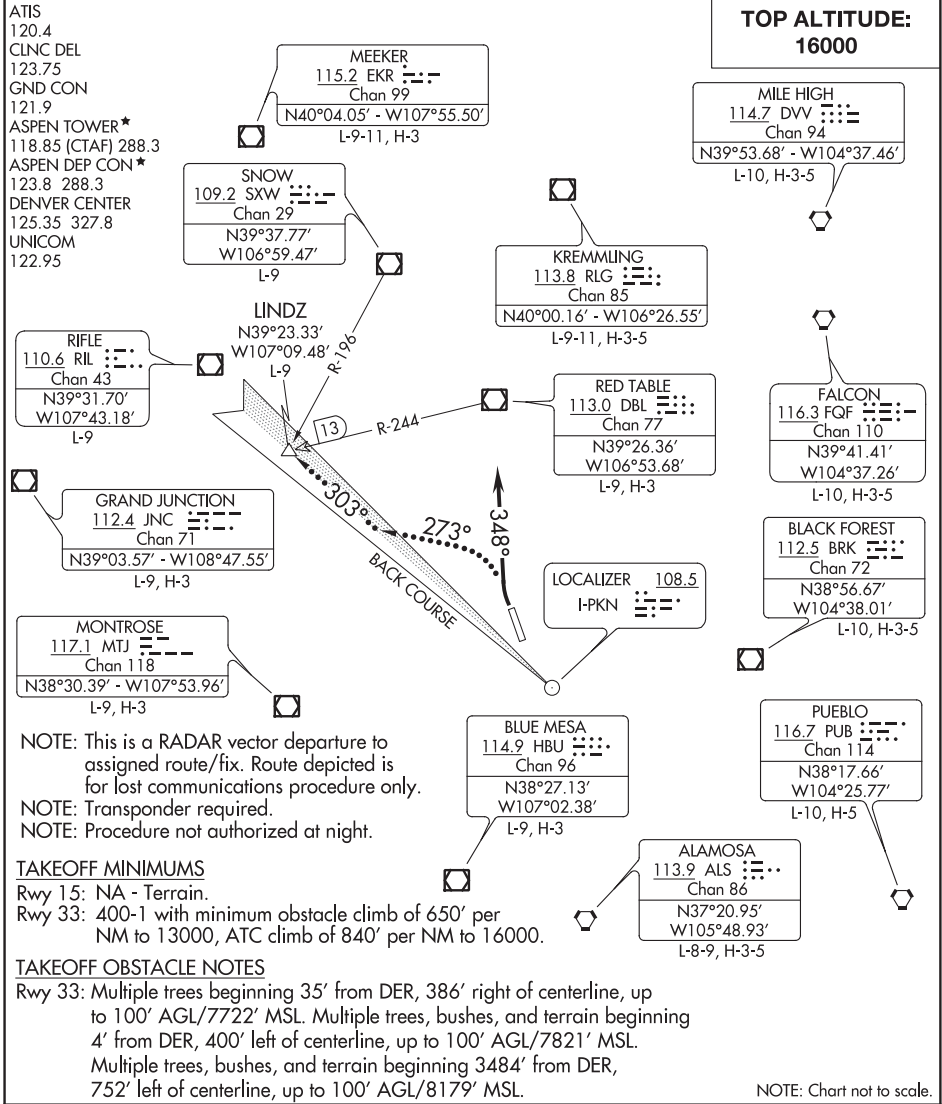
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ASPEN SEVEN DEPARTURE

SL-5889 (FAA)

ASPEN-PITKIN COUNTY/SARDY FIELD (A5E)
ASPEN, COLORADO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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.

ASPEN SEVEN DEPARTURE

LINDZ EIGHT DEPARTURE

SL-5889 (FAA)

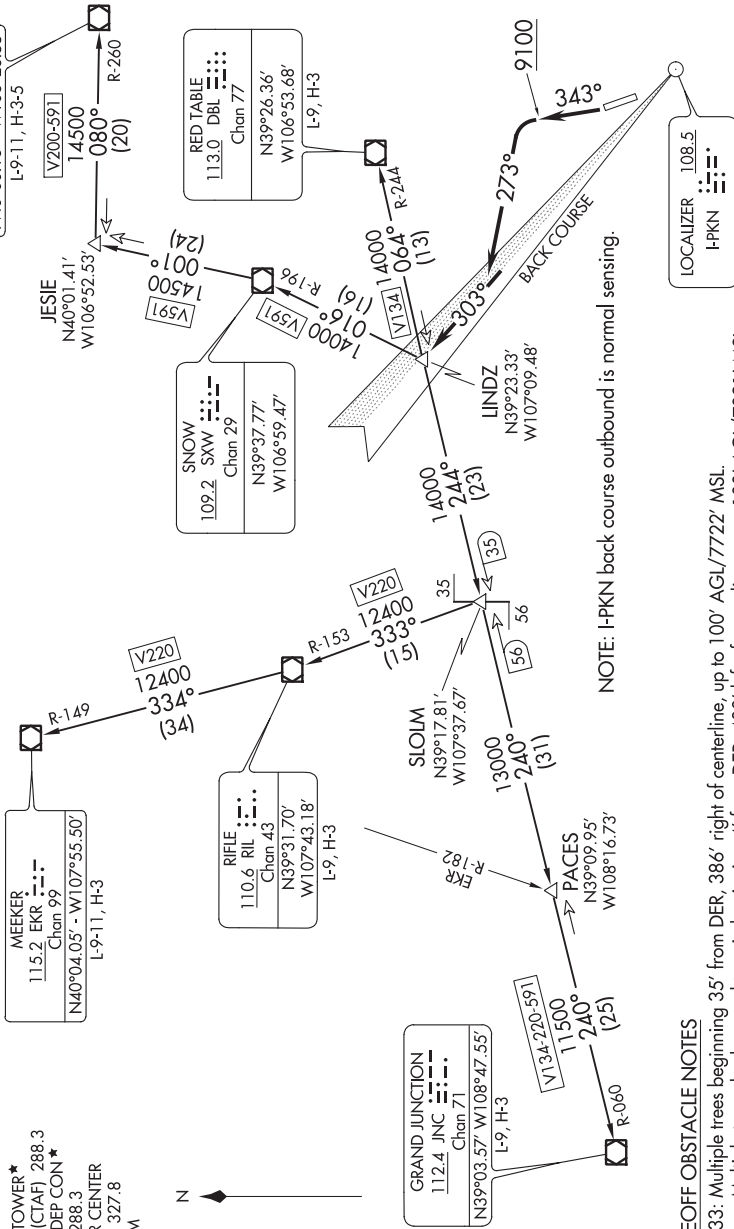
ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)
ASPEN, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwy 15: NA - Terrain.
Rwy 33: 400-1 with minimum climb of 465' per NM to 10000.

- ATIS 120.4
- CINC DEL 123.75
- GND CON 121.9
- ASPEN TOWER* 118.85 (CTAF) 288.3
- ASPEN DEP CON* 123.8 288.3
- DENVER CENTER 125.35 327.8
- UNICOM 122.95



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.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

LINDZ EIGHT DEPARTURE

(LINDZ8.LINDZ) 15NOV12

ASPEN, COLORADO

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

(LINDZ8.LINDZ) 16035

LINDZ EIGHT DEPARTURE

ASPEN-PITKIN COUNTY/SARDY FIELD (ASE)

SL-5889 (FAA)

ASPEN, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climb heading 343° to 9100, then climbing left turn to 16000 on heading 273° to intercept I-PKN NW course outbound to LINDZ INT/DBL 13 DME. Then via assigned transition, maintain 16000, expect clearance to filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received for one minute after departure, 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 (LINDZ8.JNC): From over LINDZ INT via DBL R-244 to SLOLM INT, then via JNC R-060 to JNC VOR/DME.

KREMMLING TRANSITION (LINDZ8.RLG): From over LINDZ INT via SXW R-196 to SXW VOR/DME, then via SXW R-001 to JESIE INT, then via RLG R-260 to RLG VOR/DME.

MEEKER TRANSITION (LINDZ8.EKR): From over LINDZ INT via DBL R-244 to SLOLM INT, then via RIL R-153 to RIL VOR/DME, then via RIL R-334 and EKR R-149 to EKR VOR/DME.

RED TABLE TRANSITION (LINDZ8.DBL): From over LINDZ INT via DBL R-244 to DBL VOR/DME.

RIFLE TRANSITION (LINDZ8.RIL): From over LINDZ INT via DBL R-244 to SLOLM INT, then via RIL R-153 to RIL VOR/DME.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LINDZ EIGHT DEPARTURE
(LINDZ8.LINDZ) 15NOV12

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

PITKN FOUR DEPARTURE (RNAV)

ASPEN-PITKIN COUNTY/SARDY FIELD (A5E)
ASPEN, COLORADO

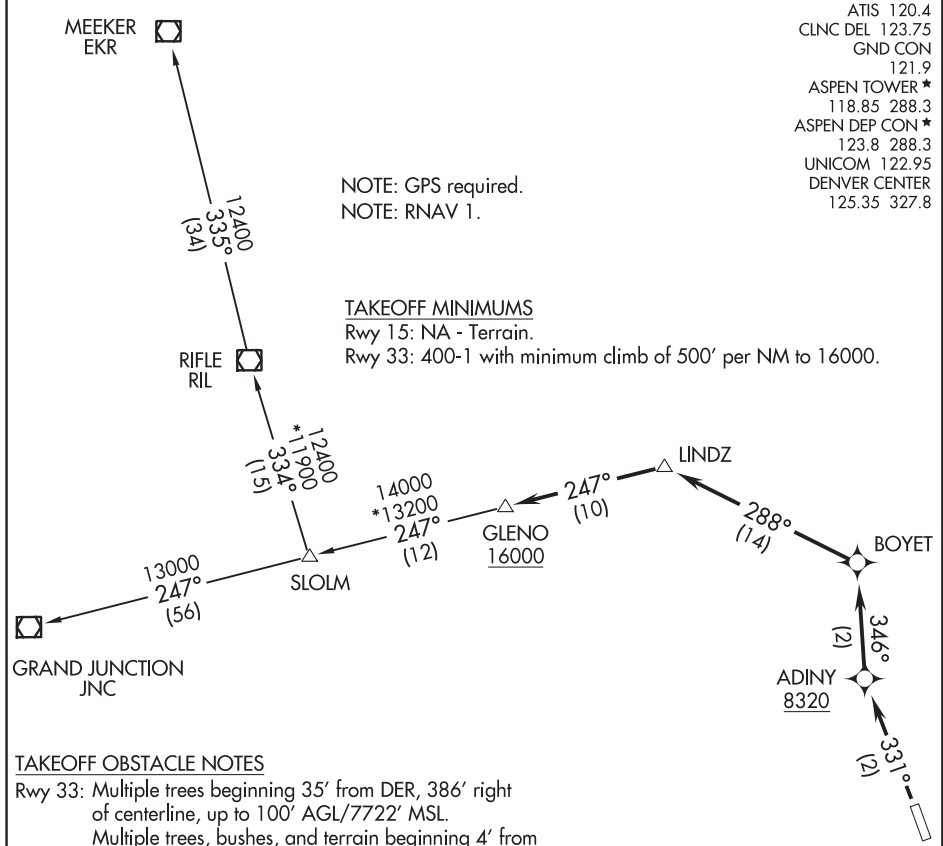
ATIS 120.4
 CLNC DEL 123.75
 GND CON 121.9
 ASPEN TOWER * 118.85 288.3
 ASPEN DEP CON * 123.8 288.3
 UNICOM 122.95
 DENVER CENTER 125.35 327.8

NOTE: GPS required.
 NOTE: RNAV 1.

TAKEOFF MINIMUMS

Rwy 15: NA - Terrain.

Rwy 33: 400-1 with minimum climb of 500' per NM to 16000.



TAKEOFF 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 heading 331° to at or above 8320 direct ADINY, and climbing right turn to 16000 on track 346° to BOYET, and on track 288° to LINDZ, and on track 247° to GLENO, thence. . . .

. . . .via transition or assigned route, expect clearance to filed altitude 10 minutes after departure.

GRAND JUNCTION TRANSITION (PITKN4.JNC)

MEEKER TRANSITION (PITKN4.EKR)

RIFLE TRANSITION (PITKN4.RIL)

PITKN FOUR DEPARTURE (RNAV)

(PITKN4.GLENO) 15NOV12

ASPEN, COLORADO
ASPEN-PITKIN COUNTY/SARDY FIELD (A5E)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

BELEN, NEW MEXICO

AL-6564 (FAA)

16035

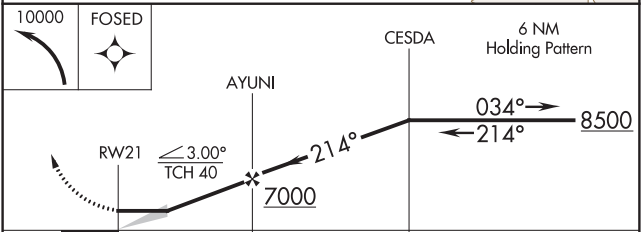
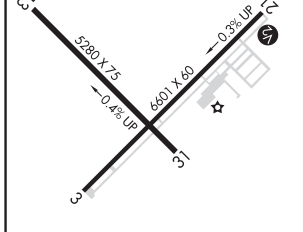
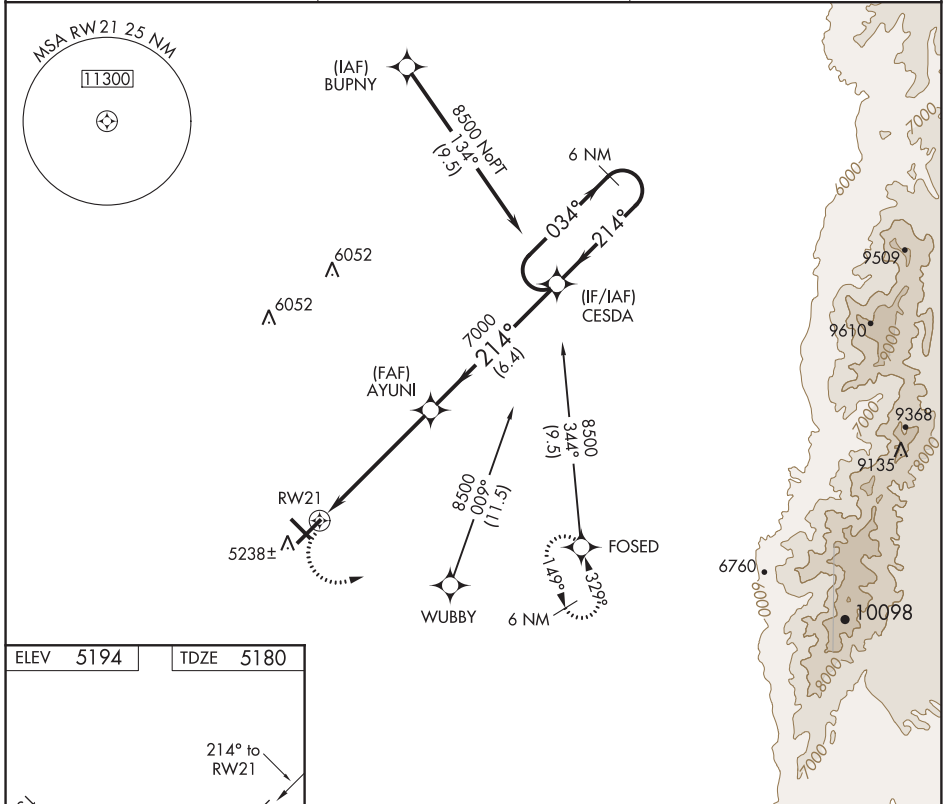
APP CRS 214°	Rwy Idg 6601
	TDZE 5180
	Apt Elev 5194

RNAV (GPS) RWY 21

ALEXANDER MUNI (E80)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Use Albuquerque, NM altimeter setting. **MISSED APPROACH:** Climbing left turn to 10000 direct FOSED WP and hold.

AWOS-3PT 118.55	ALBUQUERQUE APP CON 123.9 354.1	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
RNAV MDA	5600-1	420 (500-1)	5600-1¼ 420 (500-1¼)	NA
CIRCLING	5660-1	466 (500-1)	5660-1½ 466 (500-1½)	NA

BELEN, NEW MEXICO
Orig 30SEP04

34°39'N-106°50'W

RNAV (GPS) RWY 21

ALEXANDER MUNI (E80)

SW-1, 10 NOV 2016 to 05 JAN 2017

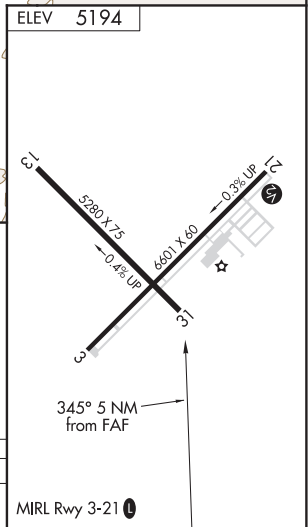
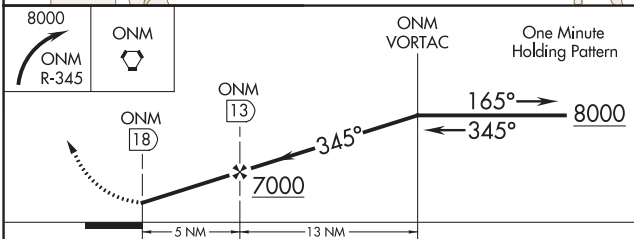
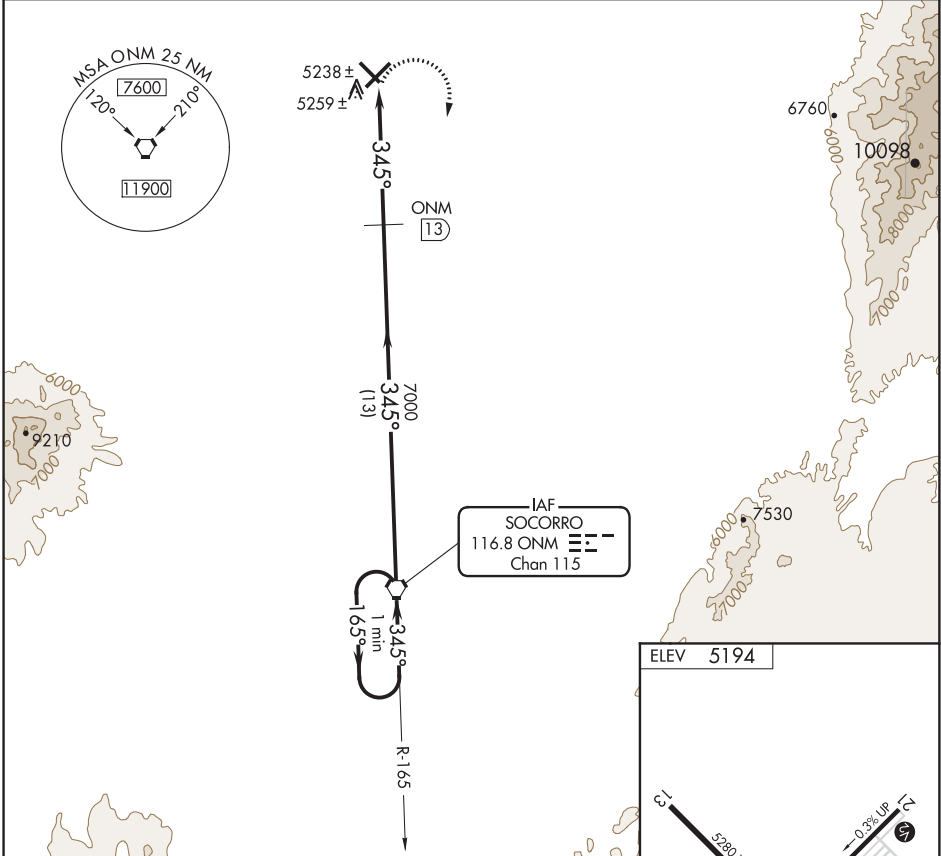
SW-1, 10 NOV 2016 to 05 JAN 2017

VORTAC ONM 116.8 Chan 115	APP CRS 345°	Rwy Idg TDZE Apt Elev N/A N/A 5194
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VOR/DME-A
ALEXANDER MUNI (E80)

NA Use Albuquerque, NM altimeter setting.	MISSED APPROACH: Climbing right turn to 8000 via ONM R-345 to ONM VORTAC and hold.
--	--

AWOS-3PT 118.55	ALBUQUERQUE APP CON 123.9 354.1	UNICOM 122.8 CTAF 0
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CATEGORY	A	B	C	D
CIRCLING	5680-1	486 (500-1)	5680-1½ 486 (500-1½)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AURORA, COLORADO

ILS or LOC/DME RWY 32

LOC I-BKF 109.7	APCH CRS 323°	Rwy ldg 11,006 THRE 5664 Arpt Elev 5664
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AL-538 [USAF]

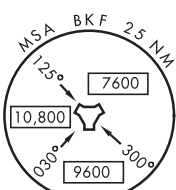
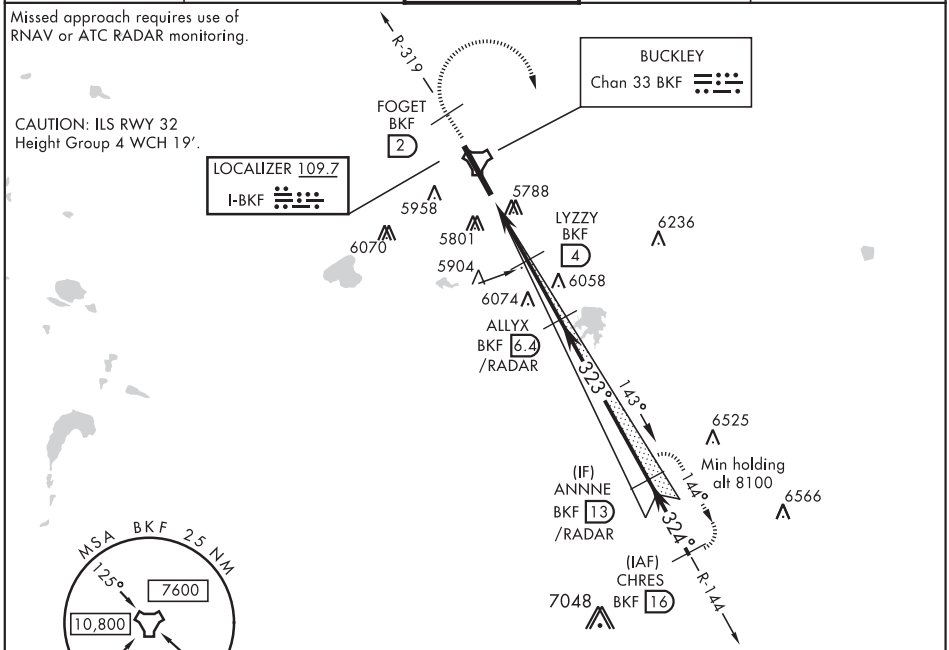
BUCKLEY AFB (KBKF)

* When ALS inop, increase CAT ABCDE RVR to 40 and vis to 3/4 miles.
 ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 1/4 miles.

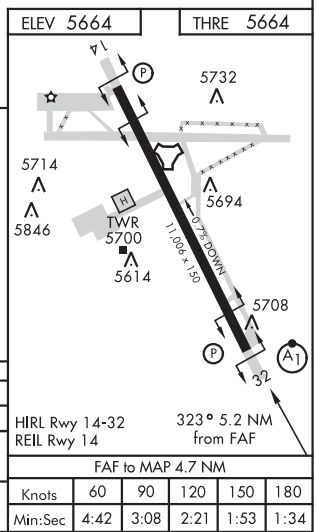
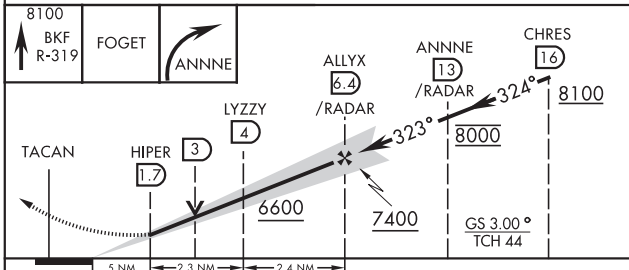
 ALSF-1

 MISSED APPROACH: Climb via BKF TACAN R-319 to FOGET (2 DME), then climbing right turn to 8100 BKF R-144/13 DME (ANNNE) and hold or as directed by ATC.

ATIS ★ 119.675 259.3	DENVER APP CON 128.45 251.075	BUCKLEY TOWER ★ 121.0 291.675	GND CON 121.6 275.8	CLNC DEL 121.6 275.8
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EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
S-ILS 32 *	5864/24 200 (200-1/2)				
S-LOC 32 **	6280/24 616 (700-1/2)		6280-1 3/4 616 (700-1 3/4)		
CIRCLING	6280-1 616 (700-1)		6280-1 3/4 616(700-1 3/4)		6300-2 636(700-2)

AURORA, COLORADO
Amdt 2 22SEP11

39°42'N-104°45'W

BUCKLEY AFB (KBKF)

ILS or LOC/DME RWY 32

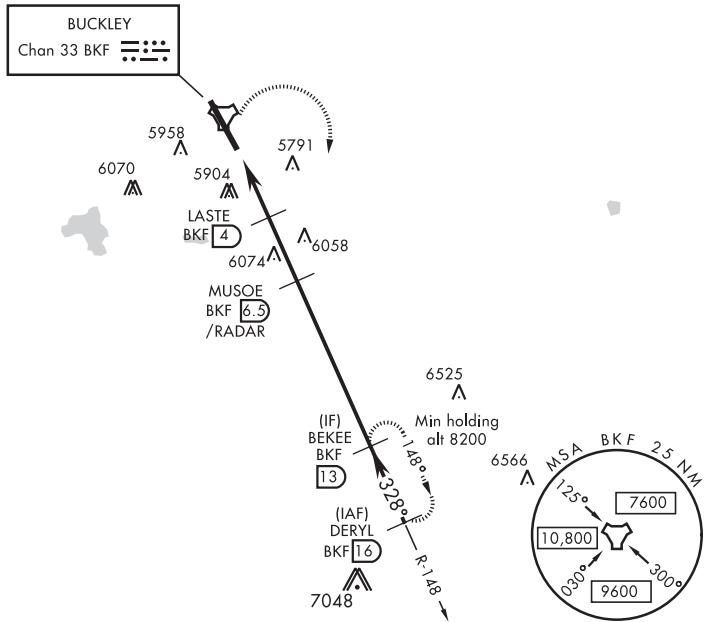
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

TACAN BKF Chan 33	APCH CRS 328°	Rwy ldg 11,006 THRE 5664 Arpt Elev 5664	AL-538 [USAF]	BUCKLEY AFB (KBKF)
▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¾ miles.			ALSF-1 	MISSED APPROACH: Climbing right turn to 8200 to intercept BKF TACAN R-148 direct to BEKEE (1.3 DME) and hold or as directed by ATC.

ATIS ★ 119.675 259.3	DENVER APP CON 128.45 251.075	BUCKLEY TOWER ★ 121.0 291.675	GND CON 121.6 275.8	CLNC DEL 121.6 275.8
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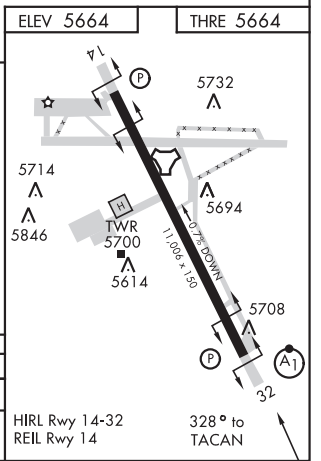
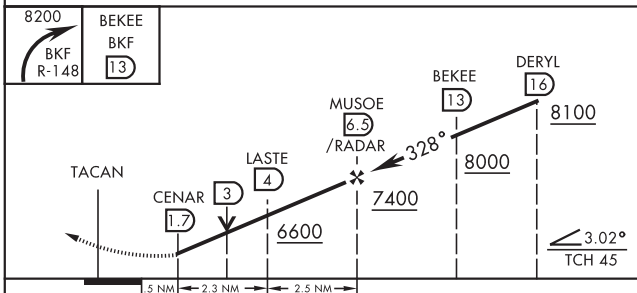
Misled approach requires use of RNAV or ATC RADAR monitoring.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 16,500



CATEGORY	A	B	C	D	E
S-32*	6280/24 616 (700-½)		6280-1¾ 616 (700-1¾)		
CIRCLING	6280-1 616 (700-1)		6280-1¾ 616 (700-1¾)	6300-2 836 (900-3)	6500-3 836 (900-3)

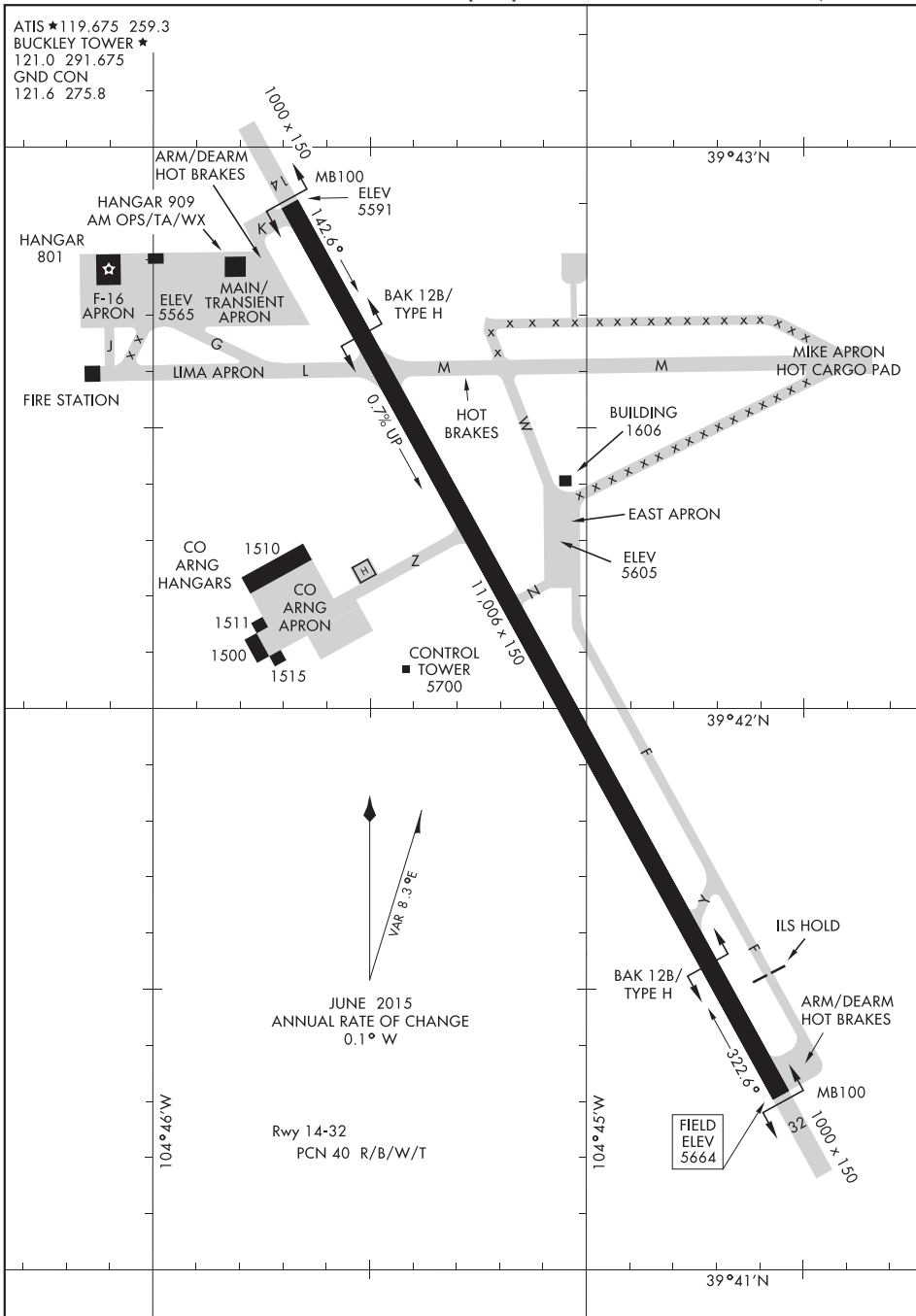
HIRL Rwy 14-32
REIL Rwy 14
328° to TACAN

AIRPORT DIAGRAM

AFD 538 [USAF]

BUCKLEY AFB (KBKF)

AURORA, COLORADO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AURORA, COLORADO

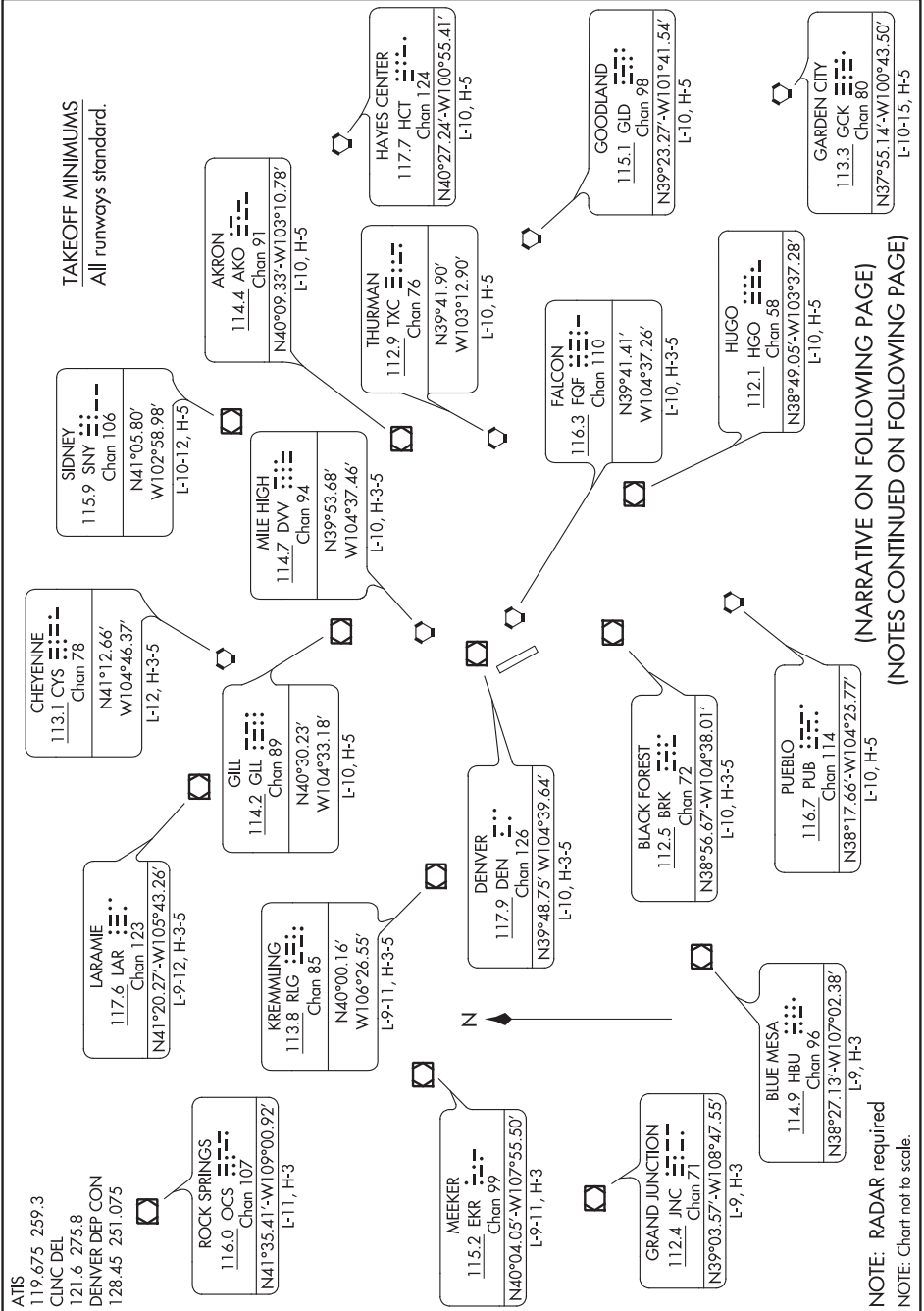
BUCKLEY AFB (KBKF)

DENVER NINE DEPARTURE

SL-538 (FAA)

BUCKLEY AFB (BKF)
AURORA, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

DENVER NINE DEPARTURE

AURORA, COLORADO
BUCKLEY AFB (BKF)

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

TAKEOFF OBSTACLE NOTES

Rwy 14: Terrain 110' from DER, 529' left of centerline, 5666' MSL.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ATIS
119.675 259.3
DENVER DEP CON
128.45 251.075

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.64'

**TOP ALTITUDE:
ASSIGNED BY ATC**

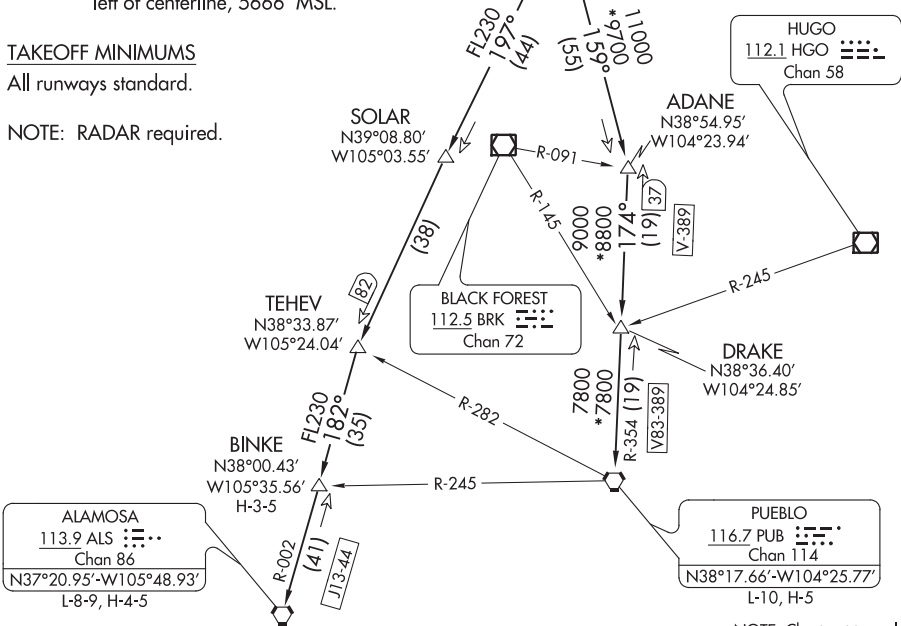
TAKEOFF OBSTACLE NOTES

Rwy 14: Terrain 110' from DER, 529'
left of centerline, 5666' MSL.

TAKEOFF MINIMUMS

All runways standard.

NOTE: RADAR required.



NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

SW-1, 10 NOV 2016 to 05 JAN 2017

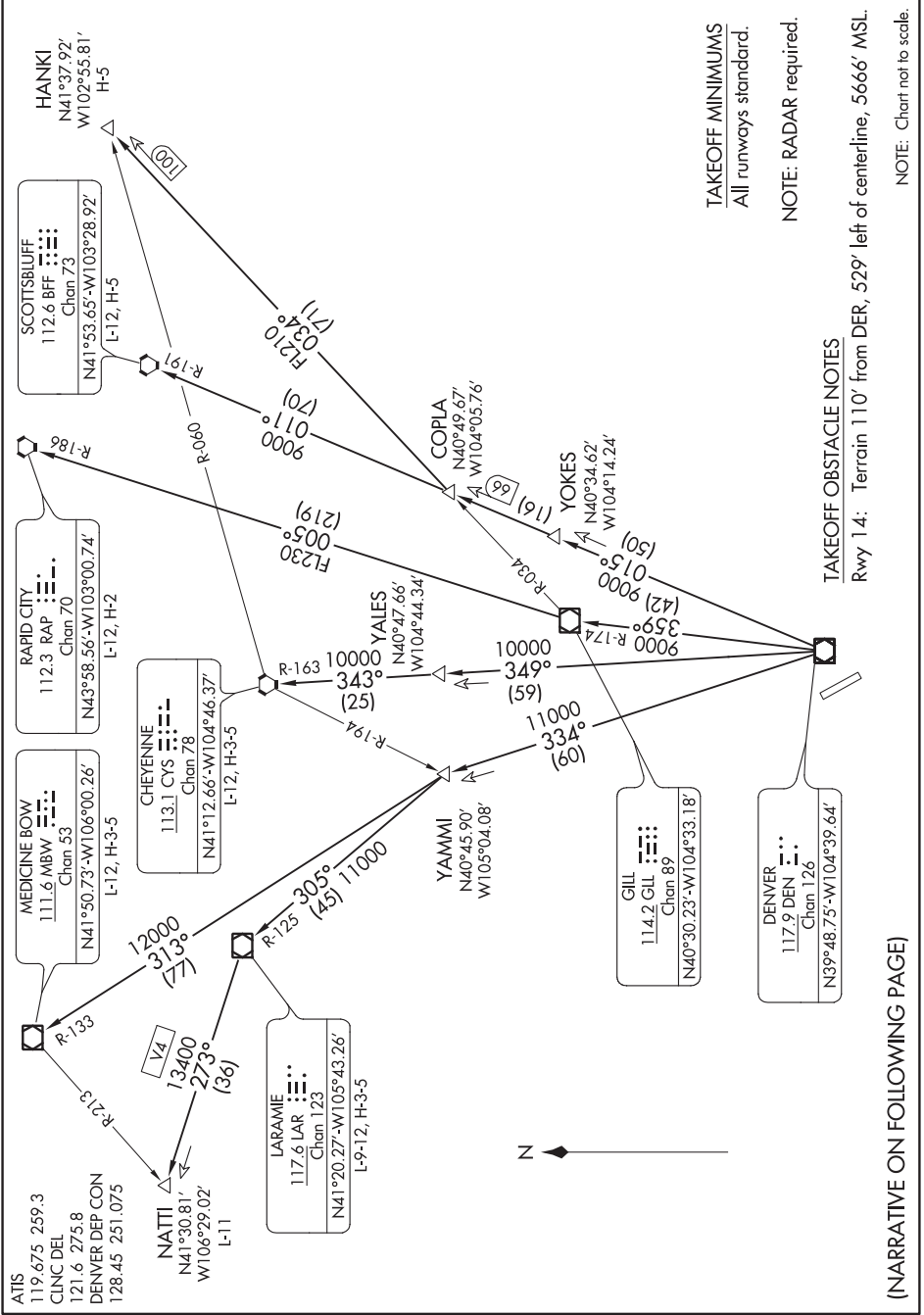
SW-1, 10 NOV 2016 to 05 JAN 2017

YELLOWSTONE NINE DEPARTURE

SL-538 (FAA)

BUCKLEY AFB (BKF)
AURORA, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



TAKEOFF MINIMUMS
All runways standard.

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 14: Terrain 110' from DER, 529' left of centerline, 5666' MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

YELLOWSTONE NINE DEPARTURE

YELLOWSTONE NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

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

HANKI TRANSITION (YELLOW.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

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

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

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

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

SCOTTSBLUFF TRANSITION (YELLOW.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

BUENA VISTA, COLORADO

AL-9302 (FAA)

16091

WAAS CH 45635 W33A	APP CRS 330°	Rwy Idg TDZE 8303 7926 Apt Elev 7950
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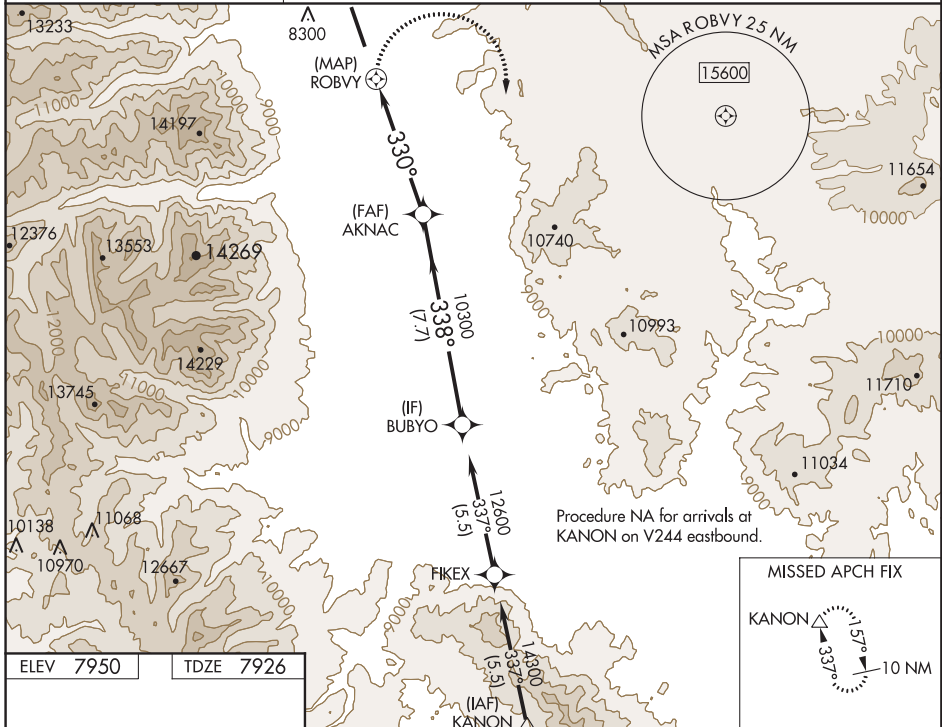
RNAV (GPS) RWY 33

CENTRAL COLORADO RGNL (A.E.J)

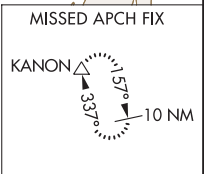
⚠ Circling NA northeast of Rwy 15-33. DME/DME RNP-0.3 NA.
⚠ NA When local altimeter setting not received, use Solida altimeter setting and increase all MDA 100 feet. VDP NA with Solida altimeter setting.
❄ -18°C/0°F #Missed approach requires minimum climb of 425 feet per NM to 14100.

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

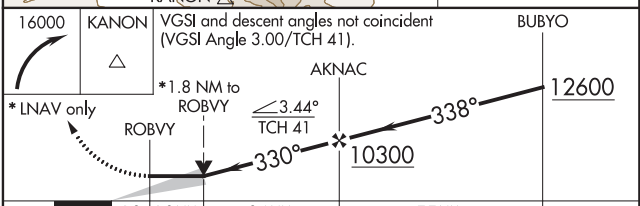
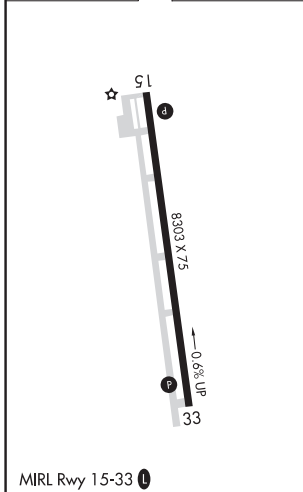
AWOS-3 132.925	DENVER CENTER 119.85 363.15	UNICOM 122.8 (CTAF) 0
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Procedure NA for arrivals at KANON on V244 eastbound.



ELEV 7950	TDZE 7926
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CATEGORY	A	B	C	D
#LP MDA	8960-1½	1034 (1100-1½)	8960-3 1034 (1100-3)	NA
LP MDA	9840-1½	1914 (1900-1½)	9840-3 1914 (1900-3)	NA
#LNAV MDA	9300-1½	1374 (1400-1½)	9300-3 1374 (1400-3)	NA
LNAV MDA	9980-1½	2054 (2100-1½)	9980-3 2054 (2100-3)	NA
C CIRCLING	9980-1½	2030 (2100-1½)	9980-3 2030 (2100-3)	NA

BUENA VISTA, COLORADO
 Orig-B 31MAR16

38°49'N-106°07'W

CENTRAL COLORADO RGNL (A.E.J)
RNAV (GPS) RWY 33

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PUEBLO ONE DEPARTURE (OBSTACLE) (RNAV)

DENVER CENTER
119.85 363.15
UNICOM
122.8 (CTAF)

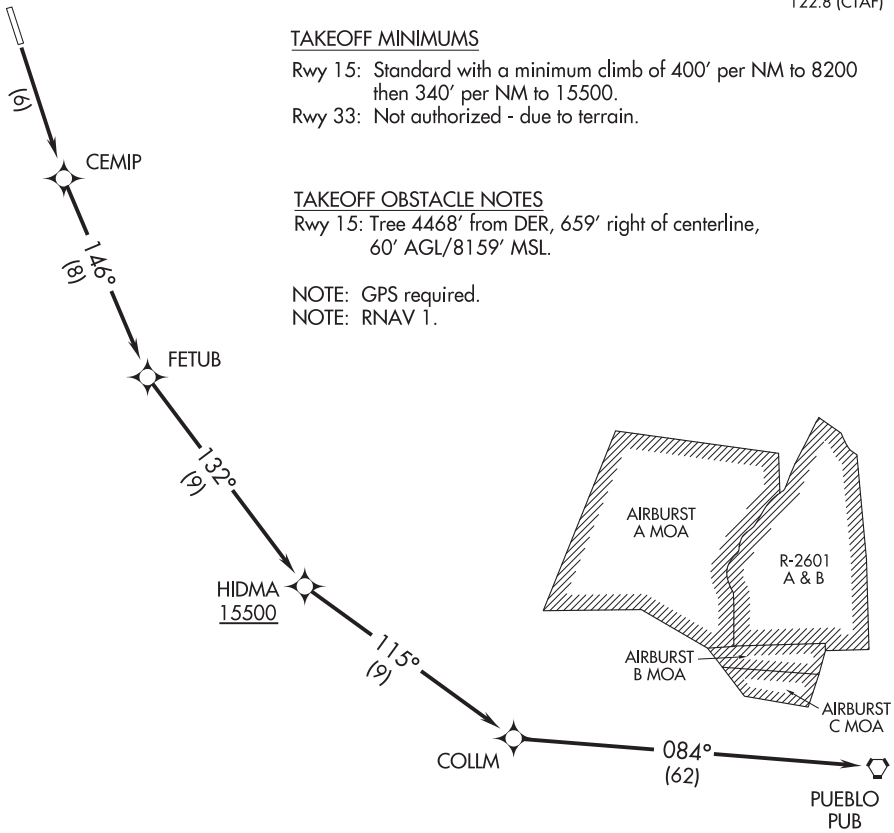
TAKEOFF MINIMUMS

Rwy 15: Standard with a minimum climb of 400' per NM to 8200 then 340' per NM to 15500.
Rwy 33: Not authorized - due to terrain.

TAKEOFF OBSTACLE NOTES

Rwy 15: Tree 4468' from DER, 659' right of centerline, 60' AGL/8159' MSL.

NOTE: GPS required.
NOTE: RNAV 1.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct CEMIP WP, then via 146° track to FETUB WP then via 132° track to cross HIDMA WP at or above 15500', then via depicted route to PUB VORTAC.

TAKEOFF RUNWAY 33: Not authorized.

BURLINGTON, COLORADO

AL-6895 (FAA)

15176

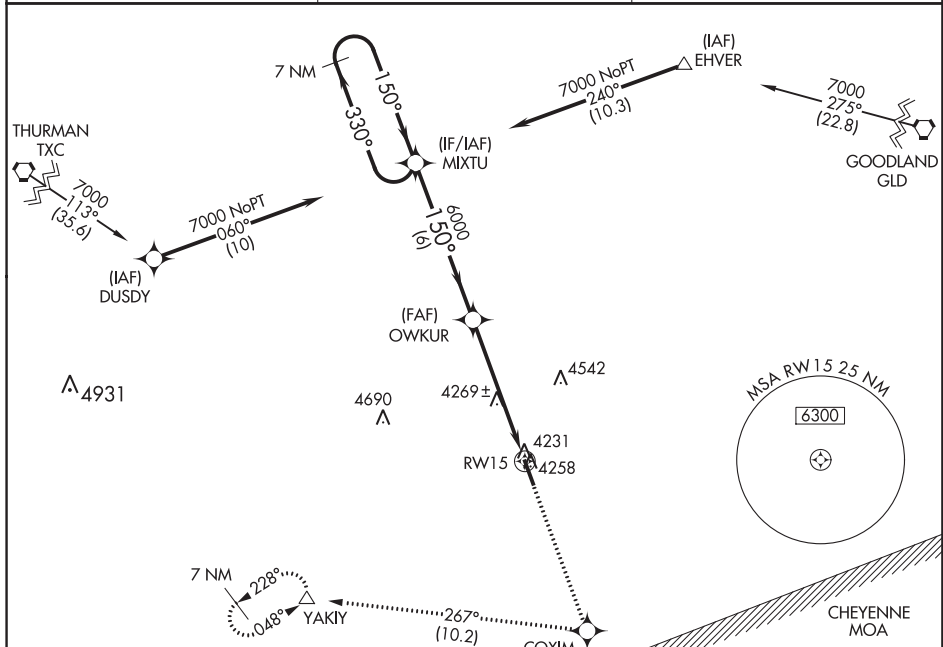
WAAS CH 72999 W15A	APP CRS 150°	Rwy Idg 5199 TDZE 4219 Apt Elev 4219
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RNAV (GPS) RWY 15

KIT CARSON COUNTY (ITR)

<p>▽ DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F)</p>	<p>MISSED APPROACH: Climb to 7000 direct COXIM and right turn via 267° track to YAKIY, and hold, continue climb-in-hold to 7000.</p>
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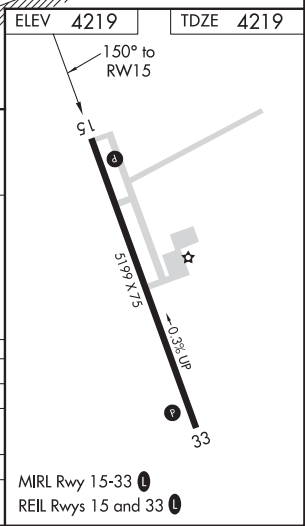
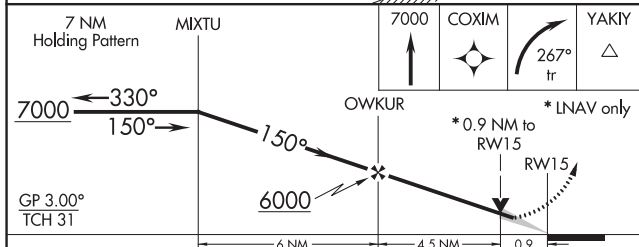
ASOS 135.225	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4219	TDZE 4219
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CATEGORY	A	B	C	D
LPV DA		4469-1	250 (300-1)	
RNAV/VNAV DA		4481-1	262 (300-1)	
RNAV MDA		4520-1	301 (400-1)	
CIRCLING	4580-1 361 (400-1)	4680-1 461 (500-1)	4680-1½ 461 (500-1½)	4780-2 561 (600-2)

BURLINGTON, COLORADO
Orig 13APR06

39°15'N-102°17'W

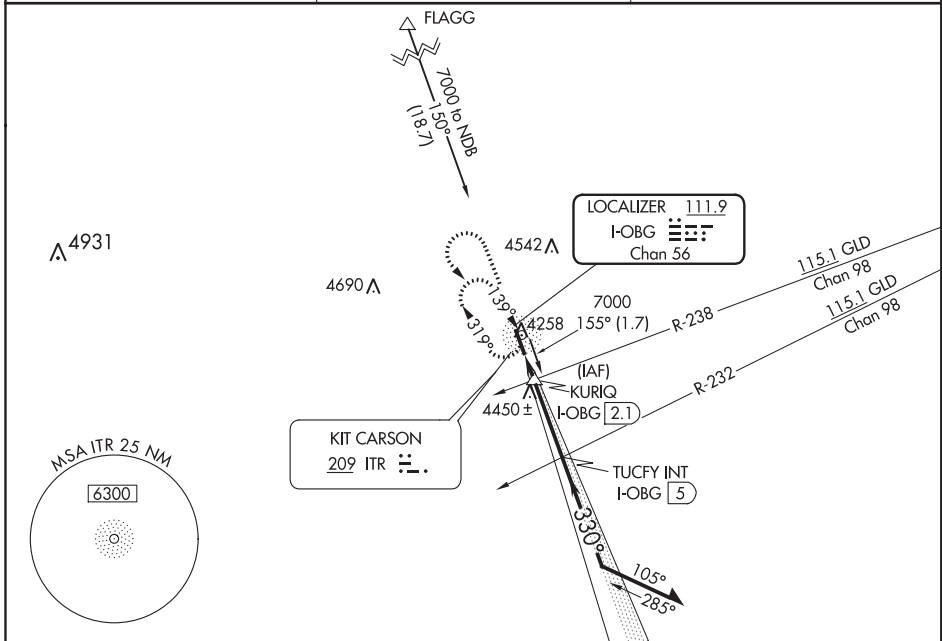
RNAV (GPS) RWY 15

LOC/DME I-OBG 111.9 Chan 56	APP CRS 330°	Rwy Idg TDZE Apt Elev	5199 4203 4217
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LOC RWY 33
KIT CARSON COUNTY (ITR)

▲ Use of I-OBG DME required for procedure entry from ITR NDB.
▲NA MISSED APPROACH: Climb to 5000, then climbing left turn to 7000 direct ITR NDB and hold.

ASOS 135.225	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4217	TDZE 4203
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Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

ADF REQUIRED

CATEGORY	A	B	C	D
S-33	4640-1 437 (500-1)		4640-1¼ 437 (500-1¼)	4640-1½ 437 (500-1½)
CIRCLING	4640-1 423 (500-1)	4680-1 463 (500-1)	4680-1½ 463 (500-1½)	4800-2 583 (600-2)

BURLINGTON, COLORADO

AL-6895 (FAA)

15176

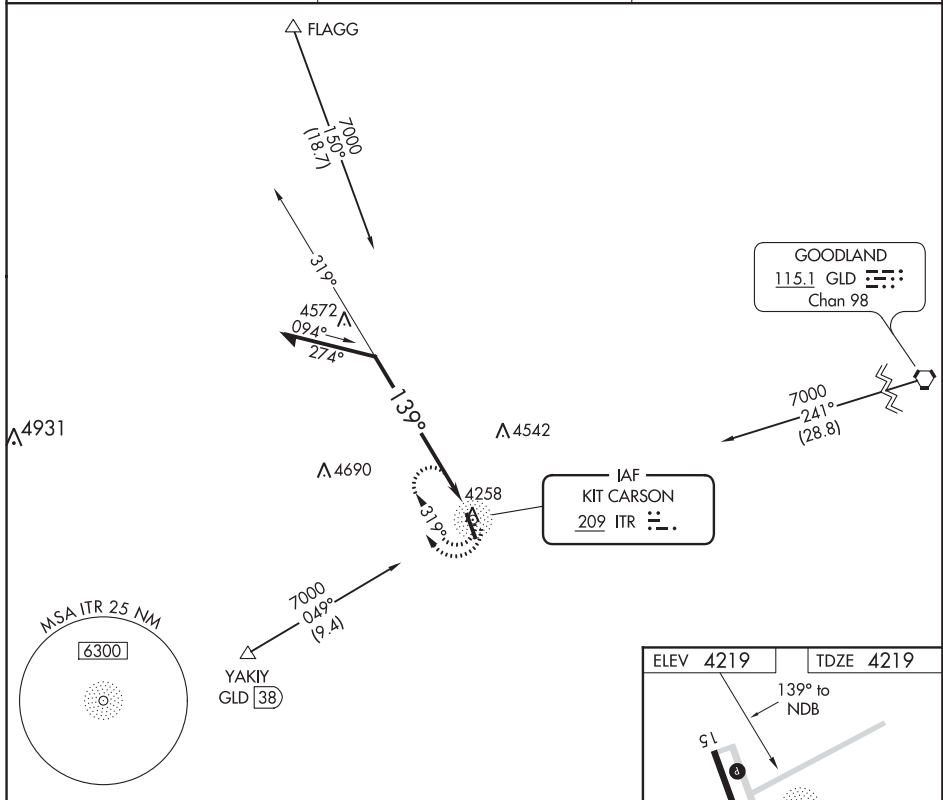
NDB ITR 209	APP CRS 139°	Rwy Idg TDZE Apt Elev	5199 4219 4219
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NDB RWY 15

KIT CARSON COUNTY (ITR)

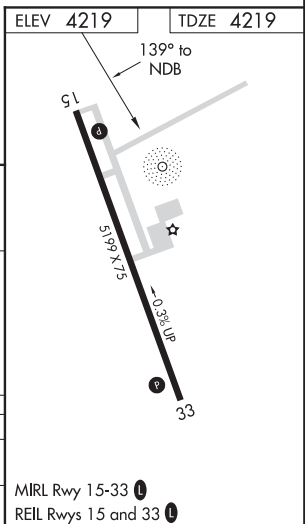
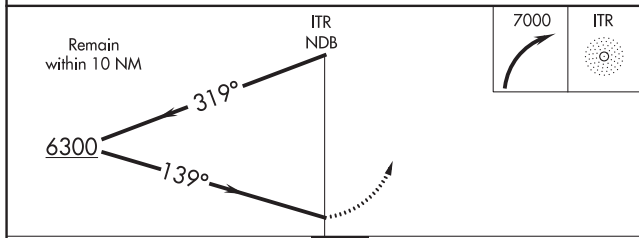
▽ NA MISSED APPROACH: Climbing right turn to 7000 in ITR NDB holding pattern.

ASOS 135.225	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) ①
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-15	4940-1 721 (800-1)		4940-2 721 (800-2)	4940-2 1/4 721 (800-2 1/4)
CIRCLING	4940-1 721 (800-1)		4940-2 721 (800-2)	4940-2 1/4 721 (800-2 1/4)

BURLINGTON, COLORADO
Amdt 1B 13NOV14

39°15'N-102°17'W

KIT CARSON COUNTY (ITR)
NDB RWY 15

CLOVIS, NEW MEXICO

ILS or LOC RWY 4

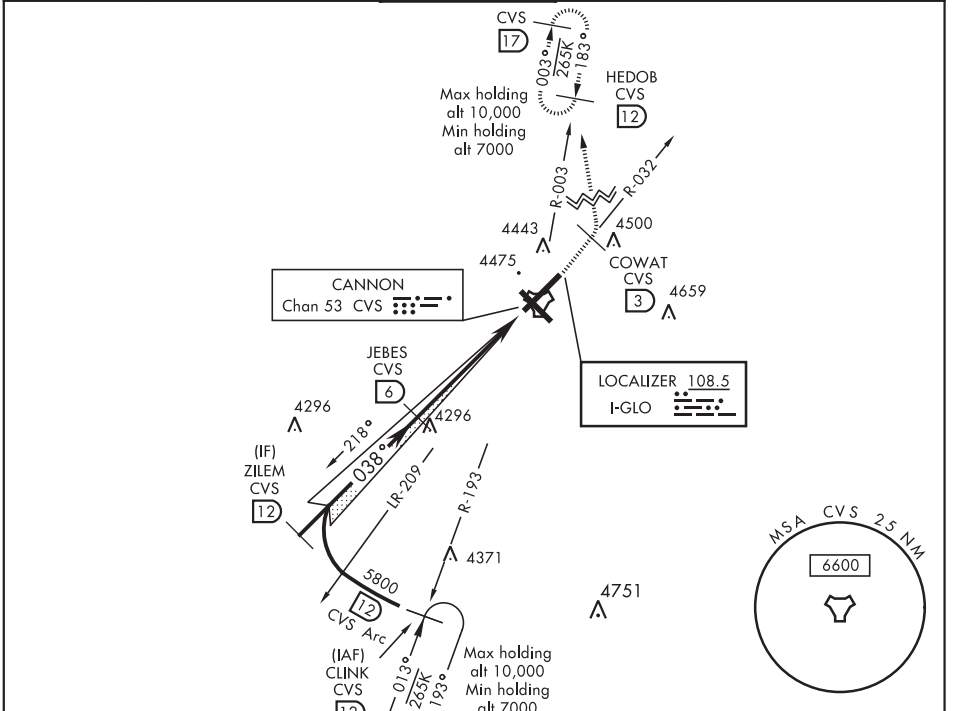
LOC I-GLO 108.5	APCH CRS 038°	Rwy ldg 10,003 THRE 4275 Arprt Elev 4295	AL-512 [USAF]	CANNON AFB (KCVS)
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▼ **When ALS inop, increase all CAT's RVR to 40 and vis to 3/4 miles.
 ***When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/2 miles.

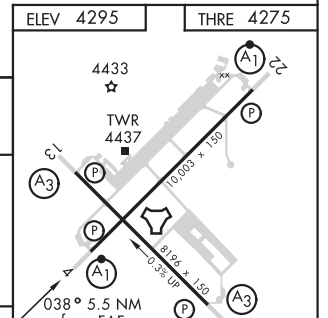
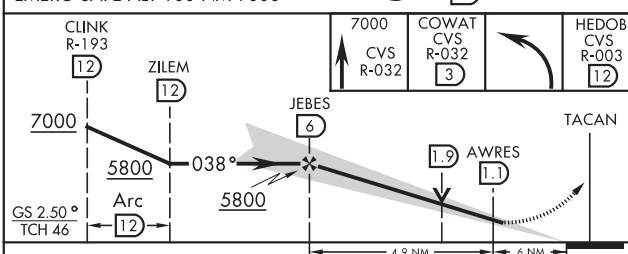
 ALSF-1

 MISSED APPROACH: Climb to 7000 out CVS
 TACAN R-032 to 3 DME (COWAT) then turn left to intercept CVS R-003 to 12 DME (HEDOB) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 9000	ELEV 4295	THRE 4275
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CATEGORY	A	B	C	D	E
S-ILS 4 *	4475/24		200	(200-1/2)	
S-LOC 4 **	4680/24	405 (400-1/2)	4680/40	405 (400-3/4)	
CIRCLING	4840-1	545 (600-1)	4860-1 1/2	5000-2 1/4	5020-2 1/2
			565 (600-1 1/2)	705 (800-2 1/4)	725 (800-2 1/2)

HIRL all Rwy					
A3 Rwy 31 nstd len 1482'					
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 2 29MAY14

ILS or LOC RWY 4

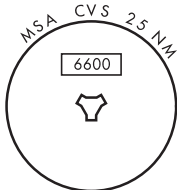
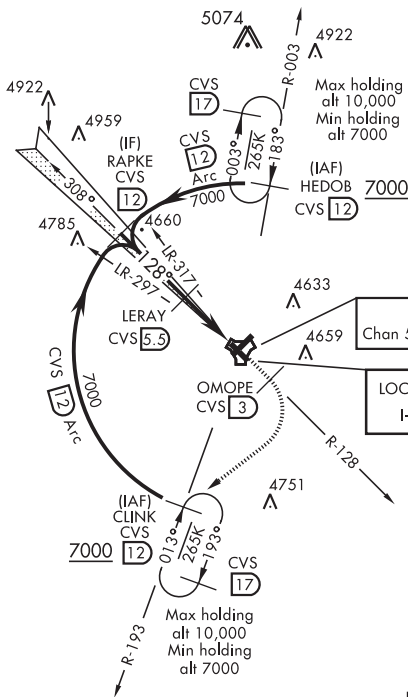
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

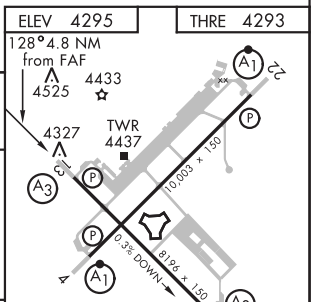
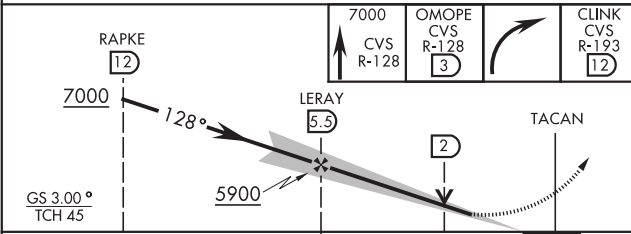
CLOVIS, NEW MEXICO

ILS or LOC RWY 13

LOC I-OVI 110.35	APCH CRS 128°	Rwy Idg THRE 4293 Arpt Elev 4295	AL-512 [USAF]	SSALR	MISSED APPROACH: Climb to 7000 out CVS R-128 to 3 DME (OMOPE) then turn right to intercept CVS R-193 to 12 DME (CLINK) and hold.
* When ALS inop, increase all CATS vis to 1¼ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¾ miles.					
ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR



EMERG SAFE ALT 100 NM 9000



CATEGORY	A	B	C	D	E
S-ILS 13*		466-1-¾	368	(400-¾)	
S-LOC 13**	4760-¾	467 (500-¾)	4760-1	467 (500-1)	
CIRCLING	4840-1 545 (600-1)	4860-1½ 565(600-1½)	5000-2¼ 705(800-2¼)	5020-2½ 725(800-2½)	

HIRL all Rwy					
(A3) Rwy 31 nstd len 1482'					
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CLOVIS, NEW MEXICO

34°23'N-103°19'W

CANNON AFB (KCVS)

Amdt 1 29MAY14

ILS or LOC RWY 13

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

ILS or LOC RWY 22

LOC I-CVS 109.7	APCH CRS 218°	Rwy Idg 10,003 THRE 4295 Arprt Elev 4295
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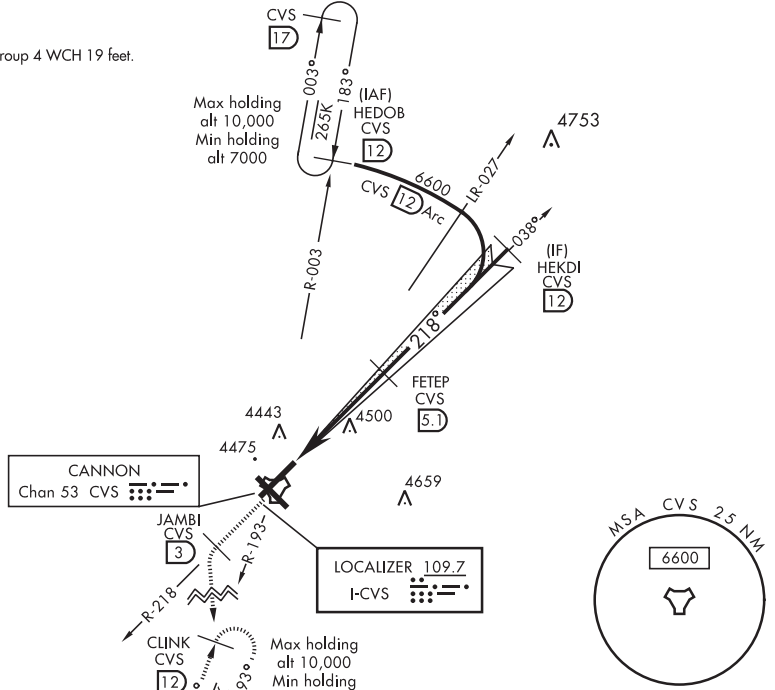
AL-512 [USAF]

CANNON AFB (KCVS)

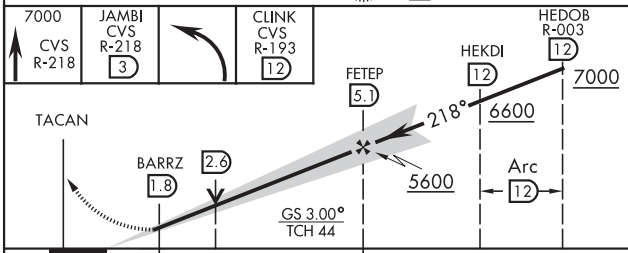
ALSF-1 MISSED APPROACH: Climb to 7000 out CVS TACAN R-218 to 3 DME (JAMBI), then turn left to intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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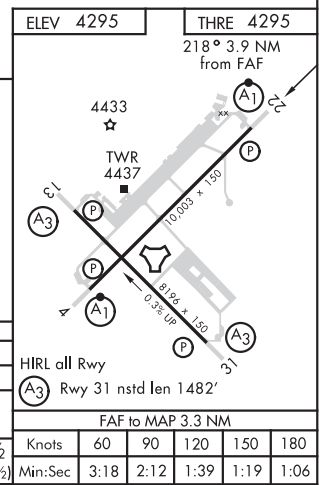
CAUTION:
1. ILS Rwy 22 Height Group 4 WCH 19 feet.



EMERG SAFE ALT 100 NM 9000



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	5000-2¼	5020-2½
			565 (600-1½)	705 (800-2¼)	725 (800-2½)



CLOVIS, NEW MEXICO
Amdt 1 29MAY14

34°23'N-103°19'W

CANNON AFB (KCVS)

ILS or LOC RWY 22

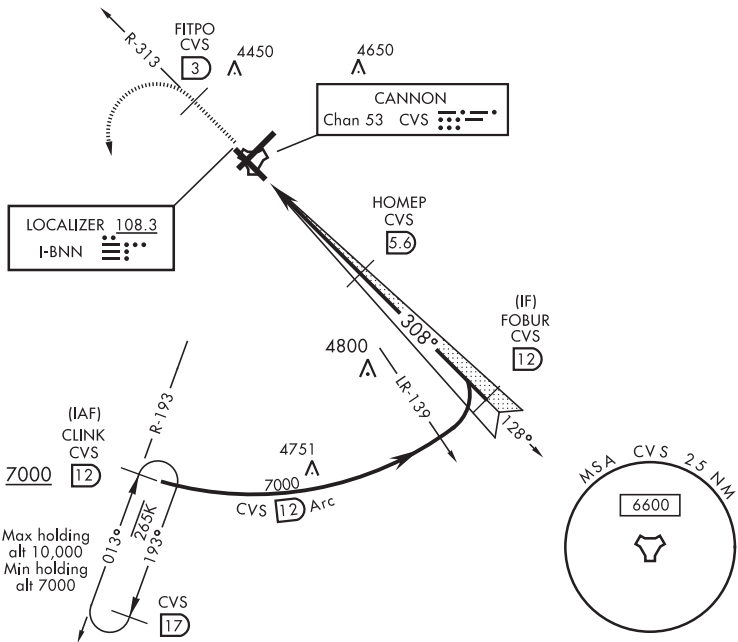
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

ILS or LOC RWY 31

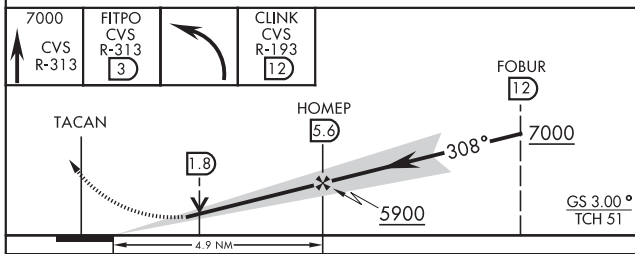
LOC I-BNN 108.3	APCH CRS 308°	Rwy Idg THRE 4266 Arpt Elev 4295	AL-512 [USAF]	CANNON AFB (KCVS)	
▼ **When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE vis to 1 ½ miles.		SSALR	MISSED APPROACH: Climb to 7000 out CVS TACAN R-313 to 3 DME (FITPO) then turn left to intercept CVS R-193 to 12 DME (CLINK) and hold.		
ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 9000



ELEV 4295	THRE 4266
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HIRL all Rwy
A3 Rwy 31 nstd len 1482'

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
Amdt 2 29MAY14

34°23'N-103°19'W

CANNON AFB (KCVS)

ILS or LOC RWY 31

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 4

APCH CRS	Rwy Idg	10,003
038°	THRE	4275
	Arpt Elev	4295

AL-512 [USAF]

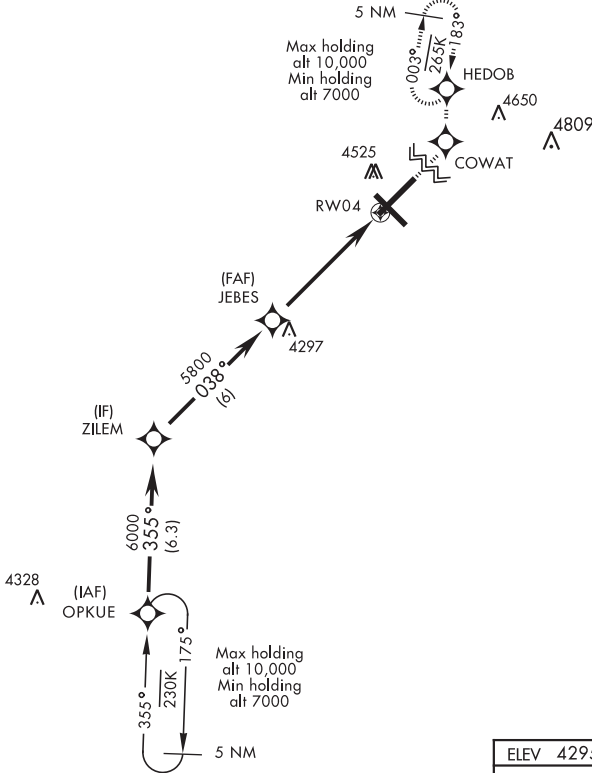
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
DME/DME RNP-0.3 NA

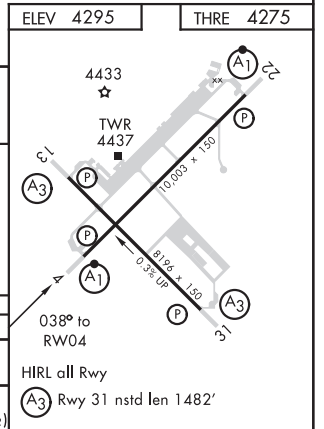
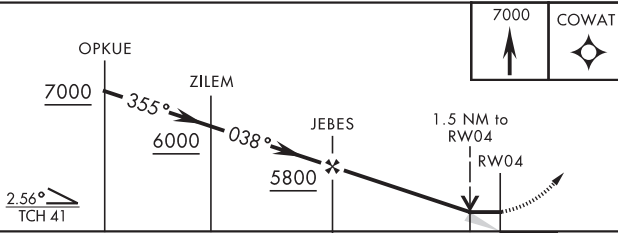


MISSED APPROACH: Climb to 7000 direct COWAT then turn left direct HEDOB and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
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 FROM RW04 9000



CLOVIS, NEW MEXICO

34°23'N-103°19'W

CANNON AFB (KCVS)

Amdt 2 17SEP15

RNAV (GPS) RWY 4

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 13

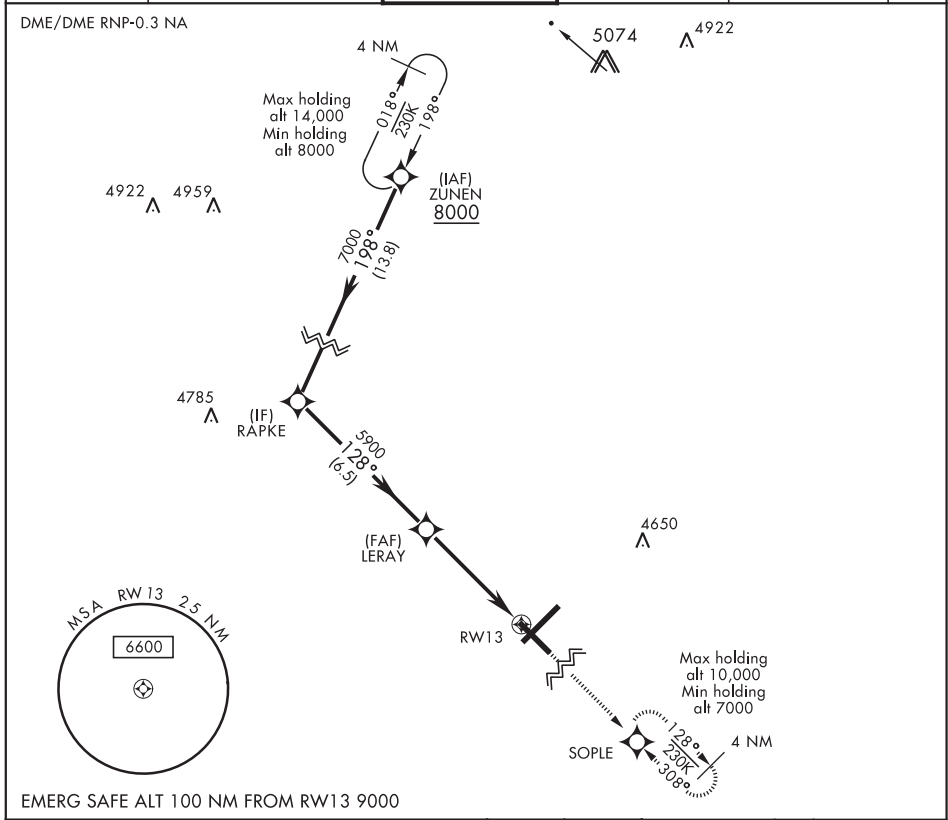
APCH CRS	Rwy Idg	8196
128°	THRE	4293
	Arpt Elev	4295

AL-512 [USAF]

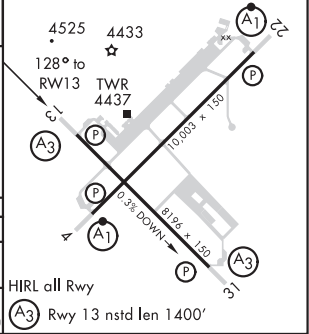
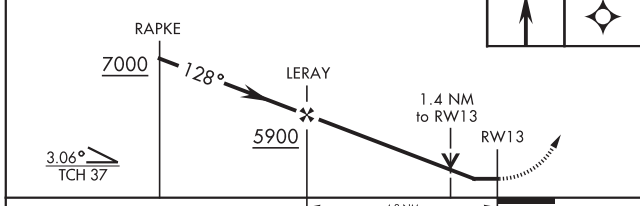
CANNON AFB (KCVS)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.	SSALR	MISSED APPROACH: Climb to 7000 direct SOPLE and hold.
	(A3)	

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
119.1 269.9	118.425 352.1	120.4 270.25	121.9 275.8	120.2 293.225	



7000	SOPLE	ELEV 4295	THRE 4293
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CATEGORY	A	B	C	D	E
RNAV MDA *	4780-¾ 487 (500-¾)		4780-1 487 (500-1)		
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 2 31MAR16

34°23'N-103°19'W

CANNON AFB (KCVS)

RNAV (GPS) RWY 13

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 22

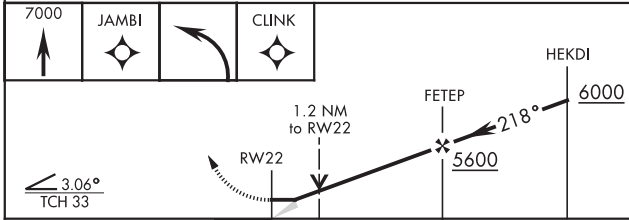
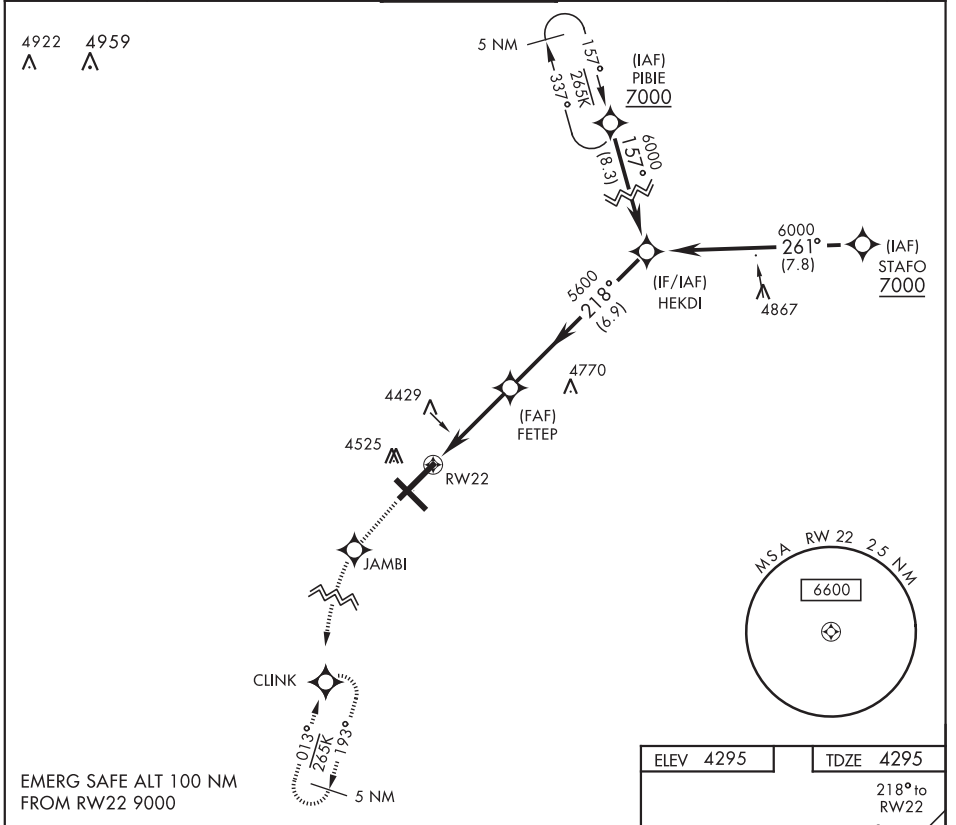
APCH CRS 218°	Rwy Idg 10,003 TDZE 4295 Arpt Elev 4295
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AL-512 [USAF]

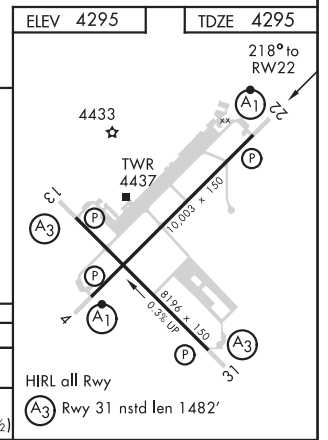
CANNON AFB (KCVS)

<p>▼ * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ mile. DME/DME RNP-0.3 NA</p>	<p>ALSF-1 A1</p>	<p>MISSED APPROACH: Climb to 7000 direct JAMBI then left turn direct CLINK and hold.</p>
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<p>ATIS ★ 119.1 269.9</p>	<p>CANNON APP CON 118.425 352.1</p>	<p>CANNON TOWER ★ 120.4 270.25</p>	<p>GND CON 121.9 275.8</p>	<p>CLNC DEL 120.2 293.225</p>	<p>ASR</p>
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CATEGORY	A	B	C	D	E
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)



RNAV (GPS) RWY 22

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

RNAV (GPS) RWY 31

APCH CRS	Rwy Idg	8196
308°	THRE	4266
	Arpt Elev	4295

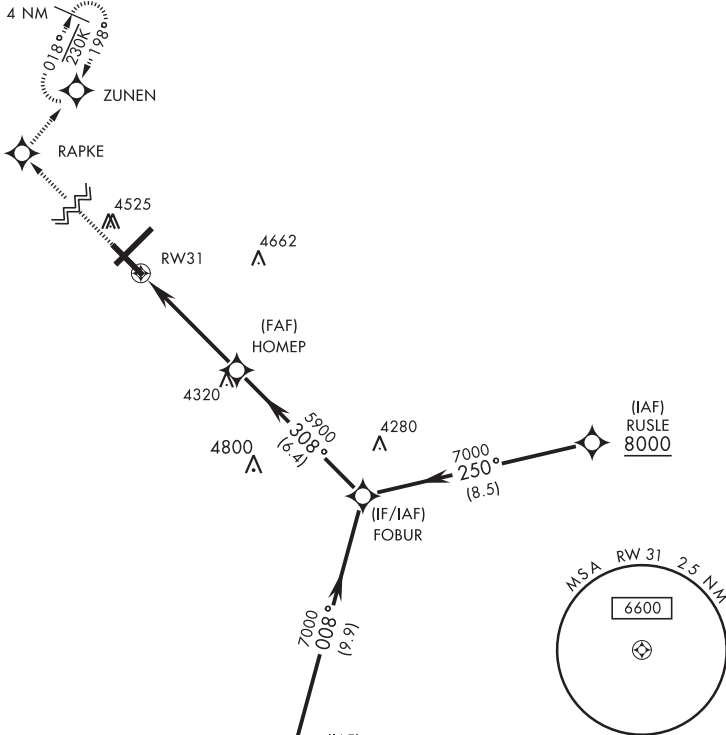
AL-512 [USAF]

CANNON AFB (KCVS)

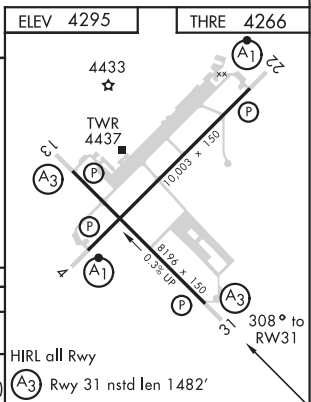
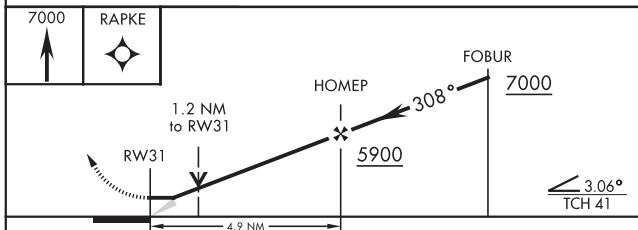
* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/8 miles.	SSALR	MISSED APPROACH: Climb to 7000 direct RAPKE, then turn right to ZUNEN and hold.

ATIS ★	CANNON APP CON	CANNON TOWER ★	GND CON	CLNC DEL	ASR
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



EMERG SAFE ALT 100 NM FROM RWY31 9000



CLOVIS, NEW MEXICO

34°23'N-103°19'W

CANNON AFB (KCVS)

Amdt 2 31MAR16

RNAV (GPS) RWY 31

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

TACAN RWY 4

TACAN CVS Chan 53	APCH CRS 048°	Rwy ldg 10,003 THRE 4275 Arprt Elev 4295
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AL-512 [USAF]

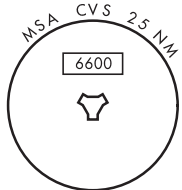
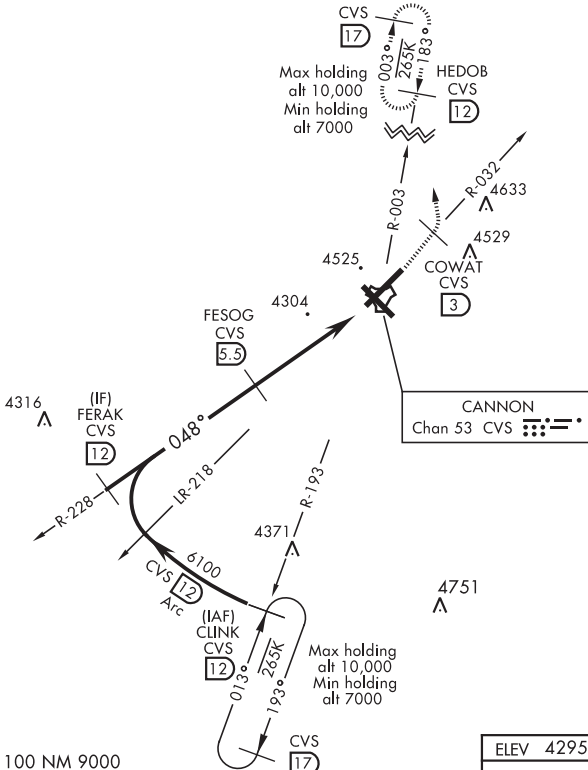
CANNON AFB (KCVS)

▼ *When ALS inop, increase CAT AB RVR to 55 vis to 1 mile, CAT CDE vis to 1 1/4 miles.

ALSF-1

MISSED APPROACH: Climb to 7000 out CVS TACAN R-032 to 3 DME (COWAT) then turn left to intercept CVS R-003 to 12 DME (HEDOB) and hold.

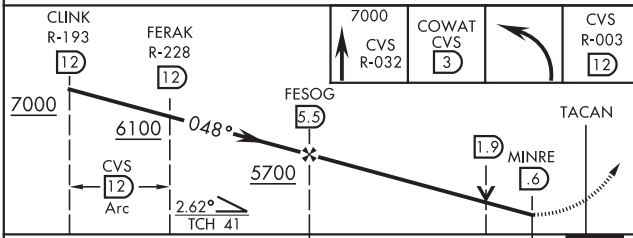
ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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SW-1, 10 NOV 2016 to 05 JAN 2017

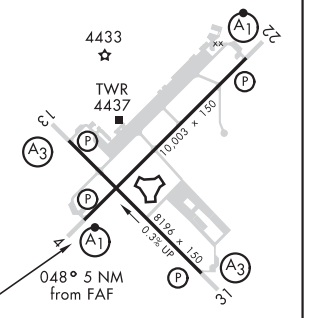
SW-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 9000



ELEV 4295	THRE 4275
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CATEGORY	A	B	C	D	E
S-4 *	4700/24	425 (500-1/2)	4700/40	425 (500-3/4)	
CIRCLING	4840-1	545 (600-1)	4860-1 1/2 565 (600-1 1/2)	5000-2 1/4 705 (800-2 1/4)	5020-2 1/2 725 (800-2 1/2)



CLOVIS, NEW MEXICO
Amdt 2 29MAY14

34°23'N-103°19'W

CANNON AFB (KCVS)

TACAN RWY 4

CLOVIS, NEW MEXICO

TACAN RWY 13

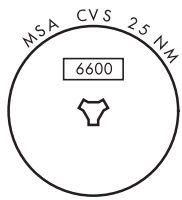
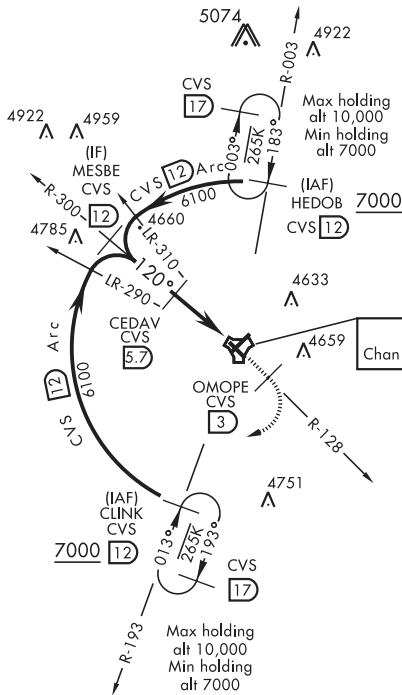
TACAN CVS Chan 53	APCH CRS 120°	Rwy ldg THRE 4293 Arpt Elev 4295	AL-512 [USAF]	CANNON AFB (KCVS)
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▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

SSALR 

MISSED APPROACH: Climb to 7000 out CVS TACAN R-128 to 3 DME (OMOPE) then turn right to intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 9000

ELEV 4295		THRE 4293			
MESBE R-300 (12)	7000 CVS R-128	OMOPE CVS (3)	CLINK CVS R-193 (12)		
6100	120°	6000			
3.13° TCH 37					
CEDAV (5.7)		TACAN (7)			
5 NM		1 NM			
CATEGORY	A	B	C	D	E
S-13*	4800-¾	507 (600-¾)	4800-1	507	(600-1)
CIRCLING	4840-1	545 (600-1)	4860-1½ 565 (600-1½)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)

HIRL all Rwy

 Rwy 31 nstd len 1482'

CLOVIS, NEW MEXICO
Amdt 1 29MAY14

34° 23' N - 103° 19' W

CANNON AFB (KCVS)

TACAN RWY 13

CLOVIS, NEW MEXICO

TACAN RWY 22

TACAN CVS Chan 53	APCH CRS 212°	Rwy ldg 10,003 THRE 4295 Arprt Elev 4295
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AL-512 [USAF]

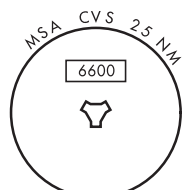
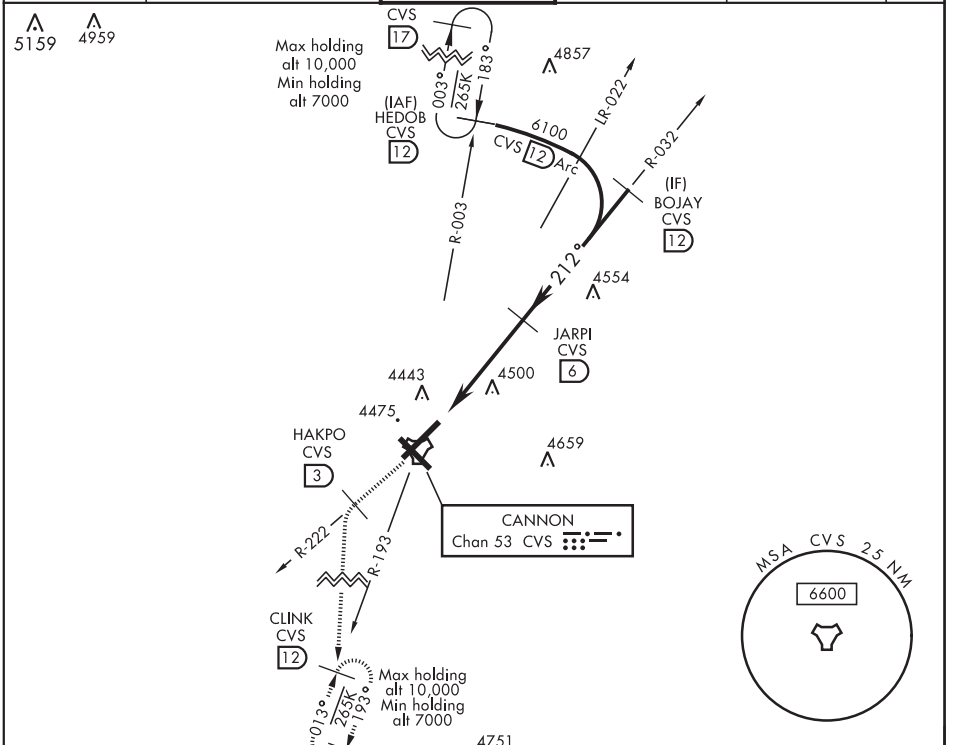
CANNON AFB (KCVS)

▼ *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, increase CAT CDE vis to 1¼ miles.

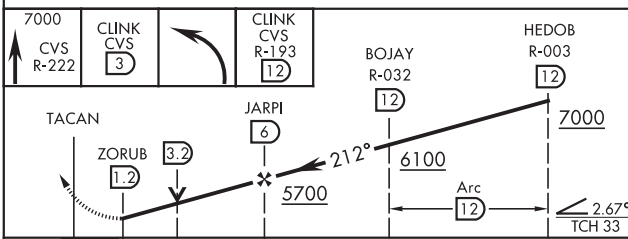


MISSED APPROACH: Climb to 7000 out CVS TACAN R-222 to 3 DME (HAKPO) then turn left to intercept CVS R-193 to 12 DME (CLINK) and hold.

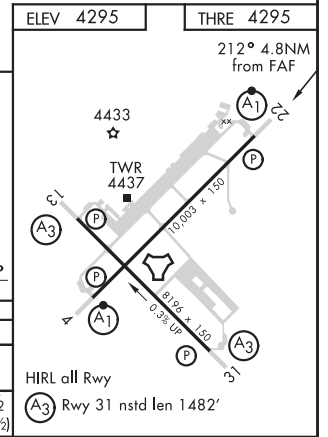
ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
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EMERG SAFE ALT 100 NM 9000



CATEGORY	A	B	C	D	E
S-22 *	4900/24	605 (700-½)	4900-1¾	605 (700-1¾)	
CIRCLING	4900-1	605 (700-1)	4900-1¾ 605 (700-1¾)	5000-2¼ 705 (800-2¼)	5020-2½ 725 (800-2½)



CLOVIS, NEW MEXICO
Amdt 1 29MAY14

34°23'N-103°19'W

CANNON AFB (KCVS)

TACAN RWY 22

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

TACAN RWY 31

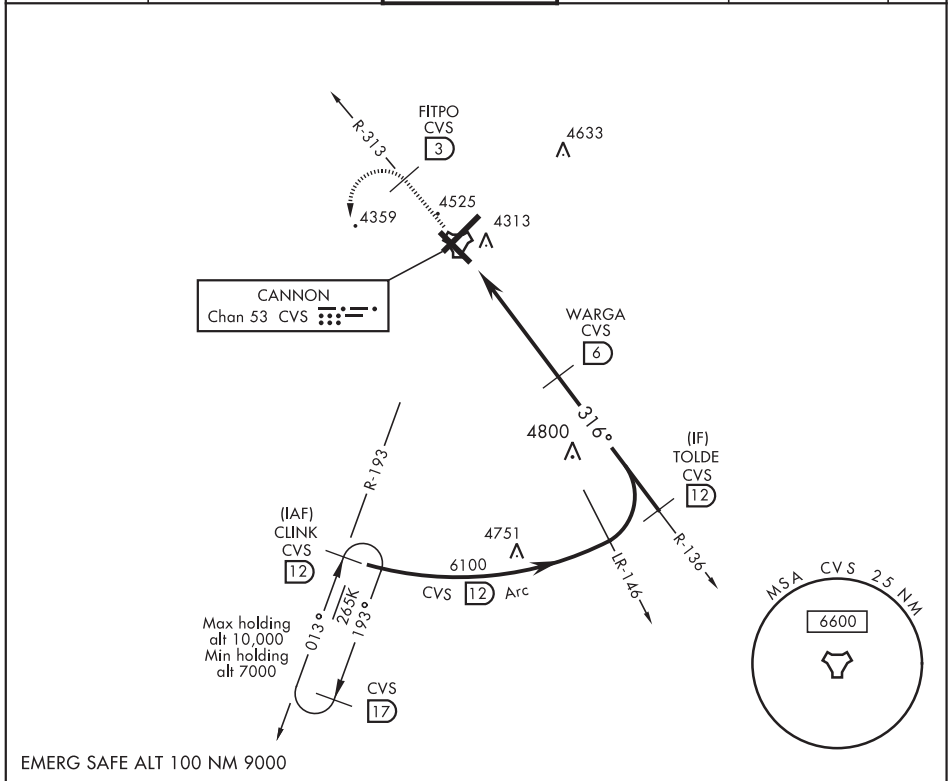
TACAN CVS Chan 53	APCH CRS 316°	Rwy Idg THRE 4266 Arpt Elev 4295	AL-512 [USAF]	CANNON AFB (KCVS)
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▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CDE increase vis to 1¼ miles.

SSALR (A3)

MISSED APPROACH: Climb to 7000 out CVS R-313 to 3 DME (FITPO) then turn left intercept CVS R-193 to 12 DME (CLINK) and hold.

ATIS ★ 119.1 269.9	CANNON APP CON 118.425 352.1	CANNON TOWER ★ 120.4 270.25	GND CON 121.9 275.8	CLNC DEL 120.2 293.225	ASR
------------------------------	--	---------------------------------------	-------------------------------	----------------------------------	-----



EMERG SAFE ALT 100 NM 9000

7000 CVS R-313	FITPO CVS (3)	CLINK CVS R-193 (12)	TOLDE R-136 (12)	CLINK R-193 (12)	ELEV 4295	THRE 4266
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CATEGORY	A	B	C	D	E
S-31*	4700-1½ 434 (500-½)		4700-¾ 434 (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 Rwy
(A3) Rwy 31 nstd len 1482'

CLOVIS, NEW MEXICO
Amdt 2 29MAY14

34°23'N-103°19'W

CANNON AFB (KCVS)

TACAN RWY 31

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AFD-512 [USAF]

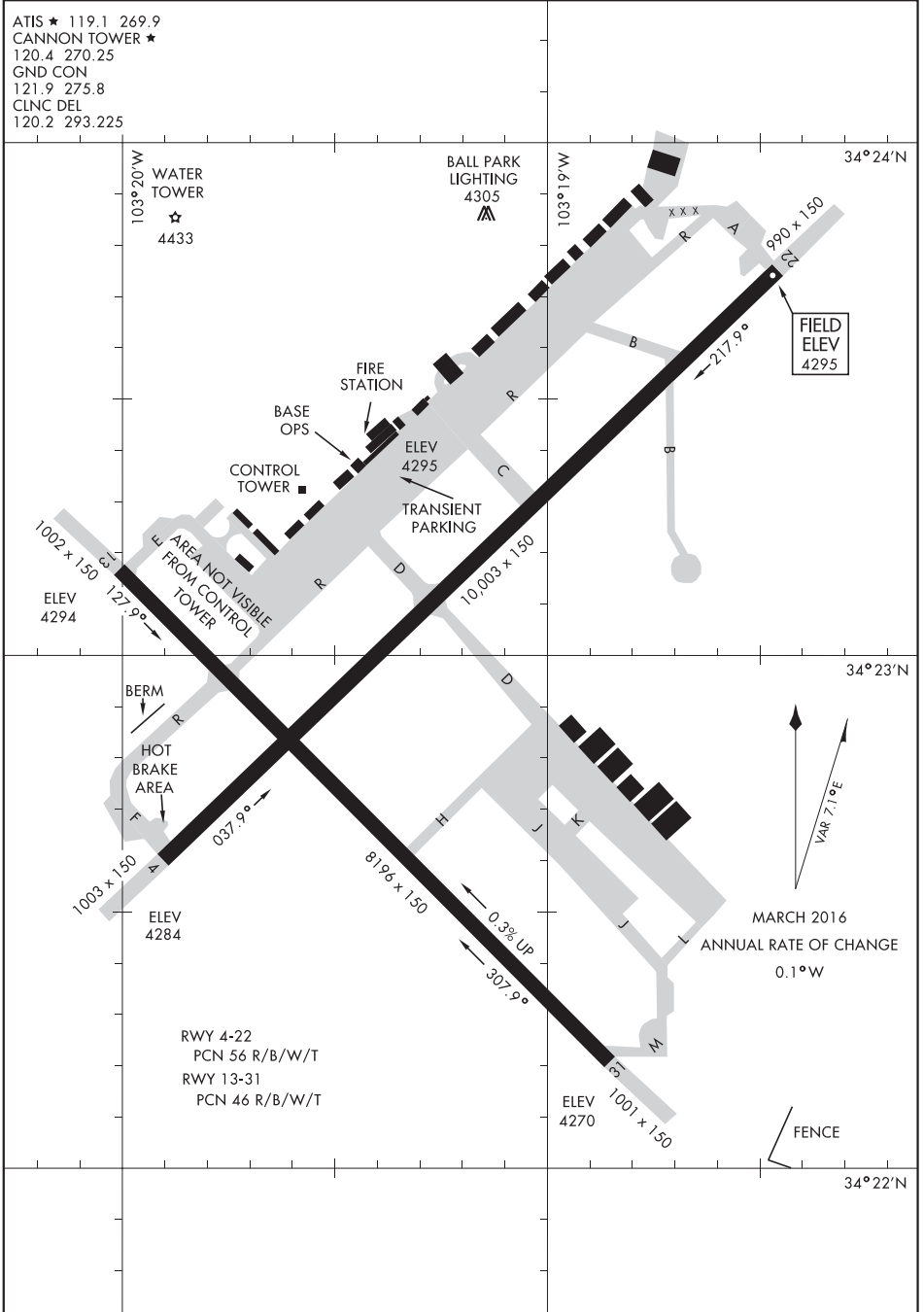
CANNON AFB (KCVS)

CLOVIS, NEW MEXICO

ATIS ★ 119.1 269.9
 CANNON TOWER ★
 120.4 270.25
 GND CON
 121.9 275.8
 CLNC DEL
 120.2 293.225

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



WATER TOWER
 ☆
 4433

BALL PARK LIGHTING
 4305

FIRE STATION
 BASE OPS
 CONTROL TOWER
 ELEV 4295
 TRANSIENT PARKING

FIELD ELEV 4295

AREA NOT VISIBLE FROM CONTROL TOWER
 ELEV 4294

BERM
 HOT BRAKE AREA
 ELEV 4284

RWY 4-22
 PCN 56 R/B/W/T
 RWY 13-31
 PCN 46 R/B/W/T

VAR 71.1°E
 MARCH 2016
 ANNUAL RATE OF CHANGE
 0.1°W

FENCE

AIRPORT DIAGRAM

CLOVIS, NEW MEXICO

CANNON AFB (KCVS)

APP CRS	Rwy Idg	5399
110°	TDZE	5442
	Apt Elev	5442

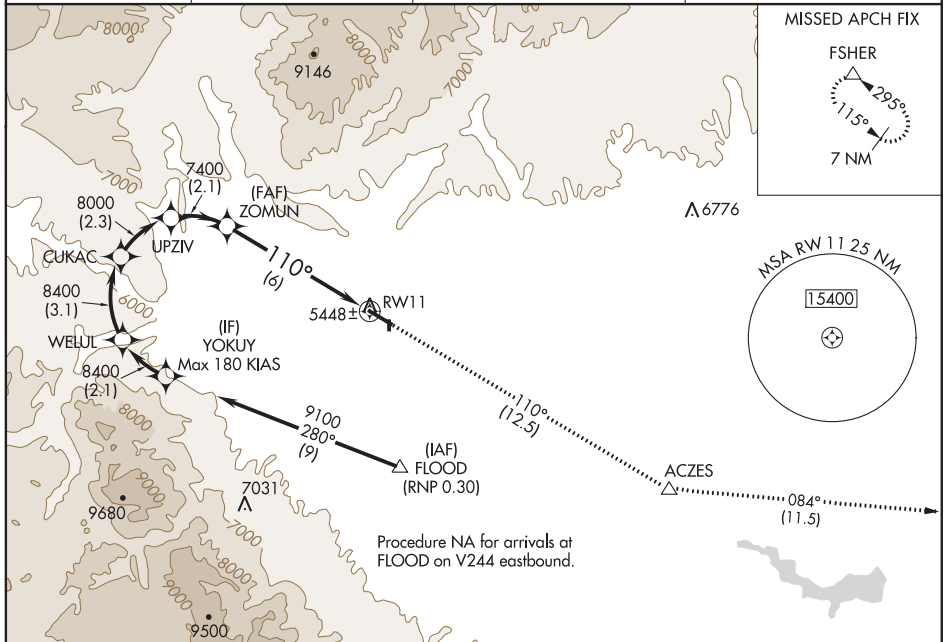
RNAV (RNP) RWY 11

FREMONT COUNTY (1V6)

▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 54°C (130°F). RF required. GPS required.

MISSED APPROACH: Climb to 8000 on track 110° to ACZES and on track 084° to FSHER and hold.

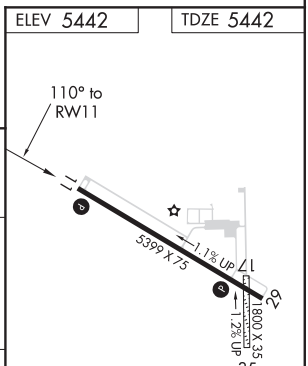
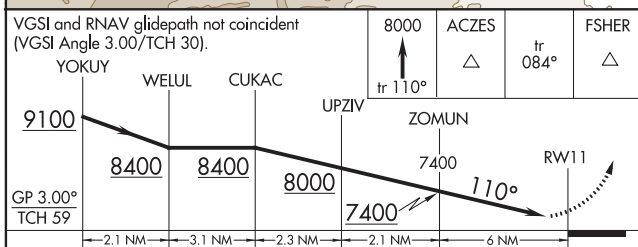
AWOS-3 120.025	DENVER APP CON 120.1 290.5	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5442	TDZE 5442
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CATEGORY	A	B	C	D
RNP 0.20 DA	5761-1 319 (400-1)			NA
RNP 0.30 DA	5831-1¼ 389 (400-1¼)			NA

AUTHORIZATION REQUIRED

REIL Rwy 11 and 29
MIRL Rwy 11-29

APP CRS	Rwy Idg	5399
290°	TDZE	5407
	Apt Elev	5442

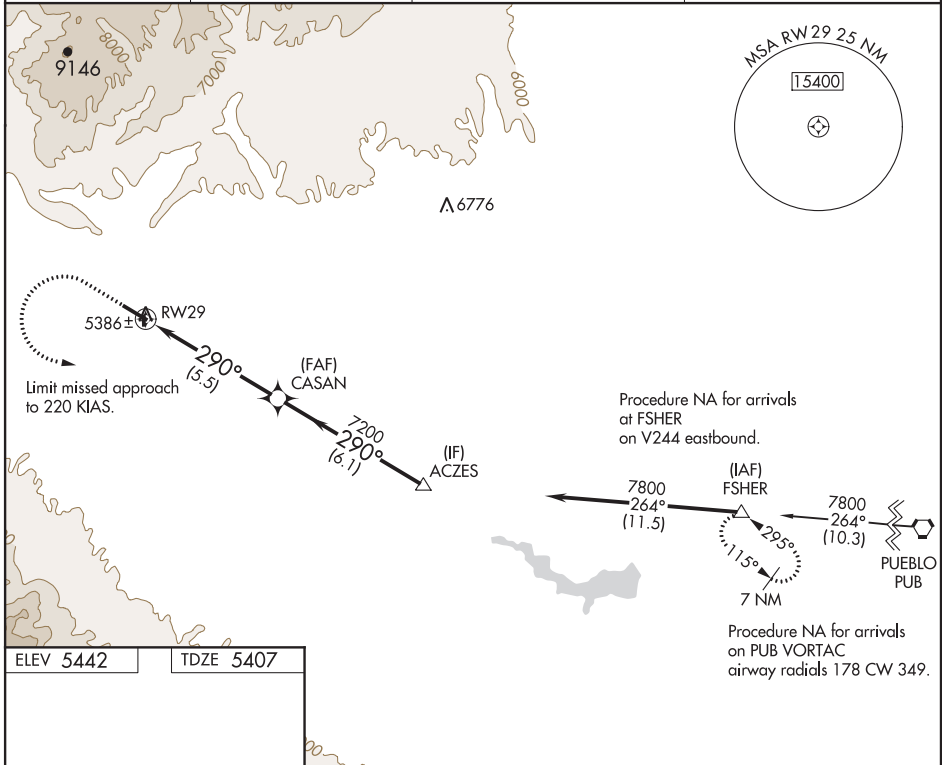
RNAV (RNP) Z RWY 29

FREMONT COUNTY (1V6)

▽ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-14°F) or above 54°C (130°F). GPS required.

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

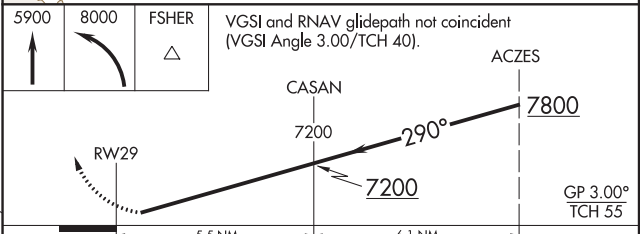
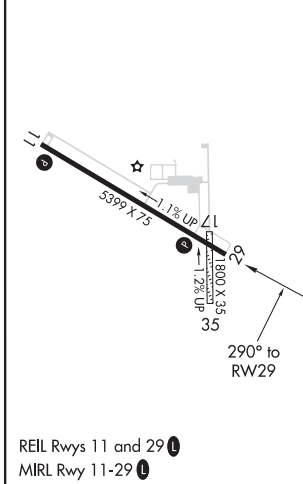
AWOS-3 120.025	DENVER APP CON 120.1 290.5	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) ①
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5442	TDZE 5407
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CATEGORY	A	B	C	D
RNP 0.21 DA	5657-7/8 250 (300-7/8)			NA
RNP 0.30 DA	5806-1 3/8 399 (400-1 3/8)			NA

AUTHORIZATION REQUIRED

WAAS CH 69530 W29A	APP CRS 290°	Rwy Idg TDZE Apt Elev	5399 5407 5442
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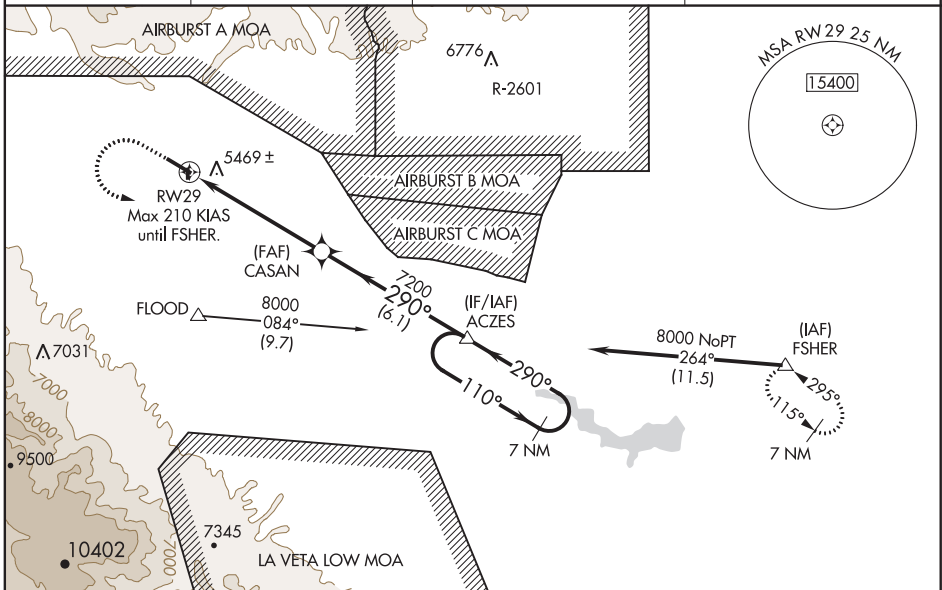
RNAV (GPS) Y RWY 29

FREMONT COUNTY (1V6)

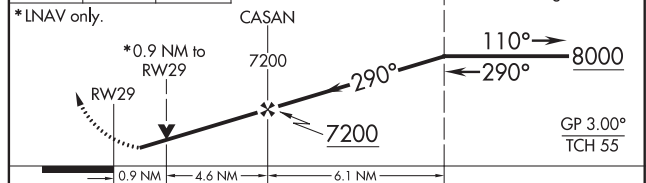
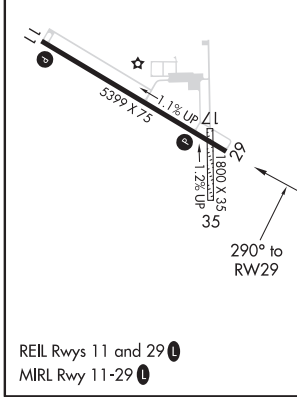
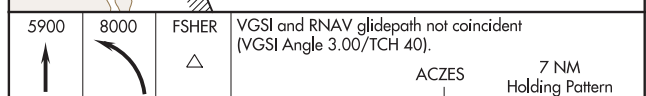
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Pueblo Memorial altimeter setting. When local altimeter setting is not received use Pueblo Memorial altimeter setting and increase DAs 344 and all visibilities 1¼ mile; increase all MDAs 360 feet and LNAV Cat C visibility 1 mile, Circling Cat A, B visibility ¼ mile, Cat C visibility 1 mile. Circling to Rwy's 17-35 NA.

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

AWOS-3 120.025	DENVER APP CON 120.1 290.5	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 📻
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ELEV	5442	TDZE	5407
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	A	B	C	D
CATEGORY	A	B	C	D
LPV DA	5657-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	5789-1 3/8	382 (400-1 3/8)		NA
LNAV MDA	5720-1	313 (300-1)		NA
CIRCLING	5920-1	478 (500-1)	5960-1 1/2 518 (600-1 1/2)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

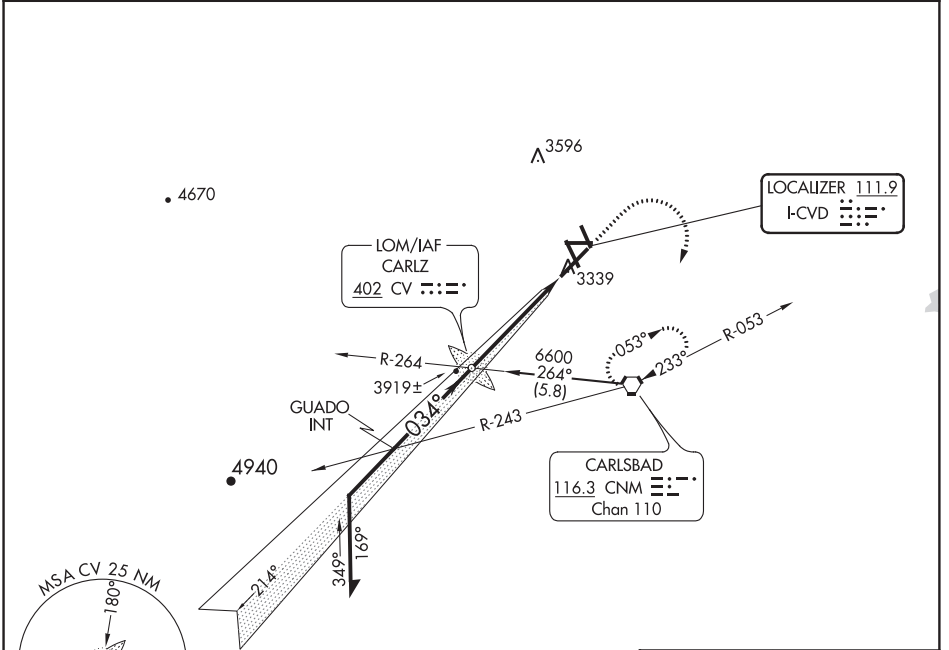
LOC I-CVD 111.9	APP CRS 034°	Rwy Idg 7854 TDZE 3295 Apt Elev 3295
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ILS RWY 3

CAVERN CITY AIR TERMINAL (CNM)

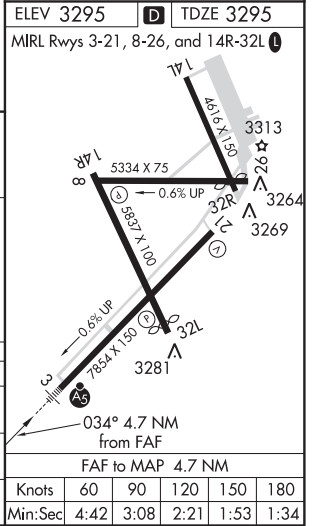
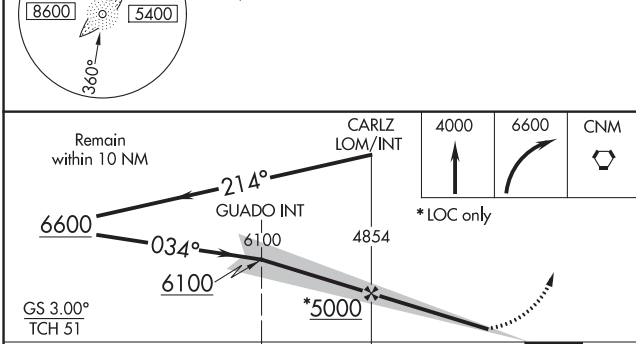
	MALSR	MISSED APPROACH: Climb to 4000 then climbing right turn to 6600 direct CNM VORTAC and hold.
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ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 123.0 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



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)	
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

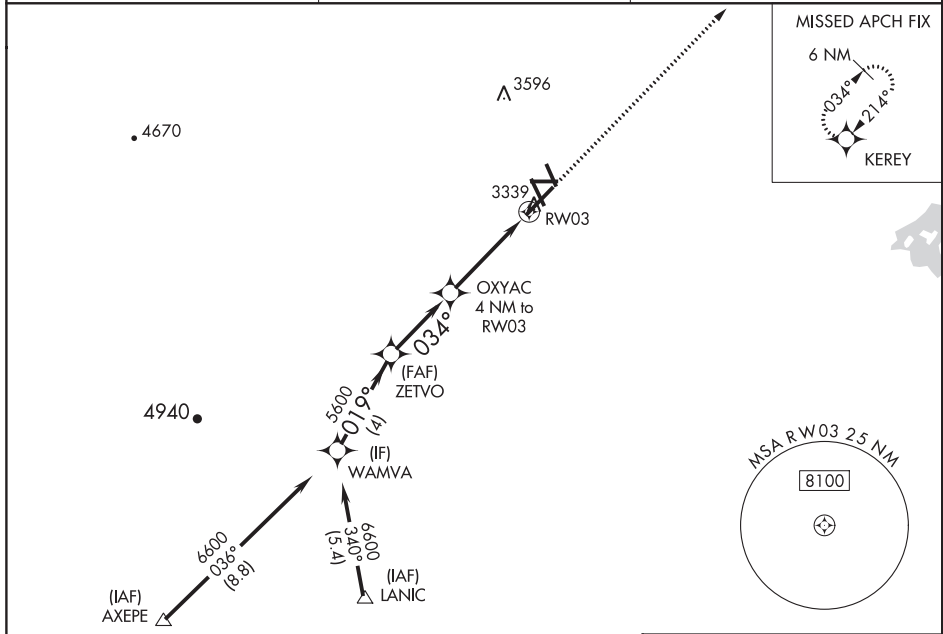
WAAS CH 81835 W03A	APP CRS 034°	Rwy Idg TDZE Apt Elev	7854 3295 3295
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RNAV (GPS) RWY 3
CAVERN CITY AIR TERMINAL (CNM)

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

MALSR MISSED APPROACH: Climb to 5600 direct KEREY and hold.

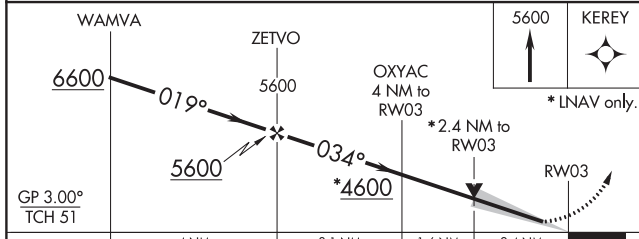
ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 123.0 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

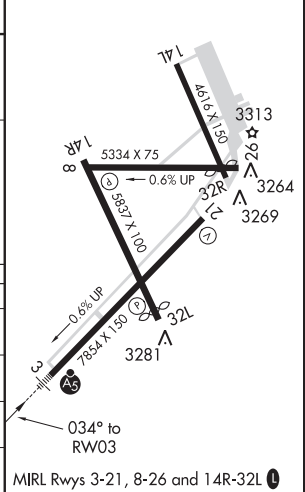
SW-1, 10 NOV 2016 to 05 JAN 2017

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



ELEV 3295	D TDZE 3295
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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)



WAAS CH 61034 W14A	APP CRS 144°	Rwy Idg TDZE Apt Elev	5837 3270 3295
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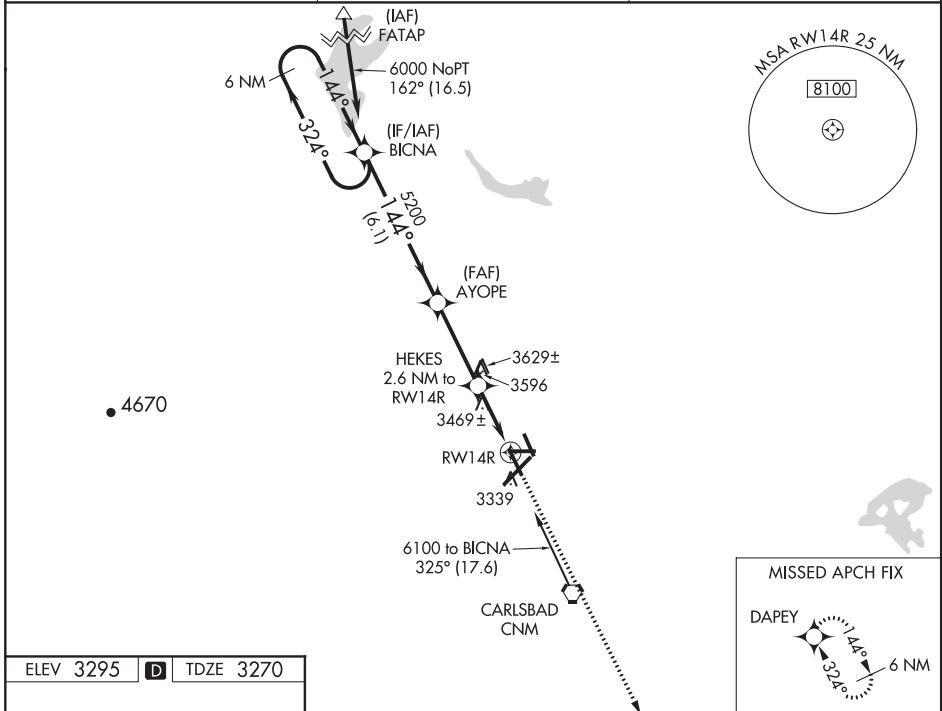
RNAV (GPS) RWY 14R

CAVERN CITY AIR TERMINAL (CNM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 6000 direct DAPEY and hold.

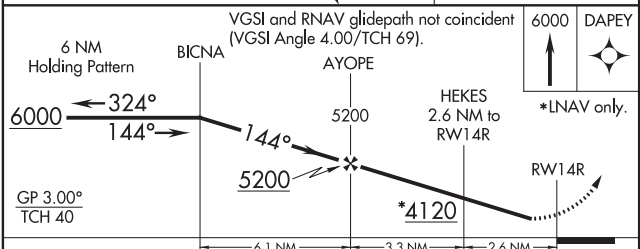
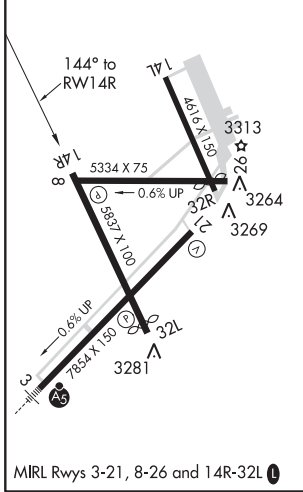
ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 123.0 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3295	D	TDZE 3270
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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)	3720-1 ³ / ₈	450 (500-1 ³ / ₈)
C CIRCLING	3720-1 425 (500-1)	3780-1 485 (500-1)	3960-1 ³ / ₄ 665 (700-1 ³ / ₄)	4260-3 965 (1000-3)

WAAS CH 90234 W21A	APP CRS 214°	Rwy Idg 7854 TDZE 3264 Apt Elev 3295
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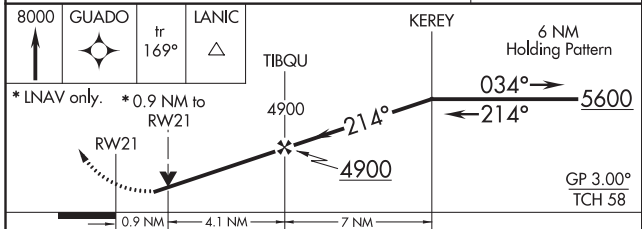
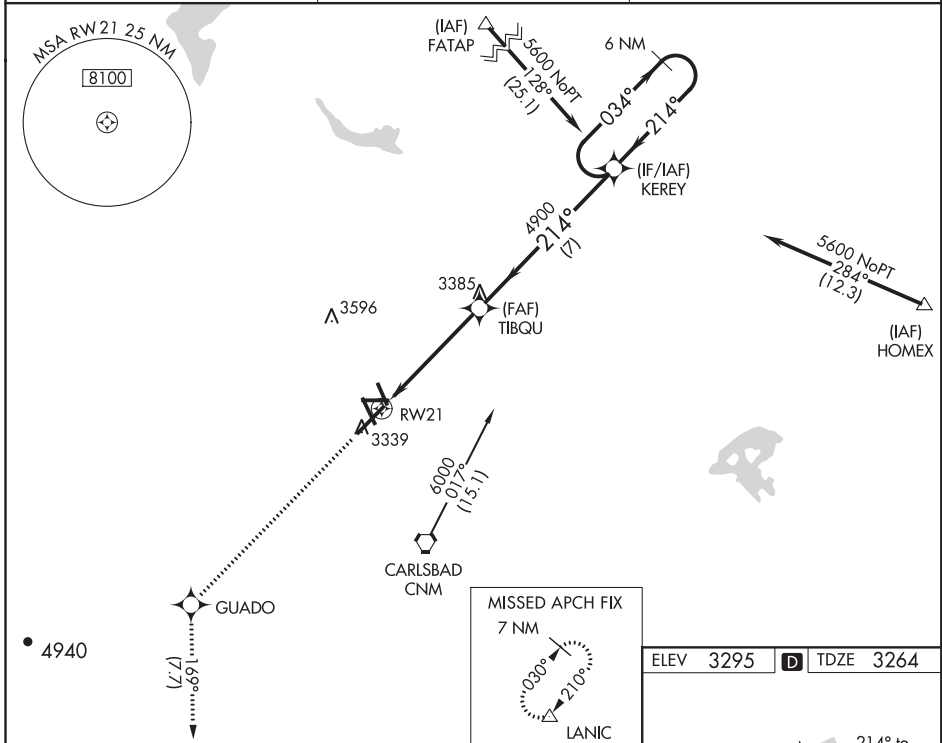
RNAV (GPS) RWY 21

CAVERN CITY AIR TERMINAL (CNM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14° F) or above 50°C (123°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

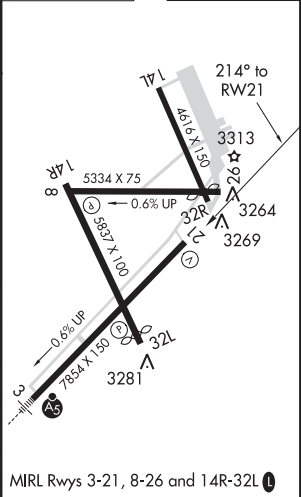
MISSED APPROACH: Climb to 8000 direct GUADO and on track 169° to LANIC, continue climb-in-hold to 8000.

ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 123.0 (CTAF) 0
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ELEV 3295	D TDZE 3264
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CATEGORY	A	B	C	D
LPV DA		3514-¾	250 (300-¾)	
LNAV/VNAV DA		3514-¾	250 (300-¾)	
LNAV MDA		3580-1	316 (300-1)	
C CIRCLING	3700-1 405 (500-1)	3780-1 485 (500-1)	3960-1¾ 665 (700-1¾)	4260-3 965 (1000-3)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 78226 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	5452 3268 3295
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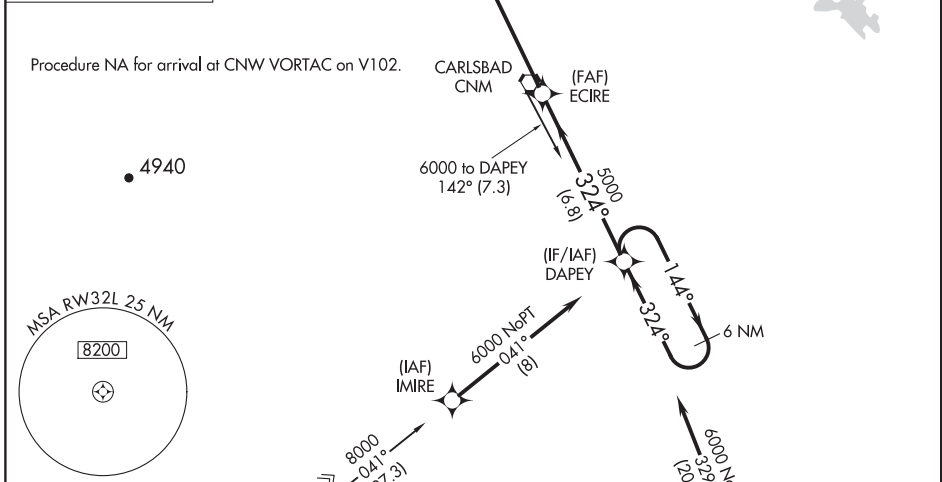
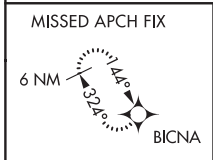
RNAV (GPS) RWY 32L

CAVERN CITY AIR TERMINAL (CNM)

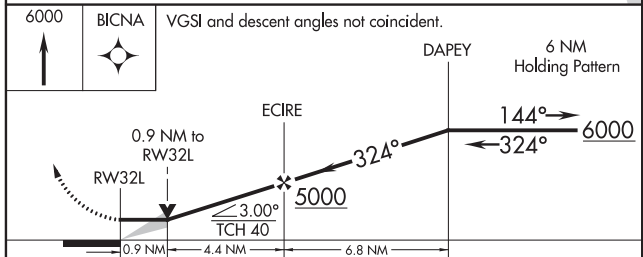
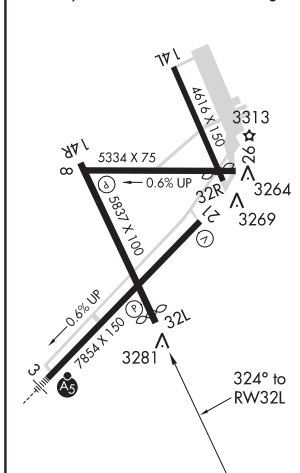
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 ft. Increase LP Cats C/D visibility to 1½ mile, LNAV Cats C/D to 1¼ mile and Circling Cat C to 2¼ mile. VDP NA when using Artesia Muni altimeter setting.

MISSED APPROACH: Climb to 6000 direct BICNA and hold.

ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 123.0 (CTAF) 0
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ELEV 3295	D	TDZE 3268
MIRL Rwy 3-21, 8-26 and 14R-32L		



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)	3960-1¼ 665 (700-1¼)	4260-3 965 (1000-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CARLSBAD, NEW MEXICO

AL-71 (FAA)

16287

VORTAC CNM 116.3 Chan 110	APP CRS 325°	Rwy Idg TDZE Apt Elev	5452 3268 3295
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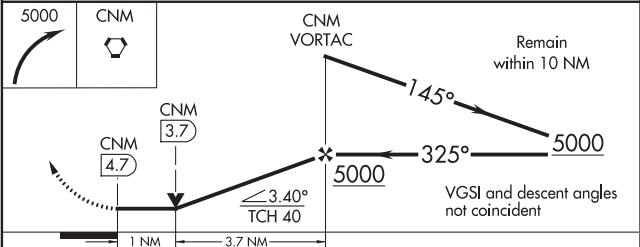
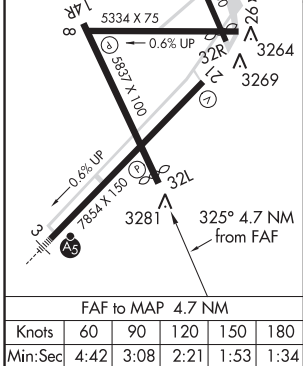
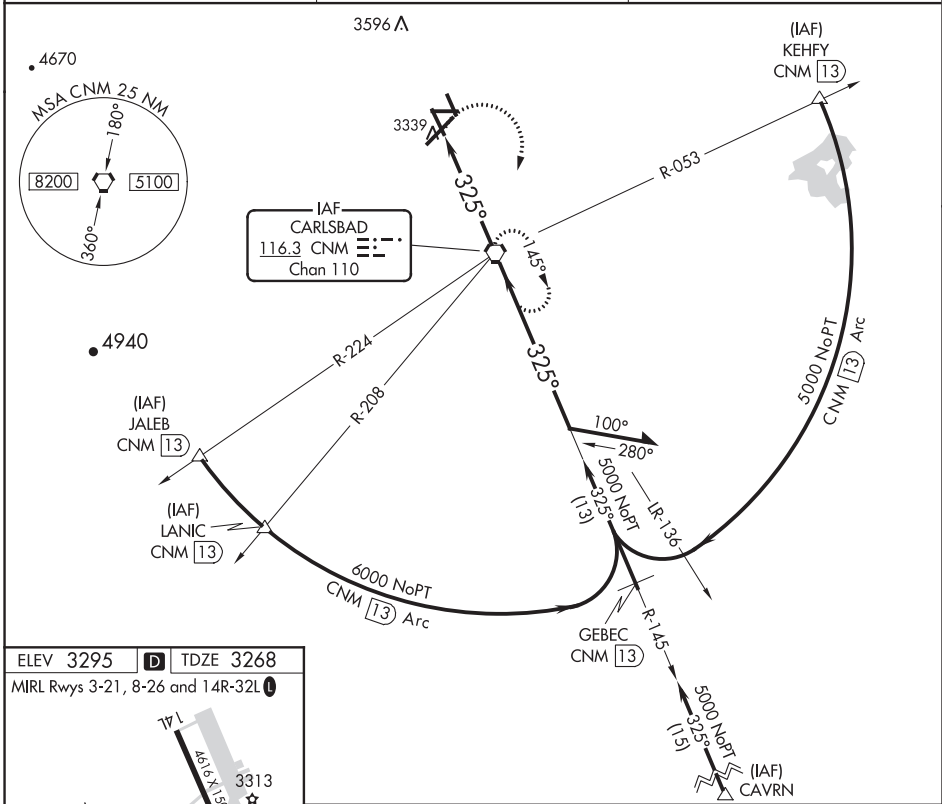
VOR RWY 32L

CAVERN CITY AIR TERMINAL (CNM)

⚠ When local altimeter setting not received, use Artesia Muni altimeter setting and increase all MDA 120 feet and S-32L Cats C/D visibility to 1½, Circling Cat C visibility to 2¼.

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

ASOS 118.375	ALBUQUERQUE CENTER 135.875 292.15	UNICOM 123.0 (CTAF) 0
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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)

CARLSBAD, NEW MEXICO
Amdt 6B 20AUG15

32°20'N-104°16'W

CAVERN CITY AIR TERMINAL (CNM) VOR RWY 32L

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69233 W02A	APP CRS 021°	Rwy Idg TDZE Apt Elev	5927 4967 4970
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RNAV (GPS) RWY 2

CLAYTON MUNI AIRPARK (CAO)

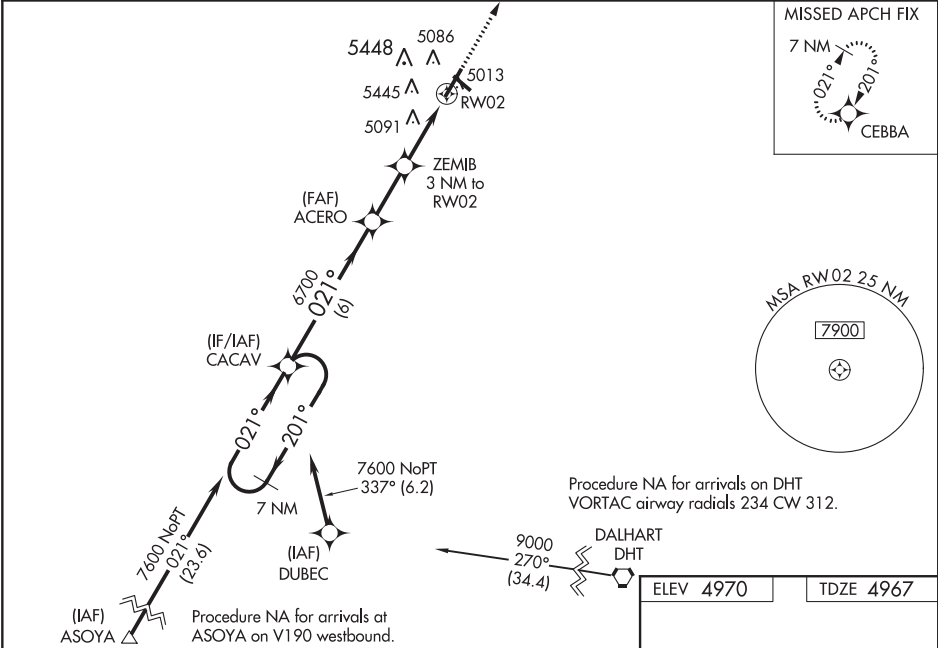
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility $\frac{3}{8}$ mile, increase LNAV/VNAV all Cats visibility $1\frac{1}{8}$ mile, increase LNAV Cat C visibility $\frac{5}{8}$ mile, and increase Circling Cat C visibility $\frac{1}{4}$ 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.

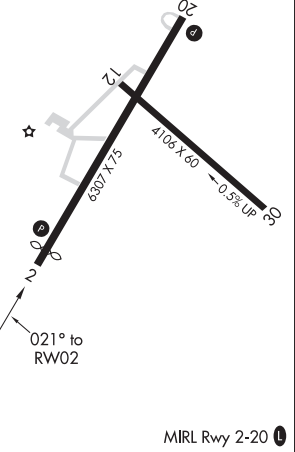
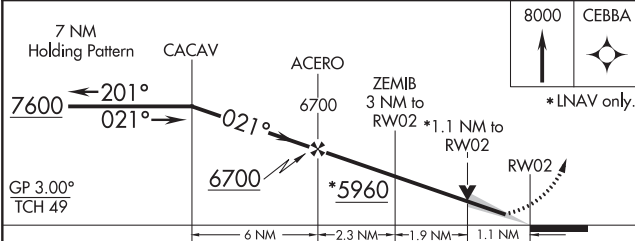
ASOS
120,625

ALBUQUERQUE CENTER
127,85 285,475

UNICOM
122,8 (CTAF) 0



ELEV 4970 | TDZE 4967



CATEGORY	A	B	C	D
LPV DA	5217- $\frac{3}{4}$		250 (300- $\frac{3}{4}$)	NA
LNAV/VNAV DA	5367- $1\frac{3}{8}$		400 (400- $1\frac{3}{8}$)	NA
LNAV MDA	5360-1	393 (400-1)	5360- $1\frac{1}{8}$ 393 (400- $1\frac{1}{8}$)	NA
C CIRCLING	5360-1 390 (400-1)	5420-1 450 (500-1)	5420- $1\frac{1}{2}$ 450 (500- $1\frac{1}{2}$)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 42833 W20A	APP CRS 201°	Rwy Idg TDZE Apt Elev	6307 4970 4970
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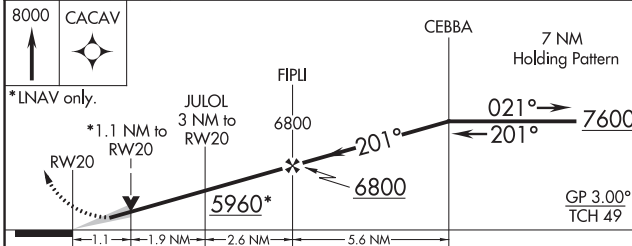
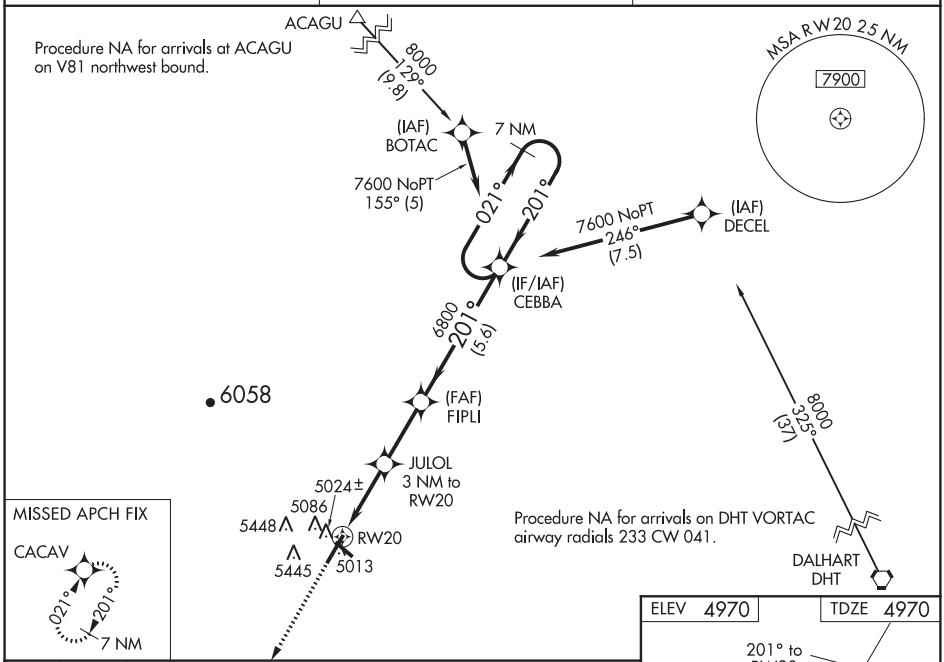
RNAV (GPS) RWY 20

CLAYTON MUNI AIRPARK (CAO)

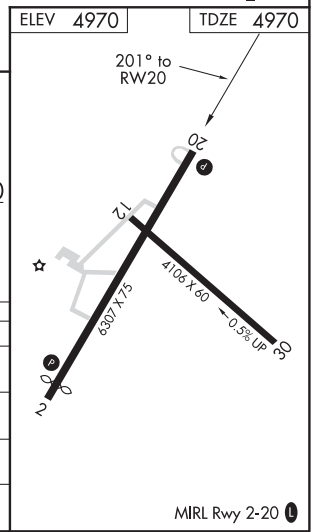
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Circling NA west of Rwy 2-20. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dalhart altimeter setting and increase all DA 227 feet and all MDA 240 feet, increase LPV all Cats visibility 7/8 mile, increase LNAV/VNAV all Cats visibility 3/4 mile, increase LNAV Cat C visibility 5/8 mile, and increase circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Dalhart altimeter setting.

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

ASOS 120.625	ALBUQUERQUE CENTER 127.85 285.475	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	5220-3/4	250 (300-3/4)		NA
LNAV/VNAV DA	5300-1 1/8	330 (400-1 1/8)		NA
LNAV MDA	5360-1	390 (400-1)	5360-1 1/8 390 (400-1 1/8)	NA
C CIRCLING	5360-1 390 (400-1)	5420-1 450 (500-1)	5420-1 1/2 450 (500-1 1/2)	NA



SW-1, 10 NOV 2016 to 05 JAN 2017

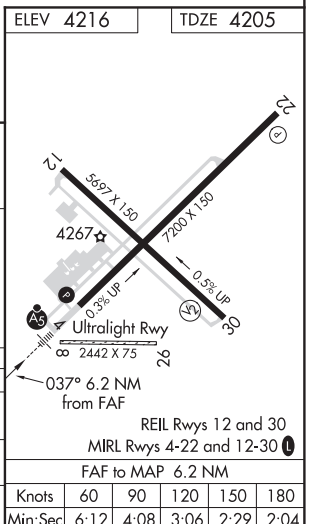
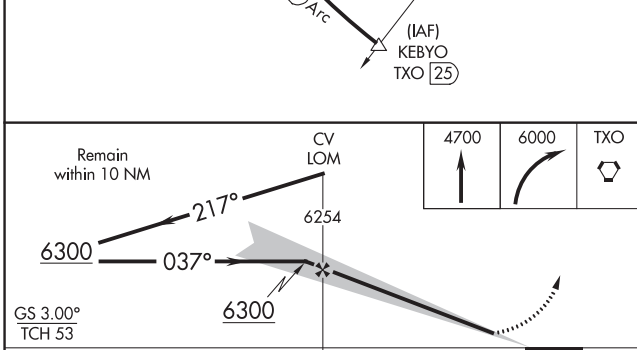
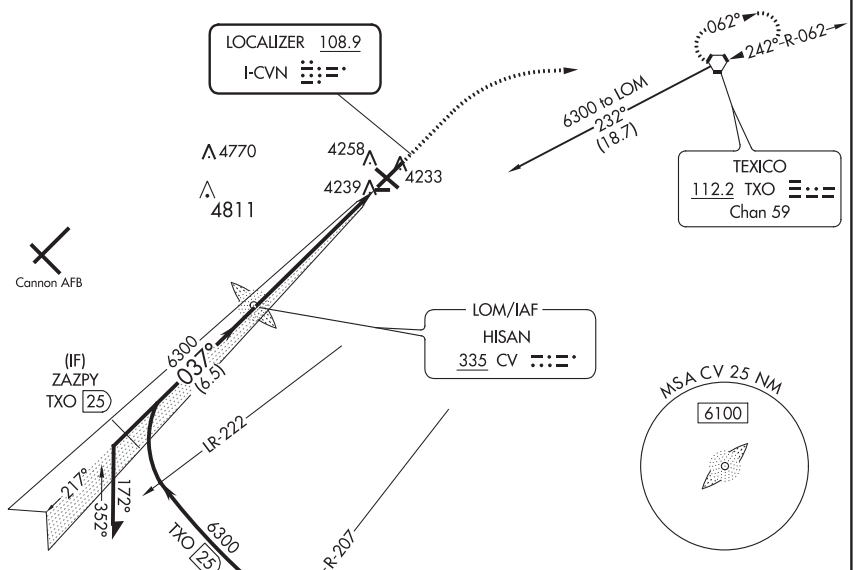
SW-1, 10 NOV 2016 to 05 JAN 2017

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

ILS or LOC RWY 4

CLOVIS MUNI (CVN)

<p>NA When local altimeter setting not received, use Cannon AFB altimeter setting and increase all DA and MDA 40 feet. For inop MALSR, increase S-LOC 4 Cat C/D visibility to 1 1/8 mile. For inop MALSR when using Cannon AFB, increase S-LOC 4 Cat C/D visibility to 1 3/8 mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 4700 then climbing right turn to 6000 direct TXO VORTAC and hold.</p>
	<p>AWOS-3 135.375</p>	<p>CANNON APP CON 118.425 352.1</p>
		<p>UNICOM 122.8 (CTAF)</p>



ELEV 4216	TDZE 4205				
CATEGORY	A	B	C	D	
S-ILS 4	4405-1/2 200 (200-1/2)				
S-LOC 4	4680-1/2	475 (500-1/2)	4680-1	475 (500-1)	
C CIRCLING	4680-1	464 (500-1)	4700-1 1/2 484 (500-1 1/2)	4820-2 604 (700-2)	
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

AL-5144 (FAA)


15288

WAAS CH 97300 W04A	APP CRS 037°	Rwy Idg TDZE Apt Elev	7200 4205 4216
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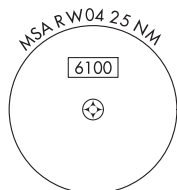
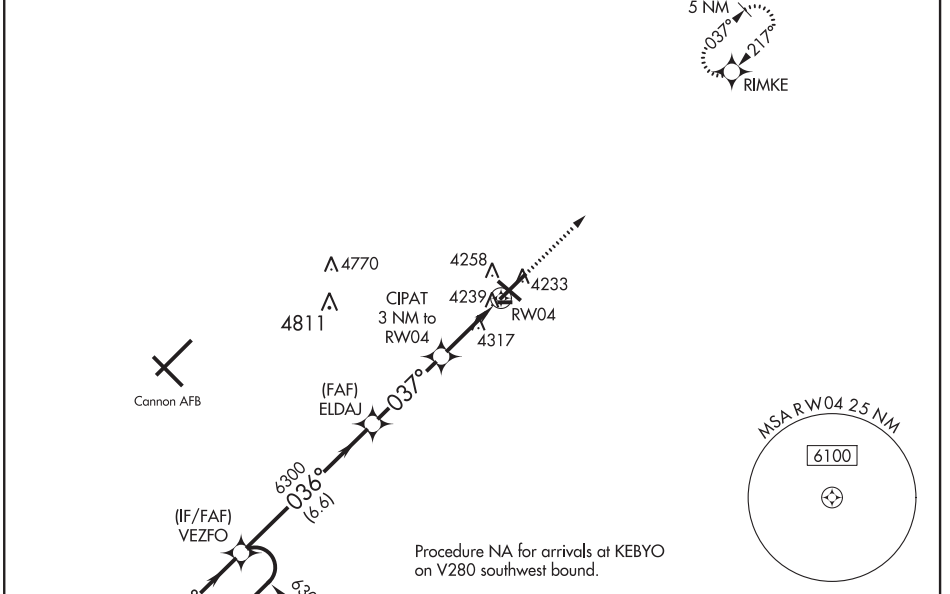
RNAV (GPS) RWY 4

CLOVIS MUNI (CVN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cannon AFB altimeter setting and increase all DA and MDA 40 feet; increase LNAV Cat C/D visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. For inop MALSR when using Cannon AFB altimeter setting, increase LNAV Cat C/D visibility to 1 ¾ mile. Baro-VNAV and VDP NA when using Cannon AFB altimeter setting.

MALSR

MISSED APPROACH:
Climb to 6000 direct RIMKE and hold.

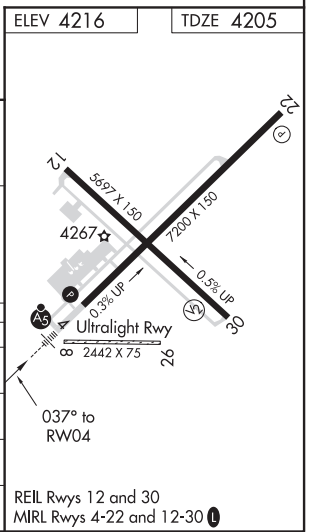
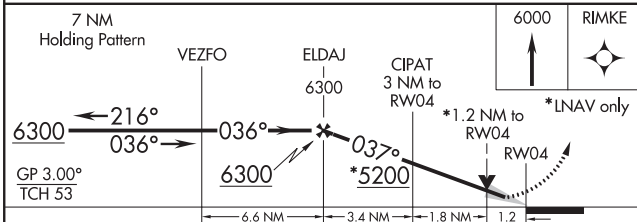
AWOS-3 135.375	CANNON APP CON 118.425 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4216	TDZE 4205
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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)

CLOVIS, NEW MEXICO
Amdt 1 15OCT15

34°26'N-103°05'W

CLOVIS MUNI (CVN)
RNAV (GPS) RWY 4

CLOVIS, NEW MEXICO

AL-5144 (FAA)

15288

WAAS CH 99637 W22A	APP CRS 217°	Rwy Idg TDZE Apt Elev	7200 4214 4216
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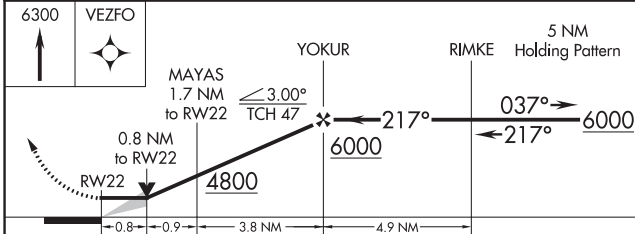
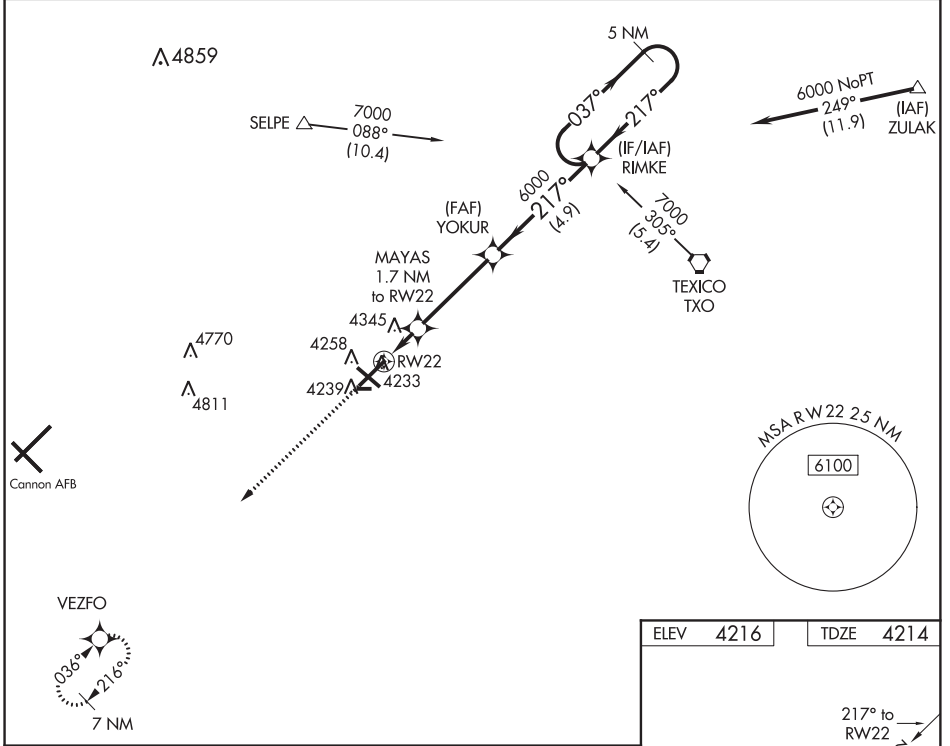
RNAV (GPS) RWY 22

CLOVIS MUNI (CVN)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cannon AFB altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility ¼ mile; increase LNAV Cat C/D visibility ½ mile. VDP NA when using Cannon AFB altimeter setting.

⚠ MISSED APPROACH: Climb to 6300 direct VEZFO and hold.

AWOS-3 135,375	CANNON APP CON 118,425 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) 📻
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ELEV	4216	TDZE	4214
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REIL Rwy 12 and 30
MIRL Rwy 4-22 and 12-30 **📻**

CATEGORY		A	B	C	D
LP	MDA	4520-1	306 (400-1)	4520-7/8	306 (400-7/8)
LNAV	MDA	4620-1	406 (500-1)	4620-1/8	406 (500-1/8)
📻	CIRCLING	4680-1	464 (500-1)	4700-1/2 484 (500-1/2)	4820-2 604 (700-2)

CLOVIS, NEW MEXICO
Amdt 1 15OCT15

34°26'N-103°05'W

RNAV (GPS) RWY 22

CLOVIS MUNI (CVN)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CLOVIS, NEW MEXICO

AL-5144 (FAA)

15288

APP CRS	Rwy Idg	5697
302°	TDZE	4202
	Apt Elev	4216

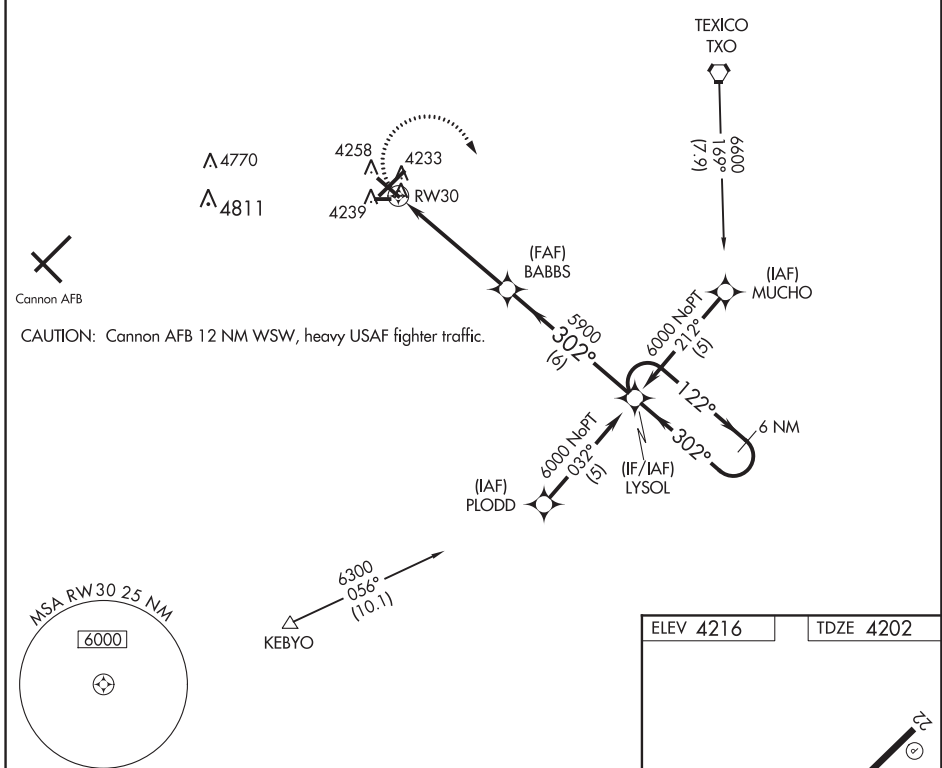
RNAV (GPS) RWY 30

CLOVIS MUNI (CVN)

<p>DME/DME RNP-0.3 NA.</p>		<p>MISSED APPROACH: Climbing right turn to 6000 direct LYSOL and hold.</p>	
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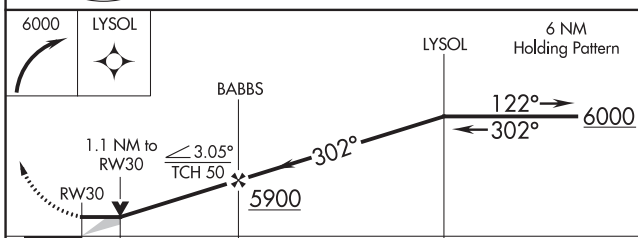
AWOS-3 135.375	CANNON APP CON 118.425 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF)
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Procedure NA for arrivals at TXO VORTAC via V62 northwest bound.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 4216	TDZE 4202
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Diagram details: RWY 30 (5697 X 150), RWY 12 (4267), RWY 150 (7200 X 150), RWY 7 (2442 X 75), RWY 28. 0.3% UP, 0.5% UP. 302° to RWY 30.

REIL Rwy 12 and 30
MIRL Rwy 4-22 and 12-30

CATEGORY	A	B	C	D
LNVA MDA	4620-1 418 (500-1)		4620-1¼ 418 (500-1¼)	
CIRCLING	4680-1 464 (500-1)		4680-1½ 464 (500-1½)	4780-2 564 (600-2)

CLOVIS, NEW MEXICO
Orig 30SEP04

34°26'N-103°05'W

RNAV (GPS) RWY 30

VORTAC TXO 112.2 Chan 59	APP CRS 242°	Rwy Idg TDZE Apt Elev	7200 4214 4216
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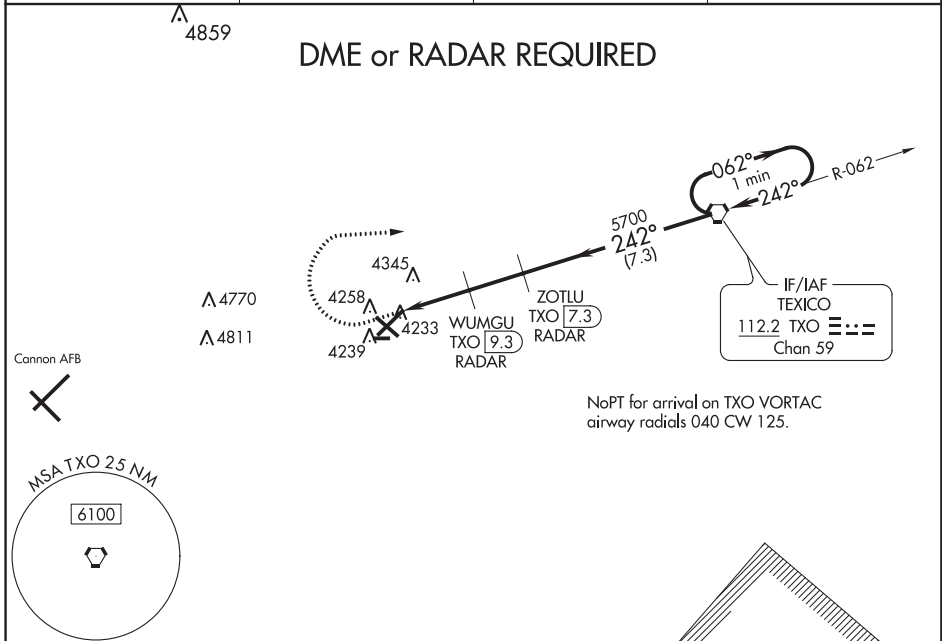
VOR RWY 22

CLOVIS MUNI (CVN)

⚠ DME or Radar required. When local altimeter setting not received, use Cannon AFB altimeter setting and increase all MDA 40 feet; increase S-22 Cat C/D visibility 1/8 mile. VDP NA when using Cannon AFB altimeter setting.

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

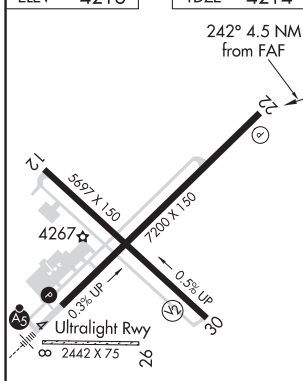
AWOS-3 135.375	CANNON APP CON 118.425 352.1	CLNC DEL 119.0	UNICOM 122.8 (CTAF) ①
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

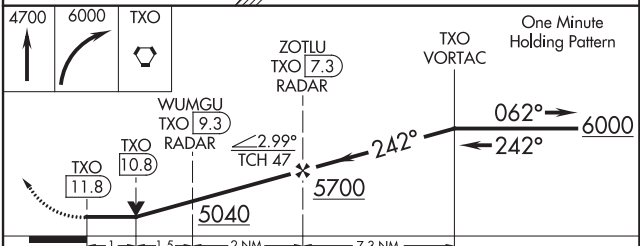
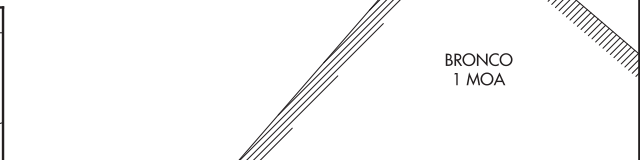
ELEV 4216	TDZE 4214
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REIL Rwy 12 and 30
MIRL Rwy 4-22 and 12-30 ①

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)	4600-1 1/8	386 (400-1 1/8)
ⓐ CIRCLING	4680-1	464 (500-1)	4700-1 1/2	4820-2
			484 (500-1 1/2)	604 (700-2)

LOC/DME I-LPI 109.1 Chan 28	APP CRS 171°	Rwy Idg TDZE Apt Elev	13501 6187 6187
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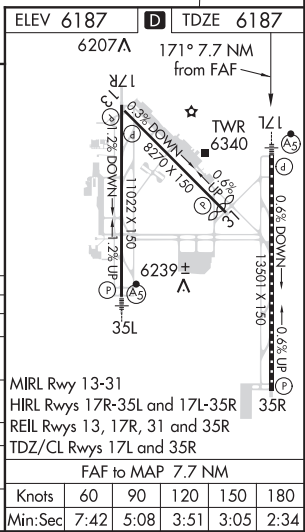
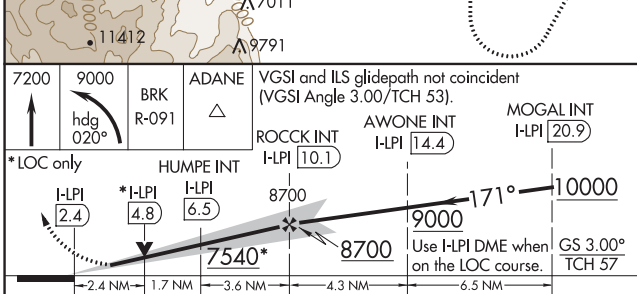
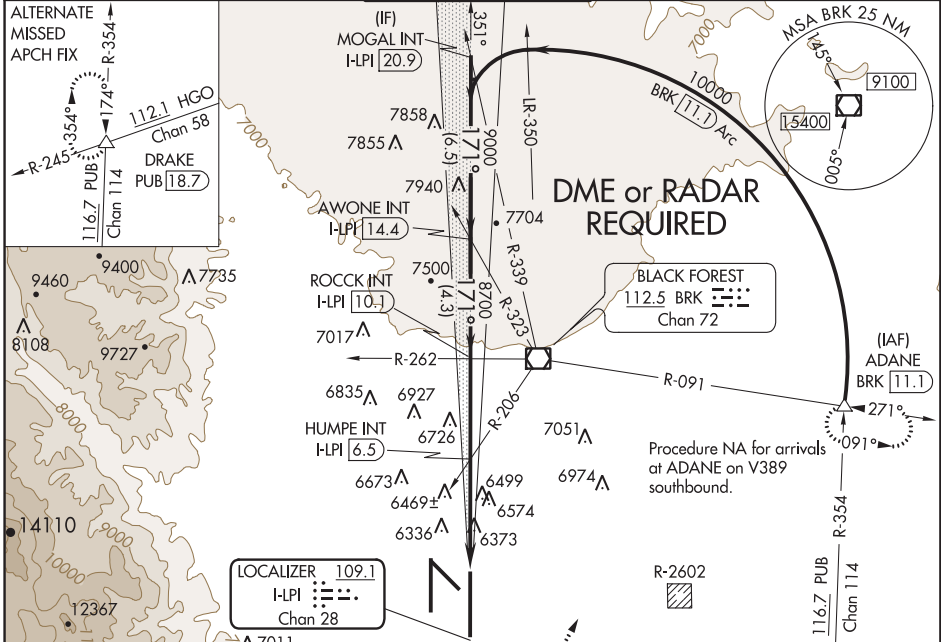
ILS or LOC RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

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 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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CATEGORY	A	B	C	D
S-ILS 17L	6387/18 200 (200-½)			
S-LOC 17L	7540/40 1353 (1400-¾)	7540/55 1353 (1400-1¼)	7540-3	1353 (1400-3)
C CIRCLING	7540-1¼ 1353 (1400-1¼)	7540-1½ 1353 (1400-1½)	7540-3	1353 (1400-3)
HUMPE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 17L	7020/24 833 (900-½)	7020/40 833 (900-¾)	7020-1⅞	833 (900-1⅞)
C CIRCLING	7020-1¼	833 (900-1¼)	7040-2½ 853 (900-2½)	7260-2½ 1073 (1100-2½)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC I-COS 109.9	APP CRS 351°	Rwy Idg TDZE 11022 6075	Apt Elev 6187
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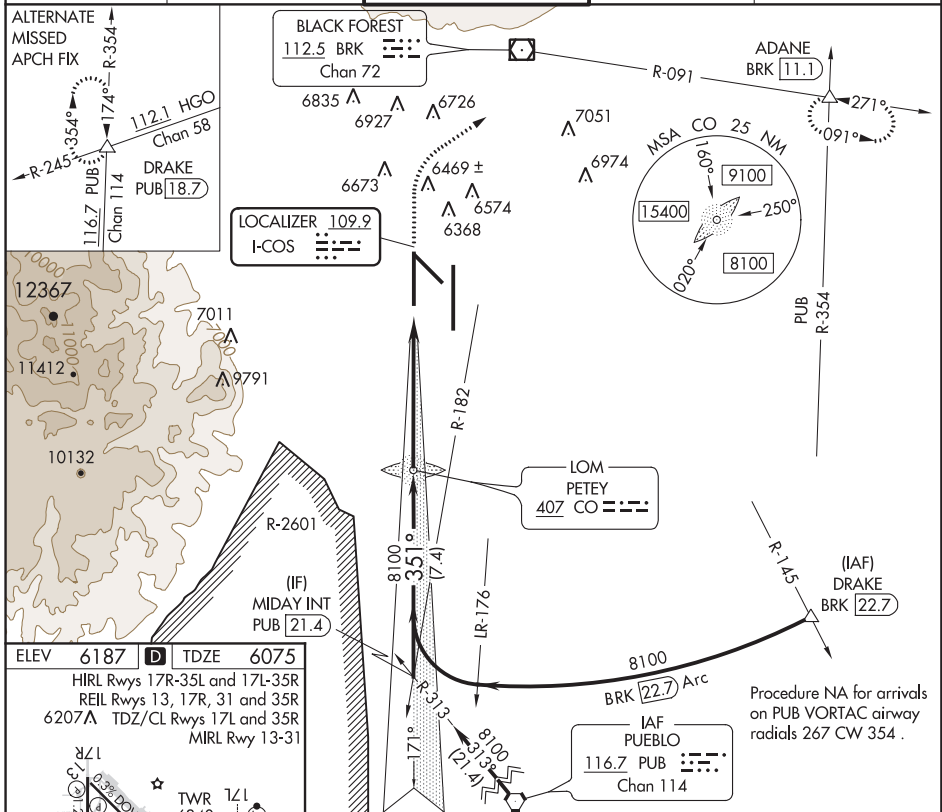
ILS or LOC RWY 35L

CITY OF COLORADO SPRINGS MUNI (COS)

AD RADAR monitoring required when R-2601 in use.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

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

ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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MIDAY INT PUB 21.4	PETEY LOM 8032	6700	9000	BRK R-091	ADANE
8100 — 351°		hdg 047°		△	
Procedure NA for arrivals on PUB VORTAC airway radials 267 CW 354.					
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).					
GS 3.00° TCH 55		7.4 NM		6 NM	
CATEGORY	A	B	C	D	
S-ILS 35L	* 6275/24		200 (100-½)		
S-LOC 35L	6520/24 445 (400-½)		6520/45 445 (400-¾)		
CIRCLING	6740-1	6800-1	7040-2½	7260-3	
	553 (600-1)	613 (700-1)	853 (900-2½)	1073 (1100-3)	

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-AHI 109.1 Chan 28	APP CRS 351°	Rwy Idg 13501 TDZE 6118 Apt Elev 6187
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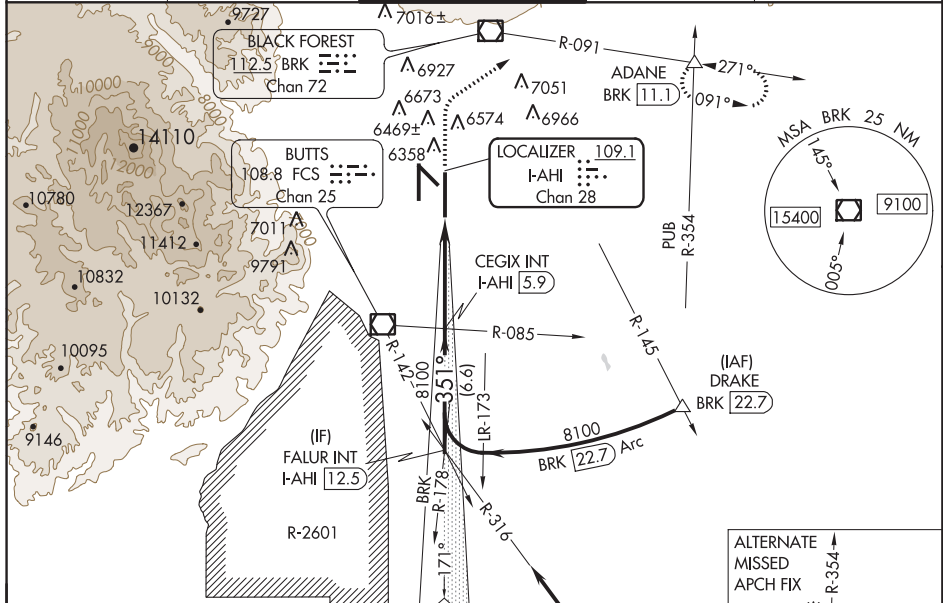
ILS or LOC RWY 35R

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 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

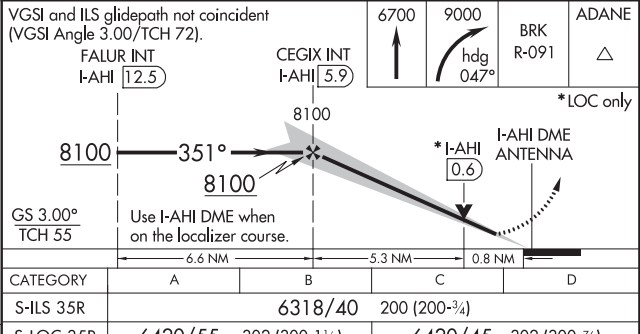
ELEV 6187	D TDZE 6118
MIRL Rwy 13-31	
HIRL Rwys 17R-35L and 17L-35R	
6207A REIL Rwys 13, 17R, 31 and 35R	
TDZ/CL Rwys 17L and 35R	

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

IAF PUEBLO 116.7 PUB Chan 114

ALTERNATE MISSED APCH FIX

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02



C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2½ 853 (900-2½)	7260-3 1073 (1100-3)
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LOC/DME I-LPI 109.1 Chan 28	APP CRS 171°	Rwy Idg 13501
		TDZE 6187
		Apt Elev 6187

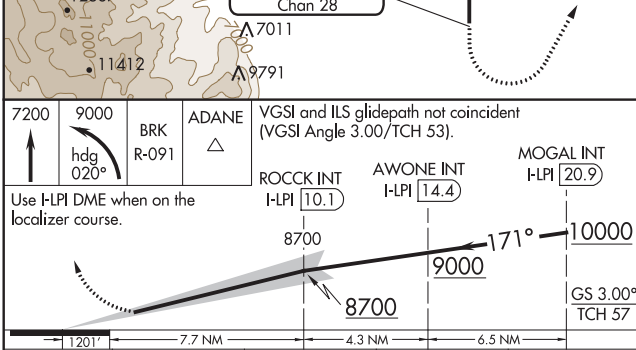
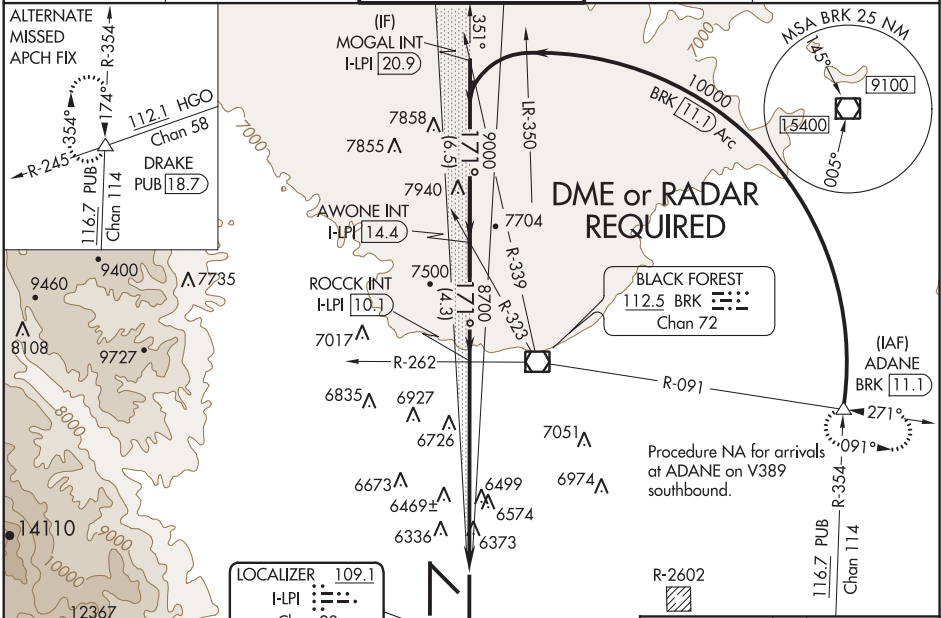
ILS RWY 17L (SA CAT I & II)

CITY OF COLORADO SPRINGS MUNI (COS)

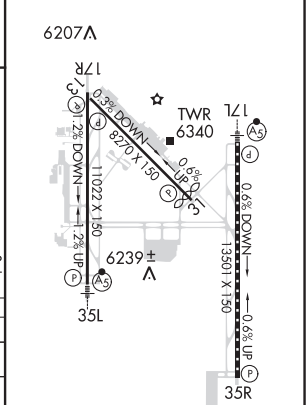
Simultaneous approach authorized with Rwy 17R.
SA CAT I: Required specific OPSEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced Lighting: Requires specific OPSEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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ELEV 6187	TDZE 6187
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CATEGORY	A	B	C	D
S-ILS 17L	SA CAT I	RA 169/14	150 DA 6337	
S-ILS 17L	SA CAT II	RA 105/16	100 DA 6287	

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

MRL 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, 10 NOV 2016 to 05 JAN 2017


SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 171°	Rwy Idg 13501
	TDZE 6187
	Apt Elev 6187

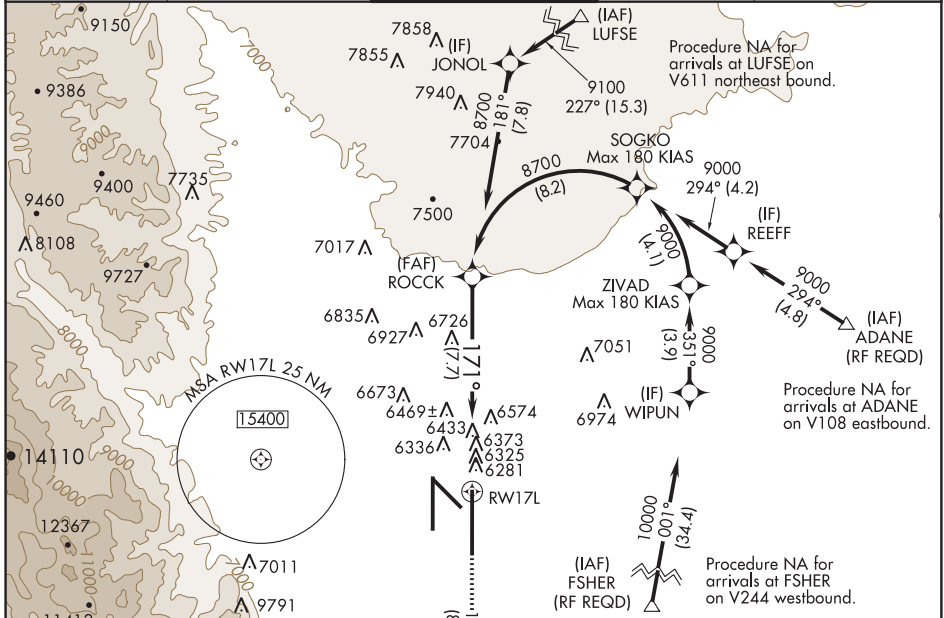
RNAV (RNP) Z RWY 17L

CITY OF COLORADO SPRINGS MUNI (COS)

For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 44°C (112°F). GPS required.

MALSR  MISSED APPROACH: Climb to 9000 on track 171° to CEGIX and track 129° to JEMKI and track 083° to DRAKE and hold.

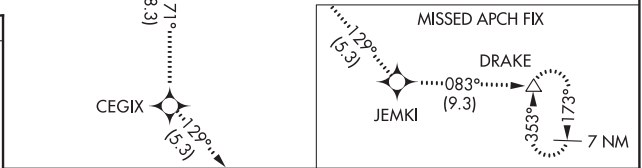
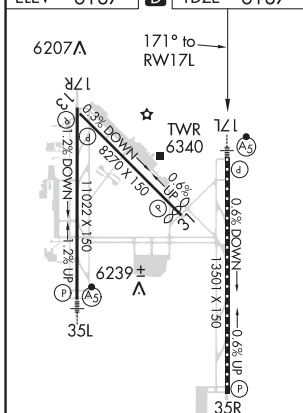
ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6187	D	TDZE 6187
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9000	CEGIX	tr 129°	JEMKI	tr 083°	DRAKE	ROCK
tr 171°						8700

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

RWY 17L

See planview for multiple IF locations.

GP 3.00° TCH 57

CATEGORY	A	B	C	D
RNP 0.15 DA		6557/40	370 (400-¾)	
RNP 0.25 DA		6644/50	457 (500-1)	
RNP 0.30 DA		6920-2	733 (800-2)	

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 17R

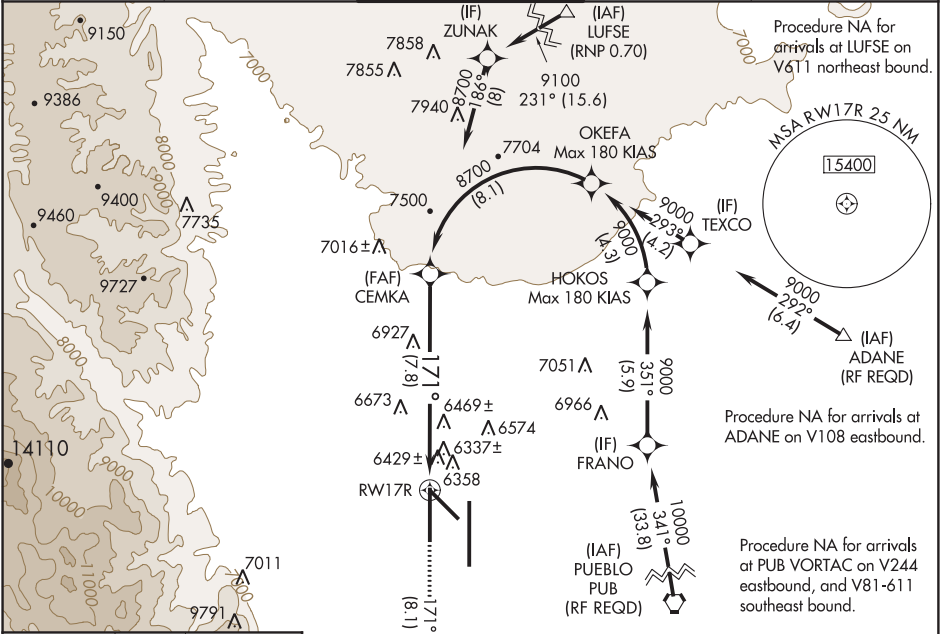
CITY OF COLORADO SPRINGS MUNI (COS)

APP CRS	Rwy Idg	11022
171°	TDZE	6177
	Apt Elev	6187

⚠ For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required. Simultaneous approach authorized.

MISSED APPROACH: Climb to 9000 on track 171° to KUSAC and track 124° to JEMKI and track 083° to DRAKE and hold.

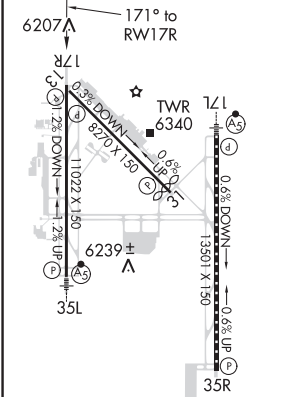
ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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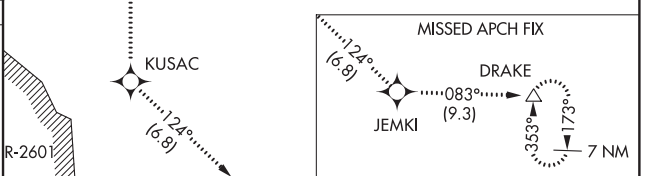
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6187	D	TDZE 6177
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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	KUSAC	tr 124°	JEMKI	tr 083°	DRAKE	CEMKA
tr 171°						8700
See planview for multiple IF locations.						
RWY 17R		7.8 NM			GP 3.00° TCH 55	

CATEGORY	A	B	C	D
RNP 0.22 DA		6659-2½	482 (500-1½)	
RNP 0.30 DA		6902-2½	725 (800-2½)	

AUTHORIZATION REQUIRED

APP CRS 351°	Rwy Idg 11022
	TDZE 6075
	Apt Elev 6187

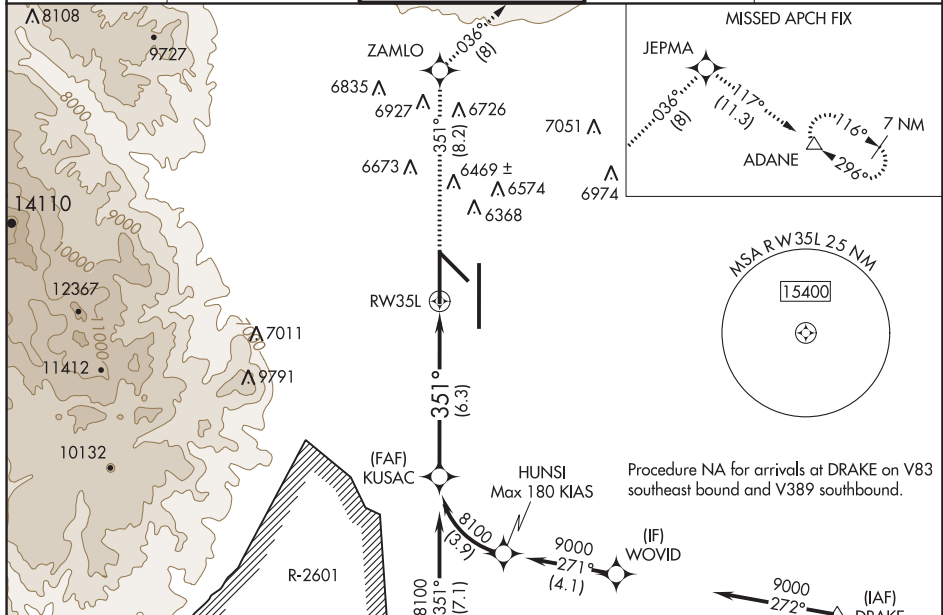
RNAV (RNP) Z RWY 35L

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 MALSRS increase RNP 0.15 visibility all Cats to RVR 5000. RADAR monitoring required when R-2601 in use.

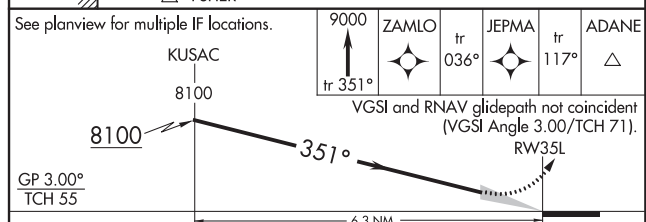
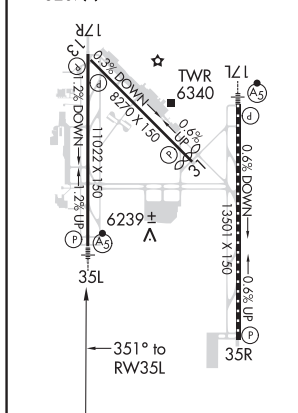
MALSRS MISSED APPROACH: Climb to 9000 on track 351° to ZAMLO and track 036° to JEPMA and track 117° to ADANE and hold.

ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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ELEV 6187	D	TDZE 6075
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MIRL Rwy 13-31
HIRL Rwys 17R-35L and 17L-35R
REIL Rwys 13, 17R, 31, and 35R
TDZ/CL Rwys 17L and 35R
6207A



CATEGORY	A	B	C	D
RNP 0.15 DA		6372/30	297 (200- $\frac{3}{4}$)	
RNP 0.30 DA		6427/40	352 (300- $\frac{3}{4}$)	

AUTHORIZATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 35R

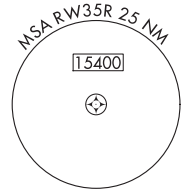
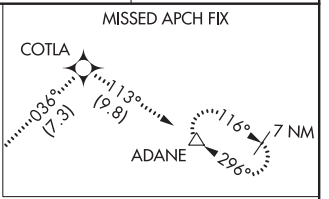
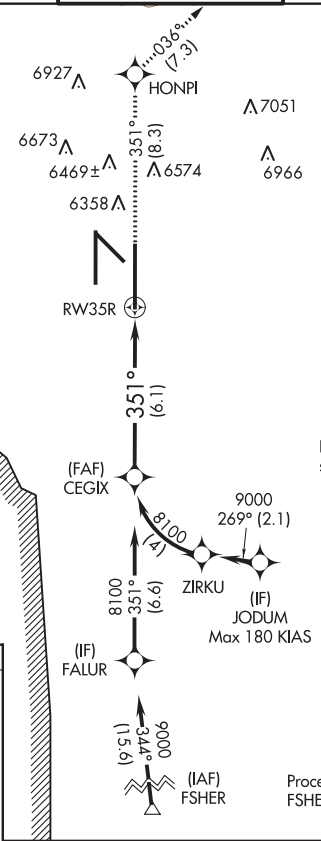
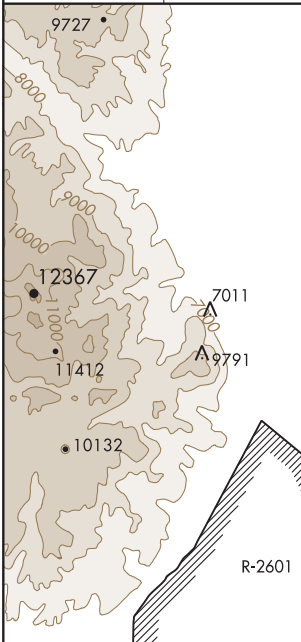
CITY OF COLORADO SPRINGS MUNI (COS)

APP CRS	Rwy Idg	13501
351°	TDZE	6118
	Apt Elev	6187

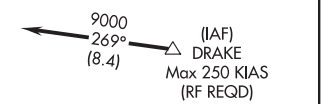
⚠ For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 45°C (113°F). GPS required.

MISSED APPROACH: Climb to 9000 on track 351° to HONPI and track 036° to COTLA and track 113° to ADANE and hold.

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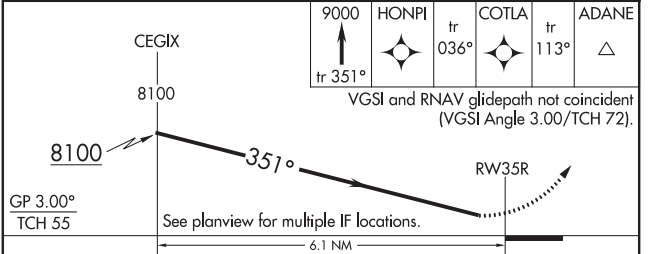
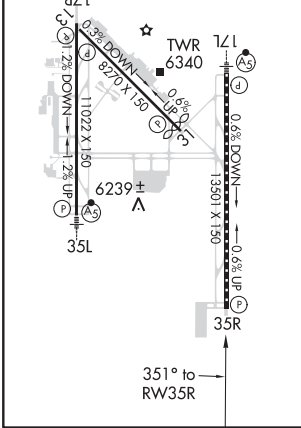


Procedure NA for arrivals at DRAKE on V83 southeast bound and V389 southbound



Procedure NA for arrivals at FSHER on V244 eastbound.

ELEV 6187	D	TDZE 6118
HIRL Rwy 17R-35L and 17L-35R		
REIL Rwy 13, 17R, 31, and 35R		
6207A TDZ/CL Rwy 17L and 35R		
MIRL Rwy 13-31		



CATEGORY	A	B	C	D
RNP 0.30 DA	6461/60		343 (300-1¼)	

AUTHORIZATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

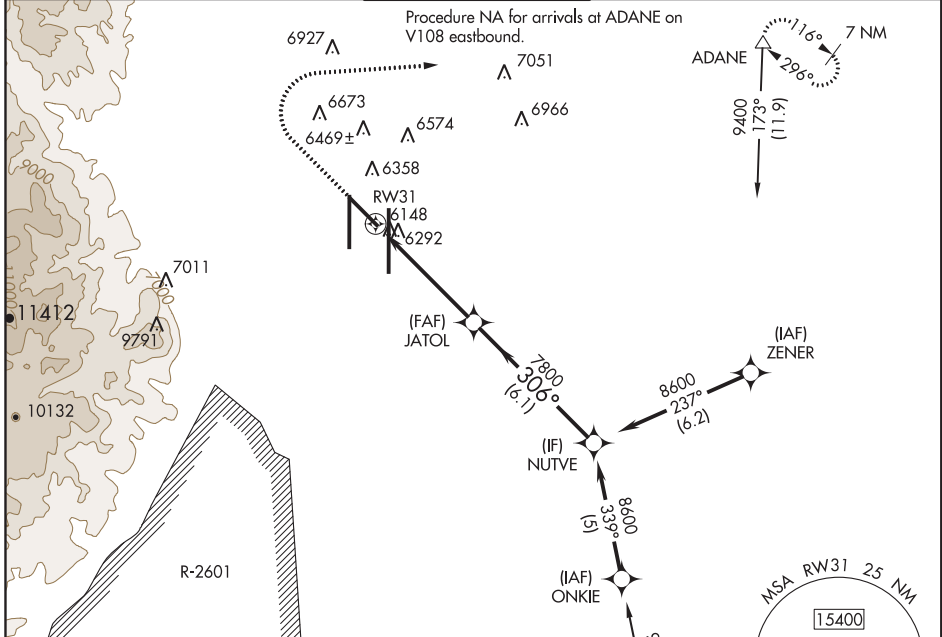
WAAS CH 40040 W31A	APP CRS 306°	Rwy Idg TDZE Apt Elev	7913 6156 6187
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RNAV (GPS) RWY 31

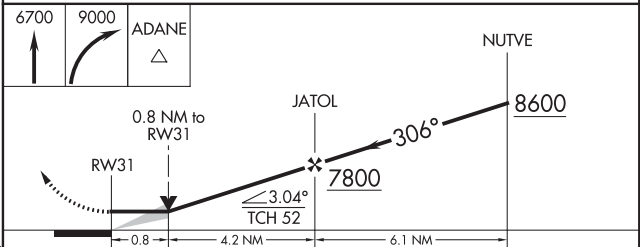
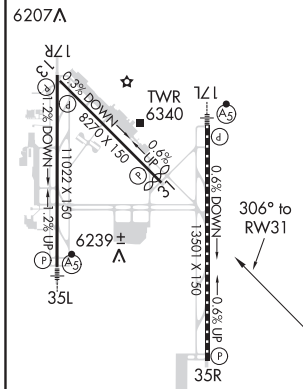
CITY OF COLORADO SPRINGS MUNI (COS)

DME/DME RNP-0.3 NA.		MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 direct ADANE and hold.		
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ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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ELEV 6187	D	TDZE 6156
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CATEGORY	A	B	C	D
LP MDA	6440-1	284 (300-1)	6440-7/8	284 (300-7/8)
LNAV MDA	6560-1	404 (400-1)	6560-1 1/8	404 (400-1 1/8)
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2 1/2 853 (900-2 1/2)	7260-3 1073 (1100-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

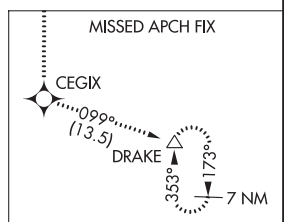
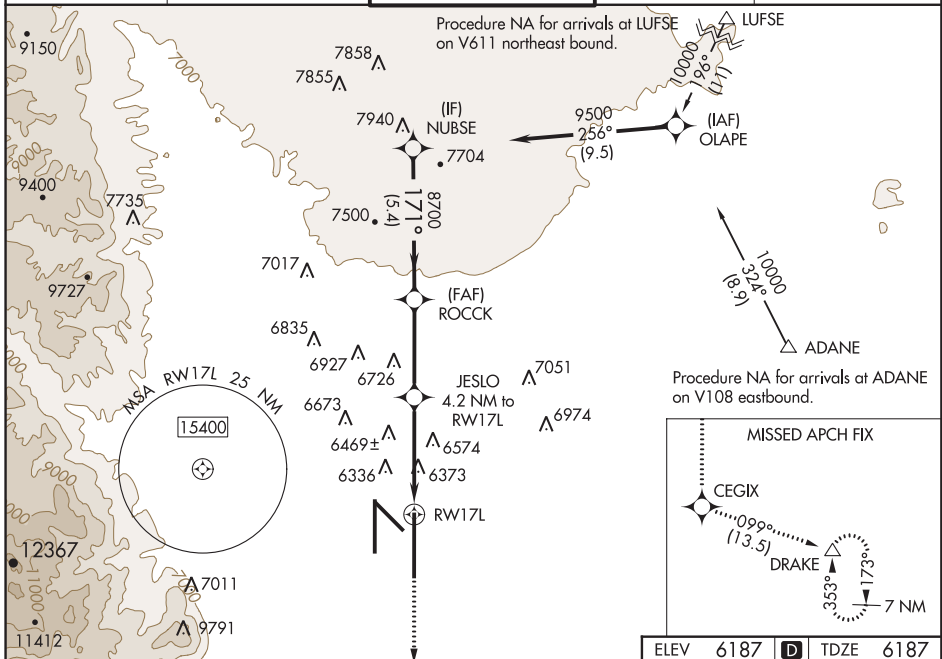
SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) Y RWY 17L

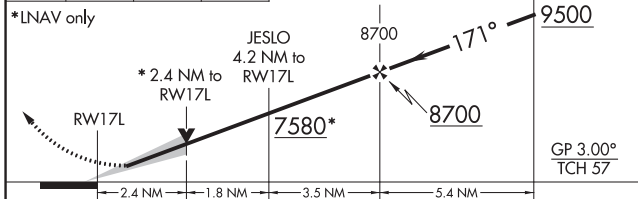
CITY OF COLORADO SPRINGS MUNI (COS)

WAAS CH 69618 W17A	APP CRS 171°	Rwy Idg TDZE 6187 Apt Elev 6187	13501
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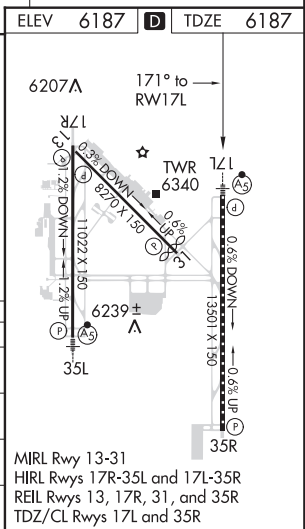
<p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 44°C (112°F). DME/DME RNP-0.3 NA. For inop MALSRS, increase LNAV Cat C/D visibility to 1/2 mile.</p>		<p>MISSED APPROACH: Climb to 9000 direct CEGIX on track 099° to DRAKE and hold.</p>	
		<p>ATIS 125.0 254.3</p>	<p>SPRINGS APP CON 124.0 257.875</p>
<p>CLNC DEL 134.45 363.125</p>			



9000	CEGIX	tr 099°	DRAKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).
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CATEGORY	A	B	C	D
LPV DA	6387/24		200 (200-1/2)	
LNAV/VNAV DA	6602/45		415 (500-3/8)	
LNAV MDA	7000/24 813 (900-1/2)	7000/40 813 (900-3/4)	7000-17/8	813 (900-17/8)
CIRCLING	7000-1 1/4 813 (900-1 1/4)		7040-2 1/2 853 (900-2 1/2)	7260-3 1073 (1100-3)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) Y RWY 17R

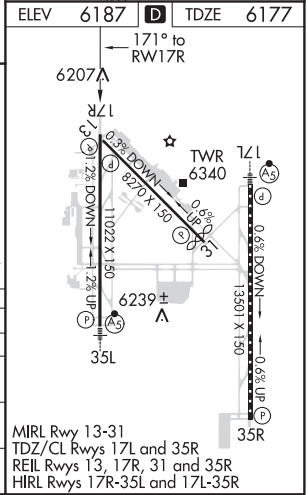
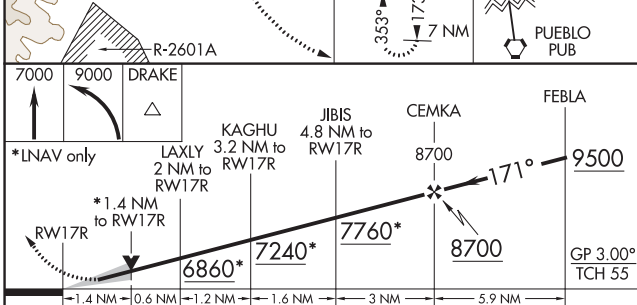
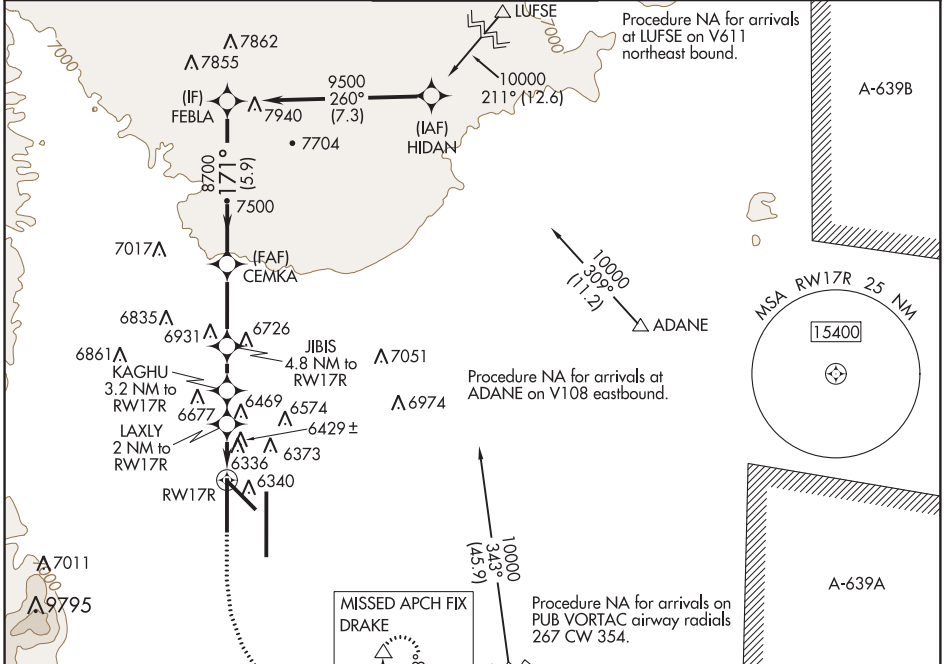
CITY OF COLORADO SPRINGS MUNI (COS)

WAAS CH 72800 W17B	APP CRS 171°	Rwy Idg TDZE 6177 Apt Elev 6187
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F); DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 17L and ILS RWY 17L (SA CAT I). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

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

ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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CATEGORY	A	B	C	D
LPV DA		6377-3/4	200 (200-3/4)	
LNAV/VNAV MDA		6752-2	575 (600-2)	
LNAV MDA	6680-1	503 (500-1)	6680-1 3/8	503 (500-1 3/8)
CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2 1/2 853 (900-2 1/2)	7260-3 1073 (1100-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 49112 W35A	APP CRS 351°	Rwy Idg TDZE 6075 Apt Elev 6187
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RNAV (GPS) Y RWY 35L

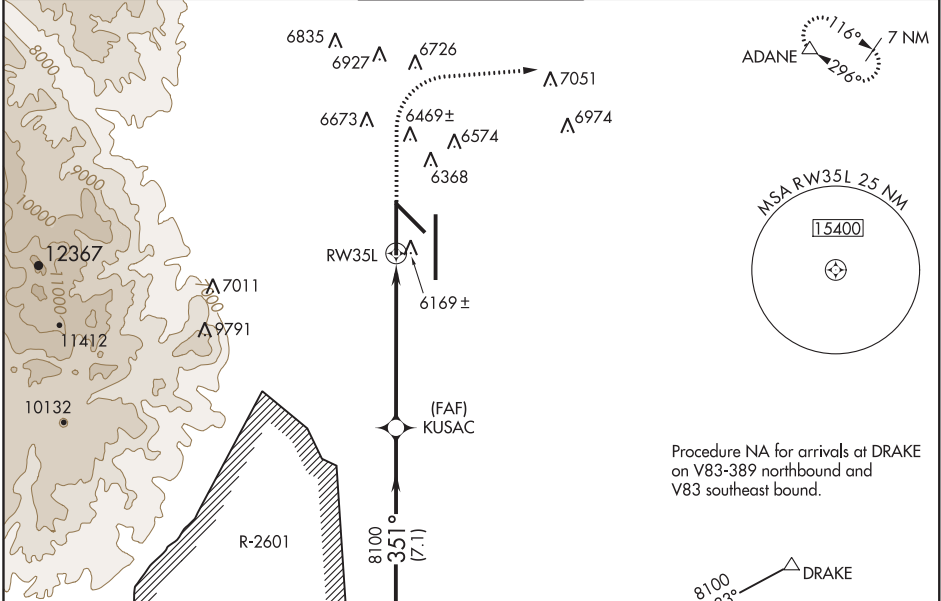
CITY OF COLORADO SPRINGS MUNI (COS)

⚠ 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 MALS R increase LNAV Cat C and D visibility to RVR 5500. RADAR monitoring required when R-2601 in use.



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

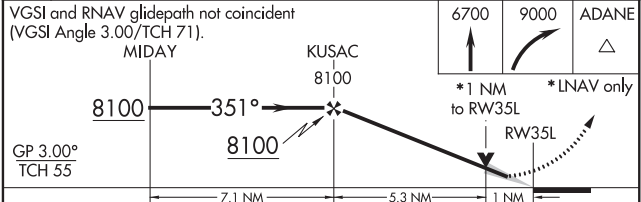
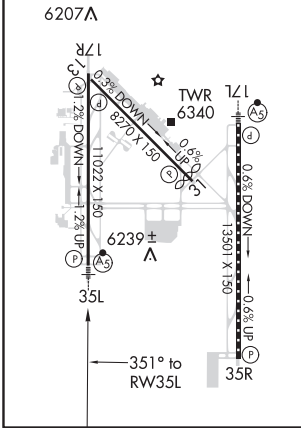
ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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Procedure NA for arrivals at DRAKE on V83-389 northbound and V83 southeast bound.

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

ELEV 6187	D	TDZE 6075
MIRL Rwy 13-31		
HIRL Rwy 17R-35L and 17L-35R		
REIL Rwy 13, 17R, 31 and 35R		
TDZ/CL Rwy 17L and 35R		



CATEGORY	A	B	C	D
LPV DA		6275/24	200 (100-1/2)	
LNAV/VNAV DA		6380/30	305 (200-5/8)	
LNAV MDA	6440/24	365 (300-1/2)	6440/35	365 (300-3/4)
C CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2 1/2 853 (900-2 1/2)	7260-3 1073 (1100-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 53602 W35B	APP CRS 351°	Rwy Idg TDZE Apt Elev	13501 6118 6187
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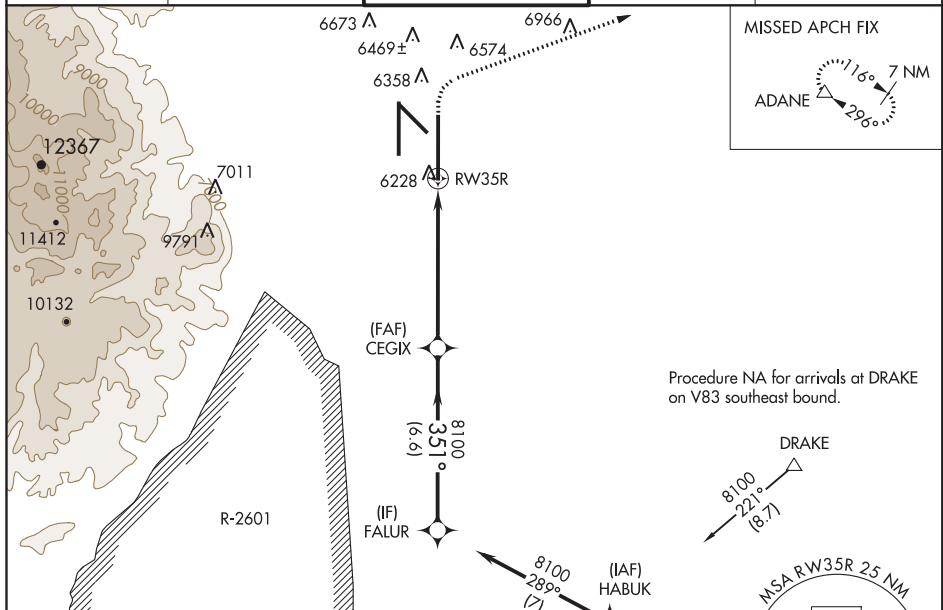
RNAV (GPS) Y RWY 35R

CITY OF COLORADO SPRINGS MUNI (COS)

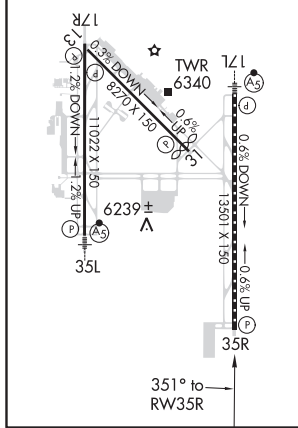
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 39°C (103°F). DME/DME RNP-0.3 NA. RADAR monitoring required when R-2601 in use.

MISSSED APPROACH: Climb to 6600 then climbing right turn to 9000 direct ADANE and hold.

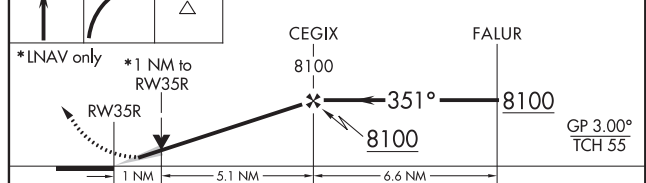
ATIS 125.0 254.3	SPRINGS APP CON 124.0 257.875	SPRINGS TOWER 119.9 360.6	GND CON 121.7 348.6	CLNC DEL 134.45 363.125
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ELEV 6187	TDZE 6118
MIRL Rwy 13-31	
HIRL Rwy 17R-35L and 17L-35R	
REIL Rwy 13, 17R, 31, and 35R	
6207△ TDZ/CL Rwy 17L and 35R	



6600 9000 ADANE
 *LNAV only *1 NM to RWY35R
 VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 72).



CATEGORY	A	B	C	D
LPV DA		6318/40	200 (200-¾)	
LNAV/VNAV DA		6399/45	281 (300-¾)	
LNAV MDA	6500/55	382 (400-1¼)	6500/60	382 (400-1¼)
CIRCLING	6740-1	6800-1	7040-2½	7260-3
	553 (600-1)	613 (700-1)	853 (900-2½)	1073 (1100-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NDB RWY 35L

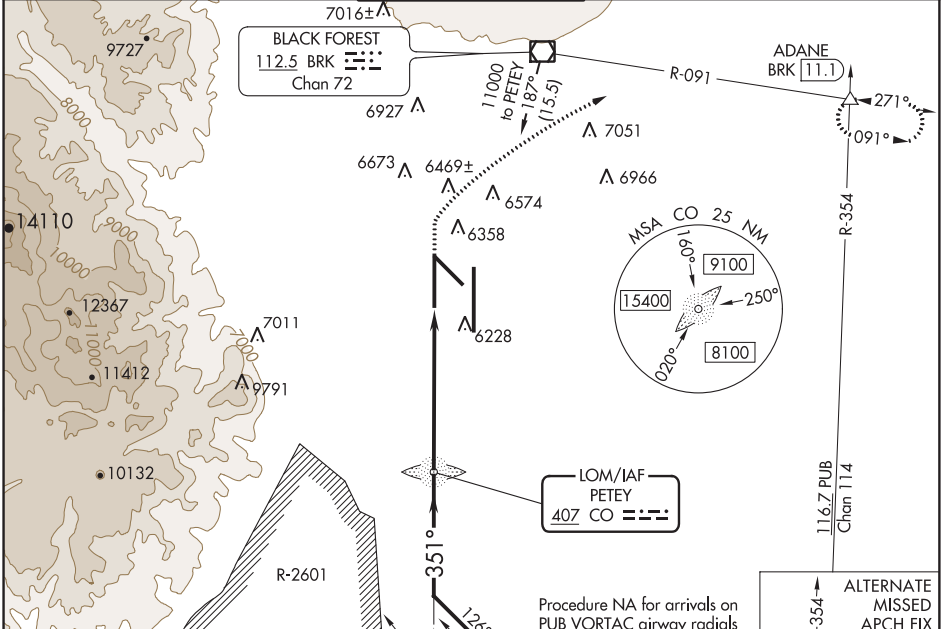
CITY OF COLORADO SPRINGS MUNI (COS)

LOM CO 407	APP CRS 351°	Rwy Idg TDZE Apt Elev	11022 6075 6187
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▼ RADAR monitoring required when R-2601 in use.
▲ For inop MALSR, increase S-35L Cats C and D visibility to 1 3/8 mile.

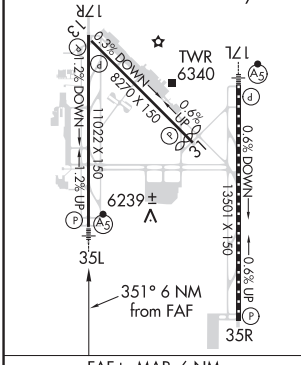
MALSR
 MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 on heading 051° and on BRK VOR/DME R-091 to ADANE INT/BRK 11.1 DME and hold.

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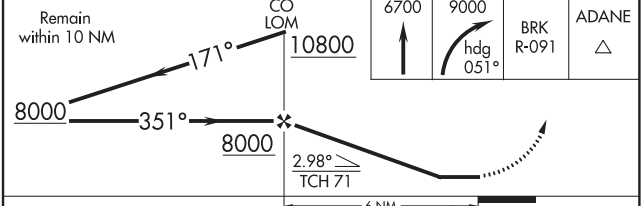
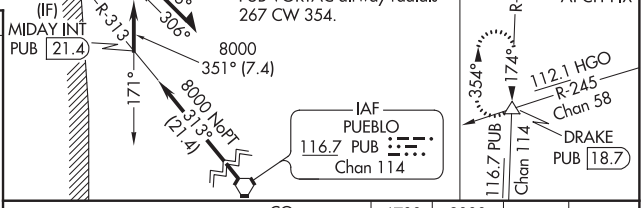


ELEV 6187 TDZE 6075

HIRL Rwy 17R-35L and 17L-35R
 REL Rwy 13, 17R, 31 and 35R
 6207A TDZ/CL Rwy 17L and 35R
 MIRL Rwy 13-31



	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 (400-3/4)	6540/50	465 (400-1)
☑ CIRCLING	6740-1 553 (600-1)	6800-1 613 (700-1)	7040-2 1/2 853 (900-2 1/2)	7260-3 1073 (1100-3)

NDB RWY 35L

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

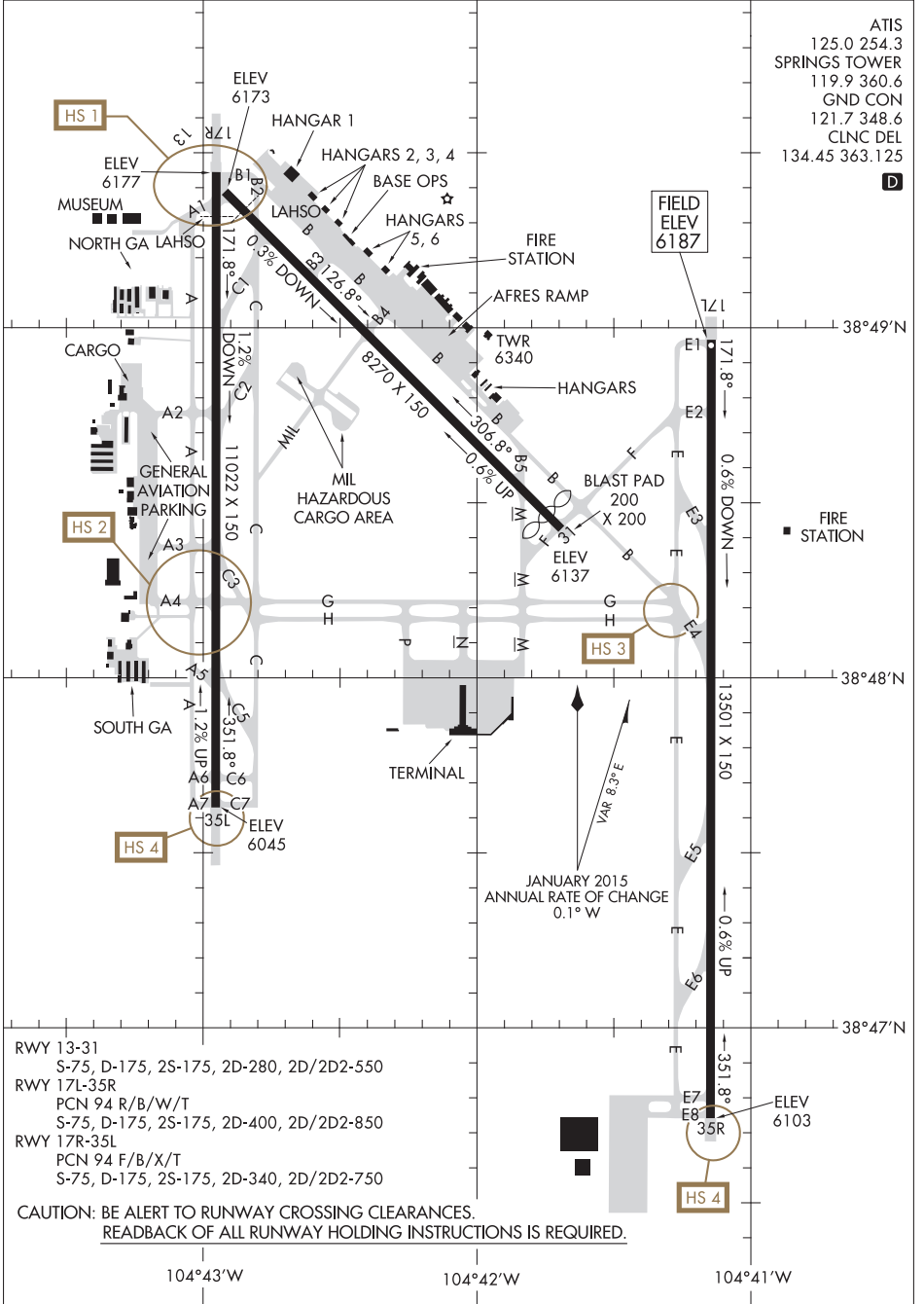
AIRPORT DIAGRAM

16315

CITY OF COLORADO SPRINGS MUNI (COS)

AL-87 (FAA)

COLORADO SPRINGS, COLORADO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

16315

COLORADO SPRINGS, COLORADO

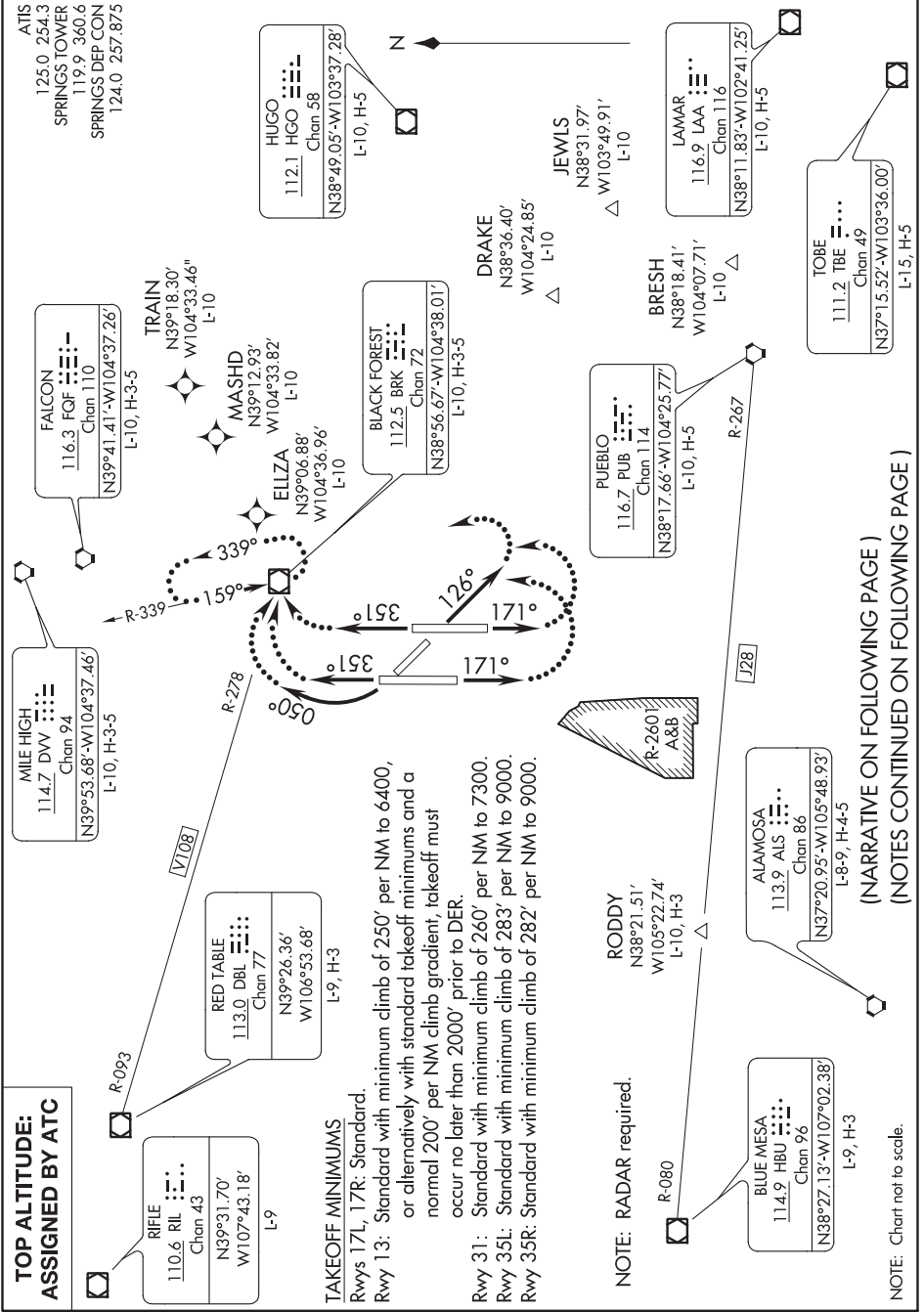
CITY OF COLORADO SPRINGS MUNI (COS)

SPRINGS FIVE DEPARTURE

SL-87 (FAA)

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

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SPRINGS FIVE DEPARTURE

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

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 126° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 17L: Climb heading 171° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 171° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 351° for RADAR vectors to filed/assigned route, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 351° 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.

TAKEOFF OBSTACLE NOTES

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

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

Rwy 35L: Rwy 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.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 024°	Rwy Idg 7205
	TDZE 5918
	Apt Elev 5918

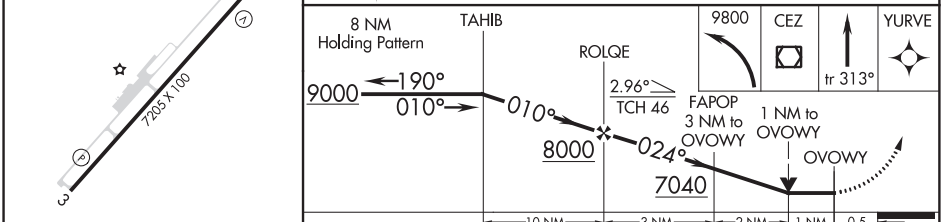
RNAV (GPS) RWY 3

CORTEZ MUNI (CEZ)

IAF ARM APPROACH MODE PRIOR TO IAF. MISSED APPROACH: Climb to 9800 via left turn direct CEZ VOR/DME and 313° track to YURVE WP and hold.

NA
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF) L
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CATEGORY	A	B	C	D
LNAV MDA	6440-1	522 (600-1)	6440-1½ 522 (600-1½)	6440-1¾ 522 (600-1¾)
CIRCLING	6560-1	642 (700-1)	6600-2 682 (700-2)	6800-3 882 (900-3)

CORTEZ, COLORADO
Orig 20MAR03

37°18'N-108°38'W
125

CORTEZ MUNI (CEZ) RNAV (GPS) RWY 3

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

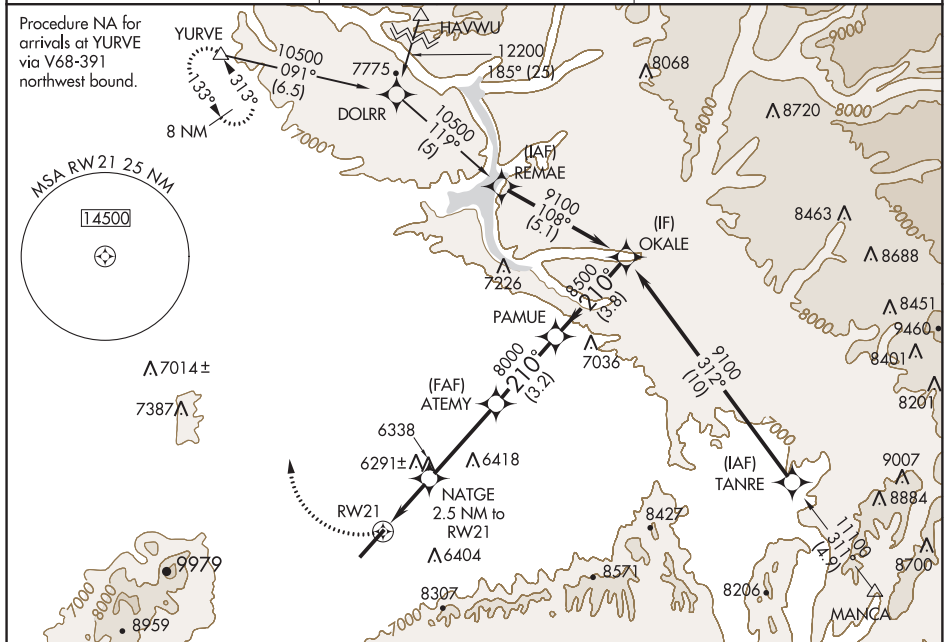
APP CRS 210°	Rwy Idg TDZE Apt Elev	7205 5913 5918
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RNAV (GPS) Y RWY 21

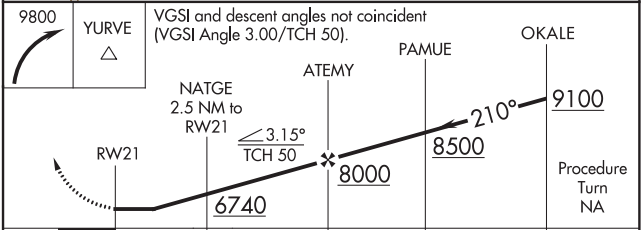
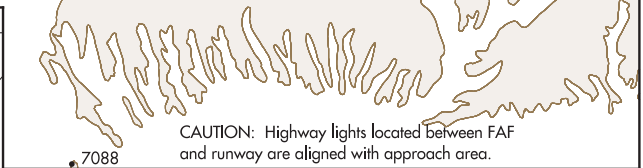
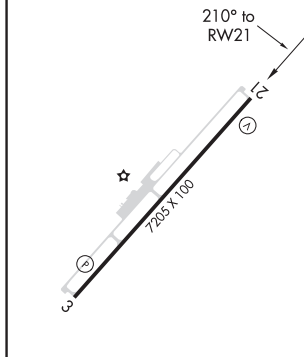
CORTEZ MUNI (C/EZ)

<p>DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night.</p>	<p>MISSED APPROACH: Climbing right turn to 9800 direct YURVE and hold.</p>
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ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF)
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ELEV 5918		TDZE 5913
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CATEGORY	A	B	C	D
LNAV MDA	6560-1 647 (700-1)		6560-1¾ 647 (700-1¾)	6560-2 647 (700-2)
CIRCLING	6560-1 642 (700-1)		6600-2 682 (700-2)	6800-3 882 (900-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

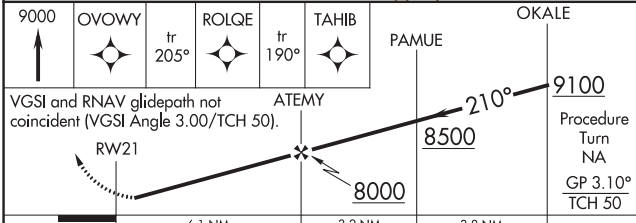
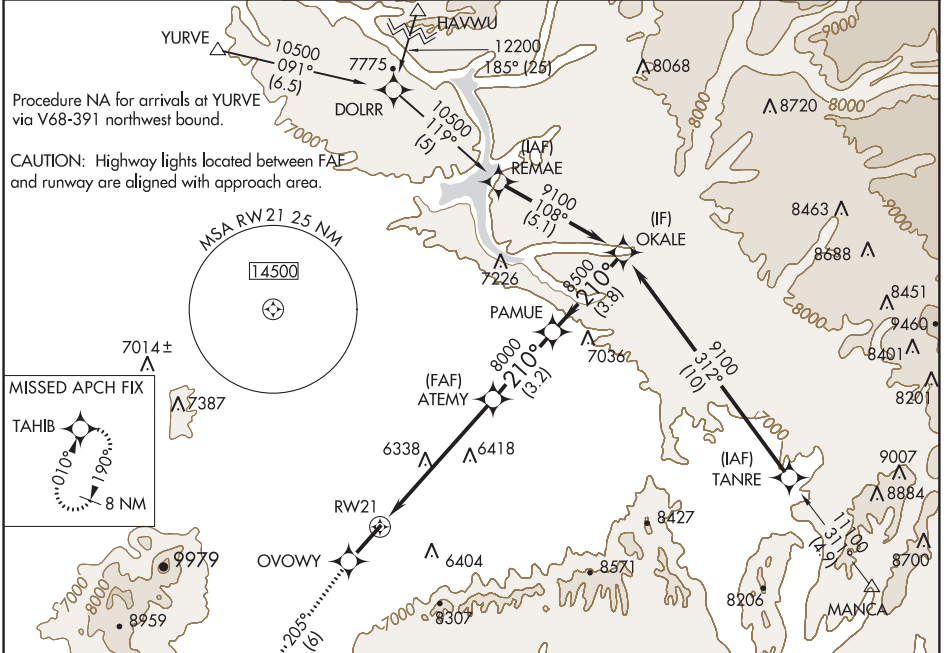
WAAS CH 99699 W21A	APP CRS 210°	Rwy Idg TDZE Apt Elev	7205 5913 5918
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RNAV (GPS) Z RWY 21

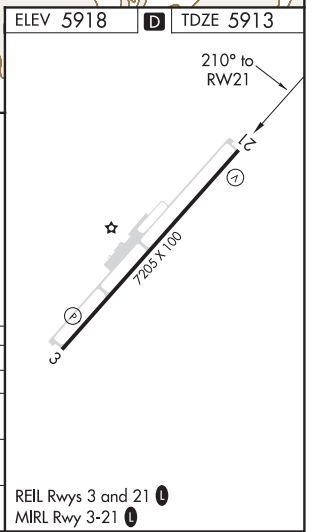
CORTEZ MUNI (C/EZ)

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

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF)
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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)
CIRCLING	7140-1¼ 1222 (1300-1¼)	7140-1½ 1222 (1300-1½)	7140-3	1222 (1300-3)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CORTEZ, COLORADO

AL-112 (FAA)

16315

VOR/DME CEZ 108.4 Chan 21	APP CRS 196°	Rwy Idg TDZE 7205 5913	Apt Elev 5918
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VOR RWY 21

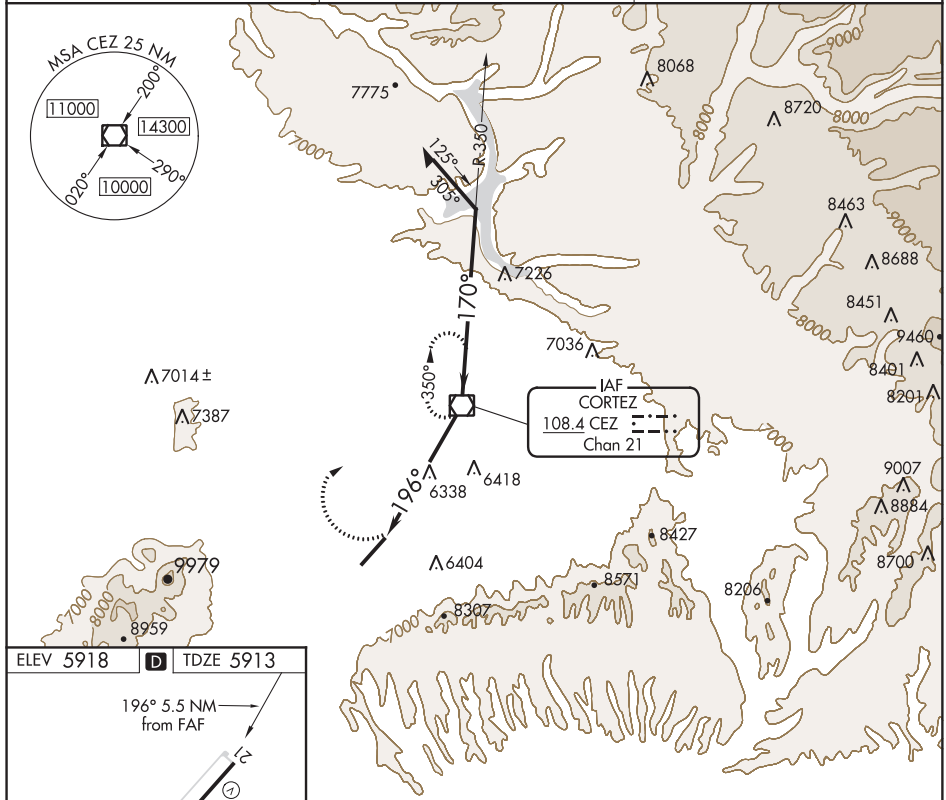
CORTEZ MUNI (CEZ)

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

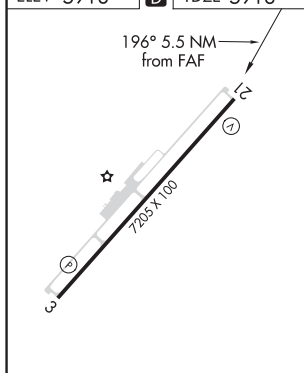
MISSED APPROACH: Climbing right turn to 9800 direct to CEZ VOR/DME and hold.

-25°C

ASOS 135.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF)
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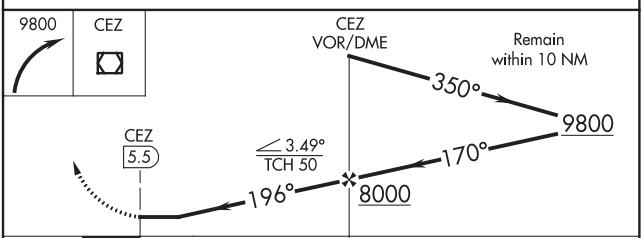
ELEV 5918	D	TDZE 5913
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REIL Rws 3 and 21 **Ⓛ**
MIRL Rwy 3-21 **Ⓛ**

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	6600-1	687 (700-1)	6600-2 687 (700-2)	6600-2½ 687 (700-2½)
CIRCLING	6600-1	682 (700-1)	6600-2 682 (700-2)	6800-3 882 (900-3)

CORTEZ, COLORADO
Amdt 5A 08AUG02

37°18'N-108°38'W

CORTEZ MUNI (CEZ)
VOR RWY 21

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

15064

AIRPORT DIAGRAM

AL-112 (FAA)

CORTEZ MUNI (C/E/Z)
CORTEZ, COLORADO

ASOS
135.625
CTAF/UNICOM
122.8

FIELD
ELEV
5918

D

37°19'N

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



A1 2
ELEV
5909

HANGARS

TERMINAL

HANGARS

7205 X 100

37°18'N

A4
3
ELEV
5913

RWY 03-21
S-40, D-56

6139 A

108°38'W

108°37'W

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

15064

CORTEZ, COLORADO
CORTEZ MUNI (C/E/Z)

(LEDVE1.CEZ) 16035

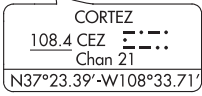
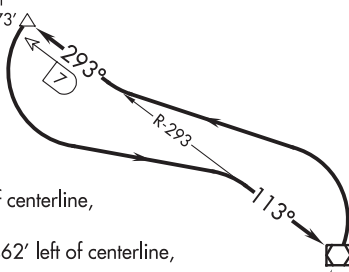
LEDVE ONE DEPARTURE (OBSTACLE)

SL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO

ASOS
135.625
DENVER CENTER
118.575 348.7
CTAF
122.8

LEDVE
N37°27.61'
W108°40.73'



TAKEOFF OBSTACLE NOTES

Rwy 3: Bush 298' from DER, 247' right of centerline, 2' AGL/5921' MSL.
 Vehicle on road 547' from DER, 462' left of centerline, 15' AGL/5934' MSL.
 Vent on building 900' from DER, 566' left of centerline, 16' AGL/5935' MSL.
 Trees beginning 966' from DER, 327' left of centerline, up to 57' AGL/6196' MSL.
 Poles beginning 1160' from DER, 518' left of centerline, up to 81' AGL/6080' MSL.

Rwy 21: Bushes beginning 153' from DER, 237' left of centerline, up to 10' AGL/6049' MSL.
 Trees beginning 1902' from DER, 422' left of centerline, up to 64' AGL/5983' MSL.
 OL on pole 4573' from DER, 493' left of centerline, 26' AGL/6045' MSL.

NOTE: DME required.

TAKEOFF MINIMUMS

Rwy 3: Standard with minimum climb of 220' per NM to 6300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway, or 4300-3 for climb in visual conditions.

Rwy 21: Standard, or, 4300-3 for climb in visual conditions.

NOTE: Chart not to scale.

ODROE
N37°09.34'
W108°45.73'

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).

LEDVE ONE DEPARTURE (OBSTACLE)

(LEDVE1.CEZ) 08APR10

CORTEZ, COLORADO
CORTEZ MUNI (CEZ)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CORTEZ TWO DEPARTURE

SL-112 (FAA)

CORTEZ MUNI (CEZ)
CORTEZ, COLORADO

DENVER CENTER
118.575 348.7

LEDVE
N37°27.61'
W108°40.73'

CONES
110.2 ETL
Chan 39
N38°02.42'
W108°15.51'
L-9

BLUE MESA
114.9 HBU
Chan 96
N38°27.13'
W107°02.38'
L-9, H-3

CORTEZ
108.4 CEZ
Chan 21
N37°23.39'-W108°33.71'

**TOP ALTITUDE:
10200**

NOTE: DME required.

TAKEOFF MINIMUMS

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

TAKEOFF OBSTACLE NOTES

Rwy 3: Bush 298' from DER, 247' right of centerline,
2' AGL/5921' MSL. Vehicle on road 547'
from DER, 462' left of centerline, 15' AGL/
5934' MSL. Vent on building 900' from
DER, 566' left of centerline, 16' AGL/
5935' MSL. Trees beginning 966' from DER,
327' left of centerline, up to 57' AGL/6196'
MSL. Poles beginning 1160' from DER, 518'
left of centerline, up to 81' AGL/6080' MSL.

Rwy 21: Bushes beginning 153' from DER, 237' left
of centerline, up to 10' AGL/6049' MSL.
Trees beginning 1902' from DER, 422' left
of centerline, up to 64' AGL/5983' MSL.
OL on pole 4573' from DER, 493' left of
centerline, 26' AGL/6045' MSL.

NOTE: Chart not to scale.

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.

CORTEZ TWO DEPARTURE

(CEZ2.CEZ) 21JUL16

CORTEZ, COLORADO
CORTEZ MUNI (CEZ)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CRAIG, COLORADO

AL-6338 (FAA)

15176

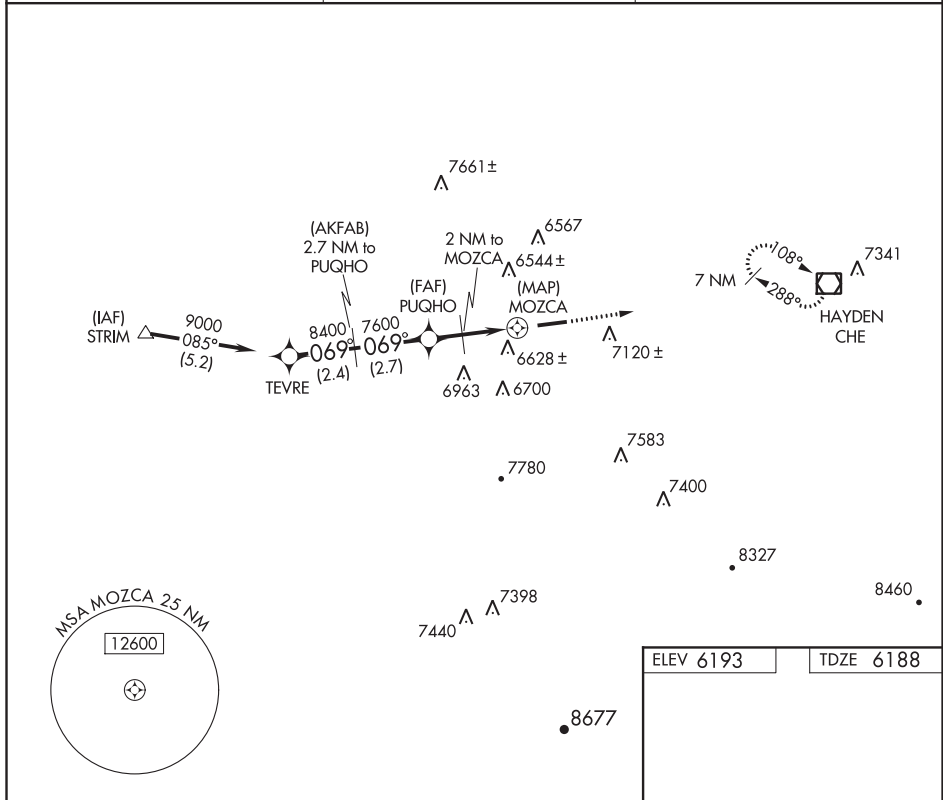
APP CRS	Rwy Idg	5606
069°	TDZE	6188
	Apt Elev	6193

GPS RWY 7

CRAIG-MOFFAT (CAG)

<p>⚠ NA</p> <p>❄ -26°C/-15°F</p>	<p>MISSED APPROACH: Climb to 10000 via 068° course to CHE VOR/DME and hold.</p>
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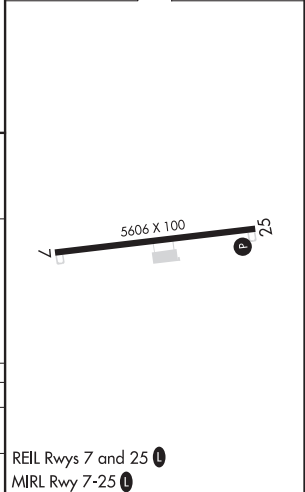
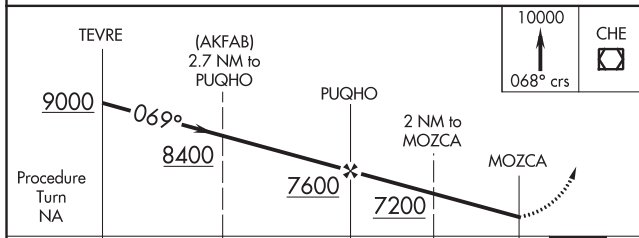
<p>ASOS</p> <p>135.425</p>	<p>DENVER CENTER</p> <p>120.475 235.975</p>	<p>UNICOM</p> <p>122.8 (CTAF) 📻</p>
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6193	TDZE 6188
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CATEGORY	A	B	C	D
S-7	6940-1 752 (800-1)	6940-1¼ 752 (800-1¼)	6940-2¼ 752 (800-2¼)	6940-2½ 752 (800-2½)
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3	1227 (1300-3)

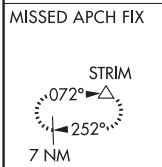
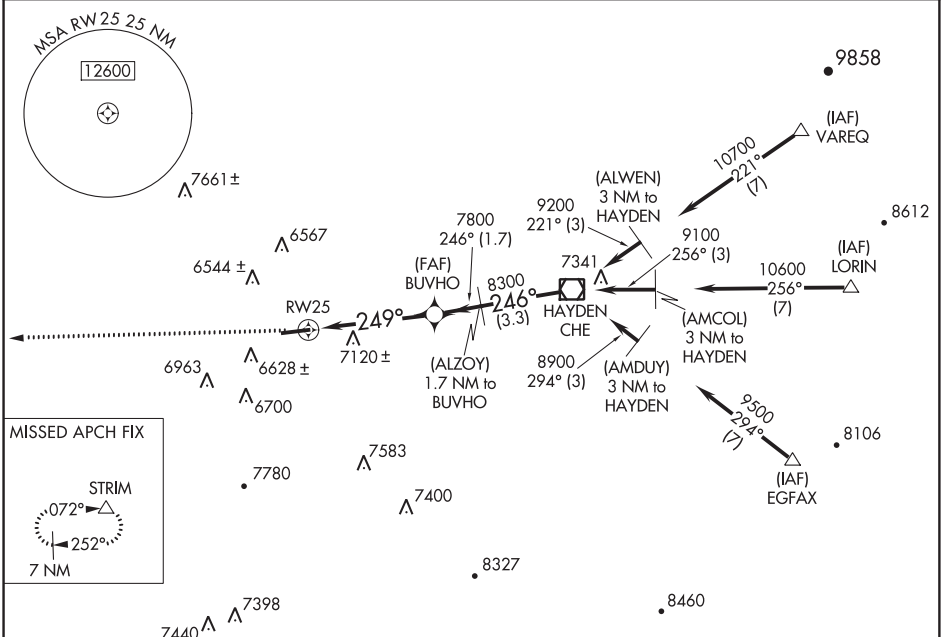
APP CRS	Rwy Idg	5606
249°	TDZE	6193
	Apt Elev	6193

GPS RWY 25

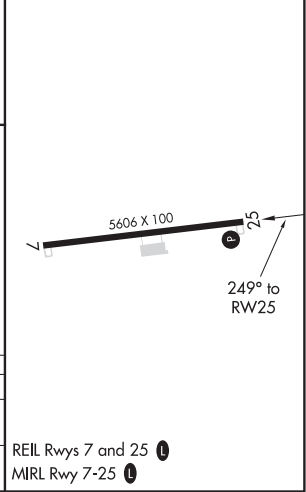
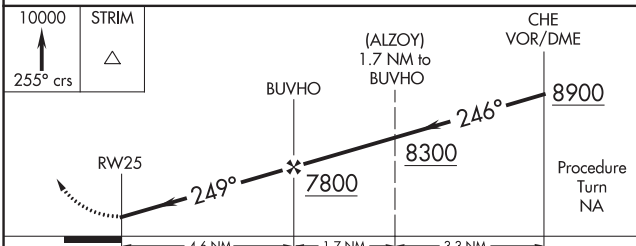
CRAIG-MOFFAT (CAG)

MISSED APPROACH: Climb to 10000 via 255° course to STRIM WP and hold.

ASOS 135.425	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF)
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ELEV 6193	TDZE 6193
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CATEGORY	A	B	C	D
S-25	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7380-3	1187 (1200-3)
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3	1227 (1300-3)

REIL Rws 7 and 25
MRL Rwy 7-25

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CRAIG, COLORADO

AL-6338 (FAA)

15316

VOR/DME CHE 115.6 Chan 103	APP CRS 068°	Rwy Idg TDZE Apt Elev	5606 6193 6193
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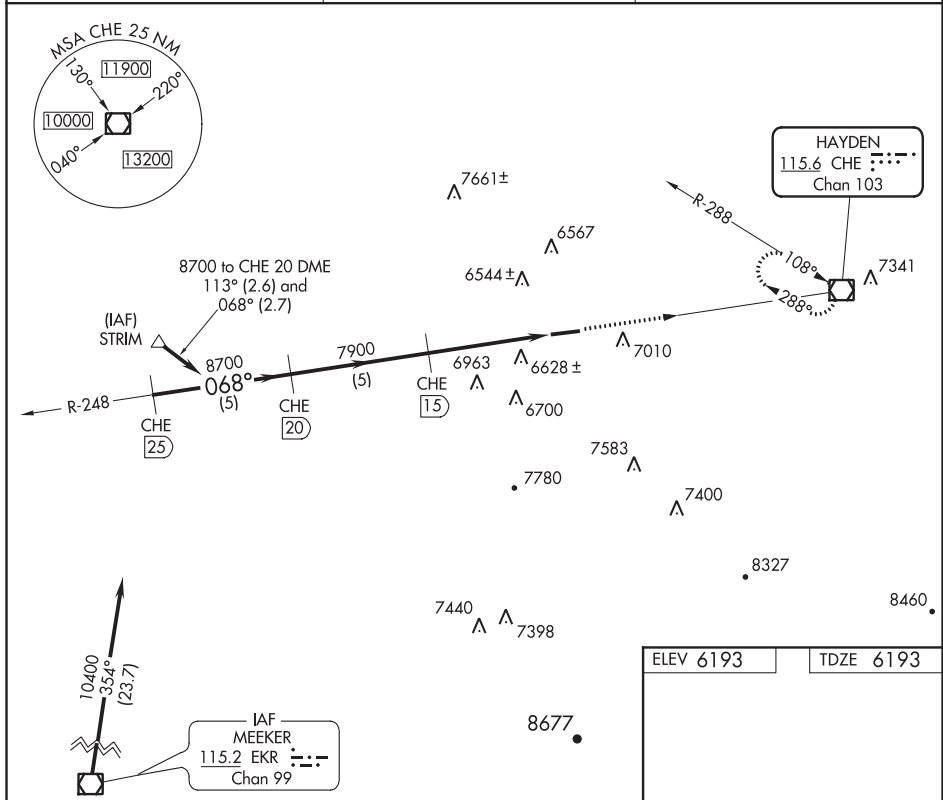
VOR/DME RWY 7

CRAIG-MOFFAT (CAG)

⚠ MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

❄ -26°C/-15°F

ASOS 135.425	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

	ELEV 6193	TDZE 6193
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Procedure Turn NA

10400, 068°, 8700, 7900, 9200

CHE 25, CHE 20, CHE 15, CHE 10.5

5 NM, 5 NM, 4.5 NM

5606 X 100

068° 4.5 NM from FAF

CATEGORY	A	B	C	D
S-7	7220-1¼ 1027 (1100-1¼)	7220-1½ 1027 (1100-1½)	7220-3	1027 (1100-3)
CIRCLING	7220-1¼ 1027 (1100-1¼)	7320-1½ 1127 (1200-1½)	7420-3	1227 (1300-3)

REIL Rwy 7 and 25
MIRL Rwy 7-25

CRAIG, COLORADO
Amdt 2C 12NOV15

40°30'N-107°31'W

VOR/DME RWY 7

CRAIG-MOFFAT (CAG)

VOR/DME CHE 115.6 Chan 103	APP CRS 248°	Rwy Idg TDZE Apt Elev	5606 6192 6193
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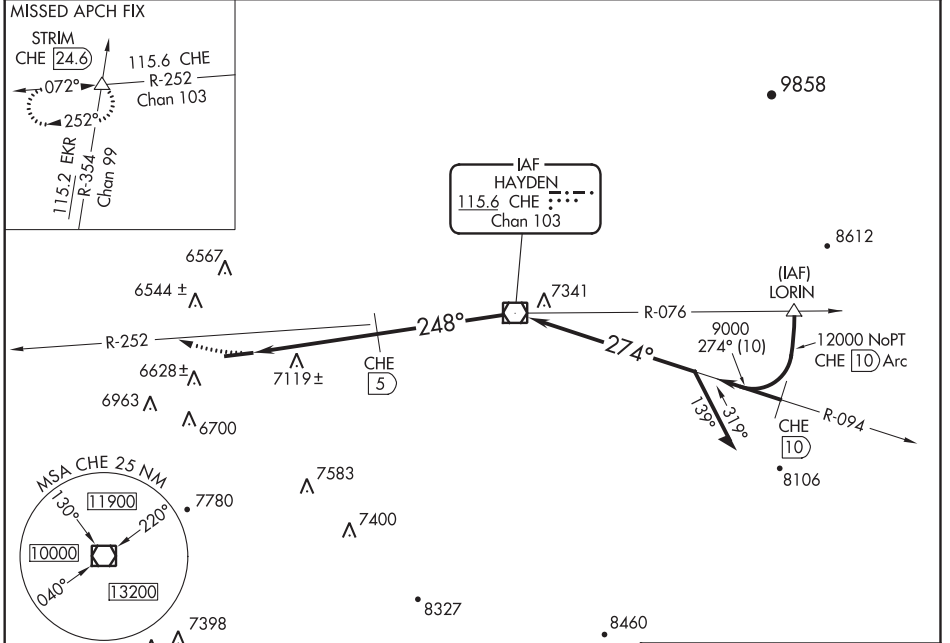
VOR RWY 25

CRAIG-MOFFAT (CAG)

⚠ MISSED APPROACH: Climbing right to 10000 via CHE R-252 to STRIM INT and hold.

⚠ -26°C/-15°F

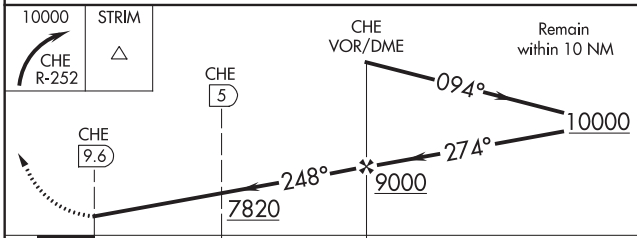
ASOS 135.425	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF)
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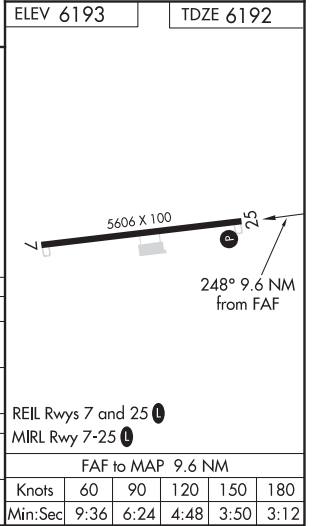
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6193	TDZE 6192
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CATEGORY	A	B	C	D
S-25	7820-1¼ 1628 (1700-1¼)	7820-1½ 1628 (1700-1½)	7820-3	1628 (1700-3)
CIRCLING	7820-1¼ 1627 (1700-1¼)	7820-1½ 1627 (1700-1½)	7820-3	1627 (1700-3)
DME MINIMA				
S-25	7380-1¼ 1188 (1200-1¼)	7380-1½ 1188 (1200-1½)	7380-3	1188 (1200-3)
CIRCLING	7380-1¼ 1187 (1200-1¼)	7380-1½ 1187 (1200-1½)	7420-3	1227 (1300-3)



WAAS CH 90537 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	5598 5157 5193
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RNAV (GPS) RWY 3

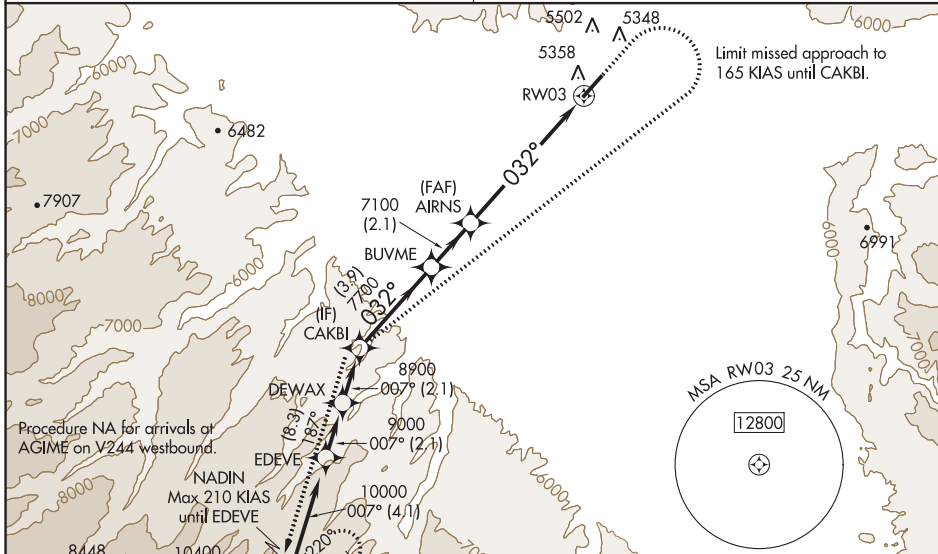
BLAKE FIELD (A.JZ)

⚠ Baro-VNAV NA when using Montrose altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Montrose altimeter setting: increase #LPV DA to 5529 feet and visibility all Cats 3/8 mile, increase LPV DA to 5670 feet and visibility all Cats 1/2 mile, increase LNAV/VNAV DA to 5979 feet and visibility all Cats 1/2 mile. Increase all MDA 140 feet and visibility Cat B 1/4 mile, Cat C 1/2 mile and Circling Cat A 1/4 mile. VDP NA when using Montrose altimeter setting.
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
134.0

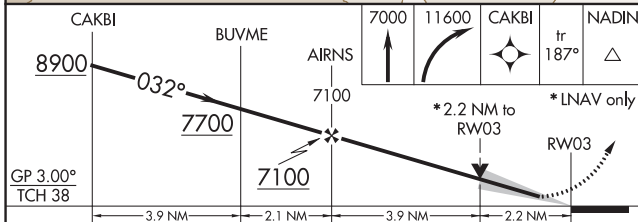
UNICOM
122.8 (CTAF) **0**



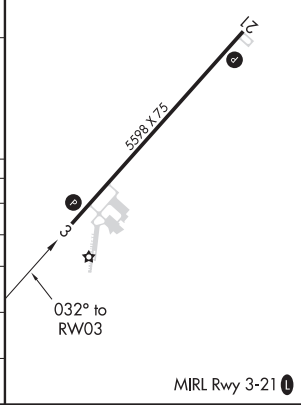
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5193	TDZE 5157
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CATEGORY	A	B	C	D
#LPV DA	5407-1	250 (300-1)		NA
LPV DA	5548-1½	391 (400-1½)		NA
LNAV/VNAV DA	5857-2	700 (700-2)		NA
LNAV MDA	5840-1	683 (700-1)	5840-2 683 (700-2)	NA
C CIRCLING	5900-1 707 (800-1)	6340-1½ 1147 (1200-1½)	6680-3 1487 (1500-3)	NA



WAAS CH 99319 W04A	APP CRS 042°	Rwy Idg TDZE 4312 Apt Elev 4314	5675
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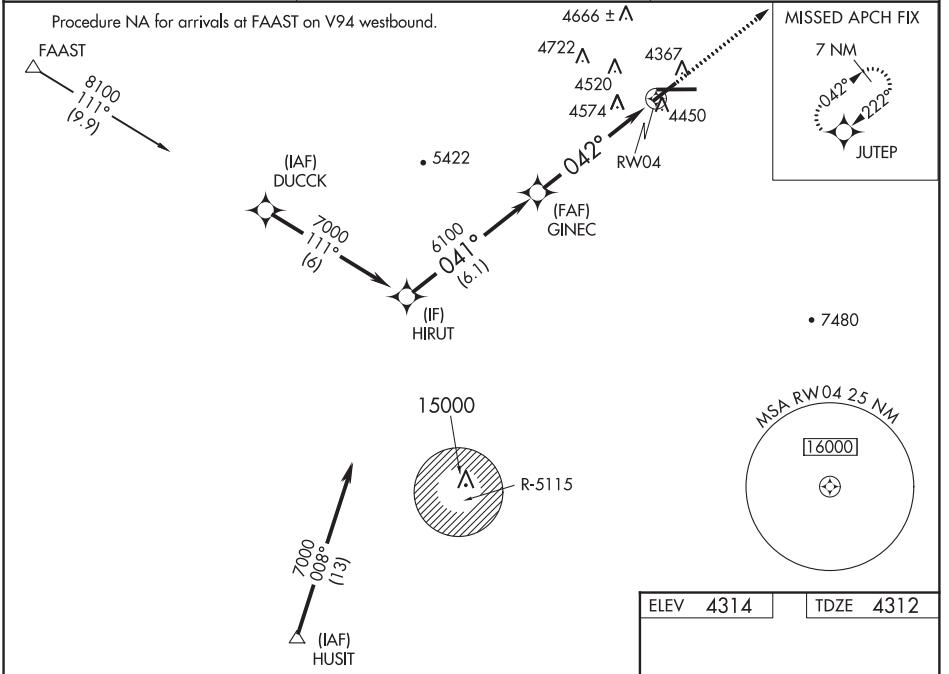
RNAV (GPS) RWY 4

DEMING MUNI (DMN)

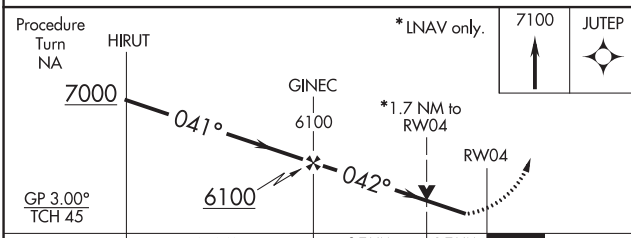
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F).
⚠ VDP and Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 ft and all MDA 120 ft; 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.

MISSED APPROACH: Climb to 7100 direct JUTEP and hold.

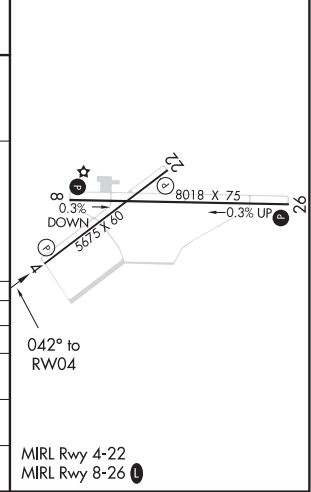
ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF) 0
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ELEV 4314	TDZE 4312
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CATEGORY	A	B	C	D
LPV DA	4562-1		250 (300-1)	
LNAV/VNAV DA	4945-2 ¼		633 (700-2 ¼)	
LNAV MDA	4880-1	568 (600-1)	4880-1 ½ 568 (600-1 ½)	4880-1 ¾ 568 (600-1 ¾)
CIRCLING	4880-1 566 (600-1)	4940-1 626 (700-1)	4940-1 ¾ 626 (700-1 ¾)	4940-2 626 (700-2)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DEMING, NEW MEXICO

AL-478 (FAA)

16287

APP CRS	Rwy Idg	8018
080°	TDZE	4314
	Apt Elev	4314

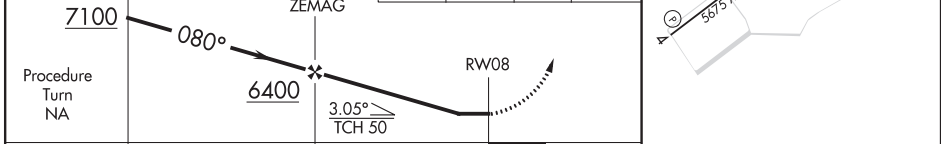
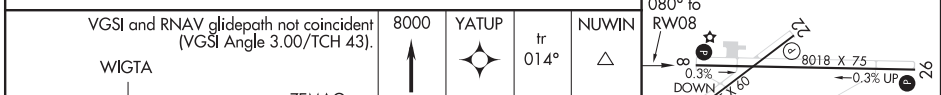
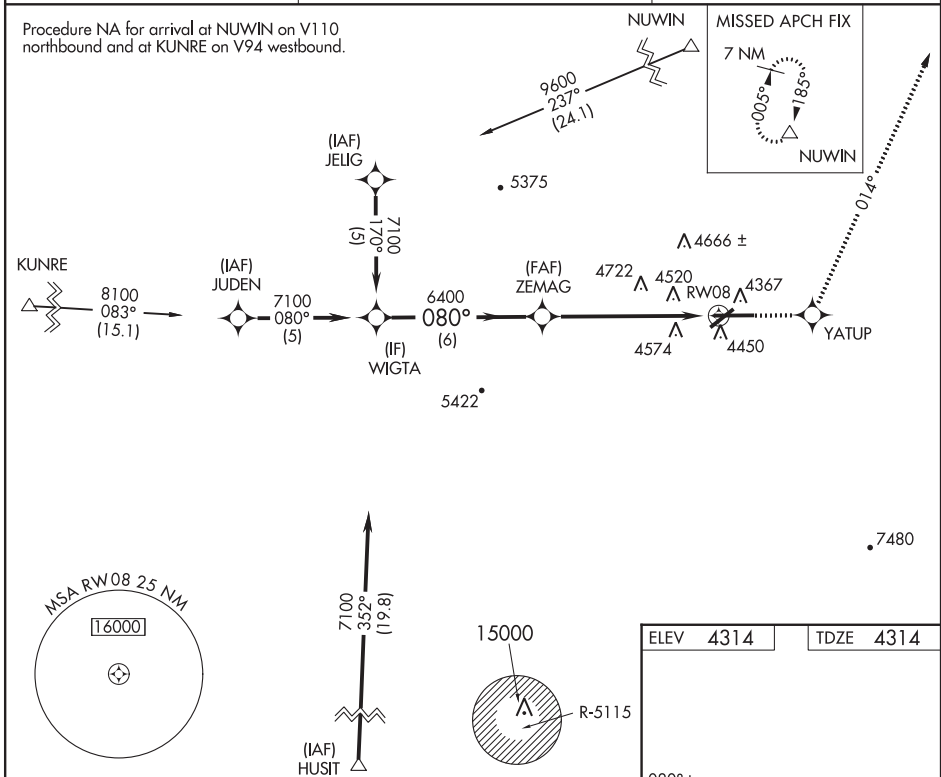
RNAV (GPS) RWY 8

DEMING MUNI (DMN)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet; increase LNAV Cats C and D visibility ¼ mile, circling Cat B visibility ½ mile and Circling Cats C and D visibility ½ mile.

⚠ MISSED APPROACH: Climb to 8000 direct YATUP and on track 014° to NUWIN and hold.

ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LNAV MDA	4920-1	606 (700-1)	4920-1¾ 606 (700-1¾)	4920-2 606 (700-2)
CIRCLING	4920-1 606 (700-1)	4940-1 626 (700-1)	4940-1¾ 626 (700-1¾)	4940-2 626 (700-2)

MIRL Rwy 4-22
 MIRL Rwy 8-26 ①

DEMING, NEW MEXICO
 Orig 23SEP10

32°16'N-107°43'W

DEMING MUNI (DMN) RNAV (GPS) RWY 8

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70419 W22A	APP CRS 222°	Rwy Idg TDZE Apt Elev	5675 4310 4314
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RNAV (GPS) RWY 22

DEMING MUNI (DMN)

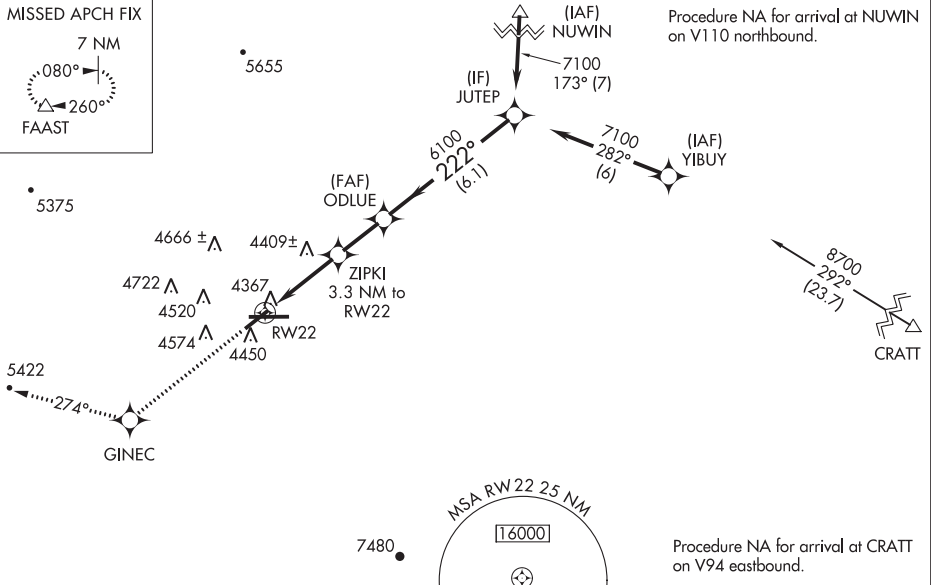
⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). Baro-VNAV NA when using Las Cruces altimeter setting. When local altimeter setting not received, use Las Cruces altimeter setting and increase all DA 114 feet and all MDA 120 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cats C and D visibility ¼ mile, increase Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile.

MISSED APPROACH:
Climb to 9000 direct GINEC and on track 274° to FAAST and hold.

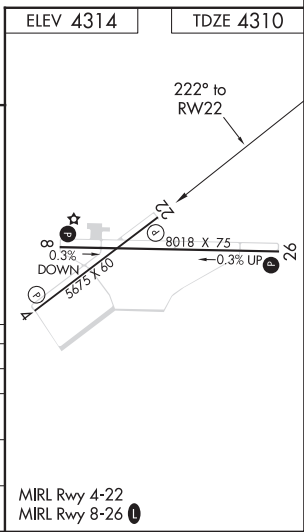
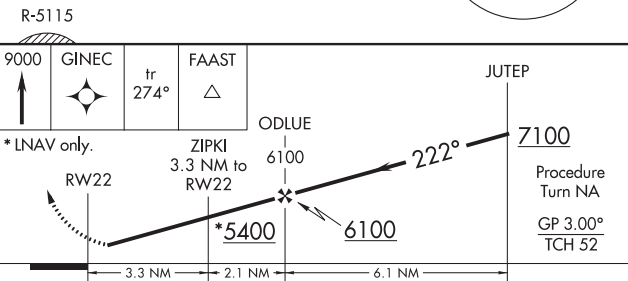
ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF)
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Procedure NA for arrival at NUWIN on V110 northbound.



Procedure NA for arrival at CRATT on V94 eastbound.



CATEGORY	A	B	C	D
LPV DA	4560-1		250 (300-1)	
LNAV/VNAV DA	4637-1 ¼		327 (400-1 ¼)	
LNAV MDA	4660-1		350 (400-1)	
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1 ¾ 626 (700-1 ¾)	4940-2 626 (700-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 260°	Rwy Idg TDZE Apt Elev	N/A N/A 4314
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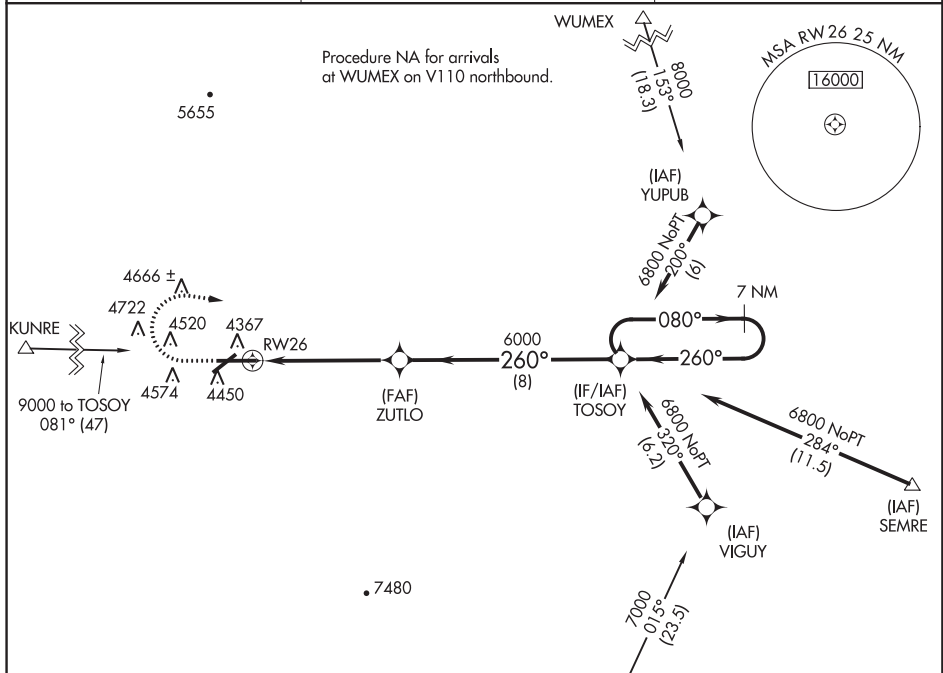
RNAV (GPS)-A

DEMING MUNI (DMN)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Las Cruces altimeter setting and increase all MDA 120 feet and increase Circling Cat C and D visibility ½ mile. Procedure NA at night.

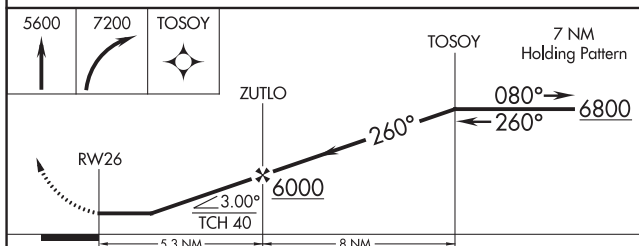
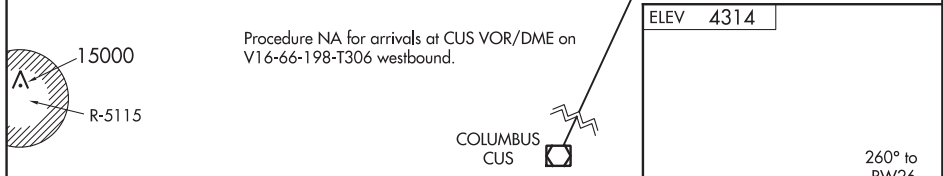
▲ MISSED APPROACH: Climb to 5600 then climbing right turn to 7200 direct TOSOY and hold.

ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF) ①
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
③ CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	5020-2 706 (800-2)	5020-2 ¼ 706 (800-2 ¼)

MIRL Rwy 4-22

MIRL Rwy 8-26 **①**

VORTAC DMN 108.6 Chan 23	APP CRS 250°	Rwy Idg 8018 TDZE 4303 Apt Elev 4314
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VOR RWY 26

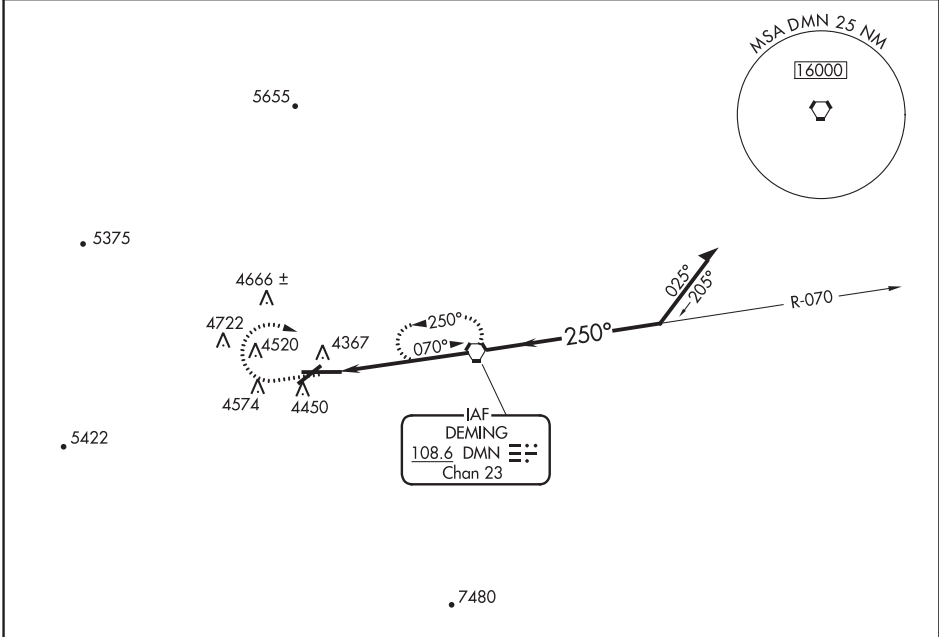
DEMING MUNI (DMN)



If local altimeter setting not received, use Las Cruces Intl altimeter setting and increase all MDAs 120 feet.

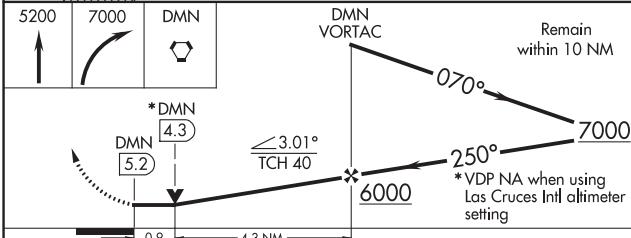
MISSED APPROACH: Climb to 5200 then climbing right turn to 7000 direct DMN VORTAC and hold.

ASOS 118.525	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF) 0
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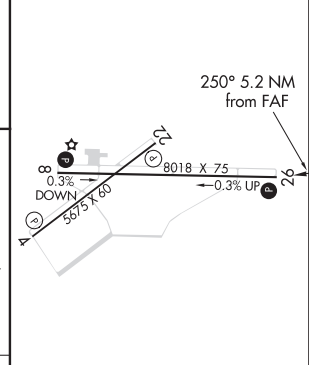


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 4314	TDZE 4303
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CATEGORY	A	B	C	D
S-26	4640-1 337 (400-1)			
CIRCLING	4820-1 506 (600-1)	4940-1 626 (700-1)	4940-1 3/4 626 (700-1 3/4)	4940-2 626 (700-2)

MIRL Rwy 4-22	MIRL Rwy 8-26 0				
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

DENVER, COLORADO

AL-5715 (FAA)

15344

LOC/DME I-APA 111.3 Chan 50	APP CRS 350°	Rwy Idg 10000 TDZE 5885 Apt Elev 5885	35R 35L 7001 5869 5885
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ILS or LOC/DME RWY 35R

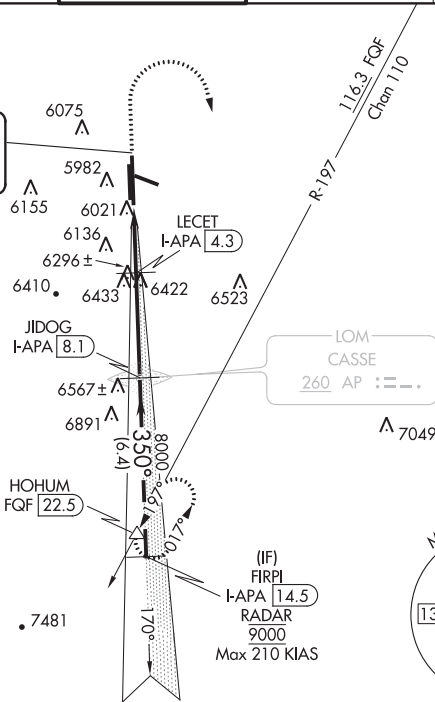
CENTENNIAL (APA)

<p>▼ DME required. ▲ Night Landing: Rwy 35L NA.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 7400 then climbing right turn to 9000 on heading 160° and FQF R-197 to HOHUM/FQF 22.5 DME and hold.</p>
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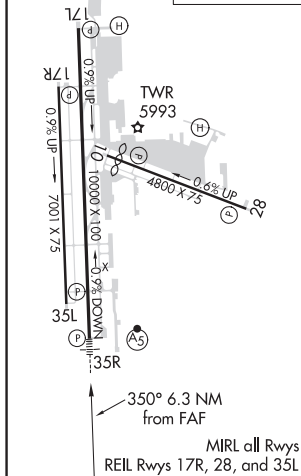
ATIS 120.3	DENVER APP CON 132.75 269.3	CENTENNIAL TOWER 118.9	GND CON 121.8	CLNC DEL 128.6
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RADAR REQUIRED

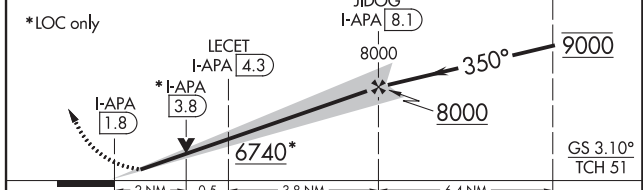
LOCALIZER 111.3
I-APA
Chan 50



ELEV 5885	TDZE 35R 5885
	TDZE 35L 5869



7400	9000	HOHUM	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).
	FQF R-197		FIRPI I-APA 14.5 RADAR



CATEGORY	A	B	C	D
S-ILS 35R	6085-1/2 200 (200-1/2)			
S-LOC 35R	6560-1/2	675 (700-1/2)	6560-1/2	675 (700-1/2)
CIRCLING	6560-1	675 (700-1)	6740-2 1/2 855 (900-2 1/2)	6900-3 1015 (1100-3)
SIDESTEP 35L	6560-1	691 (700-1)	6560-2	691 (700-2)

DENVER, COLORADO

Amdt 10 20AUG15

39°34'N-104°51'W

CENTENNIAL (APA)

ILS or LOC/DME RWY 35R

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 72930 W17A	APP CRS 170°	Rwy Idg TDZE Apt Elev	10000 5823 5885
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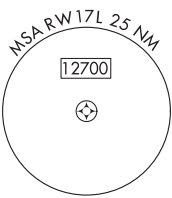
RNAV (GPS) RWY 17L

CENTENNIAL (APA)

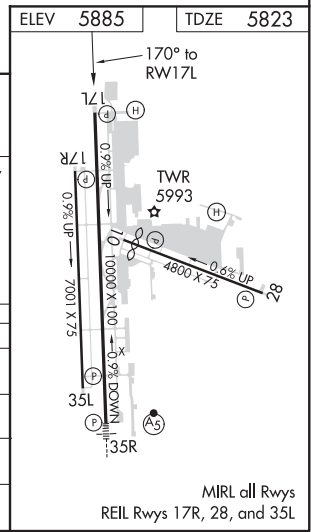
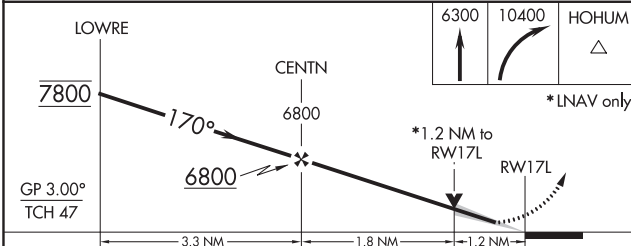
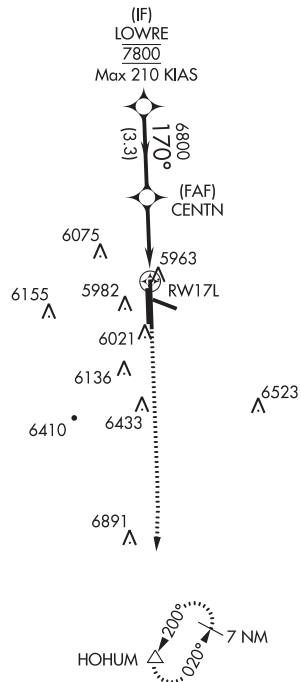
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA.
Night Landing: Rwy 35L NA.

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

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



CATEGORY	A	B	C	D
LPV DA	6023-3/4		200 (200-3/4)	
LNAV/VNAV DA	6154-1 1/4		331 (300-1 1/4)	
LNAV MDA	6220-1 397 (400-1)		6220-1 1/8 397 (400-1 1/8)	
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2 1/2 855 (900-2 1/2)	6900-3 1015 (1100-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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

DENVER, COLORADO

AL-5715 (FAA)

15344

WAAS CH 82107 W28A	APP CRS 283°	Rwy Idg TDZE Apt Elev	4800 5813 5885
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RNAV (GPS) RWY 28

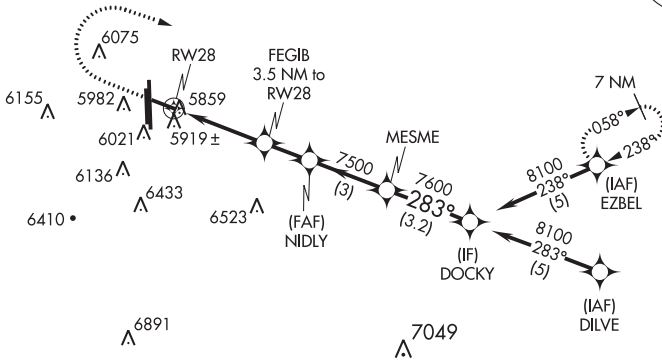
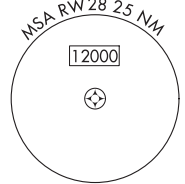
CENTENNIAL (APA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-1.5°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Night Landing: Rwy 35L NA.

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

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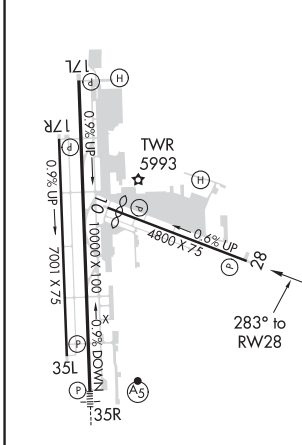
RADAR REQUIRED



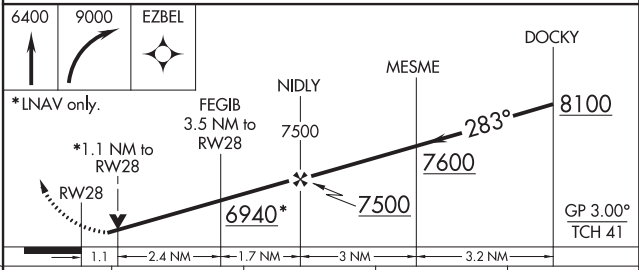
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5885	TDZE 5813
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MIRL all Rwys
REIL Rwys 17R, 28, and 35L



CATEGORY	A	B	C	D
LPV DA		6079-7/8	266 (200-7/8)	
LNAV/VNAV DA		6119-1	306 (300-1)	
LNAV MDA	6180-1	367 (300-1)	6180-1 1/8	367 (300-1 1/8)
CIRCLING	6340-1 455 (500-1)	6360-1 475 (500-1)	6380-1 1/2 495 (500-1 1/2)	6500-2 615 (700-2)

DENVER, COLORADO
Amdt 1B 28MAY15

39°34'N-104°51'W

RNAV (GPS) RWY 28

CENTENNIAL (APA)

WAAS CH 40339 W35A	APP CRS 350°	Rwy Idg TDZE 5885 Apt Elev 5885	10000
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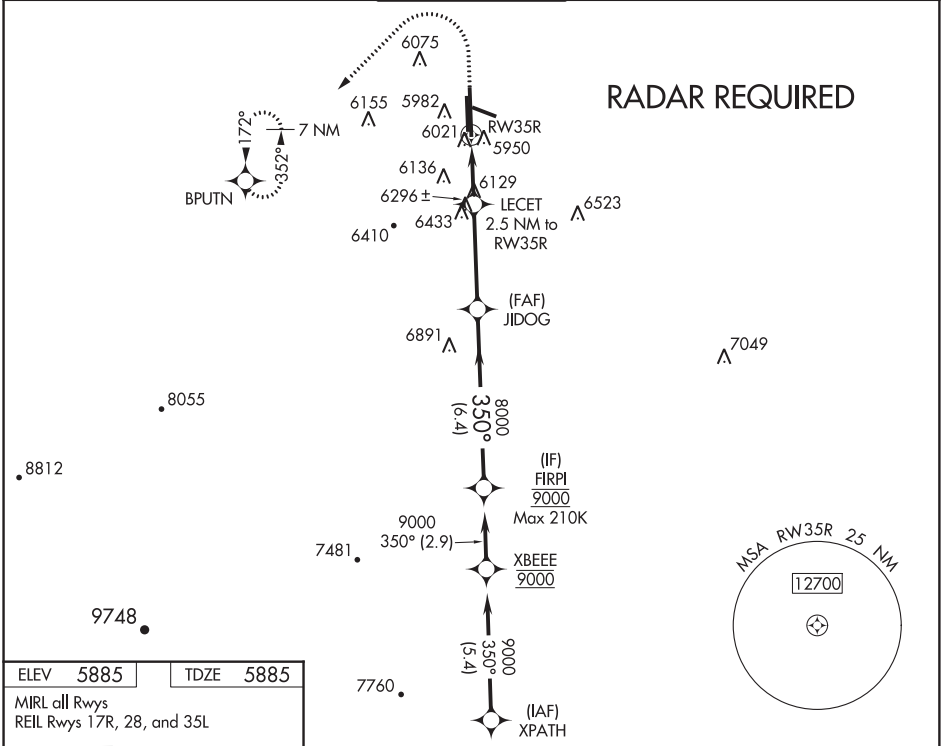
RNAV (GPS) RWY 35R

CENTENNIAL (APA)

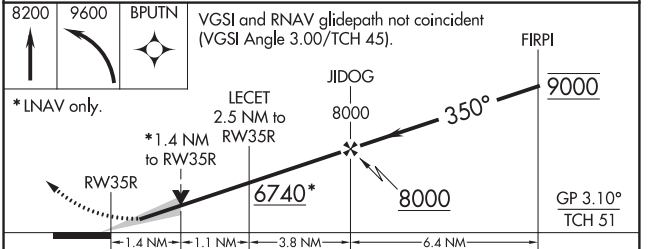
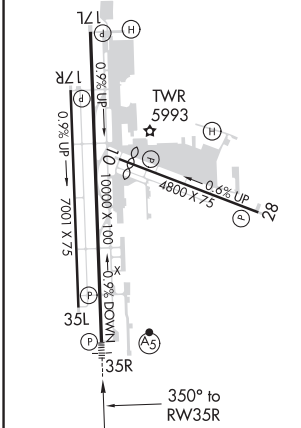
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. Circling RWY 35L NA at night.
▲ For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 3/8 mile.

MALSR MISSED APPROACH: Climb to 8200 then climbing left turn to 9600 direct BPUTN and hold.

ATIS 120.3	DENVER APP CON 132.75 269.3	CENTENNIAL TOWER 118.9	GND CON 121.8	CLNC DEL 128.6
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ELEV 5885	TDZE 5885
MIRL all Rwys REIL Rwys 17R, 28, and 35L	



CATEGORY	A	B	C	D
LPV DA	DA	6085-1/2	200 (200-1/2)	
LNAV/VNAV DA	DA	6322-1	437 (500-1)	
LNAV MDA	6380-1/2	495 (500-1/2)	6380-1	495 (500-1)
C CIRCLING	6400-1 515 (600-1)	6540-1 655 (700-1)	6740-2 1/2 855 (900-2 1/2)	6900-3 1015 (1100-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

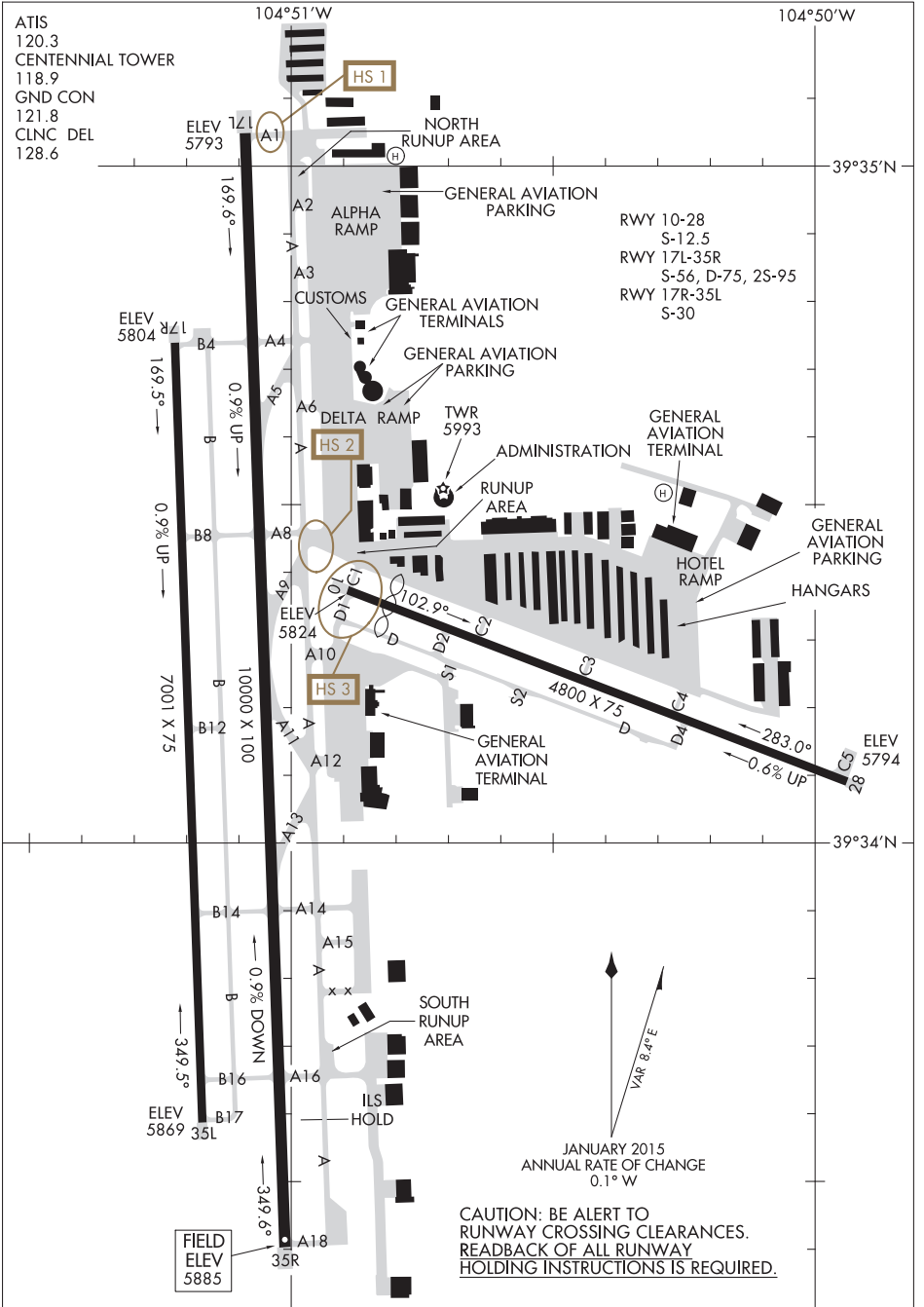
AL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

ATIS
120.3
CENTENNIAL TOWER
118.9
GND CON
121.8
CLNC DEL
128.6

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

15344

DENVER, COLORADO
CENTENNIAL (APA)

BAYLR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

TAKEOFF MINIMUMS

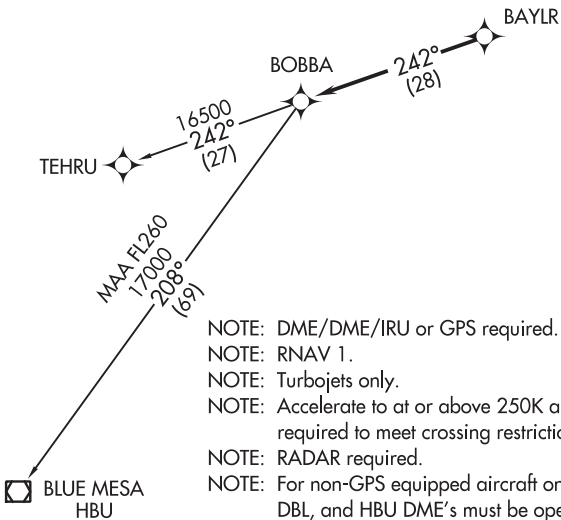
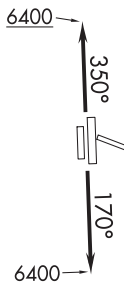
Rwys 10, 28: NA - ATC.

Rwy 17L: Standard with minimum climb of 255' per NM to 8000, then minimum climb of 250' to 16500.

Rwy 17R: Standard with minimum climb of 370' per NM to 8000, then minimum climb of 250' to 16500.

Rwys 35L, 35R: Standard with minimum climb of 250' per NM to 16500.

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.
- NOTE: For non-GPS equipped aircraft on the Blue Mesa Transition, GLL, DBL, and HBU DME's must be operational.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.

Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.

Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.

Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.

Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.

Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to BAYLR , then on depicted route to BOBBA.

Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

BLUE MESA TRANSITION (BAYLR3.HBU)

TEHRU TRANSITION (BAYLR3.TEHRU)

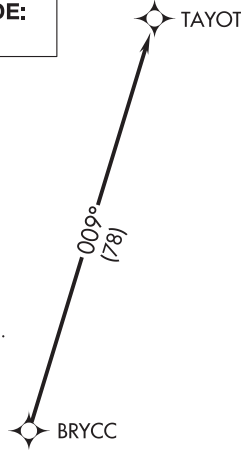
BAYLR THREE DEPARTURE (RNAV)

(BAYLR3.BOBBA) 13NOV14

BRYCC THREE DEPARTURE (RNAV)

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

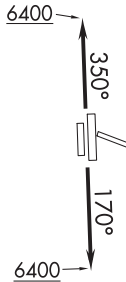
**TOP ALTITUDE:
FL230**



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.



TAKEOFF MINIMUMS

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to BRYCC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CONNR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

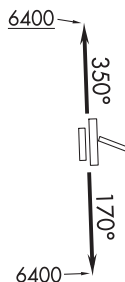
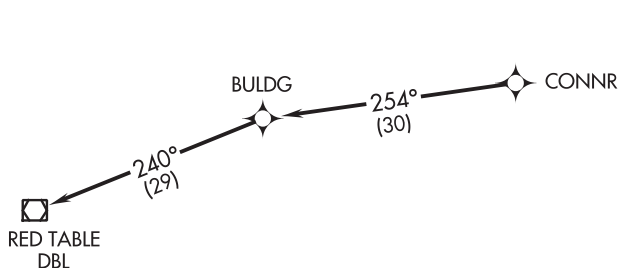
TAKEOFF MINIMUMS

Rwys 10, 28: NA-ATC.

Rwy 17L: Standard with minimum climb of 255' per NM to 8000, then minimum climb of 270' to 16500.

Rwy 17R: Standard with minimum climb of 370' per NM to 8000, then minimum climb of 270' to 16500.

Rwys 35L, 35R: Standard with minimum climb of 320' per NM to 16500.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.

Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.

Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.

Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.

Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.

Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to CONNR , then on depicted route to DBL VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

COORZ THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

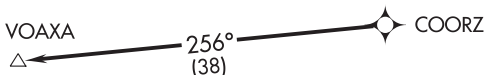
TAKEOFF MINIMUMS

Rwys 10, 28: NA-ATC.

Rwy 17L: Standard with minimum climb of 255' per NM to 8000, then minimum climb of 250' to 16000.

Rwy 17R: Standard with minimum climb of 370' per NM to 8000, then minimum climb of 250' to 16000.

Rwys 35L, 35R: Standard with a minimum climb of 250' per NM to 16000.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.

Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.

Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.

Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.

Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.

Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

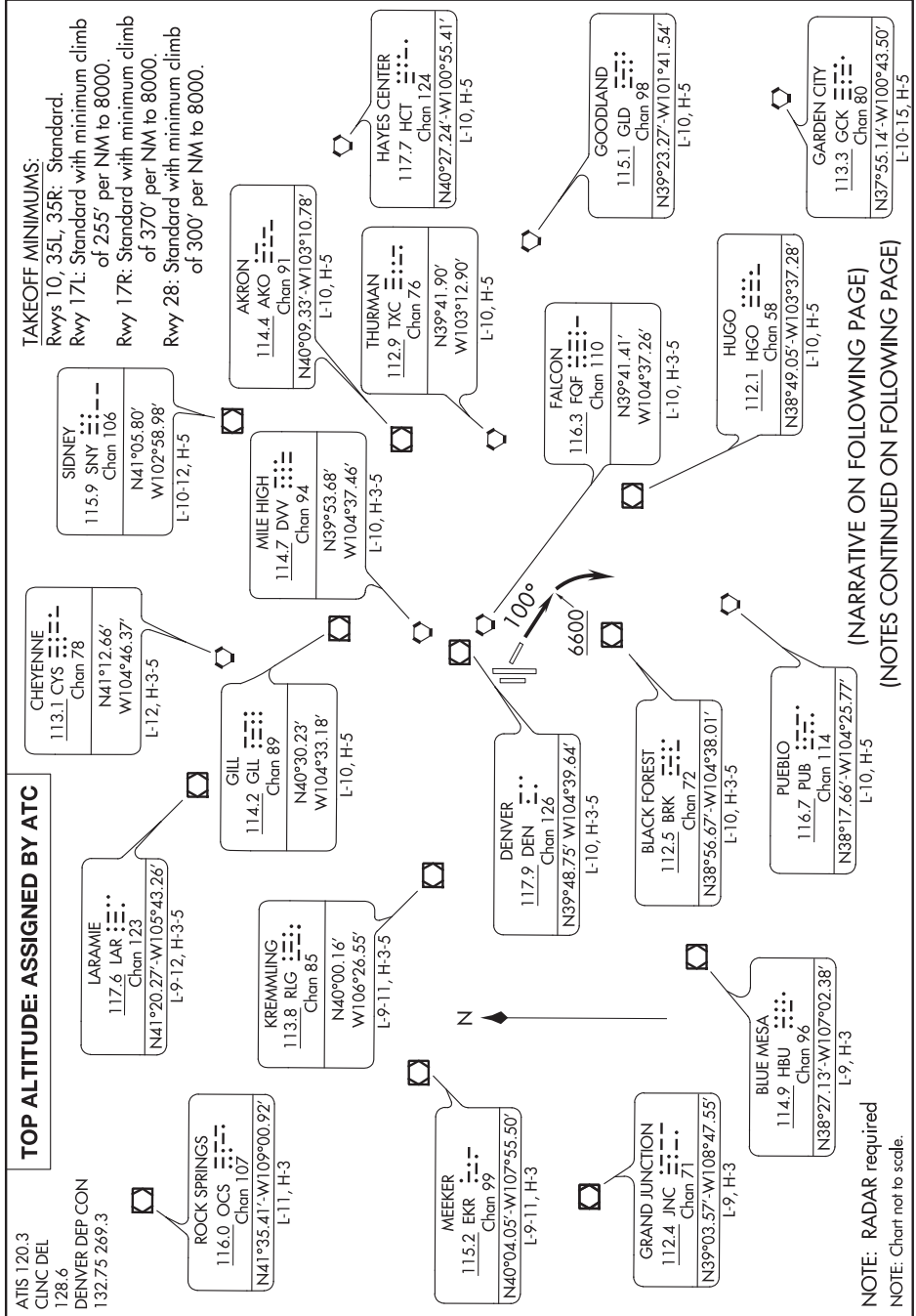
. . . .expect RADAR vectors to COORZ , then on depicted route to VOAXA. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

DENVER NINE DEPARTURE

SL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



DENVER NINE DEPARTURE

DENVER, COLORADO
CENTENNIAL (APA)

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

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

TAKEOFF OBSTACLE NOTES

- Rwy 10: Terrain beginning 369' from DER, 30' right of centerline, up to 5854' MSL.
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.
Terrain 1358' from DER, 253' left of centerline, up to 5830' MSL.
- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- Rwy 28: Terrain beginning 89' from DER, on centerline extending to 514' left to 137' right of centerline, up to 5843' MSL.
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.
Trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL

SW-1, 10 NOV 2016 to 05 JAN 2017

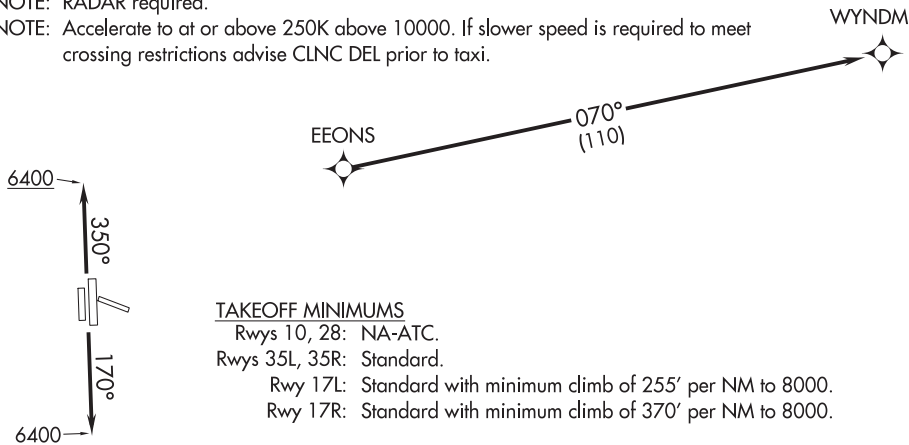
SW-1, 10 NOV 2016 to 05 JAN 2017

EEONS FIVE DEPARTURE (RNAV)

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

**TOP ALTITUDE:
FL230**

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

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

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
- Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
- Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
- Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
- Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

EEONS FIVE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

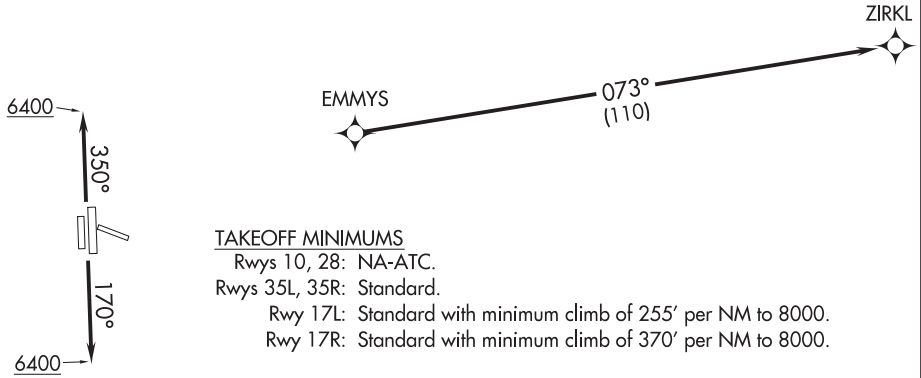
SW-1, 10 NOV 2016 to 05 JAN 2017

EMMYS FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

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

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L/R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L/R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

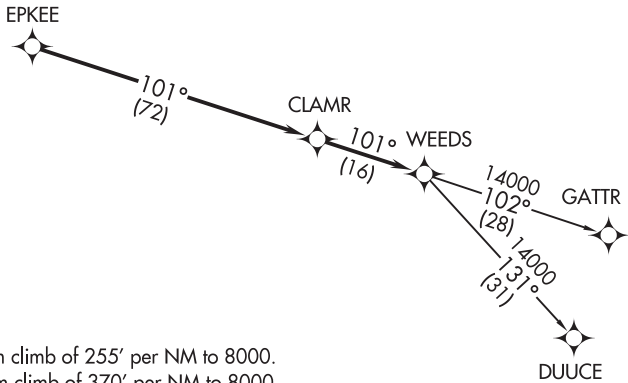
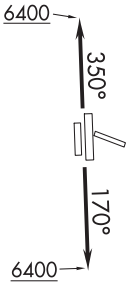
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
FL230**

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

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

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to EPKEE, then on depicted route to WEEDS, then via (transition).
Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

DUUCE TRANSITION (EPKEE4.DUUCE)

GATTR TRANSITION (EPKEE4.GATTR)

EXTAN FOUR DEPARTURE (RNAV)

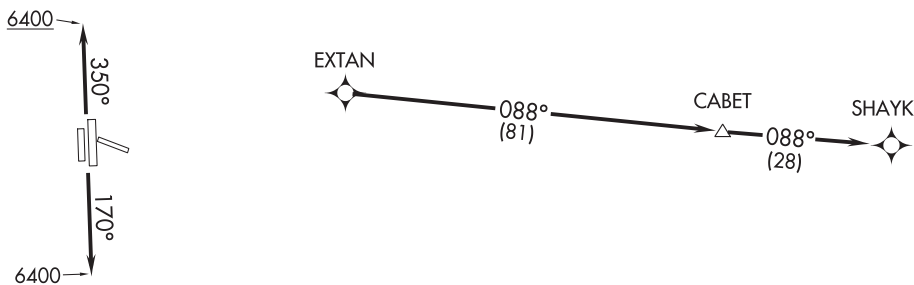
ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

TAKEOFF MINIMUMS

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

**TOP ALTITUDE:
FL230**

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: For non-GPS equipped aircraft TXC DME must be operational.



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SW-1, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence

. . . . expect RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

EXTAN FOUR DEPARTURE (RNAV)

FOOOT THREE DEPARTURE (RNAV)

TAKEOFF MINIMUMS

Rwys 10, 28: NA-ATC.

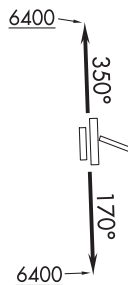
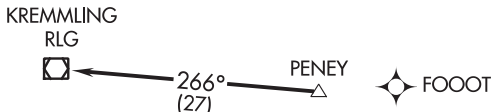
Rwy 17L: Standard with minimum climb of 255' per NM to 8000, then minimum climb of 250' to 16000.

Rwy 17R: Standard with minimum climb of 370' per NM to 8000, then minimum climb of 250' to 16000.

Rwys 35L, 35R: Standard with minimum climb of 250' per NM to 16000.

**TOP ALTITUDE:
FL230**

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.

Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.

Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.

Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.

Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.

Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to PENEY, then on depicted route to RLG VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PIKES EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

TAKEOFF RUNWAY 10: Climb heading 103° to 6600 before turning right.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 10: Terrain beginning 369' from DER, 30' right of centerline, up to 5854' MSL.
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.
Terrain 1358' from DER, 253' left of centerline, up to 5830' MSL.
- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- Rwy 28: Terrain beginning 89' from DER, on centerline extending to 514' left to 137' right of centerline, up to 5843' MSL.
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.
Trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

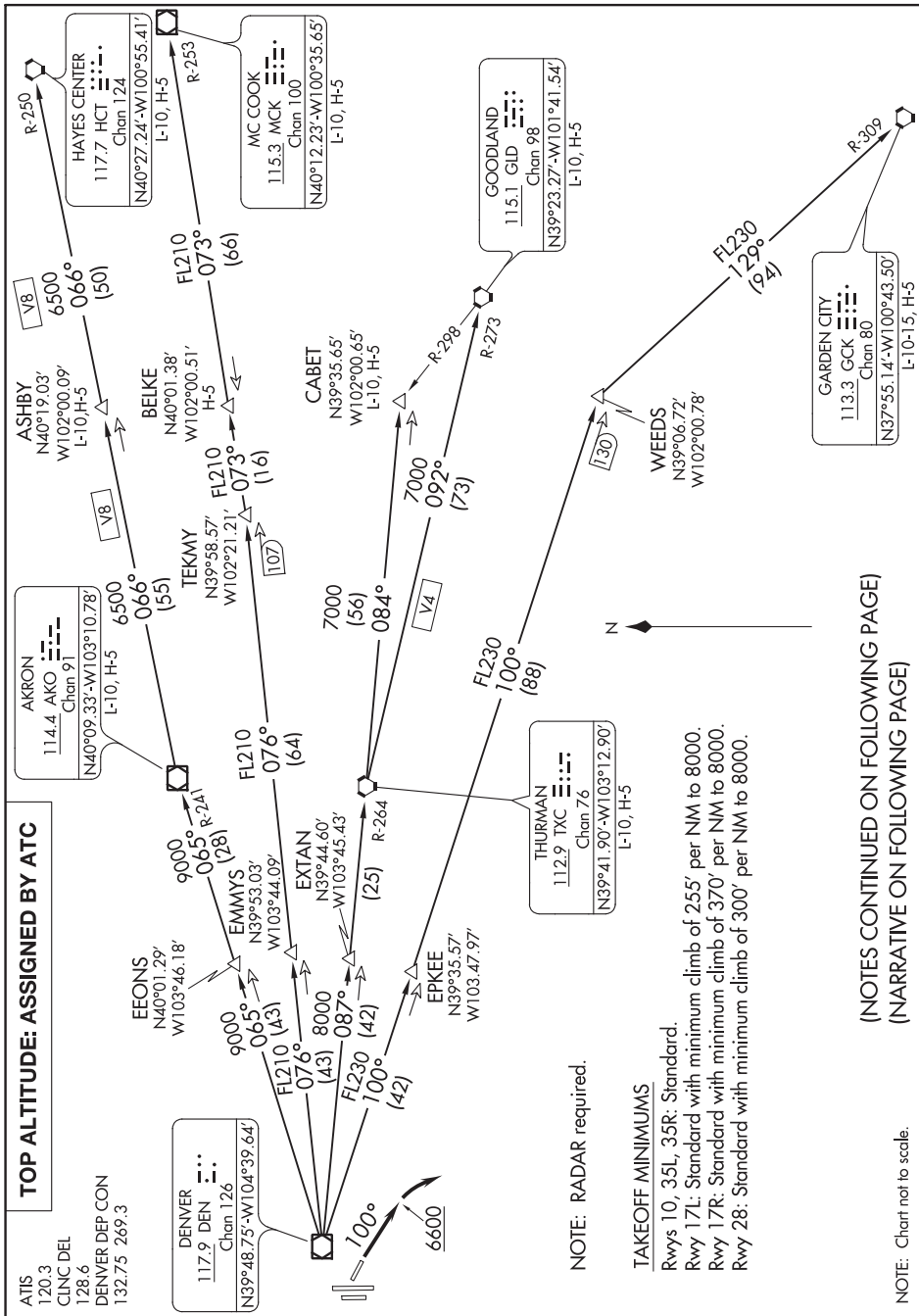
PIKES EIGHT DEPARTURE

PLAINS SEVEN DEPARTURE

SL-5715 (FAA)

CENTENNIAL (APA)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE

DENVER, COLORADO
CENTENNIAL (APA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

TAKEOFF OBSTACLE NOTES

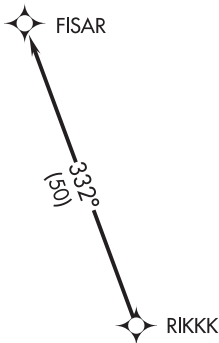
- Rwy 10: Terrain beginning 369' from DER, 30' right of centerline, up to 5854' MSL. Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL. Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL. Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL. Terrain 1358' from DER, 253' left of centerline, up to 5830' MSL.
- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL. Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL. Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL. Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- Rwy 28: Terrain beginning 89' from DER, on centerline extending to 514' left to 137' right of centerline, up to 5843' MSL. Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL. Trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RIKKK THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**



ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.



TAKEOFF MINIMUMS

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to RIKKK, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

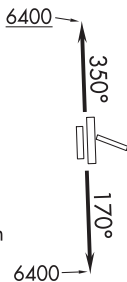
RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

TAKEOFF OBSTACLE NOTES

- Rwy 10: Terrain beginning 369' from DER, 30' right of centerline, up to 5854' MSL.
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.
Terrain 1358' from DER, 253' left of centerline, up to 5830' MSL.
- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- Rwy 28: Terrain beginning 89' from DER, on centerline extending to 514' left to 137' right of centerline, up to 5843' MSL.
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.
Trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL.

SOLAR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**



ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

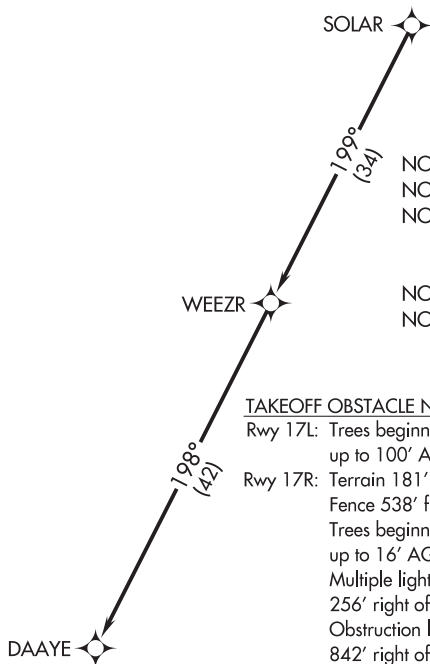
TAKEOFF MINIMUMS

Rwys 10, 28: NA-ATC.

Rwy 17L: Standard with minimum climb of 310' per NM to 17000.

Rwy 17R: Standard with minimum climb of 370' per NM to 8000, then minimum climb of 310' per NM to 17000.

Rwys 35L, 35R: Standard with a minimum climb of 270' per NM to 17000.



NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Turbojets only.

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.

Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.

Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL. Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.

Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.

Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to SOLAR. Then on depicted route to DAAYE.

Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SOLAR THREE DEPARTURE (RNAV)

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SW-1, 10 NOV 2016 to 05 JAN 2017

SPAZZ THREE DEPARTURE (RNAV)

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

**TOP ALTITUDE:
FL230**

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL. Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL. Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL. Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL. Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

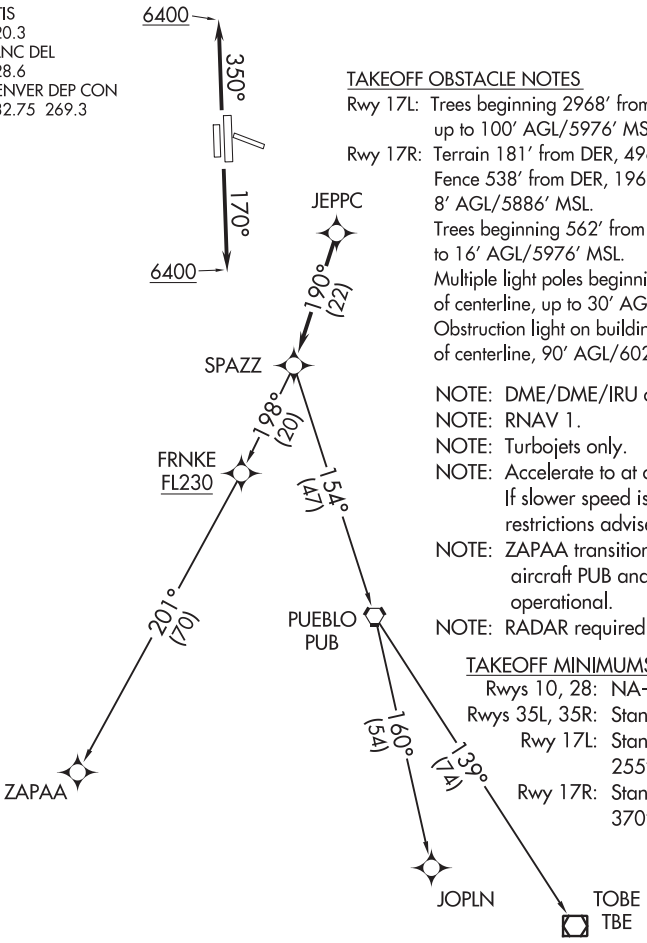
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: ZAPAA transition: For non-GPS equipped aircraft PUB and ALS DMEs must be operational.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence . . .

. . . expect RADAR vectors to JEPPC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

JOPLN TRANSITION (SPAZZ3.JOPLN)

TOBE TRANSITION (SPAZZ3.TBE)

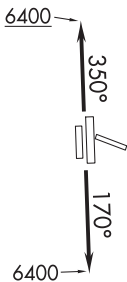
ZAPAA TRANSITION (SPAZZ3.ZAPAA)

SPAZZ THREE DEPARTURE (RNAV)

STAKR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

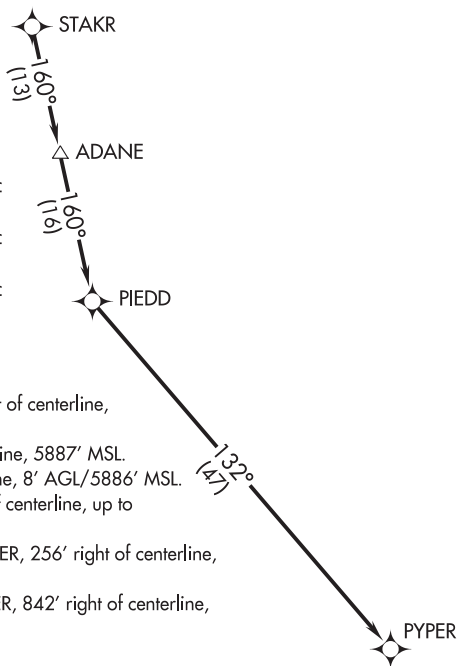
TAKEOFF MINIMUMS

- Rwys 10, 28: NA-ATC.
- Rwys 35L, 35R: Standard with minimum climb of 260' per NM to 16000.
- Rwy 17L: Standard with minimum climb of 255' per NM to 12500.
- Rwy 17R: Standard with minimum climb of 370' per NM to 9000.

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to STAKR, then on depicted route to PYPER. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

STAKR THREE DEPARTURE (RNAV)

(STAKR3.PYPER) 13NOV14

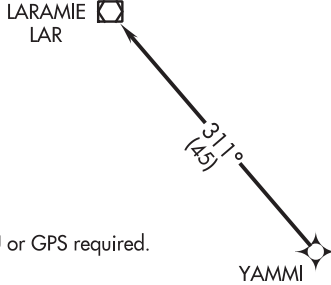
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

YAMMI THREE DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

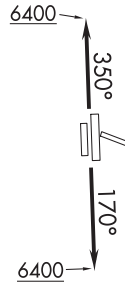
ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

- Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.



TAKEOFF MINIMUMS

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC. Thence. . . .

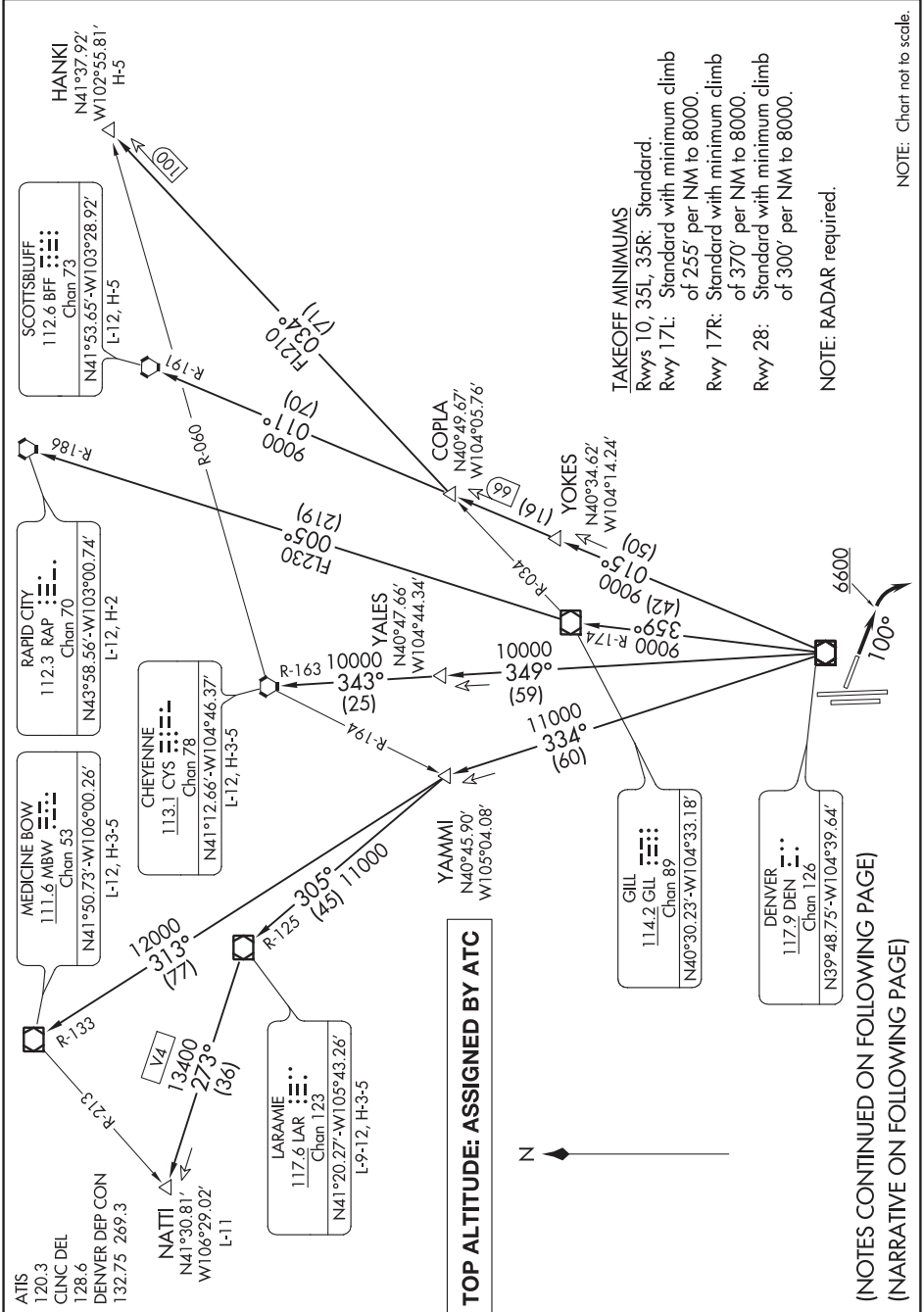
TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC. Thence. . . .

. . . expect RADAR vectors to YAMMI, then on depicted route to LAR VOR/DME.
Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

(NOTES CONTINUED ON FOLLOWING PAGE)
(NARRATIVE ON FOLLOWING PAGE)

YELLOWSTONE NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

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

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

HANKI TRANSITION (YELLOW.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

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

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

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

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

SCOTTSBLUFF TRANSITION (YELLOW.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

TAKEOFF OBSTACLE NOTES

- Rwy 10: Terrain beginning 369' from DER, 30' right of centerline, up to 5854' MSL.
Fences beginning 1211' from DER, 233' right of centerline, up to 8' AGL/5841' MSL.
Multiple bushes beginning 1378' from DER, 284' right of centerline, up to 6' AGL/5840' MSL.
Multiple roads with vehicles beginning 198' from DER, 404' left of centerline, up to 15' AGL/5835' MSL.
Terrain 1358' from DER, 253' left of centerline, up to 5830' MSL.
- Rwy 17L: Trees beginning 2968' from DER, 761 right of centerline, up to 100' AGL/5976' MSL.
- Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.
- Rwy 28: Terrain beginning 89' from DER, on centerline extending to 514' left to 137' right of centerline, up to 5843' MSL.
Windsock 100' from DER, 183' left of centerline, 15' AGL/5832' MSL.
Trees beginning 1640' from DER, 731' left of centerline, up to 100' AGL/5959' MSL

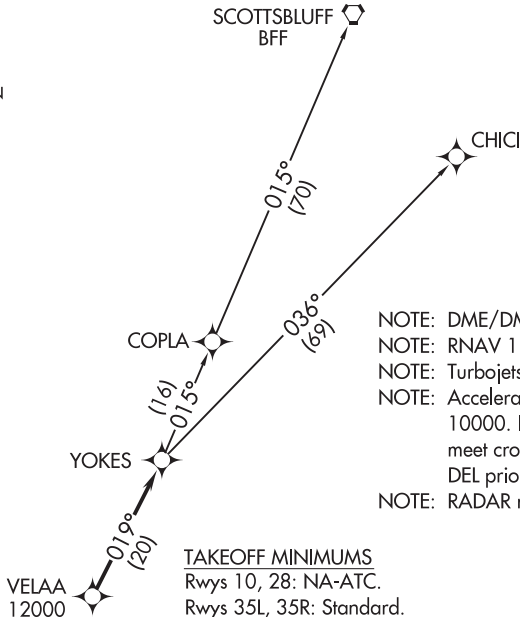
SW-1, 10 NOV 2016 to 05 JAN 2017

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SL-571.5 (FAA)

ATIS
120.3
CLNC DEL
128.6
DENVER DEP CON
132.75 269.3

**TOP ALTITUDE:
FL230**



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
NOTE: RADAR required.

TAKEOFF MINIMUMS

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

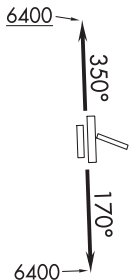
TAKEOFF OBSTACLE NOTES

Rwy 17L: Trees beginning 2968' from DER, 761' right of centerline, up to 100' AGL/5976' MSL.
Rwy 17R: Terrain 181' from DER, 496' right of centerline, 5887' MSL.
Fence 538' from DER, 196' right of centerline, 8' AGL/5886' MSL.
Trees beginning 562' from DER, 61' right of centerline, up to 16' AGL/5976' MSL.
Multiple light poles beginning 2362' from DER, 256' right of centerline, up to 30' AGL/5942' MSL.
Obstruction light on building 3282' from DER, 842' right of centerline, 90' AGL/6021' MSL.

NOTE: Chart not to scale.

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DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 17L, 17R: Climb heading 170° to 6400, then continue climb heading 170° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 35L, 35R: Climb heading 350° to 6400, then continue climb heading 350° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to VELAA, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CHICI TRANSITION (YOKES5.CHICI)

SCOTTSBLUFF TRANSITION (YOKES5.BFF)

LOC/DME I-DZG 111.55 Chan 52 (Y)	APP CRS 082°	Rwy Idg TDZE Apt Elev	12000 5352 5434
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ILS or LOC RWY 7

DENVER INTL (DEN)

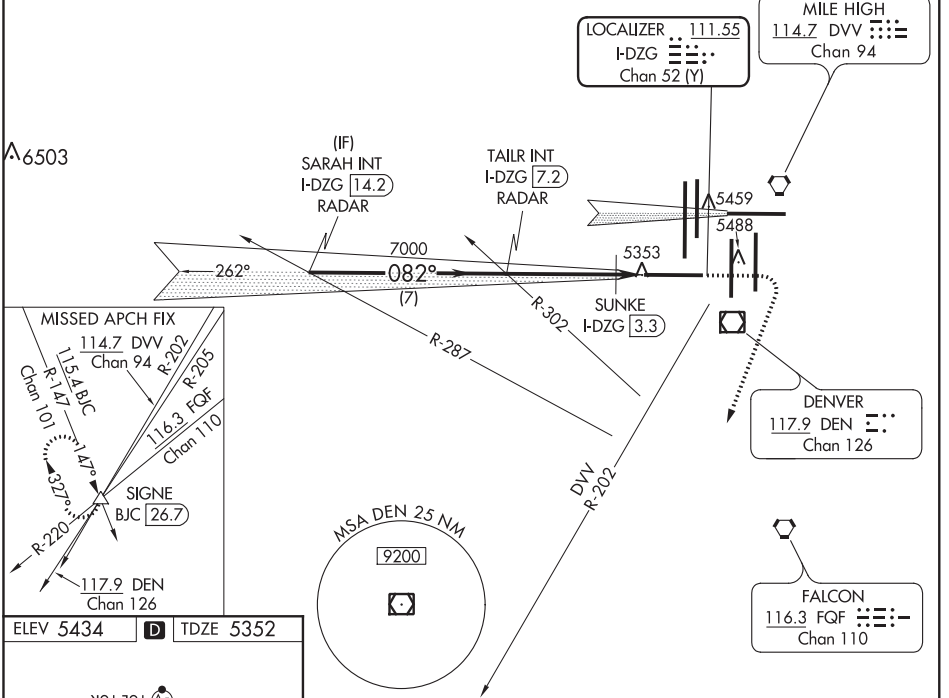
Simultaneous approach authorized with Rwy 8. For inoperative MALSR, increase SUNKE FIX Cat C/D visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 5900, then climbing right turn to 11000 on heading 193° and DVV VORTAC R-202 to SIGNE INT/BJC 26.7 DME and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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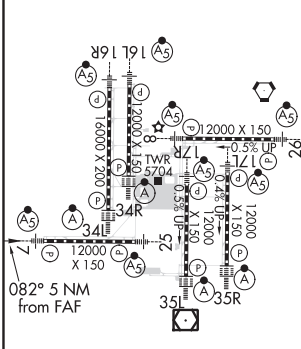
RADAR REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

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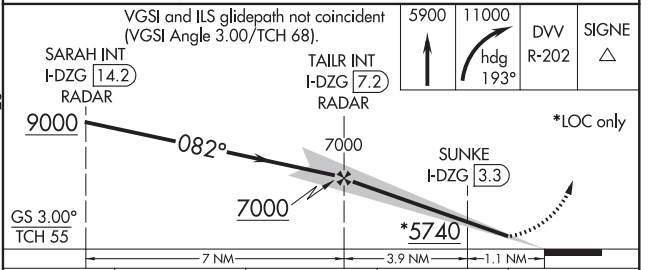
ELEV 5434	D	TDZE 5352
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TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-ILS 7		5552/18	200 (200-½)	
S-LOC 7	5740/24	388 (400-½)	5740/35	388 (400-¾)
SUNKE FIX MINIMUMS				
S-LOC 7	5640/24 288 (300-½)			

LOC/DME I-FUI 108.9 Chan 26	APP CRS 083°	Rwy Idg TDZE Apt Elev	12000 5354 5434
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ILS or LOC RWY 8

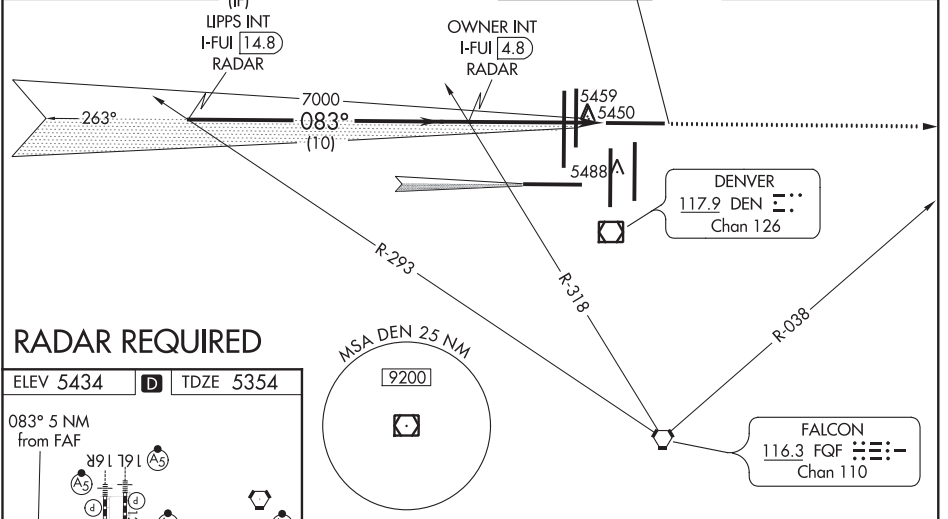
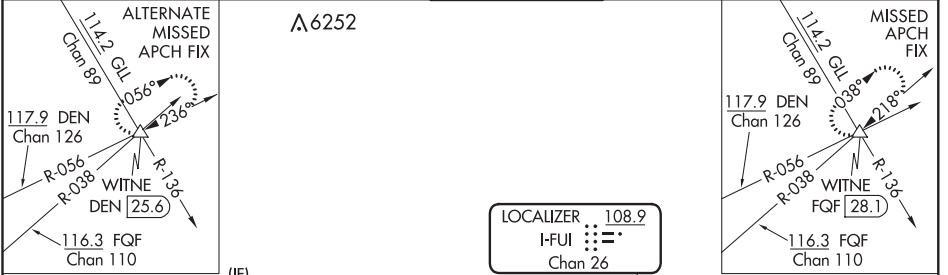
DENVER INTL (DEN)

⚠ ** RVR 1800 authorized with use of FD or AP or HUD to DA.
 Simultaneous approach authorized with Rwy 7. For inoperative MALSR, increase S-LOC 8 Cat C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 10000 on heading 083° and on FGF VORTAC R-038 to WITNE INT/FGF 28.1 DME and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

ELEV 5434 **D** TDZE 5354

083° 5 NM from FAF

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

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LIPPS INT I-FUI [14.8] RADAR

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

OWNER INT I-FUI [4.8] RADAR

10000 hdg 083°

FGF R-038

WITNE

*LOC only

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)

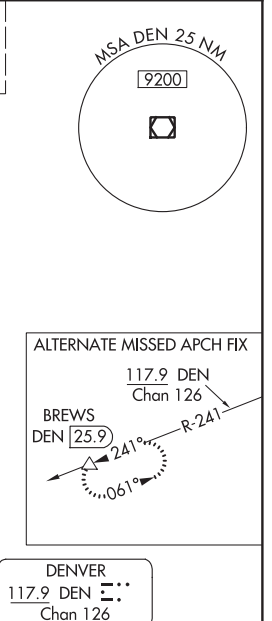
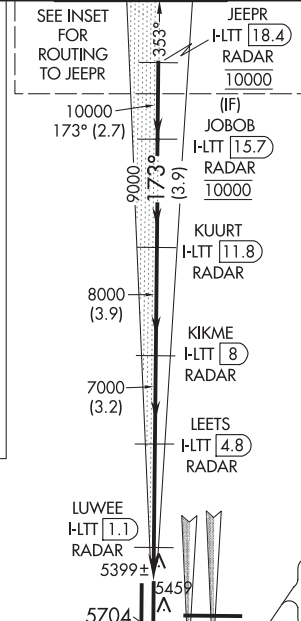
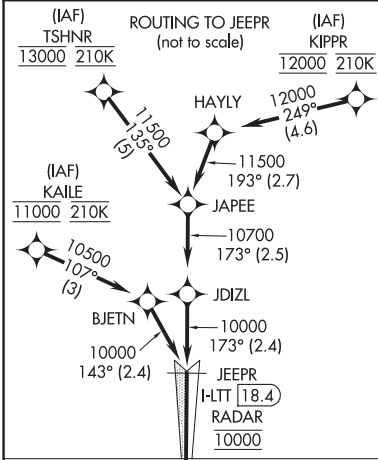
LOC/DME I-LTT 111.1 Chan 48	APP CRS 173°	Rwy Idg TDZE Apt Elev 12000 5357 5434
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ILS or LOC RWY 16L

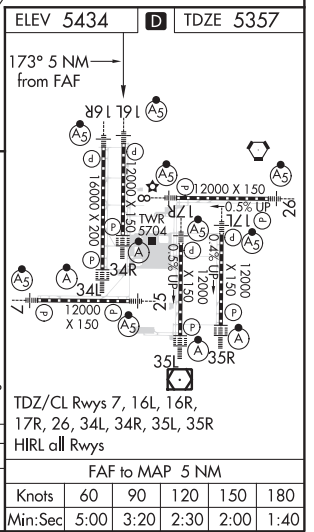
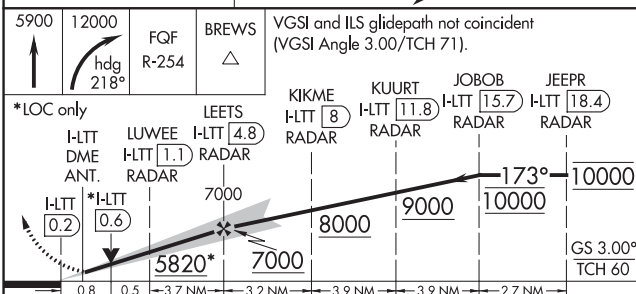
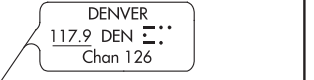
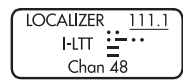
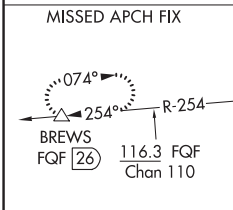
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 17L/17R. DME required. S-LOC 16L DME or RADAR required. For inoperative MALS, increase S-LOC Cat C/D visibility to RVR 4500.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR or GPS REQUIRED



5900	12000	FQF R-254	BREWS	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).	
*LOC only	LEETS	KIKME	KUURT	JOBOB	JEEPR
I-LTT	LUVWEE	I-LTT	RADAR	RADAR	RADAR
DME	I-LTT	I-LTT	RADAR	RADAR	RADAR
ANT.	RADAR	RADAR	RADAR	RADAR	RADAR
I-LTT	*I-LTT	7000	8000	9000	10000
0.2	0.6	5820*	7000	8000	9000
0.8	0.5	3.7 NM	3.2 NM	3.9 NM	2.7 NM
CATEGORY	A	B	C	D	
S-ILS 16L	5557/18 200 (200-1/2)				
S-LOC 16L	5660/24 303 (300-1/2)				

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FDZ/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

LOC/DME I-DQIQ 111.9 Chan 56	APP CRS 173°	Rwy Idg 16000 TDZE 5326 Apt Elev 5434
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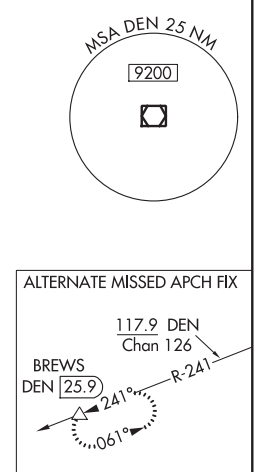
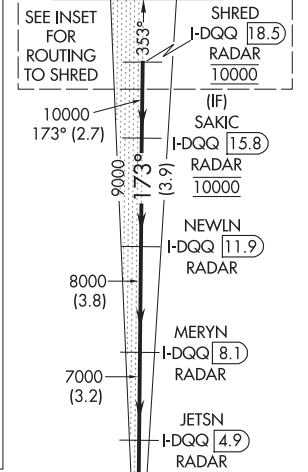
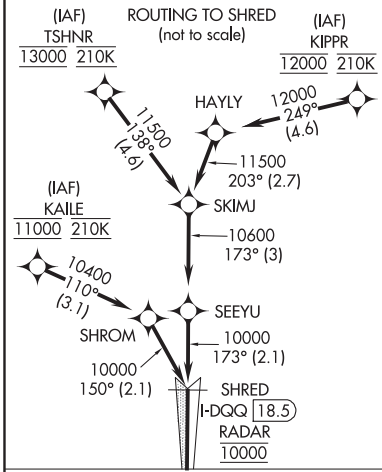
ILS or LOC RWY 16R

DENVER INTL (DEN)

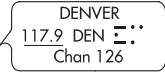
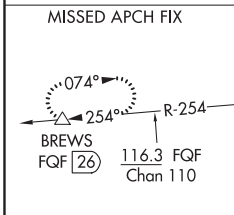
▼ For inoperative MALSR, increase S-LOC Cat C/D visibility to RVR 4500. Simultaneous approach authorized with Rwy 17L and 17R. DME required.

MALSR MISSED APPROACH: Climb to 5900 then climbing right turn to 12000 on heading 218° and on FGF VORTAC R-254 to BREWS/FQF 26 DME and hold.

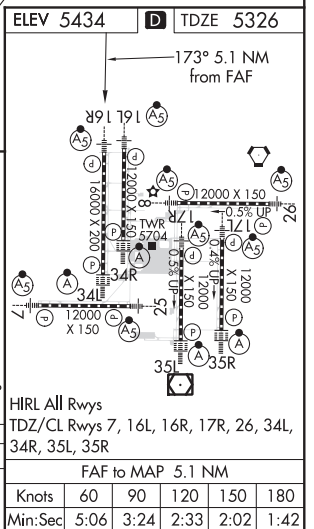
ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR or GPS REQUIRED



5900 ↑	12000 hdg 218°	FQF R-254	BREWS △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	SAKIC I-DQIQ 15.8 RADAR	SHRED I-DQIQ 18.5 RADAR
*LOC only				JETSN I-DQIQ 4.9 RADAR	NEWLN I-DQIQ 11.9 RADAR	MERYN I-DQIQ 8.1 RADAR
*I-DQIQ 0.6				7000	8000	9000
				7000	10000	10000
				GS 3.00° TCH 55		
CATEGORY	A	B	C	D		
S-ILS 16R		5526/18	200 (100-½)			
S-LOC 16R		5640/24	314 (300-½)			



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-BXP 110.15 Chan 38 (Y)	APP CRS 173°	Rwy Idg TDZE Apt Elev 12000 5339 5434
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ILS or LOC RWY 17L

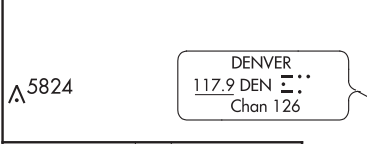
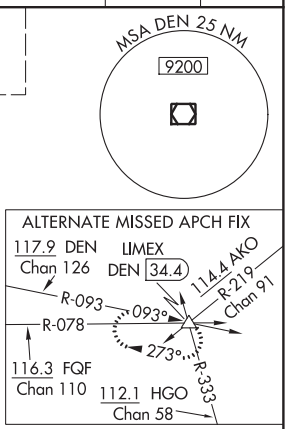
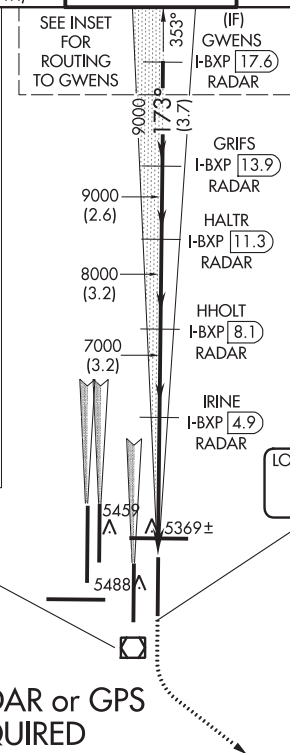
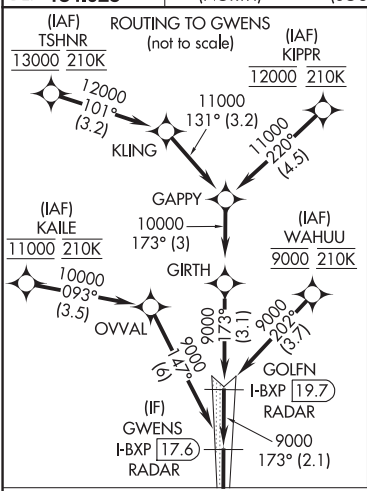
DENVER INTL (DEN)

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.

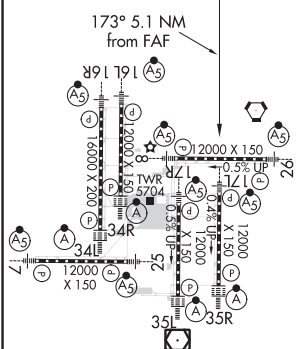
MALSR

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.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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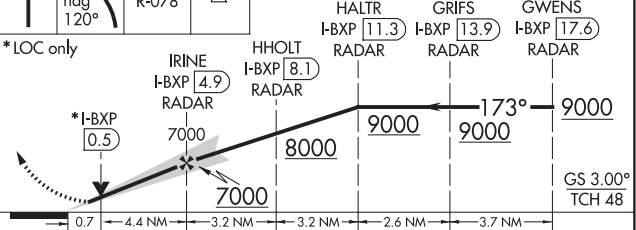


ELEV 5434	D	TDZE 5339
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RADAR or GPS REQUIRED

5900 10000 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, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ACX 108.5 Chan 22	APP CRS 173°	Rwy Idg 12000 TDZE 5392 Apt Elev 5434
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ILS or LOC RWY 17R

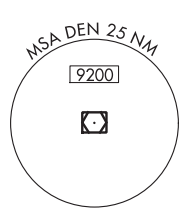
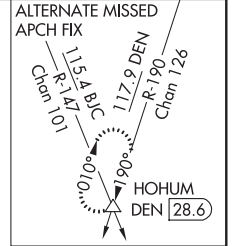
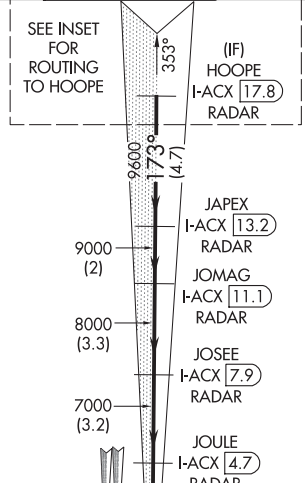
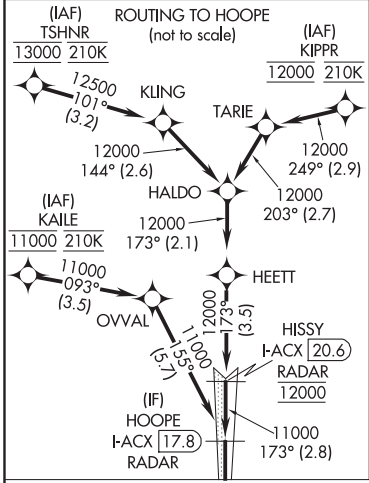
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 16L/R and 17L. S-LOC 17R DME or RADAR required. For inoperative MALSR, 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.

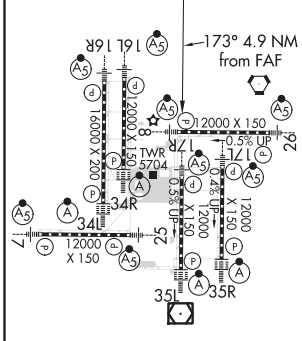
ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR or GPS REQUIRED

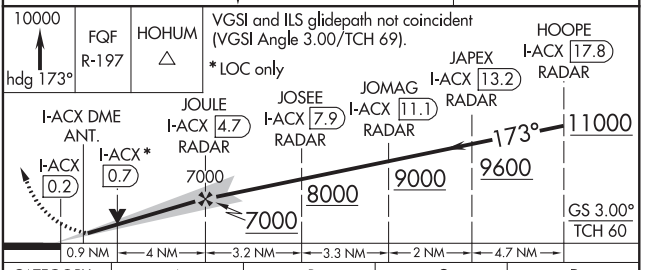
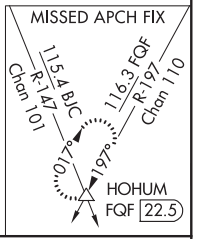
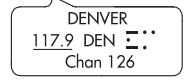
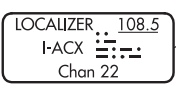
△ 5824

ELEV 5434	D	TDZE 5392
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TDZ/CL Rwy 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R
HIRL all Rwys

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-ILS 17R	5592/18 200 (200-½)			
S-LOC 17R	5720/24	328 (300-½)	5720/30	328 (300-¾)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-9077 (FAA)

16147

LOC/DME I-ERP 111.55 Chan 52 (Y)	APP CRS 263°	Rwy Idg 12000 TDZE 5355 Apt Elev 5434
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ILS or LOC RWY 25

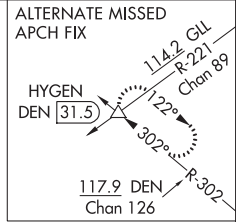
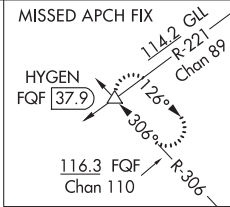
DENVER INTL (DEN)

⚠ **RVR 1800 authorized with use of FD or AP or HUD to DA.
 Simultaneous approach authorized with Rwy 26. For inoperative MALSRS, increase S-LOC 25 Cat C and D visibility to RVR 5500.



MISSED APPROACH: Climb to 10000 on heading 263° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold.

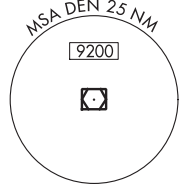
ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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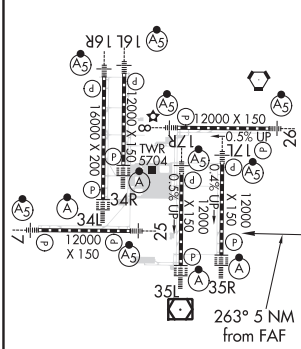
LOCALIZER **111.55**
I-ERP **4.8**
Chan **52 (Y)**

DENVER **117.9 DEN**
Chan **126**

FALCON **116.3 FQF**
Chan **110**



ELEV 5434	D	TDZE 5355
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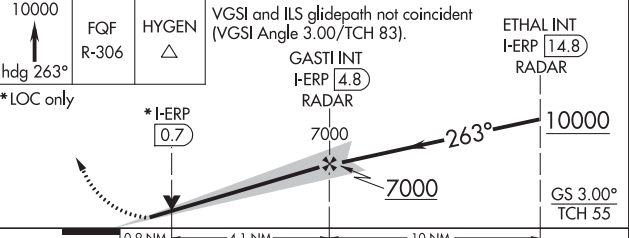


HIRL all Rwys
 TDZ/CL Rwy 7, 16L, 16R, 17R,
 26, 34L, 34R, 35L, 35R

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

⚠ 6270 ± RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 25 **	5555/24 200 (200-1/2)			
S-LOC 25	5720/24	365 (300-1/2)	5720/35	365 (300-3/4)

DENVER, COLORADO
 Amdt 3A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN) ILS or LOC RWY 25

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-9077 (FAA)

16147

LOC/DME I-DXU 111.9 Chan 56	APP CRS 353°	Rwy Idg TDZE Apt Elev 16000 5327 5434
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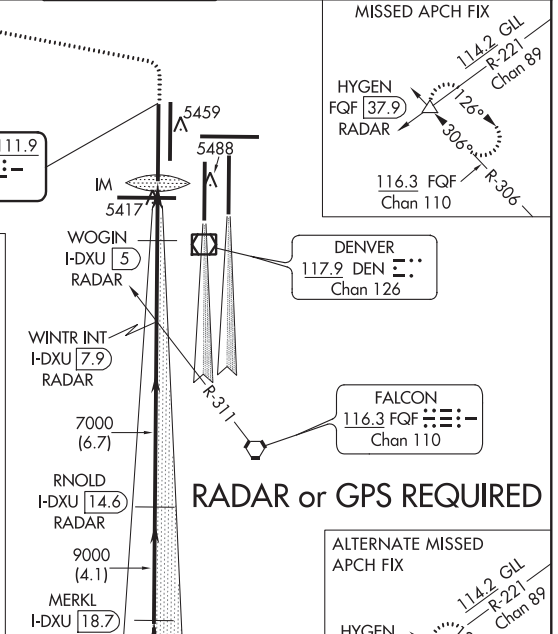
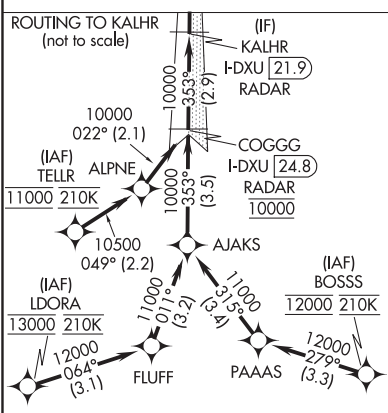
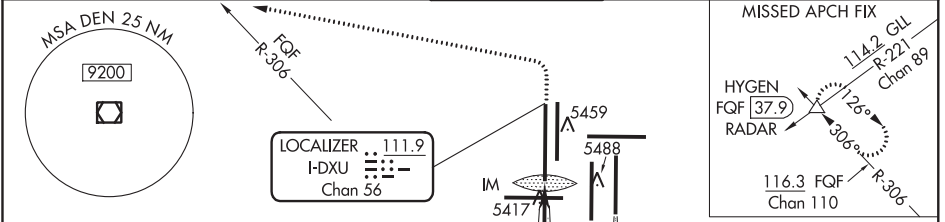
ILS or LOC RWY 34L

DENVER INTL (DEN)

▼ RADAR or DME required. Simultaneous approach authorized with Rwy 35L/R. For inoperative ALSF, increase S-LOC Cats C/D visibility to RVR 5500.

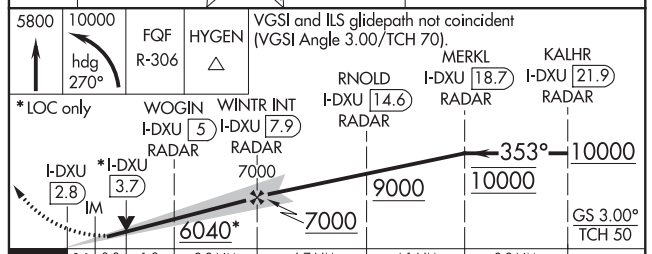
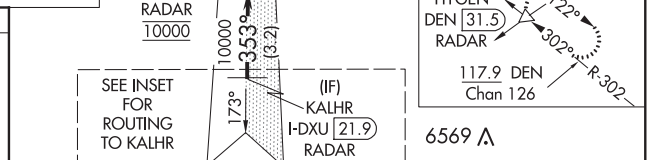
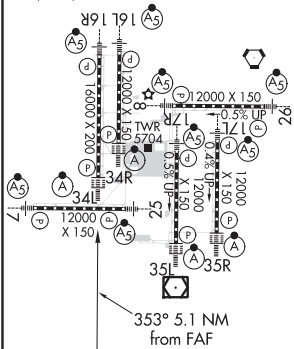
ALSF-2 MISSED APPROACH: Climb to 5800 then climbing left turn to 10000 on heading 270° and on FGF VORTAC R-306 to HYGEN/FQG 37.9 DME/RADAR and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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ELEV 5434	D	TDZE 5327
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
S-ILS 34L	5527/18 200 (100-½)			
S-LOC 34L	5680/24 353 (300-½)	5680/30 353 (300-¾)		

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

DENVER, COLORADO
Amdt 2B 11DEC14

39°52'N-104°40'W

ILS or LOC RWY 34L

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

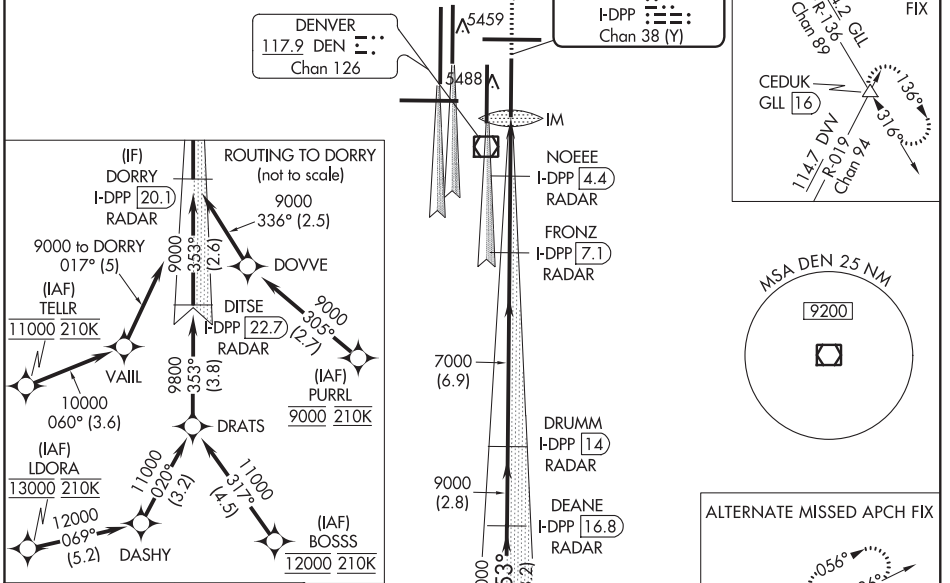
LOC/DME I-DPP 110.15 Chan 38(Y)	APP CRS 353°	Rwy Idg 12000 TDZE 5370 Apt Elev 5434
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ILS or LOC RWY 35R

DENVER INTL (DEN)

<p>▼ S-LOC 35R DME or RADAR required. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.</p>	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.
	<p>ATIS ARR 125.6 379.9 DENVER APP CON DEP 134.025 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)</p>	<p>DENVER TOWER 135.3 351.95</p>
<p>CLNC DEL 118.75</p>		<p>CPDLC</p>

RADAR or GPS REQUIRED

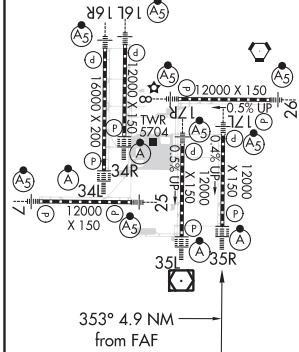


SW-1, 10 NOV 2016 to 05 JAN 2017

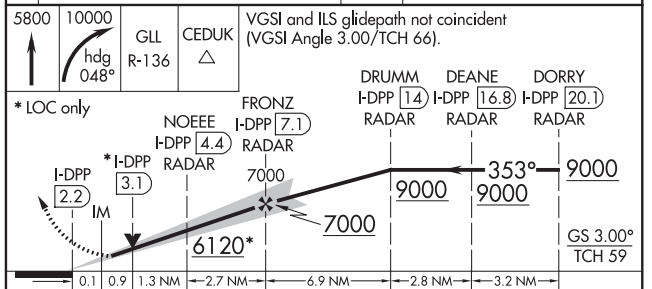
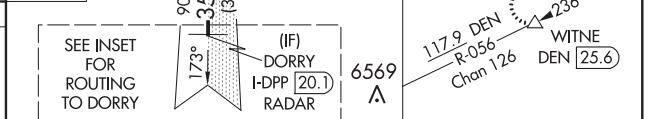
SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434 **D** TDZE 5370

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



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 (400-¾)

LOC/DME I-DPP 110.15 Chan 38(Y)	APP CRS 353°	Rwy Idg TDZE Apt Elev	12000 5370 5434
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ILS RWY 35R (SA CAT I)

DENVER INTL (DEN)

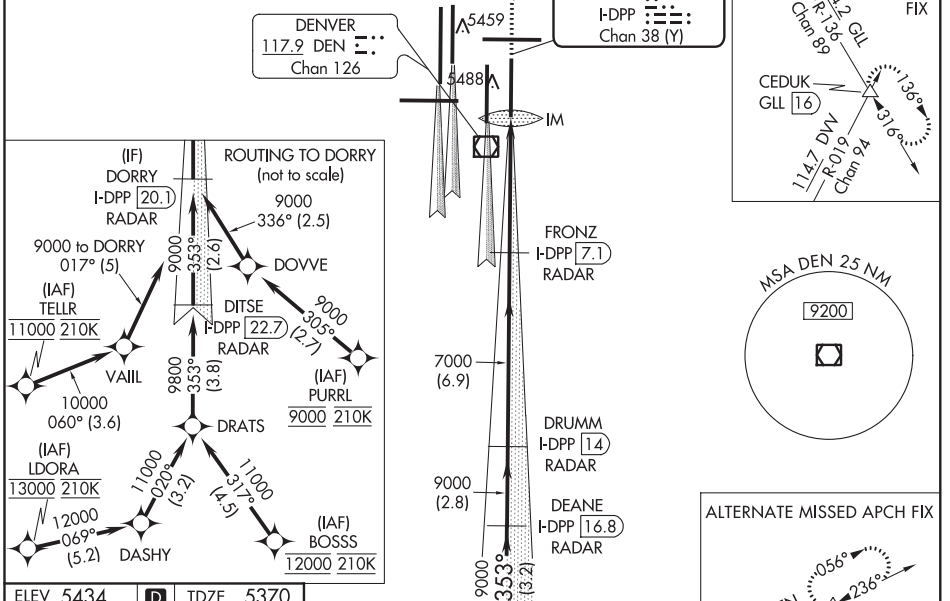
⚠ Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L.

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.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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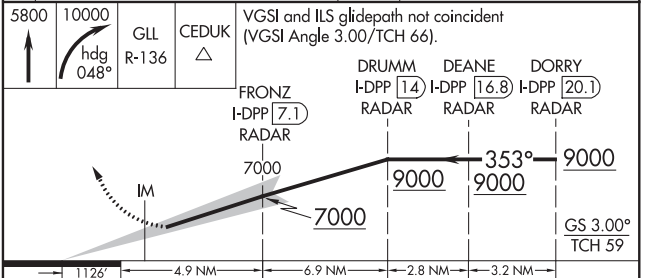
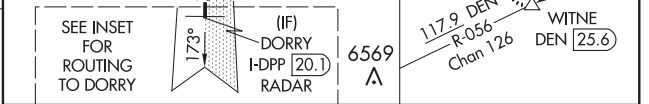
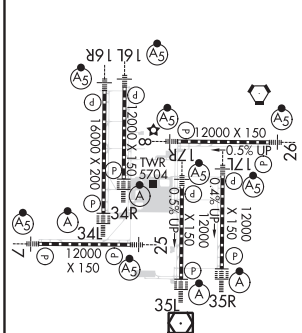
RADAR or GPS REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5370
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CATEGORY	A	B	C	D
S-ILS 35R	RA 161/14 150 DA 5520			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

DENVER, COLORADO

AL-9077 (FAA)

16147

LOC/DME I-DXU 111.9 Chan 56	APP CRS 353°	Rwy Idg TDZE 16000 5327	Apt Elev 5434
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ILS RWY 34L (CAT II & III)

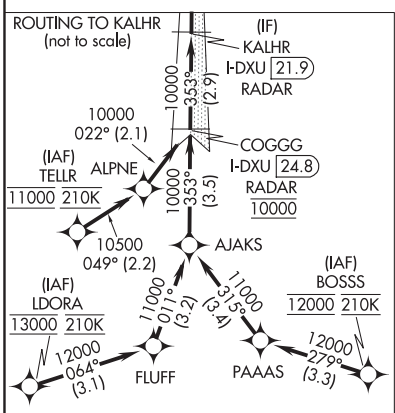
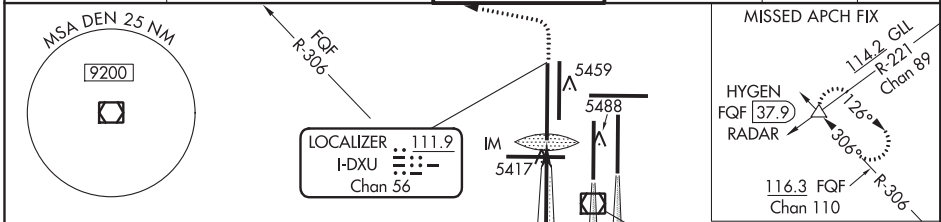
DENVER INTL (DEN)

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

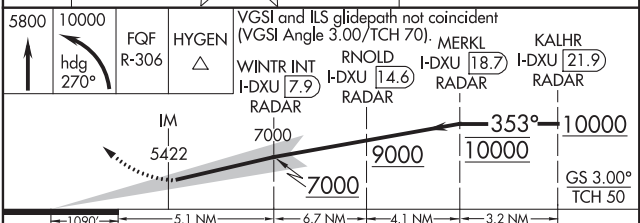
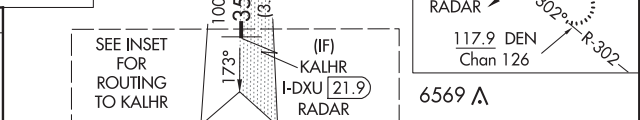
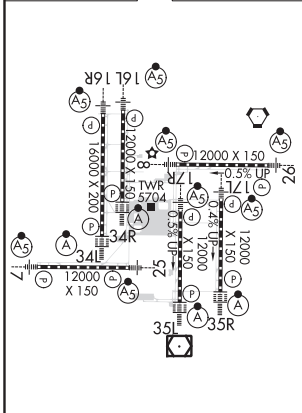
ALSf-2

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

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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ELEV 5434	D	TDZE 5327
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CATEGORY	A	B	C	D
S-ILS 34L	CAT II RA 108/12 100 DA 5427			
S-ILS 34L	CAT IIIa RVR 07			
S-ILS 34L	CAT IIIb RVR 03			
S-ILS 34L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

DENVER, COLORADO
Amdt 2B 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)
ILS RWY 34L (CAT II & III)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

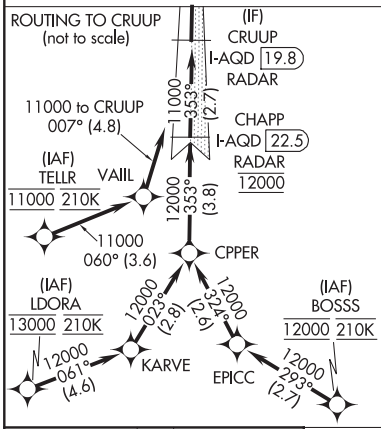
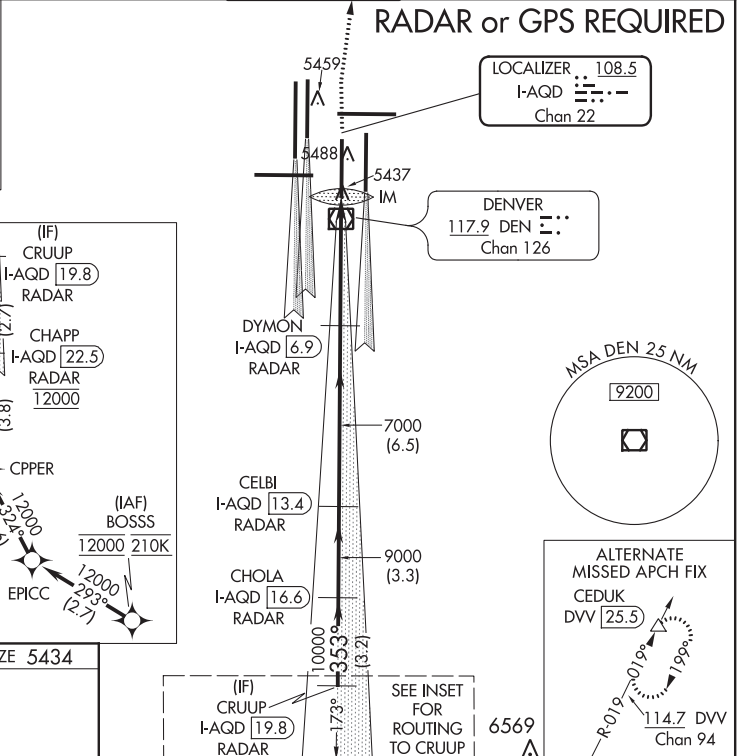
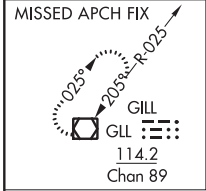
LOC/DME I-AQD 108.5 Chan 22	APP CRS 353°	Rwy Idg 12000 TDZE 5434 Apt Elev 5434
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ILS RWY 35L (CAT II & III)

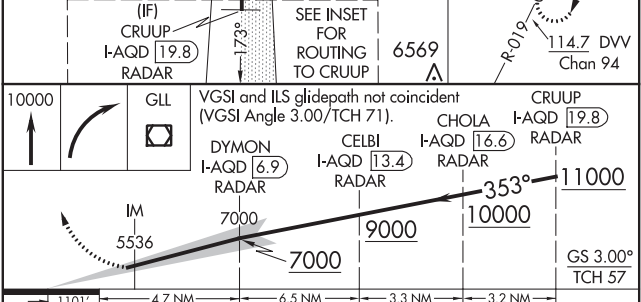
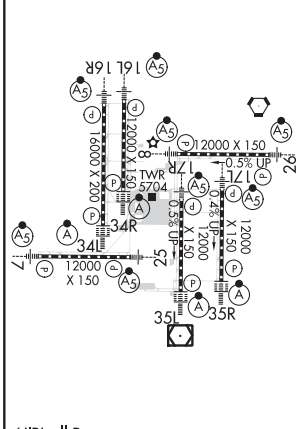
DENVER INTL (DEN)

Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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ELEV 5434	D	TDZE 5434
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1101	4.7 NM	6.5 NM	3.3 NM	3.2 NM
CATEGORY	A	B	C	D
S-ILS 35L	CAT II RA 115/12 100 DA 5534			
S-ILS 35L	CAT IIIa RVR 07			
S-ILS 35L	CAT IIIb RVR 03			
S-ILS 35L	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DPP 110.15 Chan 38(Y)	APP CRS 353°	Rwy Idg 12000 TDZE 5370 Apt Elev 5434
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ILS RWY 35R (CAT II & III)

DENVER INTL (DEN)

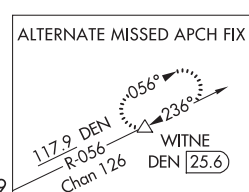
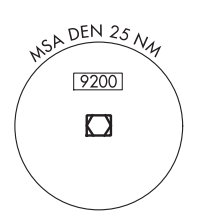
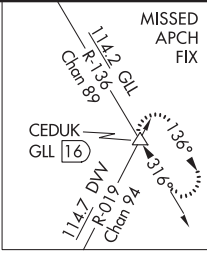
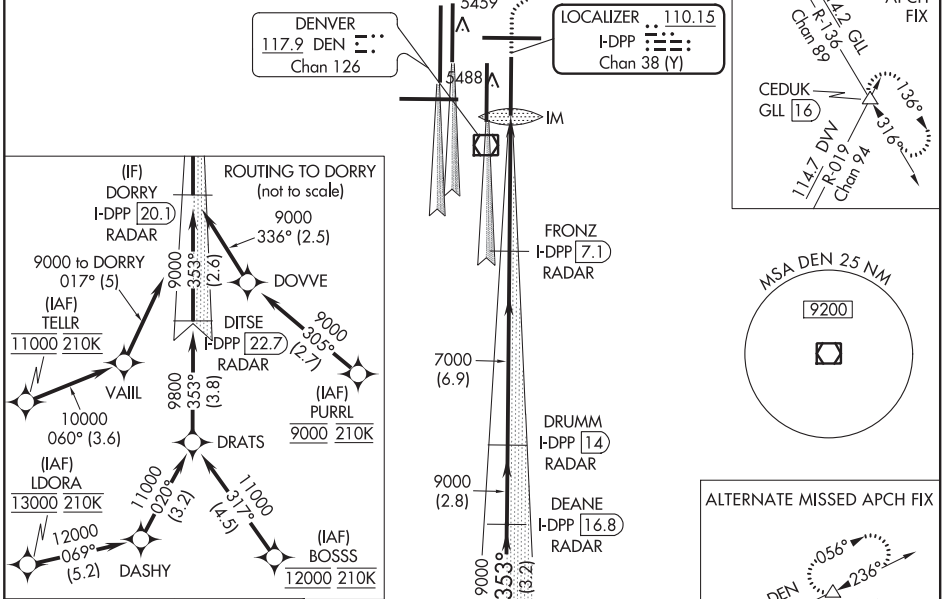
Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.



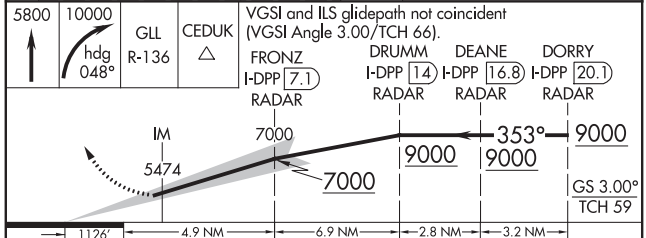
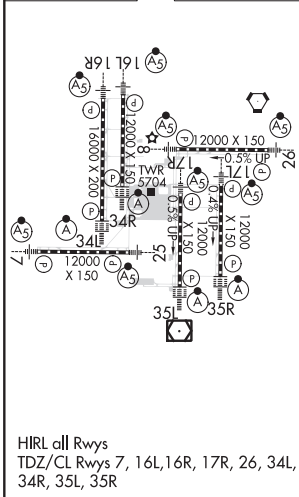
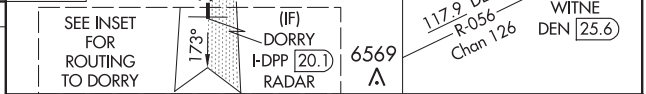
MISSED APPROACH: Climb to 5800 then climbing right turn to 10000 on heading 048° and on GLL VORTAC R-136 to CEDUK/GLL 16 DME and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR or GPS REQUIRED



ELEV 5434	D	TDZE 5370
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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, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-9077 (FAA)

16147

APP CRS	Rwy Idg	12000
082°	TDZE	5352
	Apt Elev	5434

RNAV (RNP) Z RWY 7

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 5000. Simultaneous approach authorized with Rwy 8, except for arrivals at BBOOK and BERNZ. 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 46°C (116°F).

MALSR

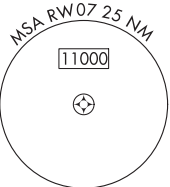
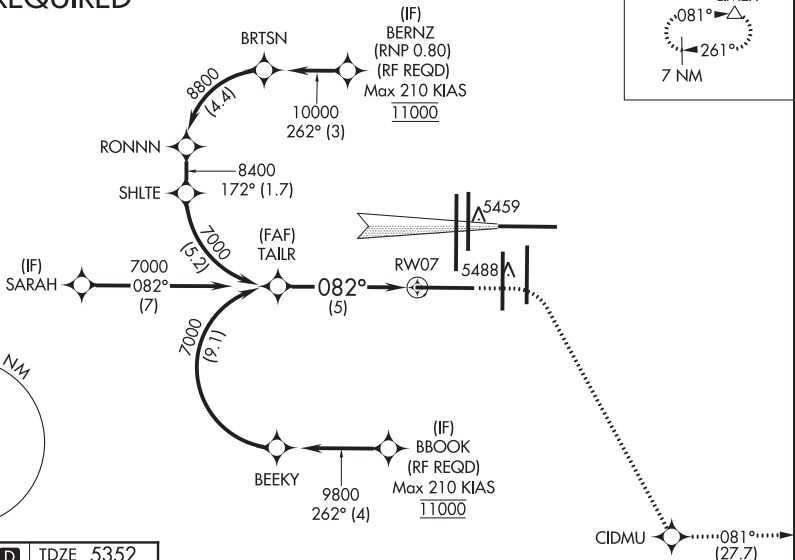
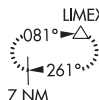


MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75	
DEP 134.025					

RADAR REQUIRED

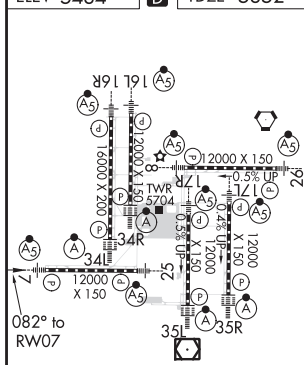
MISSED APCH FIX



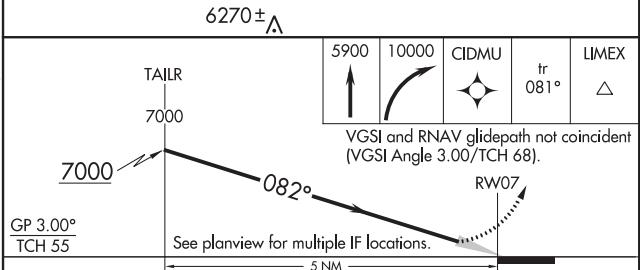
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5352
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HIRL all Rwys
TDZ/CL Rwy 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R



GP 3.00°	See planview for multiple IF locations.			
TCH 55	5 NM			
CATEGORY	A	B	C	D
RNP 0.10 DA		5619/24	267 (200-½)	
RNP 0.30 DA		5678/32	326 (300-⅝)	

AUTHORIZATION REQUIRED

DENVER, COLORADO
Orig-A 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN) RNAV (RNP) Z RWY 7

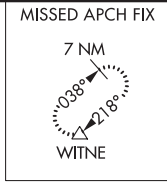
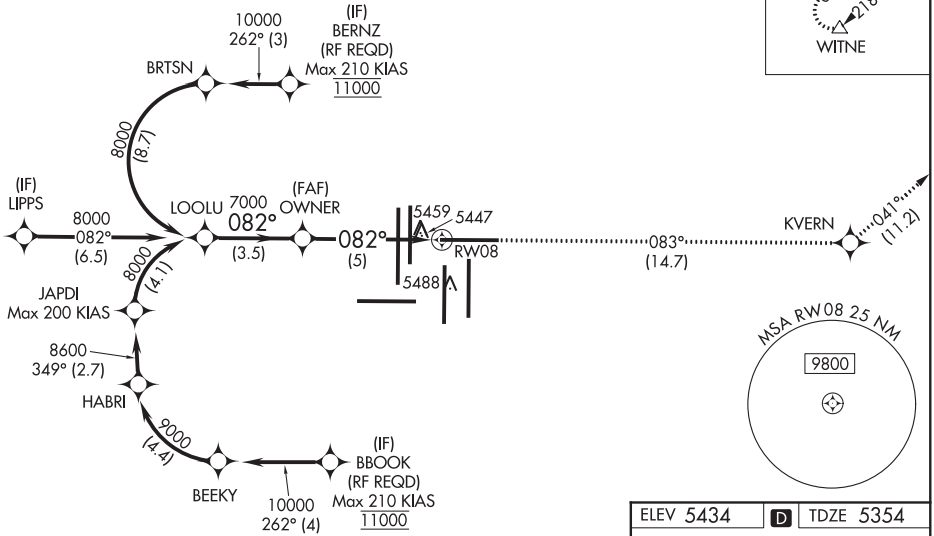
APP CRS	Rwy Idg	12000
082°	TDZE	5354
	Apt Elev	5434

RNAV (RNP) Z RWY 8

DENVER INTL (DEN)

<p>GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1$\frac{3}{8}$ mile. Simultaneous approach authorized with Rwy 7, except for arrivals at BERNZ and BBOOK. 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 47°C (117°F).</p>		<p>MALSR</p>	<p>MISSED APPROACH: Climb to 10000 on track 083° to KVERN and on track 041° to WITNE and hold.</p>		
<p>ATIS ARR 125.6 379.9 DEP 134.025</p>	<p>DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)</p>	<p>DENVER TOWER 135.3 351.95</p>	<p>GND CON 127.5 379.175</p>	<p>CLNC DEL 118.75</p>	<p>CPDLC</p>

RADAR REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017


<p>ELEV 5434 D TDZE 5354</p>																
<p>See planview for multiple IF locations.</p>																
<p>LOOLU</p> <p>OWNER</p> <p>8000</p> <p>7000</p> <p>GP 3.00° TCH 52</p>	<p>10000</p> <p>KVERN</p> <p>tr 083°</p> <p>tr 041°</p> <p>WITNE</p> <p>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).</p> <p>RW08</p>															
<p>3.5 NM</p> <p>5 NM</p>	<p>6239</p>															
<table border="1"> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> <tr> <td>RNP 0.10 DA</td> <td></td> <td>5727/40</td> <td>373 (300-34)</td> <td></td> </tr> <tr> <td>RNP 0.30 DA</td> <td></td> <td>5777/50</td> <td>423 (400-1)</td> <td></td> </tr> </table>	CATEGORY	A	B	C	D	RNP 0.10 DA		5727/40	373 (300-34)		RNP 0.30 DA		5777/50	423 (400-1)		
CATEGORY	A	B	C	D												
RNP 0.10 DA		5727/40	373 (300-34)													
RNP 0.30 DA		5777/50	423 (400-1)													
<p>AUTHORIZATION REQUIRED</p>																
<p>HIRL all Rwys TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R</p>																

APP CRS 173°	Rwy Idg 12000 TDZE 5339 Apt Elev 5434
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RNAV (RNP) Z RWY 17L

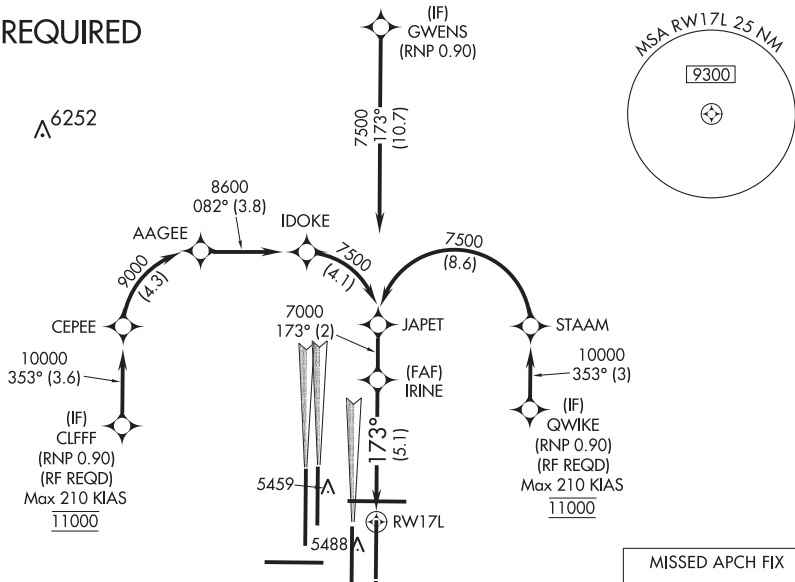
DENVER INTL (DEN)

▼ 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 with Rwy 16L/R. Simultaneous approach authorized with 17R, except for arrivals at QWIKI and CLFFF. 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.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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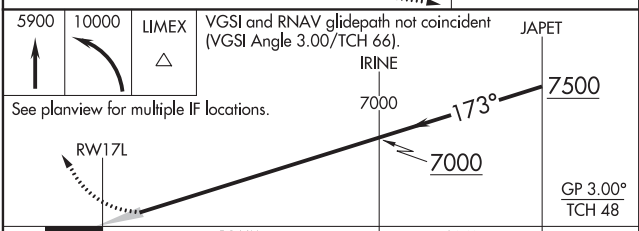
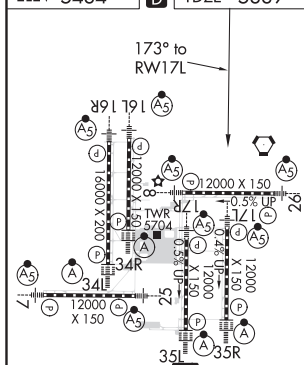
RADAR REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5339
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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

RNAV (RNP) Z RWY 17R

DENVER INTL (DEN)

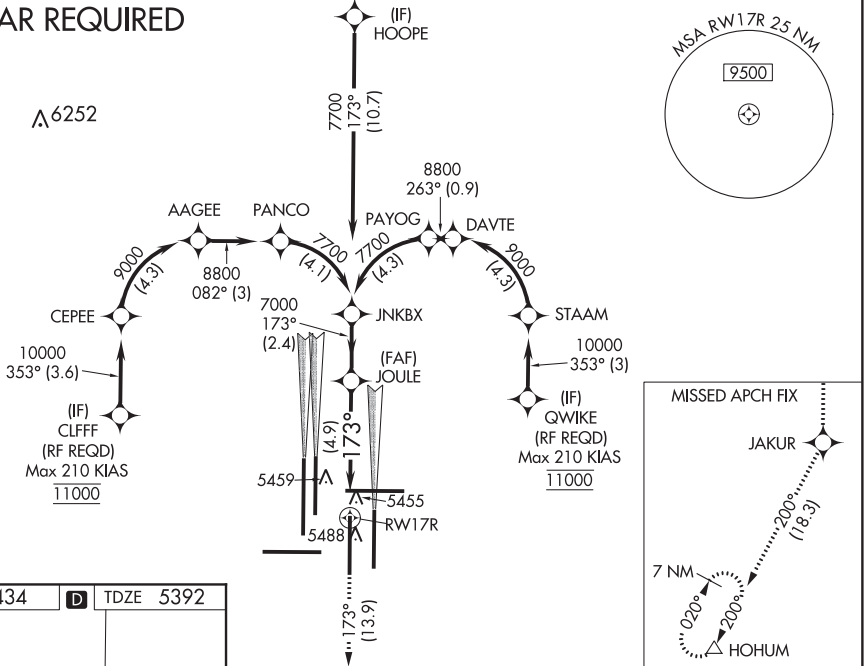
APP CRS	Rwy Idg	12000
173°	TDZE	5392
	Apt Elev	5434

▼ GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to 1 $\frac{1}{2}$ mile. Simultaneous approach authorized with Rwy 16R. Simultaneous approach authorized with Rwy 16L and Rwy 17L, except for arrivals at QWJKE and CLFFF. 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.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75	
DEP 134.025					

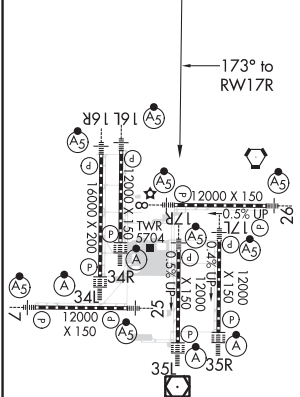
RADAR REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

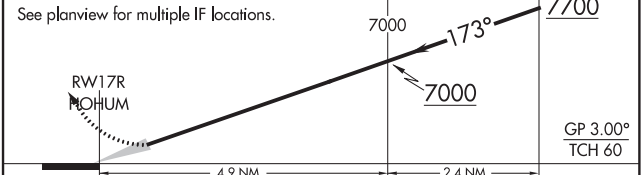
SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5392
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R

10000	JAKUR	tr 200°	△	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 69°).
tr 173°				JNKBX



CATEGORY	A	B	C	D
RNP 0.10 DA	5722/32 330 (300- $\frac{5}{8}$)			
RNP 0.30 DA	5894/60 502 (500-1 $\frac{1}{4}$)			

AUTHORIZATION REQUIRED

DENVER, COLORADO

AL-9077 (FAA)

16147


APP CRS 263°	Rwy Idg 12000
	TDZE 5355
	Apt Elev 5434

RNAV (RNP) Z RWY 25

DENVER INTL (DEN)

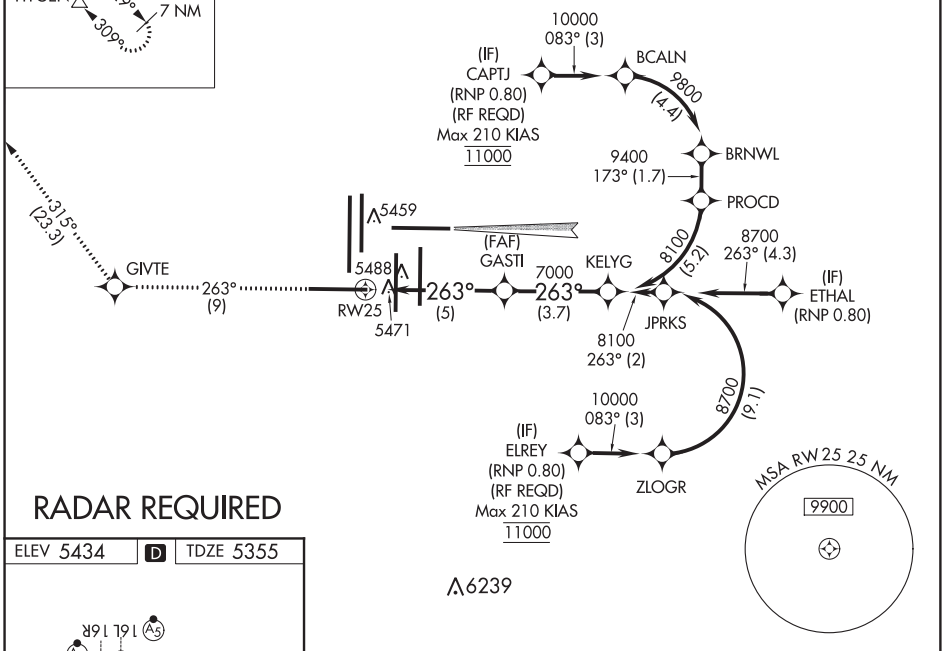
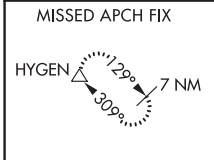
GPS required. For inoperative MALSR, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1 3/8 mile. Simultaneous approach authorized with Rwy 26, except for arrivals at CAPTJ and ELREY. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -25° (-13°F) or above 46°C (116°F).

MALSR



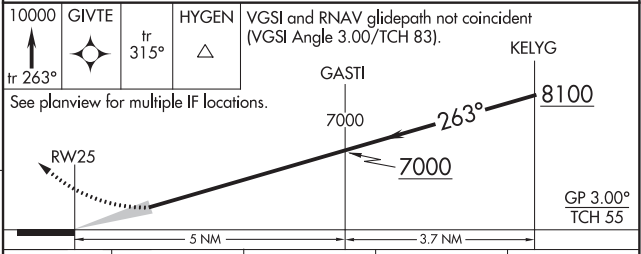
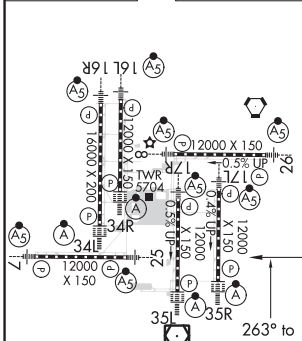
MISSED APPROACH: Climb to 10000 on track 263° to GIVTE and on track 315° to HYGEN and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

ELEV 5434	D	TDZE 5355
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CATEGORY	A	B	C	D
RNP 0.10 DA		5743/40	388 (400-3/4)	
RNP 0.30 DA		5783/50	428 (400-1)	

AUTHORIZATION REQUIRED

DENVER, COLORADO
Orig-B 11DEC14

39°52'N-104°40'W

DENVER INTL (DEN)
RNAV (RNP) Z RWY 25

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 263°	Rwy Idg TDZE Apt Elev	12000 5309 5434
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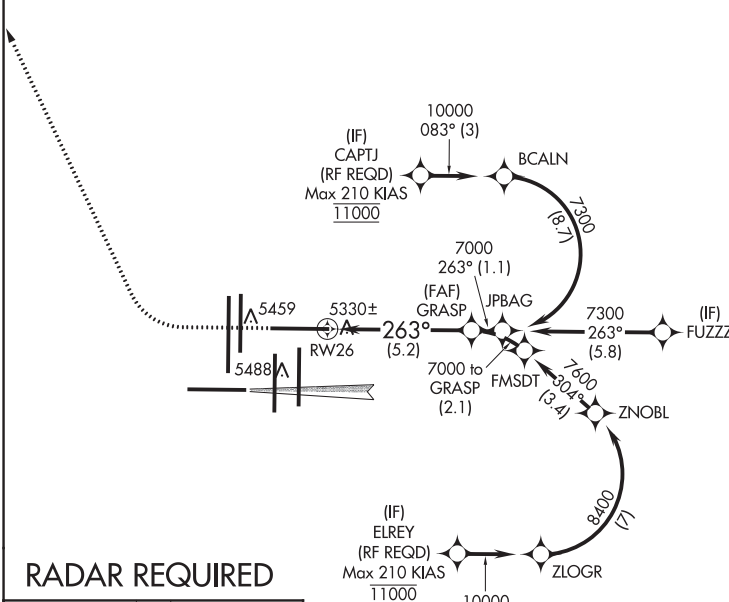
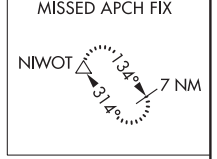
RNAV (RNP) Z RWY 26

DENVER INTL (DEN)

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (116°F). 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 with Rwy 25, except for arrivals at CAPTJ and ELREY. Use of FD or AP providing RNAV track guidance required during simultaneous operations. GPS required.

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

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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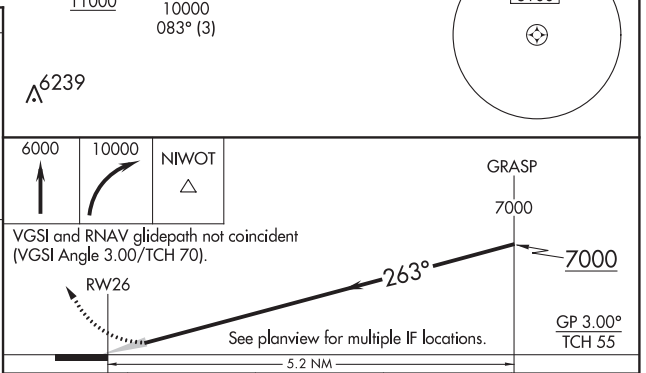
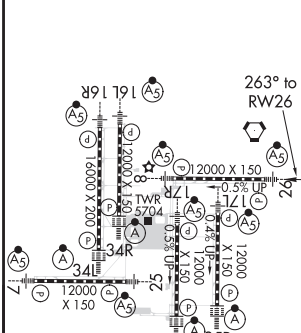


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

ELEV 5434	D	TDZE 5309
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CATEGORY	A	B	C	D
RNP 0.10 DA		5570/24	261 (200-½)	
RNP 0.30 DA		5668/40	359 (300-¾)	

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


AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 34L

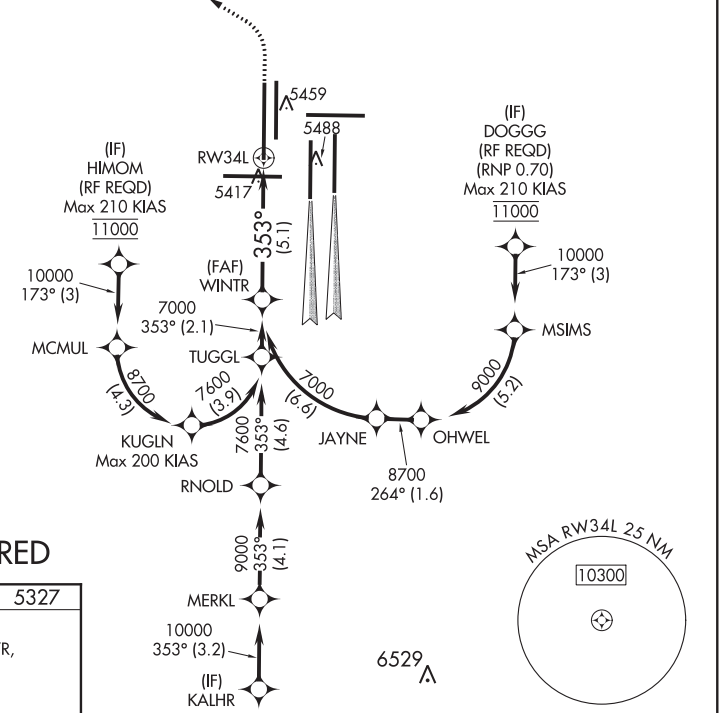
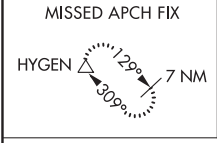
DENVER INTL (DEN)

APP CRS 353°	Rwy Idg 16000
	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 with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2  MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEM and hold.

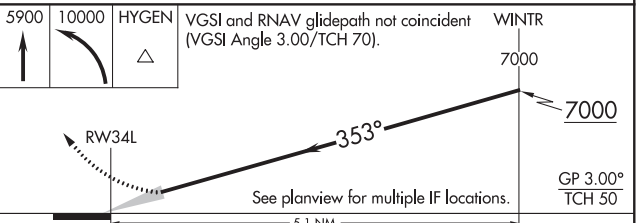
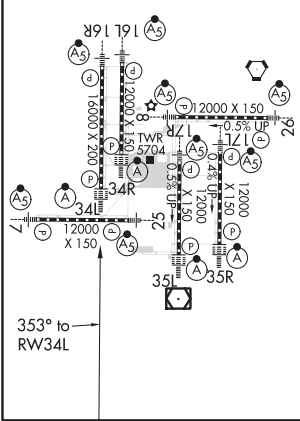
ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

ELEV 5434	D	TDZE 5327
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HIRL all Rwys
TDZ/CL Rwys 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R



CATEGORY	A	B	C	D
RNP 0.10 DA		5587/24	260 (200-½)	
RNP 0.20 DA		5720/45	393 (300-¾)	
RNP 0.30 DA		5782/60	455 (400-1¼)	

AUTHORIZATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017


SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 34R

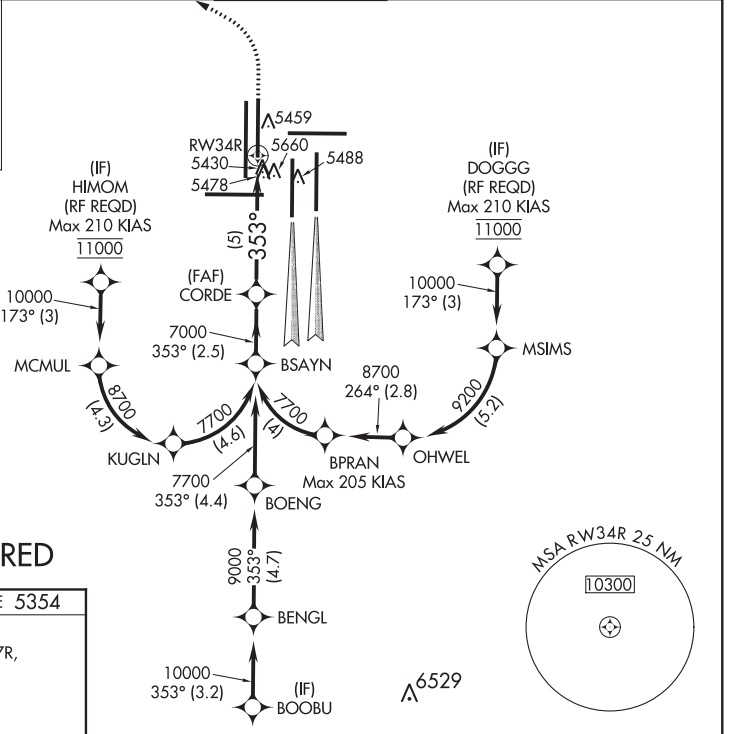
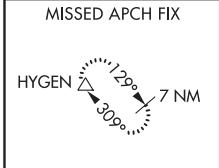
DENVER INTL (DEN)

APP CRS	Rwy Idg	12000
353°	TDZE	5354
	Apt Elev	5434

For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 46°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.20 all Cats visibility to 1½ mile and RNP 0.30 all Cats visibility to 2¼ mile. 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 HYGEM and hold.

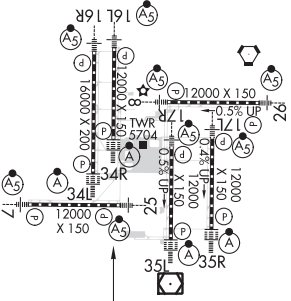
ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75	
DEP 134.025					



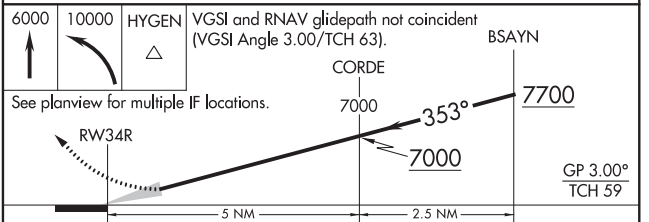
RADAR REQUIRED

ELEV 5434 **D** TDZE 5354

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



353° to RWY34R



CATEGORY	A	B	C	D
RNP 0.10 DA	5739/40	385 (400-¾)		
RNP 0.20 DA	5849/60	495 (500-1¼)		
RNP 0.30 DA	5980-1 ½	626 (600-1½)		

AUTHORIZATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (RNP) Z RWY 35L

DENVER INTL (DEN)

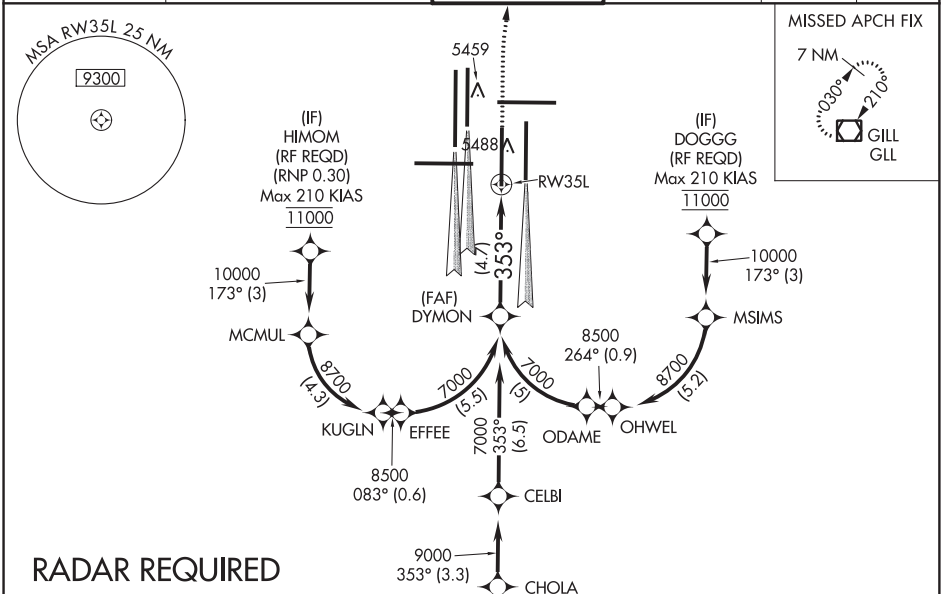
APP CRS	Rwy Idg	12000
353°	TDZE	5434
	Apt Elev	5434

▼ 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 with Rwy 34L. Simultaneous approach authorized with Rwy 34R and Rwy 35R, except for arrivals at DOGGG and HIMOM. 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.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75	
DEP 134.025					



SW-1, 10 NOV 2016 to 05 JAN 2017

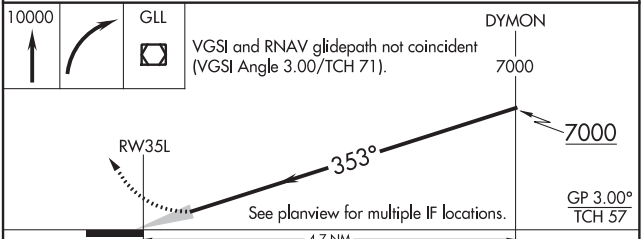
SW-1, 10 NOV 2016 to 05 JAN 2017

RADAR REQUIRED

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

353° to RW35L



CATEGORY	A	B	C	D
RNP 0.10 DA		5695/24	261 (300-1/2)	
RNP 0.30 DA		5760/32	326 (400-5/8)	


AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 35R

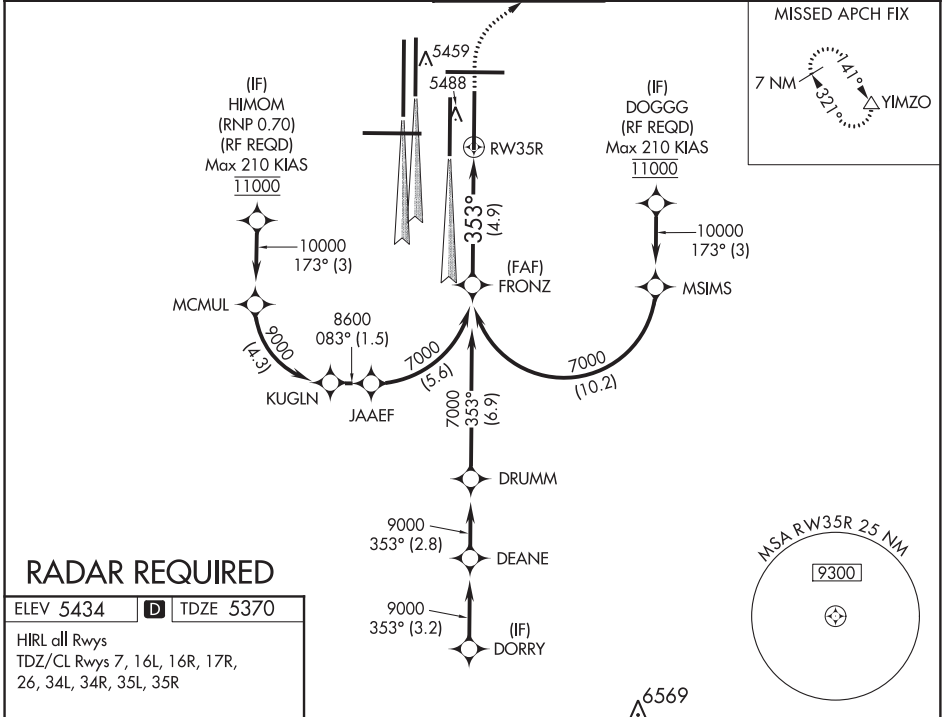
DENVER INTL (DEN)

APP CRS	Rwy Idg	12000
353°	TDZE	5370
	Apt Elev	5434

▼ For uncompensated Baro-VNAV systems, procedure NA below -25°C (-13°F) or above 45°C (114°F). GPS required. For inoperative ALSF, increase RNP 0.10 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 5000. Simultaneous approach authorized with Rwy 34L/R. Simultaneous approach authorized with Rwy 35L, except for arrivals at DOGGG and HIMOM. 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.

ATIS	DENVER APP CON	DENVER TOWER	GND CON	CLNC DEL	CPDLC
ARR 125.6 379.9	119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	135.3 351.95	127.5 379.175	118.75	
DEP 134.025					

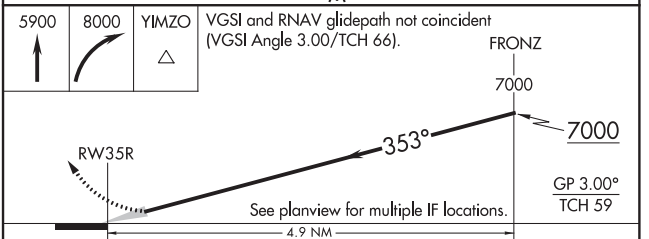


RADAR REQUIRED

ELEV 5434 **D** TDZE 5370

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

353° to RW35R



CATEGORY	A	B	C	D
RNP 0.10 DA		5631/24	261 (200-1/2)	
RNP 0.30 DA		5702/32	332 (300-5/8)	

AUTHORIZATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017


WAAS CH 87128 W07A	APP CRS 082°	Rwy Idg 12000 TDZE 5352 Apt Elev 5434
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RNAV (GPS) Y RWY 7

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 8. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV/VNAV all Cats visibility to RVR 4000, and LNAV Cat C/D visibility to RVR 5000. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

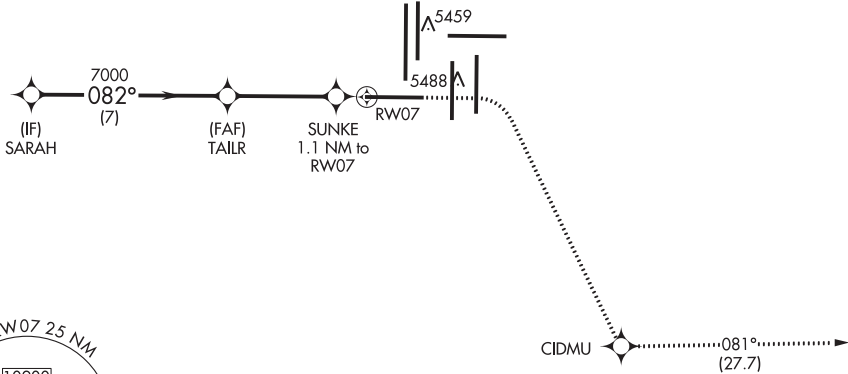


MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct CIDMU and on track 081° to LIMEX and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

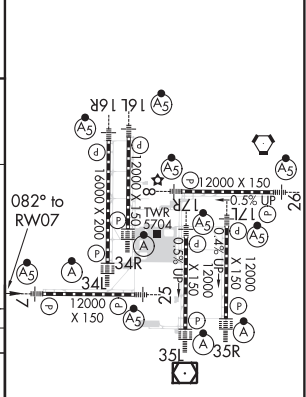
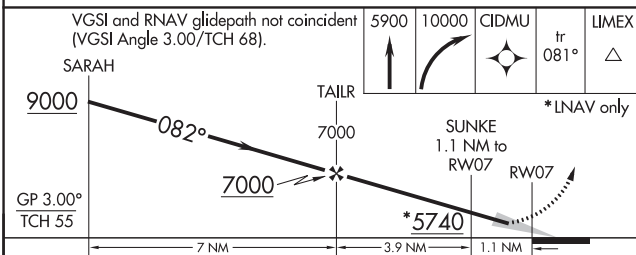
MISSED APCH FIX

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5352
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CATEGORY	A	B	C	D
LPV DA	5552/24		200 (200-½)	
LNAV/VNAV DA	5602/24		250 (200-½)	
LNAV MDA	5680/24 328 (300-½)		5680/26 328 (300-¾)	

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

WAAS CH 82228 W08A	APP CRS 082°	Rwy Idg 12000 TDZE 5354 Apt Elev 5434
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RNAV (GPS) Y RWY 8

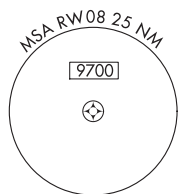
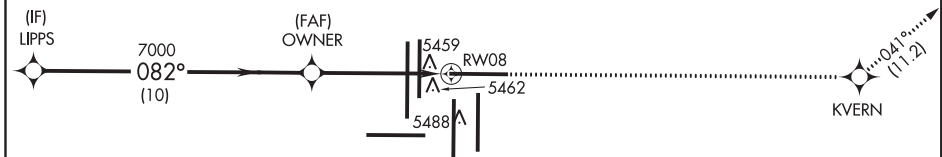
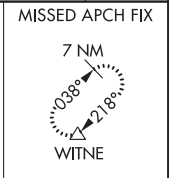
DENVER INTL (DEN)

▽ 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.



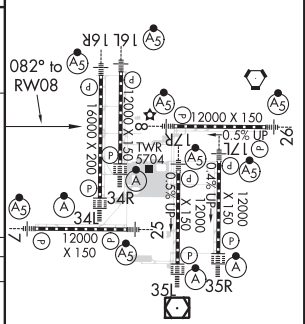
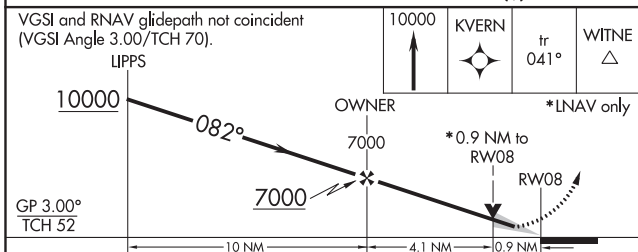
MISSED APPROACH: Climb to 10000 direct KVERN and on track 041° to WITNE and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

ELEV 5434 **D** TDZE 5354



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 (300-¾)	

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 99307 W16A	APP CRS 173°	Rwy Idg 12000 TDZE 5357 Apt Elev 5434
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RNAV (GPS) Y RWY 16L

DENVER INTL (DEN)

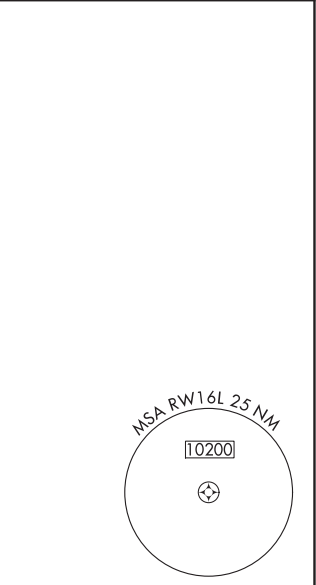
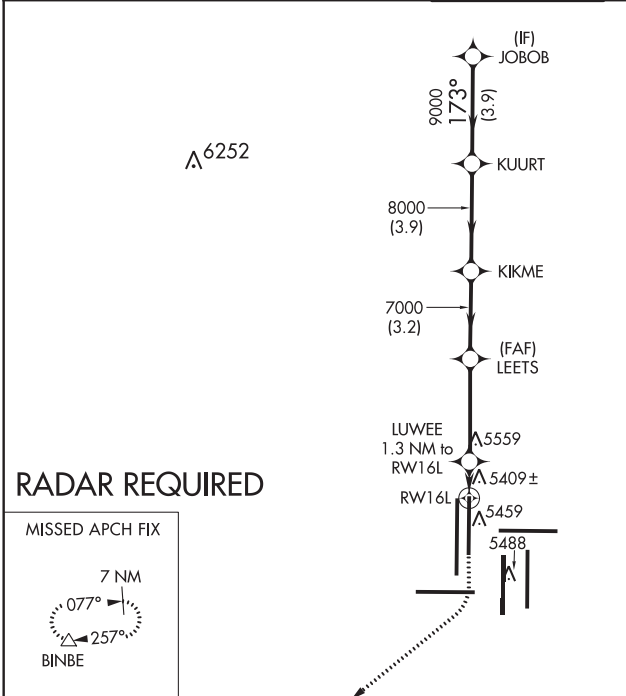
▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). Simultaneous approach authorized with Rwy 17 L/R. DME/DME RNP -0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats, and LNAV Cats C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

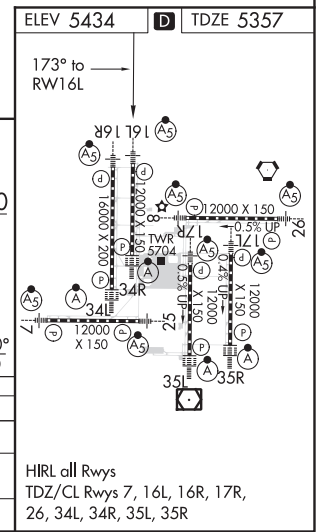


MISSED APPROACH: Climb to 5900 then climbing right turn to 10000 direct BINBE and hold, continue climb-in-hold to 10000.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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5900	10000	BINBE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				JOBBO
*LNAV only	LWEEE 1.3 NM to RW16L	LEETS	KIKME	KUURT	173°		10000
	*0.8 NM to RW16L	7000	8000	9000			GP 3.00° TCH 60
		5820*	7000				
		0.8	0.5	3.7 NM	3.2 NM	3.9 NM	3.9 NM
CATEGORY		A	B	C	D		
LPV DA		5557/24		200 (200-½)			
LNAV/VNAV DA		5647/24		290 (300-½)			
LNAV MDA		5660/24		303 (300-½)			



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017


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

WAAS CH 82628 W16B	APP CRS 173°	Rwy Idg 16000 TDZE 5326 Apt Elev 5434
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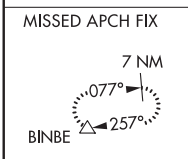
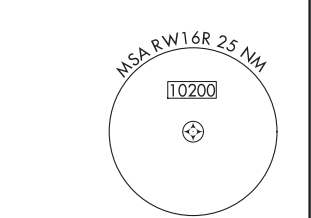
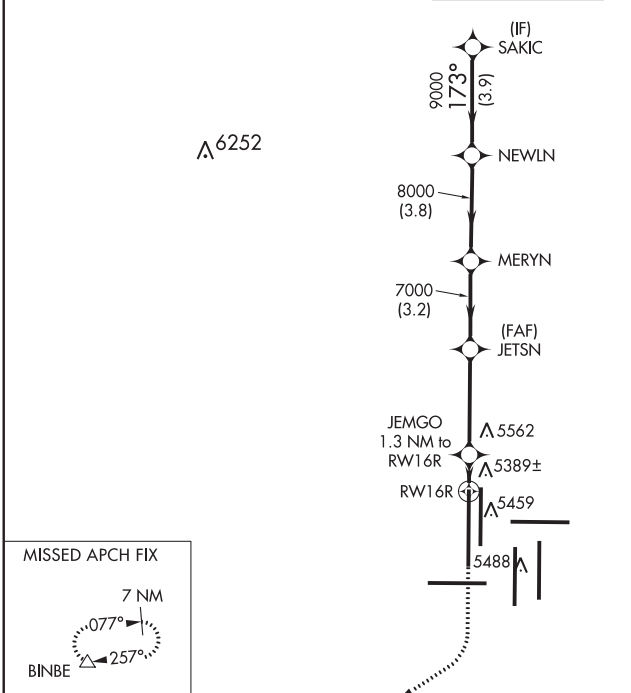
RNAV (GPS) Y RWY 16R

DENVER INTL (DEN)

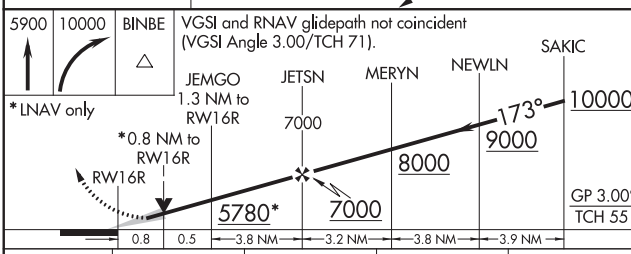
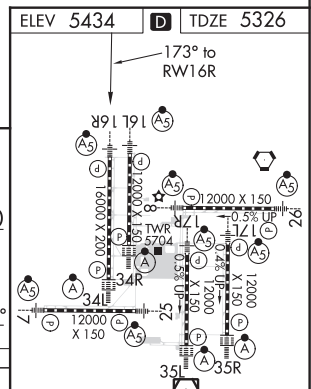
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 17L/R. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500, LNAV Cat C/D visibility to RVR 4500. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

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

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED



CATEGORY	A	B	C	D
LPV DA		5526/24	200 (100-½)	
LNAV/VNAV DA		5589/24	263 (200-½)	
LNAV MDA		5640/24	314 (300-½)	

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-9077 (FAA)

16147

WAAS CH 81830 W17A	APP CRS 173°	Rwy Idg 12000 TDZE 5339 Apt Elev 5434
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RNAV (GPS) Y RWY 17L

DENVER INTL (DEN)

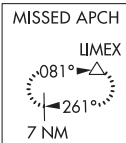
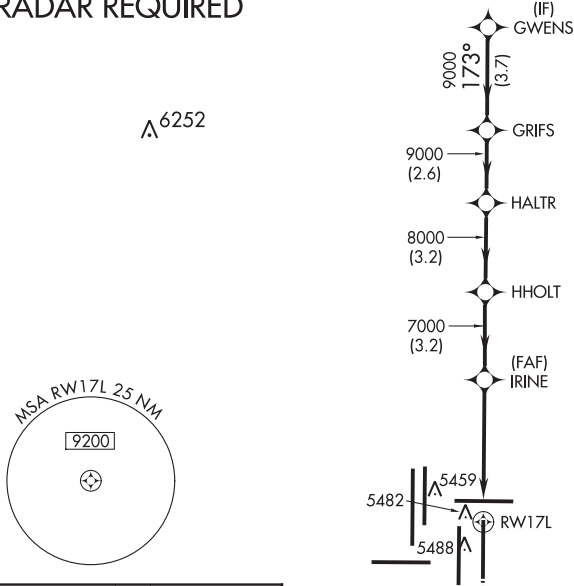
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. For inoperative MALSR increase LNAV Cats C/D visibility to RVR 5500. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 16L/16R and 17R.



MISSED APPROACH:
Climb to 5900 then climbing left turn to 10000 direct LIMEX and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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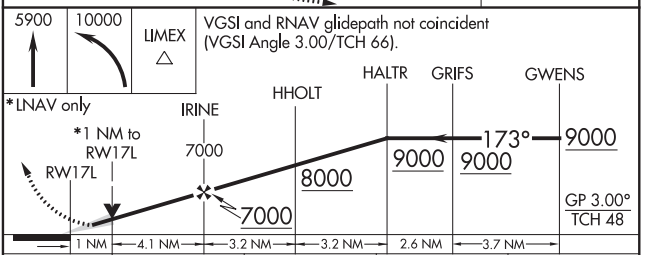
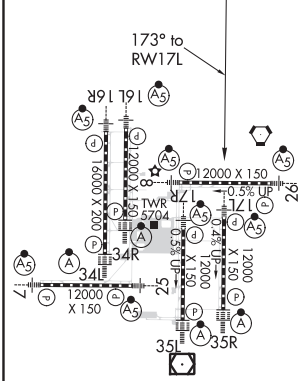
RADAR REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5339
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CATEGORY	A	B	C	D
LPV DA	5539/24		200 (200-1/2)	
LNAV/VNAV DA	5648/24		309 (300-1/2)	
LNAV MDA	5700/24		5700/35 361 (300-3/4)	

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

DENVER, COLORADO
Amdt 1A 11DEC14

39°52'N-104°40'W


DENVER INTL (DEN) RNAV (GPS) Y RWY 17L

WAAS CH 93529 W17B	APP CRS 173°	Rwy Idg 12000 TDZE 5392 Apt Elev 5434
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RNAV (GPS) Y RWY 17R

DENVER INTL (DEN)

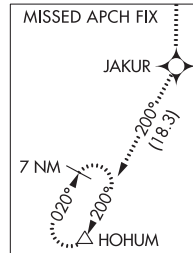
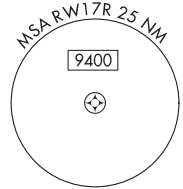
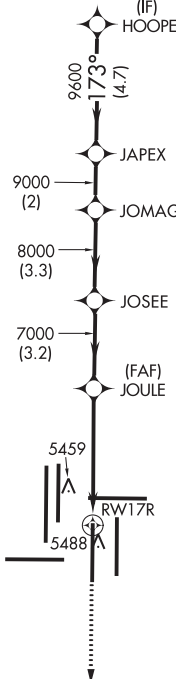
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 16L/16R and 17L. DME/DME RNP-0.3 NA. For inoperative MALS/R, increase LNAV/VNAV all Cats visibility to 1½ mile, and LNAV Cat C/D to 1¼ mile. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS/R

 MISSED APPROACH: Climb to 10000 direct JAKUR and on track 200° to HOHUM and hold.

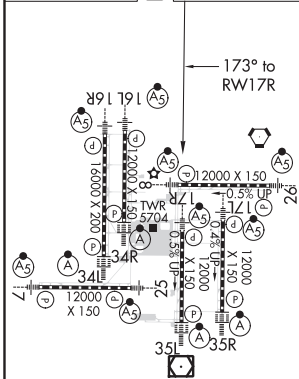
ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

△ 6252



ELEV 5434	D	TDZE 5392
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HIRL all Rwys
 TDZ/CL Rwys 7, 16L, 16R, 17R,
 26, 34L, 34R, 35L, 35R

10000	JAKUR	tr 200°	HOHUM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).				
*LNAV only		*1.6 NM to RWY17R		JOULE	JOSEE	JOMAG	JAPEX	HOOPE
RWY17R		7000	8000	9000	9600	173°		11000
1.6		3.3 NM	3.2 NM	3.3 NM	2 NM	4.7 NM		GP 3.00° TCH 60
CATEGORY	A		B		C		D	
LPV DA	5592/24		200 (200-½)					
LNAV/VNAV DA	5857/60		465 (500-1¼)					
LNAV MDA	5940/24		548 (600-½)		5940-1¼		548 (600-1¼)	

SW-1, 10 NOV 2016 to 05 JAN 2017


SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 40428 W25A	APP CRS 263°	Rwy Idg 12000 TDZE 5355 Apt Elev 5434
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RNAV (GPS) Y RWY 25

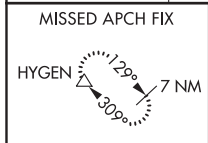
DENVER INTL (DEN)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 26. DME/DME RNP-0.3 NA. Use of FD or AP providing track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500.

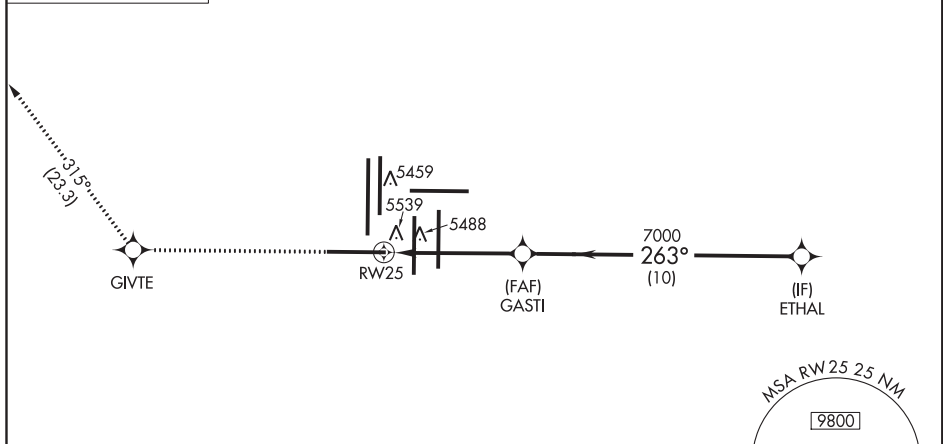
MALSR 

MISSED APPROACH: Climb to 10000 direct GIVTE and on track 315° to HYGEN and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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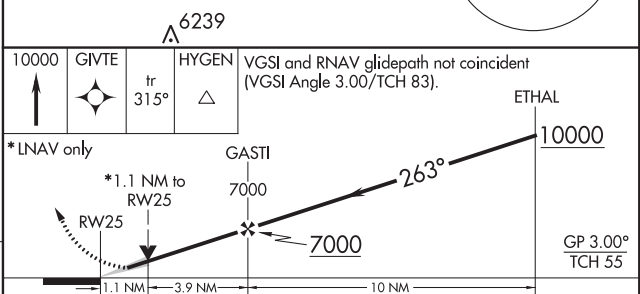
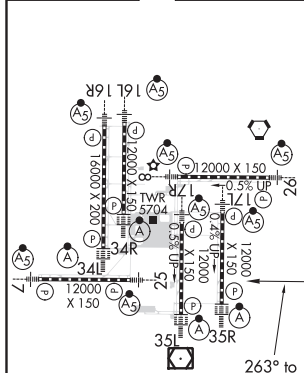
RADAR REQUIRED



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5434	D	TDZE 5355
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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)	

WAAS CH 58128 W26A	APP CRS 263°	Rwy Idg TDZE 5309 Apt Elev 5434
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RNAV (GPS) Y RWY 26

DENVER INTL (DEN)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-14°F) or above 46°C (116°F). Simultaneous approach authorized with Rwy 25. DME/DME RNP-0.3 NA. For inoperative MALS/R, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cat C/D visibility to RVR 4500. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.


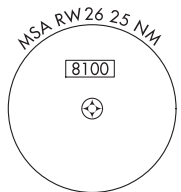
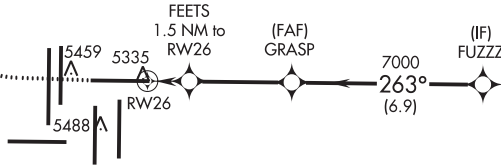
MALS/R 

MISSED APPROACH: Climb to 6000 then climbing right turn to 11000 direct NIWOT and hold.

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 120.35 379.3 (NORTH) (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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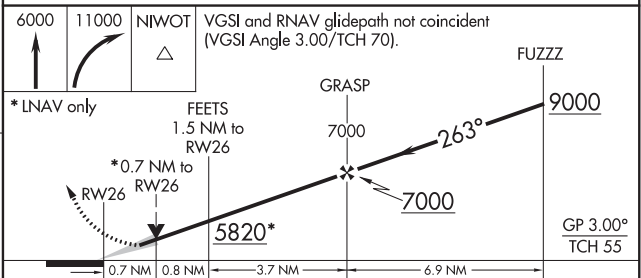
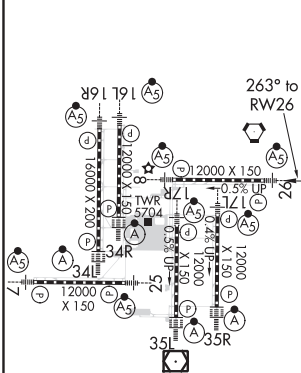
RADAR REQUIRED

MISSED APCH FIX

M 6147

ELEV 5434	D	TDZE 5309
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CATEGORY	A	B	C	D
LPV DA		5509/24	200 (100-1/2)	
LNAV/VNAV DA		5559/24	250 (200-1/2)	
LNAV MDA		5600/24	291 (200-1/2)	

HIRL all Rwy's
TDZ/CL Rwy's 7, 16L, 16R, 17R,
26, 34L, 34R, 35L, 35R

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-9077 (FAA)

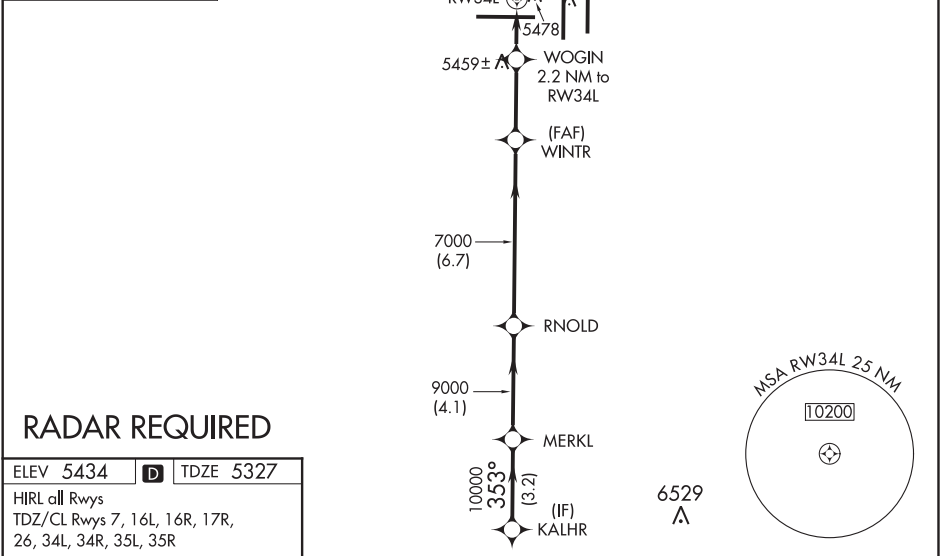
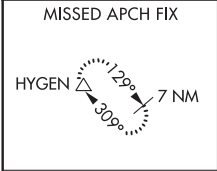
16147

WAAS CH 45619 W34A	APP CRS 353°	Rwy Idg 16000 TDZE 5327 Apt Elev 5434
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RNAV (GPS) Y RWY 34L

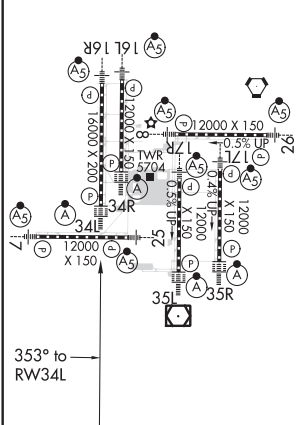
DENVER INTL (DEN)

<p>▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 35L/R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.</p>		<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 5900 then climbing left turn to 10000 direct HYGEN and hold.</p>		
<p>ATIS ARR 125.6 379.9 DEP 134.025</p>	<p>DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)</p>	<p>DENVER TOWER 135.3 351.95</p>	<p>GND CON 127.5 379.175</p>	<p>CLNC DEL 118.75</p>	<p>CPDLC</p>



RADAR REQUIRED

ELEV 5434	D	TDZE 5327
HIRL all Rwys		
TDZ/CL Rwys 7, 16L, 16R, 17R, 26, 34L, 34R, 35L, 35R		



5900	10000	HYGEN	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 70).			
*LNAV only		WOGIN 2.2 NM to RW34L	WINTR	RNOLD	MERKL	KALHR
*1 NM to RW34L		7000	7000	9000	10000	10000
RW34L		6060*	7000	353°	GP 3.00° TCH 50	
1 NM		1.2 NM	2.9 NM	6.7 NM	4.1 NM	3.2 NM
CATEGORY	A		B		D	
LPV DA	DA		5527/24		200 (100-½)	
LNAV/VNAV DA	DA		5660/30		333 (300-⅝)	
LNAV MDA	5720/24		393 (300-½)		5720/35 393 (300-¾)	

DENVER, COLORADO
Amdt B 11DEC14

39°52'N-104°40'W

RNAV (GPS) Y RWY 34L

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-9077 (FAA)

16147

WAAS CH 53419 W35A	APP CRS 353°	Rwy Idg TDZE 5434 Apt Elev 5434	12000
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RNAV (GPS) Y RWY 35L

DENVER INTL (DEN)

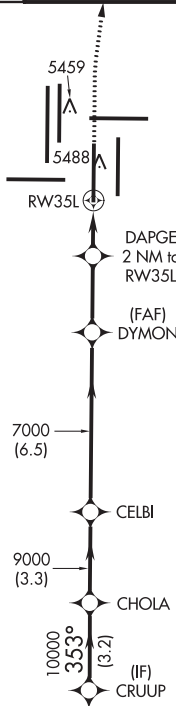
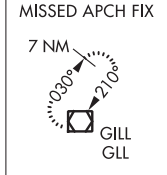
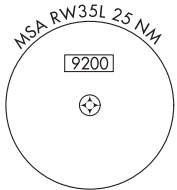
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (115°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35R. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2



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

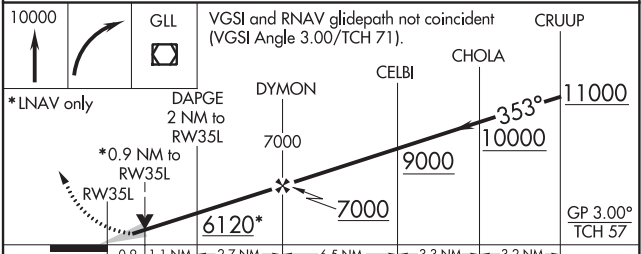
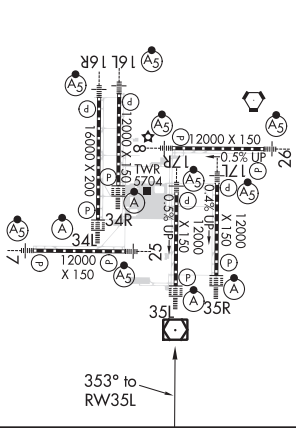
ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH) 120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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RADAR REQUIRED

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



CATEGORY	A	B	C	D
LPV DA	5634/24		200 (200-½)	
LNAV/VNAV DA	5684/24		250 (300-½)	
LNAV MDA	5780/24	346 (400-½)	5780/30	346 (400-½)

DENVER, COLORADO
Amdt 2A 11DEC14

39°52'N-104°40'W

RNAV (GPS) Y RWY 35L

DENVER INTL (DEN)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45719 W35B	APP CRS 353°	Rwy Idg 12000 TDZE 5370 Apt Elev 5434
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RNAV (GPS) Y RWY 35R

DENVER INTL (DEN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 45°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV visibility all Cats to RVR 4000. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized with Rwy 34L, Rwy 34R, and Rwy 35L. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

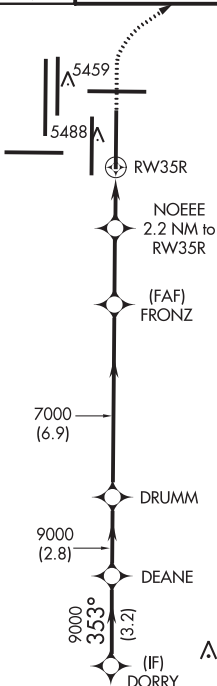
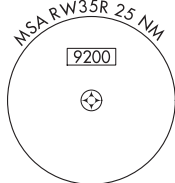
ALSF-2



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

ATIS ARR 125.6 379.9 DEP 134.025	DENVER APP CON 119.3 307.3 (NORTH)	120.35 379.3 (SOUTH)	DENVER TOWER 135.3 351.95	GND CON 127.5 379.175	CLNC DEL 118.75	CPDLC
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MISSED APCH FIX

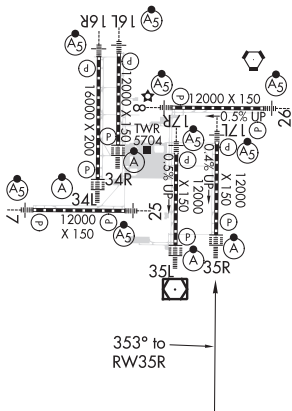


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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



5900	8000	YIMZO	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 66).			
			DRUMM	DEANE	DORRY	
* LNAV only.	NOEEE 2.2 NM to RW35R	FRONZ 7000		353° 9000	9000	9000
	* 1.1 NM to RW35R			9000		GP 3.00° TCH 59
		6120*		7000		
	1.1 NM	1.1 NM	2.7 NM	6.9 NM	2.8 NM	3.2 NM
CATEGORY	A	B	C	D		
LPV	DA	5570/24		200 (200-1/2)		
LNAV/VNAV	DA	5620/24		250 (200-1/2)		
LNAV MDA	5800/24			430 (400-1/2)		5800/40 430 (400-3/4)

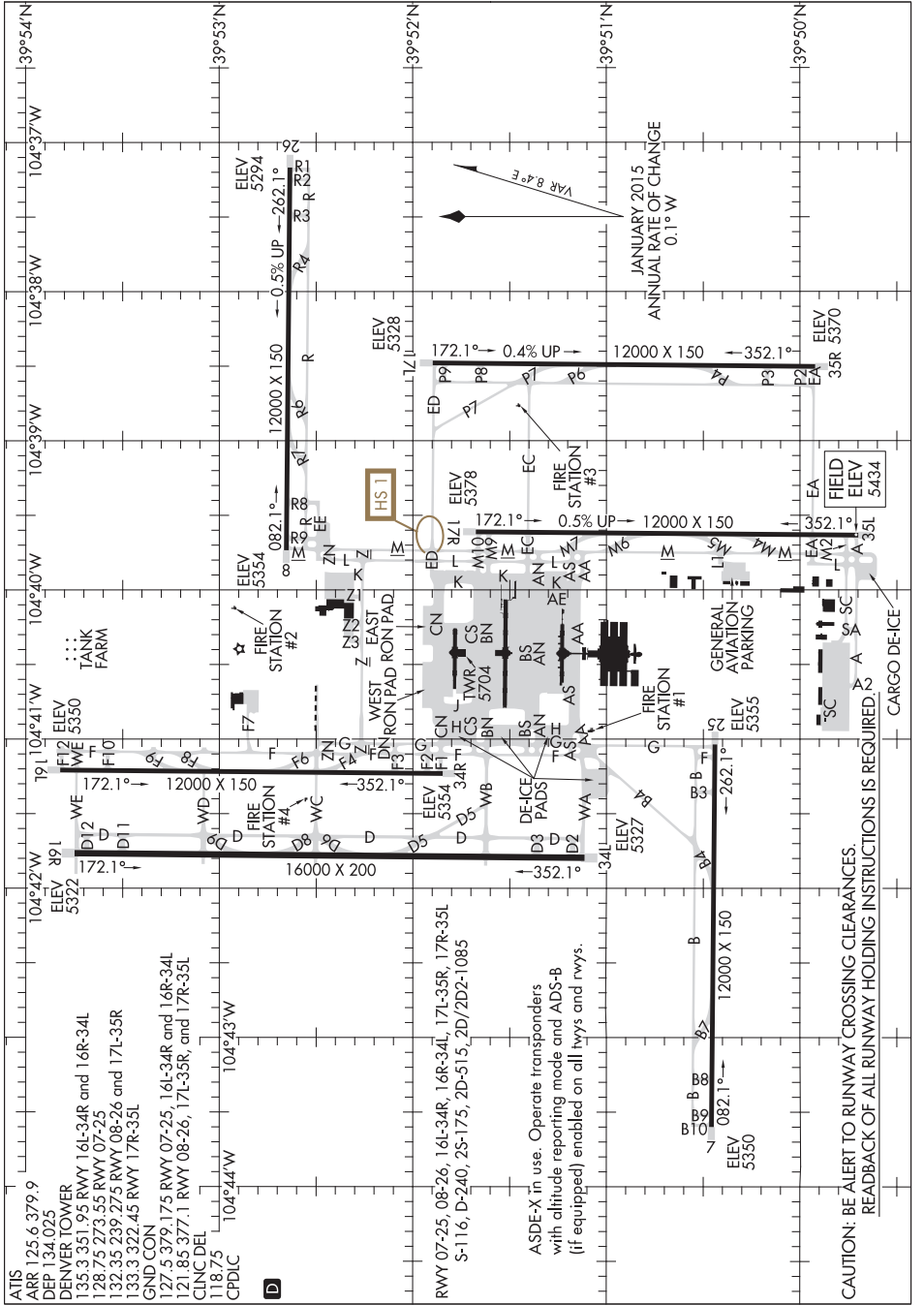
AIRPORT DIAGRAM

16259

AL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

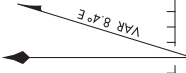
16259

DENVER, COLORADO

DENVER INTL (DEN)

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

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1% W



17 JAN 2015 05:01:20Z AON 01 '1-W5

ATIS DEP 134.025
CLINC DEL 118.75
CPDLC
DENVER DEP CON 126.1 360.75

TAKEOFF OBSTACLE NOTES

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.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

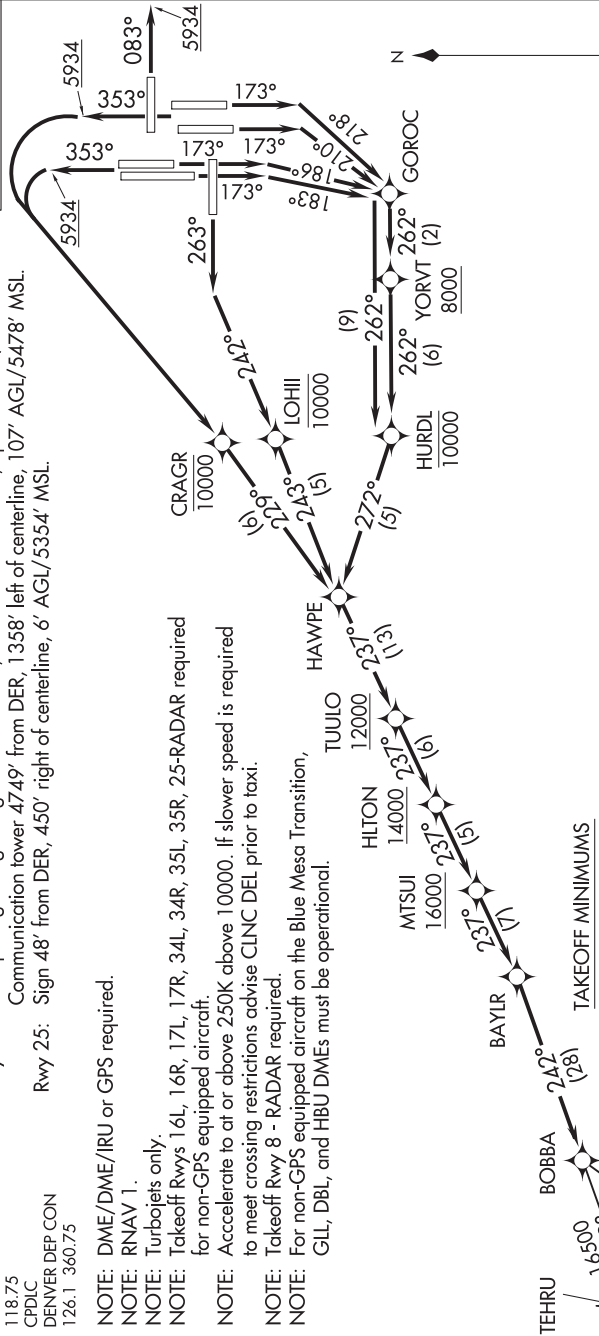
NOTE: Takeoff Rwy 16L, 16R, 17L, 17R, 34L, 34R, 35L, 35R, 25-RADAR required for non-GPS equipped aircraft.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLINC DEL prior to taxi.

NOTE: Takeoff Rwy 8 - RADAR required.

NOTE: For non-GPS equipped aircraft on the Blue Mesa Transition, GLL, DBL, and HBU DMEs must be operational.

TOP ALTITUDE:
FL230



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 425' per NM to 5934, then minimum climb of 265' per NM to 16500.

Rwy 16R: Standard with minimum climb of 420' per NM to 5934, then minimum climb of 270' per NM to 16500.

Rwy 17L: Standard with minimum climb of 450' per NM to 6400, then minimum climb of 265' per NM to 16500.

Rwy 17R: Standard with minimum climb of 460' per NM to 7000, then minimum climb of 260' per NM to 16500.

Rwy 25: Standard with minimum climb of 410' per NM to 5934, then minimum climb of 275' per NM to 16500.

Rwys 34L/R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 265' per NM to 16500.

Rwys 35L/R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 260' per NM to 16500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 5934, then continue climb heading 083° or as assigned by ATC for RADAR vectors to BAYLR, thence

TAKEOFF RUNWAY 16L: Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 237° to cross TUULO at/above 12000, then on track 237° to cross HLTON at/above 14000, then on track 237° to cross MTSUI at/above 16000, then on track 237° to BAYLR, thence

TAKEOFF RUNWAY 16R: Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 237° to cross TUULO at/above 12000, then on track 237° to cross HLTON at/above 14000, then on track 237° to cross MTSUI at/above 16000, then on track 237° to BAYLR, thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at/above 8000, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 237° to cross TUULO at/above 12000, then on track 237° to cross HLTON at/above 14000, then on track 237° to cross MTSUI at/above 16000, then on track 237° to BAYLR, thence

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at/above 8000, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 237° to cross TUULO at/above 12000, then on track 237° to cross HLTON at/above 14000, then on track 237° to cross MTSUI at/above 16000, then on track 237° to BAYLR, thence

TAKEOFF RUNWAY 25: Climb heading 263° to intercept course 242° to cross LOHII at/below 10000, then on track 243° to HAWPE, then on track 237° to cross TUULO at/above 12000, then on track 237° to cross HLTON at/above 14000, then on track 237° to cross MTSUI at/above 16000, then on track 237° to BAYLR, thence

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb heading 353° to 5934, then climbing left turn direct to cross CRAGR at/below 10000, then on track 229° to HAWPE, then on track 237° to cross TUULO at/above 12000, then on track 237° to cross HLTON at/above 14000, then on track 237° to cross MTSUI at/above 16000, then on track 237° to BAYLR, thence

. . . . as depicted to BOBBA, thence via (transition) maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

BLUE MESA TRANSITION (BAYLR3.HBU)

TEHRU TRANSITION (BAYLR3.TEHRU)

BRYCC THREE DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.

- Rwy 8: Standard with minimum climb of 405' per NM to 8000, then 285' per NM to 16000.
- Rwys 16L/R: Standard with minimum climb of 400' per NM to 7000, then 260' per NM to 15000.
- Rwy 17L: Standard with minimum climb of 455' per NM to 6500, then 220' per NM to 16000.
- Rwy 17R: Standard with minimum climb of 460' per NM to 6500, then 220' per NM to 15000.
- Rwy 25: Standard with minimum climb of 425' per NM to 8000, then 270' per NM to 16000.
- Rwys 34L/R: Standard with minimum climb of 440' per NM to 8000, then 280' per NM to 13000.
- Rwy 35L: Standard with minimum climb of 400' per NM to 7000, then 270' per NM to 13000.
- Rwy 35R: Standard with minimum climb of 400' per NM to 7000, then 275' per NM to 13000.

NOTE: Takeoff Rwys 8, 16L, 16R, 17L, 17R, 25, 34L, 34R, 35L, 35R- RADAR required for non-GPS equipped aircraft.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: DME/DME/IRU or GPS required.

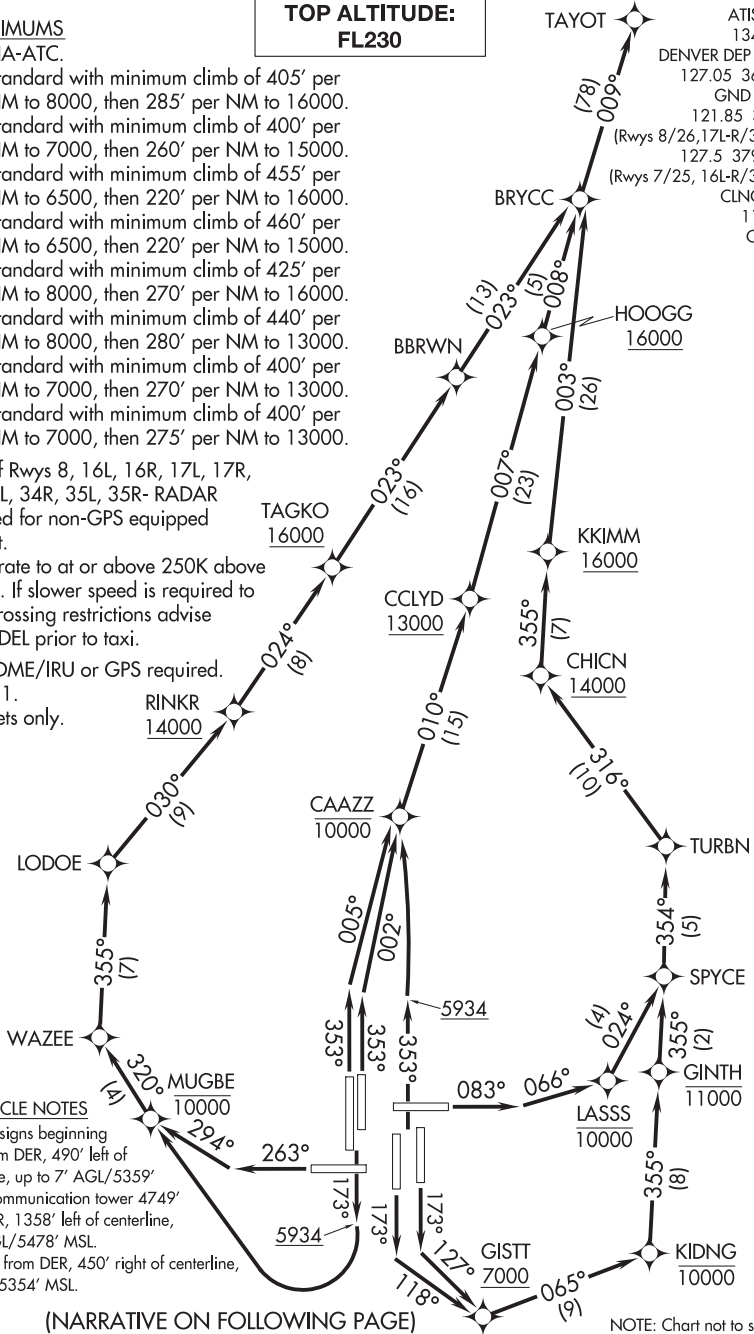
NOTE: RNAV 1.

NOTE: Turbojets only.

**TOP ALTITUDE:
FL230**

TAYOT

ATIS DEP 134.025
DENVER DEP CON 127.05 363.25
GND CON 121.85 377.1
(Rwys 8/26, 17L-R/35L-R) 127.5 379.175
(Rwys 7/25, 16L-R/34L-R) CLNC DEL 118.75
CPDLC



TAKEOFF OBSTACLE NOTES

- 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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

BRYCC THREE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

BRYCC THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 066° to cross LASSS at or below 10000, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 355° to cross KKIMM at or above 16000, then on track 003° to BRYCC. Thence

TAKEOFF RUNWAYS 16L, 16R: Climb heading 173° to 5934, then right turn direct to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 024° to cross TAGKO at or above 16000, then on track 023° to BBRWN, then on track 023° to BRYCC. Thence

TAKEOFF RUNWAY 17L: Climb 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 355° to cross GINTH at or below 11000, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 355° to cross KKIMM at or above 16000, then on track 003° to BRYCC. Thence

TAKEOFF RUNWAY 17R: Climb 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 355° to cross GINTH at or below 11000, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 355° to cross KKIMM at or above 16000, then on track 003° to BRYCC. Thence

TAKEOFF RUNWAY 25: Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 024° to cross TAGKO at or above 16000, then on track 023° to BBRWN, then on track 023° to BRYCC. Thence

TAKEOFF RUNWAY 34L: Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000, then on track 010° to cross CCLYD at or above 13000, then on track 007° to cross HOOGG at or above 16000, then on track 008° to BRYCC. Thence

TAKEOFF RUNWAY 34R: Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000, then on track 010° to cross CCLYD at or above 13000, then on track 007° to cross HOOGG at or above 16000, then on track 008° to BRYCC. Thence

TAKEOFF RUNWAYS 35L, 35R: Climb heading 353° to 5934, then left turn direct to cross CAAZZ at or below 10000, then on track 010° to cross CCLYD at or above 13000, then on track 007° to cross HOOGG at or above 16000, then on track 008° to BRYCC. Thence

. . . . then on depicted route to TAYOT. Maintain FL230 or filed lower altitude. Expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

7 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

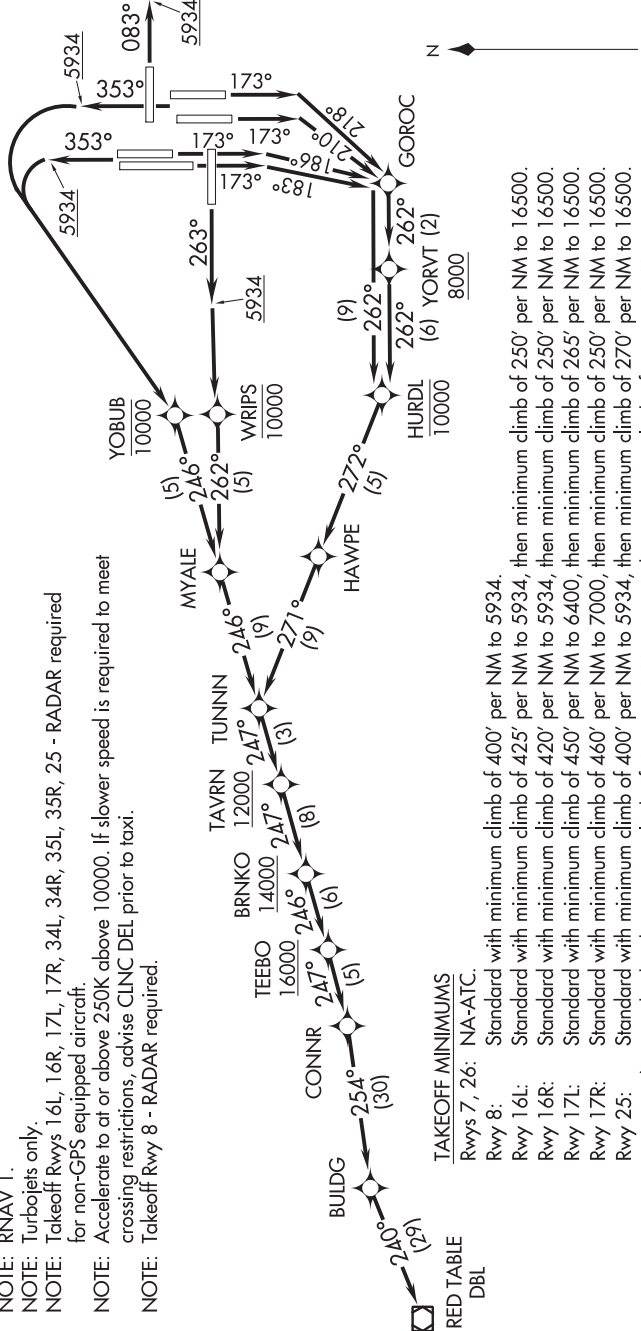
TAKEOFF OBSTACLE NOTES

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.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 16L, 16R, 17L, 17R, 34L, 34R, 35L, 35R, 25 - RADAR required for non-GPS equipped aircraft.
NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.
NOTE: Takeoff Rwy 8 - RADAR required.

TOP ALTITUDE:
FL230

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 425' per NM to 5934, then minimum climb of 250' per NM to 16500.
- Rwy 16R: Standard with minimum climb of 420' per NM to 5934, then minimum climb of 250' per NM to 16500.
- Rwy 17L: Standard with minimum climb of 450' per NM to 6400, then minimum climb of 265' per NM to 16500.
- Rwy 17R: Standard with minimum climb of 460' per NM to 7000, then minimum climb of 250' per NM to 16500.
- Rwy 25: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 270' per NM to 16500.
- Rwys 34L/R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 250' per NM to 16500.
- Rwys 35L/R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 250' per NM to 16500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CONNR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 5934, then continue climb heading 083° or as assigned by ATC for RADAR vectors to CONNR. Thence

TAKEOFF RUNWAY 16L: Climb heading 173° to intercept course 186° to GOROC, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at/above 12000, then on track 247° to cross BRNKO at/above 14000, then on track 246° to cross TEEBO at/above 16000, then on track 247° to CONNR. Thence

TAKEOFF RUNWAY 16R: Climb heading 173° to intercept course 183° to GOROC, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at/above 12000, then on track 247° to cross BRNKO at/above 14000, then on track 246° to cross TEEBO at/above 16000, then on track 247° to CONNR. Thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 218° to GOROC, then on track 262° to cross YORVT at/above 8000, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at/above 12000, then on track 247° to cross BRNKO at/above 14000, then on track 246° to cross TEEBO at/above 16000, then on track 247° to CONNR. Thence

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 210° to GOROC, then on track 262° to cross YORVT at/above 8000, then on track 262° to cross HURDL at/below 10000, then on track 272° to HAWPE, then on track 271° to TUNNN, then on track 247° to cross TAVRN at/above 12000, then on track 247° to cross BRNKO at/above 14000, then on track 246° to cross TEEBO at/above 16000, then on track 247° to CONNR. Thence

TAKEOFF RUNWAY 25: Climb heading 263° to 5934, then direct to cross WRIPS at/below 10000, then on track 262° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at/above 12000, then on track 247° to cross BRNKO at/above 14000, then on track 246° to cross TEEBO at/above 16000, then on track 247° to CONNR. Thence

TAKEOFF RUNWAYS 34L/R, 35L/R: Climb heading 353° to 5934, then climbing left turn direct to cross YOBUB at/below 10000, then on track 246° to MYALE, then on track 246° to TUNNN, then on track 247° to cross TAVRN at/above 12000, then on track 247° to cross BRNKO at/above 14000, then on track 246° to cross TEEBO at/above 16000, then on track 247° to CONNR. Thence

. . . . on depicted route to DBL VOR/DME. Maintain FL230 or filed lower altitude. Expect higher filed altitude 10 minutes after departure.

7 11-WS
SW-1, 10 NOV 2016 to 05 JAN 2017

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 240' per NM to 16000.

Rwy 16R: Standard with minimum climb of 480' per NM to 5934, then minimum climb of 245' per NM to 16000.

Rwys 17L/R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 240' per NM to 16000.

Rwy 25: Standard with minimum climb of 425' per NM to 5934, then minimum climb of 260' per NM to 16000.

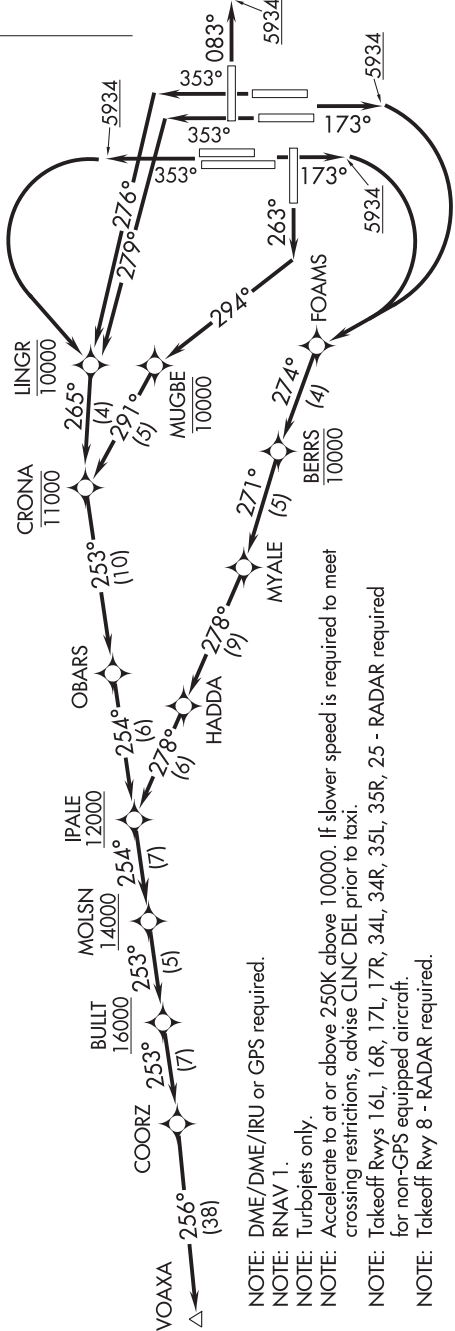
Rwys 34L/R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 250' per NM to 16000.

Rwy 35L: Standard with minimum climb of 360' per NM to 5934, then minimum climb of 270' per NM to 16000.

Rwy 35R: Standard with minimum climb of 375' per NM to 5934, then minimum climb of 270' per NM to 16000.

**TOP ALTITUDE:
FL230**

ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
126.1 360.75



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

COORZ THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 5934, then continue climb heading 083° or as assigned by ATC for RADAR vectors to COORZ, thence. . . .

TAKEOFF RUNWAYS 16L/16R, 17L/17R: Climb heading 173° to 5934, then right turn direct FOAMS, then on track 274° to cross BERRS at/below 10000, then on track 271° to MYALE, then on track 278° to HADDA, then on track 278° to cross IPALE at/above 12000, then on track 254° to cross MOLSN at/above 14000, then on track 253° to cross BULLT at/above 16000, then on track 253° to COORZ, thence. . . .

TAKEOFF RUNWAY 25: Climb heading 263° to intercept course 294° to cross MUGBE at/below 10000, then on track 291° to cross CRONA at/below 11000, then on track 253° to OBARS, then on track 254° to cross IPALE at/above 12000, then on track 254° to cross MOLSN at/above 14000, then on track 253° to cross BULLT at/above 16000, then on track 253° to COORZ, thence. . . .

TAKEOFF RUNWAYS 34L/34R: Climb heading 353° to 5934, then left turn direct to cross LINGR at/below 10000, then on track 265° to cross CRONA at/below 11000, then on track 253° to OBARS, then on track 254° to cross IPALE at/above 12000, then on track 254° to cross MOLSN at/above 14000, then on track 253° to cross BULLT at/above 16000, then on track 253° to COORZ, thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 353° to intercept course 279° to cross LINGR at/below 10000, then on track 265° to cross CRONA at/below 11000, then on track 253° to OBARS, then on track 254° to cross IPALE at/above 12000, then on track 254° to cross MOLSN at/above 14000, then on track 253° to cross BULLT at/above 16000, then on track 253° to COORZ, thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 353° to intercept 276° to cross LINGR at/below 10000, then on track 265° to cross CRONA at/below 11000, then on track 253° to OBARS, then on track 254° to cross IPALE at/above 12000, then on track 254° to cross MOLSN at/above 14000, then on track 253° to cross BULLT at/above 16000, then on track 253° to COORZ, thence. . . .

. . . .on depicted route to VOAXA. Maintain FL230 or filed lower altitude. Expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

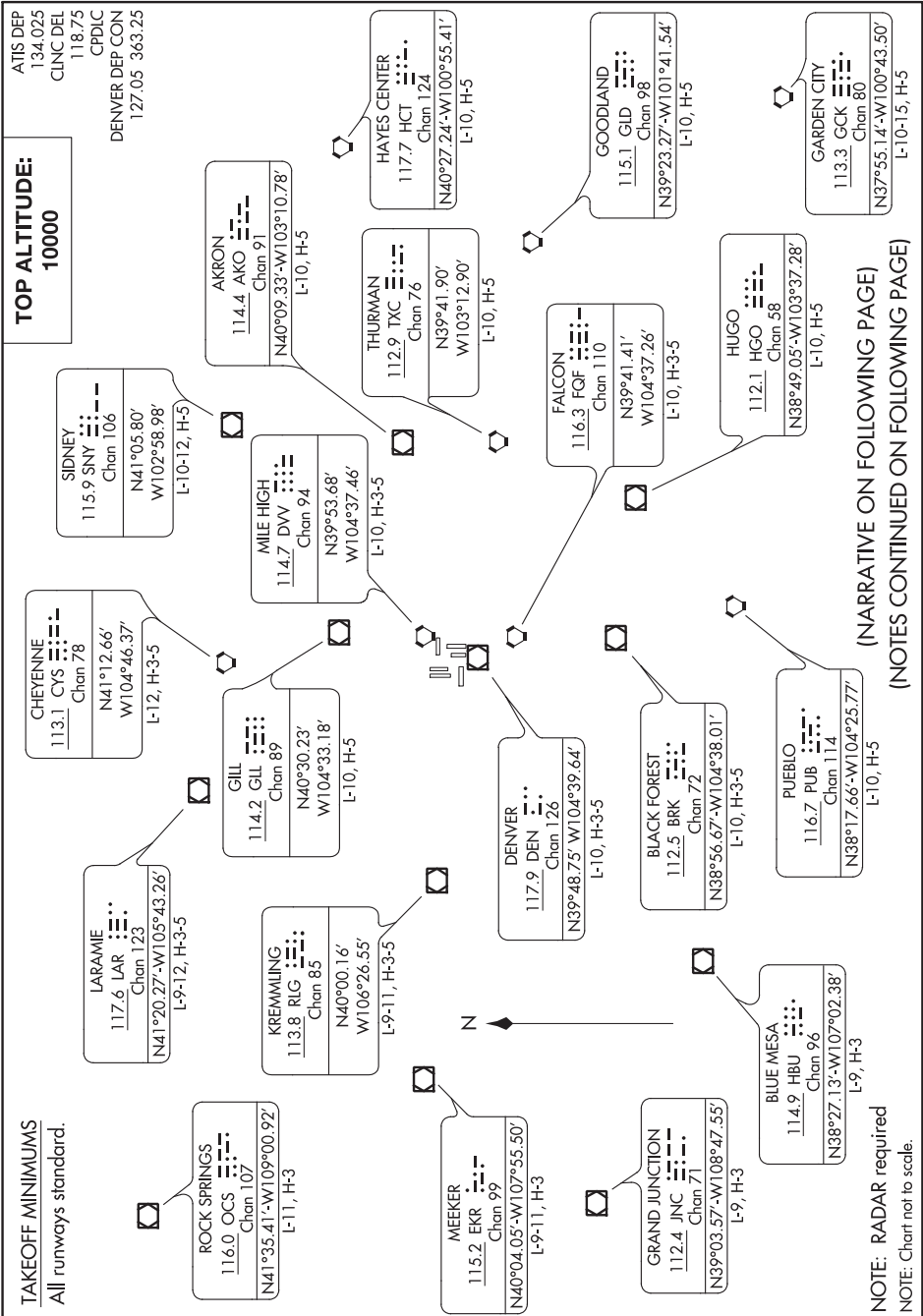
SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



DENVER NINE DEPARTURE

DENVER, COLORADO
DENVER INTL (DEN)

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

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.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EEONS FIVE DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

2102 NAV 50 01.02 AON 01: 1-MS

ATIS DEP
134.025
CLNC DEL
118.75
CPDIC
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, 16R, 17L, 17R, 34L, 34R, 35L, 35R - RADAR required for non-GPS equipped aircraft.
- NOTE: Rwy 25 Departures - RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

**TOP ALTITUDE:
FL230**

WYNDM

070° (1110) EEO NS

070° (4) EEO NS

070° MRENE

070° (3) LUPTN

14000

074° (11) SHOBO

12000

077° (12) HIDEF

10000

069° (12) ROYAL

10000

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

054° (13) KIDNG

10000

065° (9) GISTT

7000

080° (10) NUUGS

077° (12) HIDEF

069° (12) ROYAL

066° (12) KAYGG

EEONS FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 066° to cross ROYYL at or below 10000, then on track 066° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000, thence

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb 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 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000, thence

TAKEOFF RUNWAY 17L: Climb 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 054° to KAYGG, then on track 055° to cross LUPTN at or above 14000, thence

TAKEOFF RUNWAY 25: Climb heading 263° to 5934, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EEONS, thence

TAKEOFF RUNWAYS 34L, 34R: Climb heading 353° to intercept course 059° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 077° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000, thence

TAKEOFF RUNWAY 35L: Climb heading 353° to intercept course 025° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 077° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000, thence

TAKEOFF RUNWAY 35R: Climb heading 353° to intercept course 017° to NUGGS, then on track 080° to cross HIDEF at or below 10000, then on track 077° to cross SHOBO at or below 12000, then on track 074° to cross LUPTN at or above 14000, thence

. . . . on depicted route to WYNDM. Maintain FL230 or lower filed altitude. Expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EMMYS FIVE DEPARTURE (RNAV)

SL-9077 (FAA)

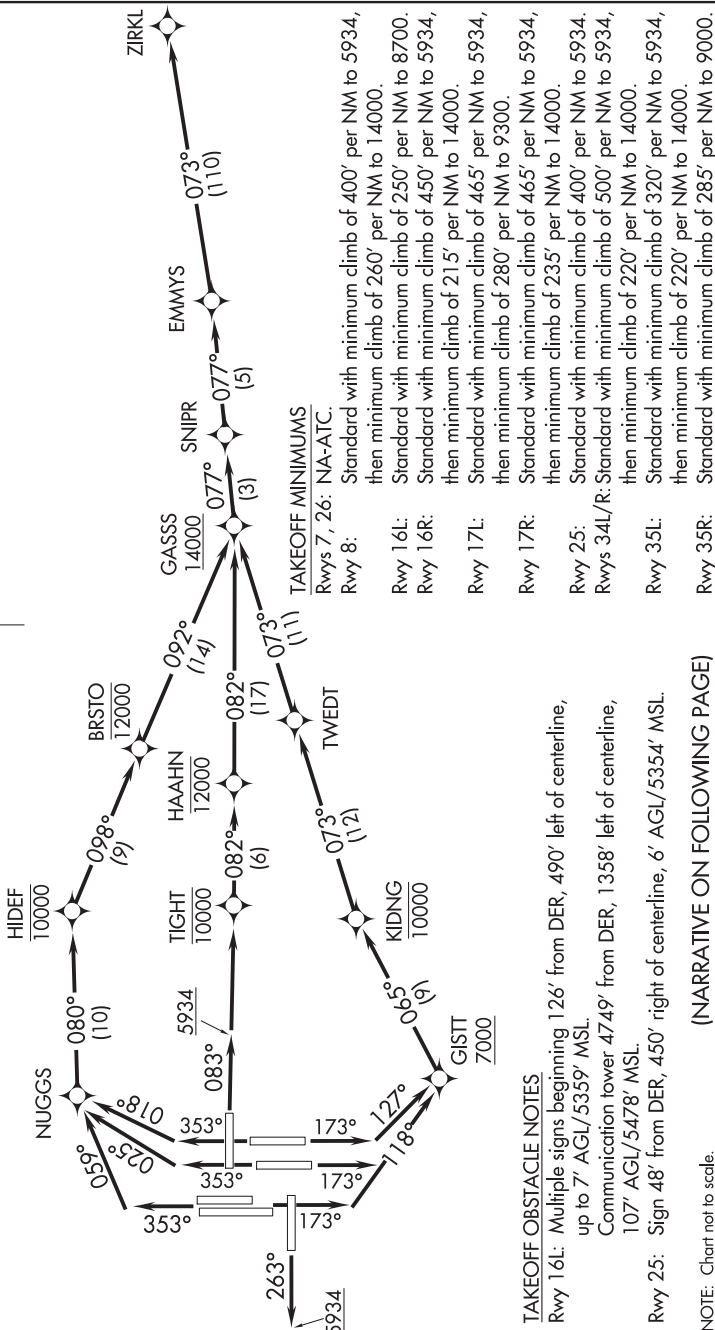
DENVER INTL (DEN)
DENVER, COLORADO

2101019102100N 010117W

- NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: Turboprops only.
 NOTE: Takeoff Rwy 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 or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

**TOP ALTITUDE:
FL230**

ATIS DEP
134.025
CLNC DEL
118.75
CPDLC
DENVER DEP CON
128.25 371.95



EMMYS FIVE DEPARTURE (RNAV)

(EMMYS5.ZIRKL) 20AUG15

DENVER, COLORADO
DENVER INTL (DEN)

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

EMMYS FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb 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, 16R, 17R: Climb 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 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 heading 263° to 5934, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EMMYS, thence. . . .

TAKEOFF RUNWAYS 34L, 34R: Climb heading 353° to intercept course 059° 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 077° to EMMYS, thence. . . .

TAKEOFF RUNWAY 35L: Climb 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 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. . . .

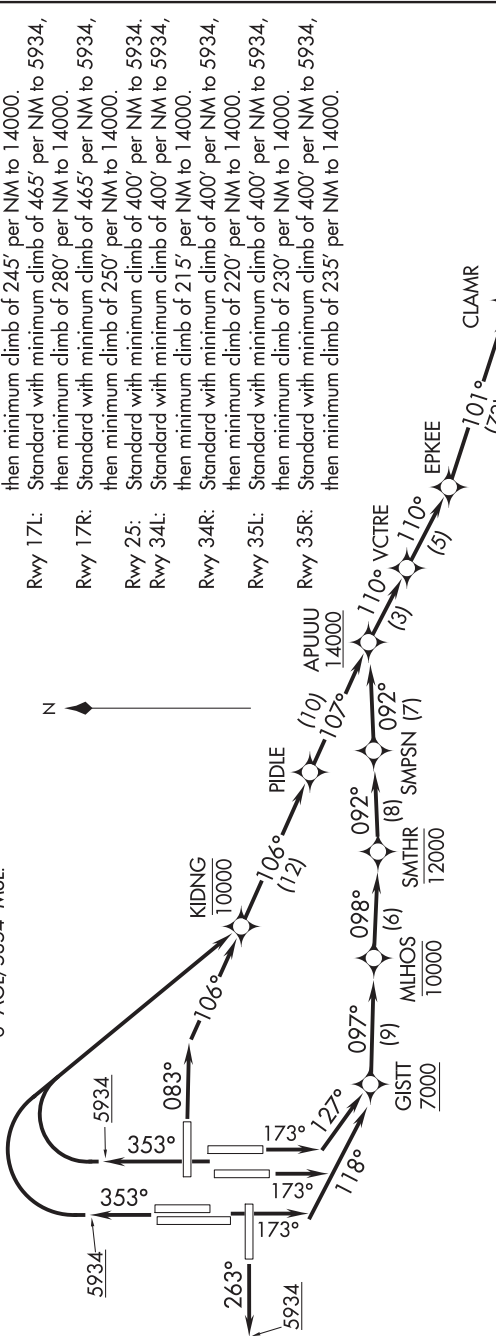
. . . .on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

7 10 21 01 91 02 10 20 10 01 '1-WS

ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 128.25 371.95

TAKEOFF OBSTACLE NOTES

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.



TOP ALTITUDE:
FL230

TAKEOFF MINIMUMS

Rwy 7, 26: NA-ATC.
 Rwy 8: Standard with minimum climb of 500' per NM to 5934, then minimum climb of 255' per NM to 14000.
 Rwy 16L: Standard with minimum climb of 245' per NM to 14000.
 Rwy 16R: Standard with minimum climb of 450' per NM to 5934, then minimum climb of 245' per NM to 14000.
 Rwy 17L: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 280' per NM to 14000.
 Rwy 17R: Standard with minimum climb of 465' per NM to 5934, then minimum climb of 250' per NM to 14000.
 Rwy 25: Standard with minimum climb of 400' per NM to 5934.
 Rwy 34L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 215' per NM to 14000.
 Rwy 34R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 220' per NM to 14000.
 Rwy 35L: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 230' per NM to 14000.
 Rwy 35R: Standard with minimum climb of 400' per NM to 5934, then minimum climb of 235' per NM to 14000.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Takeoff Rwy 8, 16L, 16R, 17L, 17R, 34L, 34R, 35L, 35R-RADAR required for non GPS equipped aircraft.

NOTE: Rwy 25 departures-RADAR required.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise

CLNC DEL prior to taxi.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

(EPKEE4.WEEDS) 16259

EPKEE FOUR DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb 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 VCTRE, then on track 110° to EPKEE, thence. . . .

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb 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 VCTRE, then on track 110° to EPKEE, thence. . . .

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 127° 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 VCTRE, then on track 110° to EPKEE, thence. . . .

TAKEOFF RUNWAY 25: Climb heading 263° to 5934, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EPKEE, thence. . . .

TAKEOFF RUNWAYS 34L, 34R, 35L, 35R: Climb 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 VCTRE, then on track 110° to EPKEE, thence. . . .

. . . . on depicted route to WEEDS, then via (transition). Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

DUUCE TRANSITION (EPKEE4.DUUCE)

GATTR TRANSITION (EPKEE4.GATTR)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EPKEE FOUR DEPARTURE (RNAV)
(EPKEE4.WEEDS) 15SEP16DENVER, COLORADO
DENVER INTL (DEN)

EXTAN FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb 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/above 14000, thence

TAKEOFF RUNWAYS 16L, 16R, 17R: Climb 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 OLD DD, then on track 083° to cross MMESA at or above 14000, thence

TAKEOFF RUNWAY 17L: Climb 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 OLD DD, then on track 083° to cross MMESA at or above 14000, thence

TAKEOFF RUNWAY 25: Climb heading 263° to 5934, then continue climb heading 263° or as assigned by ATC for RADAR vectors to EXTAN, thence

TAKEOFF RUNWAYS 34L, 34R, 35L, 35R: Climb 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, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

FOOOT THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 5934, then continue climb heading 083° or as assigned by ATC for RADAR vectors to PENEY. Thence. . . .

TAKEOFF RUNWAYS 16L/16R, 17L/17R: Climb heading 173° to 5934, then right turn direct to cross MUGBE at/below 10000, then on track 291° to cross CRONA at/below 11000, then on track 271° to RALFI, then on track 271° to cross RAPDS at/above 12000, then on track 260° to cross PCKNS at/above 16000, then on track 260° to FOOOT, then on track 261° to PENEY. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 263° to intercept 294° course to cross MUGBE at/below 10000, then on track 291° to cross CRONA at/below 11000, then on track 271° to RALFI, then on track 271° to cross RAPDS at/above 12000, then on track 260° to cross PCKNS at/above 16000, then on track 260° to FOOOT, then on track 261° to PENEY. Thence. . . .

TAKEOFF RUNWAYS 34L/34R: Climb heading 353° to 5934, then left turn direct to cross LINGR at/below 10000, then on track 265° to cross CRONA at/below 11000, then on track 271° to RALFI, then on track 271° to cross RAPDS at/above 12000, then on track 260° to cross PCKNS at/above 16000, then on track 260° to FOOOT, then on track 261° to PENEY. Thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 353° to intercept 279° course to cross LINGR at/below 10000, then on track 265° to cross CRONA at/below 11000, then on track 271° to RALFI, then on track 271° to cross RAPDS at/above 12000, then on track 260° to cross PCKNS at/above 16000, then on track 260° to FOOOT, then on track 261° to PENEY. Thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 353° to intercept 276° course to cross LINGR at/below 10000, then on track 265° to cross CRONA at/below 11000, then on track 271° to RALFI, then on track 271° to cross RAPDS at/above 12000, then on track 260° to cross PCKNS at/above 16000, then on track 260° to FOOOT, then on track 261° to PENEY. Thence. . . .

. . . . then on depicted route to RLG VOR/DME. Maintain FL230 or filed lower altitude. Expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

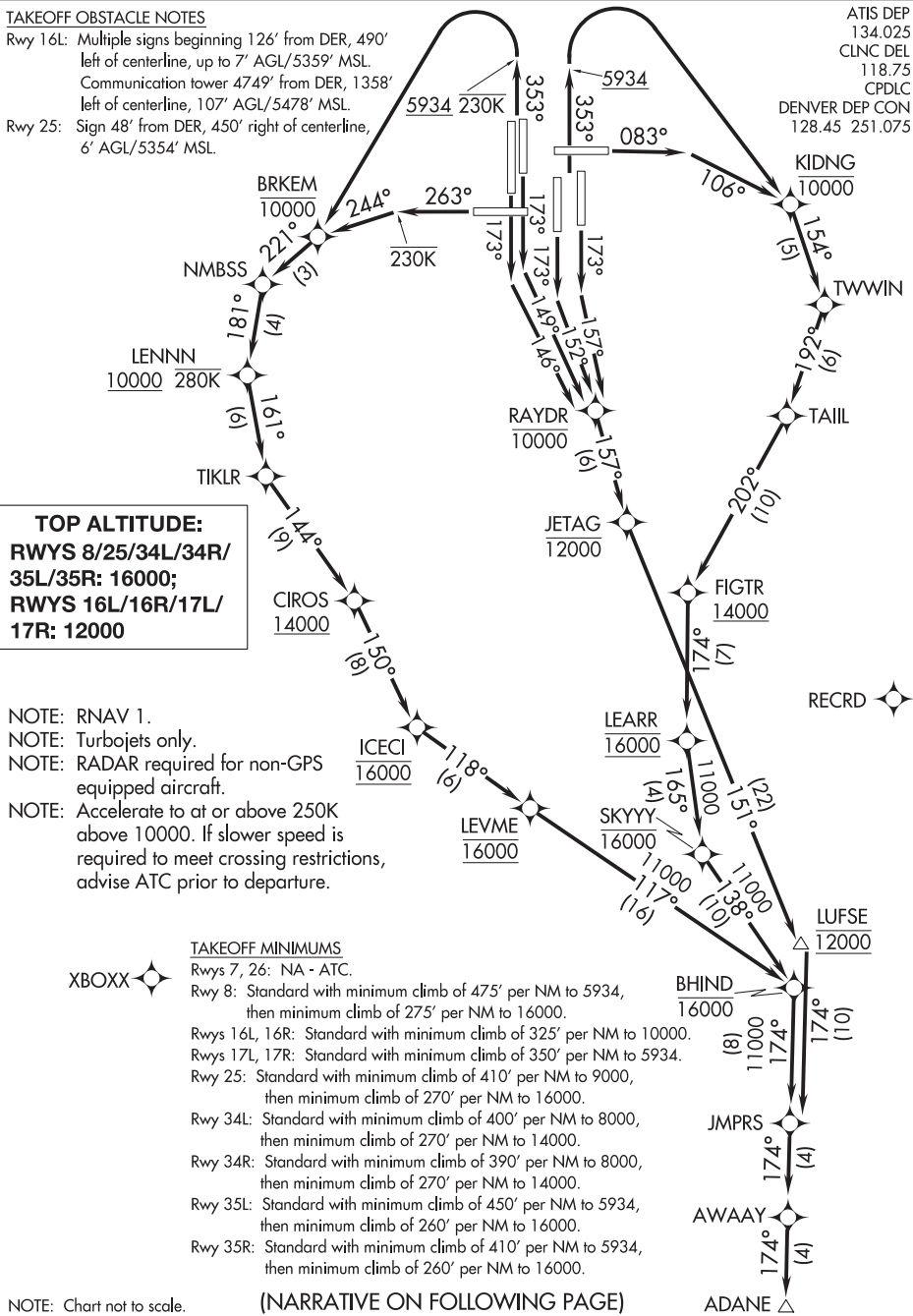
SW-1, 10 NOV 2016 to 05 JAN 2017

TAKEOFF OBSTACLE NOTES

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.

ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 128.45 251.075



TOP ALTITUDE:
RWYS 8/25/34L/34R/35L/35R: 16000;
RWYS 16L/16R/17L/17R: 12000

- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required for non-GPS equipped aircraft.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise ATC prior to departure.

TAKEOFF MINIMUMS

- Rwys 7, 26: NA - ATC.
- Rwy 8: Standard with minimum climb of 475' per NM to 5934, then minimum climb of 275' per NM to 16000.
- Rwys 16L, 16R: Standard with minimum climb of 325' per NM to 10000.
- Rwys 17L, 17R: Standard with minimum climb of 350' per NM to 5934.
- Rwy 25: Standard with minimum climb of 410' per NM to 9000, then minimum climb of 270' per NM to 16000.
- Rwy 34L: Standard with minimum climb of 400' per NM to 8000, then minimum climb of 270' per NM to 14000.
- Rwy 34R: Standard with minimum climb of 390' per NM to 8000, then minimum climb of 270' per NM to 14000.
- Rwy 35L: Standard with minimum climb of 450' per NM to 5934, then minimum climb of 260' per NM to 16000.
- Rwy 35R: Standard with minimum climb of 410' per NM to 5934, then minimum climb of 260' per NM to 16000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

JMPRS TWO DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

DEPARTING DENVER INTL RUNWAYS 8, 25, 34L, 34R, 35L, 35R:

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 106° to cross KIDNG at/below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 174° to cross LEARR at 16000, then on track 165° to cross SKYYY at or below 16000, then on track 138° to cross BHIND at or below 16000, then on track 174° to JMPRS. Thence

TAKEOFF RUNWAY 25: Climb heading 263° at or below 230K to intercept course 244° to cross BRKEM at or below 10000, then on track 221° to NMBSS, then on track 181° to cross LENNN at or above 10000 at or below 280K, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 150° to cross ICECI at 16000, then on track 118° to cross LEVME at 16000, then on track 117° to cross BHIND at or below 16000, then on track 174° to JMPRS. Thence

TAKEOFF RUNWAYS 34L, 34R: Climb heading 353° to 5934 at or below 230K, then climbing left turn direct to cross BRKEM at or below 10000, then on track 221° to NMBSS, then on track 181° to cross LENNN at or above 10000 at or below 280K, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 150° to cross ICECI at 16000, then on track 118° to cross LEVME at 16000, then on track 117° to cross BHIND at or below 16000, then on track 174° to JMPRS. Thence

TAKEOFF RUNWAYS 35L, 35R: Climb heading 353° to 5934 then, climbing right turn direct to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 174° to cross LEARR at 16000, then on track 165° to cross SKYYY at or below 16000, then on track 138° to cross BHIND at or below 16000, then on track 174° to JMPRS. Thence

. . . . as depicted. Maintain 16000 or filed lower altitude. Expect filed altitude 10 minutes after departure.

DEPARTING DENVER INTL RUNWAYS 16L, 16R, 17L, 17R:

TAKEOFF RUNWAY 16L: Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 151° to cross LUFSE at 12000, then on track 174° to JMPRS. Thence

TAKEOFF RUNWAY 16R: Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 151° to cross LUFSE at 12000, then on track 174° to JMPRS. Thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 151° to cross LUFSE at 12000, then on track 174° to JMPRS. Thence

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 151° to cross LUFSE at 12000, then on track 174° to JMPRS. Thence

. . . . as depicted. Maintain 12000 or filed lower altitude. Expect filed altitude ten minutes after departure.

JMPRS TWO DEPARTURE (RNAV)

(JMPRS2.ADANE) 13NOV14

DENVER, COLORADO
DENVER INTL (DEN)

PIKES EIGHT DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

ATIS DEP
134.025
CLNC DEL
118.75
DENVER DEP CON
128.45 251.075
CPDLC

**TOP ALTITUDE:
10000**

TAKEOFF MINIMUMS

All runways standard.

NOTE: RADAR required.

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.64'

BLACK FOREST
112.5 BRK
Chan 72

HUGO
112.1 HGO
Chan 58

PUEBLO
116.7 PUB
Chan 114
L-10, H-5
N38°17.66'-W104°25.77'

ALAMOSAS
113.9 ALS
Chan 86
N37°20.95'-W105°48.93'
L-8-9, H-4-5

SOLAR
N39°08.80'
W105°03.55'

ADANE
N38°54.95'
W104°23.94'

TEHEV
N38°33.87'
W105°24.04'

DRAKE
N38°36.40'
W104°24.85'

BINKE
N38°00.43'
W105°35.56'
H-3-5

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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PIKES EIGHT DEPARTURE

(PIKES8.DEN) 26MAY16

DENVER, COLORADO
DENVER INTL (DEN)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(PIKES8.DEN) 16147

PIKES EIGHT DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned transition. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PIKES EIGHT DEPARTURE
(PIKES8.DEN) 26MAY16

DENVER, COLORADO
DENVER INTL (DEN)

(PLAIN7.DEN) 16035

PLAINS SEVEN DEPARTURE

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned transition. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS:

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE

(PLAIN7.DEN) 13NOV14

DENVER, COLORADO
DENVER INTL (DEN)

**TOP ALTITUDE:
FL230**

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.

Rwy 8: Standard with minimum climb of 400' per NM to 8000, then 285' per NM to 15000.

Rwys 16L/R: Standard with minimum climb of 400' per NM to 7000, then 260' per NM to 16000.

Rwy 17L: Standard with minimum climb of 400' per NM to 7000, then 220' per NM to 15000.

Rwy 17R: Standard with minimum climb of 455' per NM to 6500, then 220' per NM to 15000.

Rwy 25: Standard with minimum climb of 425' per NM to 8000, then 270' per NM to 16000.

Rwy 34L: Standard with minimum climb of 425' per NM to 7000, then 260' per NM to 12000.

Rwy 34R: Standard with minimum climb of 430' per NM to 7000, then 260' per NM to 12000.

Rwys 35L/R: Standard with minimum climb of 400' per NM to 7000, then 250' per NM to 12000.

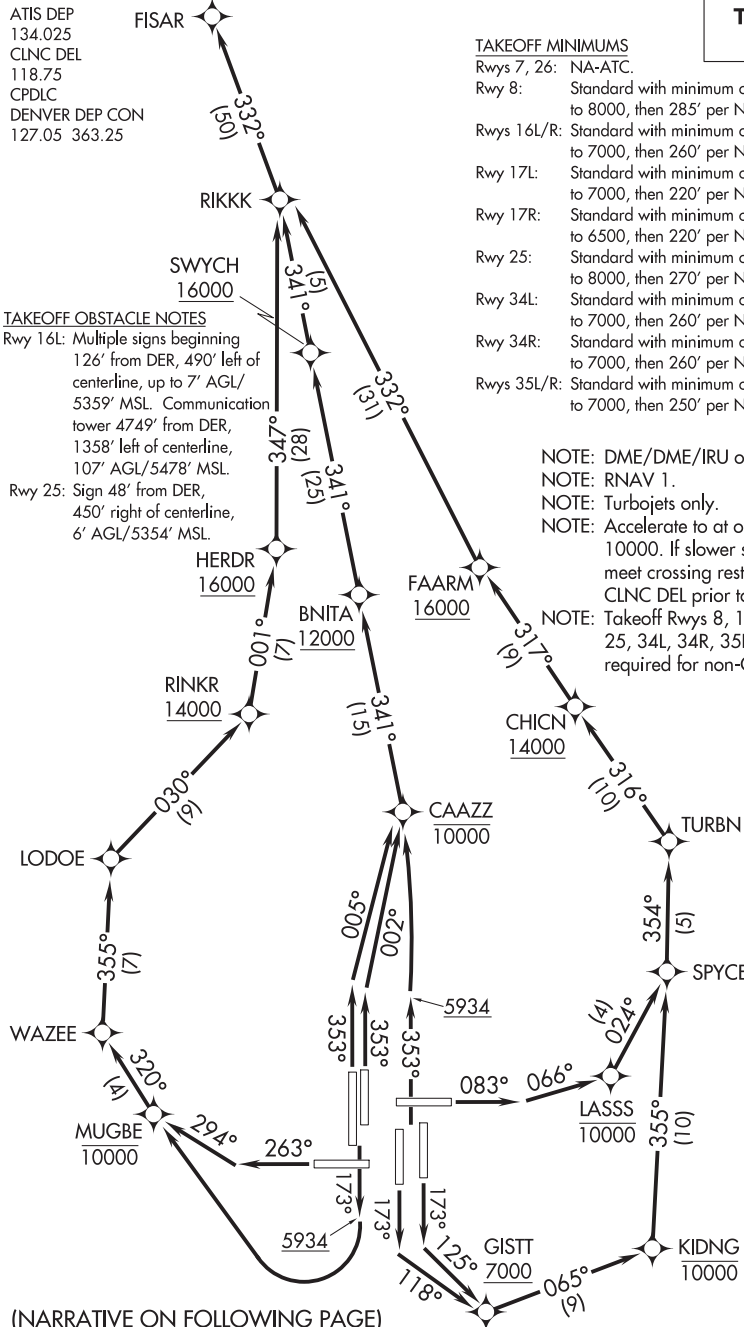
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: Takeoff Rwys 8, 16L, 16R, 17L, 17R, 25, 34L, 34R, 35L, 35R- RADAR required for non-GPS equipped aircraft.



TAKEOFF OBSTACLE NOTES

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.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

RIKKK THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 066° to cross LASSS at or below 10000, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 317° to cross FAARM at or above 16000, then on track 332° to RIKKK. Thence

TAKEOFF RUNWAYS 16L, 16R: Climb heading 173° to 5934, then right turn direct to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 001° to cross HERDR at or above 16000, then on track 347° to RIKKK. Thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 125° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 317° to cross FAARM at or above 16000, then on track 332° to RIKKK. Thence

TAKEOFF RUNWAY 17R: Climb 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 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 317° to cross FAARM at or above 16000, then on track 332° to RIKKK. Thence

TAKEOFF RUNWAY 25: Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 001° to cross HERDR at or above 16000, then on track 347° to RIKKK. Thence

TAKEOFF RUNWAY 34L: Climb heading 353° to intercept course 005° to cross CAAZZ at or below 10000, then on track 341° to cross BNITA at or above 12000, then on track 341° to cross SWYCH at or above 16000, then on track 341° to RIKKK. Thence

TAKEOFF RUNWAY 34R: Climb heading 353° to intercept course 002° to cross CAAZZ at or below 10000, then on track 341° to cross BNITA at or above 12000, then on track 341° to cross SWYCH at or above 16000, then on track 341° to RIKKK. Thence

TAKEOFF RUNWAYS 35L, 35R: Climb heading 353° to 5934, then left turn direct CAAZZ, at or below 10000, then on track 341° to cross BNITA at or above 12000, then on track 341° to cross SWYCH at or above 16000, then on track 341° to RIKKK. Thence

. . . . then on depicted route to FISAR. Maintain FL230 or filed lower altitude. Expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned route. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SOLAR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 209° to cross LOADD at or above 16000, then on track 226° to SOLAR. Thence

TAKEOFF RUNWAY 16L: Climb heading 173° to 5934 direct BOGEI, then on track 174° to cross ILLNN at or below 10000, then on track 175° to cross SIGHT at or below 12000, then on track 175° to cross WEPNS at or above 12000, then on track 195° to cross LOCKD at or above 14000, then on track 226° to cross ONNNN at or above 15000, then on track 226° to SOLAR. Thence

TAKEOFF RUNWAY 16R: Climb heading 173° to 5934, then climbing right turn direct BOGEI, then on track 174° to cross ILLNN at or below 10000, then on track 175° to cross SIGHT at or below 12000, then on track 175° to cross WEPNS at or above 12000, then on track 195° to cross LOCKD at or above 14000, then on track 226° to cross ONNNN at or above 15000, then on track 226° to SOLAR. Thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 197° to BOGEI, then on track 174° to cross ILLNN at or below 10000, then on track 175° to cross SIGHT at or below 12000, then on track 175° to cross WEPNS at or above 12000, then on track 195° to cross LOCKD at or above 14000, then on track 226° to cross ONNNN at or above 15000, then on track 226° to SOLAR. Thence

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 188° to BOGEI, then on track 174° to cross ILLNN at or below 10000, then on track 175° to cross SIGHT at or below 12000, then on track 175° to cross WEPNS at or above 12000, then on track 195° to cross LOCKD at or above 14000, then on track 226° to cross ONNNN at or above 15000, then on track 226° to SOLAR. Thence

TAKEOFF RUNWAY 25: Climb heading 263° at or below 230K to intercept course 243° to cross BRKEN at or below 10000, then on track 221° to NMBSS, then on track 181° to cross LENNN at or above 10000 at or below 280K, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 177° to cross RKYMT at or above 16000, then on track 202° to cross HIGHH at or above 17000, then on track 212° to SOLAR. Thence

TAKEOFF RUNWAYS 34L, 34R: Climb heading 353° to 5934 at or below 230K, then climbing left turn direct to cross BRKEN at or below 10000, then on track 221° to NMBSS, then on track 181° to cross LENNN at or above 10000 at or below 280K, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 177° to cross RKYMT at or above 16000, then on track 202° to cross HIGHH at or above 17000, then on track 212° to SOLAR. Thence

TAKEOFF RUNWAYS 35L, 35R: Climb heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 209° to cross LOADD at or above 16000, then on track 226° to SOLAR. Thence

. . . . on depicted route to DAAYE. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SPAZZ THREE DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

**TOP ALTITUDE:
FL230**

TAKEOFF OBSTACLE NOTES

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.

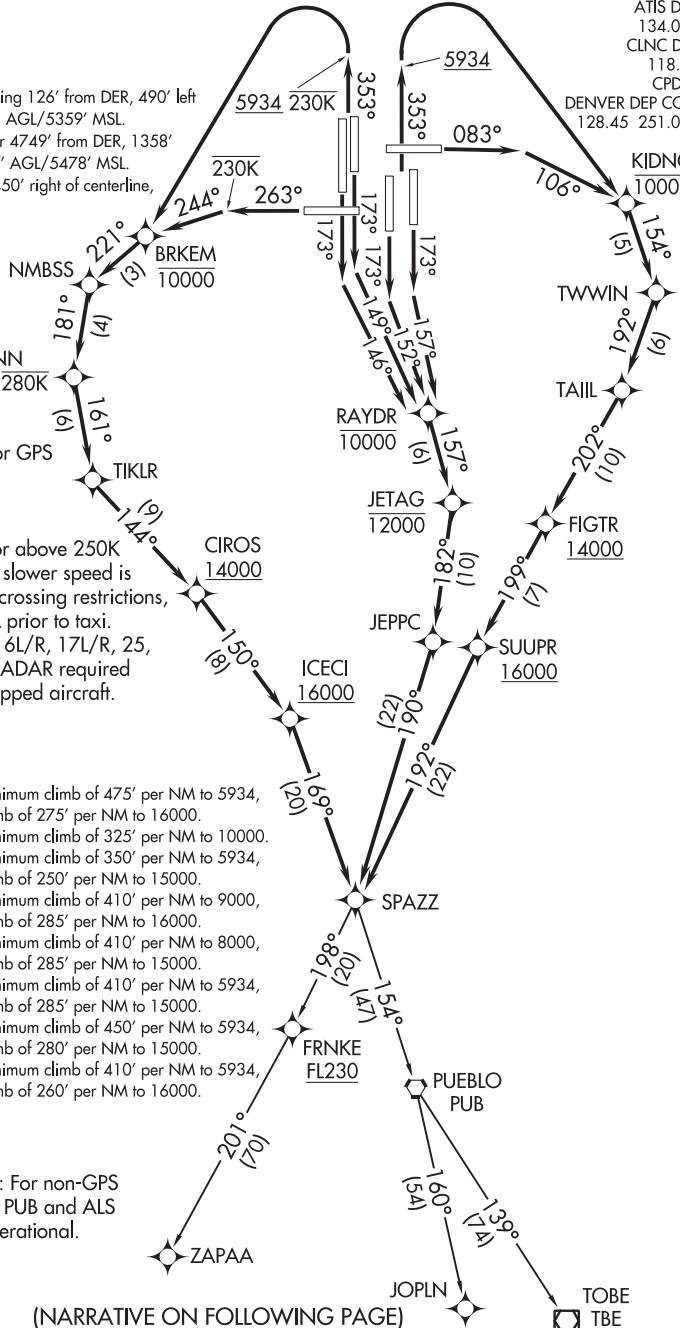
ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 128.45 251.075

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.
- NOTE: Takeoff Rwy 8, 16L/R, 17L/R, 25, 34L/R, 35L/R - RADAR required for non-GPS equipped aircraft.

TAKEOFF MINIMUMS

- Rwys 7, 26: NA-ATC.
- Rwy 8: Standard with minimum climb of 475' per NM to 5934, then minimum climb of 275' per NM to 16000.
- Rwys 16L/R: Standard with minimum climb of 325' per NM to 10000.
- Rwys 17L/R: Standard with minimum climb of 350' per NM to 5934, then minimum climb of 250' per NM to 15000.
- Rwy 25: Standard with minimum climb of 410' per NM to 9000, then minimum climb of 285' per NM to 16000.
- Rwy 34L: Standard with minimum climb of 410' per NM to 8000, then minimum climb of 285' per NM to 15000.
- Rwy 34R: Standard with minimum climb of 410' per NM to 5934, then minimum climb of 285' per NM to 15000.
- Rwy 35L: Standard with minimum climb of 450' per NM to 5934, then minimum climb of 280' per NM to 15000.
- Rwy 35R: Standard with minimum climb of 410' per NM to 5934, then minimum climb of 260' per NM to 16000.

NOTE: ZAPAA transition: For non-GPS equipped aircraft PUB and ALS DMEs must be operational.



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SPAZZ THREE DEPARTURE (RNAV)

(SPAZZ3.SPAZZ) 13NOV14

DENVER, COLORADO
DENVER INTL (DEN)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SPAZZ THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 199° to cross SUUPR at or above 16000, then on track 192° to SPAZZ. Thence

TAKEOFF RUNWAY 16L: Climb heading 173° to intercept course 149° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 182° to JEPPC, then on track 190° to SPAZZ. Thence

TAKEOFF RUNWAY 16R: Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 182° to JEPPC, then on track 190° to SPAZZ. Thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 182° to JEPPC, then on track 190° to SPAZZ. Thence

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 182° to JEPPC, then on track 190° to SPAZZ. Thence

TAKEOFF RUNWAY 25: Climb heading 263° at or below 230K to intercept course 244° to cross BRKEM at or below 10000, then on track 221° to NMBSS, then on track 181° to cross LENNN at or above 10000 at or below 280 KIAS, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 150° to cross ICECI at or above 16000, then on track 169° to SPAZZ. Thence

TAKEOFF RUNWAYS 34L/R: Climb heading 353° to 5934 at or below 230K, then climbing left turn direct to cross BRKEM at or below 10000, then on track 221° to NMBSS, then on track 181° to cross LENNN at or above 10000 at or below 280K, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 150° to cross ICECI at or above 16000, then on track 169° to SPAZZ. Thence

TAKEOFF RUNWAYS 35L/R: Climb heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 199° to cross SUUPR at or above 16000, then on track 192° to SPAZZ. Thence

. . . . as depicted. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

JOPLN TRANSITION (SPAZZ3.JOPLN)

TOBE TRANSITION (SPAZZ3.TBE)

ZAPAA TRANSITION (SPAZZ3.ZAPAA)

SPAZZ THREE DEPARTURE (RNAV)

(SPAZZ3.SPAZZ) 13NOV14

DENVER, COLORADO
DENVER INTL (DEN)

STAKR THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 106° to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 174° to cross LEARR at or above 16000, then on track 163° to STAKR. Thence

TAKEOFF RUNWAY 16L: Climb heading 173° to intercept course 150° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 162° to cross BCORP at or above 16000, then on track 162° to STAKR. Thence

TAKEOFF RUNWAY 16R: Climb heading 173° to intercept course 146° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 162° to cross BCORP at or above 16000, then on track 162° to STAKR. Thence

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 157° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 162° to cross BCORP at or above 16000, then on track 162° to STAKR. Thence

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 152° to cross RAYDR at or below 10000, then on track 157° to cross JETAG at or below 12000, then on track 162° to cross BCORP at or above 16000, then on track 162° to STAKR. Thence

TAKEOFF RUNWAY 25: Climb heading 263° at or below 230K until intercepting course 244° to cross BRKEM at or below 10000, then on track 221° to NMBSS, then on track 181° at or below 280K to cross LENNN at or above 10000, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 150° to cross ICECI at or above 16000, then on track 129° to STAKR. Thence

TAKEOFF RUNWAYS 34L, 34R: Climb heading 353° at or below 230K to 5934, then climbing left turn direct to cross BRKEM at or below 10000, then on track 221° to NMBSS, then on track 181° at or below 280K to cross LENNN at or above 10000, then on track 161° to TIKLR, then on track 144° to cross CIROS at or above 14000, then on track 150° to cross ICECI at or above 16000, then on track 129° to STAKR. Thence

TAKEOFF RUNWAYS 35L, 35R: Climb heading 353° to 5934, then climbing right turn direct to cross KIDNG at or below 10000, then on track 154° to TWWIN, then on track 192° to TAILL, then on track 202° to cross FIGTR at or above 14000, then on track 174° to cross LEARR at or above 16000, then on track 163° to STAKR. Thence

. . . . on depicted route to PYPER. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

STAKR THREE DEPARTURE (RNAV)

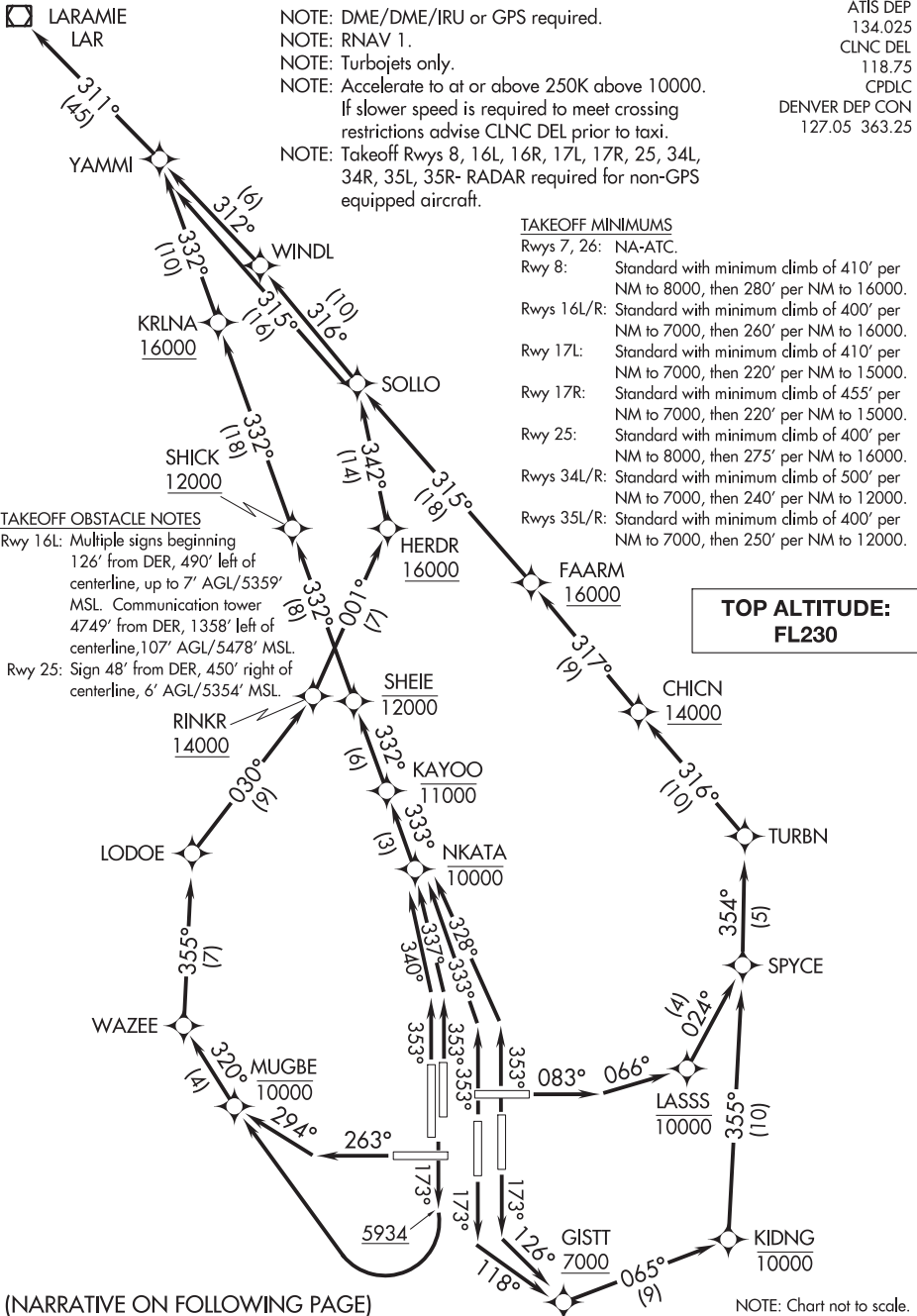
(STAKR3.PYPER) 13NOV14

DENVER, COLORADO
DENVER INTL (DEN)

YAMMI THREE DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

YAMMI THREE DEPARTURE (RNAV)

DENVER, COLORADO
DENVER INTL (DEN)

YAMMI THREE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 066° to cross LASSS at or below 10000, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 317° to cross FAARM at or above 16000, then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI. Thence. . . .

TAKEOFF RUNWAYS 16L, 16R: Climb heading 173° to 5934, then right turn direct to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 001° to cross HERDR at or above 16000, then on track 342° to SOLLO, then on track 315° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 126° to cross GISTT at or above 7000, then on track 065° to cross KIDNG at or below 10000, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 317° to cross FAARM at or above 16000, then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 17R: Climb 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 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 317° to cross FAARM at or above 16000, then on track 315° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 001° to cross HERDR at or above 16000, then on track 342° to SOLLO, then on track 316° to WINDL, then on track 312° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 353° to intercept course 340° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000, then on track 332° to cross SHEIE at or below 12000, then on track 332° to cross SHICK at or above 12000, then on track 332° to cross KRLNA at or above 16000, then on track 332° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 353° to intercept course 337° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000, then on track 332° to cross SHEIE at or below 12000, then on track 332° to cross SHICK at or above 12000, then on track 332° to cross KRLNA at or above 16000, then on track 332° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 353° to intercept course 333° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000, then on track 332° to cross SHEIE at or below 12000, then on track 332° to cross SHICK at or above 12000, then on track 332° to cross KRLNA at or above 16000, then on track 332° to YAMMI. Thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 353° to intercept course 328° to cross NKATA at or below 10000, then on track 333° to cross KAYOO at or below 11000, then on track 332° to cross SHEIE at or below 12000, then on track 332° to cross SHICK at or above 12000, then on track 332° to cross KRLNA at or above 16000, then on track 332° to YAMMI. Thence. . . .

. . . then as depicted. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

YELLOWSTONE NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading for RADAR vectors to assigned transition. Climb and maintain 10000 or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure.

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

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

HANKI TRANSITION (YELLOW.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

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

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

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

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

SCOTTSBLUFF TRANSITION (YELLOW.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

YOKES FIVE DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

TAKEOFF MINIMUMS

Rwys 7, 26: NA-ATC.

Rwy 8: Standard with minimum climb of 400' per NM to 8000, then 285' per NM to 16000.

Rwys 16L, 16R: Standard with minimum climb of 400' per NM to 7000, then 260' per NM to 16000.

Rwy 17L: Standard with minimum climb of 400' per NM to 7000, then 220' per NM to 15000.

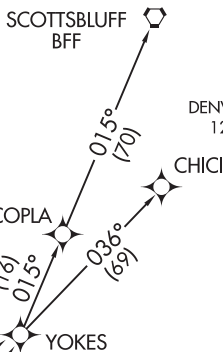
Rwy 17R: Standard with minimum climb of 455' per NM to 6500, then 220' per NM to 15000.

Rwy 25: Standard with minimum climb of 425' per NM to 8000, then 270' per NM to 15000.

Rwys 34L, 34R: Standard with minimum climb of 465' per NM to 7000, then 240' per NM to 12000.

Rwys 35L, 35R: Standard with minimum climb of 400' per NM to 7000, then 250' per NM to 12000.

ATIS DEP 134.025
CLNC DEL 118.75
CPDLC
DENVER DEP CON 127.05 363.25



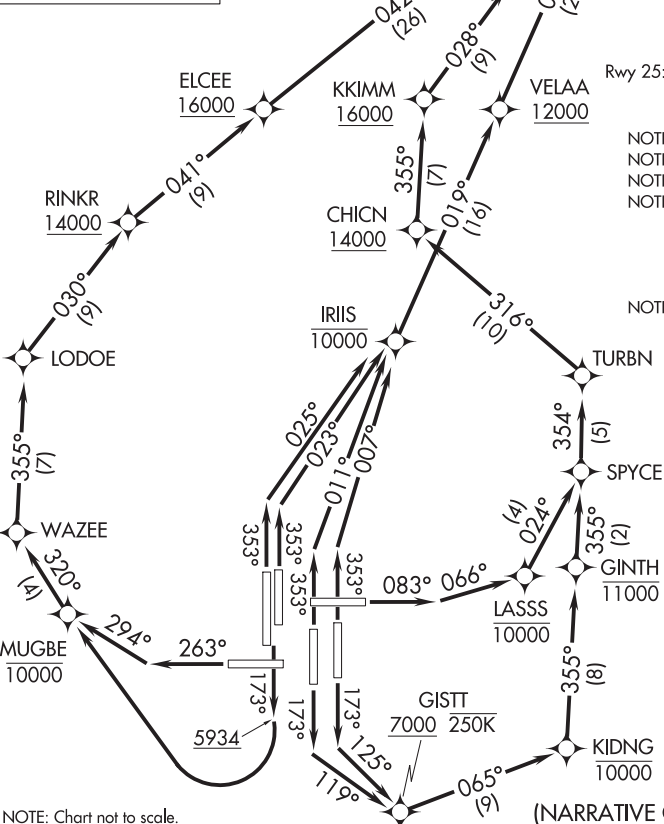
TAKEOFF OBSTACLE NOTES

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.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: Takeoff Rwys 8, 16L, 16R, 17L, 17R, 25, 34L, 34R, 35L, 35R- RADAR required for non-GPS equipped aircraft.

**TOP ALTITUDE:
FL230**



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

YOKES FIVE DEPARTURE (RNAV)

(YOKES5.YOKES) 31MAR16

DENVER, COLORADO
DENVER INTL (DEN)

(YOKES5.YOKES) 16091

YOKES FIVE DEPARTURE (RNAV)

SL-9077 (FAA)

DENVER INTL (DEN)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to intercept course 066° to cross LASSS at or below 10000, then on track 024° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 355° to cross KKIMM at or above 16000, then on track 028° to BTELN, then on track 028° to YOKES. Thence. . . .

TAKEOFF RUNWAYS 16L, 16R: Climb heading 173° to 5934, then right turn direct to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 041° to cross ELCEE at or above 16000, then on track 042° to YOKES. Thence. . . .

TAKEOFF RUNWAY 17L: Climb heading 173° to intercept course 125° to cross GISTT at or above 7000 and at/below 250K, then on track 065° to cross KIDNG at or below 10000, then on track 355° to cross GINTH at or below 11000, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 355° to cross KKIMM at or above 16000, then on track 028° to BTELN, then on track 028° to YOKES. Thence. . . .

TAKEOFF RUNWAY 17R: Climb heading 173° to intercept course 119° to cross GISTT at or above 7000 and at/below 250K, then on track 065° to cross KIDNG at or below 10000, then on track 355° to cross GINTH at or below 11000, then on track 355° to SPYCE, then on track 354° to TURBN, then on track 316° to cross CHICN at or above 14000, then on track 355° to cross KKIMM at or above 16000, then on track 028° to BTELN, then on track 028° to YOKES. Thence. . . .

TAKEOFF RUNWAY 25: Climb heading 263° to intercept course 294° to cross MUGBE at or below 10000, then on track 320° to WAZEE, then on track 355° to LODOE, then on track 030° to cross RINKR at or above 14000, then on track 041° to cross ELCEE at or above 16000, then on track 042° to YOKES. Thence. . . .

TAKEOFF RUNWAY 34L: Climb heading 353° to intercept course 025° to cross IRIIS at or below 10000, then on track 019° to cross VELAA at or above 12000, then on track 019° to YOKES. Thence. . . .

TAKEOFF RUNWAY 34R: Climb heading 353° to intercept course 023° to cross IRIIS at or below 10000, then on track 019° to cross VELAA at or above 12000, then on track 019° to YOKES. Thence. . . .

TAKEOFF RUNWAY 35L: Climb heading 353° to intercept course 011° to cross IRIIS at or below 10000, then on track 019° to cross VELAA at or above 12000, then on track 019° to YOKES. Thence. . . .

TAKEOFF RUNWAY 35R: Climb heading 353° to intercept course 007° to cross IRIIS at or below 10000, then on track 019° to cross VELAA at or above 12000, then on track 019° to YOKES. Thence. . . .

. . . .then as depicted. Maintain FL230 or filed lower altitude. Expect higher filed altitude ten minutes after departure.

CHICI TRANSITION (YOKES5.CHICI)

SCOTTSDLUFF TRANSITION (YOKES5.BFF)

YOKES FIVE DEPARTURE (RNAV)

(YOKES5.YOKES) 31MAR16

DENVER, COLORADO
DENVER INTL (DEN)

LOC/DME I-FZR 110.9 Chan 46	APP CRS 172°	Rwy Idg TDZE Apt Elev	8000 5488 5512
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ILS or LOC RWY 17

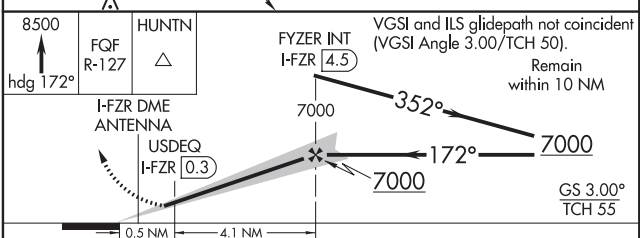
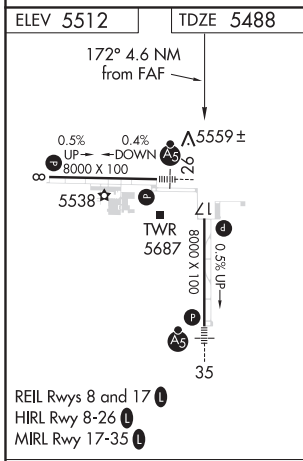
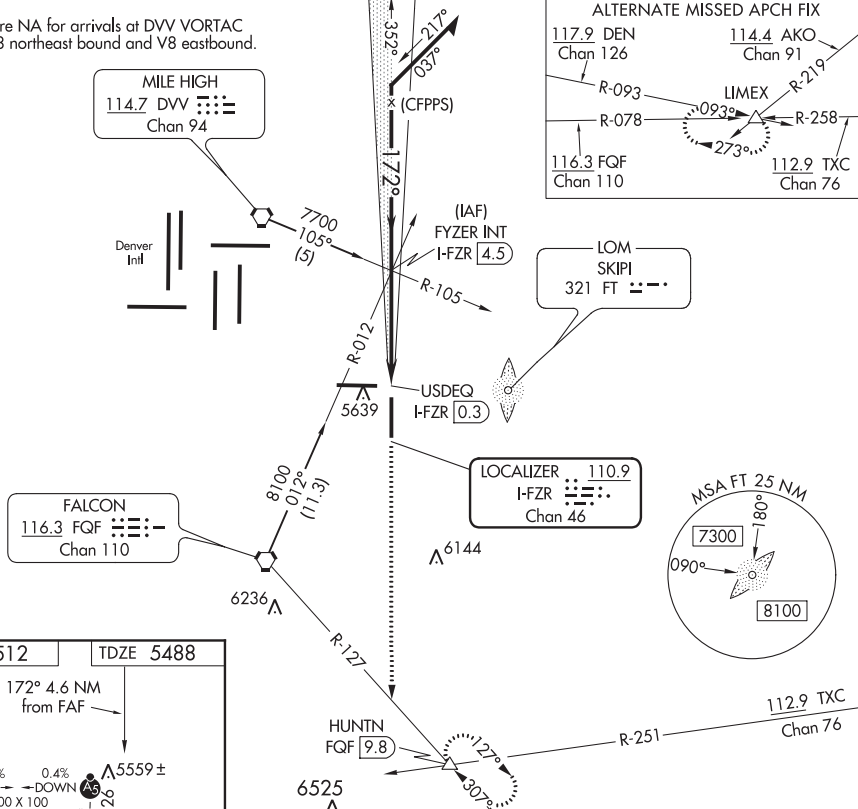
FRONT RANGE (F'TG)

NA When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LOC Cats C and D visibility 1/8 mile.

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

ATIS 119.025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER* 120.2 (CTAF)	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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Procedure NA for arrivals at DVV VORTAC on V328 northeast bound and V8 eastbound.



CATEGORY	A	B	C	D
S-ILS 17		5688-3/4	200 (200-3/4)	
S-LOC 17		5820-1	332 (400-1)	
CIRCLING	6040-1	528 (600-1)	6040-1 1/2 528 (600-1 1/2)	6080-2 568 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-6851 (FAA)

16091

LOC/DME I-FTG 109.3 Chan 30	APP CRS 263°	Rwy Idg TDZE Apt Elev	8000 5485 5512
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ILS or LOC RWY 26

FRONT RANGE (F'TG)

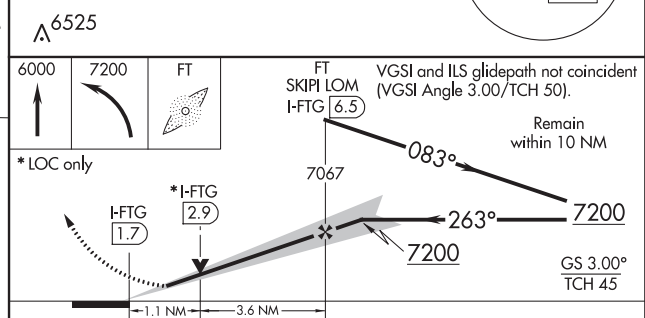
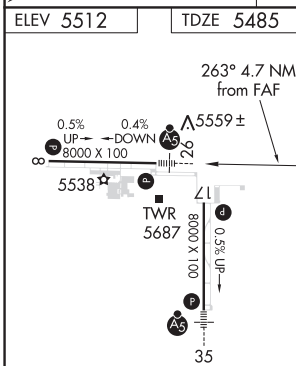
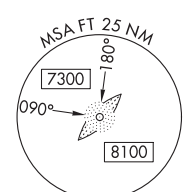
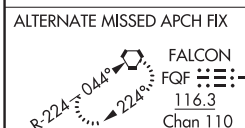
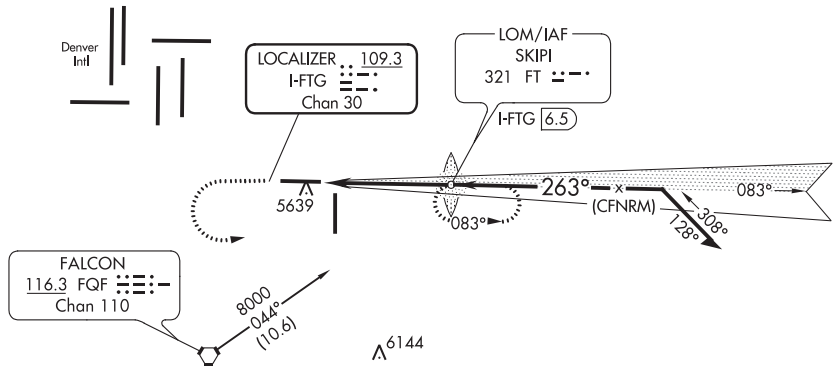
⚠ ADF or DME required. VDP NA with Denver Intl altimeter setting. When local altimeter setting not received use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LOC Cats C and D visibility 1/8 mile. For inoperative MALSR, increase LOC Cats C and D visibility to 1/8.

MALSR



MISSED APPROACH: Climb to 6000 then climbing left turn to 7200 direct SKIPI LOM and hold.

ATIS 119,025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER * 120.2 (CTAF) 0	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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REIL Rwy 8 and 17

HIRL Rwy 8-26

MIRL Rwy 17-35

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-ILS 26	5685-1/2 200 (200-1/2)			
S-LOC 26	5900-1/2	415 (400-1/2)	5900-3/4	415 (400-3/4)
CIRCLING	6040-1	528 (600-1)	6040-1 1/2	6080-2 568 (600-2)

DENVER, COLORADO
Amdt 5A 31MAR16

39°47'N-104°32'W

FRONT RANGE (F'TG)

ILS or LOC RWY 26

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-VVWT 110.9 Chan 46	APP CRS 352°	Rwy Idg 8000 TDZE 5512 Apt Elev 5512
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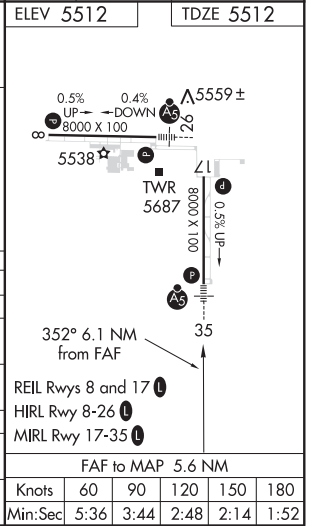
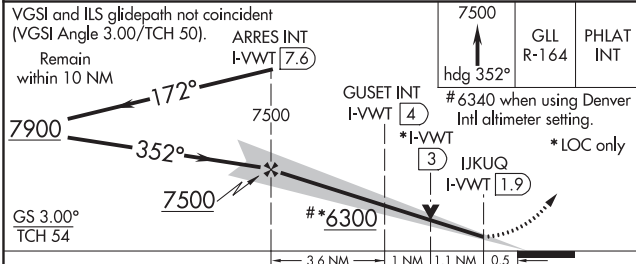
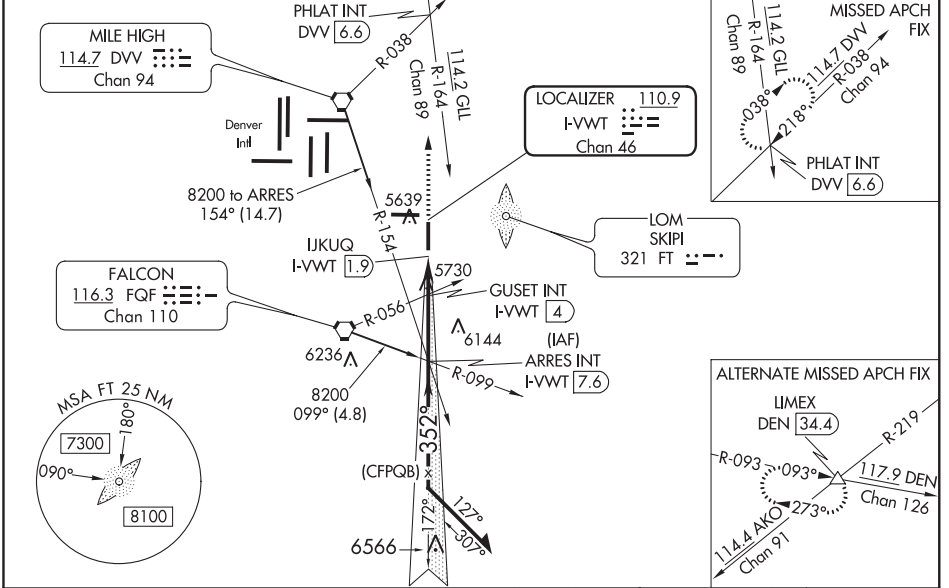
ILS or LOC RWY 35

FRONT RANGE (F'TG)

NA When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase S-LOC 35 Cats C and D visibility 1/8 mile, Circling Cats A and D visibility 1/4 mile, GUSET fix minimums S-LOC 35 Cats C and D 1/4 mile, and Circling Cat C 1/2 mile. For inoperative MALSR, increase S-LOC 35 Cats C and D visibility to 2 1/2 miles. For inoperative MALSR, when using Denver Intl altimeter setting increase S-LOC 35 Cats C and D visibility to 2 1/2 miles and GUSET fix minimums S-LOC 35 Cats C and D visibility to 1 1/8 mile. VDP NA with Denver Intl altimeter setting.

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 119.025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER* 120.2 (CTAF) 0	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 35		5712-1/2	200 (200-1/2)	
S-LOC 35	6300-1/2 788 (800-1/2)	6300-3/4 788 (800-3/4)	6300-1 1/4	788 (800-1 1/4)
CIRCLING	6300-1 788 (800-1)	6300-1 1/4 788 (800-1 1/4)	6300-2 1/2	788 (800-2 1/2)
GUSET FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 35	6040-1/2	528 (600-1/2)	6040-1	528 (600-1)
CIRCLING	6040-1	528 (600-1)	6040-1 1/2	6080-2 528 (600-1 1/2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-6851 (FAA)

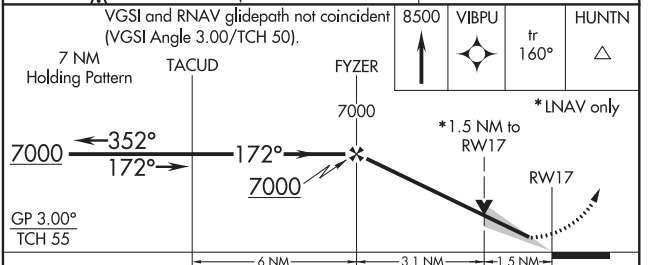
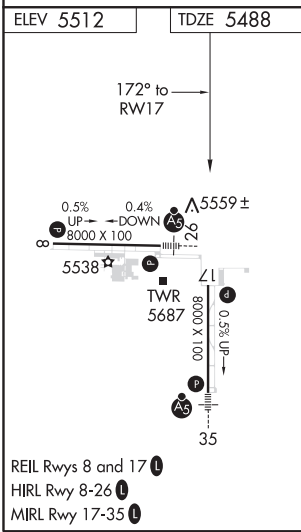
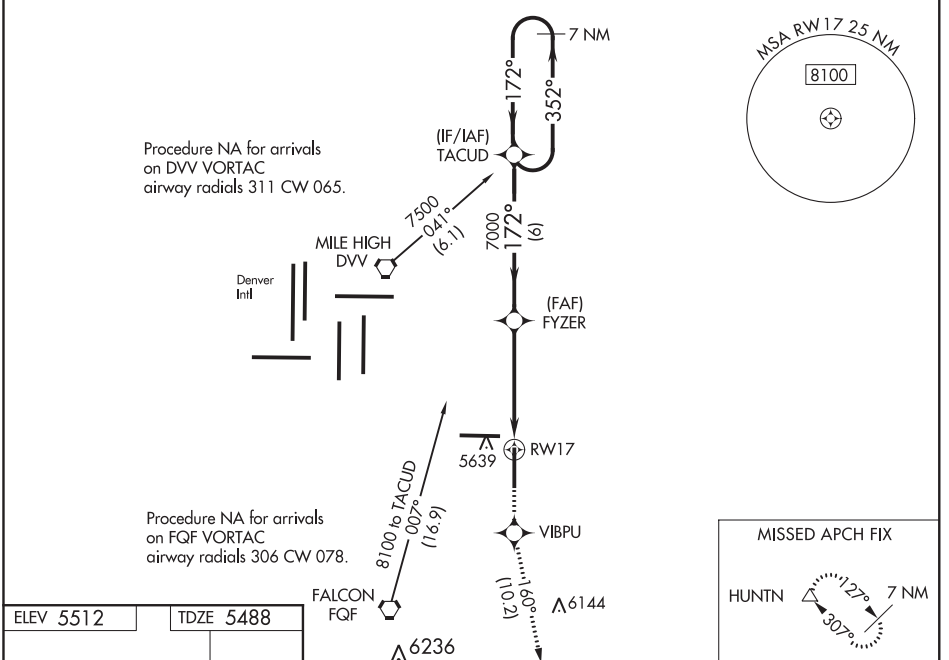
16091

WAAS CH 82209 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev	8000 5488 5512
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RNAV (GPS) RWY 17

FRONT RANGE (F'T'G)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibility 1/8 mile. VDP NA with Denver Intl altimeter setting. Baro-VNAV NA with Denver Intl altimeter setting.</p>				<p>MISSED APPROACH: Climb to 8500 direct VIBPU and on track 160° to HUNTN and hold.</p>		
ATIS 119,025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER* 120.2(CTAF) 0	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA		5688-3/4	200 (200-3/4)	
LNAV/VNAV DA		5913-1 1/8	425 (500-1 1/8)	
LNAV MDA	6000-1	512 (500-1)	6000-1 1/2	512 (500-1 1/2)
CIRCLING	6040-1	528 (600-1)	6040-1 1/2	6080-2 568 (600-2)

DENVER, COLORADO
Amdt 1A 31MAR16

39°47'N-104°32'W

FRONT RANGE (F'T'G)

RNAV (GPS) RWY 17

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 93909 W26A	APP CRS 263°	Rwy Idg 8000 TDZE 5485 Apt Elev 5512
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RNAV (GPS) RWY 26

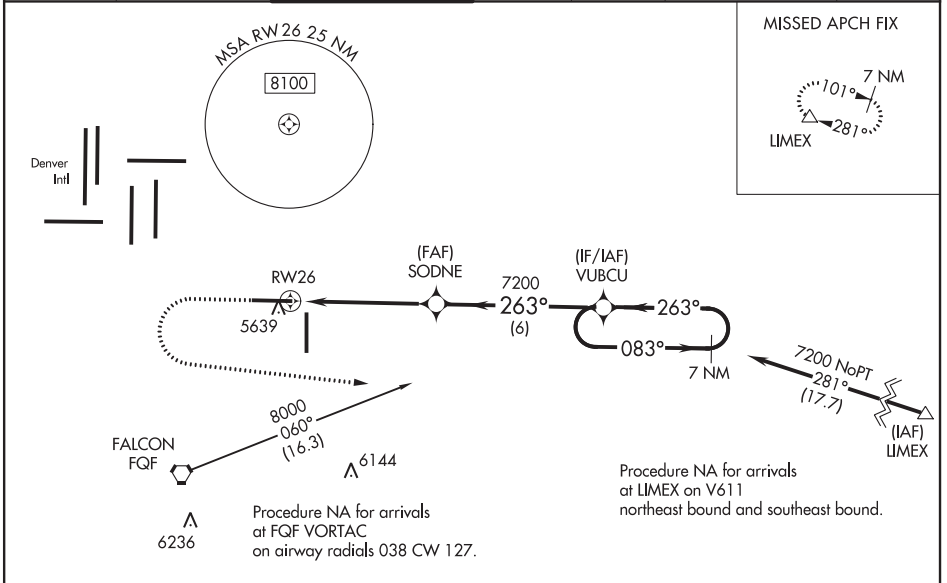
FRONT RANGE (F'TG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cat C visibility 1/8 mile. For inoperative MALSRL increase LNAV Cats C and D visibility to 1/8. VDP NA with Denver Intl altimeter setting. Baro-VNAV NA with Denver Intl altimeter setting.

MALSRL

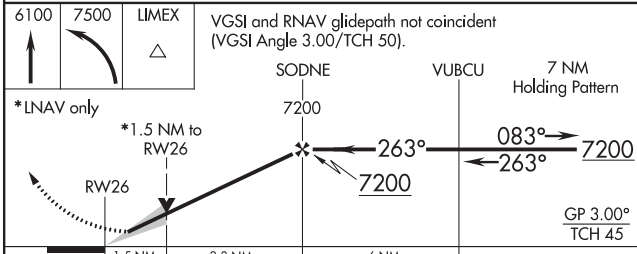
MISSED APPROACH:
Climb to 6100 then climbing left turn to 7500 direct LIMEX and hold.

ATIS 119.025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER * 120.2 (CTAF)	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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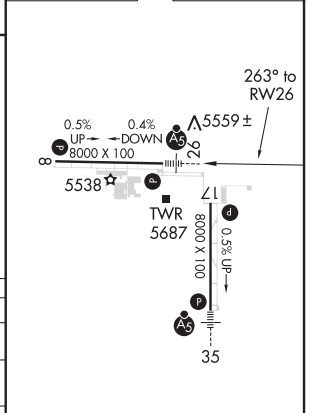


6100 7500 LIMEX

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).



ELEV 5512	TDZE 5485
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CATEGORY	A	B	C	D
LPV DA		5685-1/2	200 (200-1/2)	
LNAV/VNAV DA		5898-7/8	413 (400-7/8)	
LNAV MDA	6000-1/2	515 (500-1/2)	6000-1	515 (500-1)
CIRCLING	6040-1	528 (600-1)	6040-1 1/2 528 (600-1 1/2)	6080-2 568 (600-2)

REIL Rwy 8 and 17

HIRL Rwy 8-26

MIRL Rwy 17-35

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER, COLORADO

AL-6851 (FAA)

16091

WAAS CH 93809 W35A	APP CRS 352°	Rwy Idg TDZE 5512 Apt Elev 5512	8000
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RNAV (GPS) RWY 35

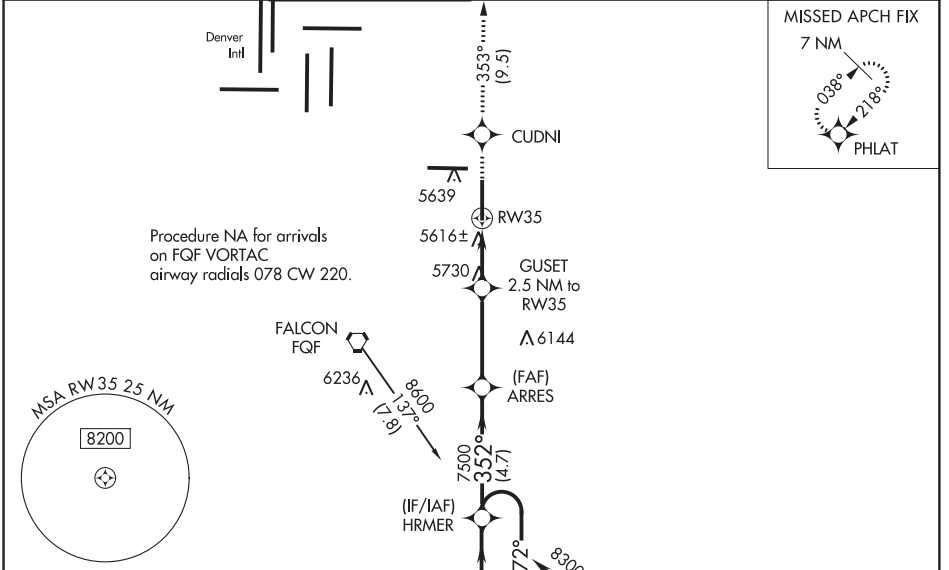
FRONT RANGE (F'TG)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and Circling Cat C visibility 1/8 mile, LNAV Cats C and D visibility 1/4 mile. VDP NA with Denver Intl altimeter setting. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1 1/8. For inoperative MALSR when using Denver Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/4, and LNAV Cats C and D visibility to 1 1/8. Baro-VNAV NA with Denver Intl altimeter setting.



MISSED APPROACH:
Climb to 8000 direct CUDNI and on track 353° to PHLAT and hold.

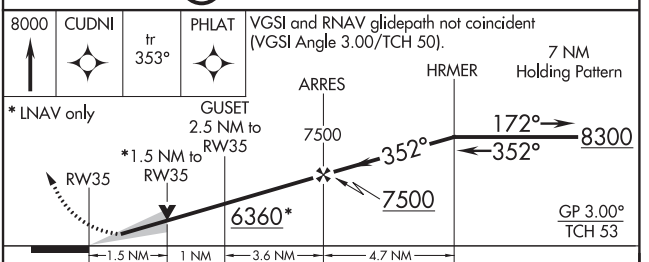
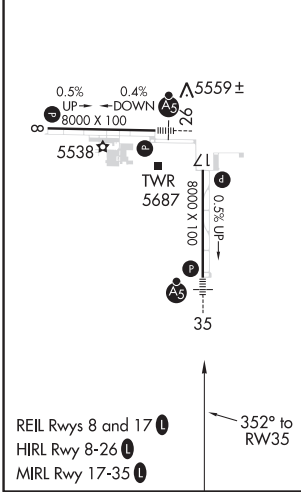
ATIS 119.025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER* 120.2 (CTAF)	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5512	TDZE 5512
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CATEGORY	A	B	C	D
LPV DA		5712-1/2	200 (200-1/2)	
LNAV/VNAV DA		5877-3/4	365 (400-3/4)	
LNAV MDA	6040-1/2	528 (600-1/2)	6040-1	528 (600-1)
CIRCLING	6040-1	528 (600-1)	6040-1 1/2 528 (600-1 1/2)	6080-2 568 (600-2)

DENVER, COLORADO
Amdt 1A 31MAR16

39°47'N-104°32'W


FRONT RANGE (F'TG) RNAV (GPS) RWY 35

NDB RWY 26

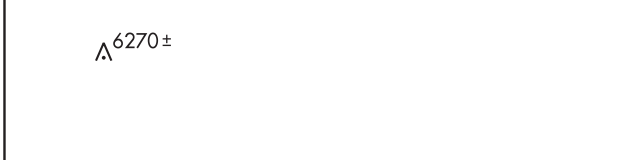
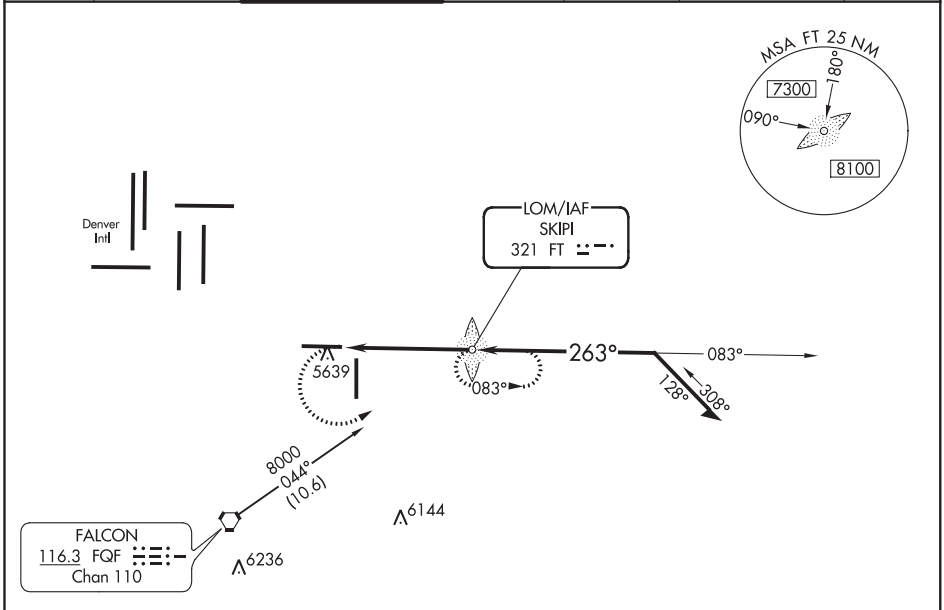
FRONT RANGE (F'TG)

LOM FT 321	APP CRS 263°	Rwy Idg 8000	TDZE 5485
		Apt Elev 5512	

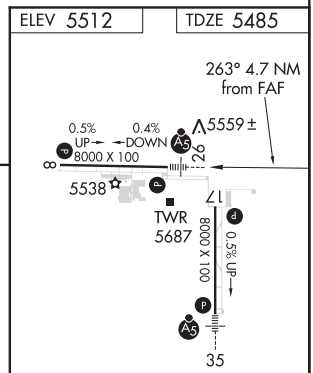
⚠ When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 40 feet; increase S-26 Cats C and D and Circling Cat C visibility $\frac{1}{8}$ mile. For inoperative MALSRS increase S-26 Cat D visibility to $\frac{1}{8}$ mile. For inoperative MALSRS when using Denver Intl altimeter setting increase S-26 Cat D visibility to $\frac{1}{4}$ mile.

MALSRS

MISSED APPROACH: Climbing left turn to 7200 direct SKIPI LOM and hold.

ATIS 119.025	DENVER APP CON 128.25 371.95	FRONT RANGE TOWER ★ 120.2 (CTAF) 	GND CON 124.7	CLNC DEL 124.7	DENVER CLNC DEL 121.75 (When tower closed)	UNICOM 122.95
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
S-26	6040- $\frac{3}{4}$ 555 (600- $\frac{3}{4}$)		6040-1 $\frac{1}{8}$ 555 (600-1 $\frac{1}{8}$)	
CIRCLING	6040-1 528 (600-1)		6040-1 $\frac{5}{8}$ 528 (600-1 $\frac{5}{8}$)	6080-2 568 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

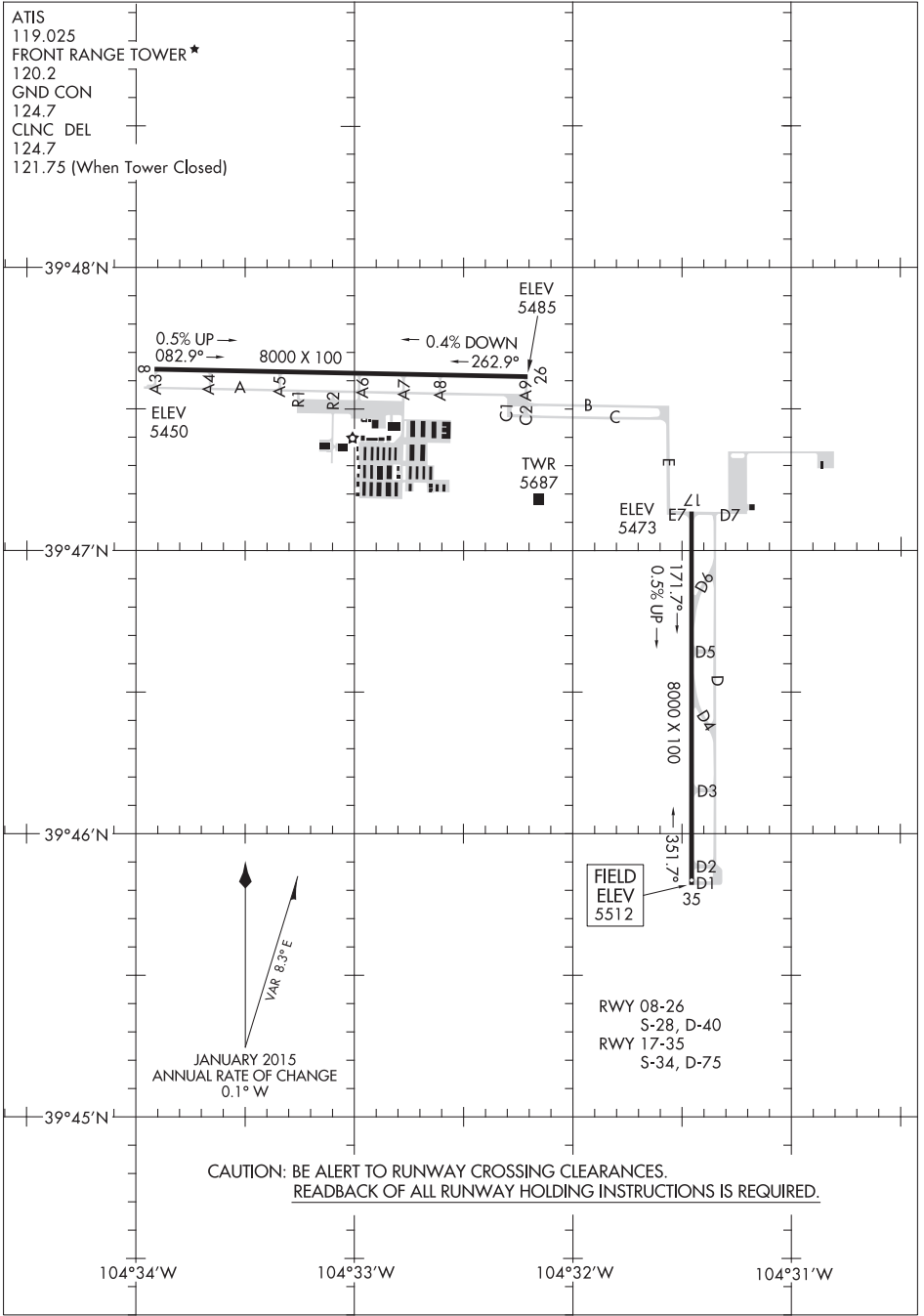
AL-6851 (FAA)

FRONT RANGE (F'TG)
DENVER, COLORADO

ATIS 119.025
 FRONT RANGE TOWER * 120.2
 GND CON 124.7
 CLNC DEL 124.7
 121.75 (When Tower Closed)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

DENVER, COLORADO
FRONT RANGE (F'TG)

(BAYLR3.BOBBA) 16035

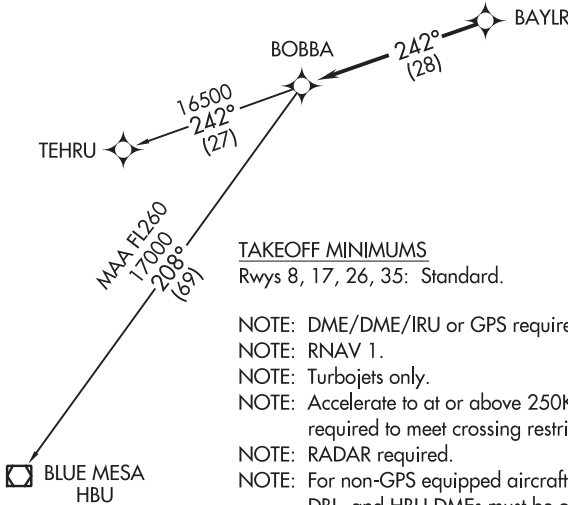
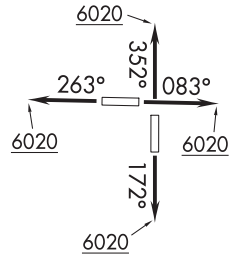
SL-6851 (FAA)

FRONT RANGE (F'TG)
DENVER, COLORADO

BAYLR THREE DEPARTURE (RNAV)

ATIS
119.025
CLNC DEL
124.7
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: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

NOTE: For non-GPS equipped aircraft on the Blue Mesa Transition, GLL, DBL, and HBU DMEs must be operational.

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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to BAYLR, then on depicted route to BOBBA.

Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

BLUE MESA TRANSITION (BAYLR3.HBU)

TEHRU TRANSITION (BAYLR3.TEHRU)

BAYLR THREE DEPARTURE (RNAV)

(BAYLR3.BOBBA) 13NOV14

DENVER, COLORADO
FRONT RANGE (F'TG)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

BRYCC THREE DEPARTURE (RNAV)

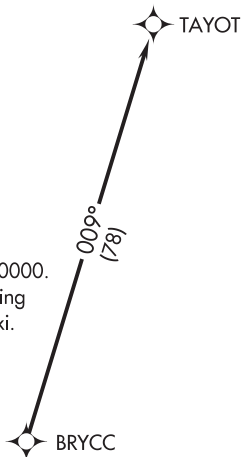
**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

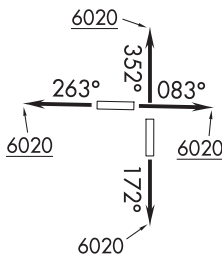
TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.



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.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .
 - TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .
 - TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .
 - TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .
- . . . expect RADAR vectors to BRYCC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CONNR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

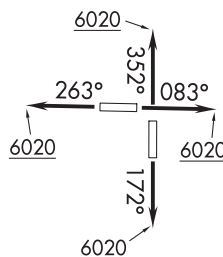
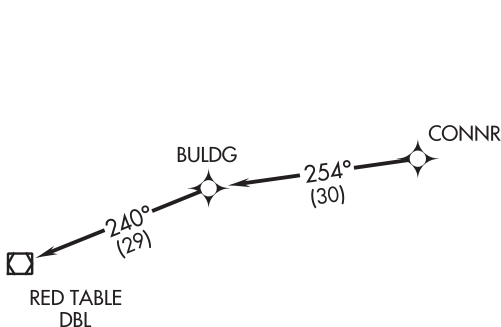
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.



TAKEOFF 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to CONNR, then on depicted route to DBL VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CONNR THREE DEPARTURE (RNAV)

(CONN3.DBL) 13NOV14

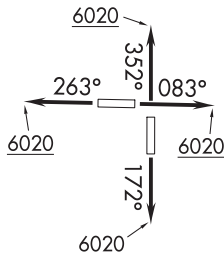
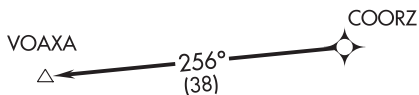
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

COORZ THREE DEPARTURE (RNAV)

ATIS
119.025
CLNC DEL
124.7
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: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to COORZ , then on depicted route to VOAXA. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

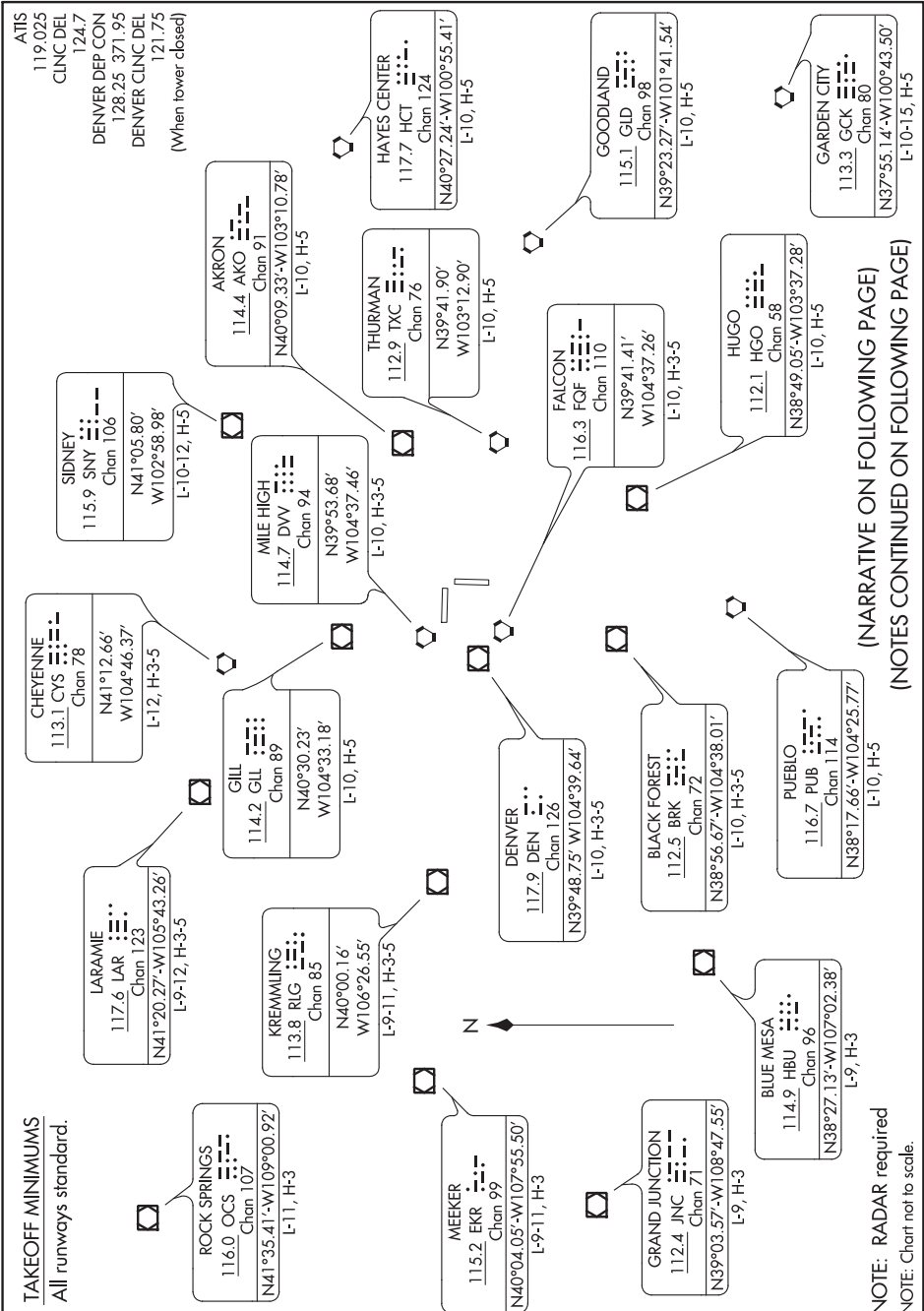
SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

SL-6851 (FAA)

FRONT RANGE (F'TG)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required
NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

DENVER, COLORADO
FRONT RANGE (F'TG)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

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.

SW-1, 10 NOV 2016 to 05 JAN 2017

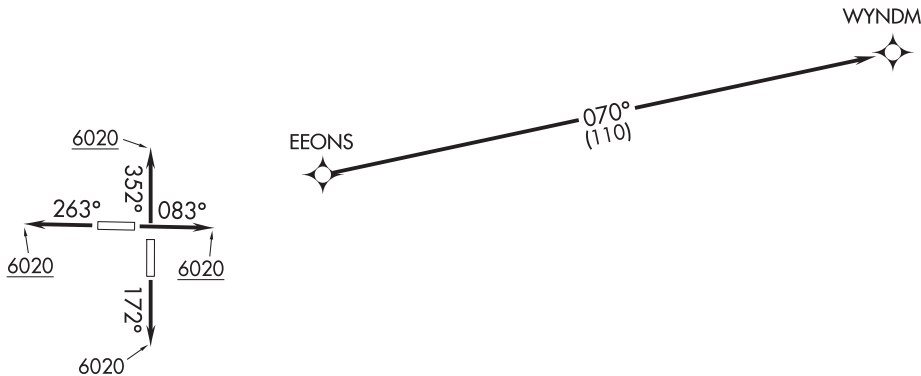
SW-1, 10 NOV 2016 to 05 JAN 2017

EEONS FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

EEONS FIVE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

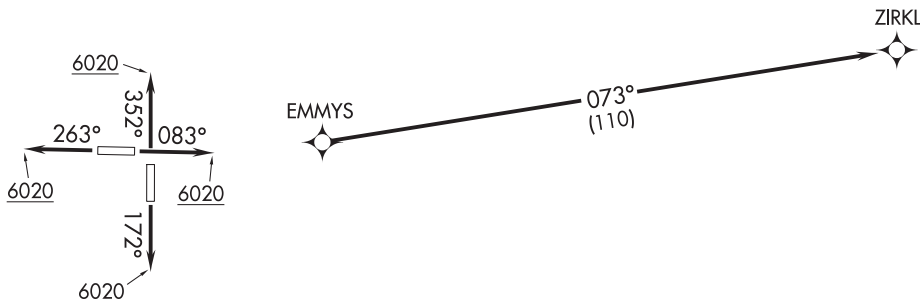
SW-1, 10 NOV 2016 to 05 JAN 2017

EMMYS FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

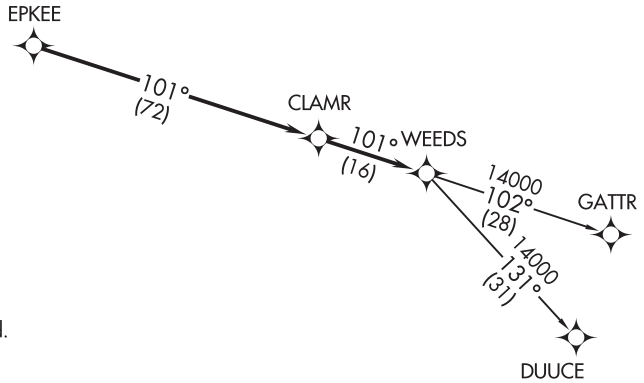
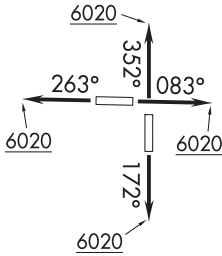
TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

TOP ALTITUDE:
FL230

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet
crossing restrictions, advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

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.

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to EPKEE, then on depicted route to WEEDS, then via (transition). Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

DUUCE TRANSITION (EPKEE4.DUUCE)

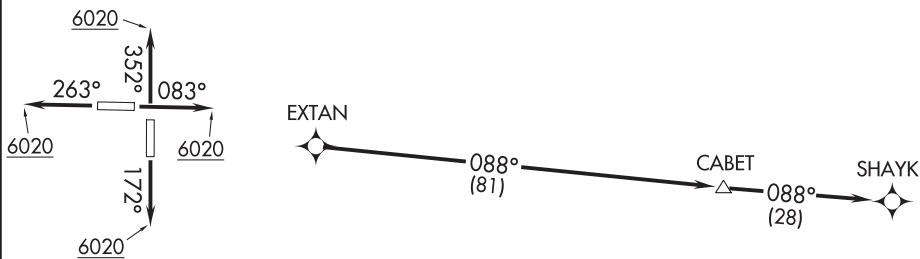
GATTR TRANSITION (EPKEE4.GATTR)

EXTAN FOUR DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: For non-GPS equipped aircraft TXC DME must be operational.



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

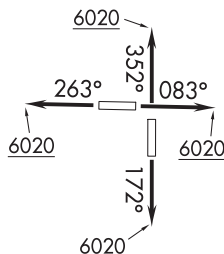
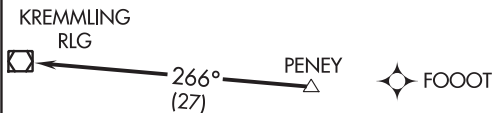
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

FOOOT THREE DEPARTURE (RNAV)

ATIS
119.025
CLNC DEL
124.7
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: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF 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.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . . expect RADAR vectors to PENEY, then on depicted route to RLG VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

FOOOT THREE DEPARTURE (RNAV)

(FOOOT3.RLG) 13NOV14

DENVER, COLORADO
FRONT RANGE (F'TG)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(PIKES8.DEN) 16147


PIKES EIGHT DEPARTURE

SL-6851 (FAA)

FRONT RANGE (F'TG)
DENVER, COLORADO

**TOP ALTITUDE:
ASSIGNED BY ATC**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95
DENVER CLNC DEL
121.75 (When tower closed)

DENVER
117.9 DEN 
Chan 126
N39°48.75'-W104°39.64'

TAKEOFF OBSTACLE NOTES

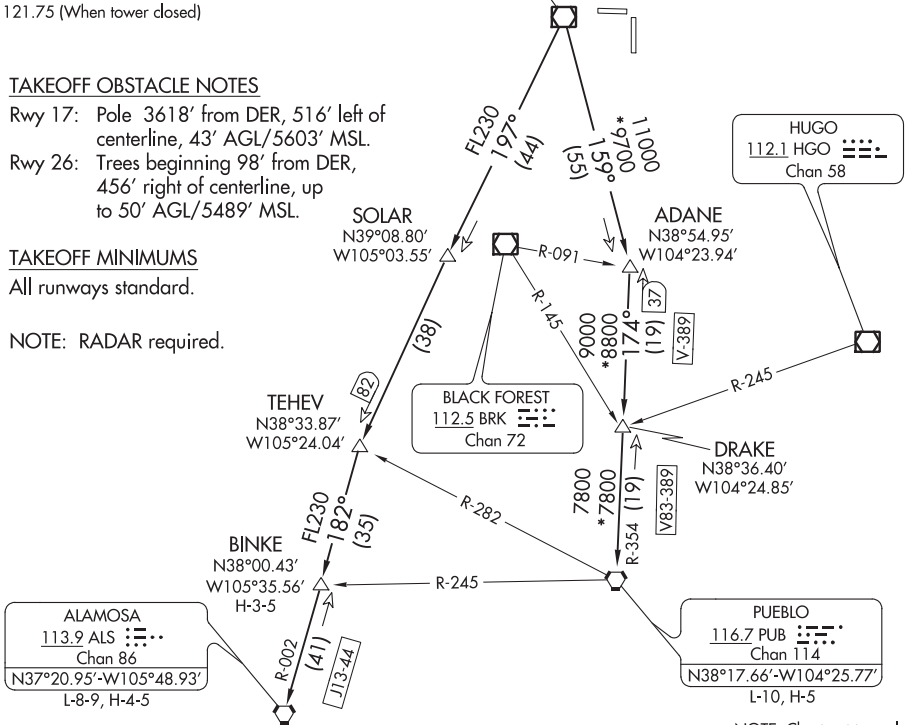
Rwy 17: Pole 3618' from DER, 516' left of centerline, 43' AGL/5603' MSL.

Rwy 26: Trees beginning 98' from DER, 456' right of centerline, up to 50' AGL/5489' MSL.

TAKEOFF MINIMUMS

All runways standard.

NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

PIKES EIGHT DEPARTURE

(PIKES8.DEN) 26MAY16

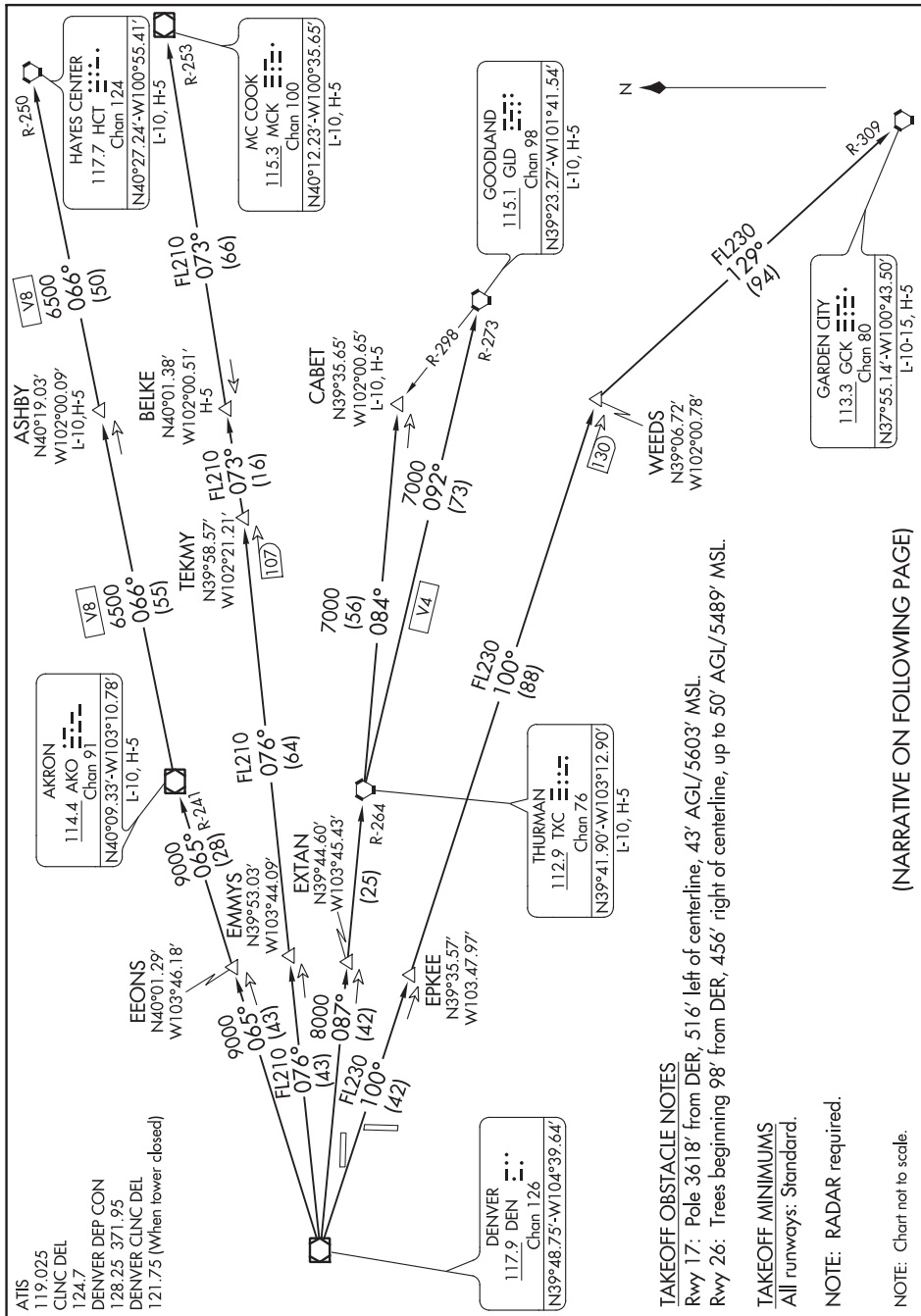
DENVER, COLORADO
FRONT RANGE (F'TG)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE

SW-1, 10 NOV 2016 to 05 JAN 2017



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.

TAKEOFF MINIMUMS

All runways: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE

(PLAIN7.DEN) 16035

PLAINS SEVEN DEPARTURE

SL-6851 (FAA)

FRONT RANGE (F'TG)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE

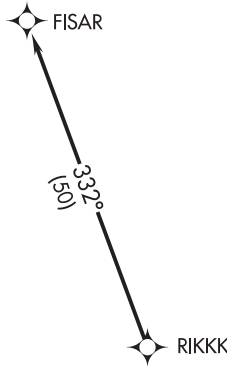
(PLAIN7.DEN) 13NOV14

DENVER, COLORADO
FRONT RANGE (F'TG)

RIKKK THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

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.

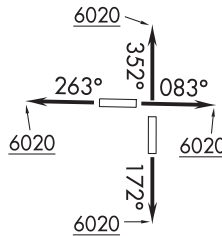
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC. Thence. . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC. Thence. . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC. Thence. . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC. Thence. . .

. . . expect RADAR vectors to RIKKK, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

RIKKK THREE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ROCKIES TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

SW-1, 10 NOV 2016 to 05 JAN 2017

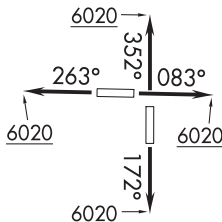
SW-1, 10 NOV 2016 to 05 JAN 2017

ROCKIES TWO DEPARTURE

SOLAR THREE DEPARTURE (RNAV)

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

**TOP ALTITUDE:
FL230**

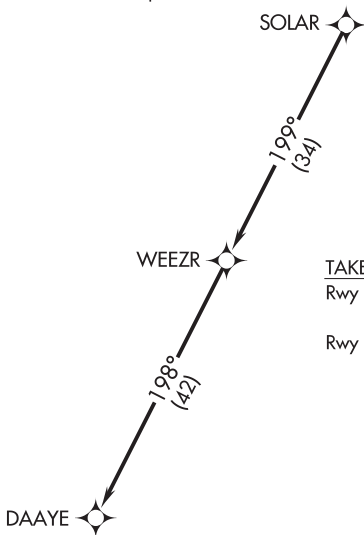


- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: Turbojets only.
- NOTE: RADAR required.

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

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.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 8:** Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 17:** Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 26:** Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .
- TAKEOFF RUNWAY 35:** Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to SOLAR. Then on depicted route to DAAYE. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SOLAR THREE DEPARTURE (RNAV)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SPAZZ THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: ZAPAA transition: For non-GPS equipped aircraft PUB and ALS DMEs must be operational.
- NOTE: RADAR required.

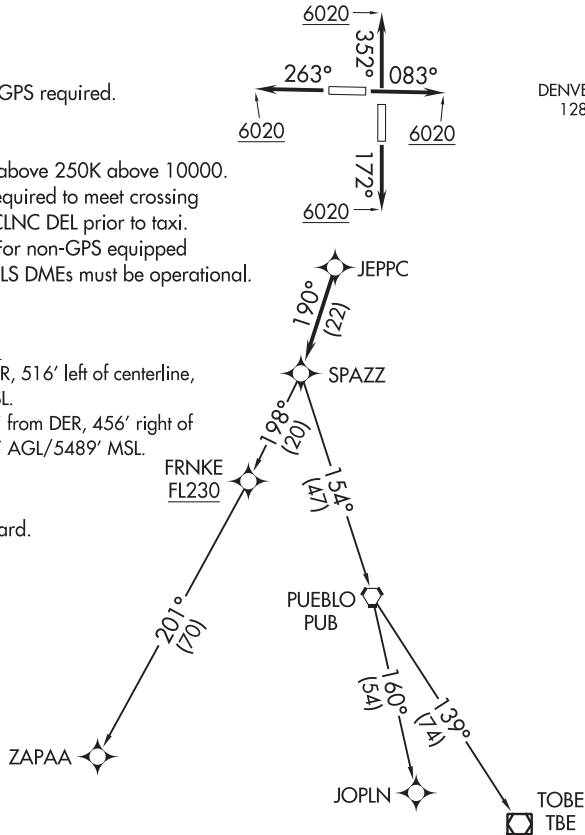
TAKEOFF OBSTACLE NOTES

- 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.

TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence
 - TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence
 - TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence
 - TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence
- expect RADAR vectors to JEPPC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

- JOPLN TRANSITION (SPAZZ3.JOPLN)
- TOBE TRANSITION (SPAZZ3.TBE)
- ZAPAA TRANSITION (SPAZZ3.ZAPAA)

SPAZZ THREE DEPARTURE (RNAV)

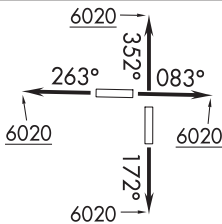
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

STAKR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95



TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard with minimum climb of 225' per NM to 16000.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

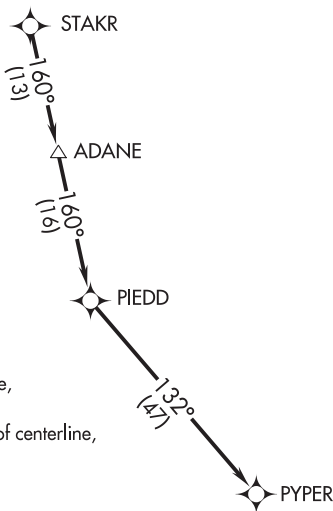
NOTE: RADAR required.

TAKEOFF 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.

NOTE: Chart not to scale.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to STAKR, then on depicted route to PYPER. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

STAKR THREE DEPARTURE (RNAV)

YAMMI THREE DEPARTURE (RNAV)

LARAMIE
LAR

**TOP ALTITUDE:
FL230**

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

YAMMI

31°
(45)

TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard with minimum climb of 210' per NM to 7000.

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.

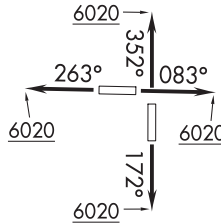
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.

NOTE: RADAR required.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . expect RADAR vectors to YAMMI, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

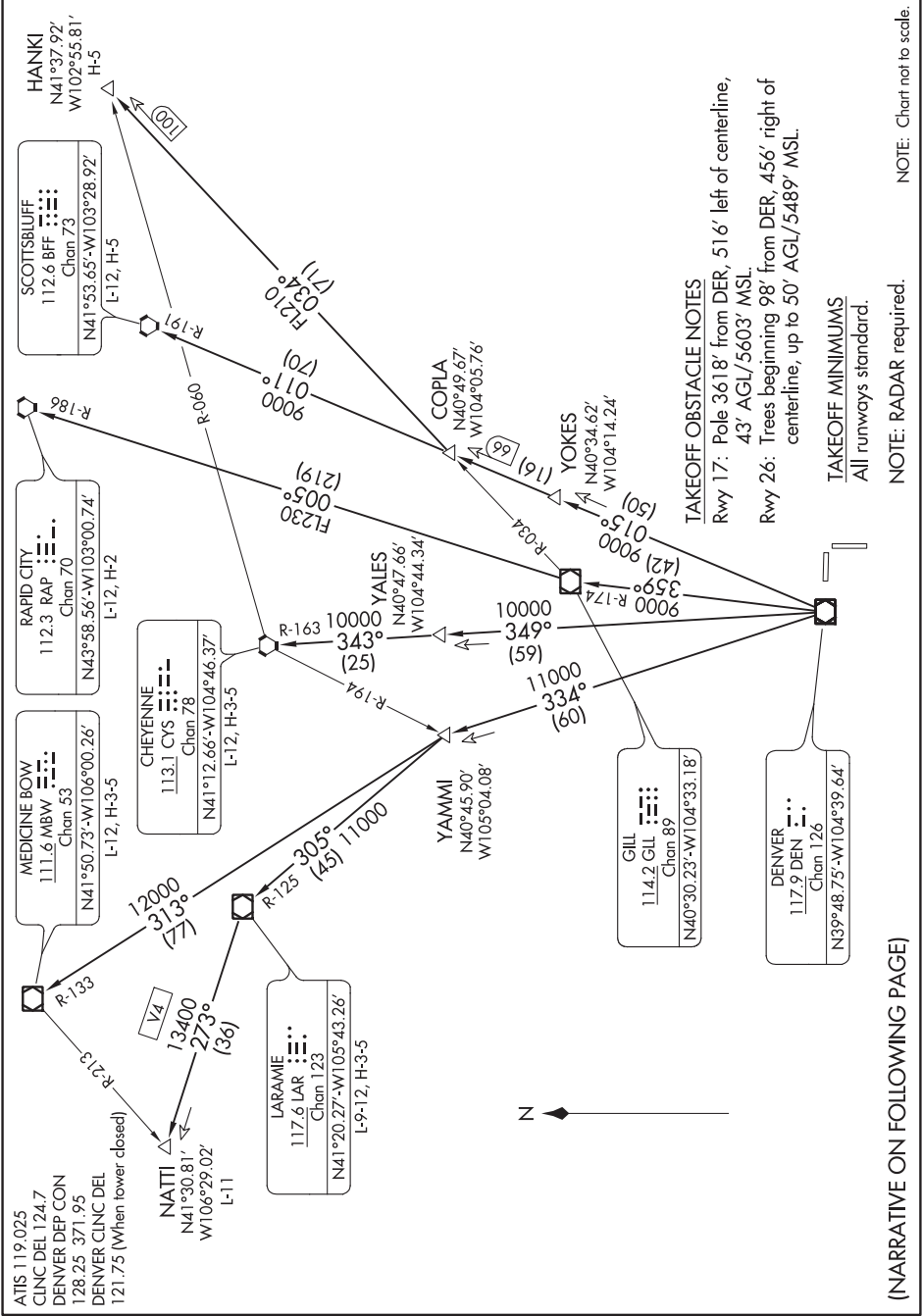
SW-1, 10 NOV 2016 to 05 JAN 2017

YELLOWSTONE NINE DEPARTURE

SL-6851 (FAA)

FRONT RANGE (F'TG)
DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

YELLOWSTONE NINE DEPARTURE

YELLOWSTONE NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

CHEYENNE TRANSITION (YELLOW9.CYS): From over DEN VOR/DME via DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW9.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW9.LAR): From over DEN VOR/DME via DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLOW9.MBW): From over DEN VOR/DME via DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW9.NATTI): From over DEN VOR/DME via DEN R-334 and LAR R-125 to LAR VOR/DME, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW9.RAP): From over DEN VOR/DME via DEN R-359 and GLL R-174 to GLL VOR/DME, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW9.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(YOKES5.YOKES) 16091

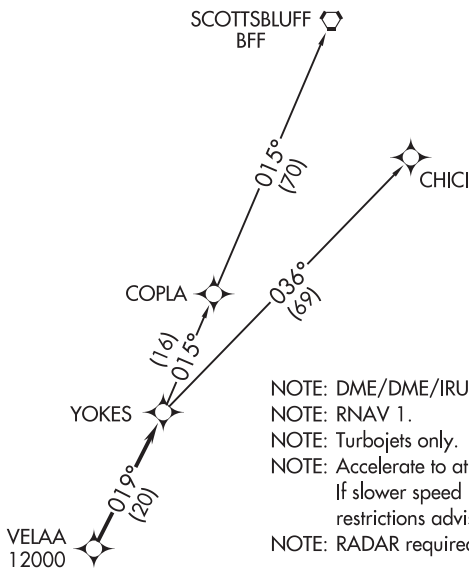
YOKES FIVE DEPARTURE (RNAV)

SL-6851 (FAA)

FRONT RANGE (F'T'G)
DENVER, COLORADO

ATIS
119.025
CLNC DEL
124.7
DENVER DEP CON
128.25 371.95

**TOP ALTITUDE:
FL230**



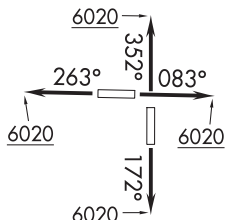
NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1.
 NOTE: Turbojets only.
 NOTE: Accelerate to at or above 250K above 10000.
 If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
 NOTE: RADAR required.

TAKEOFF 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.

TAKEOFF MINIMUMS

Rwys 8, 17, 26, 35: Standard.



NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 083° to 6020, then continue climb heading 083° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 17: Climb heading 172° to 6020, then continue climb heading 172° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 26: Climb heading 263° to 6020, then continue climb heading 263° or as assigned by ATC, thence. . . .

TAKEOFF RUNWAY 35: Climb heading 352° to 6020, then continue climb heading 352° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to VELAA, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CHICI TRANSITION (YOKES5.CHICI)

SCOTTSBLUFF TRANSITION (YOKES5.BFF)

YOKES FIVE DEPARTURE (RNAV)

(YOKES5.YOKES) 31MAR16


DENVER, COLORADO
FRONT RANGE (F'T'G)

LOC I-BJC	APP CRS	Rwy Idg	30R	30L
111.7	295°	TDZE	9000	7002
		Apt Elev	5599	5628
			5673	5673

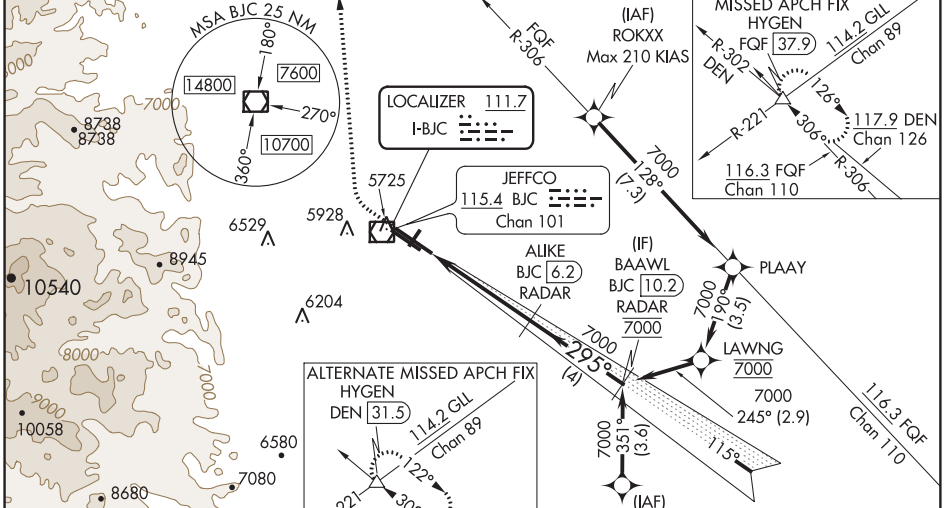
ILS or LOC RWY 30R

ROCKY MOUNTAIN METROPOLITAN (BJC)

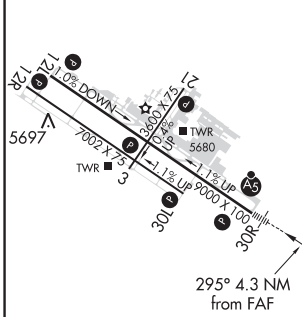
NA DME from BJC VOR/DME. Simultaneous reception of I-BJC and BJC DME required. DME or NA RADAR required. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS 30R all Cats visibility 3/8 mile. Increase S-LOC 30R Cats B/C/D visibility 1/4 mile. Increase Sidestep R30L Cats A/B visibility 1/4 mile, Cats C/D visibility 1/2 mile and Circling Cat C visibility 1/4 mile. For inoperative MALS/R, increase S-ILS 30R all Cats visibility 1/2 mile and increase S-LOC 30R Cat C/D visibility 3/8 mile. For inoperative MALS/R, when using Denver Intl altimeter setting, increase S-ILS 30R all Cats visibility to 2 1/2 miles. Increase S-LOC 30R Cat B visibility to 1 1/4 mile and Cats C/D visibility to 2 1/2 miles. For inoperative MALS/R, 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.

MALS/R

MISSED APPROACH:
 Climb to 6380 then climbing right turn to 10200 on heading 360° and on FQF VORTAC R-306 to HYGEN INT/FQF 37.9 DME and hold, continue climb-in-hold to 10200.

ATIS	DENVER APP CON	METRO TOWER *	GND CON	CLNC DEL
126.25	126.1 360.75	118.6 (CTAF) 0 233.7	121.7	132.6



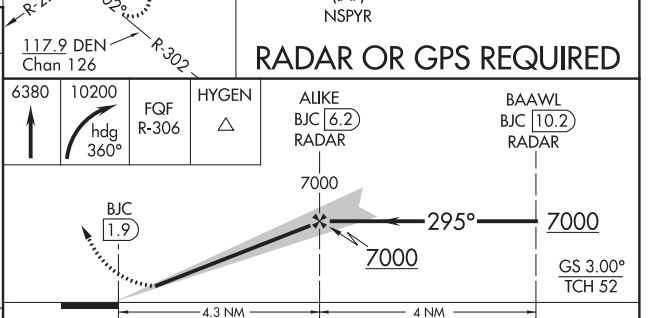
ELEV 5673	D TDZE 30R 5599
	TDZE 30L 5628



HIRL Rwy's 12L-30R **1**
 MIRL Rwy's 3-21 and 12R-30L **1**
 REIL Rwy's 12L, 12R and 30L **1**

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		*5799-1/2	200 (200-1/2)	
S-ILS 30R		6124-1 3/8	525 (500-1 1/8)	
S-LOC 30R	6300-1/2	701 (700-1/2)	6300-1 1/8	701 (700-1 1/8)
SIDESTEP 30L	6340-1	712 (700-1)	6340-2	6340-2 1/4
			712 (700-2)	712 (700-2 1/4)
C CIRCLING	6340-1	667 (700-1)	6360-2	6860-3
			687 (700-2)	1187 (1200-3)

SW-1, 10 NOV 2016 to 05 JAN 2017


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WAAS CH 82707 W30B	APP CRS 295°	Rwy Idg TDZE 9000 5599 Apt Elev 5673
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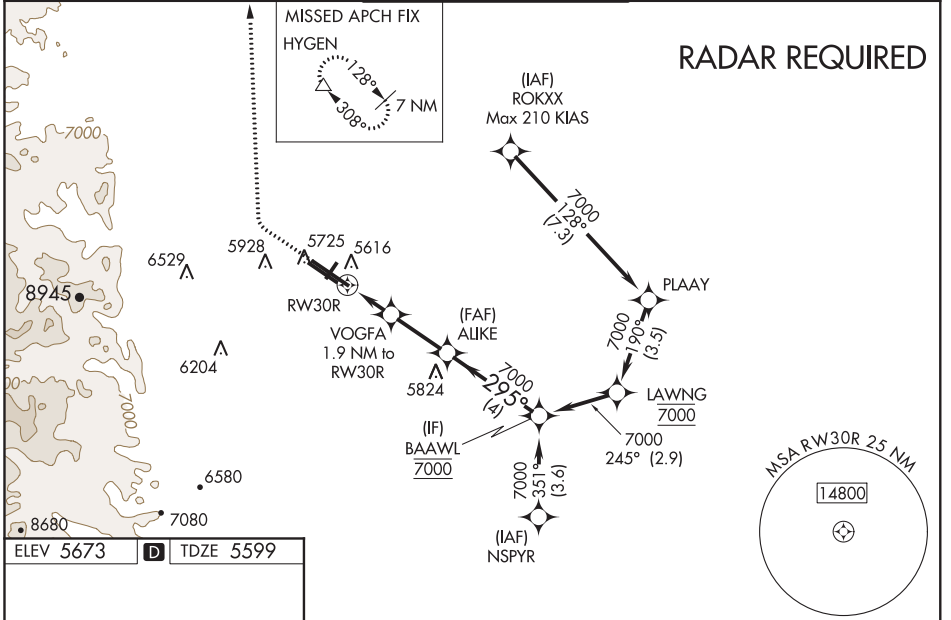
RNAV (GPS) RWY 30R

ROCKY MOUNTAIN METROPOLITAN (B.J.C)

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 1 ½ mile and LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cat A/B visibility to 1 mile and Cat C/D visibility to 1 ½ mile.

MALSR  MISSED APPROACH: Climb to 6300 then climbing right turn to 10300 direct HYGEN and hold, continue climb-in-hold to 10300.

ATIS 126.25	DENVER APP CON 126.1 360.75	METRO TOWER ★ 118.6 (CTAF) 0 233.7	GND CON 121.7	CLNC DEL 132.6
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ELEV 5673	D	TDZE 5599
HIRL Rwy's 12L-30R (L) MIRL Rwy's 3-21 and 12R-30L (L) REIL Rwy's 12L, 12R and 30L (L)		

6300	10300	HYGEN	ALIJE	BAAWL
		△	7000	7000
*LNAV only.		VOGFA 1.9 NM to RW30R	295°	7000
		*1 NM to RW30R	6220	GP 3.00° TCH 52
		-1 NM - 0.9 - 2.4 NM - 4 NM		
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)

SW-1, 10 NOV 2016 to 05 JAN 2017

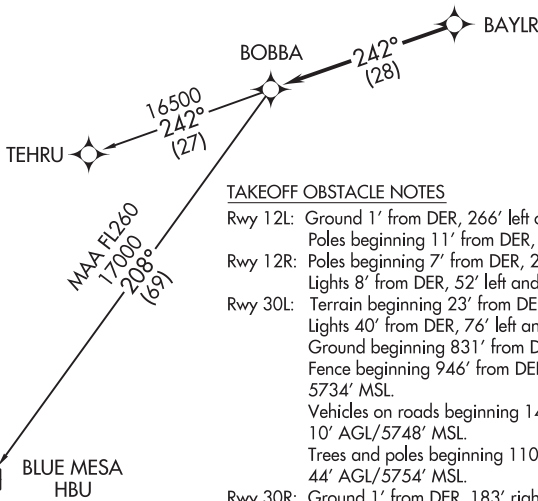
SW-1, 10 NOV 2016 to 05 JAN 2017

BAYLR THREE DEPARTURE (RNAV)

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.
- NOTE: For non-GPS equipped aircraft on the Blue Mesa Transition, GLL, DBL, and HBU DMEs must be operational.

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75



TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

TAKEOFF MINIMUMS

- Rwys 3, 21: NA - ATC.
- Rwys 12R, 12L: Standard with minimum climb of 285' per NM to 16500.
- Rwys 30R, 30L: Standard with minimum climb of 260' per NM to 16500.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to BAYLR , then on depicted route to BOBBA.
Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

BLUE MESA TRANSITION (BAYLR3.HBU)

TEHRU TRANSITION (BAYLR3.TEHRU)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

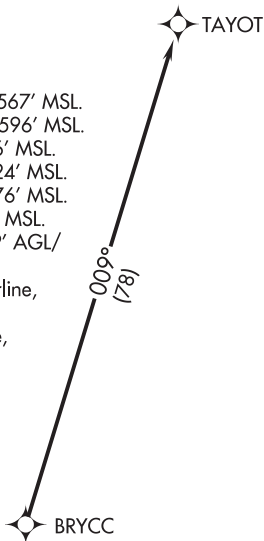
BRYCC THREE DEPARTURE (RNAV)

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

**TOP ALTITUDE:
FL230**

TAKEOFF OBSTACLE NOTES

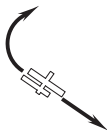
- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to BRYCC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CONNR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS:

Rwys 3, 21: NA-ATC.

Rwys 12L/R, 30L/R: Standard with minimum climb of 250' per NM to 16500.

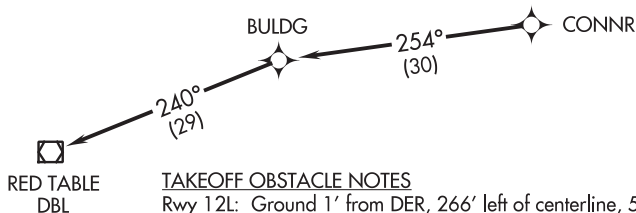
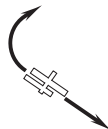
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.



TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to CONNR, then on depicted route to DBL VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

COORZ THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 3, 21: NA-ATC.

Rwys 12R, 12L: Standard with minimum climb of 275' per NM to 16000.

Rwys 30R, 30L: Standard with minimum climb of 250' per NM to 16000.



TAKEOFF OBSTACLE NOTES

Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.

Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.

Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.

Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.

Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.

Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.

Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.

Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.

Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.

Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.

Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.

Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.

Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.

Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . .

. . . expect RADAR vectors to COORZ, then on depicted route to VOAXA. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

DENVER NINE DEPARTURE

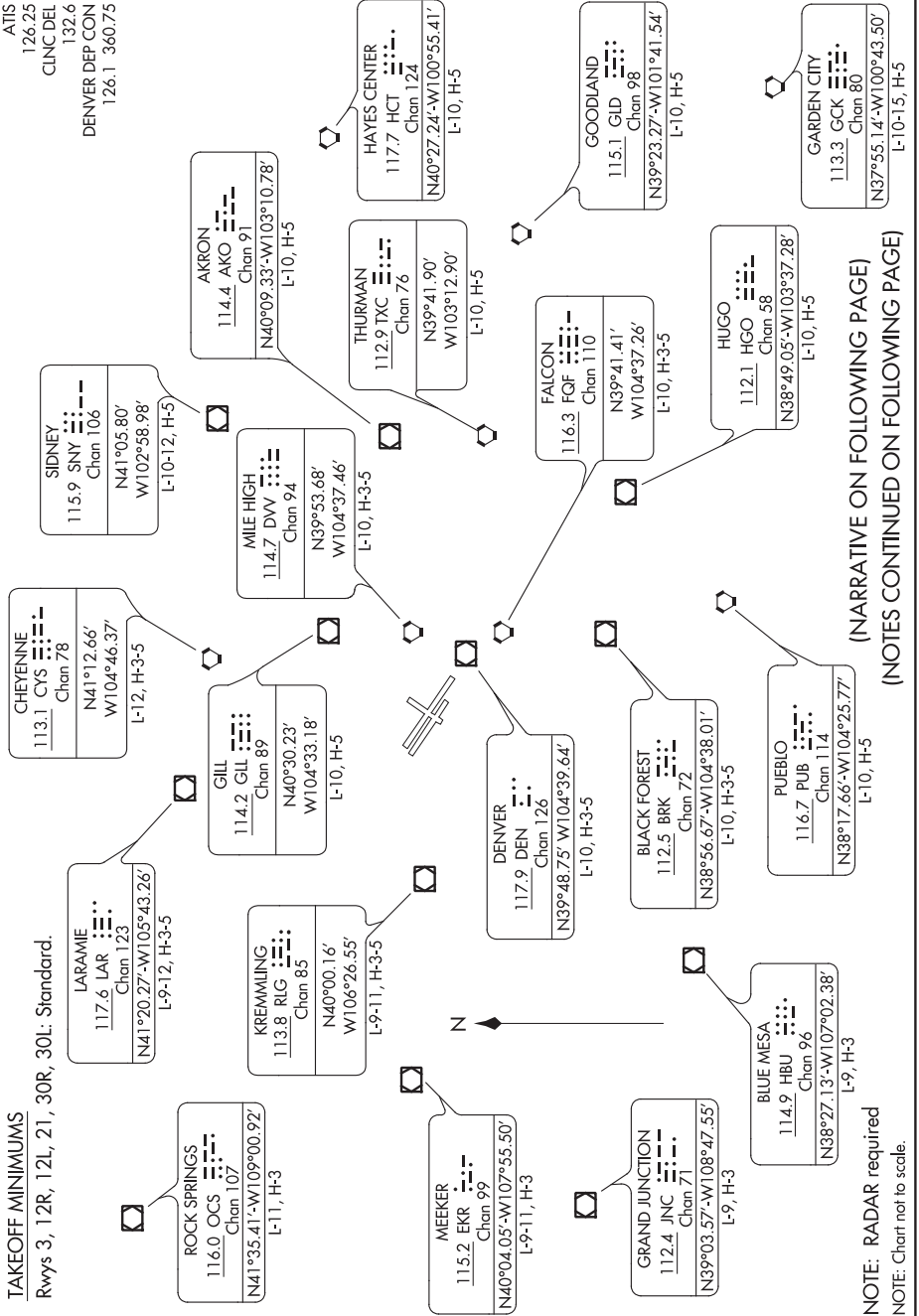
ROCKY MOUNTAIN METROPOLITAN (B.J.C)
DENVER, COLORADO

SL-5612 (FAA)

SW-1, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwys 3, 12R, 12L, 21, 30R, 30L: Standard.



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (B.J.C)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: 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, 30R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER. Thence. . . .

. . . . Expect RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

TAKEOFF OBSTACLE NOTES

- Rwy 3: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.
- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 21: Windsock 116' from DER, 209' left of centerline, 10' AGL/5622' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EEONS FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS:

Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.

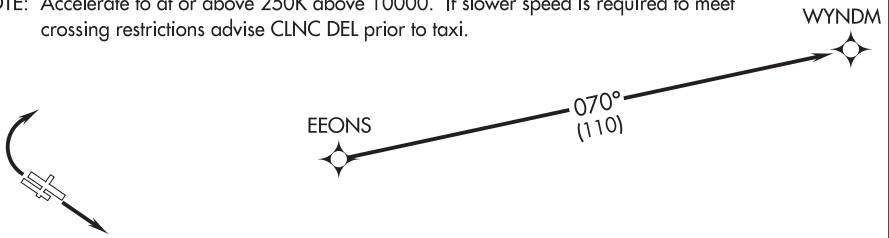
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: Turbojets only.

NOTE: RADAR required.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC, thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

EMMYS FIVE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS

Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(EPKEE4.WEEDS) 16259

EPKEE FOUR DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (BJC)

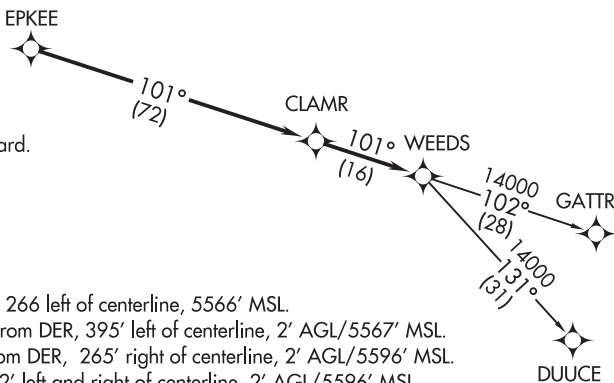
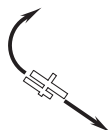
SL-5612 (FAA)

DENVER, COLORADO

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

Rwys 3, 21: NA-ATC.
Rwys 12R, 12L, 30R, 30L: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to EPKEE, then on depicted route to WEEDS, then via (transition). Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

DUUCE TRANSITION (EPKEE4.DUUCE)

GATTR TRANSITION (EPKEE4.GATTR)

EPKEE FOUR DEPARTURE (RNAV)
(EPKEE4.WEEDS) 15SEP16

DENVER, COLORADO
ROCKY MOUNTAIN METROPOLITAN (BJC)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EXTAN FOUR DEPARTURE (RNAV)

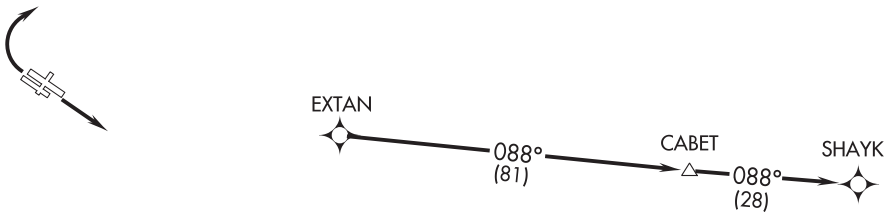
TOP ALTITUDE:
FL230

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

TAKEOFF MINIMUMS

Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: For non-GPS equipped aircraft TXC DME must be operational.



TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266 left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence

. . . . expect RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

FOOOT THREE DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

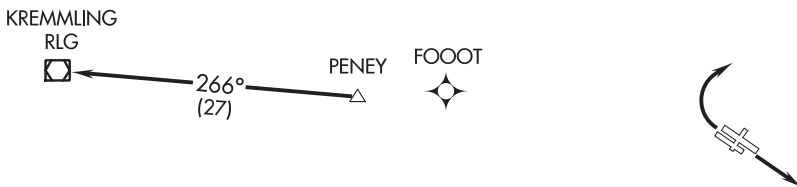
ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF MINIMUMS:

Rwys 3, 21: NA-ATC.

Rwys 12L/R, 30L/R: Standard with a minimum climb of 250' per NM to 16000.



TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266 left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to PENEY, then on depicted route to RLG VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

PIKES8.DEN) 16147
PIKES EIGHT DEPARTURE

SL-5612 (FAA)

ROCKY MOUNTAIN METROPOLITAN (B.JC)
 DENVER, COLORADO

ATIS
 126.25
 CLNC DEL
 132.6
 DENVER DEP CON
 126.1 360.75

**TOP ALTITUDE:
 ASSIGNED BY ATC**

DENVER
 117.9 DEN
 Chan 126
 N39°48.75'-W104°39.64'

TAKEOFF MINIMUMS
 Rwy 3, 12L/R, 21, 30L/R: Standard.
 NOTE: RADAR required.

SOLAR
 N39°08.80'
 W105°03.55'

ADANE
 N38°54.95'
 W104°23.94'

HUGO
 112.1 HGO
 Chan 58

BLACK FOREST
 112.5 BRK
 Chan 72

TEHEV
 N38°33.87'
 W105°24.04'

DRAKE
 N38°36.40'
 W104°24.85'

PUEBLO
 116.7 PUB
 Chan 114
 N38°17.66'-W104°25.77'
 L-10, H-5

BINKE
 N38°00.43'
 W105°35.56'
 H-3-5

ALAMOSA
 113.9 ALS
 Chan 86
 N37°20.95'-W105°48.93'
 L-8-9, H-4-5

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

PIKES EIGHT DEPARTURE
 (PIKES8.DEN) 26MAY16

DENVER, COLORADO
 ROCKY MOUNTAIN METROPOLITAN (B.JC)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER. Thence

TAKEOFF RUNWAYS 12L, 12R: Climb to assigned altitude and heading between 150° CCW 350° from DER. Thence . . .

TAKEOFF RUNWAY 21: Climbing left turn to assigned altitude and heading between 150° CCW 024° from DER. Thence

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER. Thence

. . . . Expect RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 3: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.

Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.

Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.

Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.

Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.

Rwy 21: Windsock 116' from DER, 209' left of centerline, 10' AGL/5622' MSL.

Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.

Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.

Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.

Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.

Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.

Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.

Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.

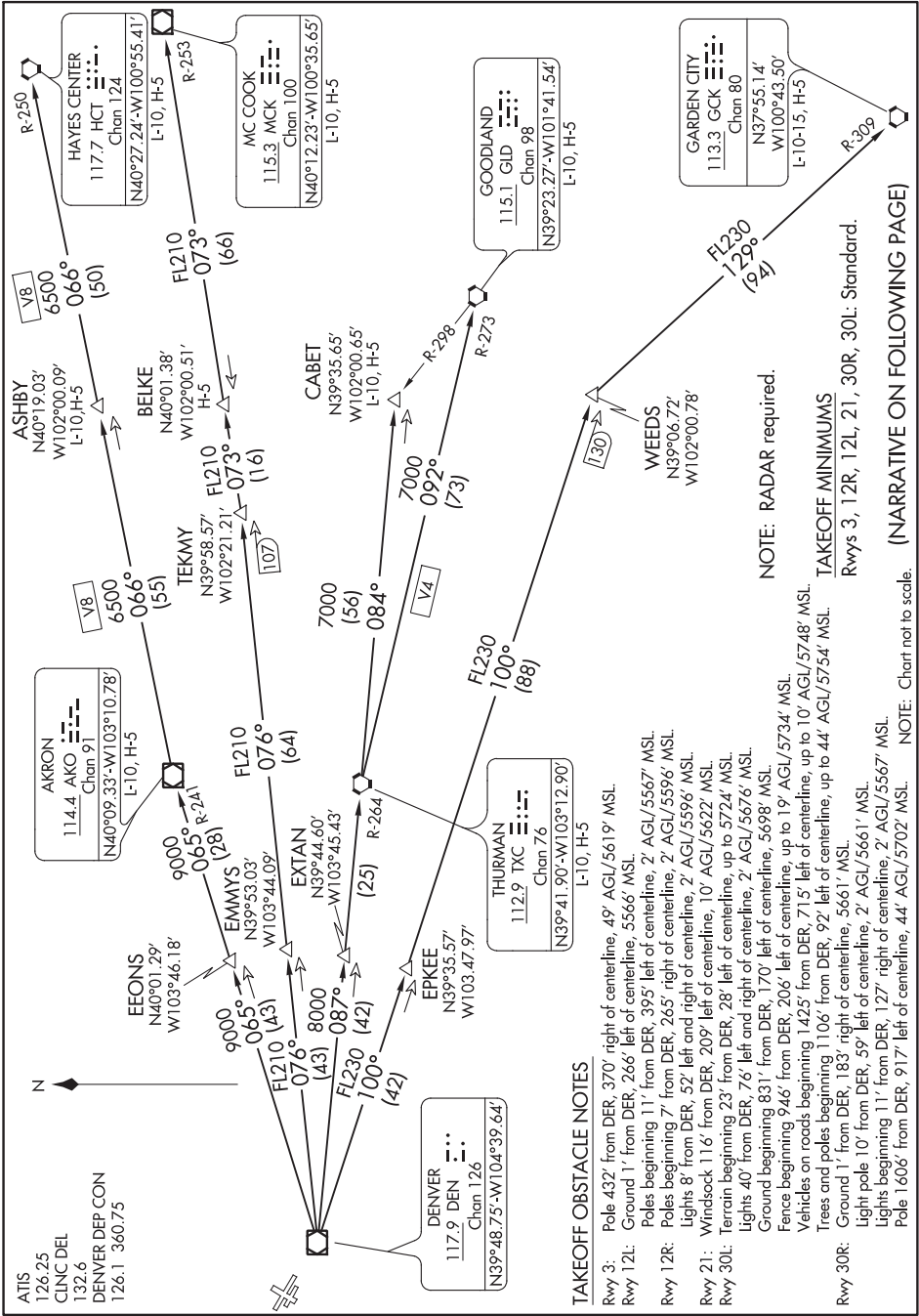
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.

Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.

Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

PLAINS SEVEN DEPARTURE

7 NOV 2016 10:01:19 AM



ATIS
126.25
CLINC DEL
132.6
DENVER DEP CON
126.1 360.75

PLAINS SEVEN DEPARTURE

TAKEOFF OBSTACLE NOTES

- Rwy 3: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.
- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
- Rwy 12R: Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL. Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL. Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 21: Windsock 116' from DER, 209' left of centerline, 10' AGL/5622' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL. Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
- Rwy 30R: Ground beginning 831' from DER, 170' left of centerline, 5698' MSL. Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL. Vehicles on roads beginning 1425' from DER, 92' left of centerline, up to 44' AGL/5754' MSL. Trees and poles beginning 1106' from DER, 183' right of centerline, 5661' MSL.
- Rwy 10: Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
- Rwy 127: Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
- Rwy 1606: Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 3, 12R, 12L, 21, 30R, 30L: Standard.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

(PLAIN7.DEN) 16035

PLAINS SEVEN DEPARTURE

SL-5612 (FAA)

ROCKY MOUNTAIN METROPOLITAN (BJC)
DENVER, COLORADO

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: 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, 30R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER. Thence. . . .

. . . . expect RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

PLAINS SEVEN DEPARTURE

(PLAIN7.DEN) 13NOV14

DENVER, COLORADO

ROCKY MOUNTAIN METROPOLITAN (BJC)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RIKKK THREE DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (BJC)
DENVER, COLORADO

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

FISAR

**TOP ALTITUDE:
FL230**

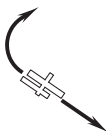
ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

332°
1501

RIKKK

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266 left of centerline, 5566' MSL. Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL. Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL. Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL. Ground beginning 831' from DER, 170' left of centerline, 5698' MSL. Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL. Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL. Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL. Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL. Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL. Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.



TAKEOFF MINIMUMS

- Rwys 3, 21: NA-ATC.
- Rwys 12L/R, 30L/R: Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to RIKKK, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

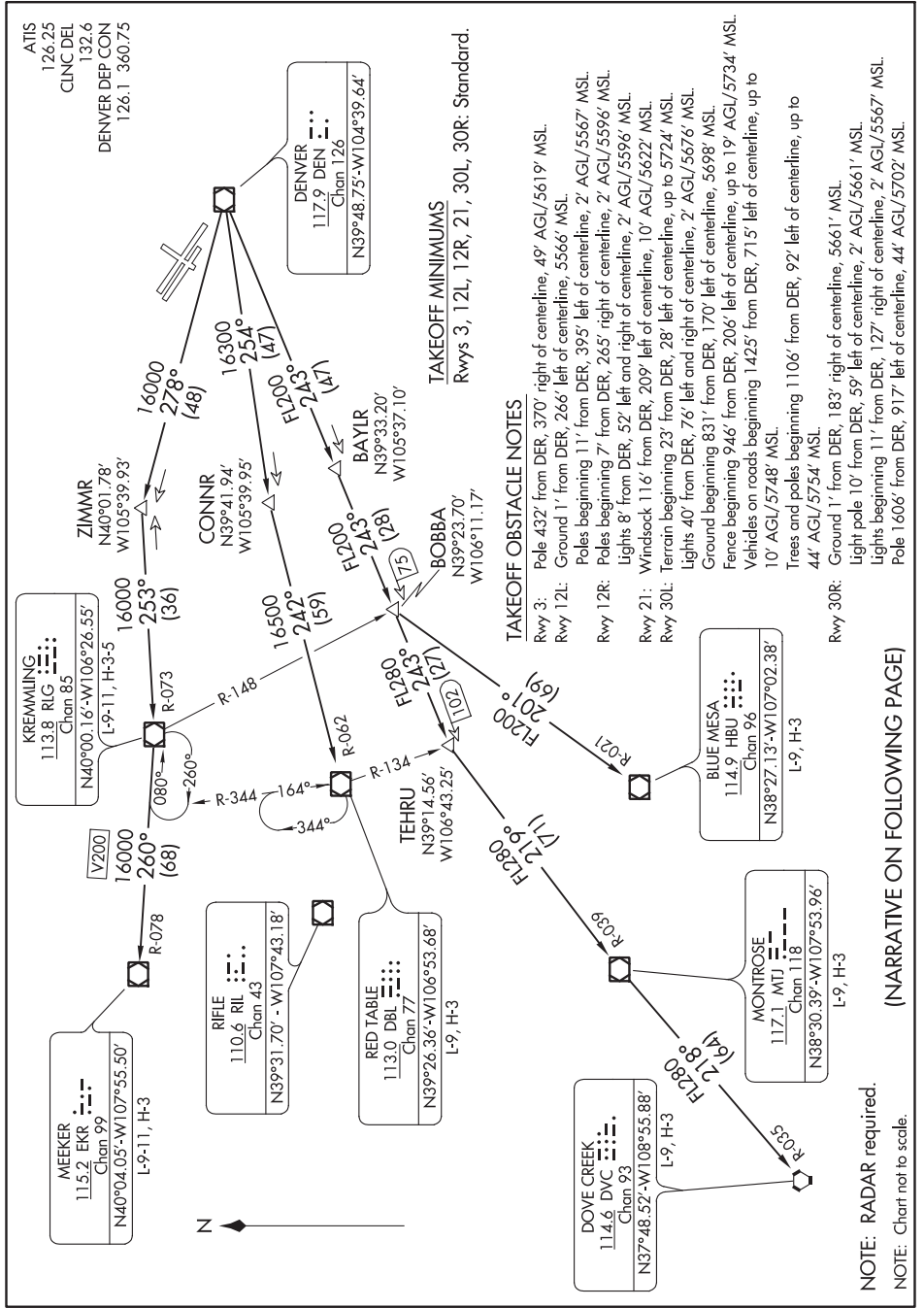
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ROCKIES TWO DEPARTURE

ROCKY MOUNTAIN METROPOLITAN (BJC)
SL-5612 (FAA) DENVER, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



TAKEOFF MINIMUMS
Rwys 3, 12L, 12R, 21, 30L, 30R: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 3: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.
Ground 1' from DER, 266' left of centerline, 5566' MSL.
- Rwy 12L: Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 12R: Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 21: Windsock 116' from DER, 209' left of centerline, 10' AGL/5622' MSL.
Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
- Rwy 30L: Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 71.5' left of centerline, up to 10' AGL/5748' MSL.
- Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 39' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

(NARRATIVE ON FOLLOWING PAGE)

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

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER. Thence. . . .

TAKEOFF RUNWAYS 12L, 12R: 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, 30R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER. Thence. . . .

. . . . Expect RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

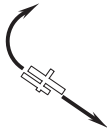
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SOLAR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75



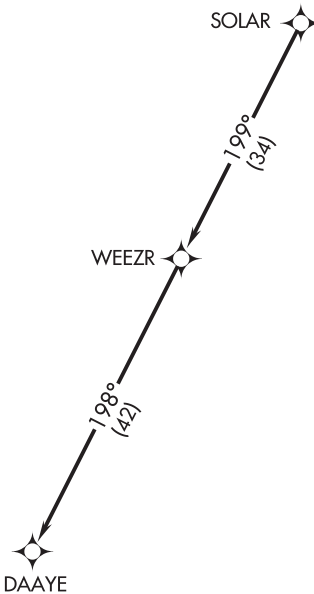
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: Turbojets only.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 3, 21: NA-ATC.
Rwys 12L/R, 30L/R: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266 left of centerline, 5566' MSL. Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL. Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL. Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL. Ground beginning 831' from DER, 170' left of centerline, 5698' MSL. Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL. Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL. Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL. Lt pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL. Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL. Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to SOLAR. Then on depicted route to DAAYE. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SPAZZ THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

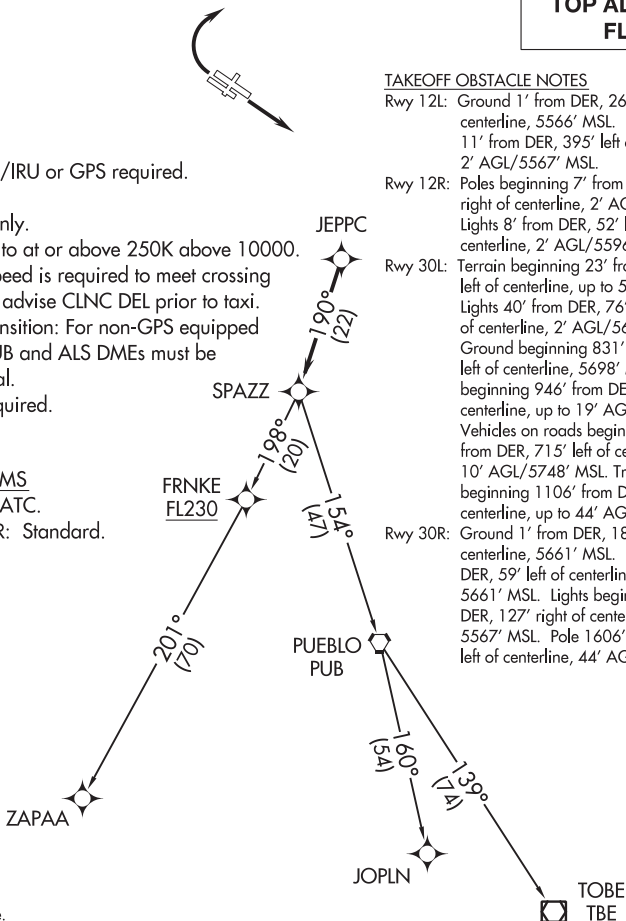
- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: ZAPAA transition: For non-GPS equipped aircraft PUB and ALS DMEs must be operational.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

- Rwys 3, 21: NA - ATC.
- Rwys 12L/R, 30L/R: Standard.

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL. Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL. Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL. Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL. Ground beginning 831' from DER, 170' left of centerline, 5698' MSL. Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL. Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL. Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL. Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL. Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence

. . . . expect radar vectors to JEPPC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

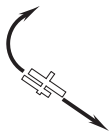
JOPLN TRANSITION (SPAZZ3.JOPLN)

TOBE TRANSITION (SPAZZ3.TBE)

ZAPAA TRANSITION (SPAZZ3.ZAPAA)

STAKR THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**



TAKEOFF MINIMUMS

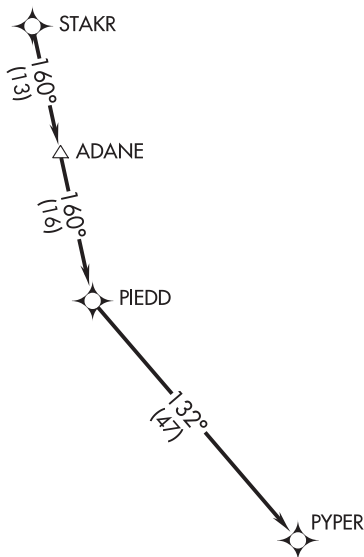
Rwys 3, 21: NA-ATC.
Rwys 12R, 12L, 30R, 30L: Standard.

ATIS 126.25
CLNC DEL 132.6
DENVER DEP CON 126.1 360.75

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to STAKR, then on depicted route to PYPER. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

YAMMI THREE DEPARTURE (RNAV)

ROCKY MOUNTAIN METROPOLITAN (B.JC)
DENVER, COLORADO

ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

LARAMIE 
LAR

**TOP ALTITUDE:
FL230**

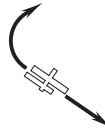
311°
(45)

YAMMI 

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.



TAKEOFF MINIMUMS

- Rwys 3, 21: NA-ATC.
- Rwys 12L/R, 30L/R: Standard with minimum climb of 410' per NM to 7000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

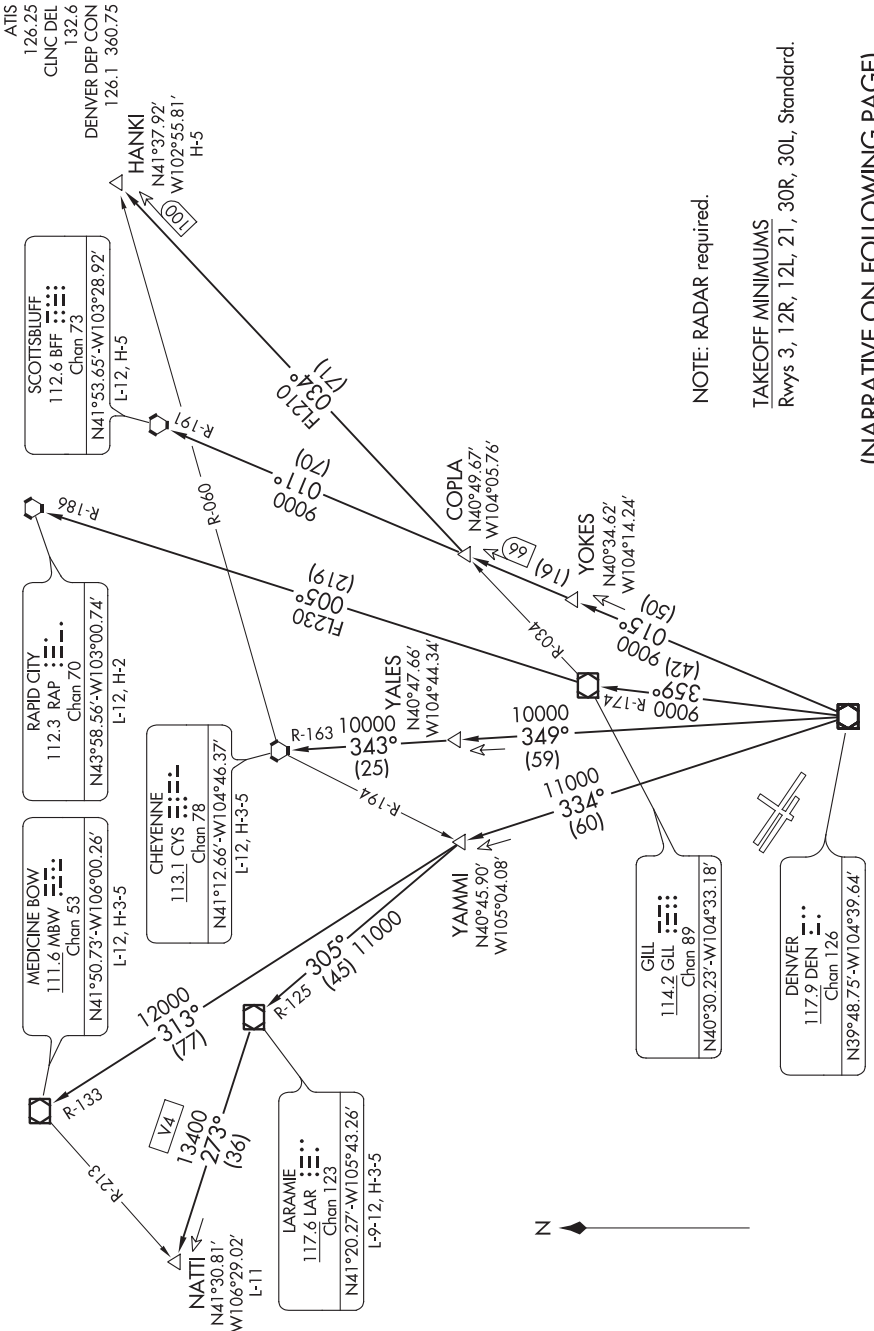
TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to YAMMI, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

YELLOWSTONE NINE DEPARTURE

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 3, 12R, 12L, 21, 30R, 30L, Standard.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb to assigned altitude and heading between 350° CW 150° from DER, thence. . . .

TAKEOFF RUNWAYS 12L, 12R: 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, 30R: Climbing right turn to assigned altitude and heading between 350° CW 113° from DER. Thence. . . .

. . . .Expect RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

CHEYENNE TRANSITION (YELLOW9.CYS): From over DEN VOR/DME via DEN R-349 and CYS R-163 to CYS VORTAC.

HANKI TRANSITION (YELLOW9.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

LARAMIE TRANSITION (YELLOW9.LAR): From over DEN VOR/DME via DEN R-334 and LAR R-125 to LAR VOR/DME.

MEDICINE BOW TRANSITION (YELLOW9.MBW): From over DEN VOR/DME via DEN R-334 and MBW R-133 to MBW VOR/DME.

NATTI TRANSITION (YELLOW9.NATTI): From over DEN VOR/DME via DEN R-334 and LAR R-125 to LAR VOR/DME, then via LAR R-273 to NATTI INT.

RAPID CITY TRANSITION (YELLOW9.RAP): From over DEN VOR/DME via DEN R-359 and GLL R-174 to GLL VOR/DME, then via GLL R-005 and RAP R-186 to RAP VORTAC.

SCOTTSBLUFF TRANSITION (YELLOW9.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

TAKEOFF OBSTACLE NOTES

Rwy 3: Pole 432' from DER, 370' right of centerline, 49' AGL/5619' MSL.

Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.

Poles beginning 111' from DER, 395' left of centerline, 2' AGL/5567' MSL.

Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.

Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.

Rwy 21: Windssock 116' from DER, 209' left of centerline, 10' AGL/5622' MSL.

Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.

Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.

Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.

Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.

Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.

Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.

Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.

Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.

Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.

Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(YOKES5.YOKES) 16091

YOKES FIVE DEPARTURE (RNAV)

320

ROCKY MOUNTAIN METROPOLITAN (BJC)

SL-5612 (FAA)

DENVER, COLORADO

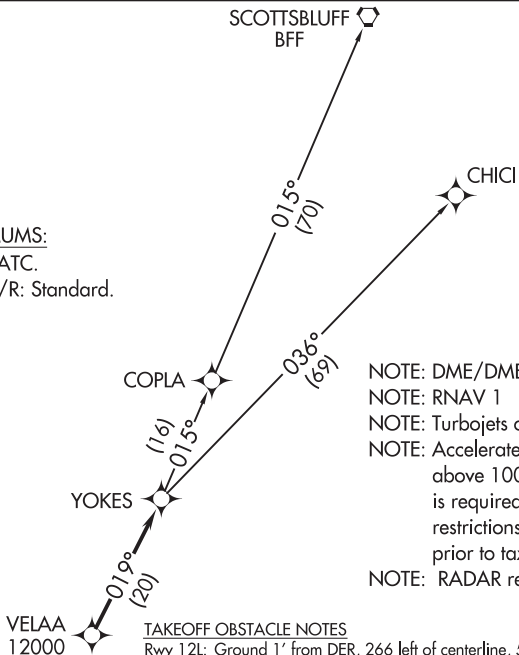
ATIS
126.25
CLNC DEL
132.6
DENVER DEP CON
126.1 360.75

**TOP ALTITUDE:
FL230**

TAKEOFF MINIMUMS:

Rwys 3, 21: NA-ATC.

Rwys 12L/R, 30L/R: Standard.



NOTE: DME/DME/IRU or GPS required.
 NOTE: RNAV 1
 NOTE: Turbojets only.
 NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
 NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

- Rwy 12L: Ground 1' from DER, 266' left of centerline, 5566' MSL.
Poles beginning 11' from DER, 395' left of centerline, 2' AGL/5567' MSL.
- Rwy 12R: Poles beginning 7' from DER, 265' right of centerline, 2' AGL/5596' MSL.
Lights 8' from DER, 52' left and right of centerline, 2' AGL/5596' MSL.
- Rwy 30L: Terrain beginning 23' from DER, 28' left of centerline, up to 5724' MSL.
Lights 40' from DER, 76' left and right of centerline, 2' AGL/5676' MSL.
Ground beginning 831' from DER, 170' left of centerline, 5698' MSL.
Fence beginning 946' from DER, 206' left of centerline, up to 19' AGL/5734' MSL.
Vehicles on roads beginning 1425' from DER, 715' left of centerline, 10' AGL/5748' MSL.
Trees and poles beginning 1106' from DER, 92' left of centerline, up to 44' AGL/5754' MSL.
- Rwy 30R: Ground 1' from DER, 183' right of centerline, 5661' MSL.
Light pole 10' from DER, 59' left of centerline, 2' AGL/5661' MSL.
Lights beginning 11' from DER, 127' right of centerline, 2' AGL/5567' MSL.
Pole 1606' from DER, 917' left of centerline, 44' AGL/5702' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 12L, 12R: Climb heading between 150° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAYS 30L, 30R: Climbing right turn heading between 350° CW 113° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to VELAA, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CHICI TRANSITION (YOKES5.CHICI)

SCOTTSBLUFF TRANSITION (YOKES5.BFF)

YOKES FIVE DEPARTURE (RNAV)

(YOKES5.YOKES) 31MAR16

DENVER, COLORADO

ROCKY MOUNTAIN METROPOLITAN (BJC)

SW-1, 10 NOV 2016 to 05 JAN 2017


SW-1, 10 NOV 2016 to 05 JAN 2017

LOC I-DRO 109.1	APP CRS 027°	Rwy Idg TDZE Apt Elev	9201 6643 6689
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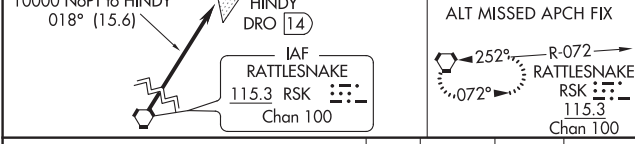
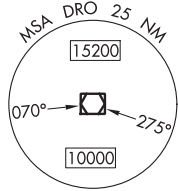
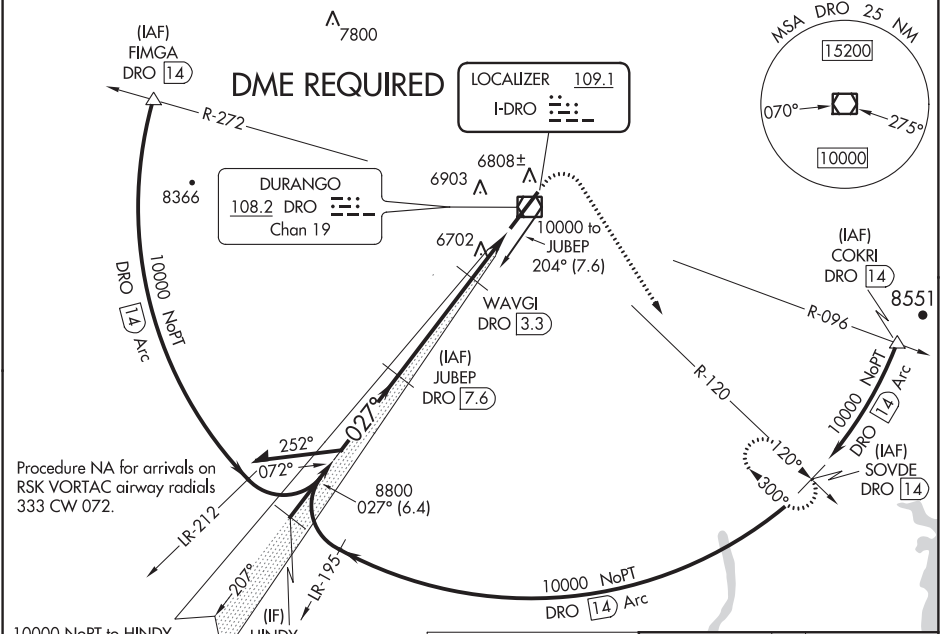
ILS or LOC/DME RWY 3

DURANGO-LA PLATA COUNTY (D.R.O)

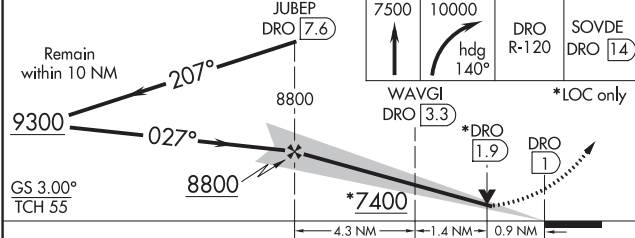
NA DME required. DME from DRO VOR/DME. Simultaneous reception of I-DRO and DRO VOR/DME required. For non MALSR, increase S-LOC 3 Cat C/D visibility to 7/10 mile.

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 1.4 DME and hold.

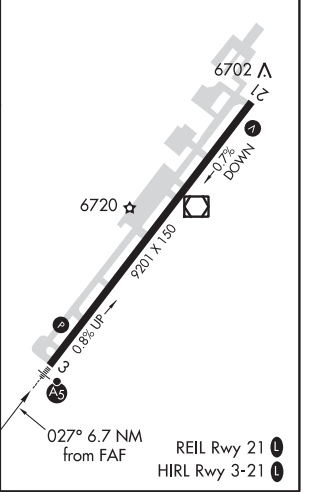
ASOS 120.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF)
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ELEV 6689	D TDZE 6643
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CATEGORY	A	B	C	D
S-ILS 3		6843-1/2	200 (200-1/2)	
S-LOC 3		6960-1/2	317 (300-1/2)	
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2 1/2 851 (900-2 1/2)	8140-3 1451 (1500-3)



SW-1, 10 NOV 2016 to 05 JAN 2017


SW-1, 10 NOV 2016 to 05 JAN 2017


WAAS CH 53710 W03A	APP CRS 027°	Rwy Idg 9201 TDZE 6643 Apt Elev 6689
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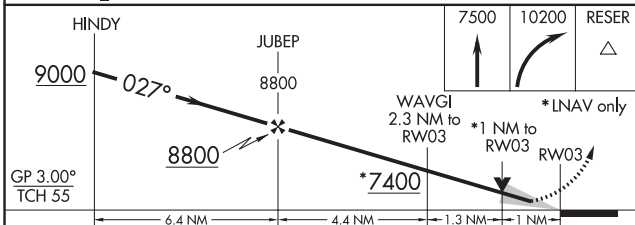
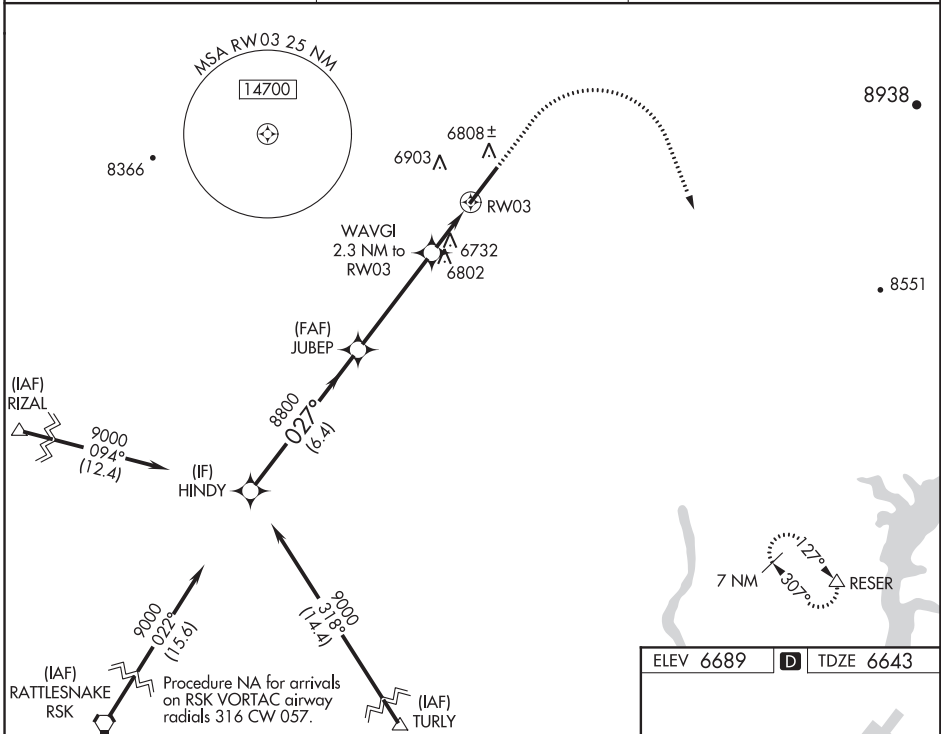
RNAV (GPS) RWY 3

DURANGO-LA PLATA COUNTY (D.R.O)

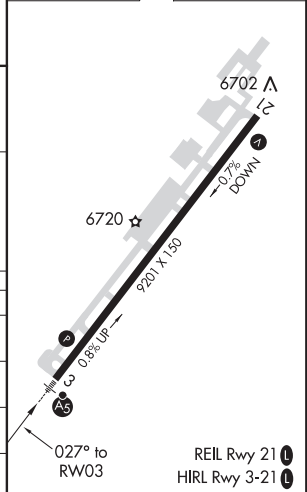
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV Cat C/D visibility to 1 mile.

MALSR  MISSED APPROACH: Climb to 7500 then climbing right turn to 10200 direct RESER and hold.

ASOS 120.625	DENVER CENTER 118.575 348.7	UNICOM 122.8 (CTAF) 
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ELEV 6689	D	TDZE 6643
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CATEGORY	A	B	C	D
LPV DA		6843-1/2	200 (200-1/2)	
LNAV/VNAV DA		6918-1/2	275 (300-1/2)	
LNAV MDA	7000-1/2	357 (400-1/2)	7000-5/8	357 (400-5/8)
C CIRCLING	7160-1 471 (500-1)	7220-1 531 (600-1)	7540-2 1/2 851 (900-2 1/2)	8140-3 1451 (1500-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 247°	Rwy Idg TDZE Apt Elev	N/A N/A 6535
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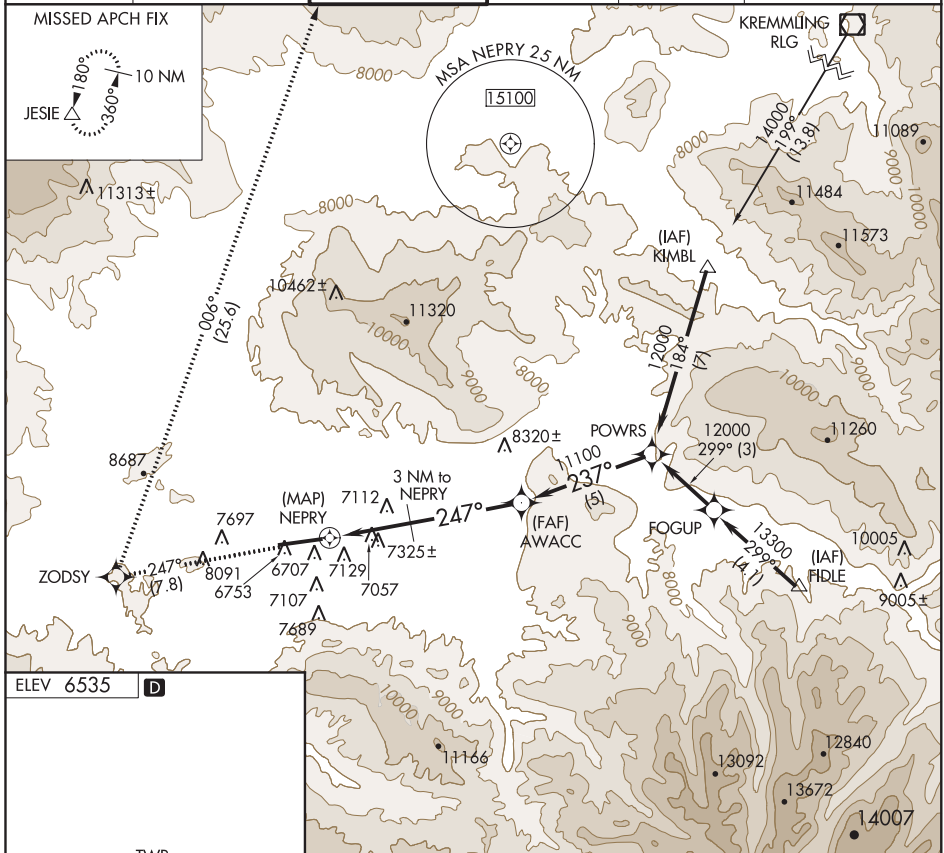
RNAV (GPS)-D

EAGLE COUNTY RGNL (EGE)

⚠ DME/DME RNP- 0.3 NA. Circling south of Rwy 7-25 not authorized for Cat C and D at night. Circling to Rwy 7 NA at night.
⚠ -17°C/1°F Helicopter visibility reduction below 1 SM NA.

⚠ MISSED APPROACH: Climb to 14500 via 247° course to ZODSY WP, then via 006° course to JESIE WP and hold.

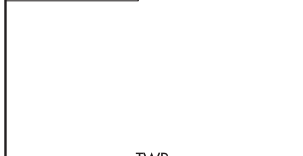
ATIS 135.575	DENVER CENTER 128.65 282.2	EAGLE TOWER ★ 119.8 (CTAF) Ⓛ	GND CON 121.8	CLNC DEL 124.75	DENVER CLNC DEL 124.75 (When tower closed)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6535 **D**



14500	ZODSY	006° crs	JESIE	POWRS
247° crs				
NEPRY		3 NM to NEPRY	AWACC	12000
9860		11100	Procedure Turn NA	
0.5		3 NM	4 NM	5 NM
CATEGORY	A	B	C	D
CIRCLING	8900-1¼ 2365 (2400-1¼)	8900-1½ 2365 (2400-1½)	8900-3	2365 (2400-3)

LOC/DME I-ESJ 109.75 Chan 34 (Y)	APP CRS 246°	Rwy Idg 8000 TDZE 6540 Apt Elev 6540
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LDA/DME RWY 25

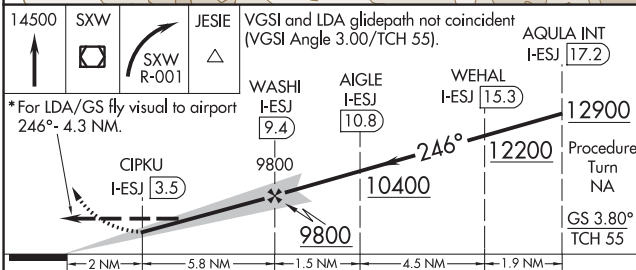
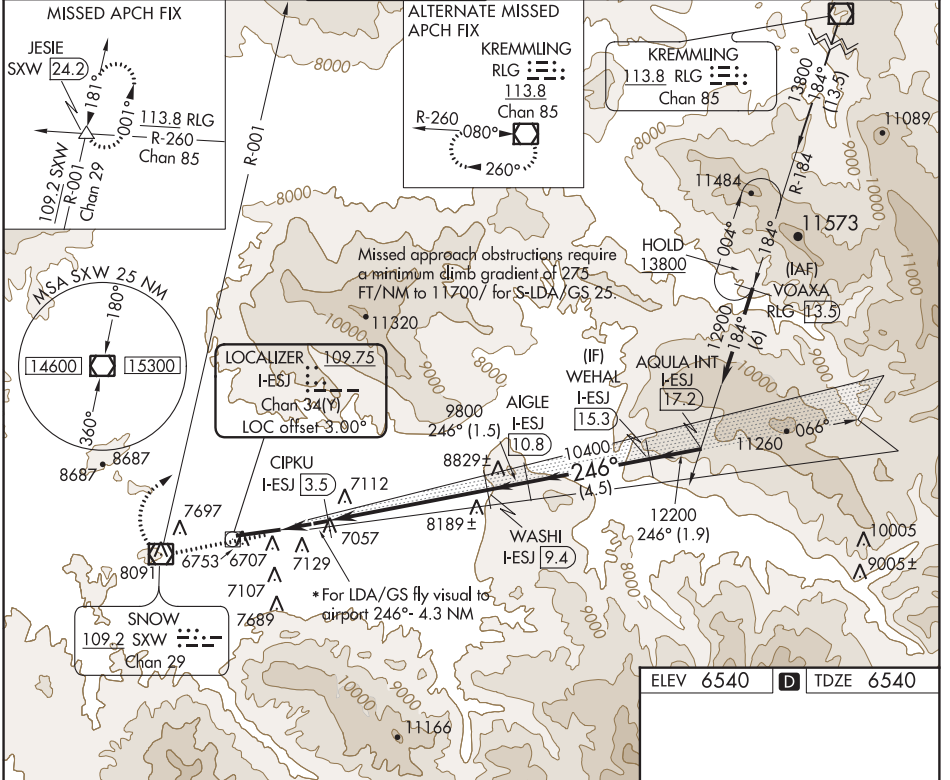
EAGLE COUNTY RGNL (EGE)

⚠ Inoperative table does not apply.
At night increase LDA/GS visibility to 5 miles.
⚠ -17°C/1°F *Fly visual to airport authorized during day only.

MALSR

MISSED APPROACH: Climb to 14500 direct SWX VOR/DME and climbing right turn via SWX R-001 to JESIE INT/SWX 24.2 DME and hold.

ATIS 135.575	DENVER CENTER 128.65 282.2	EAGLE TOWER * 119.8 (CTAF)	GND CON 121.8	CLNC DEL 124.75	DENVER CLNC DEL 124.75 (When tower closed)
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ELEV 6540	D TDZE 6540
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TWR 6552

Procedure Turn NA

GS 3.80° TCH 55

HIRL Rwy 7-25

REIL Rwy 7

0.9% UP
9000 X 1.50
1.0% DOWN

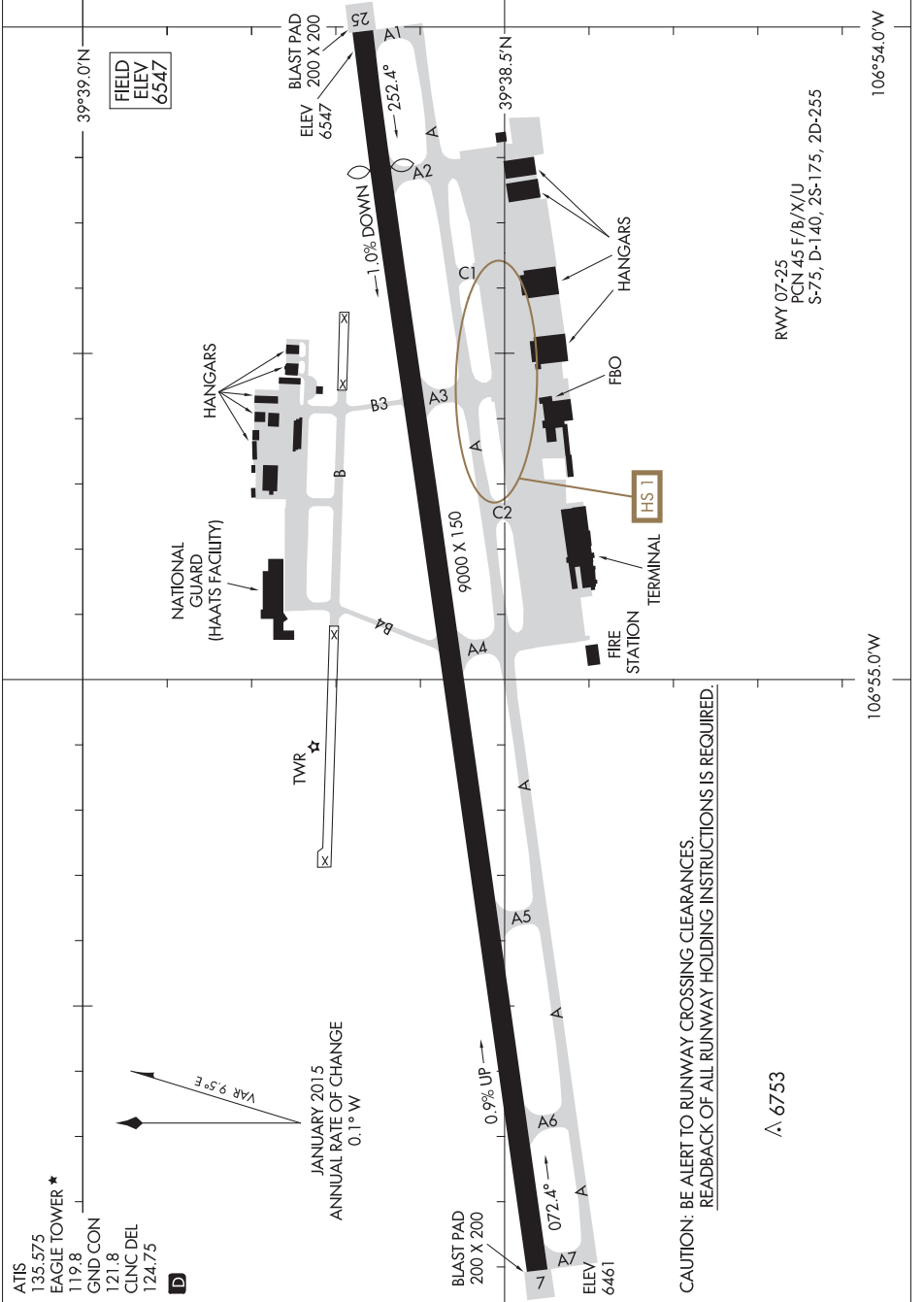
CATEGORY	A	B	C	D
S-LDA/GS 25	8330-3	1790 (1800-3)		NA
S-LDA 25	8620-2½	2080 (2100-2½)	8620-3 2080 (2100-3)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AL-6403 (FAA)

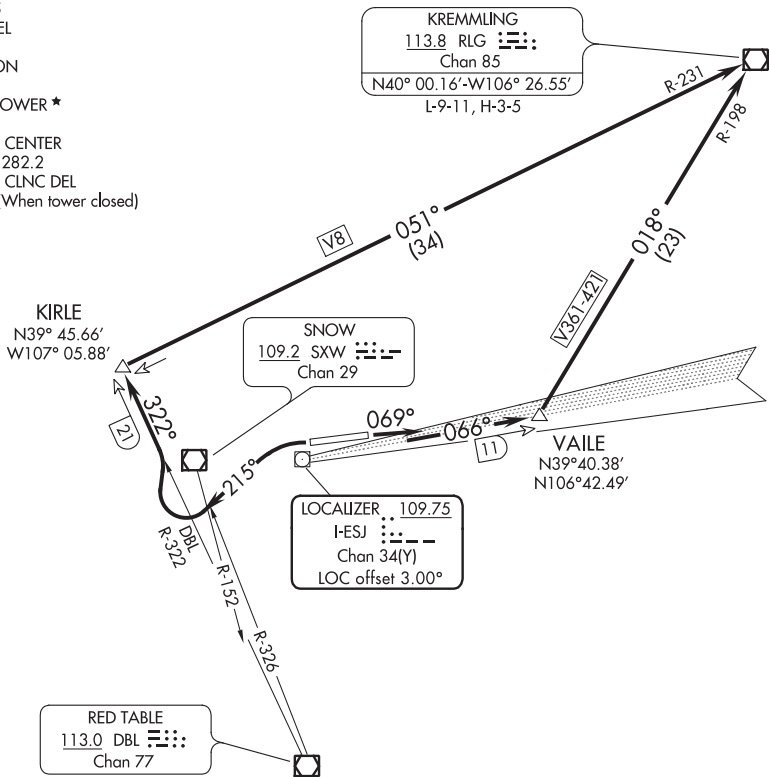
SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

GYPSUM FIVE DEPARTURE

ATIS
135.575
CLNC DEL
124.75
GND CON
121.8
EAGLE TOWER ★
119.8
DENVER CENTER
128.65 282.2
DENVER CLNC DEL
124.75 (When tower closed)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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.

TAKEOFF OBSTACLE NOTES

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

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7: Climb heading 069° and I-ESJ northeast course to VAILE INT/ESJ 11 DME then left turn on RLG R-198 to RLG VOR/DME.

TAKEOFF RUNWAY 25: Climbing left turn heading 215°, 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.

(EKR2.EKR) 15176

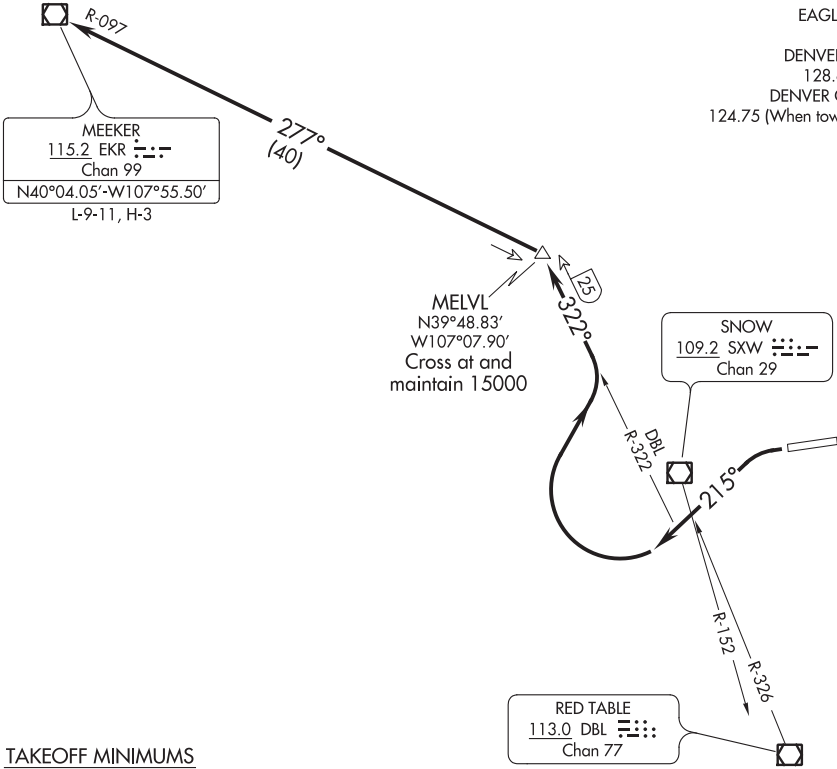
MEEKER TWO DEPARTURE

SL-6403 (FAA)

EAGLE COUNTY RGNL (E/G/E)
EAGLE, COLORADO

**TOP ALTITUDE:
15000**

ATIS 135.575
 CLNC DEL 124.75
 GND CON 121.8
 EAGLE TOWER* 119.8
 DENVER CENTER 128.65 282.2
 DENVER CLNC DEL 124.75 (When tower closed)



TAKEOFF MINIMUMS

Rwy 7: NA - ATC

Rwy 25: Standard with minimum climb of 815' per NM to 15000.

TAKEOFF OBSTACLE NOTES

Rwy 25: Multiple trees beginning 1.6 NM from DER, 233' left of centerline, up to 15' AGL/7694' MSL.

Pole 2 NM from DER, 111' left of centerline, 14' AGL/7333' MSL.

Multiple trees beginning 1.4 NM from DER, 795' right of centerline, up to 16' AGL/7615' MSL.

Multiple poles, tank and OL on tower beginning 1.4 NM from DER, 77' right of centerline, up to 37' AGL/7716' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 25: Climbing left turn heading 215°, upon crossing SXW R-152 or DBL R-326 turn right via DBL R-322 to MELVL INT/DBL 25 DME then turn left via EKR R-097 to EKR VOR/DME. Cross MELVL at and maintain 15000, expect filed altitude 10 minutes after departure.

MEEKER TWO DEPARTURE

(EKR2.EKR) 15176

EAGLE, COLORADO
EAGLE COUNTY RGNL (E/G/E)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ERIE, COLORADO

AL-6664 (FAA)

13010

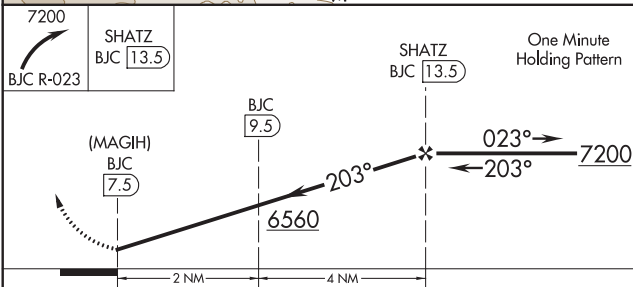
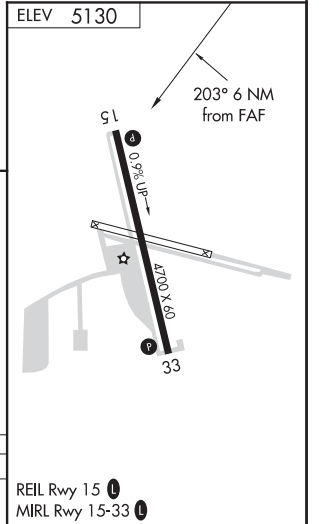
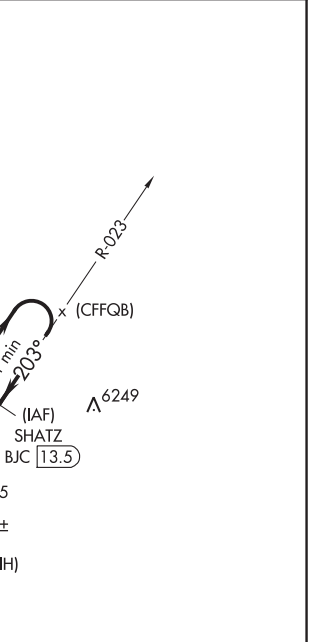
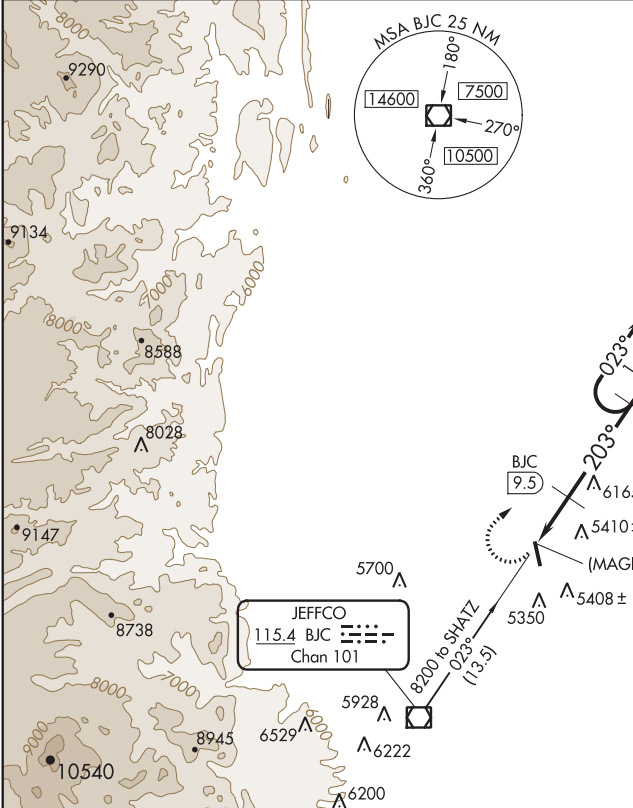
VOR/DME BJC 115.4 Chan 101	APP CRS 203°	Rwy Idg TDZE Apt Elev N/A N/A 5130
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VOR/DME or GPS-A

ERIE MUNI (EIK)

NA Use Denver Intl altimeter setting. MISSED APPROACH: Climbing right turn to 7200 via BJC R-023 to SHATZ/13.5 DME and hold.

AWOS-3 133.825	DENVER APP CON 126.1 360.75	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	5840-1 710 (800-1)	5860-1 730 (800-1)	5880-2¼ 750 (800-2¼)	NA

REIL Rwy 15 **1**
MIRL Rwy 15-33 **1**

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ERIE, COLORADO
Orig-A 10JAN13

40°01'N-105°03'W

VOR/DME or GPS-A

ERIE MUNI (EIK)

LOC/DME I-FMN 111.9 Chan 56	APP CRS 256°	Rwy Idg TDZE Apt Elev	6277 5506 5506
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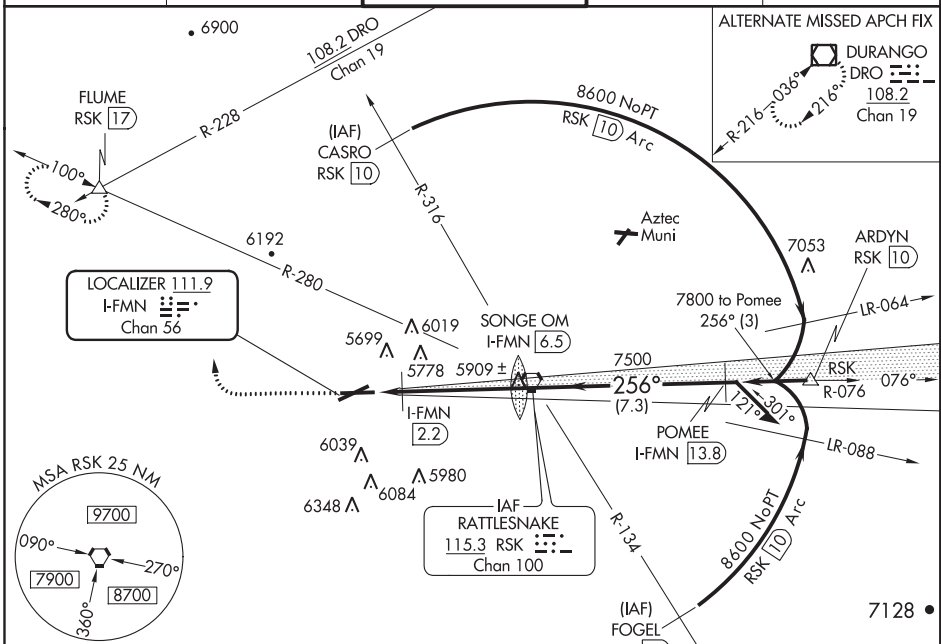
ILS or LOC RWY 25

FOUR CORNERS RGNL (FMN)

⚠ Cat D Circling not authorized southeast of Rwy 5 and 25.

MISSED APPROACH: Climb to 6100 then climbing right turn to 9000 via heading 321° and RSK R-280 to FLUME INT and hold.

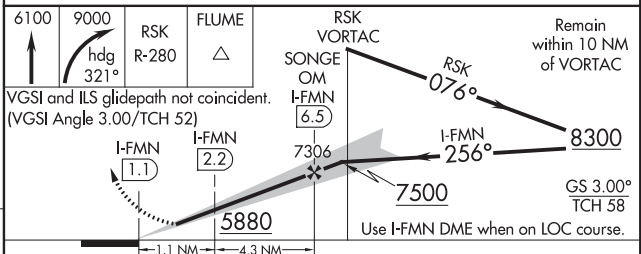
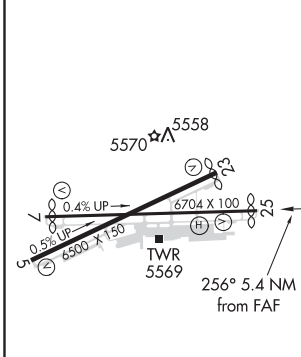
ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER* 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5506	D	TDZE 5506
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CATEGORY	DME MINIMUMS			
	A	B	C	D
S-ILS 25	5706-3/4 200 (200-3/4)			
S-LOC 25	5880-1 374 (400-1)			5880-1 1/4 374 (400-1 1/4)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1 3/4 654 (700-1 3/4)	6160-2 654 (700-2)
	DME MINIMUMS			
S-LOC 25	5780-1 274 (300-1)			
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1 3/4 654 (700-1 3/4)	6160-2 654 (700-2)

REIL Rws 23 and 25 **Ⓛ**
MIRL Rws 5-23 and 7-25 **Ⓛ**

FAF to MAP 5.4 NM

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

RNAV (GPS) RWY 5

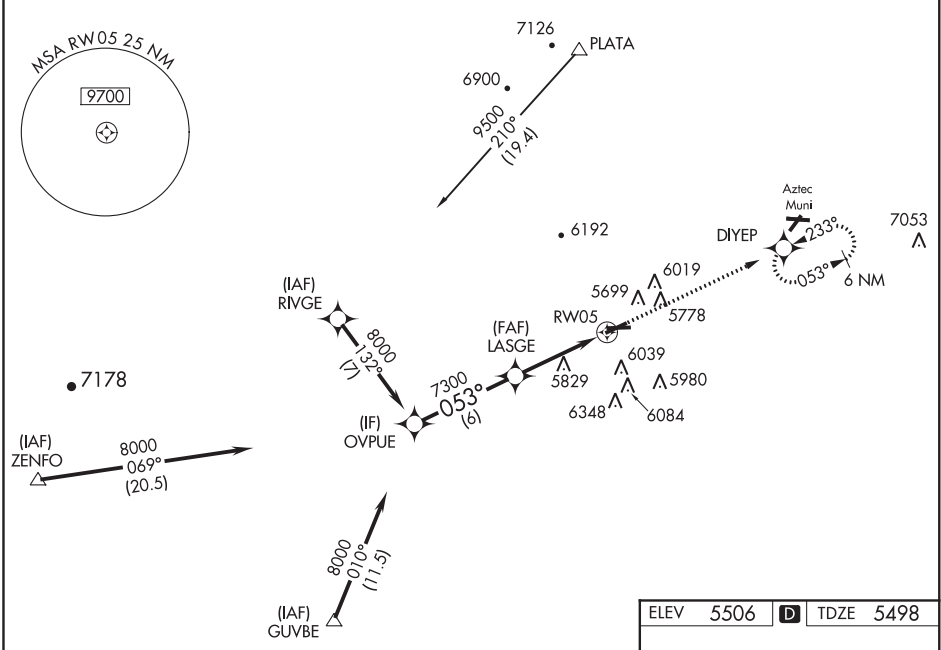
FOUR CORNERS RGNL (FMN)

WAAS CH 86210 W05A	APP CRS 053°	Rwy Idg TDZE 5498 Apt Elev 5506	6376
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⚠ Cat D Circling not authorized southeast of Rwy 5 and 25.
⚠ Baro-VNAV NA below -26°C (-14°F).
 DME/DME RNP-0.3 NA.
 If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8400 direct DIYEP and hold.

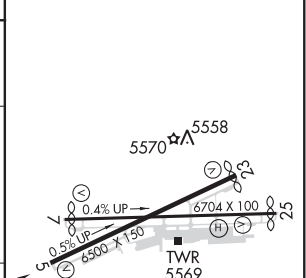
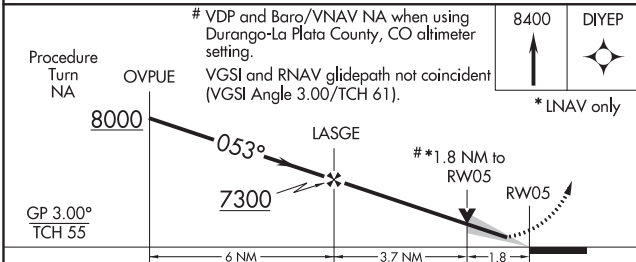
ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER* 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV	5506	TDZE	5498
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CATEGORY	A	B	C	D
LPV DA	5750-1 252 (300-1)			
LNAV/VNAV DA	5920-1½ 422 (500-1½)			
LNAV MDA	6100-1	602 (600-1)	6100-1¾ 602 (600-1¾)	6100-2 602 (600-2)
CIRCLING	6100-1½ 594 (600-1½)	6120-1½ 614 (700-1½)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwy 23 and 25
 MRL Rwy 5-23 and 7-25

WAAS CH 90110 W07A	APP CRS 076°	Rwy Idg TDZE Apt Elev	6277 5502 5506
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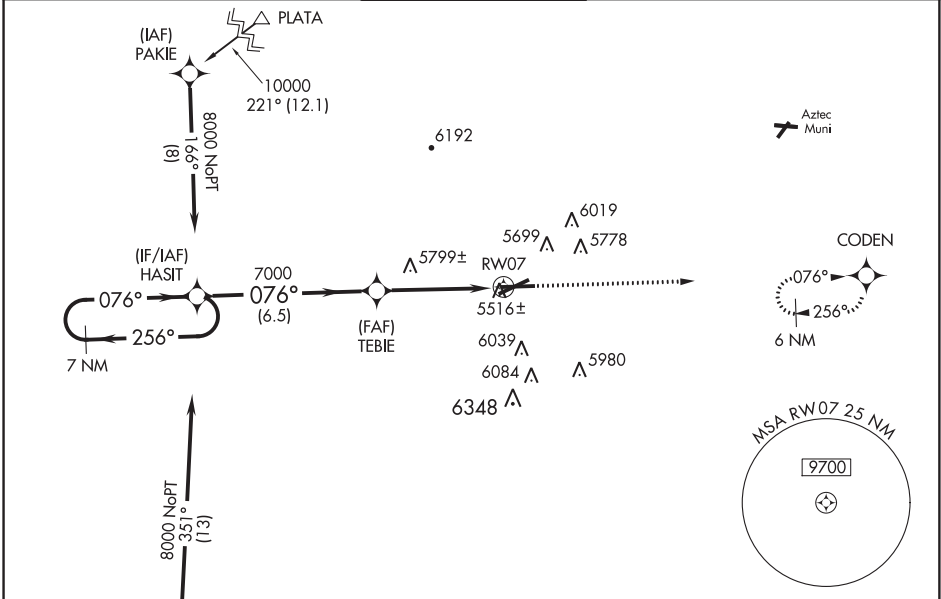
RNAV (GPS) RWY 7

FOUR CORNERS RGNL (FMN)

⚠ Cat D Circling not authorized southeast of Rwy 5 and 25.
⚠ Baro-VNAV NA below -26°C (-14°F). DME/DME RNP-0.3 NA.
 If local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DAs/MDAs 260 feet.

MISSED APPROACH: Climb to 8300 direct CODEN and hold.

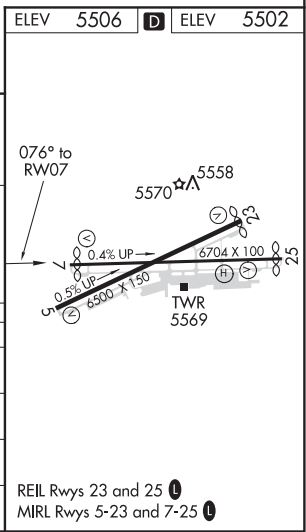
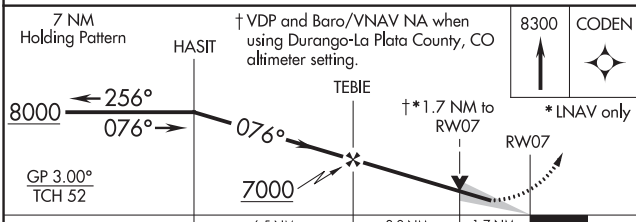
ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER* 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5506	D	ELEV 5502
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CATEGORY	A	B	C	D
LPV DA	5760-1 258 (300-1)			
LNNAV/VNAV DA	5980-1¼ 478 (500-1¼)			
LNNAV MDA	6060-1	558 (600-1)	6060-1½ 558 (600-1½)	6060-1¾ 558 (600-1¾)
CIRCLING	6060-1¾ 554 (600-1¾)	6120-1¾ 614 (700-1¾)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

REIL Rwy 23 and 25 **0**
 MIRL Rwy 5-23 and 7-25 **0**

FOUR CORNERS RGNL (FMN)
RNAV (GPS) RWY 7

WAAS CH 70714 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	6376 5504 5506
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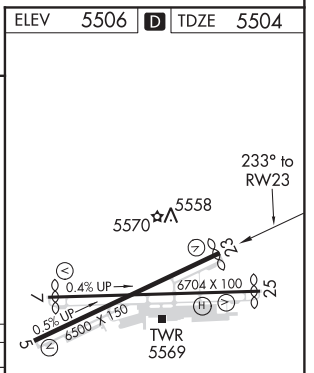
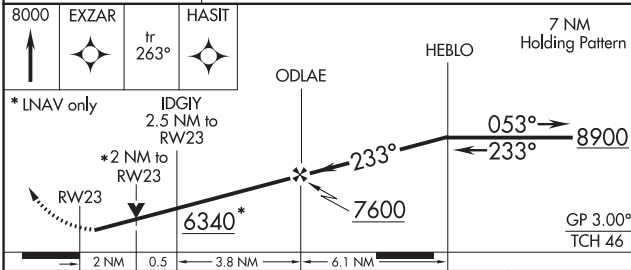
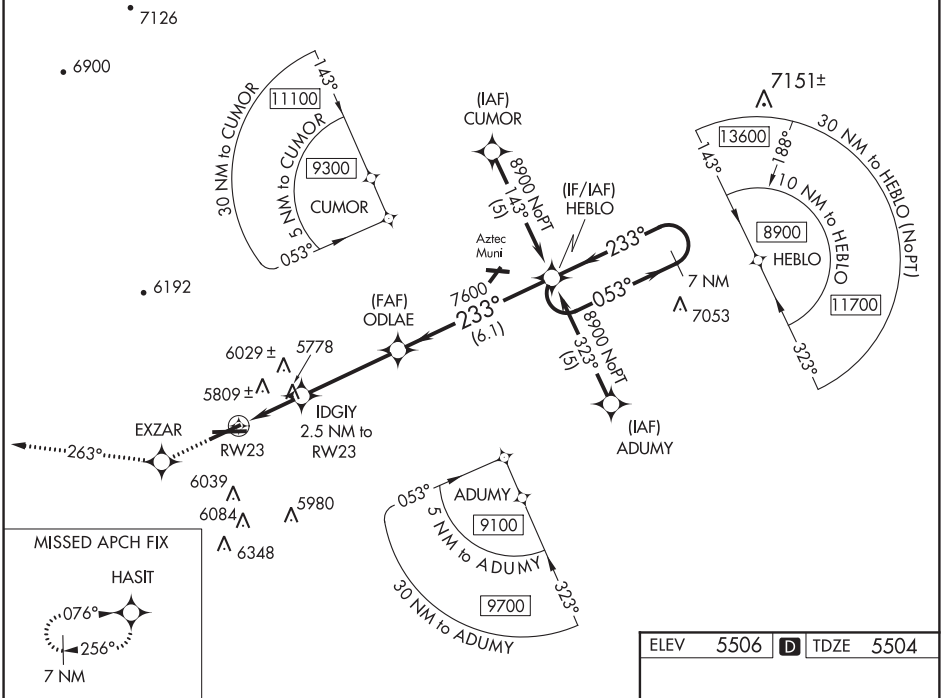
RNAV (GPS) RWY 23

FOUR CORNERS RGNL (FMN)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (+14°F) or above 38°C (100°F).
⚠ Circling NA Cat D southeast of Rwy 5 and 25.
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 8000 direct EXZAR and via track 263° to HASIT and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER* 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		5798-1	294 (300-1)	
LNAV/VNAV DA		6138-2¼	634 (700-2¼)	
LNAV MDA	6180-1 676 (700-1)	6180-2 676 (700-2)	6180-2¼ 676 (700-2¼)	
CIRCLING	6180-1 674 (700-1)	6180-2 674 (700-2)	6180-2¼ 674 (700-2¼)	

REIL Rwy 23 and 25
 MIRL Rwy 5-23 and 7-25

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97518 W25A	APP CRS 256°	Rwy Idg TDZE Apt Elev	6277 5506 5506
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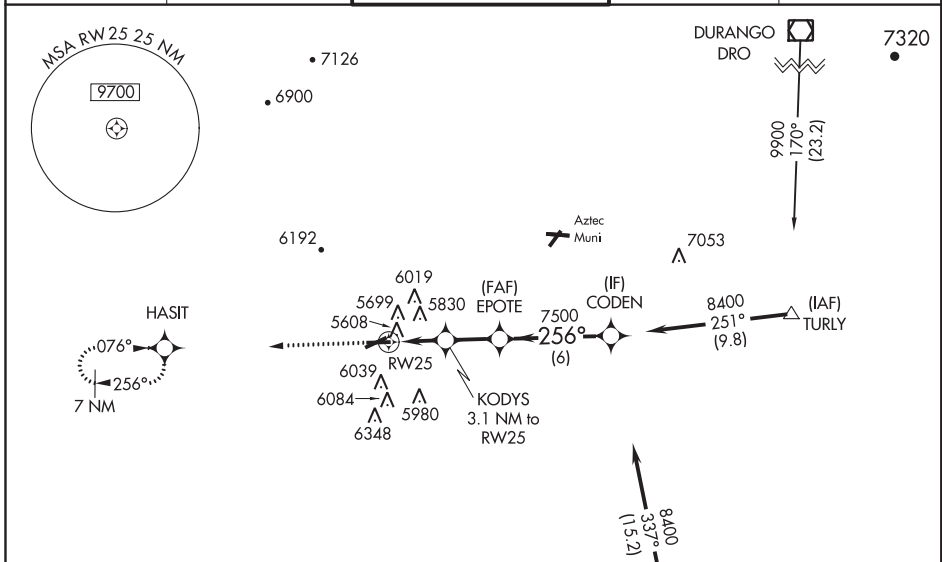
RNAV (GPS) RWY 25

FOUR CORNERS RGNL (FMN)

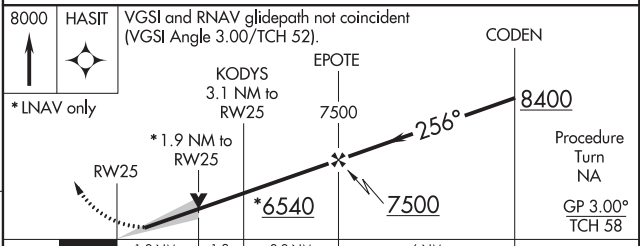
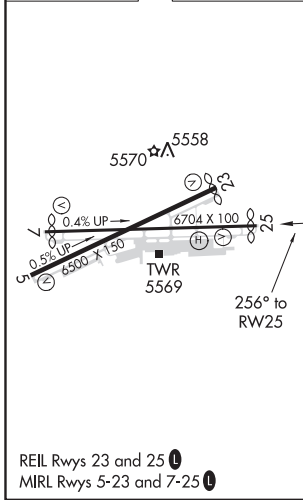
⚠ Baro-VNAV NA when using Durango-La Plata County, CO altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F).
⚠ DME/DME RNP 0.3 NA. Cat. D Circling NA SE of Rwy 5 and 25. When local altimeter setting not received, use Durango-La Plata County, CO altimeter setting and increase all DA 243 feet and all MDA 260 feet. Increase LPV visibility ¾ mile all Cats., LNAV/VNAV visibility 1 mile all Cats., LNAV and Circling visibility Cats. A-B ¼ mile, Cats. C-D visibility 1 mile. VDP NA with Durango-La Plata County, CO altimeter setting.

MISSED APPROACH:
Climb to 8000 direct HASIT and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER * 118.9 (CTAF) 257.8	GND CON 121.7	UNICOM 122.95
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ELEV	5506	D	TDZE	5506
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CATEGORY	A	B	C	D
LPV DA		5706-¾	200 (200-¾)	
LNAV/VNAV DA		6068-2	562 (600-2)	
LNAV MDA	6160-1	654 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)
CIRCLING	6160-1	654 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

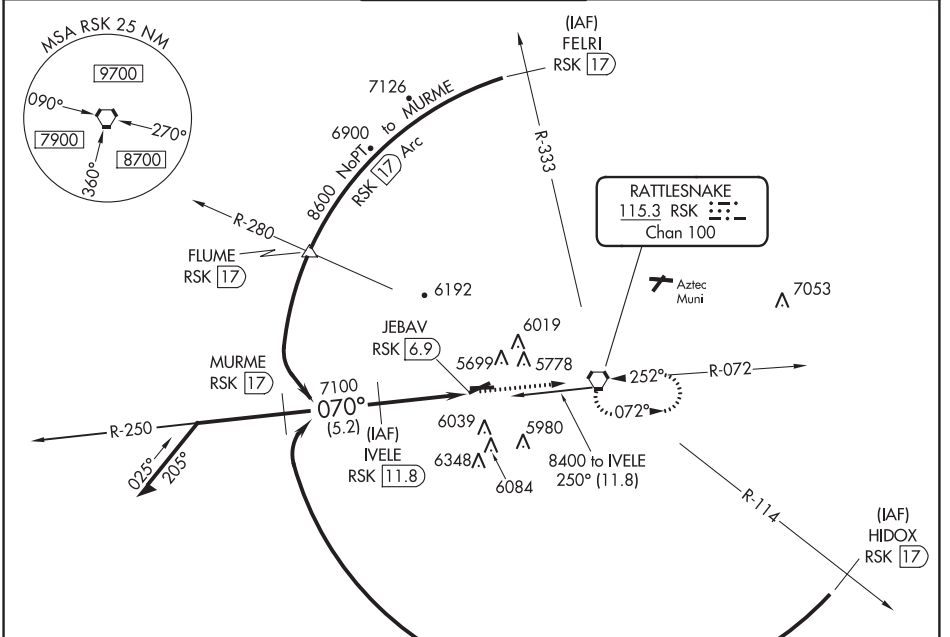
VORTAC RSK 115.3 Chan 100	APP CRS 070°	Rwy Idg TDZE Apt Elev	6376 5498 5506
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VOR/DME RWY 5

FOUR CORNERS RGNL (FMN)

NA Cat D Circling not authorized southeast of Rwy 5 and 25. MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

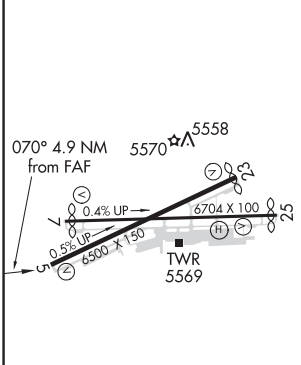
ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER* 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5506	D	TDZE 5498
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REIL Rws 23 and 25
MIRL Rws 5-23 and 7-25

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	Remain within 10 NM			
	A	B	C	D
S-5	6060-1	562 (600-1)	6060-1½ 562 (600-1½)	6060-1¾ 562 (600-1¾)
CIRCLING	6060-1 554 (600-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

VORTAC RSK 115.3 Chan 100	APP CRS 072°	Rwy Idg TDZE Apt Elev 6277 5502 5506
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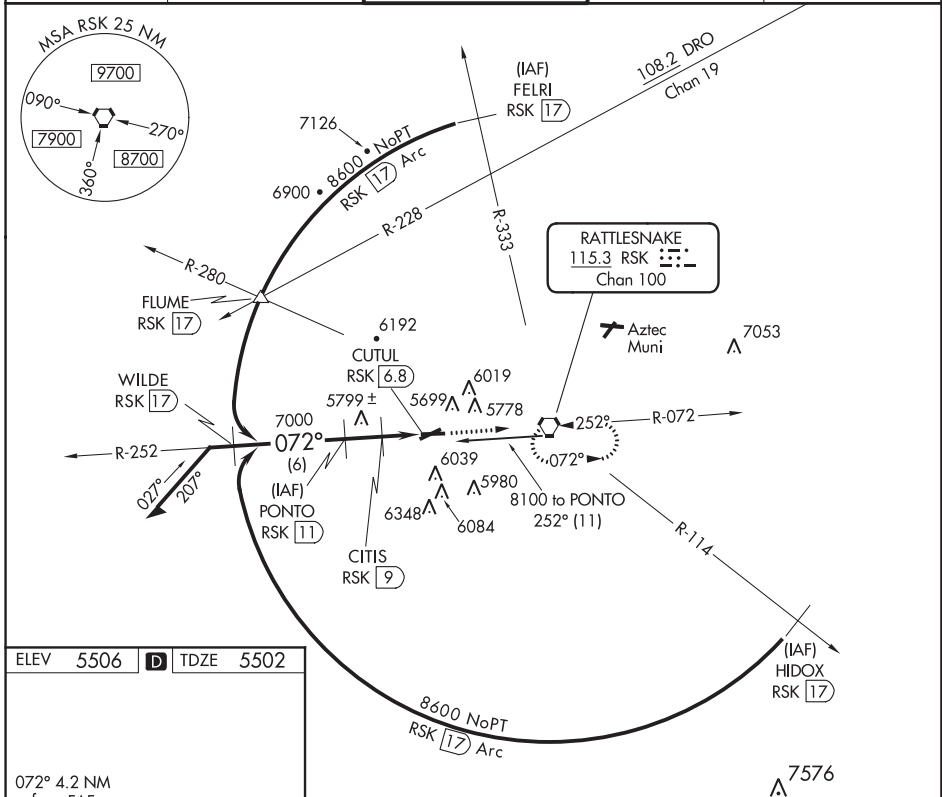
VOR/DME RWY 7

FOUR CORNERS RGNL (FMN)

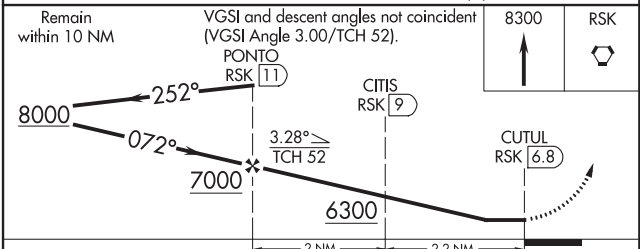
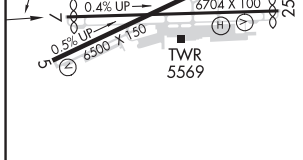
Cat D Circling not authorized southeast of Rwys 5 and 25.

MISSED APPROACH: Climb to 8300 direct RSK VORTAC and hold.

ATIS 127.15	DENVER CENTER 118.575 348.7	FARMINGTON TOWER* 118.9 (CTAF) 0 257.8	GND CON 121.7	UNICOM 122.95
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ELEV 5506	D	TDZE 5502
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CATEGORY	A	B	C	D
S-7	5920-1	418 (500-1)	5920-1¼	418 (500-1¼)
CIRCLING	6000-1 494 (500-1)	6120-1 614 (700-1)	6160-1¾ 654 (700-1¾)	6160-2 654 (700-2)

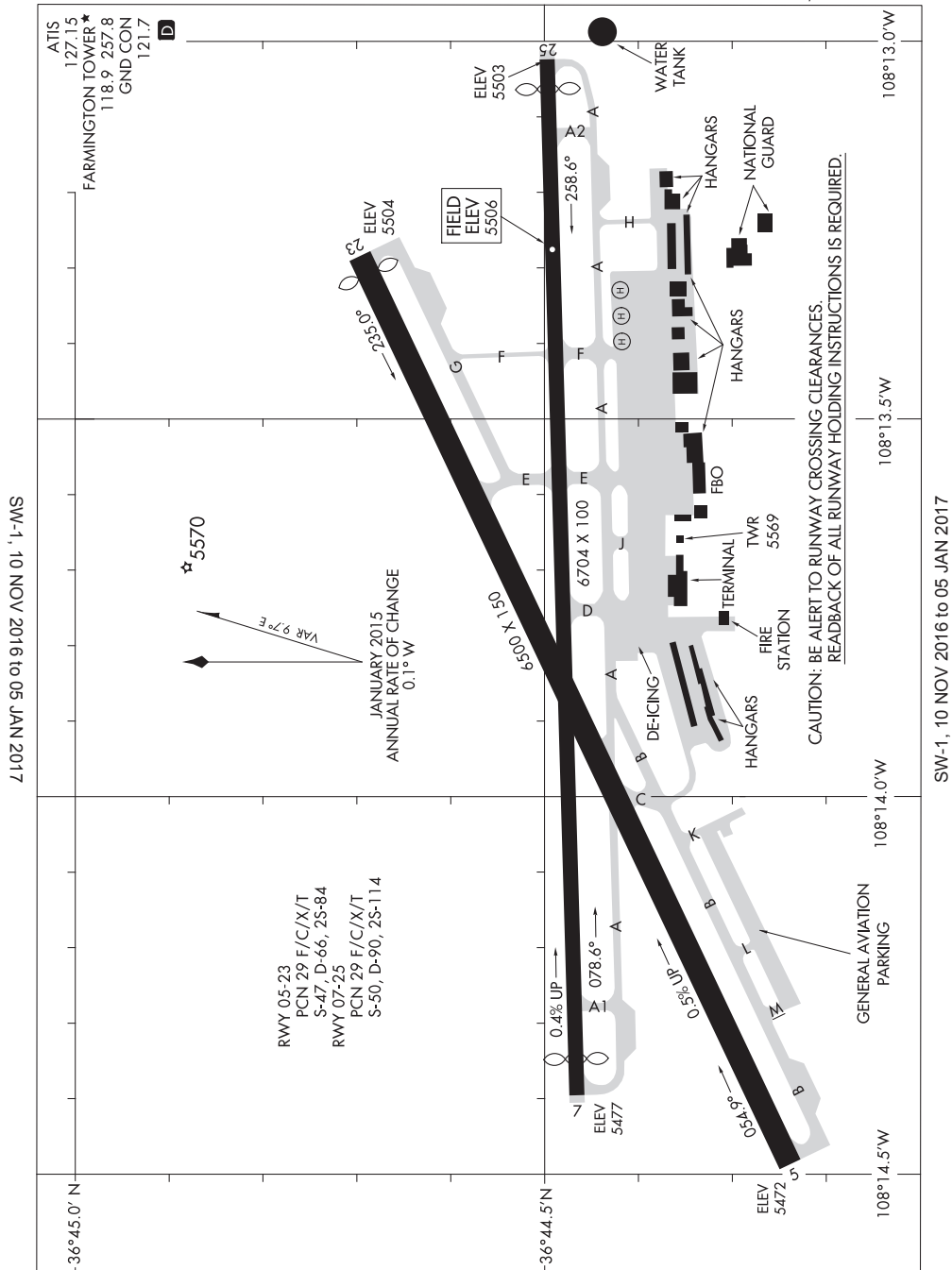
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

AL-493 (FAA)

FOUR CORNERS RGNL (FMN)
FARMINGTON, NEW MEXICO



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (FMN)

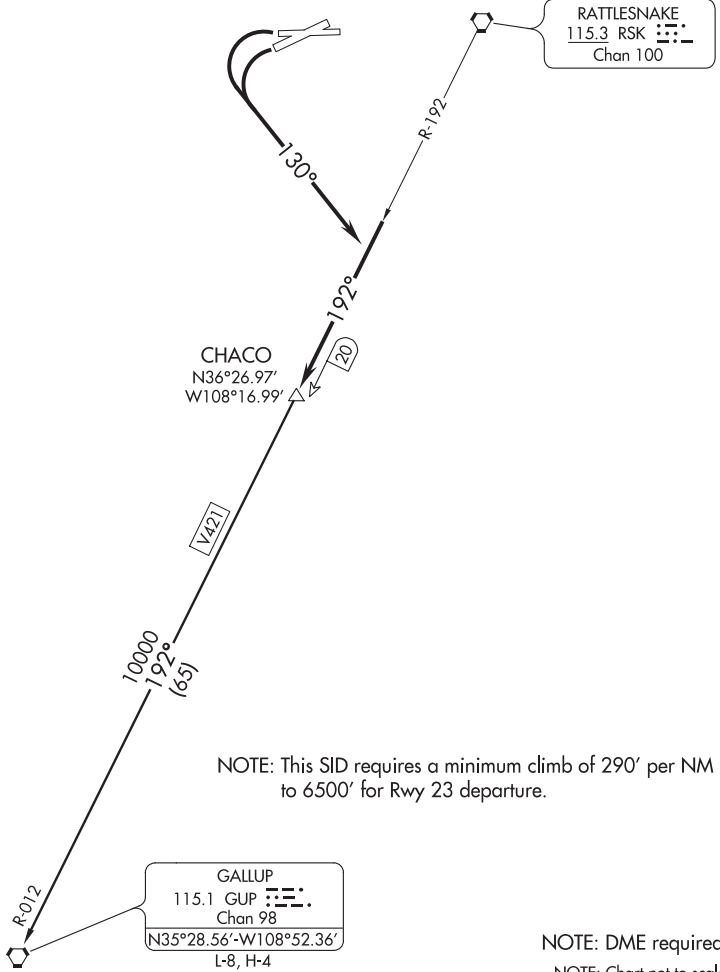
(CHACO1.CHACO) 13346

CHACO ONE DEPARTURE

SL-493 (FAA)

FOUR CORNERS RGNL (F'MN)
FARMINGTON, NEW MEXICO

ATIS
127.15
GND CON
121.7
FARMINGTON TOWER
118.9 (CTAF) 257.8
DENVER CENTER
118.575 348.7
UNICOM
122.95



NOTE: This SID requires a minimum climb of 290' per NM to 6500' for Rwy 23 departure.

NOTE: DME required.

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



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) 13346

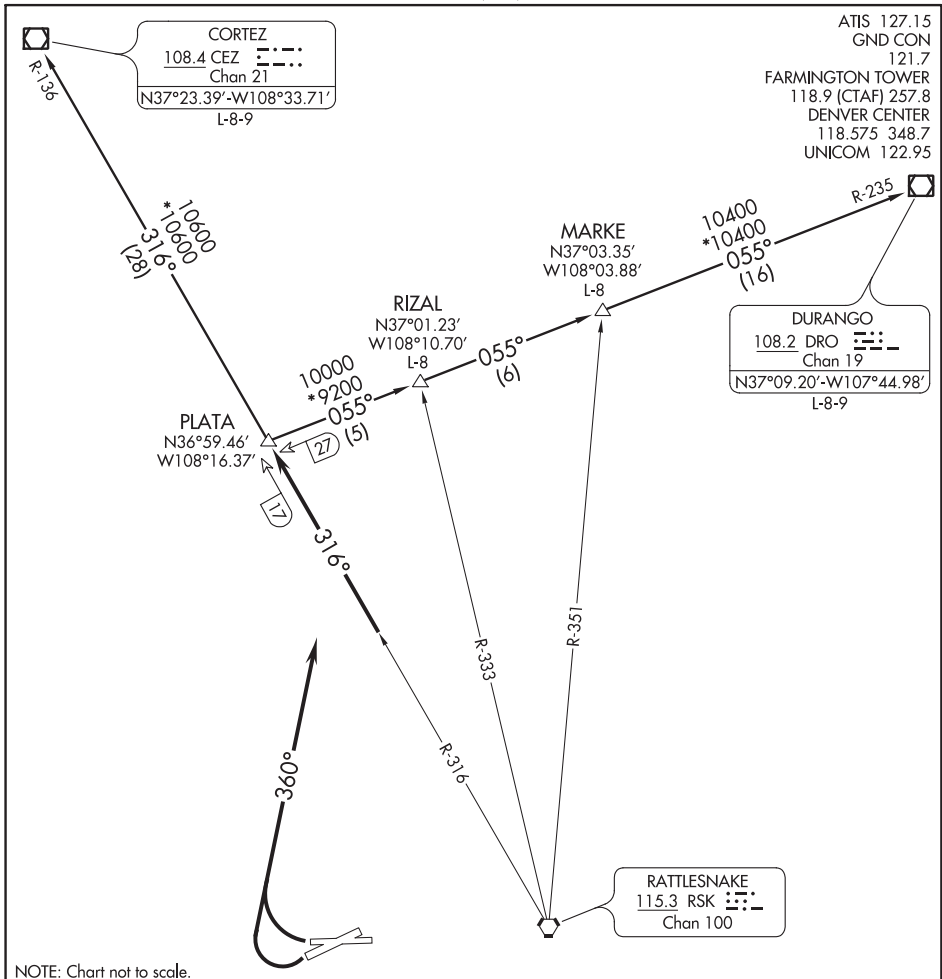
FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (F'MN)

(PLATA1.PLATA) 13346

PLATA ONE DEPARTURE

SL-493 (FAA)

FOUR CORNERS RGNL (F'MN)
FARMINGTON, NEW MEXICO



ATIS 127.15
GND CON 121.7
FARMINGTON TOWER 118.9 (CTAF) 257.8
DENVER CENTER 118.575 348.7
UNICOM 122.95

CORTEZ
108.4 CEZ
Chan 21
N37°23.39'-W108°33.71'
L-8-9

DURANGO
108.2 DRO
Chan 19
N37°09.20'-W107°44.98'
L-8-9

RATTLESNAKE
115.3 RSK
Chan 100

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Aircraft departure Runways 23 and 25 turn right heading 360° to intercept RSK R-316 to PLATA INT. Thence via (transition) or (assigned route).

CORTEZ TRANSITION (PLATA1.CEZ): From over PLATA INT via RSK R-316 and CEZ R-136 to CEZ VOR/DME.

DURANGO TRANSITION (PLATA1.DRO): From over PLATA INT via DRO R-235 to DRO VOR/DME.

MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.

RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

PLATA ONE DEPARTURE

(PLATA1.PLATA) 13346

FARMINGTON, NEW MEXICO
FOUR CORNERS RGNL (F'MN)

SW-1, 10 NOV 2016 to 05 JAN 2017


SW-1, 10 NOV 2016 to 05 JAN 2017

LOC I-FNL 109.5	APP CRS 331°	Rwy Idg TDZE Apt Elev	8500 5016 5016
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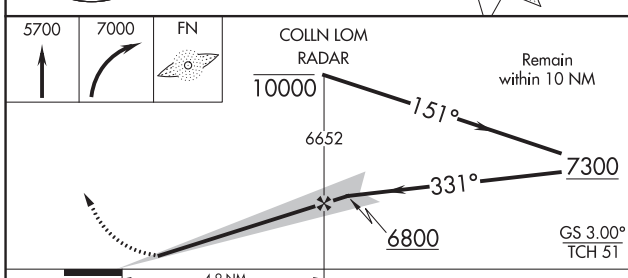
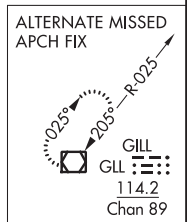
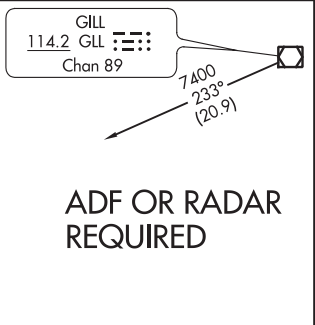
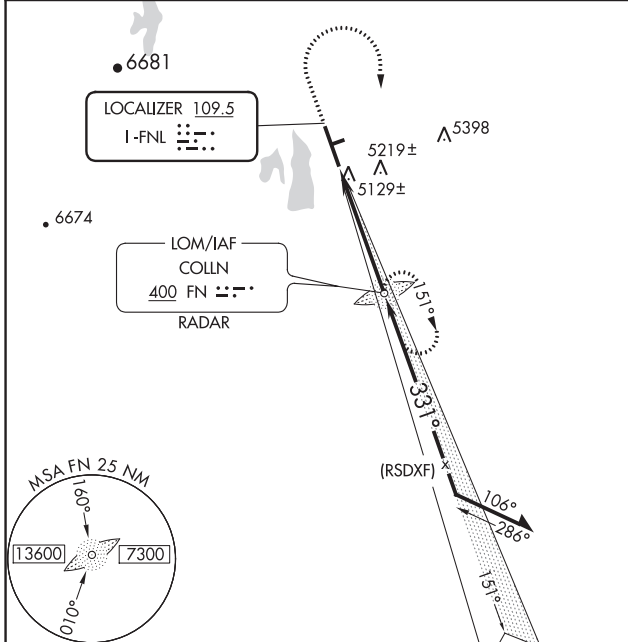
ILS or LOC RWY 33

FORT COLLINS-LOVELAND MUNI (FNL)

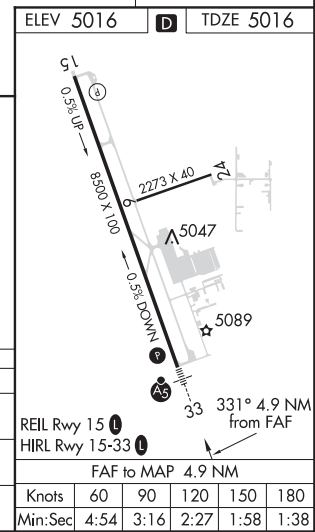
NA Circling to Rwy 6/24 NA at night. ADF required.
 When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 147 feet and all MDA 160 feet.
 Increase S-ILS 33 visibility all Cats ¼ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile.
 For inoperative MALSRS, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to ½ mile.

MALSRS

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM/RADAR and hold.

AWOS-3 135.075	DENVER APP CON 134.85 251.125	CLNC DEL 120.25	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
S-ILS 33	5216-½ 200 (200-½)			
S-LOC 33	5380-½ 364 (400-½)		5380-¾ 364 (400-¾)	
CIRCLING	5500-1 484 (500-1)		5520-1½ 5580-2 564 (600-2)	



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 151°	Rwy Idg 8500
	TDZE 4985
	Apt Elev 5016

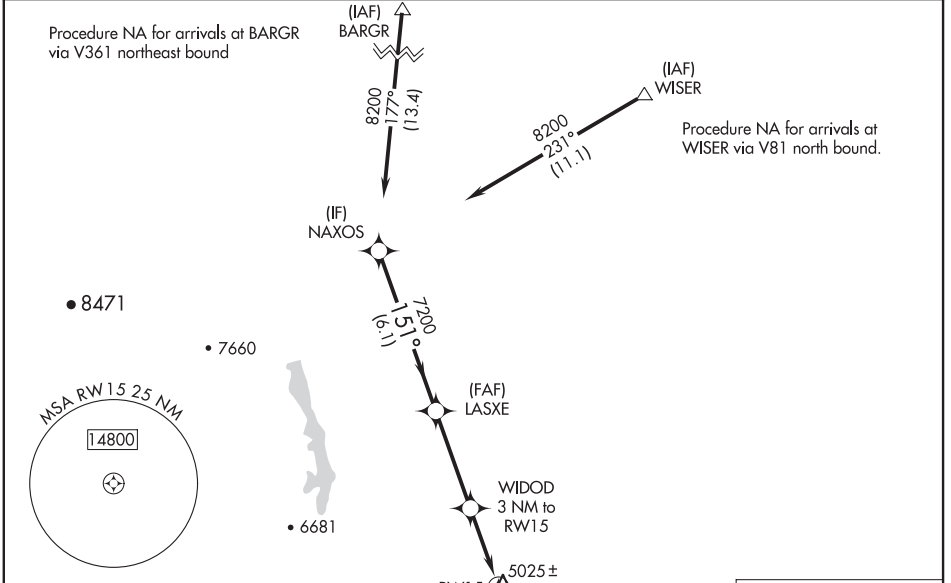
RNAV (GPS) RWY 15

FORT COLLINS-LOVELAND MUNI (FNL)

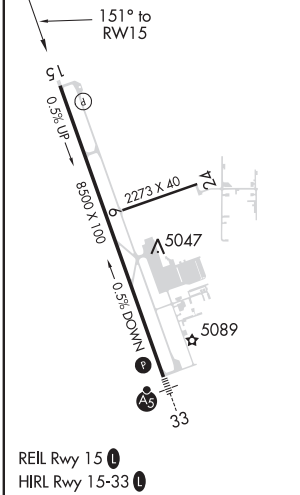
▼ Circling to Rwy 6/24 NA at night.
▲ DME/DME RNP-0.3 NA.
▲ VDP NA when using Denver Intl altimeter setting.
 When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and increase LNAV Cat C visibility 1/4 mile, Cat D 1/2 mile, and Circling Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 7600 direct IMOMY and hold.

AWOS-3 135.075	DENVER APP CON 134.85 251.125	CLNC DEL 120.25	UNICOM 122.7 (CTAF) ①
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ELEV 5016	D	TDZE 4985
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	NAXOS			LASXE		WIDOD 3 NM to RW15		7600	IMOMY
	8200			7200		5980			
	151°			3.06° TCH 50		0.8 NM to RW15			
	6.1 NM			3.7 NM		2.2 NM		0.8	
CATEGORY	A			B		C		D	
LNAV MDA	5280-1			295 (300-1)					
CIRCLING	5500-1 484 (500-1)			5520-1½ 504 (600-1½)		5580-2 564 (600-2)			

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 97511 W33A	APP CRS 331°	Rwy Idg TDZE Apt Elev	8500 5016 5016
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RNAV (GPS) RWY 33

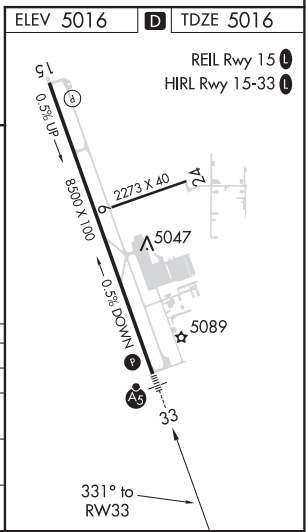
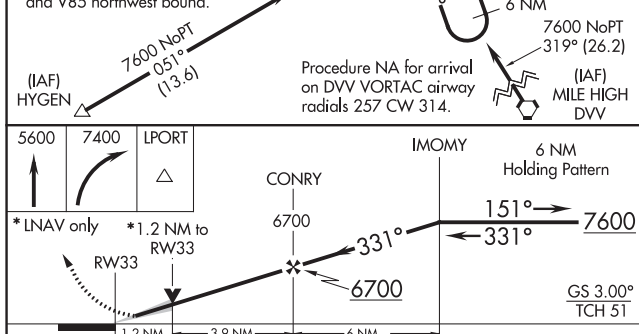
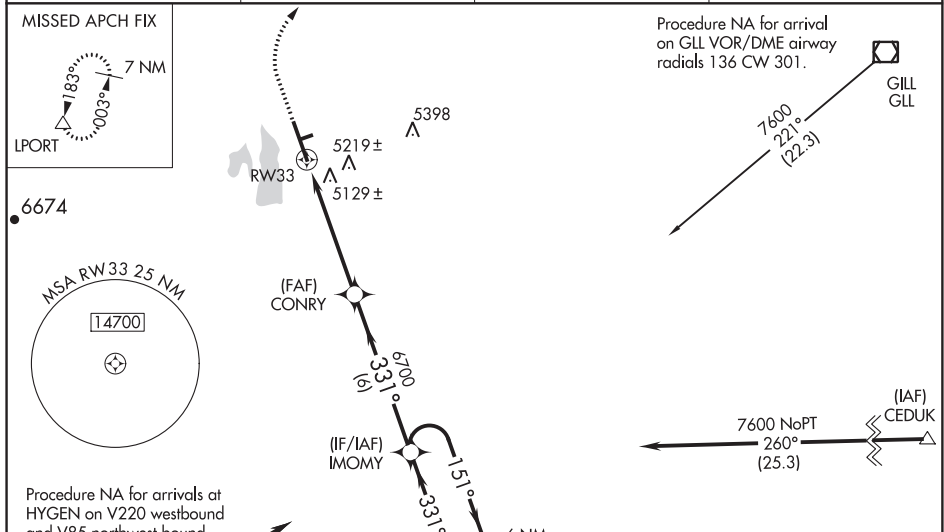
FORT COLLINS-LOVELAND MUNI (FNL)

⚠ Circling to Rwy 6/24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Denver Intl altimeter setting. For inoperative MALS/R when using Denver Intl altimeter setting, increase LPV all Cats visibility to 1 1/8 mile. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 148 ft and all MDA 160 feet; increase LPV all Cats visibility 1/4 mile, LNAV/VNAV all Cats visibility 5/8 mile, LNAV and Circling Cats C/D visibility 1/2 mile.

MALS/R

MISSED APPROACH: Climb to 5600 then climbing right turn to 7400 direct LPORT and hold. When authorized by ATC, continue climb-in-hold to 8000.

AWOS-3 135.075	DENVER APP CON 134.85 251.125	CLNC DEL 120.25	UNICOM 122.7 (CTAF)
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CATEGORY	A	B	C	D
LPV DA		5216-1/2	200 (200-1/2)	
LNAV/VNAV DA		5430-7/8	414 (500-7/8)	
LNAV MDA	5460-1/2	444 (500-1/2)	5460-7/8	444 (500-7/8)
C CIRCLING	5500-1 484 (500-1)	5580-1 564 (600-1)	5580-1 1/2 564 (600-1 1/2)	5760-2 1/2 744 (800-2 1/2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

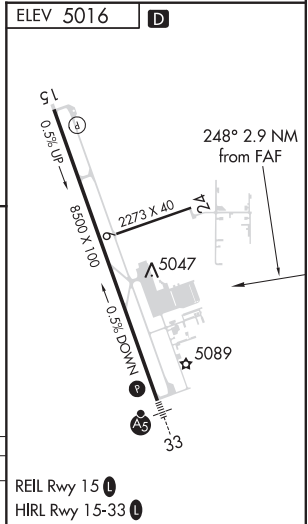
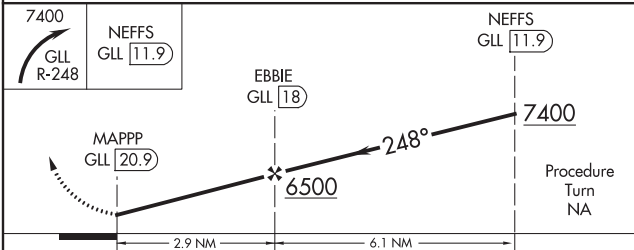
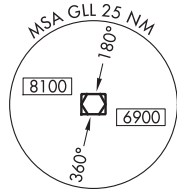
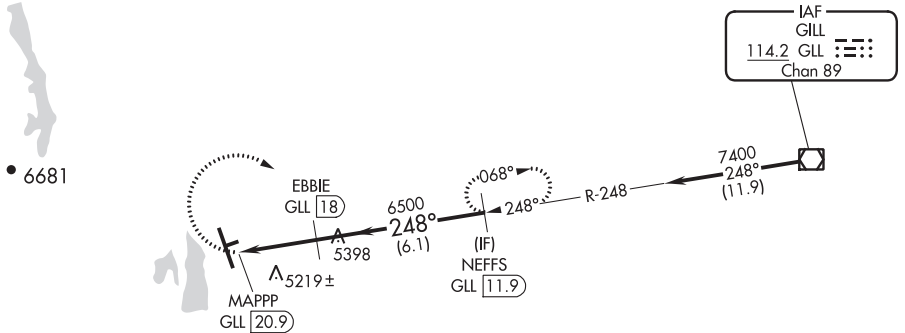
VOR/DME GLL 114.2 Chan 89	APP CRS 248°	Rwy Idg TDZE Apt Elev N/A N/A 5016
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VOR/DME-A

FORT COLLINS-LOVELAND MUNI (FNL)

<p>⚠ Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Denver Intl altimeter setting and increase all MDA 160 feet and Cat C/D visibility ¼ mile.</p>		<p>MISSED APPROACH: Climbing right turn to 7400 via GLL VOR/DME R-248 to NEFFS/GLL 11.9 DME and hold.</p>	
AWOS-3 135.075	DENVER APP CON 134.85 251.125	CLNC DEL 120.25	UNICOM 122.7 (CTAF) 0

Procedure NA for arrivals on GLL VOR/DME airway radials 221 CW 301.



CATEGORY	A	B	C	D
CIRCLING	5500-1 484 (500-1)	5500-1¼ 484 (500-1¼)	5520-1½ 504 (600-1½)	5580-2 564 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

FORT COLLINS-LOVELAND MUNI (FNL)

AL-5677 (FAA)

FORT COLLINS/LOVELAND, COLORADO

AWOS-3
135.075
CLNC DEL
120.25
CTAF/UNICOM
122.7



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

ELEV
4973

0.5% UP

131.8°

8500 X 100

ELEV
4990

062.0°

ELEV
4987

242.0°

TERMINAL

FIRE STATION

FBO

A1

A2

A3

A4

A

B

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

D

RWY 15-33

PCN 49 F/C/W/T

S-50, D-65, 2S-82, 2D-130

FIELD
ELEV
5016

0.5% DOWN

331.8°

A1

33

5089

105°01'W

105°00'W

40°28'N

40°27'N

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

FORT COLLINS/LOVELAND, COLORADO

FORT COLLINS-LOVELAND MUNI (FNL)

BAYLR THREE DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

DENVER DEP CON
134.85 251.125

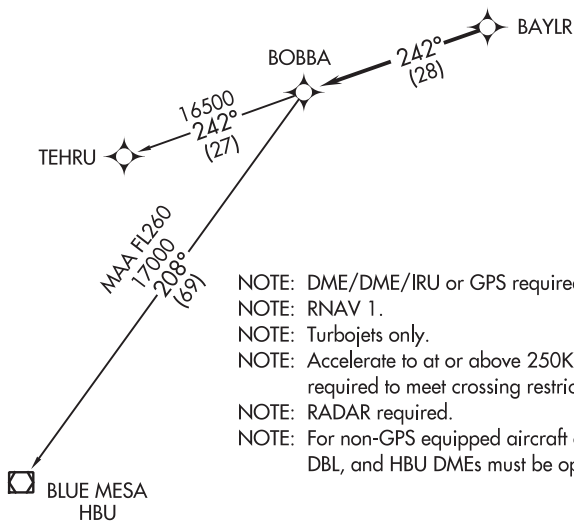


TAKEOFF MINIMUMS

Rwys 6, 24: NA - VFR runway.
Rwys 15, 33: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.
- NOTE: For non-GPS equipped aircraft on the Blue Mesa Transition, GLL, DBL, and HBU DMEs must be operational.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC.
Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to BAYLR , then on depicted route to BOBBA.
Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

BLUE MESA TRANSITION (BAYLR3.HBU)

TEHRU TRANSITION (BAYLR3.TEHRU)

(BRYCC3.TAYOT) 16035

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F'NL)
FORT COLLINS/LOVELAND, COLORADO

BRYCC THREE DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
FL230**

TAYOT

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

- Rwys 6, 24: NA - VFR runway.
- Rwys 15, 33: Standard with minimum climb of 240' per NM to 12000.

BRYCC

009°
(78)



TAKEOFF OBSTACLE NOTES

- Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to BRYCC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

BRYCC THREE DEPARTURE (RNAV)
(BRYCC3.TAYOT) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F'NL)

SW-1, 10 NOV 2016 to 05 JAN 2017

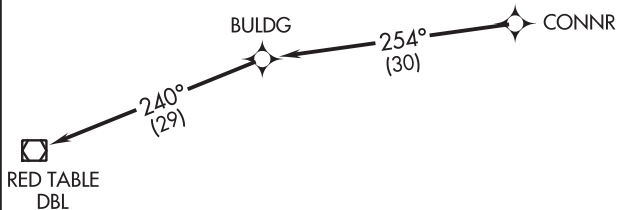
SW-1, 10 NOV 2016 to 05 JAN 2017

CONNR THREE DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

DENVER DEP CON
134.85 251.125

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.

▼ DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to CONNR , then on depicted route to DBL VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

(COORZ3.VOAXA) 16035

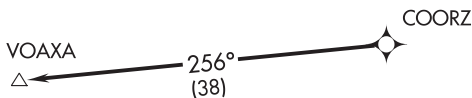
SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F'NL)
FORT COLLINS/LOVELAND, COLORADO

COORZ THREE DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

TOP ALTITUDE:
FL230



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.

Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to COORZ , then on depicted route to VOAXA. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

COORZ THREE DEPARTURE (RNAV)

(COORZ3.VOAXA) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F'NL)

SW-1, 10 NOV 2016 to 05 JAN 2017

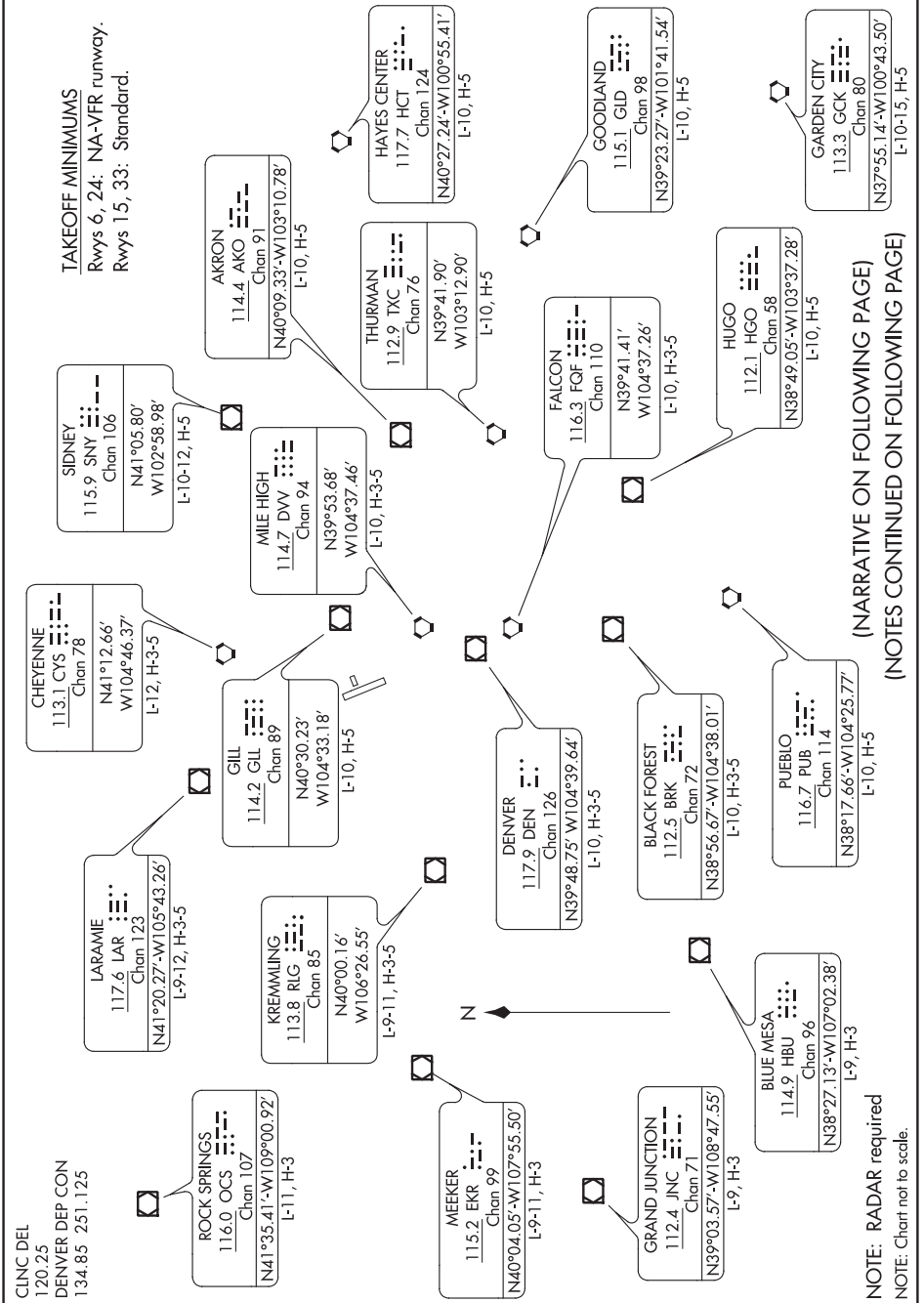
SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS/LOVELAND, COLORADO

SL-5677 (FAA)

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: RADAR required
NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (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. . . .

. . . . Expect RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

SW-1, 10 NOV 2016 to 05 JAN 2017

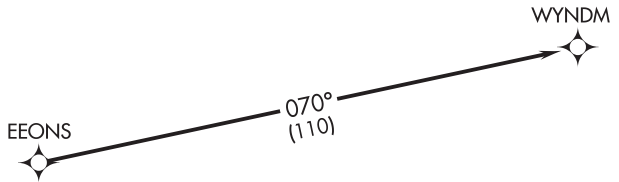
SW-1, 10 NOV 2016 to 05 JAN 2017

EEONS FIVE DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

TOP ALTITUDE:
FL230

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: RADAR required.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to EEONS, then on depicted route to WYNDM. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(EMMYS5.ZIRKL) 16035

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F^NL)
FORT COLLINS/LOVELAND, COLORADO

EMMYS FIVE DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

TOP ALTITUDE:
FL230

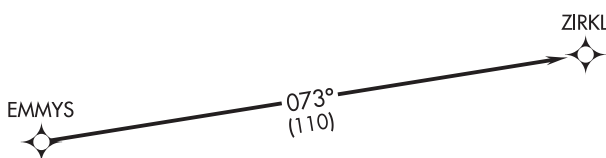
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: RADAR required.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.

Rwys 15, 33: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to EMMYS, then on depicted route to ZIRKL. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

EMMYS FIVE DEPARTURE (RNAV)
(EMMYS5.ZIRKL) 20AUG15

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F^NL)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(EPKEE4.WEEDS) 16259

EPKEE FOUR DEPARTURE (RNAV)

FORT COLLINS-LOVELAND MUNI (F^NL)
SL-5677 (FAA) FORT COLLINS/LOVELAND, COLORADODENVER DEP CON
134.85 251.125**TOP ALTITUDE:
FL230**

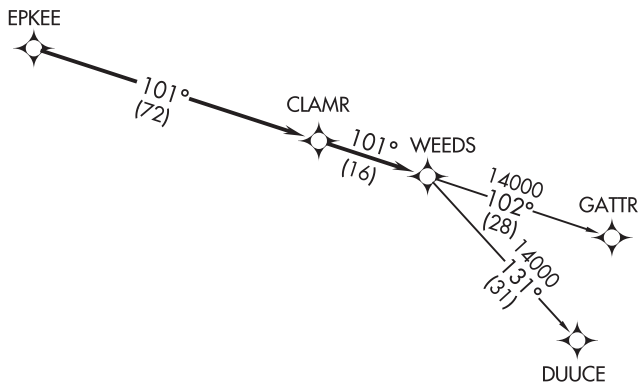
NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: RADAR required.

NOTE: Accelerate to at or above 250K above 10000.

If slower speed is required to meet
crossing restrictions, advise CLNC DEL prior to taxi.**TAKEOFF MINIMUMS**

Rwys 6, 24: NA-VFR runway.

Rwys 15, 33: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION****TAKEOFF RUNWAY 15:** Climb heading between 180° CCW 350° as assigned by ATC.

Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as
assigned by ATC. Thence.expect RADAR vectors to EPKEE, then on depicted route to WEEDS, then via (transition).
Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.DUUCE TRANSITION (EPKEE4.DUUCE)GATTR TRANSITION (EPKEE4.GATTR)EPKEE FOUR DEPARTURE (RNAV)
(EPKEE4.WEEDS) 15SEP16FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F^NL)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(EXTAN4.SHAYK) 16035

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F'NL)
FORT COLLINS/LOVELAND, COLORADO

EXTAN FOUR DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

TOP ALTITUDE:
FL230

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: RADAR required.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: For non-GPS equipped aircraft TXC DME must be operational.



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC.
Thence

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence

. . . . expect RADAR vectors to EXTAN, then on depicted route to SHAYK. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

EXTAN FOUR DEPARTURE (RNAV)
(EXTAN4.SHAYK) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F'NL)

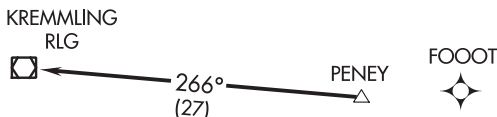
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

FOOOT THREE DEPARTURE (RNAV)

TOP ALTITUDE:
FL230

DENVER DEP CON
134.85 251.125



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.

NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to PENEY, then on depicted route to RLG VOR/DME. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

PIKES EIGHT DEPARTURE

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS/LOVELAND, COLORADO

CLNC DEL
120.25
DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
ASSIGNED BY ATC**

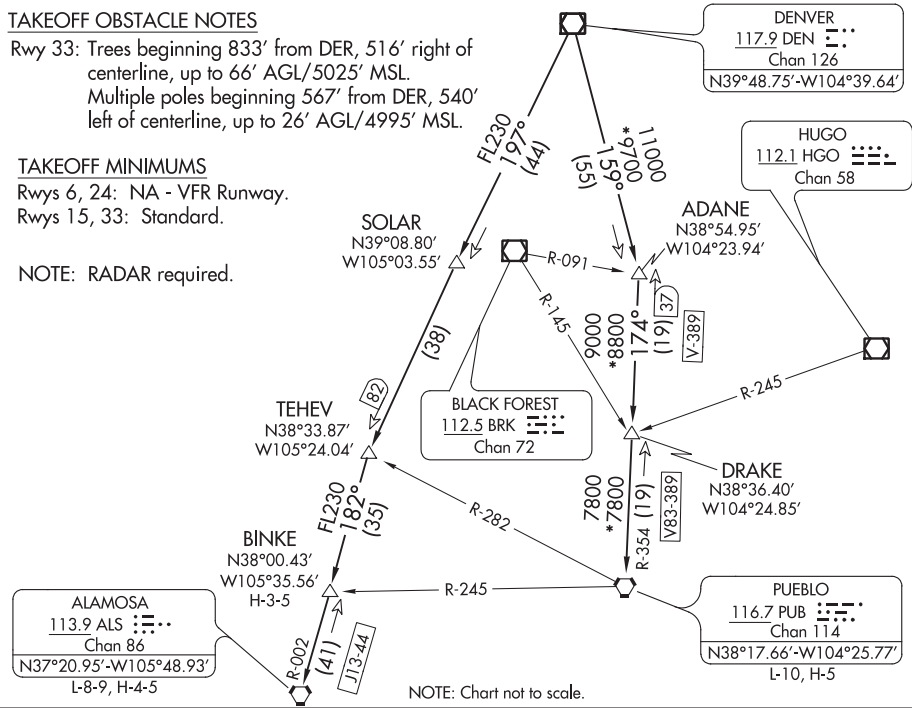
TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

TAKEOFF MINIMUMS

Rwys 6, 24: NA - VFR Runway.
Rwys 15, 33: Standard.

NOTE: RADAR required.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER. Thence

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway. Thence

. . . . Expect RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

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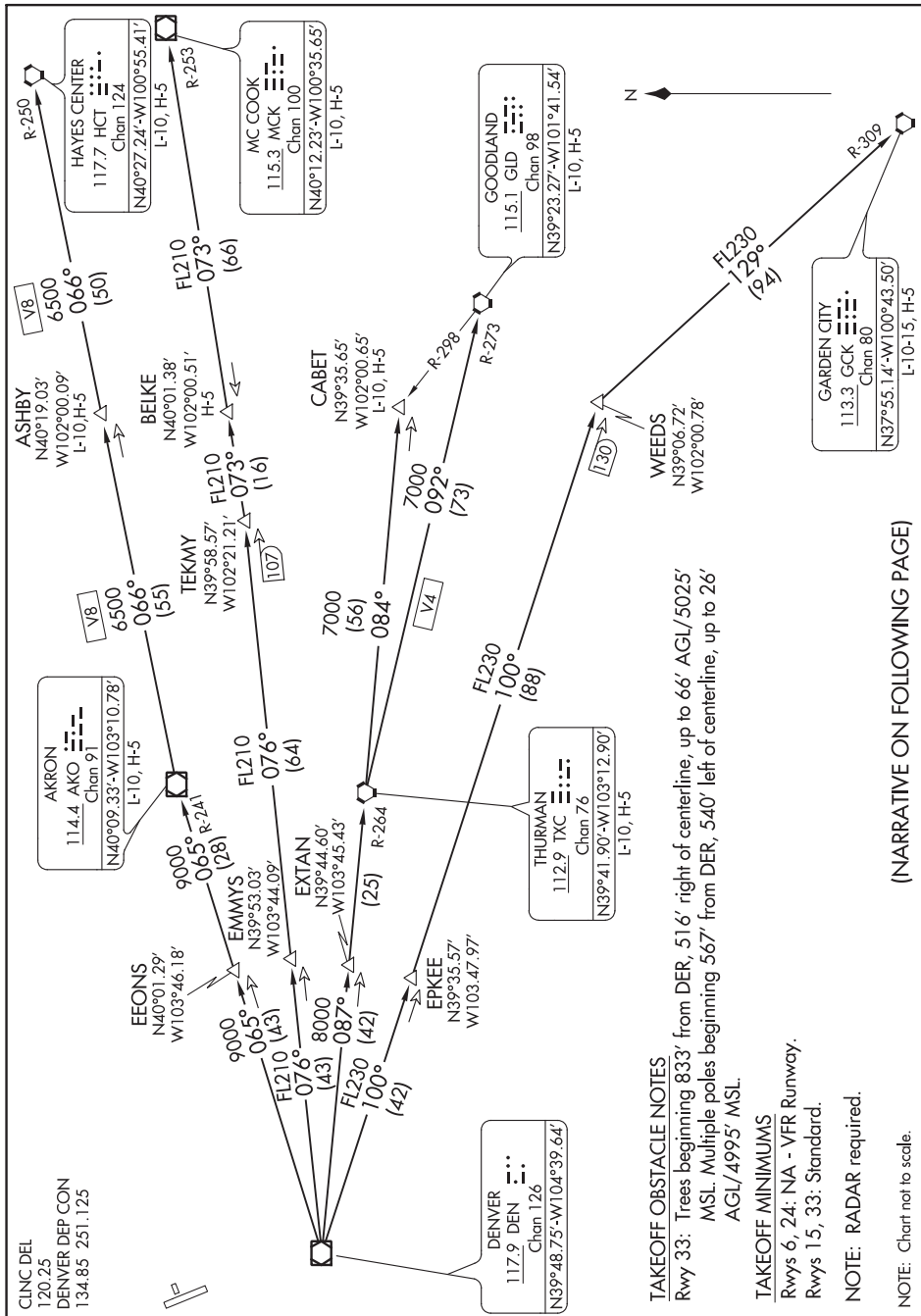
SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE

FORT COLLINS-LOVELAND MUNI (F'NL)
FORT COLLINS/LOVELAND, COLORADO

SL-5677 (FAA)

SW-1, 10 NOV 2016 to 05 JAN 2017



CINC DEL
120.25
DENVER DEP CON
134.85 251.125

DENVER
117.9 DEN
Chan 126
N39°48.75'-W104°39.64'

THURMAN
112.9 TXC
Chan 76
N39°41.90'-W103°12.90'

AKRON
114.4 AKO
Chan 91
N40°09.33'-W103°10.78'

EEONS
N40°01.29'
W103°46.18'

EEMYS (28)
N39°53.03'
W103°44.09'

EXTAN (25)
N39°44.60'
W103°45.43'

EPKEE
N39°35.57'
W103.47.97'

TEKMY
N39°58.57'
W102°21.21'

CABET
N39°35.65'
W102°00.65'

ASHBY
N40°19.03'
W102°00.09'

BELKE
N40°01.38'
W102°00.51'

GOODLAND
115.1 GLD
Chan 98
N39°23.27'-W101°41.54'

MC COOK
115.3 MCK
Chan 100
N40°12.23'-W100°35.65'

GARDEN CITY
113.3 GCK
Chan 80
N37°55.14'-W100°43.50'

TAKEOFF OBSTACLE NOTES
Rwy 33: 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.

TAKEOFF MINIMUMS
Rwys 6, 24: NA - VFR Runway.
Rwys 15, 33: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER, Thence. . . .

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from DER, Thence. . . .

. . . .expect RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

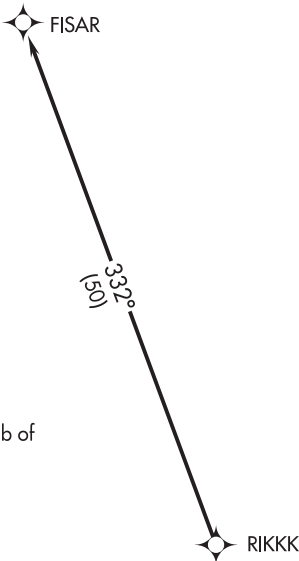
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RIKKK THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

DENVER DEP CON
134.85 251.125



TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard with minimum climb of 320' per NM to 12000.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to RIKKK, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

(ROCKI2.DEN) 16035

ROCKIES TWO DEPARTURE

FORT COLLINS-LOVELAND MUNI (F'NL)

SL-5677 (FAA)

FORT COLLINS/LOVELAND, COLORADO



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. . . .

. . . .Expect RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

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ROCKIES TWO DEPARTURE

(ROCKI2.DEN) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F'NL)

(SOLAR3.DAAYE) 16035

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS/LOVELAND, COLORADO

SOLAR THREE DEPARTURE (RNAV)

DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
FL230**

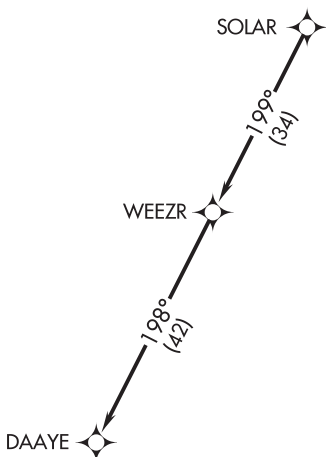


TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: Turbojets only.
- NOTE: RADAR required.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to SOLAR. Then on depicted route to DAAYE.
Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SOLAR THREE DEPARTURE (RNAV)

(SOLAR3.DAAYE) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (FNL)

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SW-1, 10 NOV 2016 to 05 JAN 2017

SPAZZ THREE DEPARTURE (RNAV)

FORT COLLINS-LOVELAND MUNI (F^NL)
FORT COLLINS/LOVELAND, COLORADO

DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
FL230**



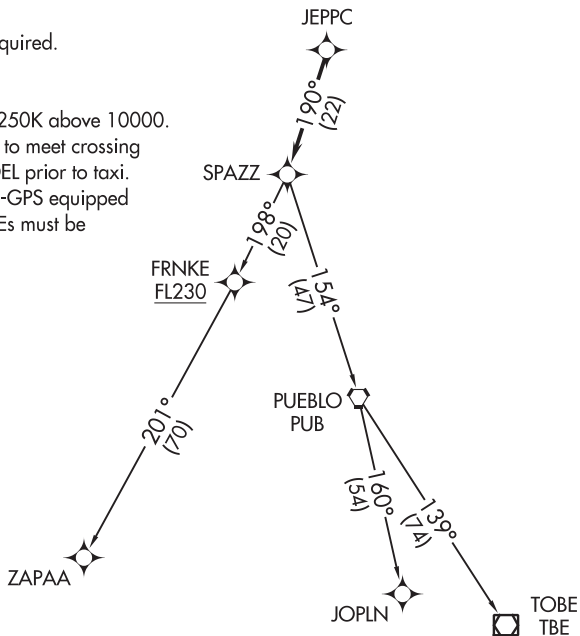
TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: ZAPAA transition: For non-GPS equipped aircraft PUB and ALS DMEs must be operational.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 6, 24: NA - VFR runway.
Rwys 15, 33: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence . . .

. . . expect RADAR vectors to JEPPC, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

JOPLN TRANSITION (SPAZZ3.JOPLN)

TOBE TRANSITION (SPAZZ3.TBE)

ZAPAA TRANSITION (SPAZZ3.ZAPAA)

SPAZZ THREE DEPARTURE (RNAV)

(SPAZZ3.SPAZZ) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F^NL)

SW-1, 10 NOV 2016 to 05 JAN 2017

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(STAKR3.PYPER) 16035

SL-5677 (FAA)

STAKR THREE DEPARTURE (RNAV)

FORT COLLINS-LOVELAND MUNI (F^NL)
FORT COLLINS/LOVELAND, COLORADO

DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
FL230**



TAKEOFF MINIMUMS

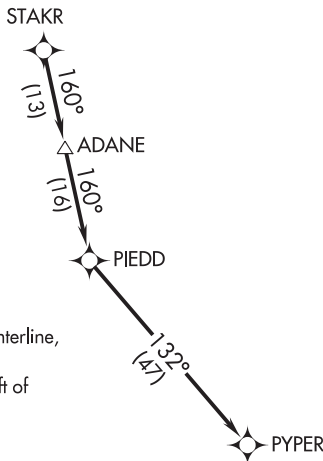
Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to STAKR, then on depicted route to PYPER. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

STAKR THREE DEPARTURE (RNAV)

(STAKR3.PYPER) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F^NL)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(YAMMI3.LAR) 16035

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F^NL)
FORT COLLINS/LOVELAND, COLORADO

YAMMI THREE DEPARTURE (RNAV)

**TOP ALTITUDE:
FL230**

DENVER DEP CON
134.85 251.125

LARAMIE
LAR



311°
(45)

YAMMI



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000. If slower speed is required to meet crossing restrictions, advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

- Rwys 6, 24: NA-VFR runway.
- Rwys 15, 33: Standard with minimum climb of 415' per NM to 12000.

TAKEOFF OBSTACLE NOTES

- Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to YAMMI, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

SW-1, 10 NOV 2016 to 05 JAN 2017

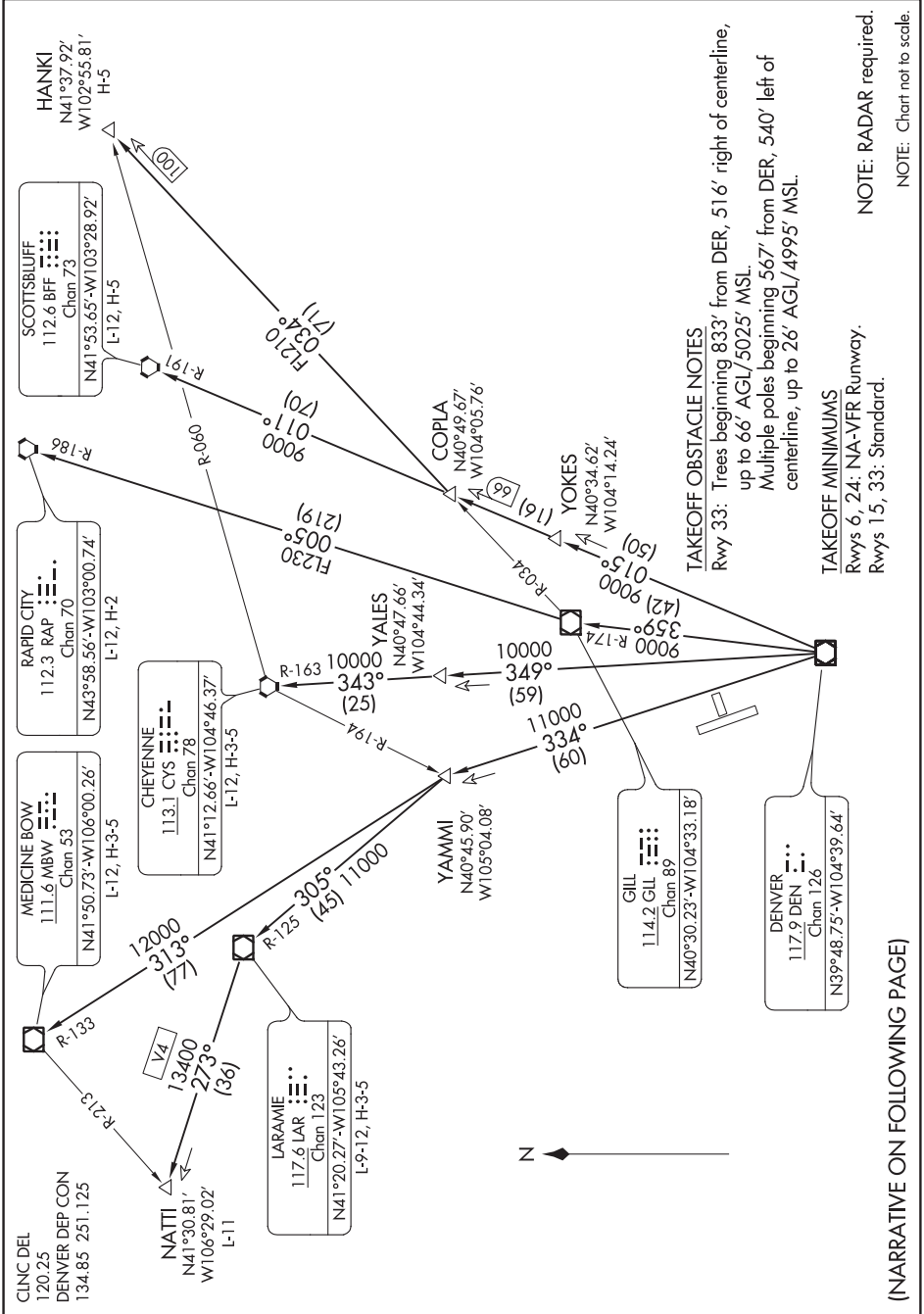
SW-1, 10 NOV 2016 to 05 JAN 2017

YAMMI THREE DEPARTURE (RNAV)
(YAMMI3.LAR) 13NOV14

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F^NL)

YELLOWSTONE NINE DEPARTURE

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YELLOWSTONE NINE DEPARTURE

(NARRATIVE ON FOLLOWING PAGE)

YELLOWSTONE NINE DEPARTURE

FORT COLLINS-LOVELAND MUNI (FNL)
FORT COLLINS/LOVELAND, COLORADO



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 33: Climbing right turn to assigned altitude and heading between 350° CW 150° from DER. Thence. . . .

TAKEOFF RUNWAY 15: Climb to assigned altitude and heading between 180° CCW 350° from end of runway. Thence. . . .

. . . .Expect RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

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

HANKI TRANSITION (YELLOW.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

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

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

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

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

SCOTTSBLUFF TRANSITION (YELLOW.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

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SW-1, 10 NOV 2016 to 05 JAN 2017

(YOKES5.YOKES) 16091

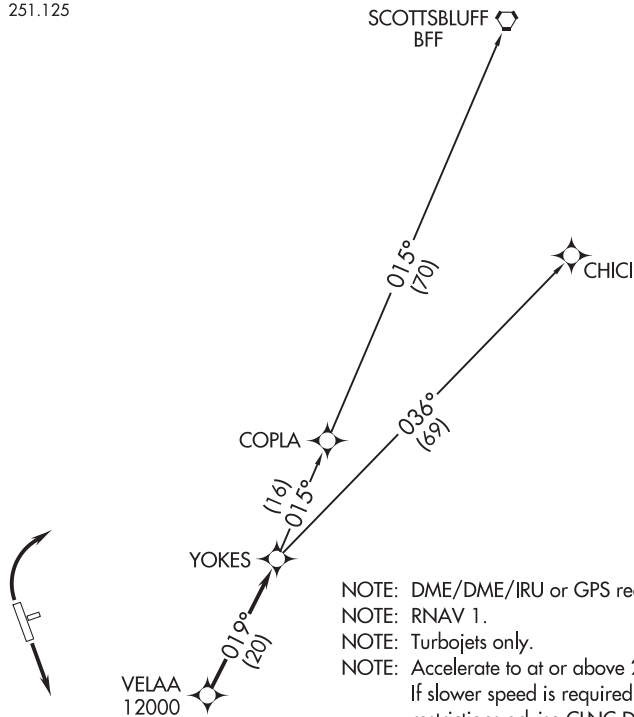
YOKES FIVE DEPARTURE (RNAV)

SL-5677 (FAA)

FORT COLLINS-LOVELAND MUNI (F^NL)
FORT COLLINS/LOVELAND, COLORADO

DENVER DEP CON
134.85 251.125

**TOP ALTITUDE:
FL230**



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Accelerate to at or above 250K above 10000.
If slower speed is required to meet crossing restrictions advise CLNC DEL prior to taxi.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwys 6, 24: NA-VFR runway.
Rwys 15, 33: Standard with minimum climb of 400' per NM to 8000.

TAKEOFF OBSTACLE NOTES

Rwy 33: 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.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb heading between 180° CCW 350° as assigned by ATC. Thence. . . .

TAKEOFF RUNWAY 33: Climbing right turn to heading between 350° CW 150° as assigned by ATC. Thence. . . .

. . . .expect RADAR vectors to VELAA, then as depicted. Maintain FL230 or filed lower altitude, expect higher filed altitude 10 minutes after departure.

CHICI TRANSITION (YOKES5.CHICI)

SCOTTSBLUFF TRANSITION (YOKES5.BFF)

YOKES FIVE DEPARTURE (RNAV)

(YOKES5.YOKES) 31MAR16

FORT COLLINS/LOVELAND, COLORADO
FORT COLLINS-LOVELAND MUNI (F^NL)

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WAAS CH 86330 W14A	APP CRS 144°	Rwy ldg TDZE Apt Elev	5731 4595 4595
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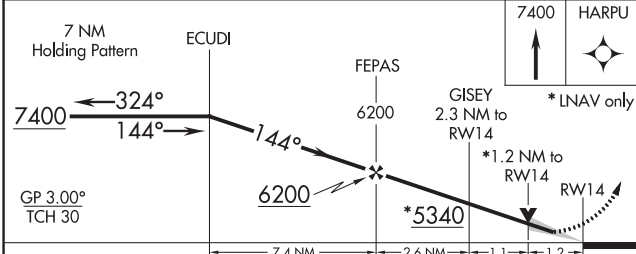
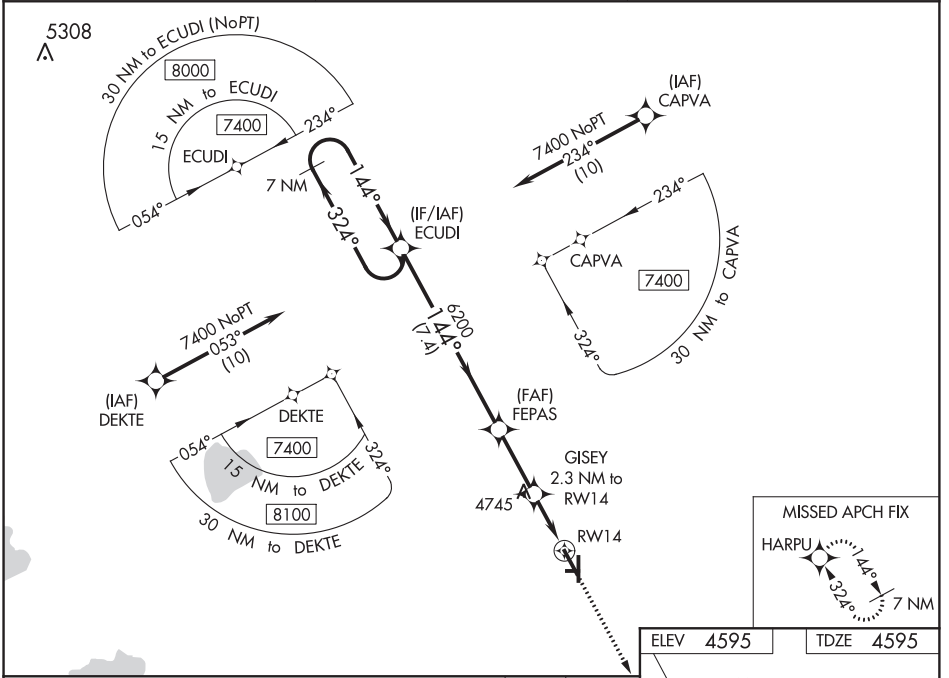
RNAV (GPS) RWY 14

FORT MORGAN MUNI (FMM)

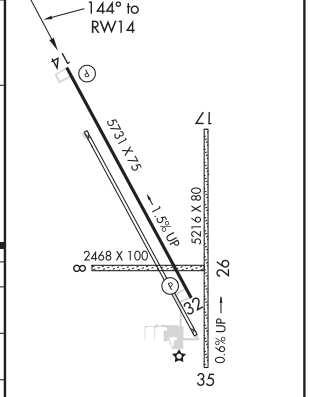
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron altimeter setting: increase all DA to 4928 feet and all visibilities 1/8 mile; increase all MDA 100 feet and all Cat C and D visibilities 1/4 mile. Night Landing: Rwy 8, 17, 26, 32, 35 NA.

MISSSED APPROACH:
Climb to 7400 direct HARPU and hold.

AWOS-3 132.95	DENVER CENTER 118.475 225.4	UNICOM 123.05 (CTAF) ①
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ELEV 4595	TDZE 4595
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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)	5000-1 1/8	405 (500-1 1/8)
C CIRCLING	5040-1 445 (500-1)	5080-1 485 (500-1)	5120-1 1/2 525 (600-1 1/2)	5340-2 1/2 745 (800-2 1/2)

REIL Rwys 14 and 32
MIRL Rwy 14-32 **①**

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86438 W32A	APP CRS 324°	Rwy Idg TDZE Apt Elev	5731 4546 4595
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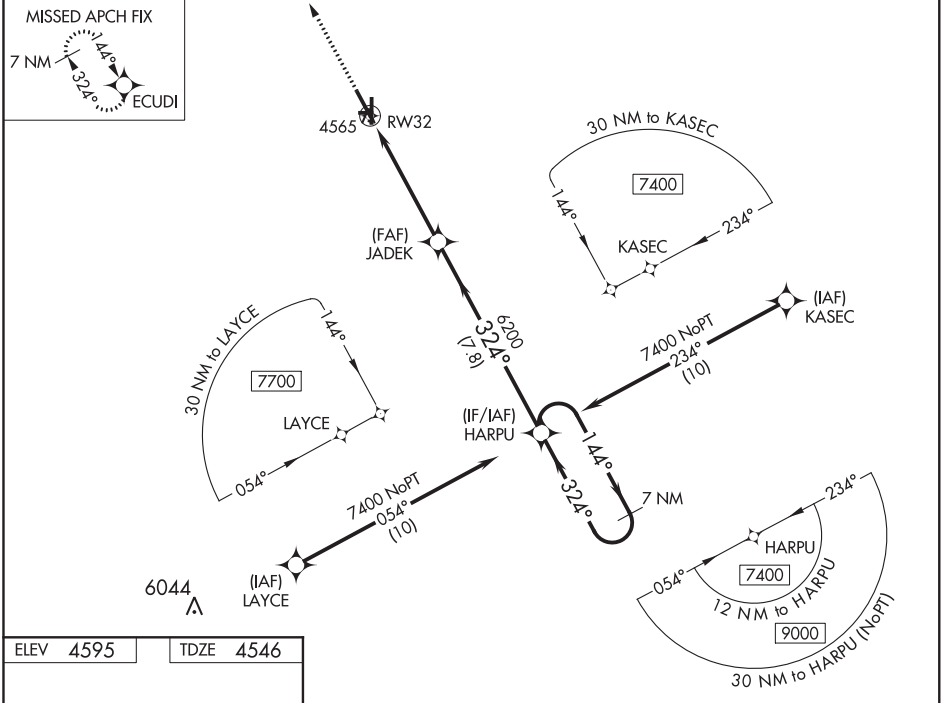
RNAV (GPS) RWY 32

FORT MORGAN MUNI (FMM)

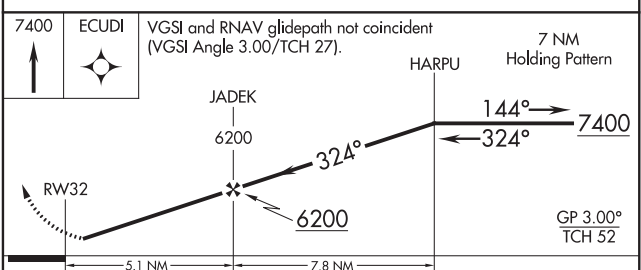
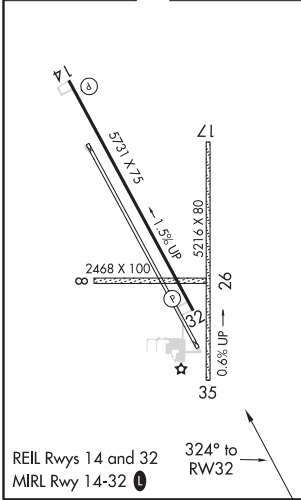
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Akron altimeter setting: increase all DA to 4879 feet and all visibilities 1/8 mile; increase all MDA 100 feet and all Cat C and D visibilities 1/4 mile. Night landing: Rwy 8, 17, 26, 32, 35 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 7400 direct ECUDI and hold.

AWOS-3 132.95	DENVER CENTER 118.475 225.4	UNICOM 123.05 (CTAF) 0
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ELEV	4595	TDZE	4546
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CATEGORY	A	B	C	D
LPV DA		4796-1	250 (300-1)	
LNAV/VNAV DA		4796-1	250 (300-1)	
LNAV MDA		4820-1	274 (300-1)	
C CIRCLING	5040-1 445 (500-1)	5080-1 485 (500-1)	5120-1½ 525 (600-1½)	5340-2½ 745 (800-2½)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 062°	Rwy Idg 7315
	TDZE 6465
	Apt Elev 6472

RNAV (GPS) RWY 6

GALLUP MUNI (GUP)

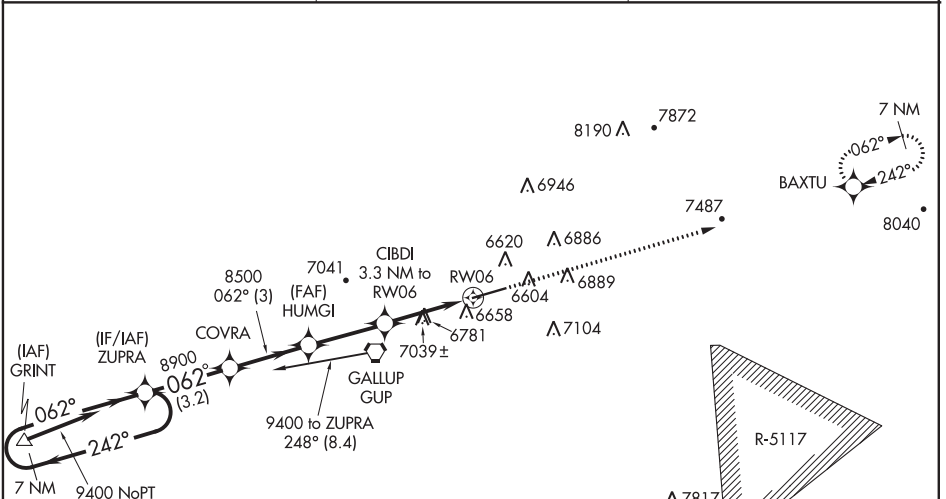
V DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Window Rock altimeter setting and increase all MDAs 80 feet, increase LNAV Cats A, C, D visibility and Circling Cats A, C visibility ¼ mile. VDP NA with Window Rock altimeter setting.

MISSED APPROACH: Climb to 9500 direct BAXTU and hold.

ASOS
118.375

ALBUQUERQUE RADIO
122.1R

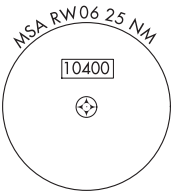
UNICOM
122.95 (CTAF)



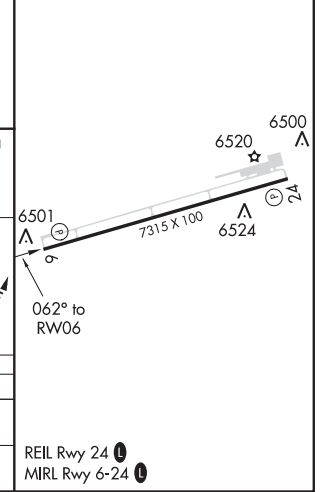
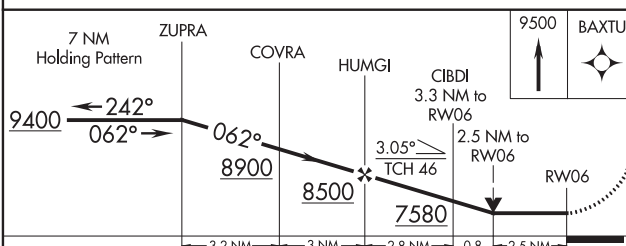
Procedure NA for arrivals at GUP VORTAC on V421 northbound.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 6472	TDZE 6465
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CATEGORY	A	B	C	D
LNAV MDA	7300-1 835 (900-1)	7300-1¼ 835 (900-1¼)	7300-2½ 835 (900-2½)	7300-2¾ 835 (900-2¾)
CIRCLING	7300-1 828 (900-1)	7300-1¼ 828 (900-1¼)	7300-2½ 828 (900-2½)	7360-3 888 (900-3)

REIL Rwy 24 **Q**
MIRL Rwy 6-24 **Q**

APP CRS 242°	Rwy Idg 7315
	TDZE 6472
	Apt Elev 6472

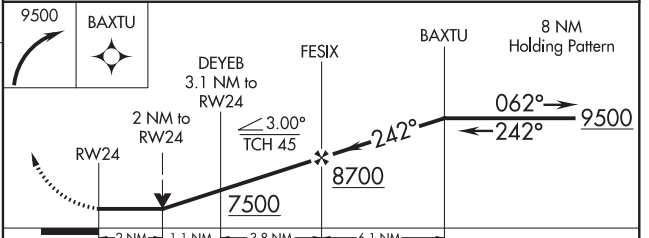
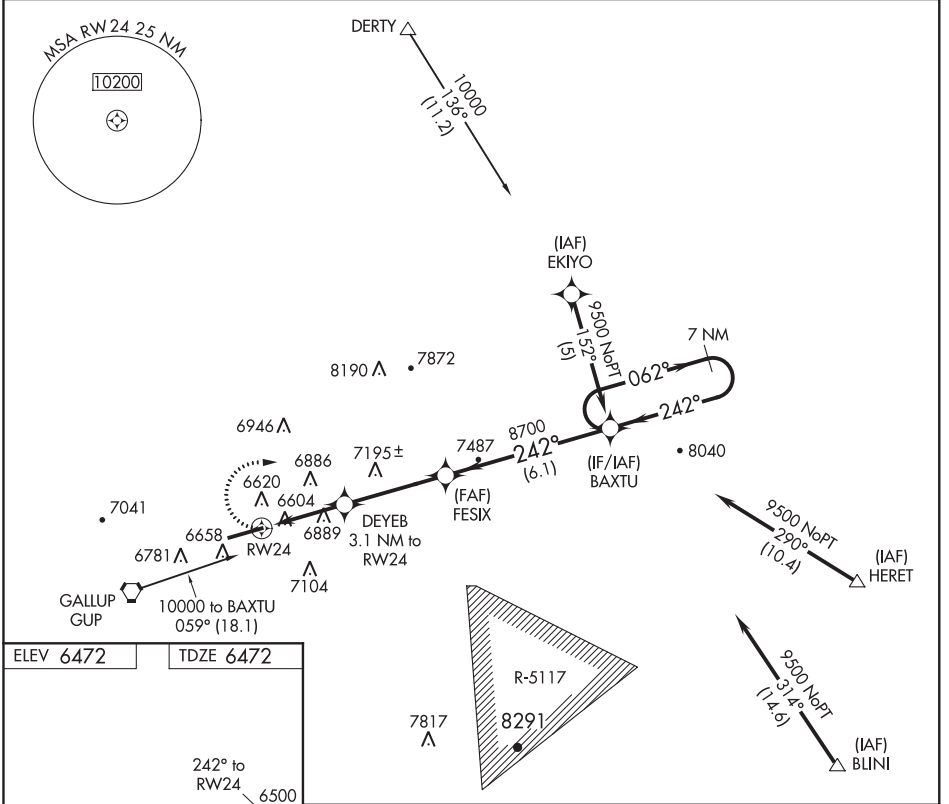
RNAV (GPS) RWY 24

GALLUP MUNI (GUP)

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

MISSED APPROACH: Climbing right turn to 9500 direct BAXTU and hold.

ASOS 118.375	ALBUQUERQUE RADIO 122.1R	UNICOM 122.95 (CTAF) 0
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CATEGORY	A	B	C	D
RNAV MDA	7140-1 668 (700-1)		7140-1 ^{3/4} 668 (700-1 ^{3/4})	7140-2 668 (700-2)
CIRCLING	7140-1 668 (700-1)		7140-1 ^{3/4} 668 (700-1 ^{3/4})	7360-3 888 (900-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

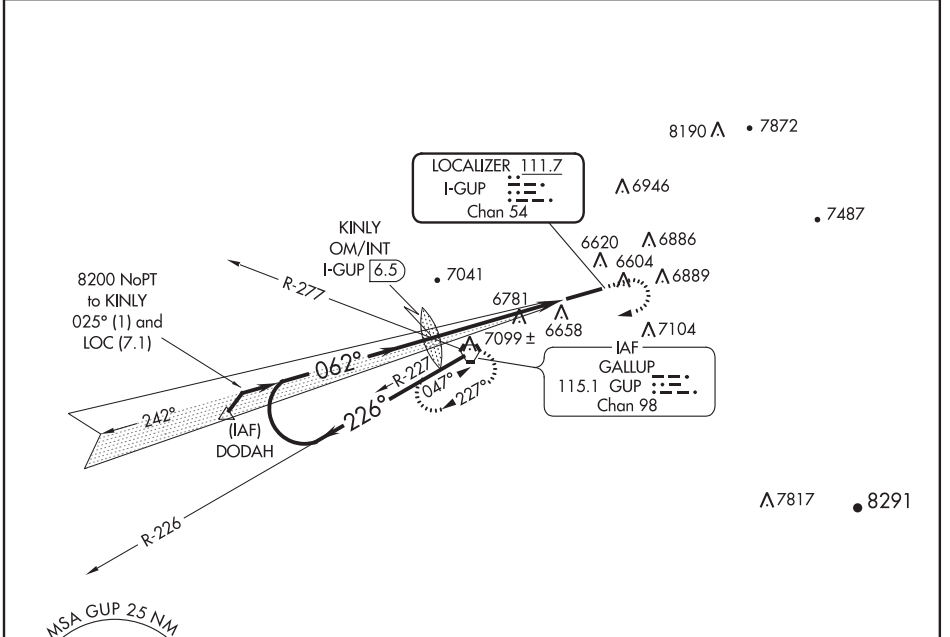
LOC/DME I-GUP 111.7 Chan 54	APP CRS 062°	Rwy Idg TDZE Apt Elev	7315 6463 6469
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LOC RWY 6

GALLUP MUNI (GUP)

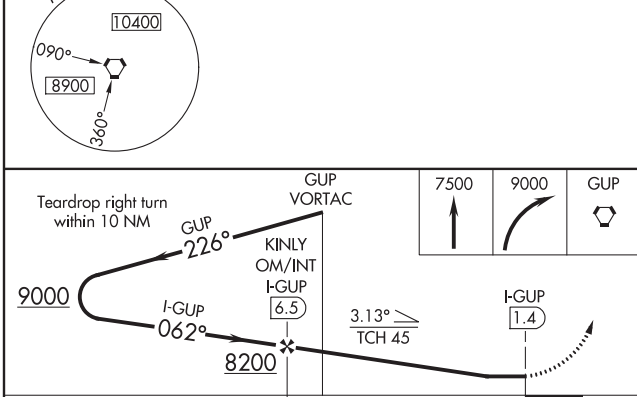
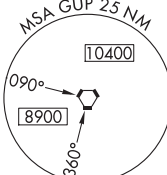
NA MISSED APPROACH: Climb to 7500 then climbing right turn to 9000 direct GUP VORTAC and hold.

ASOS 118.375	ALBUQUERQUE RADIO 122.1R	UNICOM 122.95 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 6469	TDZE 6463
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REIL Rwy 24	MIRL Rwy 6-24				
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

CATEGORY	A	B	C	D
S-6	7280-1 817 (900-1)	7280-1¼ 817 (900-1¼)	7280-2½ 817 (900-2½)	7280-2¾ 817 (900-2¾)
CIRCLING	7280-1 811 (900-1)	7280-1¼ 811 (900-1¼)	7280-2½ 811 (900-2½)	7360-3 891 (900-3)

VORTAC GUP 115.1 Chan 98	APP CRS 047°	Rwy Idg TDZE Apt Elev	7315 6465 6472
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VOR RWY 6

GALLUP MUNI (GUP)

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

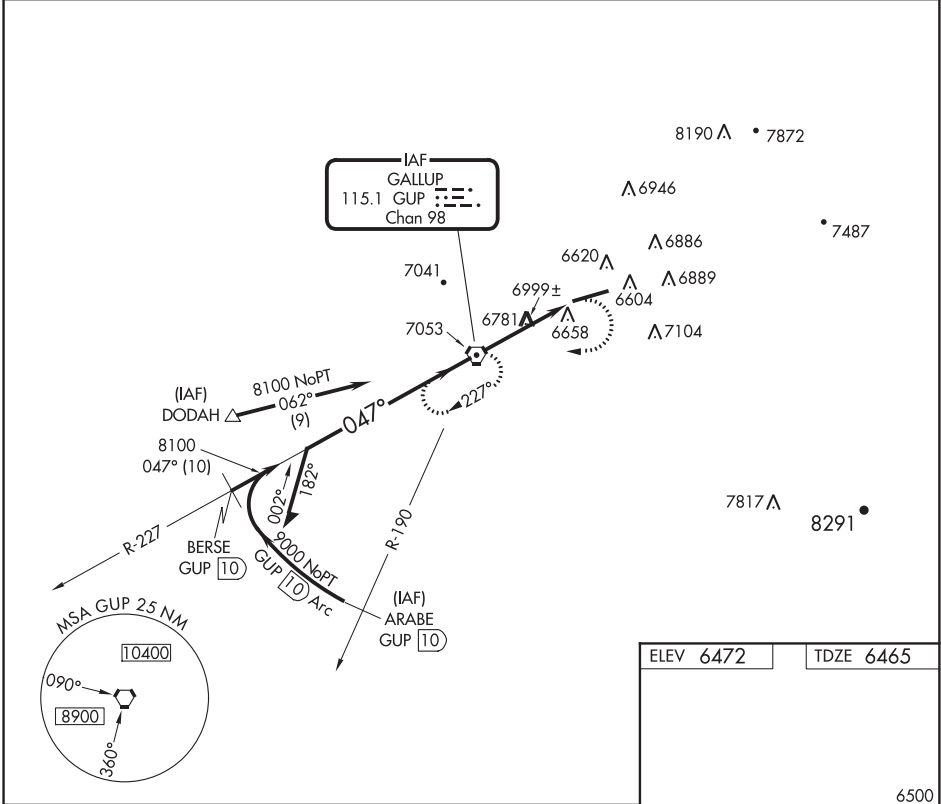
ASOS
118.375

ALBUQUERQUE RADIO
122.1R

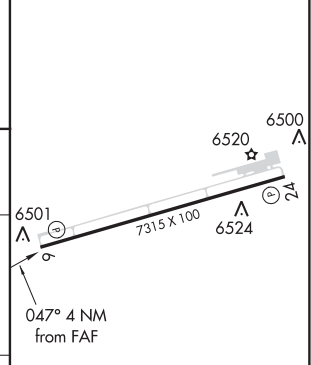
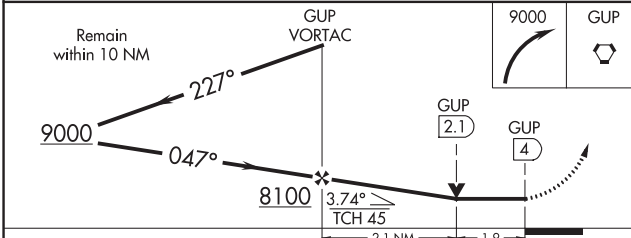
UNICOM
122.95 (CTAF) **0**

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 6472	TDZE 6465
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CATEGORY	A	B	C	D
S-6	7260-1 795 (800-1)	7260-1¼ 795 (800-1¼)	7260-2¼ 795 (800-2¼)	7260-2½ 795 (800-2½)
CIRCLING	7260-1 788 (800-1)	7260-1¼ 788 (800-1¼)	7260-2¼ 788 (800-2¼)	7360-3 888 (900-3)

REIL Rwy 24 **0**
MIRL Rwy 6-24 **0**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

LOC/DME I-GJT 110.3 Chan 40	APP CRS 112°	Rwy Idg TDZE Apt Elev	10501 4833 4858
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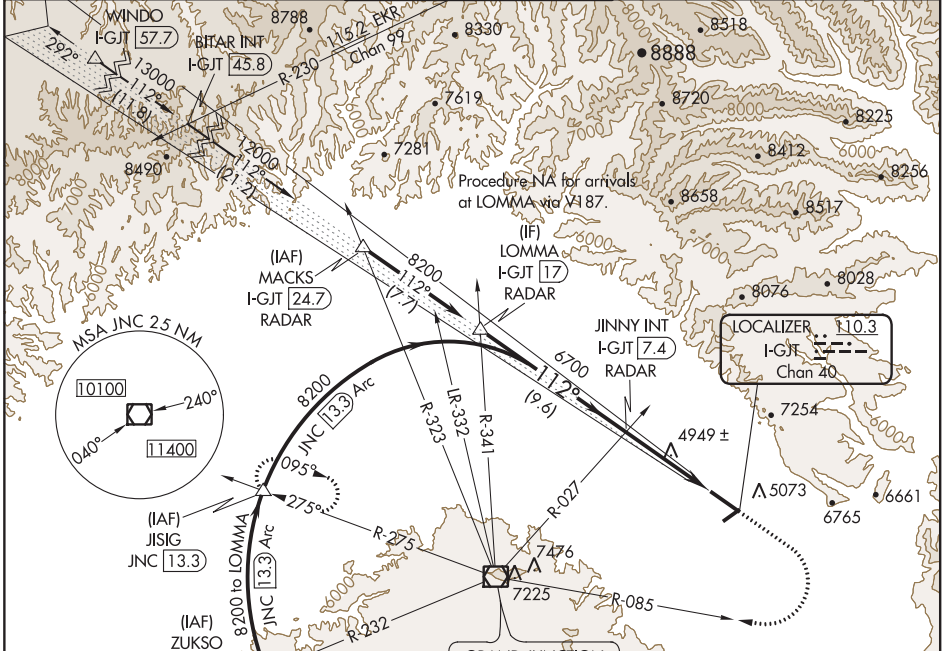
ILS or LOC RWY 11

GRAND JUNCTION RGNL (GJT)

DME required. VDP NA with Rifle altimeter setting.
When local altimeter setting not received, use Rifle altimeter setting and increase DA and all MDA 200 feet, increase S-ILS all Cats visibility to RVR 5000, S-LOC visibility Cat C to RVR 5000, Cat D to RVR 6000, Circling visibility Cat C to 2 1/4 and Cat D to 3.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

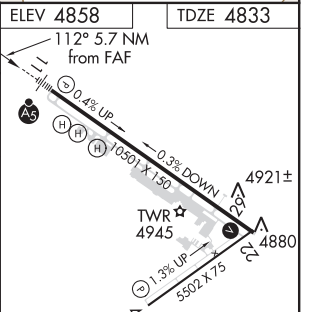
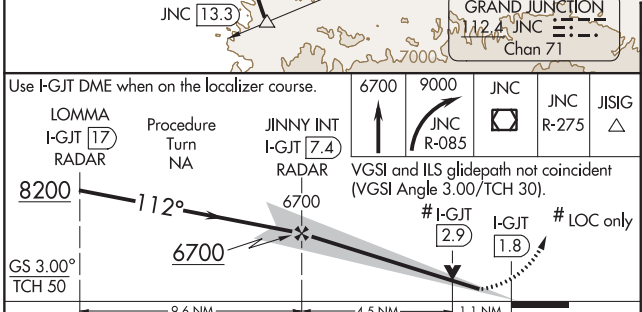
MALSR
 MISSED APPROACH: Climb to 6700 then climbing right turn to 9000 via JNC VOR/DME R-085 to JNC VOR/DME then via JNC VOR/DME R-275 to JISIG/JNC 13.3 DME and hold.

ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER * 118.1 (CTAF) 257.8	GND CON 121.7 257.8	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-ILS 11		* 5033/24	200 (200-1/2)	
S-LOC 11		5200/24	367 (400-1/2)	5200/40 367 (400-3/4)
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1 1/2 582 (600-1 1/2)	5540-2 1/4 682 (700-2 1/4)

HIRL RWY 11-29
MIRL RWY 4-22
REIL RWYS 4, 22 and 29


FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

APP CRS	Rwy Idg	10501
112°	TDZE	4833
	Apt Elev	4858

RNAV (RNP) Z RWY 11

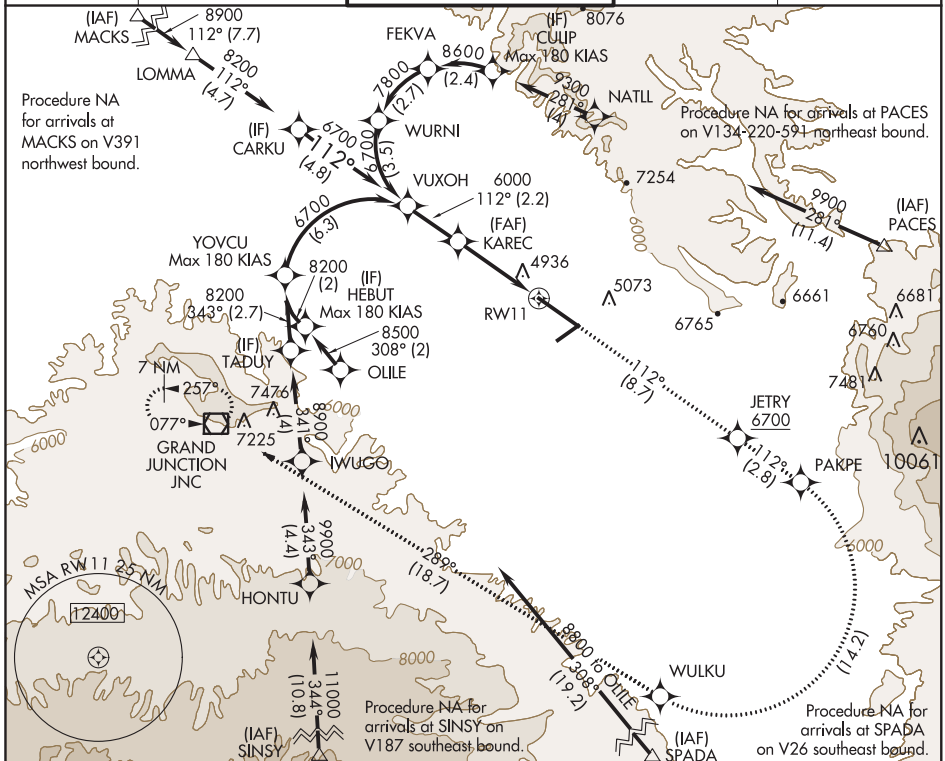
GRAND JUNCTION RGNL (GJT)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below -21°C (-6°F) or above 38°C (101°F). For inoperative MALSR, increase RNP 0.10 all Cats visibility to 1 $\frac{3}{8}$ miles, and RNP 0.30 all Cats visibility to 1 $\frac{1}{4}$ miles.

MALSR 

MISSED APPROACH: Climb to 9000 on track 112° to JETRY, cross JETRY at or above 6700, and on track 112° to PAKPE, right turn to WULKU, and on track 289° to JNC VOR/DME and hold.

ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER * 118.1 (CTAF) 257.8	GND CON 121.7 257.8	UNICOM 122.95
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VUXOH	9000	↑ tr 112°	JETRY	6700	↑ tr 112°	PAKPE	↑ tr 112°	WULKU	↑ tr 289°	JNC	ELEV 4858	TDZE 4833
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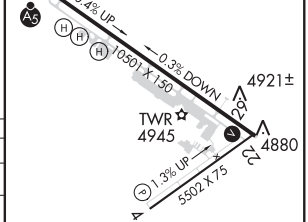
GP 3.00° TCH 50

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).




6700 — 112° — 6000

See Planview for multiple IF locations.

CATEGORY	A	B	C	D
RNP 0.10 DA		5254/50	421 (400-1)	
RNP 0.30 DA		5366-1 $\frac{3}{8}$	533 (500-1 $\frac{3}{8}$)	



AUTHORIZATION REQUIRED

HIRL Rwy 11-29 
 MIRL Rwy 4-22 
 REIL Rws 4, 22 and 29 

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

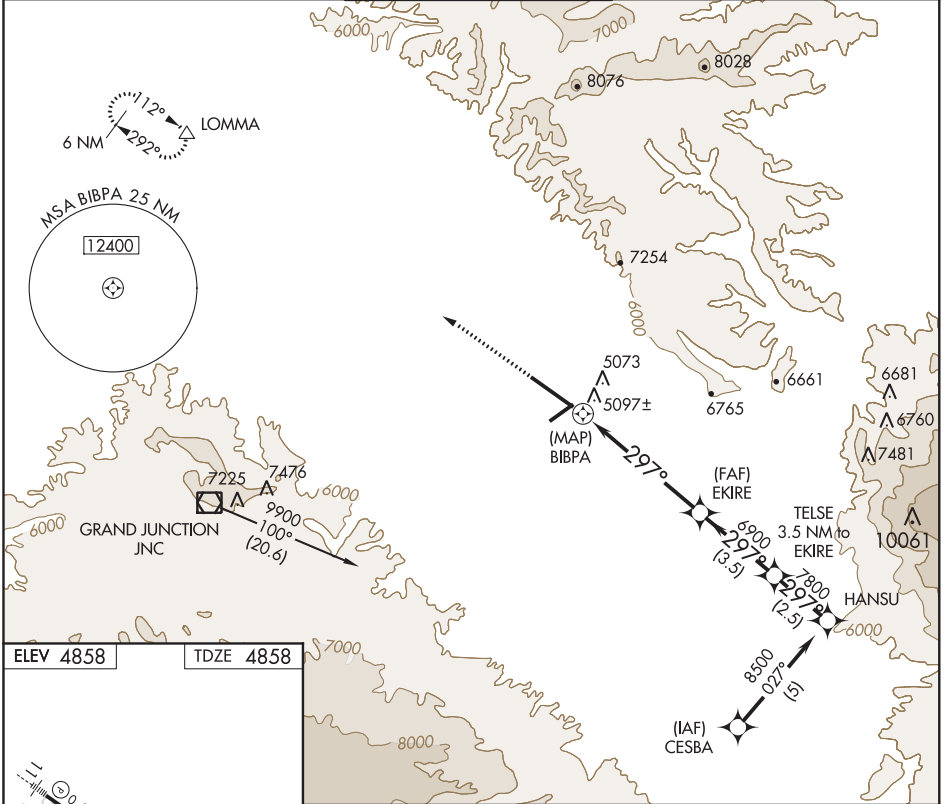
APP CRS 297°	Rwy Idg TDZE Apt Elev	10501 4858 4858
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RNAV (GPS) RWY 29

GRAND JUNCTION RGNL (GJT)

▽ NA ▲ NA	DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 10000 direct to LOMMA WP and hold.
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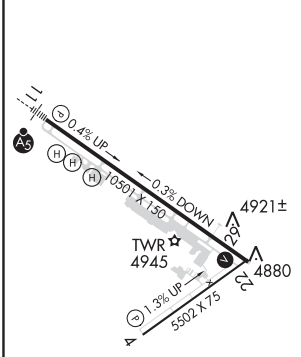
ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER * 118.1 (CTAF) 0 257.8	GND CON 121.7 257.8	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4858	TDZE 4858
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10000	LOMMA	VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 61).		HANSU
		EKIRE	TELSE	
		6900	7800	8500
		3.13° TCH 50		
		3.5 NM to EKIRE		
		Procedure Turn NA		
		0.5	5.5 NM	3.5 NM
			2.5 NM	


CATEGORY	A	B	C	D
LNAV MDA	5340-1	482 (500-1)	5340-1½ 482 (500-1½)	5340-1½ 482 (500-1½)
CIRCLING	5400-1	542 (600-1)	5540-2 682 (700-2)	5640-2½ 782 (800-2½)

WAAS CH 97514 W11A	APP CRS 112°	Rwy Idg TDZE Apt Elev	10501 4833 4858
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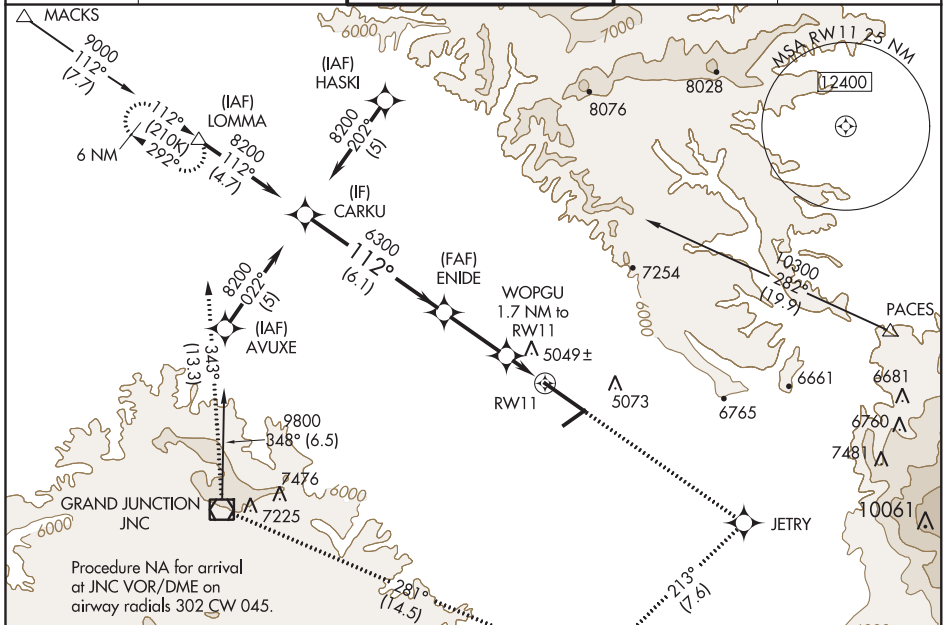
RNAV (GPS) Y RWY 11

GRAND JUNCTION RGNL (GJT)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 39°C (102°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, procedure NA.

MALS R

MISSED APPROACH: Climb to 6700 direct JETRY then climbing right turn to 9000 on track 213° to AYEDY and on track 281° to JNC VOR/DME and on track 343° to LOMMA and hold.

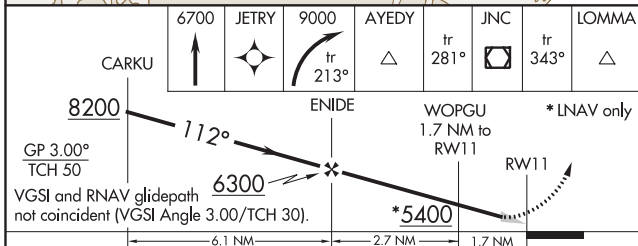
ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER * 118.1 (CTAF) 257.8	GND CON 121.7 257.8	UNICOM 122.95
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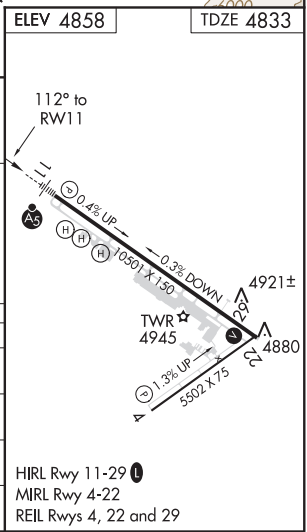
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4858	TDZE 4833
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CATEGORY	A	B	C	D
LPV DA	5033/24		200 (200-½)	
LNAV/VNAV DA	5492-1¾		659 (700-1¾)	
LNAV MDA	5300/24 467 (500-½)		5300/50 467 (500-1)	
CIRCLING	5360-1 502 (600-1)	5380-1 522 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)



HIRL Rwy 11-29
 MIRL Rwy 4-22
 REIL Rwy 4, 22 and 29

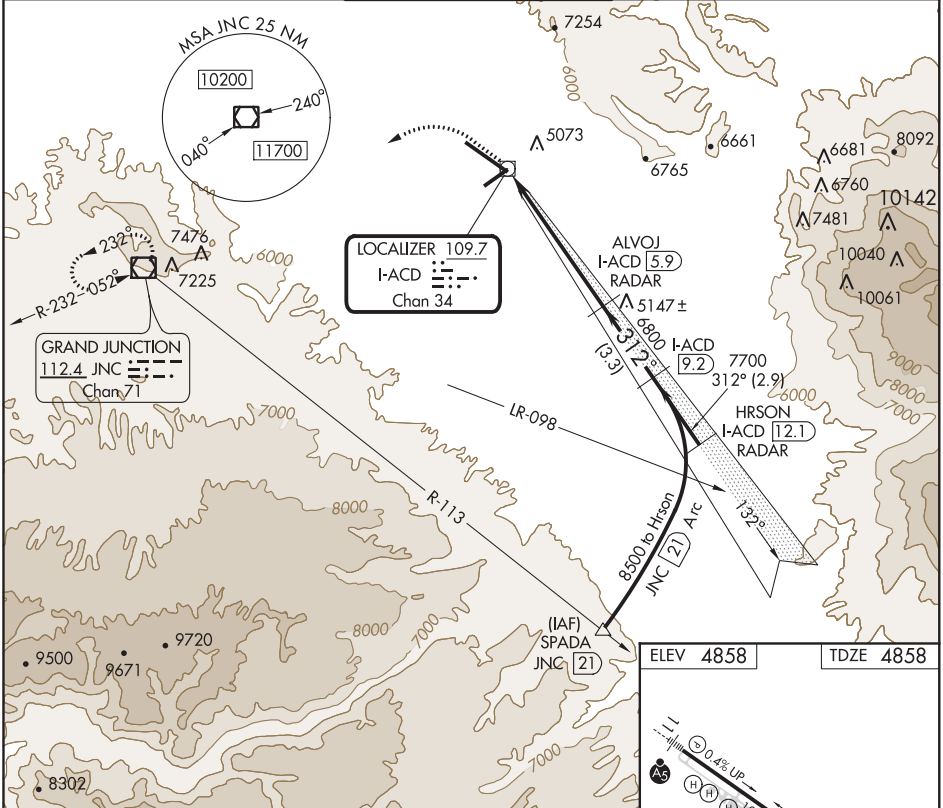
LOC/DME I-ACD 109.7 Chan 34	APP CRS 312°	Rwy Idg TDZE Apt Elev 10501 4858 4858
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LDA/DME RWY 29

GRAND JUNCTION RGNL (GJT)

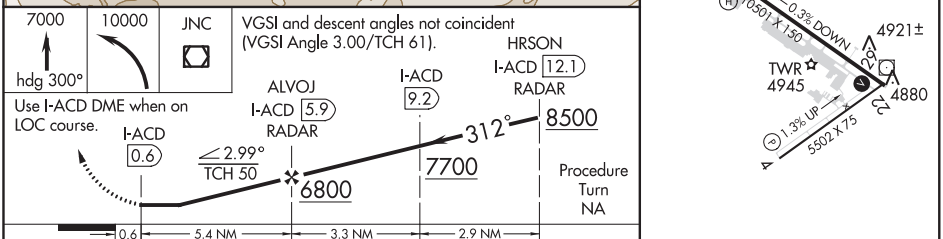
⚠ Auto-coupled approach not authorized inside 2.0 DME. **⚠** MISSED APPROACH: Climb to 7000 via heading 300°, then climbing left turn to 10000 direct JNC VOR/DME and hold.

ATIS 118.55	DENVER APP CON * 119.7 317.4	GRAND JUNCTION TOWER* 118.1 (CTAF) 257.8	GND CON 121.7 257.8	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
S-29	5400-1	542 (600-1)	5400-1½ 542 (600-1½)	5400-1¾ 542 (600-1¾)
CIRCLING	5400-1	542 (600-1)	5440-1½ 582 (600-1½)	5540-2¼ 682 (700-2¼)

HIRL Rwy 11-29 **Ⓛ**
MIRL Rwy 4-22
REIL Rws 4, 22 and 29

AIRPORT DIAGRAM

AL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

ATIS
118.55
GRAND JUNCTION TOWER*
118.1 257.8
GND CON
121.7 257.8

108°32'W

108°31'W

ELEV
4820

0.4% UP

115.1°

39°08'N

10501 X 150

JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

TERMINAL

FIRE STATION

TWR
4945

HS 1

FIELD
ELEV
4858

0.3% DOWN

39°07'N

ELEV
4857

RWY 04-22
S-26, D-26
RWY 11-29
PCN 57 F/C/X/T
S-110, D-180, 2S-175, 2D-260

ELEV
4784

0.44.3°

5502 X 75

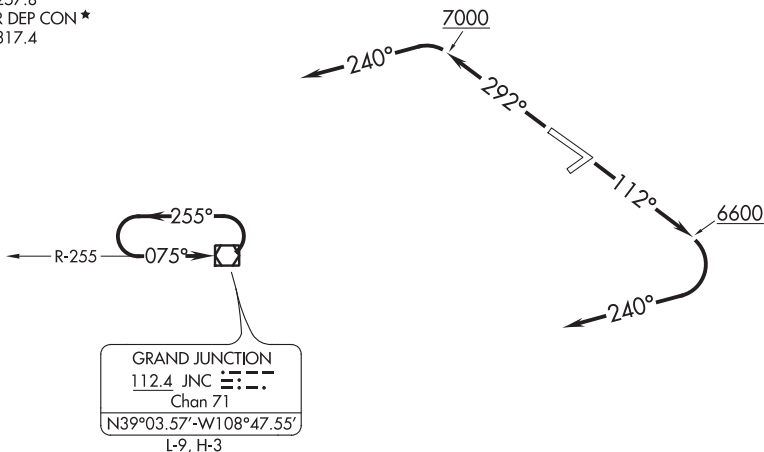
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

MONUMENT TWO DEPARTURE (OBSTACLE)

ATIS
 118.55
 GND CON
 121.7 257.8
 GRAND JUNCTION TOWER ★
 118.1 257.8
 DENVER DEP CON ★
 119.7 317.4



TAKEOFF OBSTACLE NOTES

Rwy 11: Pole and light beginning 252' from DER, 266' left of centerline, up to 20' AGL/4880' MSL.
 Tree 3240' from DER, 1352' left of centerline, 100' AGL/5019' MSL.

TAKEOFF MINIMUMS

- Rwy 4: NA - Obstacles.
- Rwy 11: Standard with minimum climb of 390' per NM to 5100.
- Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
- Rwy 29: Standard with minimum climb of 220' per NM to 7000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 112° to 6600, then climbing right turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME.
 Thence

TAKEOFF RUNWAY 29: Climb heading 292° to 7000, then climbing left turn via heading 240° until receiving JNC VOR/DME, then proceed direct JNC VOR/DME.
 Thence

. . . . Cross JNC VOR/DME at or above MEA/MCA for route of flight. If required, continue climb in JNC holding pattern to cross JNC at or above MEA/MCA for route of flight.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

GRAND JUNCTION SEVEN DEPARTURE

ATIS 118.55
GND CON 121.7 257.8
GRAND JUNCTION TOWER *
118.1 257.8
DENVER DEP CON *
119.7 317.4
UNICOM 122.95

TOP ALTITUDE:
6000

MEEKER
115.2 EKR
Chan 99

SQUAT
N39°18.64'
W108°13.36'
L-9
12000

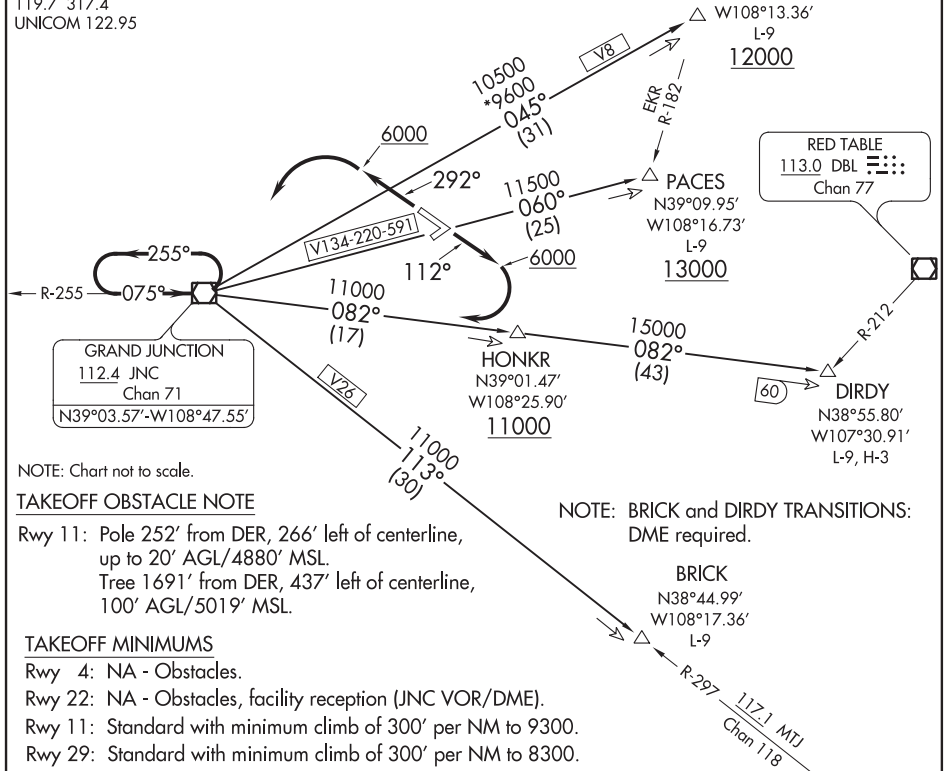
RED TABLE
113.0 DBL
Chan 77

PACES
N39°09.95'
W108°16.73'
L-9
13000

HONKR
N39°01.47'
W108°25.90'
11000

DIRDY
N38°55.80'
W107°30.91'
L-9, H-3

BRICK
N38°44.99'
W108°17.36'
L-9



NOTE: Chart not to scale.

TAKEOFF OBSTACLE NOTE

Rwy 11: Pole 252' from DER, 266' left of centerline, up to 20' AGL/4880' MSL.
Tree 1691' from DER, 437' left of centerline, 100' AGL/5019' MSL.

TAKEOFF MINIMUMS

- Rwy 4: NA - Obstacles.
- Rwy 22: NA - Obstacles, facility reception (JNC VOR/DME).
- Rwy 11: Standard with minimum climb of 300' per NM to 9300.
- Rwy 29: Standard with minimum climb of 300' per NM to 8300.

NOTE: BRICK and DIRDY TRANSITIONS:
DME required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb heading 112° to 6000, then climbing right turn direct JNC VOR/DME, thence. . . .

TAKEOFF RUNWAY 29: Climb heading 292° to 6000, then climbing left turn direct JNC VOR/DME, thence. . . .

. . . .on transition/route.

BRICK TRANSITION (JNC7.BRICK): From over JNC VOR/DME via JNC R-113 to BRICK/JNC 30 DME.

DIRDY TRANSITION (JNC7.DIRDY): From over JNC VOR/DME via JNC R-082 to DIRDY INT/JNC 60 DME.

PACES TRANSITION (JNC7.PACES): From over JNC VOR/DME via JNC R-060 to PACES INT/JNC 25 DME.

SQUAT TRANSITION (JNC7.SQUAT): From over JNC VOR/DME via JNC R-045 to SQUAT INT/JNC 31 DME.

GRAND JUNCTION SEVEN DEPARTURE

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

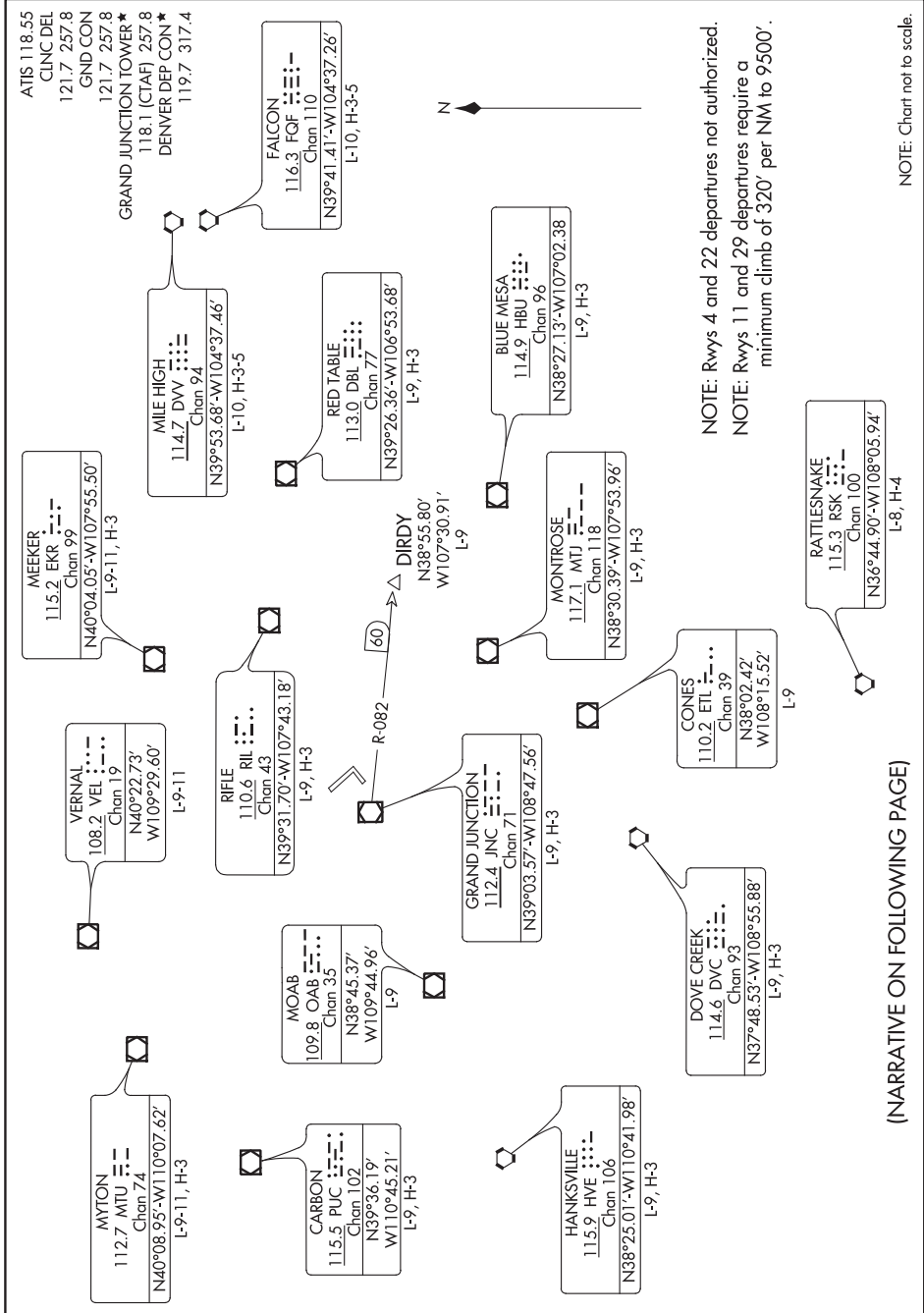
GRAND MESA ONE DEPARTURE

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)

GRAND JUNCTION, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Rwsy 4 and 22 departures not authorized.
NOTE: Rwsy 11 and 29 departures require a minimum climb of 320' per NM to 9500'.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SW-1, 10 NOV 2016 to 05 JAN 2017

GRAND MESA ONE DEPARTURE

GRAND JUNCTION, COLORADO

GRAND JUNCTION RGNL (GJT)



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading for vectors to assigned fix/route. Maintain 14000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: If no transmissions are received within 1 minute after departure, Runway 11: Climbing right turn direct to JNC VOR/DME; Runway 29: Climb to 6000' then climbing left turn direct to JNC VOR/DME. Aircraft departing JNC R-221 clockwise JNC R-060, depart JNC VOR/DME on course. All other aircraft climb in JNC VOR/DME holding pattern (hold SW, left turns, 075° inbound) to cross JNC VOR/DME at or above: R-061 clockwise R-130 9500'; R-131 clockwise R-220 10500'.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(NOKXI1.NOKXI) 16035

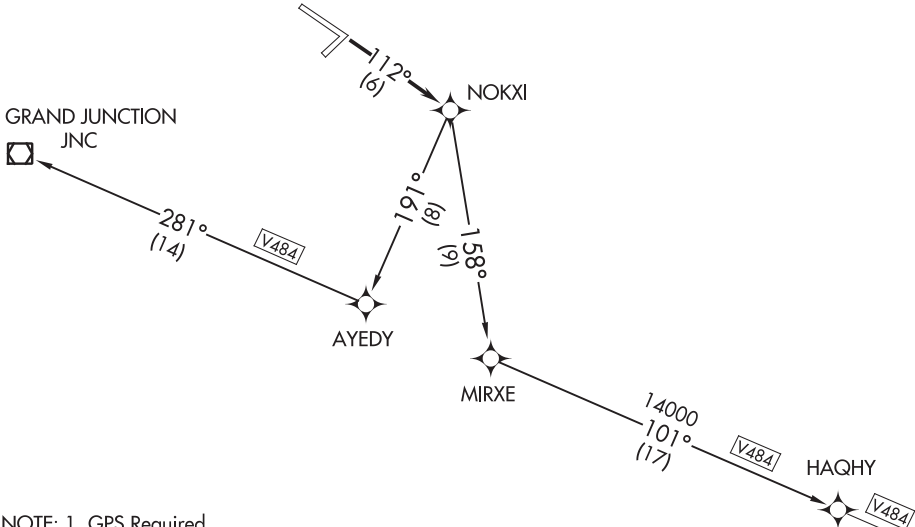
NOKXI ONE DEPARTURE (RNAV)

SL-634 (FAA)

GRAND JUNCTION RGNL (GJT)
GRAND JUNCTION, COLORADO

GRAND JUNCTION TOWER *
118.1 257.8
DENVER DEP CON *
119.7 317.4

GRAND JUNCTION
JNC



NOTE: 1. GPS Required.
2. RNAV 1

TAKEOFF MINIMUMS:

Rwy 4, 22, 29: NA.

Rwy 11: GRAND JUNCTION TRANSITION: 2300-3 or standard with a minimum climb of 250' per NM from takeoff to 8000'. HAQHY TRANSITION: 5500-3 or standard with a minimum climb of 280' per NM from take-off to 11,000.

GRAND JUNCTION TRANSITION: Do not exceed 200K until AYEDY WP, cross JNC VOR/DME at MEA/MCA for direction of flight.

NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 11: Climb via 112° course to NOKXI WP.

GRAND JUNCTION TRANSITION (NOKXI1.JNC)

HAQHY TRANSITION (NOKXI1.HAQHY)

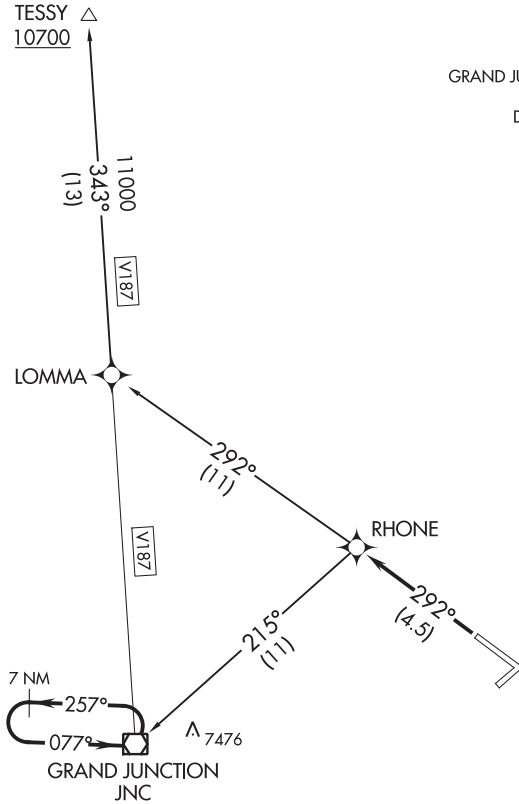
NOKXI ONE DEPARTURE (RNAV)
(NOKXI1.NOKXI) 15JUN00

GRAND JUNCTION, COLORADO
GRAND JUNCTION RGNL (GJT)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ATIS 118.55
 GND CON 121.7 257.8
 GRAND JUNCTION TOWER * 118.1 257.8
 DENVER DEP CON * 119.7 317.4
 UNICOM 122.95



NOTE: GPS required.
 NOTE: RNAV 1

TAKEOFF MINIMUMS

Rwy 4, 11, 22: NA.
 Rwy 29: GRAND JUNCTION TRANSITION: 2700-2 or standard with a minimum climb of 280' per NM from take-off to 8000'
 TESSY TRANSITION: 2700-2 or standard with a minimum climb of 220' per NM from LOMMA WP to TESSY INT or 210' per NM from take-off to 10700'.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 29: Climb via 292° course to RHONE WP.

GRAND JUNCTION TRANSITION (RHONE2.JNC): Aircraft departing JNC VORTAC R-221 CW R-060 depart on course. All other aircraft climb in JNC VORTAC holding pattern to cross JNC VORTAC at or above: R-061 CW R-130 9500, R-131 CW R-220 10500, before proceeding en route.

TESSY TRANSITION (RHONE2.TESSY)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 13

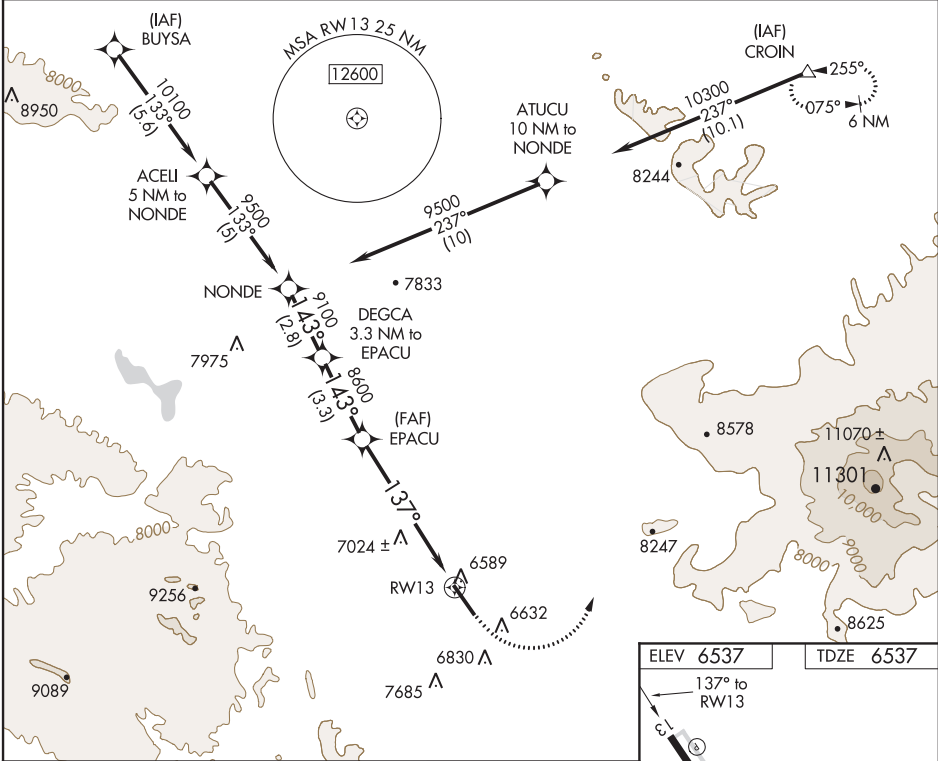
GRANTS-MILAN MUNI (GNT)

APP CRS	Rwy Idg	7172
137°	TDZE	6537
	Apt Elev	6537

NA If local altimeter setting not received, procedure NA. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Circling NA east of Rwy 13-31. Rwy 13 helicopter visibility reduction below 3/4 SM NA.

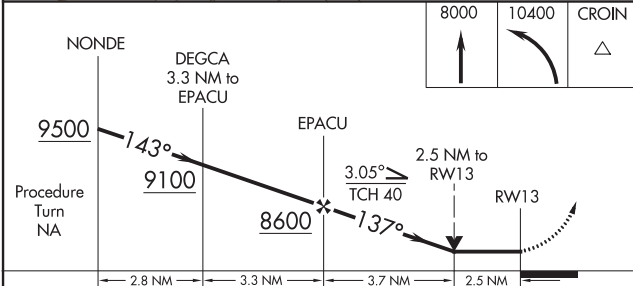
MISSED APPROACH: Climb to 8000, then climbing left turn to 10400 direct CROIN WP and hold.

AWOS-3PT 118.3	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	7380-1 843 (900-1)	7380-1½ 843 (900-1½)	7380-2½ 843 (900-2½)	NA
CIRCLING	7380-1 843 (900-1)	7420-1½ 883 (900-1½)	7480-2¾ 943 (1000-2¾)	NA

ELEV 6537	TDZE 6537
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MIRL Rwy 13-31

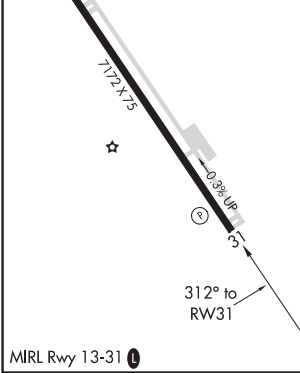
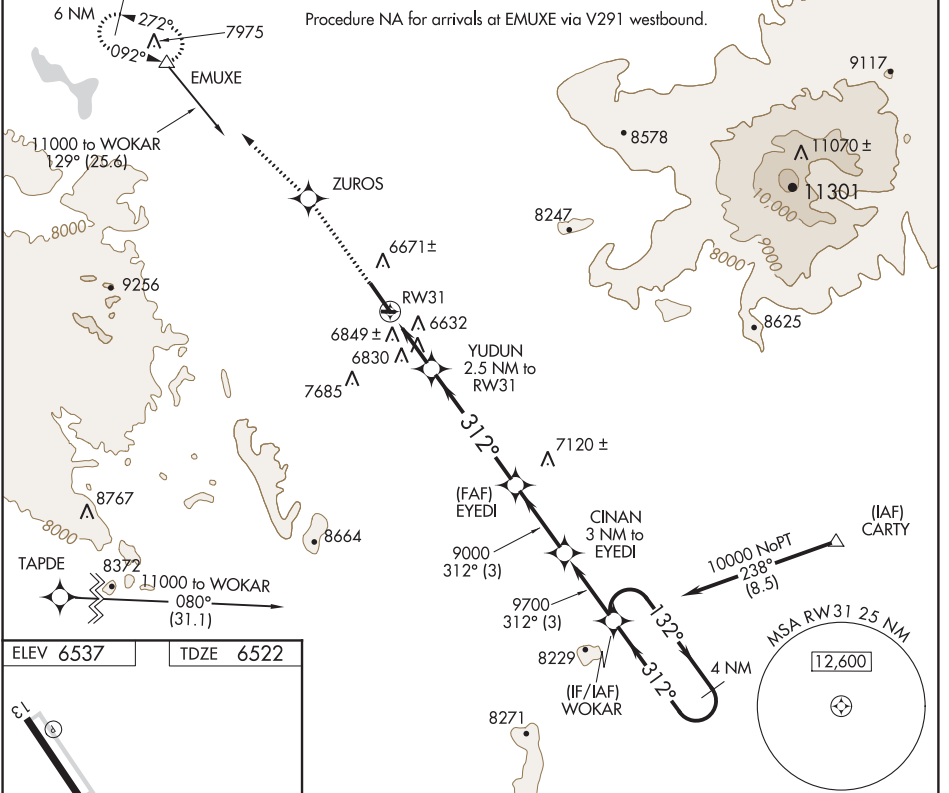
APP CRS 312°	Rwy Idg 7172
	TDZE 6522
	Apt Elev 6537

RNAV (GPS) RWY 31

GRANTS-MILAN MUNI (GNT)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 11000 direct ZUROS WP and left turn via 302° track to EMUXE WP and hold.
△ NA Circling not authorized east of Rwys 13-31.	

AWOS-3PT 118.3	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF)
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11000	ZUROS	EMUXE	4 NM Holding Pattern	
		302°	CINAN 3 NM to EYEDI	WOKAR
	1.7 NM to RWY 31	YUDUN 2.5 NM to RWY 31	EYEDI	132° → 10000
		3.00° TCH 40	9700	← 312°
	1.7	0.8	5.1 NM	3 NM
CATEGORY	A	B	C	D
RNAV MDA	7100-1	578 (600-1)	7100-1½ 578 (600-1½)	NA
CIRCLING	7160-1	623 (700-1)	7160-1¾ 623 (700-1¾)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-DCI 110.3 Chan 40	APP CRS 350°	Rwy Idg 8900 TDZE 4665 Apt Elev 4697
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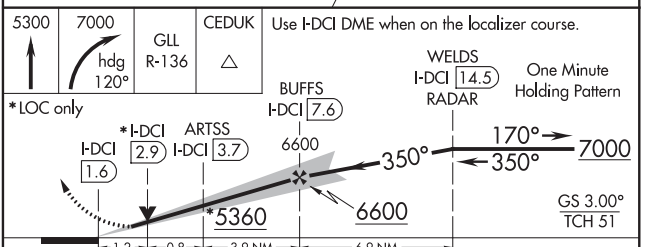
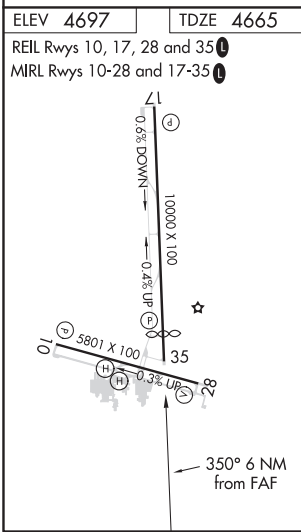
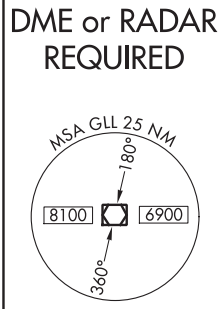
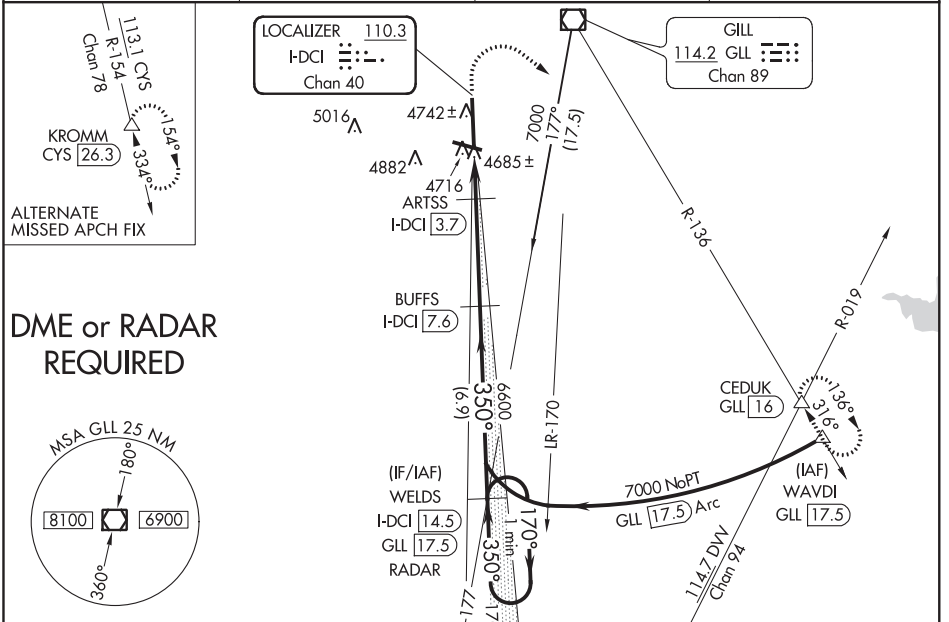
ILS or LOC/DME RWY 35

GREELEY-WELD COUNTY (GXY)

VDP NA with Fort Collins-Loveland Muni altimeter setting.
When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase DA to 4950 feet and all visibilities ¼ mile; increase all MDA 100 feet and S-LOC 35 Cats C/D and Circling Cat D visibility ¼ mile.

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-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8 (CTAF)
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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	5100-1 403 (500-1)	5180-1 483 (500-1)	5180-1½ 483 (500-1½)	5380-2¼ 683 (700-2¼)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 62900 W10A	APP CRS 097°	Rwy Idg TDZE Apt Elev	5801 4661 4697
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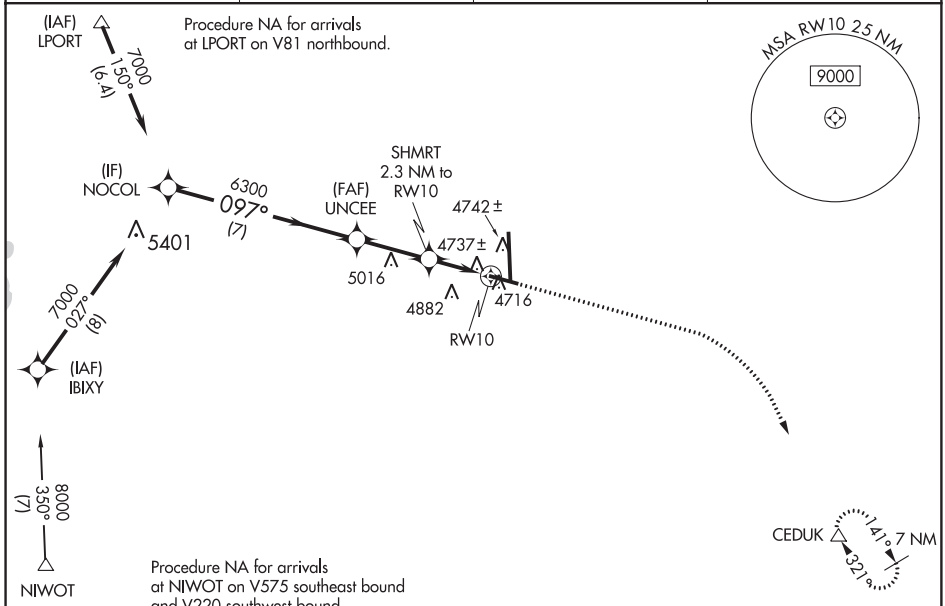
RNAV (GPS) RWY 10

GREELEY-WELD COUNTY (GXY)

Baro-VNAV and VDP NA when using Fort Collins-Loveland Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 49°C (121°F). When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all DA 85 feet and all MDA 100 feet; increase LPV and LNAV/VNAV visibility all Cats 3/8 mile; LNAV Cat C and D and Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5400 then climbing right turn to 7000 direct CEDUK and hold.

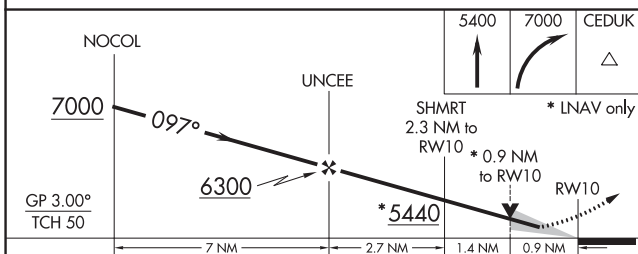
AWOS-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4697	TDZE 4661
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CATEGORY	A	B	C	D
LPV DA		4911-3/4	250 (300-3/4)	
LNAV/VNAV DA		4911-3/4	250 (300-3/4)	
LNAV MDA		5000-1	339 (400-1)	
CIRCLING	5100-1 403 (500-1)	5180-1 483 (500-1)	5180-1/2 483 (500-1/2)	5380-2/4 683 (700-2/4)

WAAS CH 72708 W17A	APP CRS 170°	Rwy Idg TDZE 4697 Apt Elev 4697
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RNAV (GPS) RWY 17

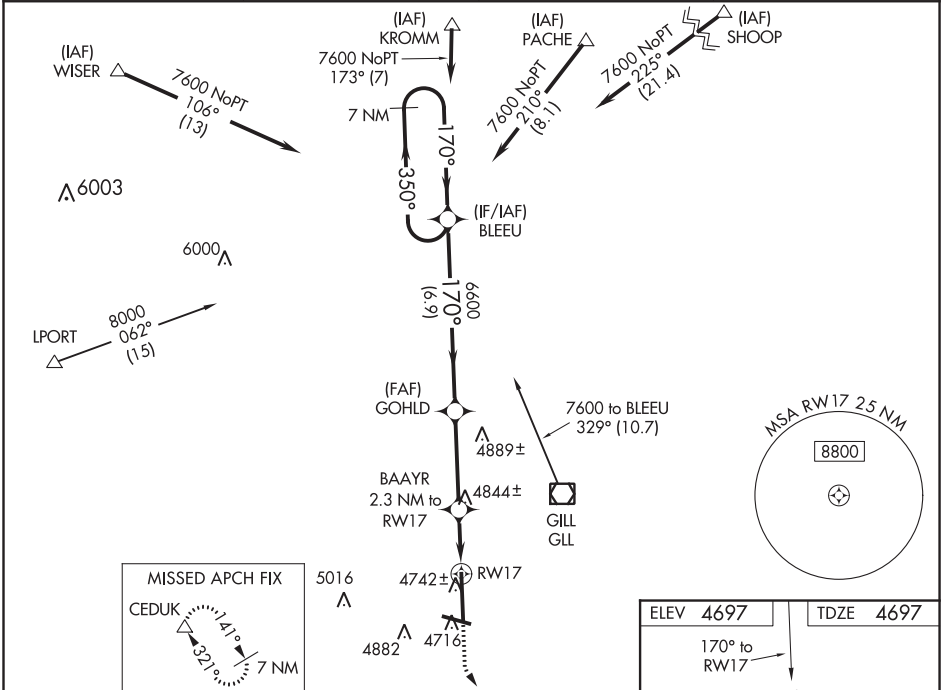
GREELEY-WELD COUNTY (GXY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 50°C (123°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all DA 85 feet and MDA 100 feet.

▲ Increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV visibility Cats C and D 1/4 mile, and Circling Cat C visibility 1/8 mile, Cat D visibility 1/4 mile. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.

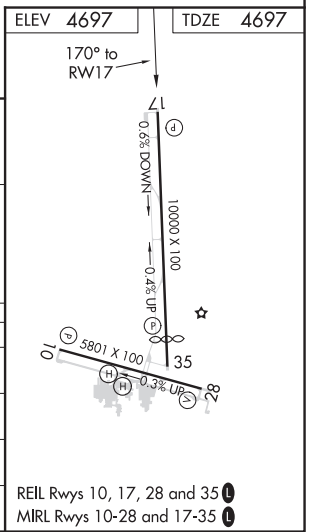
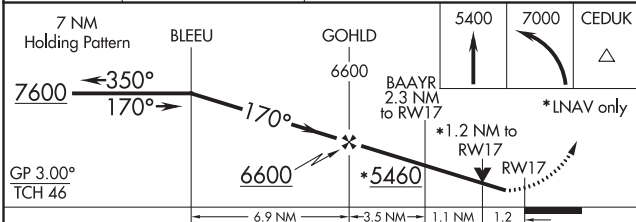
MISSED APPROACH:
Climb to 5400 then climbing left turn to 7000 direct CEDUK and hold.

AWOS-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8 (CTAF) 📻
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA		4897-3/4	200 (200-3/4)	
LNAV/VNAV DA		4947-3/4	250 (300-3/4)	
LNAV MDA	5140-1	443 (500-1)	5140-1 1/2 443 (500-1 1/2)	5140-2 1/4 443 (500-2 1/4)
CIRCLING	5140-1 443 (500-1)	5180-1 483 (500-1)	5180-1 1/2 483 (500-1 1/2)	5380-2 1/4 683 (700-2 1/4)

WAAS CH 86808 W28A	APP CRS 278°	Rwy Idg TDZE Apt Elev	5801 4650 4697
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RNAV (GPS) RWY 28

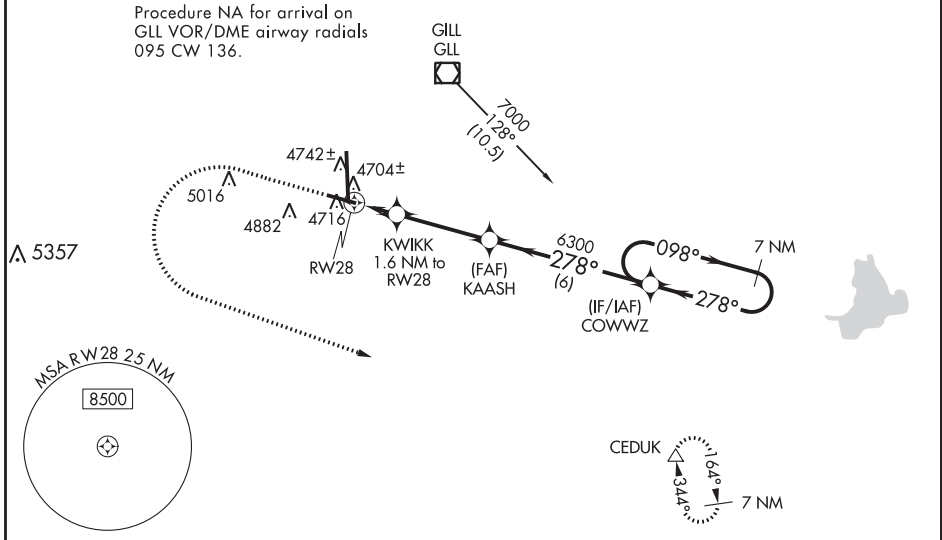
GREELEY-WELD COUNTY (GXY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 49°C (121°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all DA 85 feet and MDA 100 feet. Increase LPV all Cats visibility 1/8 mile, increase LNAV/VNAV all Cats visibility 3/8 mile, increase LNAV visibility Cats C and D 1/4 mile, and Circling Cat D visibility 1/4 mile. Baro-VNAV and VDP NA when using Fort Collins-Loveland Muni altimeter setting.

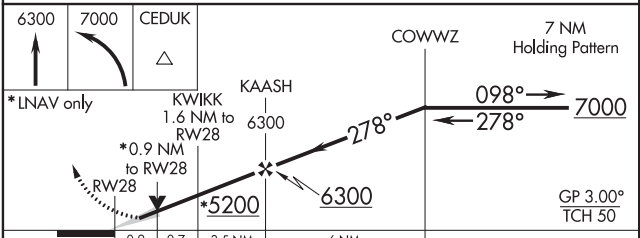
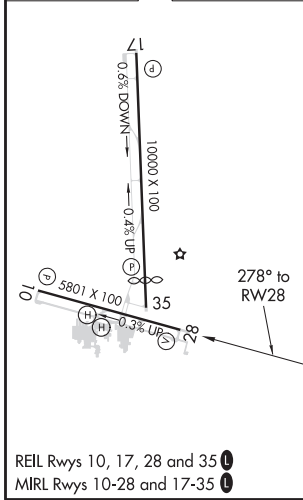
MISSED APPROACH: Climb to 6300 then climbing left turn to 7000 direct to CEDUK and hold.

AWOS-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8 (CTAF) 📻
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Procedure NA for arrival on GLL VOR/DME airway radials 095 CW 136.



ELEV 4697	TDZE 4650
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CATEGORY	A	B	C	D
LPV DA		4850-3/4	200 (200-3/4)	
LNAV/VNAV DA		4900-3/4	250 (300-3/4)	
LNAV MDA		4980-1	330 (300-1)	
C CIRCLING	5100-1 403 (500-1)	5180-1 483 (500-1)	5180-1 1/2 483 (500-1 1/2)	5380-2 1/4 683 (700-2 1/4)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

GREELEY, COLORADO

AL-325 (FAA)

15232

WAAS CH 69607 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	8900 4665 4697
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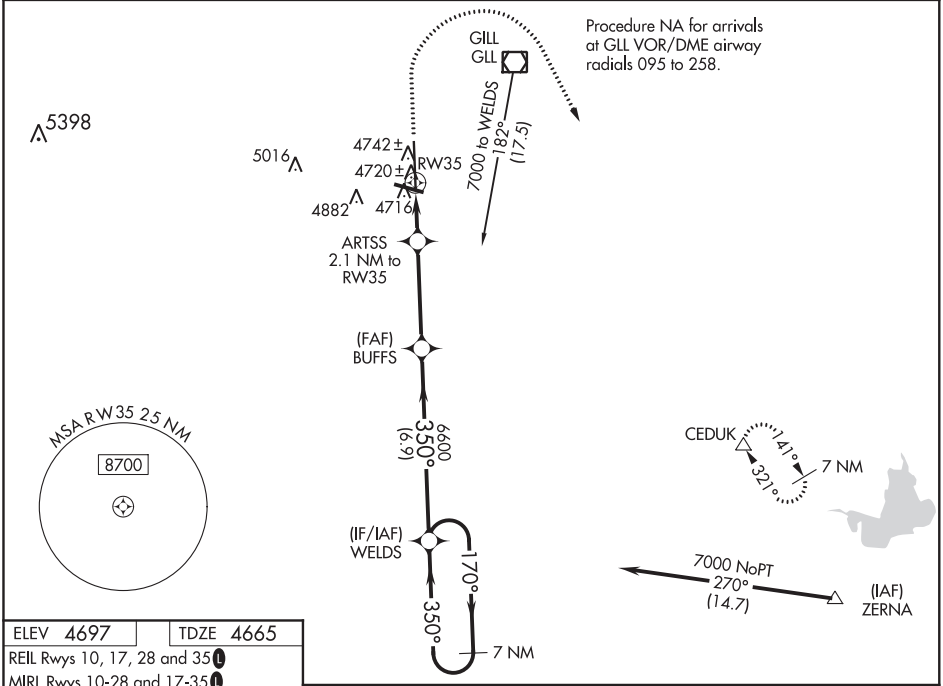
RNAV (GPS) RWY 35

GREELEY-WELD COUNTY (GXY)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C (-11°F) or above 49°C (121°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all DA 85 feet and MDA 100 feet, LPV all Cats visibilities to 1 mile and LNAV/VNAV all Cats to 1½ mile. Increase LNAV Cats C/D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Fort Collins-Loveland Muni altimeter setting.

MISSED APPROACH:
Climb to 5300 then climbing right turn to 7000 direct CEDUK and hold.

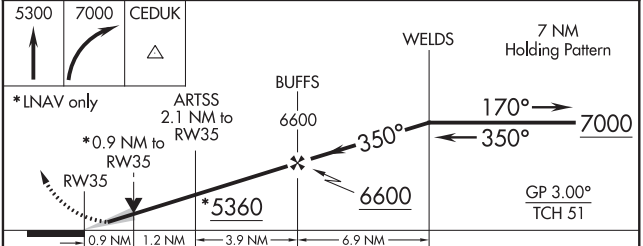
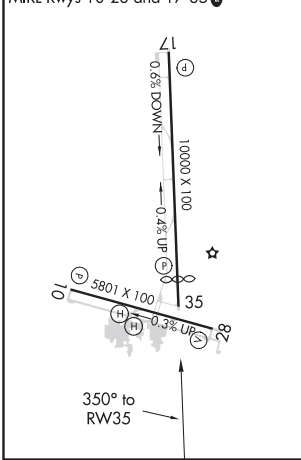
AWOS-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4697	TDZE 4665
REIL Rwy's 10, 17, 28 and 35	
MIRL Rwy's 10-28 and 17-35	



CATEGORY	A	B	C	D
LPV DA		4865-¾	200 (200-¾)	
LNAV/ VNAV DA		4915-¾	250 (300-¾)	
LNAV MDA	4980-1	315 (300-1)	4980-7/8	315 (300-7/8)
C CIRCLING	5100-1 403 (500-1)	5180-1 483 (500-1)	5180-1½ 483 (500-1½)	5380-2½ 683 (700-2½)

GREELEY, COLORADO
Amdt 1 18SEP14

40°26'N-104°38'W

GREELEY-WELD COUNTY (GXY) RNAV (GPS) RWY 35

VOR/DME GLL 114.2 Chan 89	APP CRS 209°	Rwy Idg TDZE Apt Elev	N/A N/A 4697
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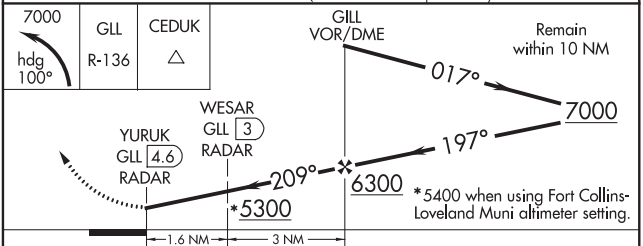
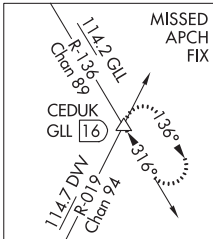
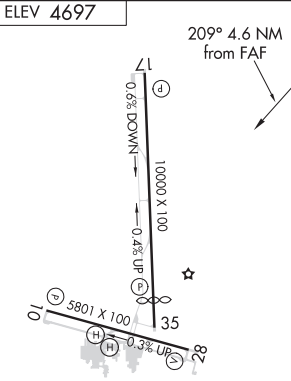
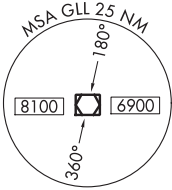
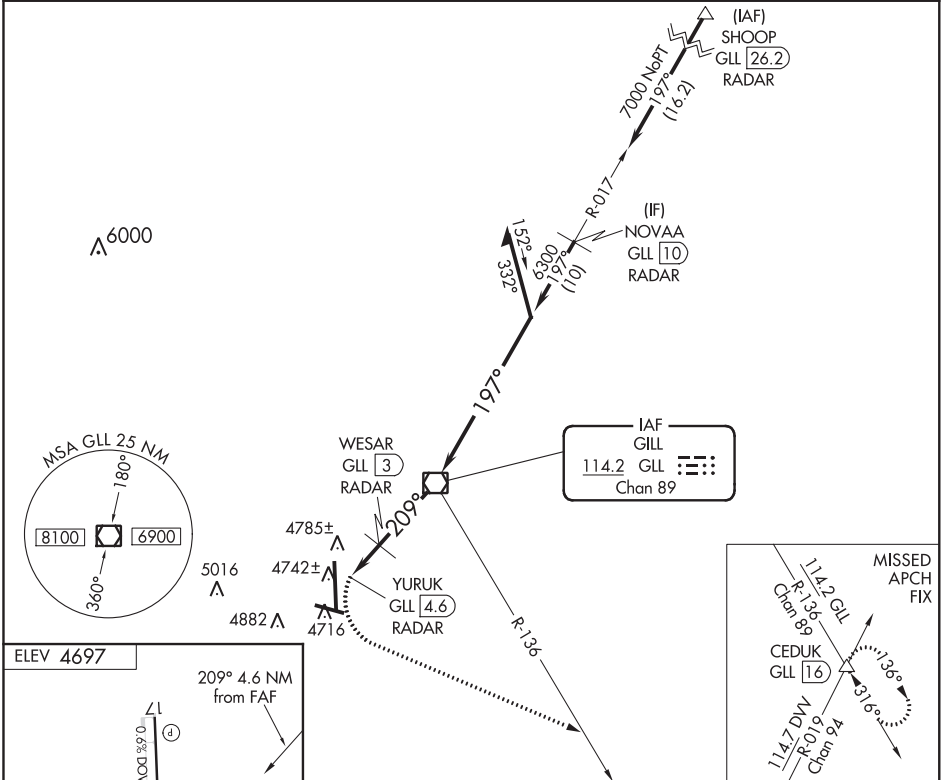
VOR-A

GREELEY-WELD COUNTY (GXY)

▼ When local altimeter setting not received, use Fort Collins-Loveland Muni altimeter setting and increase all MDA 100 feet; increase Cat C and D and WESAR FIX minimums Cat D visibility 1/4 mile.

▲ 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-3 135.175	DENVER APP CON 134.85 251.125	CLNC DEL 126.65	UNICOM 122.8 (CTAF) 0
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REIL Rwy 10, 28, 17 and 35
MIRL Rwy 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
CIRCLING	5300-1	603 (700-1)	5300-1¾ 603 (700-1¾)	5380-2¼ 683 (700-2¼)
WESAR FIX MINIMUMS (DME OR RADAR REQUIRED)				
CIRCLING	5100-1 403 (500-1)	5180-1 483 (500-1)	5180-1½ 483 (500-1½)	5380-2¼ 683 (700-2¼)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

16203

AIRPORT DIAGRAM

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

AL-325 (FAA)

AWOS-3
135.175
CTAF/UNICOM
122.8
CLNC DEL
126.65

BLAST PAD
120 X 150

FIELD
ELEV
4697

0.6% DOWN



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

40°27'N

RWY 10-28
S-18, D-30
RWY 17-35
S-30, D-45

10000 X 100

0.4% UP

40°26'N

ELEV
4661

101°09.7°

5801 X 100

FIRE STATION

ELEV
4649

BLAST PAD
120 X 150

35

0.3% UP

ELEV
4645

BLAST PAD
100 X 400

277.0°

104°39'W

104°38'W

104°37'W

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

GREELEY, COLORADO
GREELEY-WELD COUNTY (GXY)

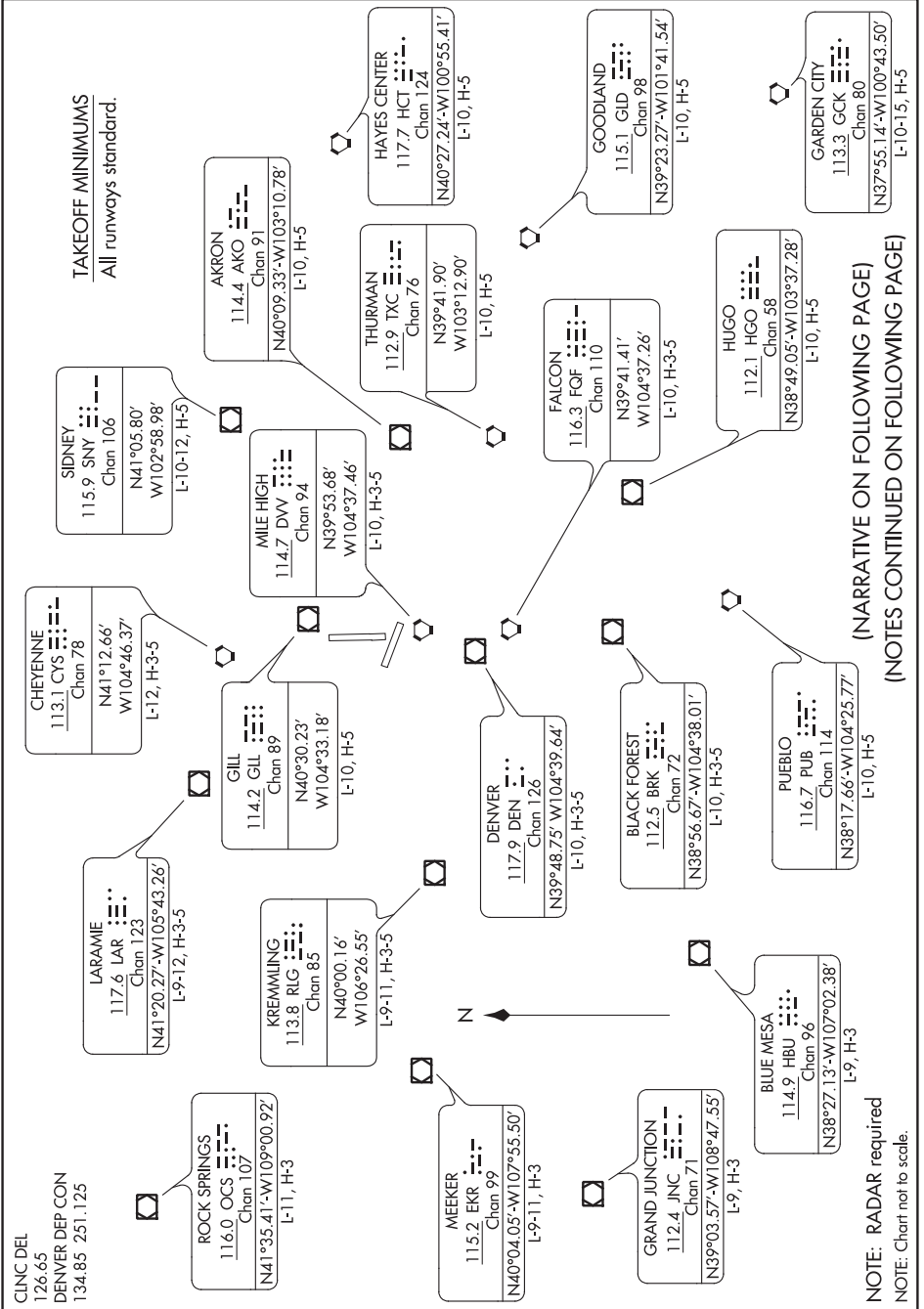
16203

DENVER NINE DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER NINE DEPARTURE

GREELEY, COLORADO

GREELEY-WELD COUNTY (GXY)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

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.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(PIKES8.DEN) 16147
PIKES EIGHT DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
 GREELEY, COLORADO

CLNC DEL
 126.65
 DENVER DEP CON
 134.85 251.125

**TOP ALTITUDE:
 ASSIGNED BY ATC**

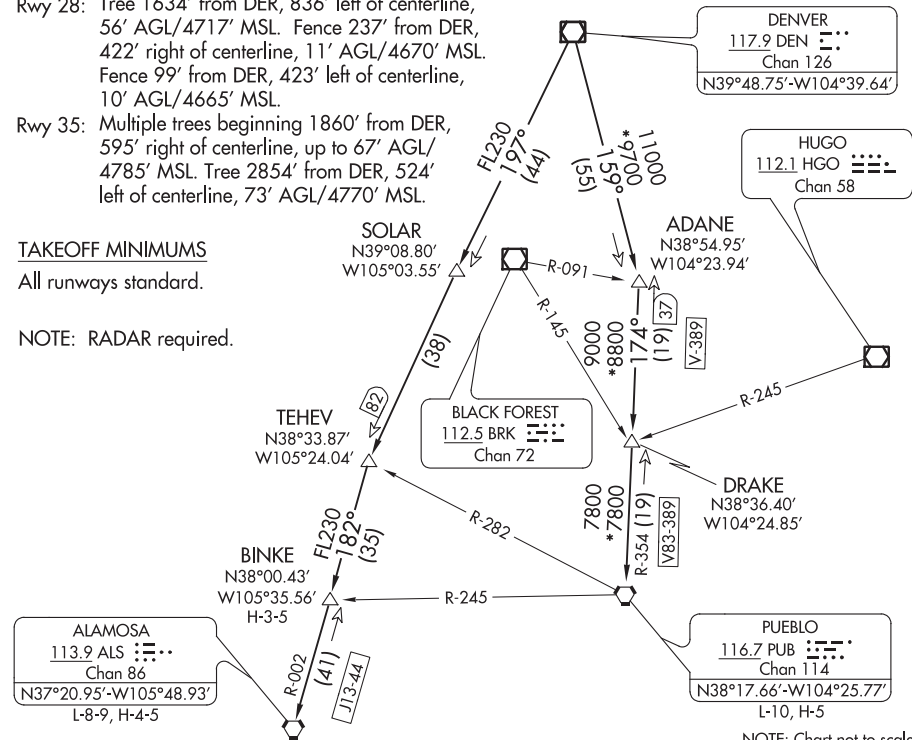
TAKEOFF OBSTACLE NOTES

- 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.

TAKEOFF MINIMUMS

All runways standard.

NOTE: RADAR required.



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

ALAMOSA TRANSITION (PIKES8.ALS): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES8.BINKE): From over DEN VOR/DME on DEN R-197 to TEHEV, then on ALS R-002 to BINKE.

PUEBLO TRANSITION (PIKES8.PUB): From over DEN VOR/DME on DEN R-159 to ADANE, then on PUB R-354 to PUB VORTAC.

PIKES EIGHT DEPARTURE
(PIKES8.DEN) 26MAY16

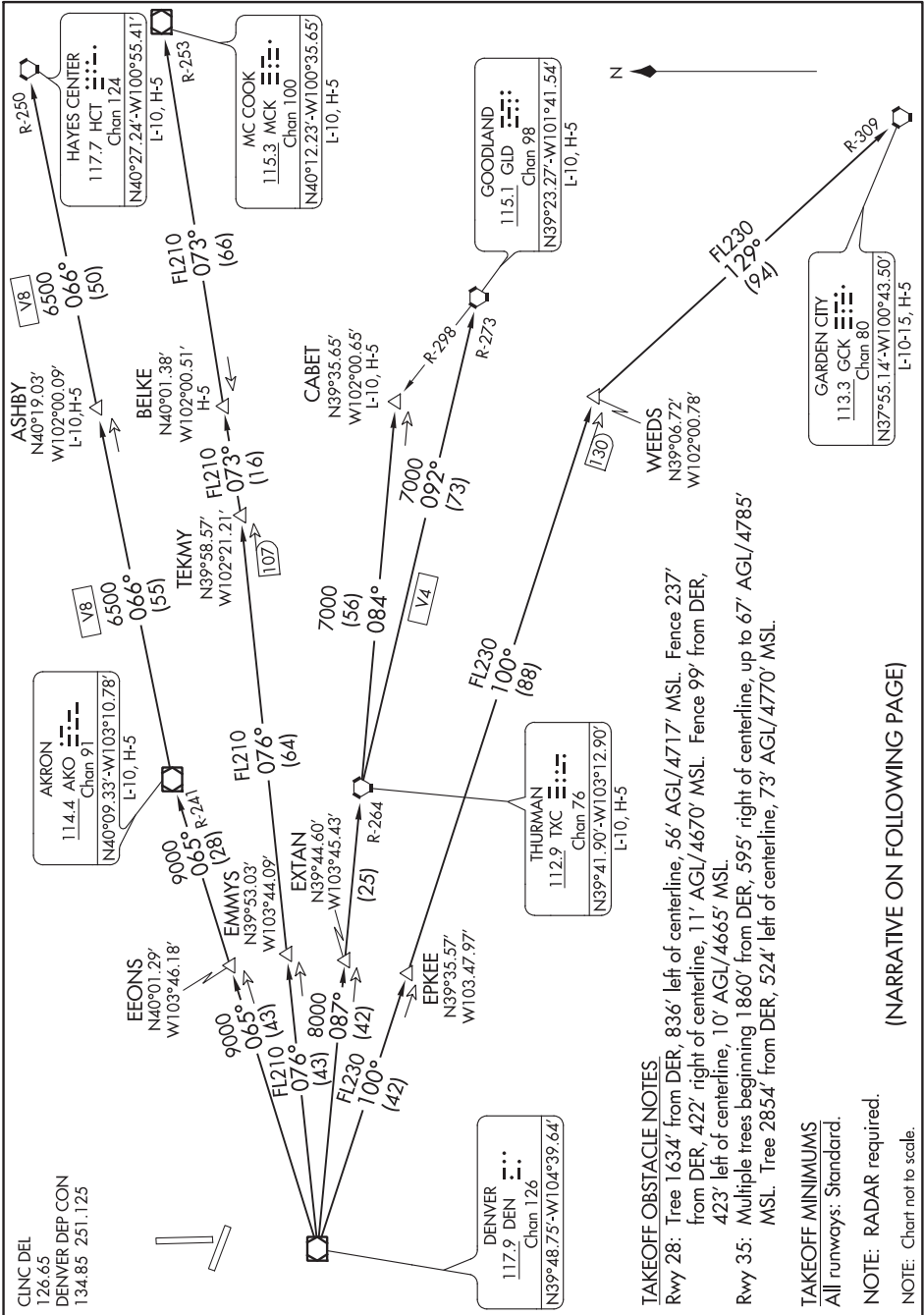
GREELEY, COLORADO
 GREELEY-WELD COUNTY (GXY)

PLAINS SEVEN DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



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.

TAKEOFF MINIMUMS

All runways: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

PLAINS SEVEN DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

AKRON TRANSITION (PLAIN7.AKO): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME.

ASHBY TRANSITION (PLAIN7.ASHBY): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to ASHBY INT.

BELKE TRANSITION (PLAIN7.BELKE): From over DEN VOR/DME via DEN R-076 and MCK R-253 to BELKE INT.

CABET TRANSITION (PLAIN7.CABET): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-084 to CABET INT.

GARDEN CITY TRANSITION (PLAIN7.GCK): From over DEN VOR/DME via DEN R-100 and GCK R-309 to GCK VORTAC.

GOODLAND TRANSITION (PLAIN7.GLD): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC, then via TXC R-092 and GLD R-273 to GLD VORTAC.

HAYES CENTER TRANSITION (PLAIN7.HCT): From over DEN VOR/DME via DEN R-065 and AKO R-241 to AKO VOR/DME, then via AKO R-066 and HCT R-250 to HCT VORTAC.

MCCOOK TRANSITION (PLAIN7.MCK): From over DEN VOR/DME via DEN R-076 to TEKMY INT, then via MCK R-253 to MCK VOR/DME.

THURMAN TRANSITION (PLAIN7.TXC): From over DEN VOR/DME via DEN R-087 and TXC R-264 to TXC VORTAC.

WEEDS TRANSITION (PLAIN7.WEEDS): From over DEN VOR/DME via DEN R-100 to WEEDS INT.

SW-1, 10 NOV 2016 to 05 JAN 2017

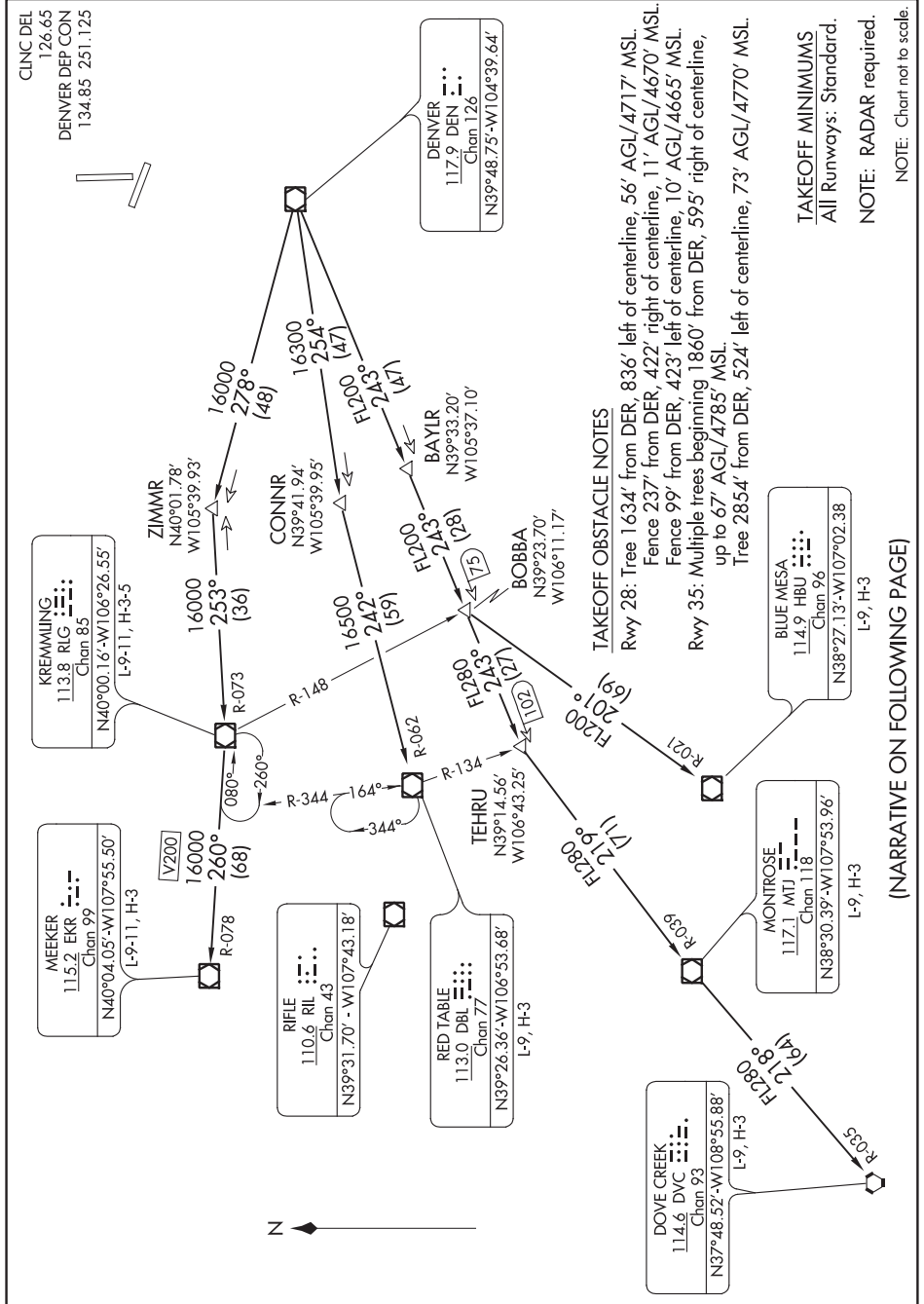
SW-1, 10 NOV 2016 to 05 JAN 2017

ROCKIES TWO DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

ROCKIES TWO DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned route. Expect filed altitude 10 minutes after departure.

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

BLUE MESA TRANSITION (ROCKI2.HBU): From over DEN VOR/DME via DEN R-243 and HBU R-021 to HBU VOR/DME.

DOVE CREEK TRANSITION (ROCKI2.DVC): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME, then via MTJ R-218 and DVC R-035 to DVC VORTAC.

KREMMLING TRANSITION (ROCKI2.RLG): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME.

MEEKER TRANSITION (ROCKI2.EKR): From over DEN VOR/DME via DEN R-278 and RLG R-073 to RLG VOR/DME, then via RLG R-260 and EKR R-078 to EKR VOR/DME.

MONTROSE TRANSITION (ROCKI2.MTJ): From over DEN VOR/DME via DEN R-243 and MTJ R-039 to MTJ VOR/DME.

RED TABLE TRANSITION (ROCKI2.DBL): From over DEN VOR/DME via DEN R-254 and DBL R-062 to DBL VOR/DME.

SW-1, 10 NOV 2016 to 05 JAN 2017

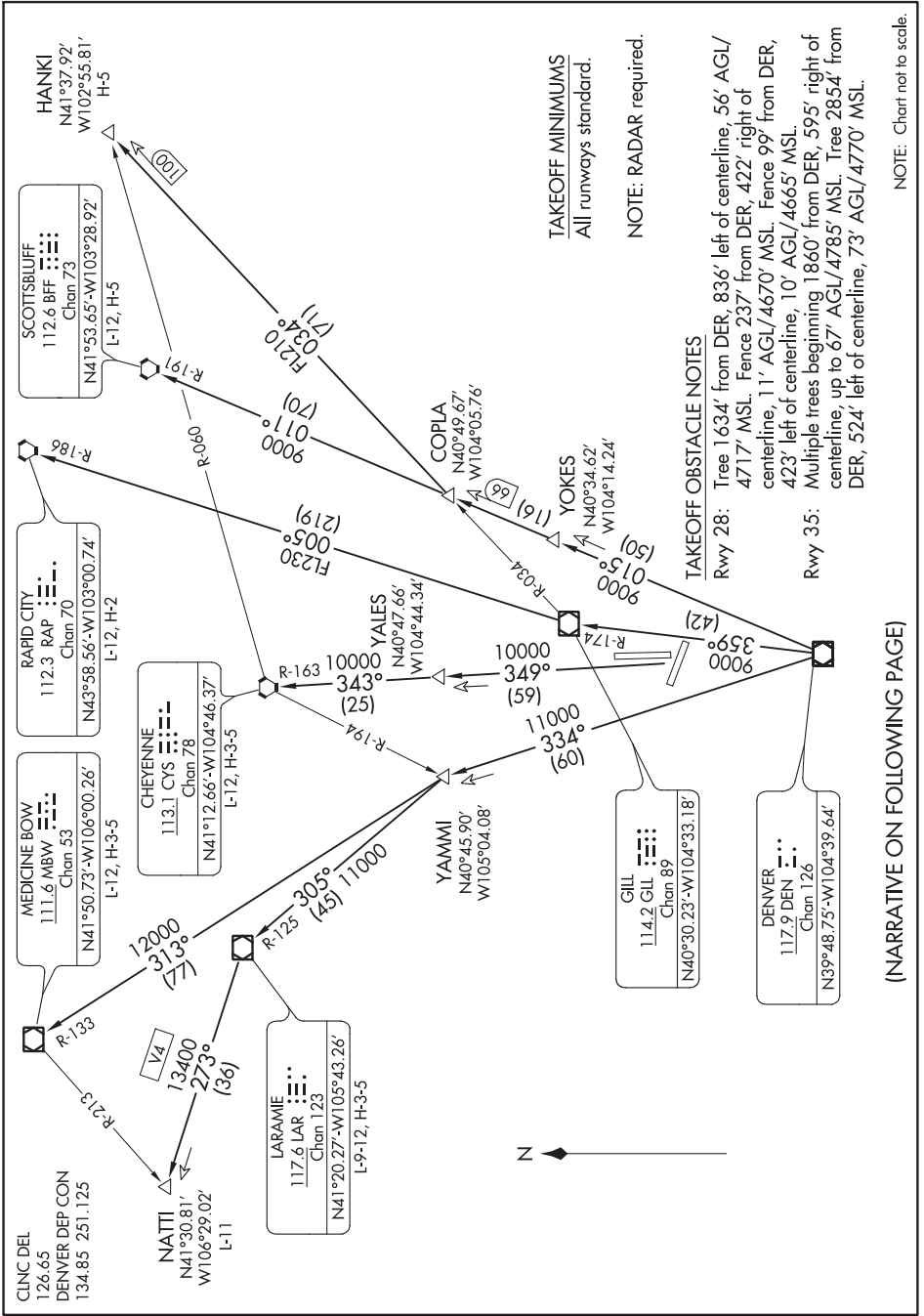
SW-1, 10 NOV 2016 to 05 JAN 2017

YELLOWSTONE NINE DEPARTURE

SL-325 (FAA)

GREELEY-WELD COUNTY (GXY)
GREELEY, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SW-1, 10 NOV 2016 to 05 JAN 2017

YELLOWSTONE NINE DEPARTURE

YELLOWSTONE NINE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Fly assigned heading and altitude for RADAR vectors to assigned transition. Expect filed altitude 10 minutes after departure.

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

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

HANKI TRANSITION (YELLOW.HANKI): From over DEN VOR/DME via DEN R-015 and GLL R-034 to HANKI INT.

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

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

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

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

SCOTTSBLUFF TRANSITION (YELLOW.BFF): From over DEN VOR/DME via DEN R-015 and BFF R-191 to BFF VORTAC.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

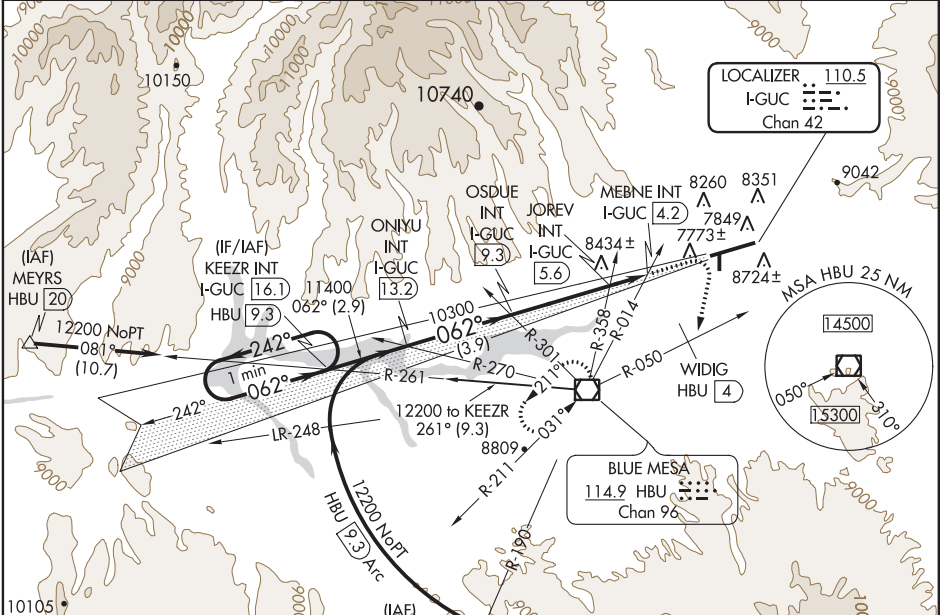
LOC/DME I-GUC 110.5 Chan 42	APP CRS 062°	Rwy Idg TDZE Apt Elev 9400 7667 7680
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ILS or LOC RWY 6
GUNNISON-CRESTED BUTTE RGNL (GUC)

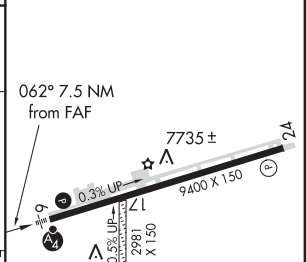
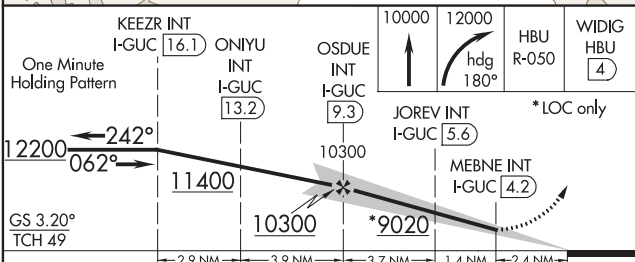
⚠ Circling NA at night. Inoperative table does not apply. When local altimeter setting not received, procedure NA. DME required. Visibility reduction by helicopters NA. Procedure NA when airport closed except by prior arrangement.

MALSF
MISSED APPROACH: Climb to 10000 then climbing right turn to 12000 via heading 180° and HBU VOR/DME R-050 to WIDIG/HBU 4 DME continue via HBU VOR/DME R-050 to HBU VOR/DME and hold.

AWOS-3 135.075	DENVER CENTER 125.35 354.05	UNICOM 122.7 (CTAF)
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ELEV 7680	D	TDZE 7667
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CATEGORY	A	B	C	D
S-ILS 6	8590-3	923 (1000-3)		NA
S-LOC 6		9020-3	1353 (1400-3)	
CIRCLING		9260-3	1580 (1600-3)	
		JOREV FIX MINIMUMS		
S-LOC 6		8640-3	973 (1000-3)	
CIRCLING		9260-3	1580 (1600-3)	

HIRL Rwy 6-24 REIL Rwy 24					
FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

APP CRS	Rwy Idg	9400
061°	TDZE	7667
	Apt Elev	7680

RNAV (RNP) RWY 6

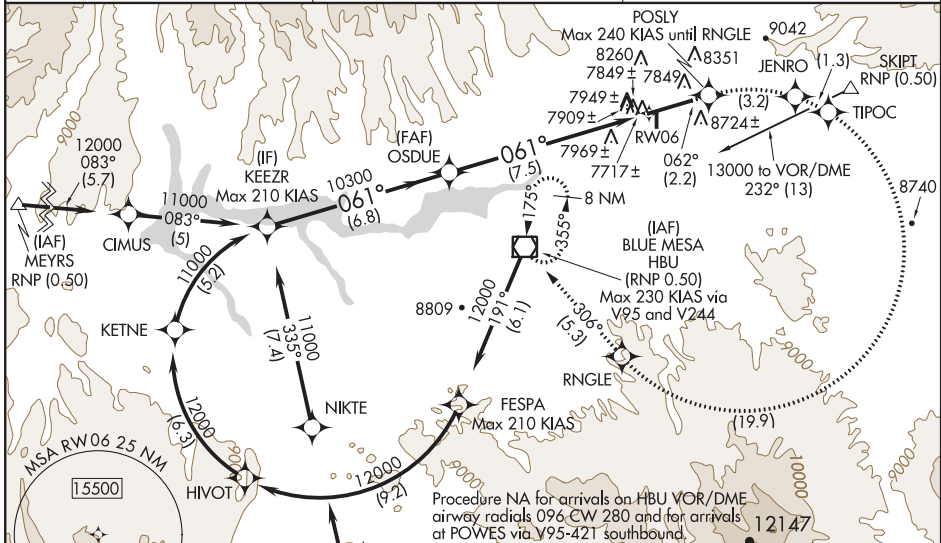
GUNNISON-CRESTED BUTTE RGNL (GUC)

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 VGSJ 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 1¼, RNP 0.26 † to 2, and RNP 0.30 to 2¼.

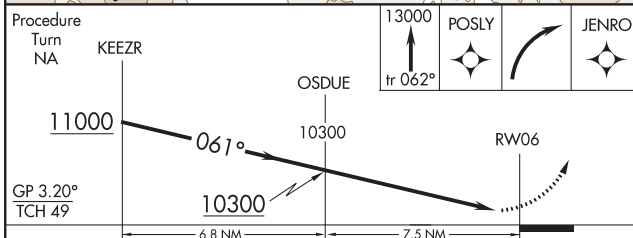
MISSED APPROACH: (Do not exceed 240 KIAS until RNGLE) Climb to 13000 via track 062° to POSLY, and via right turn to JENRO, and via right turn to TIPOC, and via right turn to RNGLE, and via track 306° to HBU VOR/DME and hold.

MALSF

AWOS-3 135.075	DENVER CENTER 125.35 354.05	UNICOM 122.7 (CTAF)
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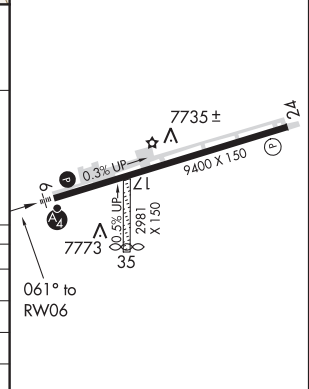


Procedure Turn NA	KEEZR	OSDUE	POSLY	JENRO
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CATEGORY	A	B	C	D
RNP 0.11 DA*	NA	8125-1¼	458 (500-1¼)	NA
RNP 0.20 DA#	NA	8219-1½	552 (600-1½)	NA
RNP 0.26 DA†	NA	8294-1¾	627 (700-1¾)	NA
RNP 0.30 DA	NA	8354-2	687 (700-2)	NA

ELEV 7680	TDZE 7667
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AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	9400
242°	TDZE	7680
	Apt Elev	7680

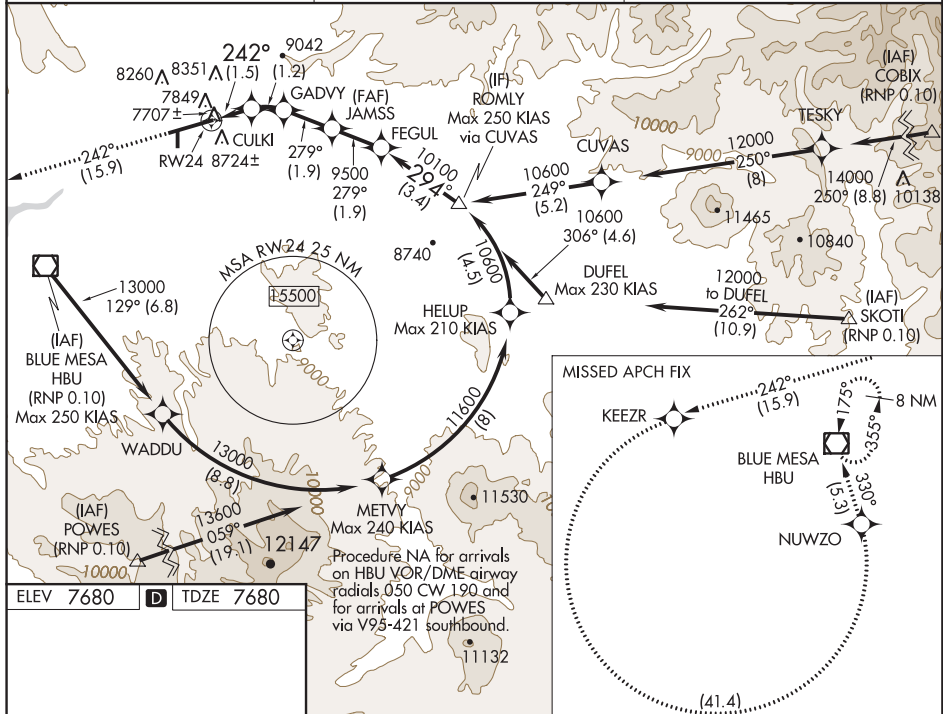
RNAV (RNP) RWY 24

GUNNISON-CRESTED BUTTE RGNL (GUC)

RF and GPS required.
 When local altimeter setting not received, procedure NA.
 Procedure NA for aircraft with wingspan greater than 136 feet.
 For uncompensated Baro-VNAV systems, procedure NA below -29°C (-20°F) or above 24°C (75°F).
 When VGSI inoperative, procedure NA at night.
 Missed approach requires minimum climb of 425 feet per NM to 9000.

MISSED APPROACH: Climb to 14000 on track 242° to KEEZR, and left turn to NUWZO, and on track 330° to HBU VOR/DME and hold.

AWOS-3 135.075	DENVER CENTER 125.35 354.05	UNICOM 122.7 (CTAF)
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ELEV 7680 **TDZE 7680**

HIRL Rwy 6-24
REIL Rwy 24

7773 ±
0.5% UP
2981 X 150
35

7735 ±
0.3% UP
9400 X 150
24

242° to RWY 24

14000
tr 242°

KEEZR → NUWZO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 50).

	JAMSS	FEGUL	ROMLY
	9500	10100	10600
	279°	294°	
	CULKI	GADVY	
	8320	8776	
	RWY 24		
	242°		
	1.5 NM	1.2 NM	1.9 NM
	1.9 NM	3.4 NM	
CATEGORY	A	B	C
RNP 0.10 DA	7989-1 309 (400-1)		
			D
			NA

Procedure Turn NA
GP 3.60°
TCH 65

AUTHORIZATION REQUIRED

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
245°	TDZE	N/A
	Apt Elev	7680

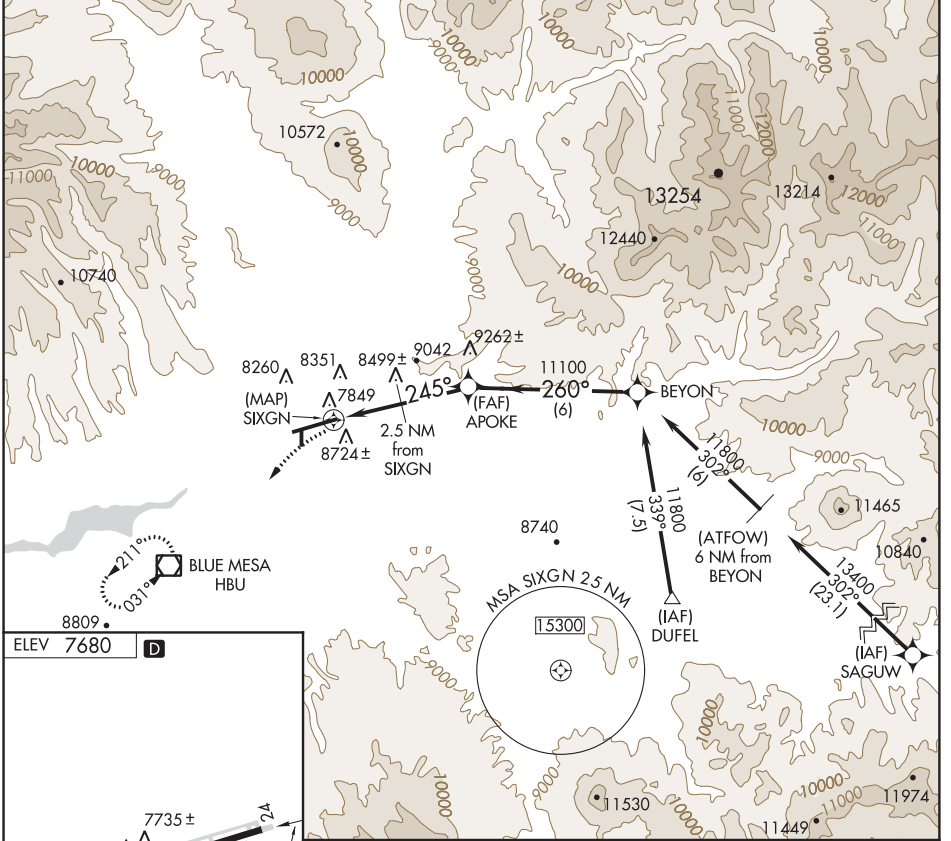
GPS-B

GUNNISON-CRESTED BUTTE RGNL (GUC)

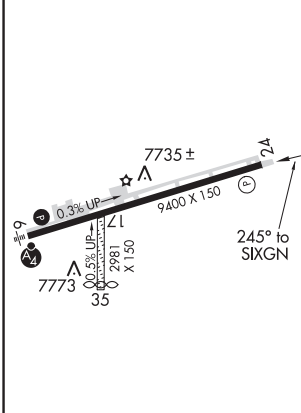
Procedure not authorized when airport closed except by prior arrangement.
 -28°C/-18°F DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 12000 direct HBU VOR/DME and hold.

AWOS-3 135.075	DENVER CENTER 125.35 354.05	UNICOM 122.7 (CTAF)
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ELEV 7680



	12000 HBU			
	SIXGN	2.5 NM from SIXGN	APOKE	BEYON
		10140	11100	11800
		245°	260°	
		2.5 NM	2.5 NM	6 NM
				Procedure Turn NA

CATEGORY	A	B	C	D
CIRCLING	9180-1¼ 1500 (1500-1¼)	9180-1½ 1500 (1500-1½)	9180-3	1500 (1500-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VOR/DME HBU 114.9 Chan 96	APP CRS 031°	Rwy Idg TDZE Apt Elev 7680	N/A N/A 7680
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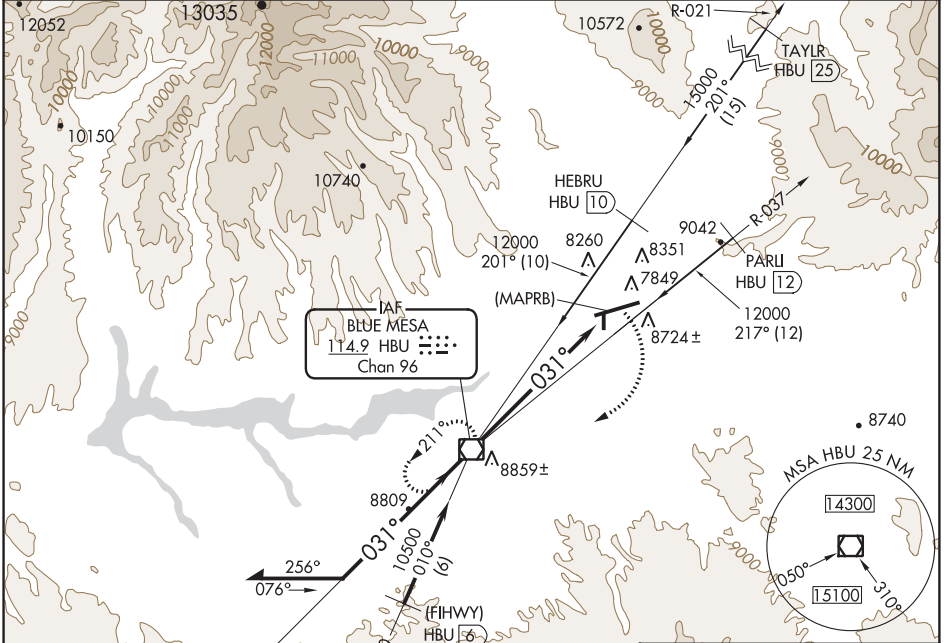
VOR or GPS-A

GUNNISON-CRESTED BUTTE RGNL (GUC)

Procedure NA when airport closed except by prior arrangement. Obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 12000 direct HBU VOR/DME and hold.

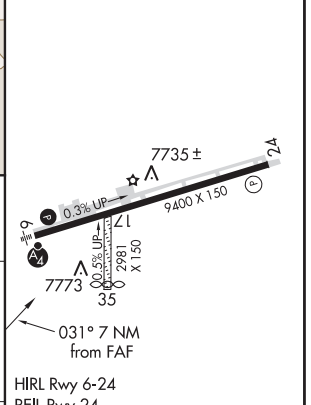
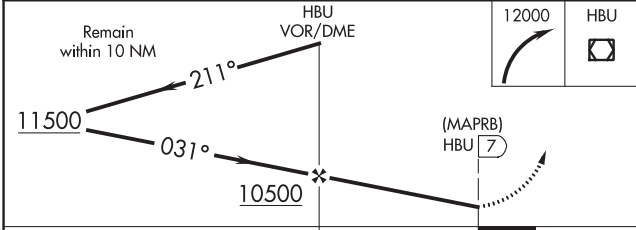
AWOS-3 135.075	DENVER CENTER 125.35 354.05	UNICOM 122.7 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 7680	D
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CATEGORY	A	B	C	D	FAF to MAP 7 NM					
CIRCLING	9260-2 1580 (1600-2)	9340-2 1660 (1700-2)	9340-3 1660 (1700-3)	9900-3 2220 (2300-3)	Knots	60	90	120	150	180
					Min:Sec	7:00	4:40	3:30	2:48	2:20

LOC/DME I-HDN 109.9 Chan 36	APP CRS 104°	Rwy Idg 9490 TDZE 6591 Apt Elev 6606
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ILS or LOC/DME RWY 10

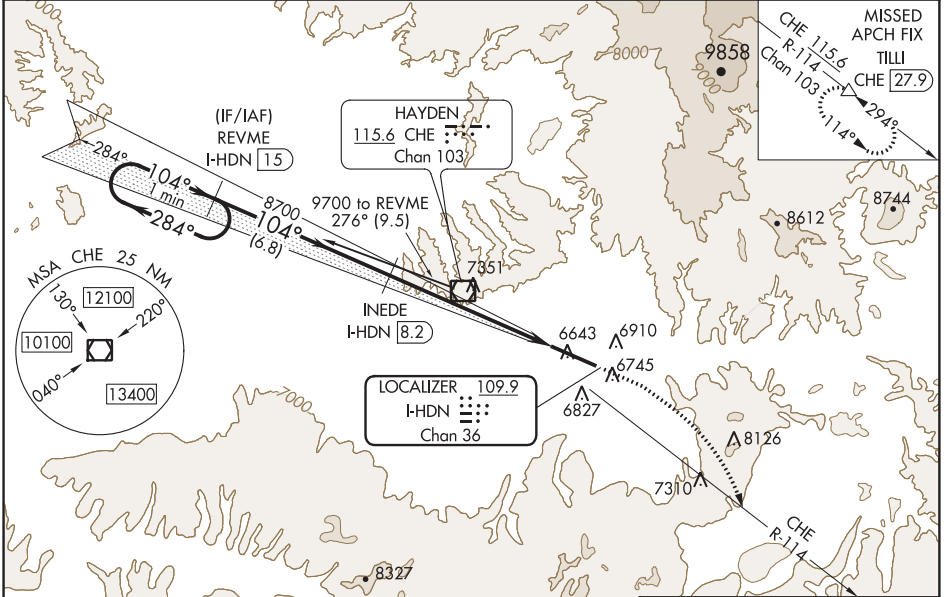
YAMPA VALLEY (HDN)

When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet and S-ILS 10 visibility 3/8 mile. VDP NA with Craig-Moffat altimeter setting.
Missed approach requires minimum climb of 307 feet per NM to 8700.

MALSF

MISSED APPROACH: Climb to 8000 then climbing right turn to 13300 on heading 130° and on CHE VOR/DME R-114 to TILLI/CHE 27.9 DME and hold, continue climb-in-hold to 13300.

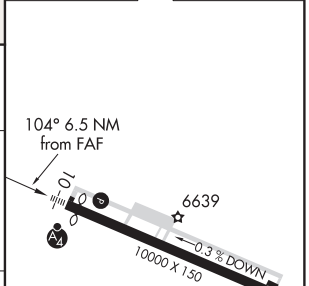
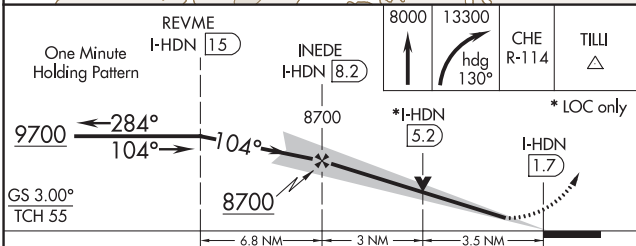
AWOS-3 119.275	DENVER CENTER 120.475 235.975	UNICOM 123.0 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6606	TDZE 6591
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CATEGORY	A	B	C	D
# S-ILS 10		6791-3/4	200 (200-3/4)	
S-ILS 10		7307-2 1/2	716 (800-2 1/2)	
S-LOC 10	7760-1 1169 (1200-1)	7760-1 1/4 1169 (1200-1 1/4)	7760-3	1169 (1200-3)
CIRCLING	7760-1 1/4 1154 (1200-1 1/4)	7760-1 1/2 1154 (1200-1 1/2)	7760-3 1154 (1200-3)	8180-3 1574 (1600-3)

REIL Rwy 28 **0**
HIRL Rwy 10-28 **0**

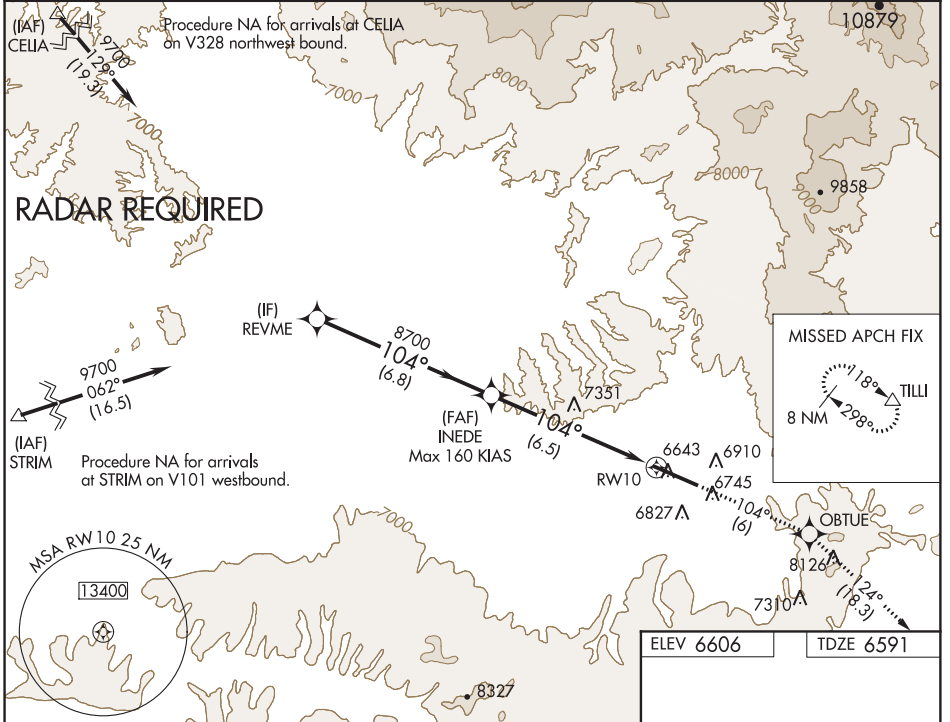
APP CRS	Rwy Idg	9490
104°	TDZE	6591
	Apt Elev	6606

RNAV (RNP) Z RWY 10

YAMPA VALLEY (HDN)

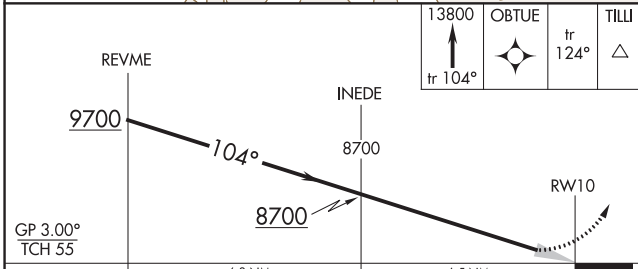
GPS required. Inop table does not apply to RNP 0.30. For uncompensated Baro-VNAV systems, procedure NA below -28°C (-18°F) or above 44°C (112°F). For inop MALSIF, increase *RNP 0.20 Cat D visibility to 1 3/8 mile and RNP 0.20 all Cats to 3 miles. -26°C/-15°F * Missed approach requires a minimum climb of 286 feet per NM to 8900.	MALSIF MISSED APPROACH: Climb to 13800 on track 104° to OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13800.

AWOS-3 119.275	DENVER CENTER 120.475 235.975	UNICOM 123.0 (CTAF) 0
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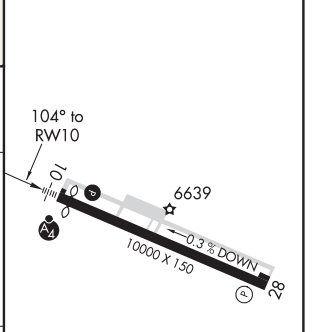


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 6606	TDZE 6591
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CATEGORY	A	B	C	D
RNP 0.20 DA*		7016-1 1/8	425 (500-1/8)	
RNP 0.20 DA		7344-2 1/2	753 (800-2 1/2)	
RNP 0.30 DA		7921-5	1330 (1400-5)	

AUTHORIZATION REQUIRED

REIL Rwy 28 0	HIRL Rwy 10-28 0
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WAAS CH 48825 W28A	APP CRS 303°	Rwy Idg 10000 TDZE 6606 Apt Elev 6606
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RNAV (GPS) RWY 28

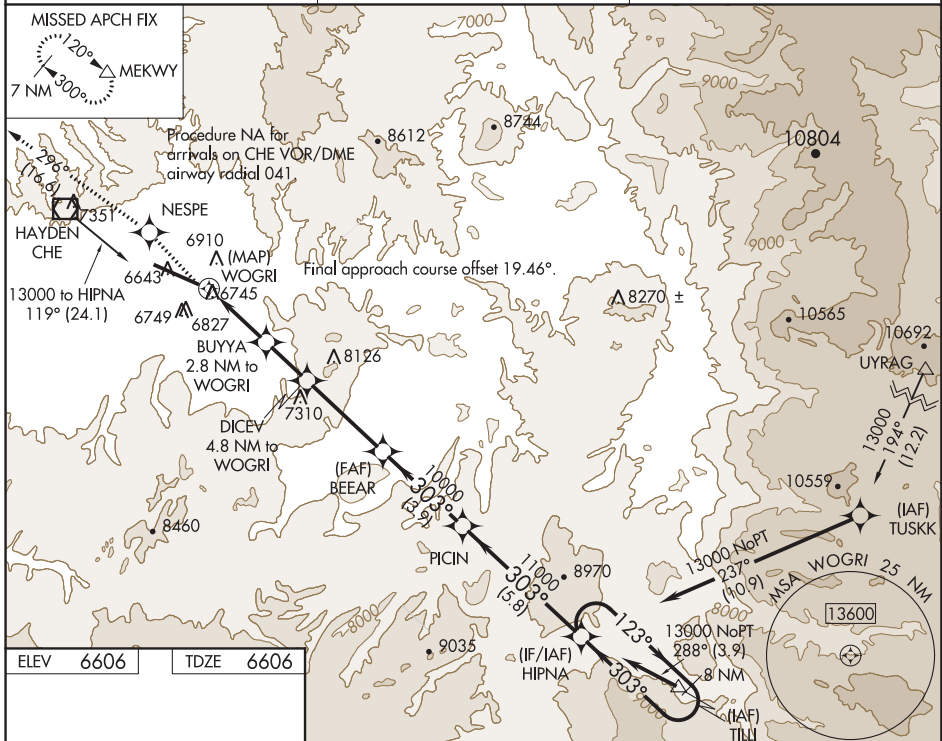
YAMPA VALLEY (HDN)

V DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter not received use Craig-Moffat altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C/D visibility 1/4 mile.

A MISSED APPROACH: Climb to 10000 direct NESPE and on track 296° to MEKWKY and hold.

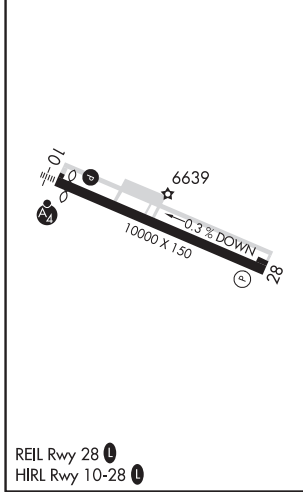
W -26°C/-15°F

AWOS-3 119.275	DENVER CENTER 120.475 235.975	UNICOM 123.0 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6606	TDZE 6606
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10000	NESPE	MEKWKY	8 NM
	↑	tr 296°	Holding Pattern
	DICEV 4.8 NM to WOGRI	BEEAR	PICIN
	BUYYA 2.8 NM to WOGRI	TCH 54	HIPNA 123°
	WOGRI	8600	10000
	0.5 2.8 NM	2 NM	3.7 NM
		3.9 NM	5.8 NM
CATEGORY	A	B	C
LP MDA	7000-1	394 (400-1)	7000-1/8 394 (400-1/8)
LNAV MDA	7080-1	474 (500-1)	7080-1/8 474 (500-1/8)
CIRCLING	7220-1	614 (700-1)	7660-3 8180-3 1054 (1100-3) 1574 (1600-3)

WAAS CH 53410 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev	9490 6591 6606
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RNAV (GPS) Y RWY 10

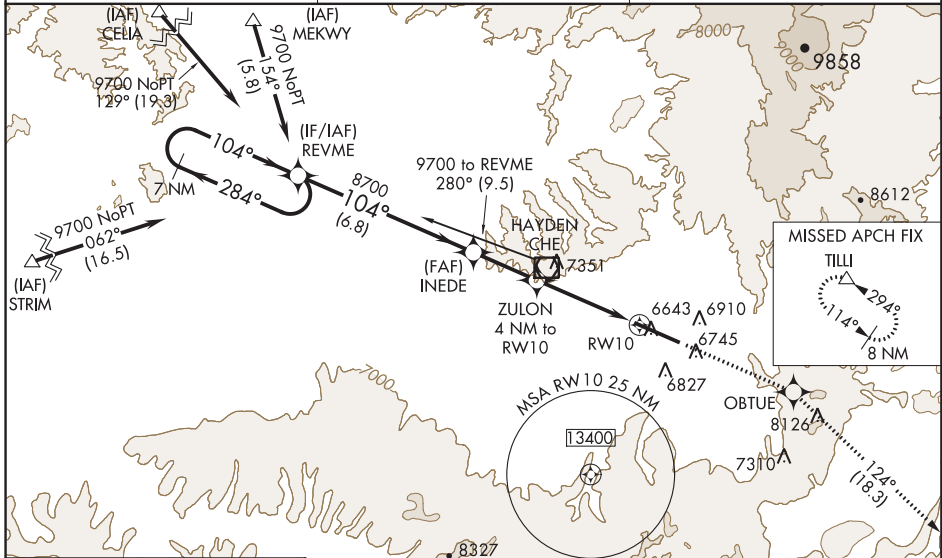
YAMPA VALLEY (HDN)

⚠ Inoperative table does not apply. Baro-VNAV NA when using Craig-Moffat altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 44°C (112°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Craig-Moffat altimeter setting and increase all DA/MDA 100 feet, and LPV all Cats visibility 1/2 mile.
Missed approach requires a minimum climb of 295 feet per NM to 8700.

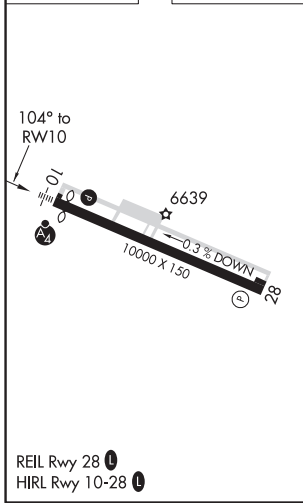
MALS

MISSED APPROACH: Climb to 13700 direct OBTUE and on track 124° to TILLI and hold, continue climb-in-hold to 13700.

AWOS-3 119.275	DENVER CENTER 120.475 235.975	UNICOM 123.0 (CTAF)
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ELEV 6606	TDZE 6591
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7 NM Holding Pattern	REVME	13700	OBTUE	TILLI
		↑	✦	△
			fr 124°	
				* LNAV only
	9700 ← 284°	104° →	8700	ZULON 4 NM to RW10
		104°	*7900	RW10
		6.8 NM	2.5 NM	4 NM

CATEGORY	A	B	C	D
#LPV DA		6791-3/4	200 (200-3/4)	
LPV DA		7308-2 1/2	717 (800- 2 1/2)	
LNAV/ VNAV DA		7918-5	1327 (1400-5)	
LNAV MDA	7700-1 1109 (1100-1)	7700-1 1/4 1109 (1100-1 1/4)	7700-3 1109 (1100-3)	
C CIRCLING	7700-1 1/4 1094 (1100-1 1/4)	7700-1 1/2 1094 (1100-1 1/2)	7700-3 1094 (1100-3)	8180-3 1574 (1600-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

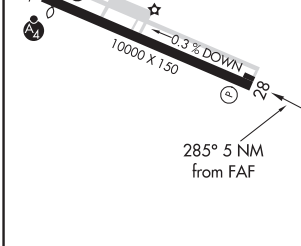
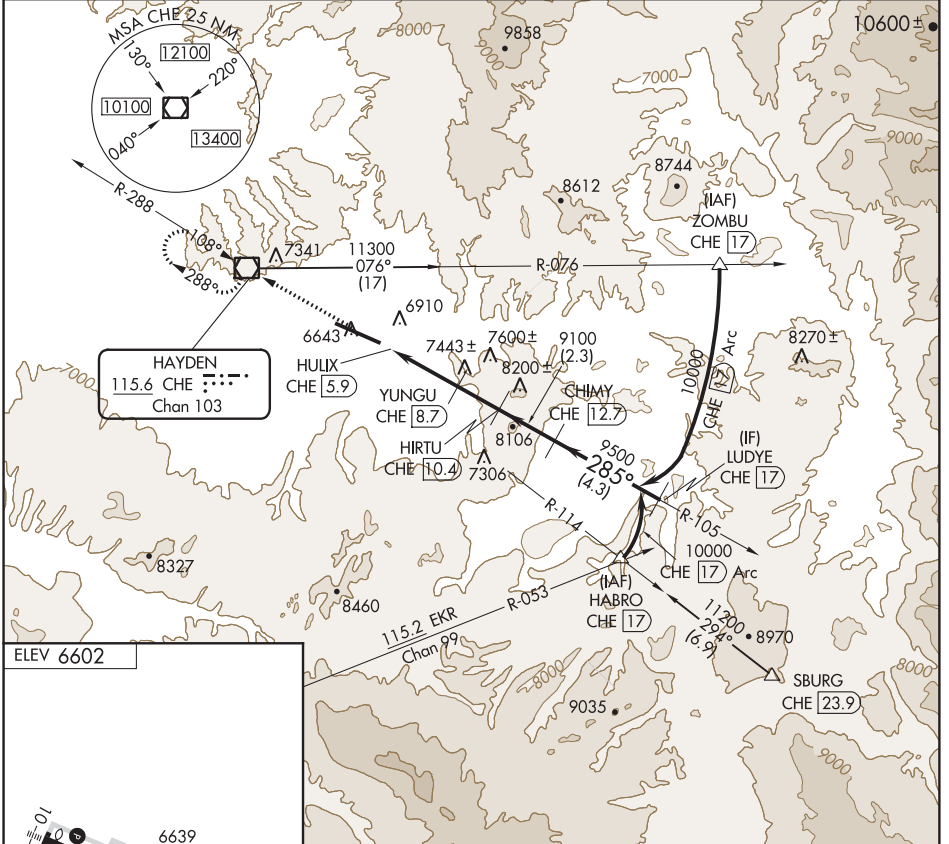
VOR/DME CHE 115.6 Chan 103	APP CRS 285°	Rwy Idg TDZE Apt Elev 6602	N/A N/A
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VOR/DME-B

YAMPA VALLEY (HDN)

⚠ If local altimeter setting not received, use Craig-Moffat altimeter setting and increase all MDAs 100 feet.
⚠ -26°C/-15°F Visibility reduction by helicopters NA.
⚠ MISSED APPROACH: Climb to 9200 direct CHE VOR/DME and hold.

AWOS-3 119.275	DENVER CENTER 120.475 235.975	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	7900-1¼ 1298 (1300-1¼)	7900-1½ 1298 (1300-1½)	7900-3	1298 (1300-3)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-HOB 108.5 Chan 22	APP CRS 038°	Rwy Idg 7398 TDZE 3652 Apt Elev 3661
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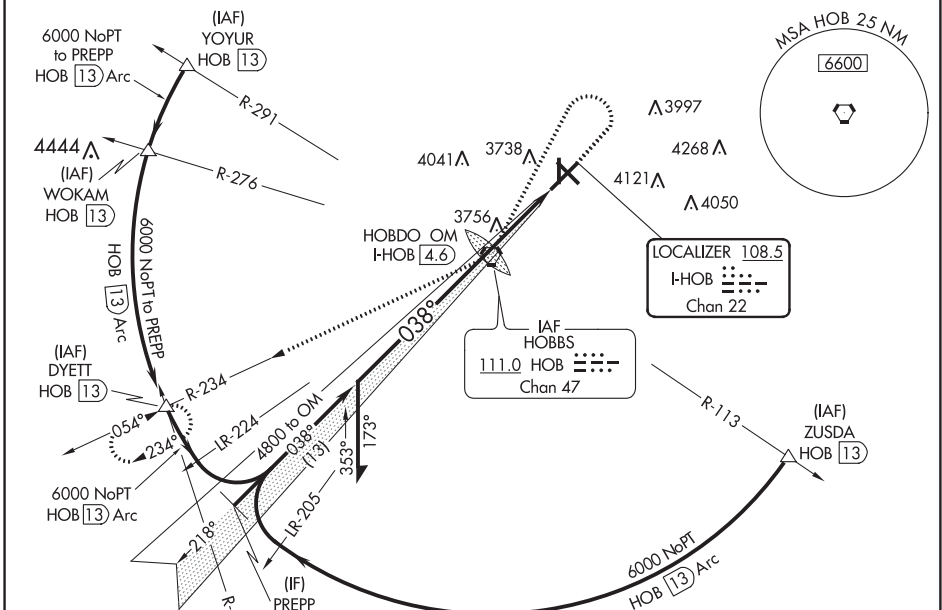
ILS or LOC RWY 3

LEA COUNTY RGNL (HOB)

⚠ When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet; increase S-ILS all Cats visibility ¾ mile, increase S-LOC Cats C/D visibility ¾ mile, increase Circling Cat C visibility ¾ mile, increase Circling Cat D visibility ½ mile. For inoperative MALSR, increase Carlsbad altimeter setting S-ILS all Cats visibility to 1¾. VDP NA when using Carlsbad altimeter setting.

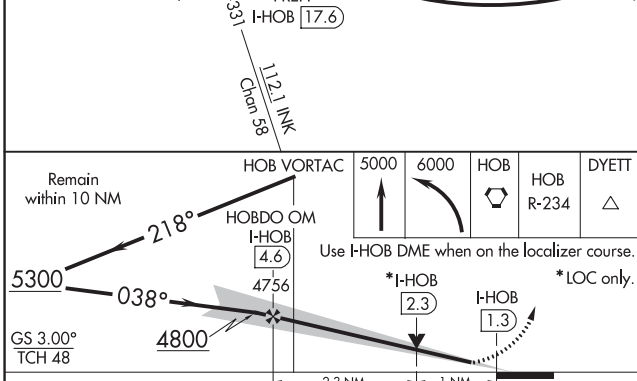
MALSR
 MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER* 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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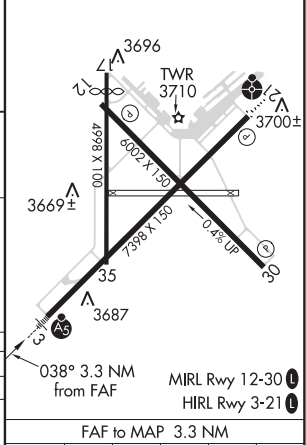


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 3661	D	TDZE 3652
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CATEGORY	A	B	C	D
S-ILS 3		3852-½	200 (200-½)	
S-LOC 3		4020-½	368 (400-½)	4020-¾ 368 (400-¾)
C CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)


Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

WAAS CH 90215 W03A	APP CRS 038°	Rwy Idg TDZE Apt Elev	7398 3652 3661
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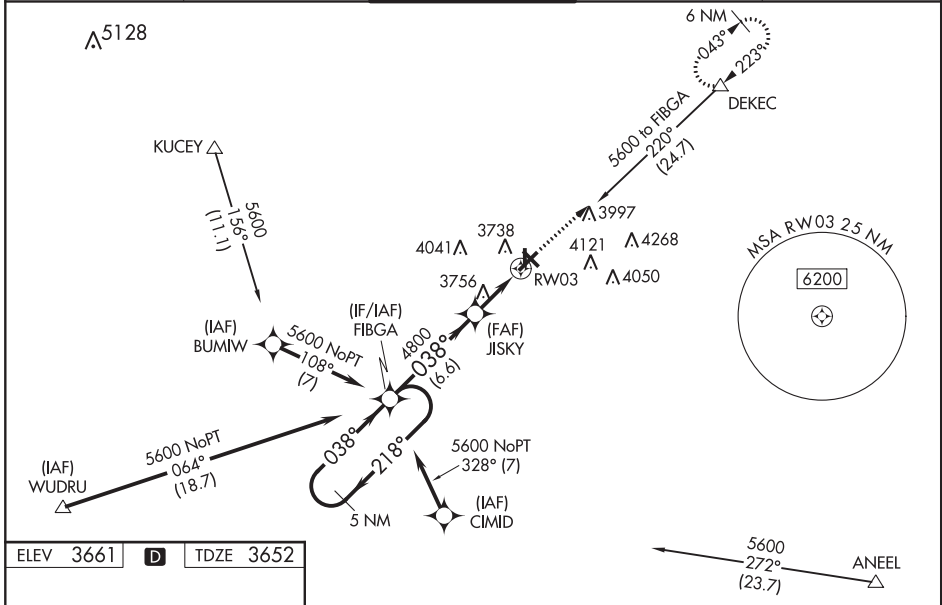
RNAV (GPS) RWY 3

LEA COUNTY RGNL (HOB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 52°C (126°F). DME/DME-RNP-0.3 NA. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C/D visibility ¾ mile, Circling Cat C visibility ¾ mile, and Circling Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. Inoperative table does not apply to LPV and LNAV/VNAV. For inoperative MALSRS increase LNAV Cats C/D visibility to 1 mile. For inoperative MALSRS when using Carlsbad altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 1¾ miles, and LNAV Cats C/D to 1½ miles.

MALSRS
 MISSED APPROACH:
 Climb to 6000 direct
 DEKEC and hold.

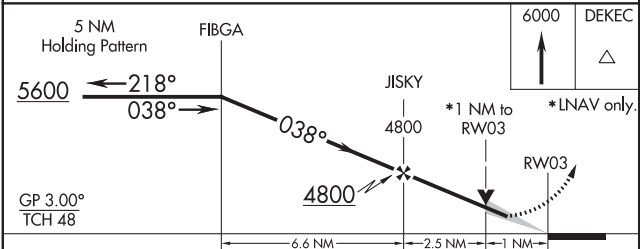
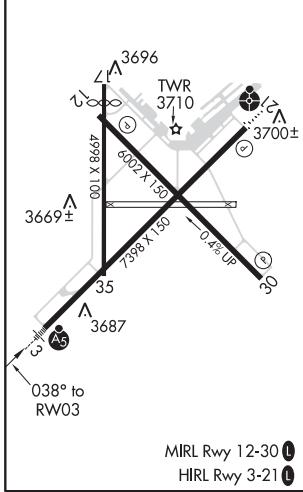
ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER * 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3661	D	TDZE 3652
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CATEGORY	A	B	C	D
LPV DA		390-2¾	250 (300-¾)	
LNAV/VNAV DA		390-2¾	250 (300-¾)	
LNAV MDA	4020-½	368 (400-½)	4020-⅝	368 (400-⅝)
C CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

WAAS CH 82735 W21A	APP CRS 218°	Rwy Idg 7398
		TDZE 3649
		Apt Elev 3661

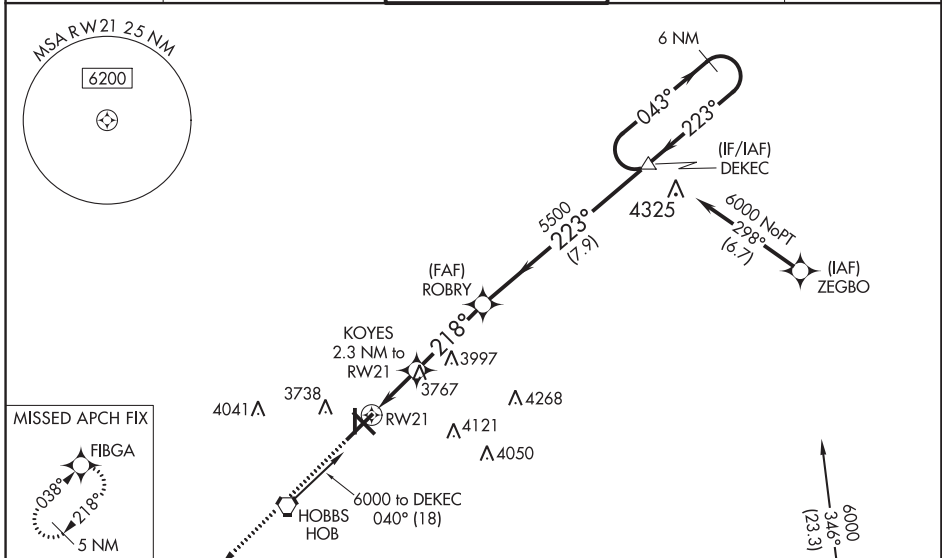
RNAV (GPS) RWY 21

LEA COUNTY RGNL (HOB)

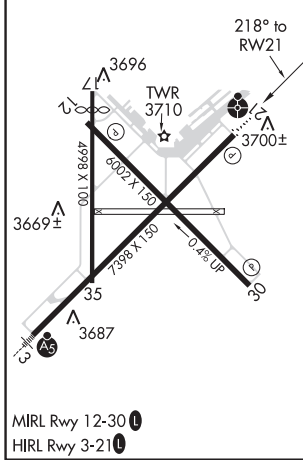
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (128°F). DME/DME-RNP-0.3 NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cats C/D. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility 7/8 mile, LNAV Cats C/D and Circling Cat C visibility 3/4 mile, and Circling Cat D visibility 1/2 mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting. For inoperative ODALS when using Carlsbad altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D vis to 1 7/8 miles.

ODALS MISSED APPROACH: Climb to 5600 direct FIBGA and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER ★ 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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ELEV 3661	D	TDZE 3649
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	5600 FIBGA	ROBY	DEKEC	6 NM Holding Pattern				
	*LNAV only.	KOYES 2.3 NM to RW21						
		*1 NM to RW21						
		5500		GP 3.00° TCH 44				
		4420*						
		5500						
CATEGORY	A		B		C		D	
LPV DA	3899-3/4		250 (300-3/4)					
LNAV/VNAV DA	3899-3/4		250 (300-3/4)					
LNAV MDA	4020-3/4		371 (400-3/4)		4020-1		371 (400-1)	
C CIRCLING	4120-1 459 (500-1)		4140-1 479 (500-1)		4440-2 1/4 779 (800-2 1/4)		4440-2 1/2 779 (800-2 1/2)	

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 69635 W30A	APP CRS 308°	Rwy Idg TDZE Apt Elev	6002 3649 3661
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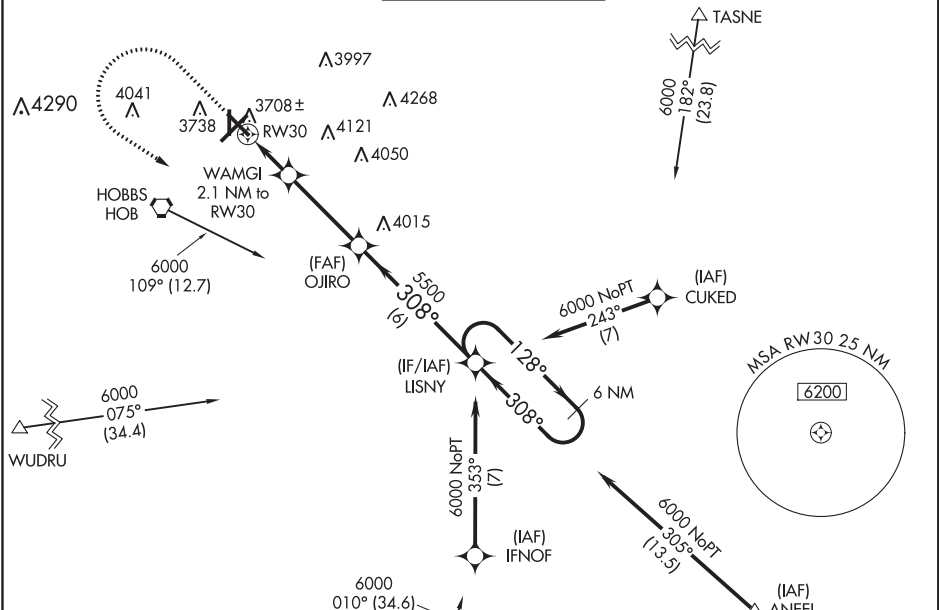
RNAV (GPS) RWY 30

LEA COUNTY RGNL (HOB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 53°C (128°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Carlsbad altimeter setting and increase all DA 281 feet and all MDA 300 feet, increase LPV and LNAV/VNAV all Cats visibility 1 1/8 mile, LNAV Cats C/D and Circling Cat C visibility 3/4 mile, and Circling Cat D visibility 1/2 mile. Baro-VNAV and VDP NA when using Carlsbad altimeter setting.

MISSED APPROACH: Climb to 4700 then climbing left turn to 6000 direct LISNY and hold.

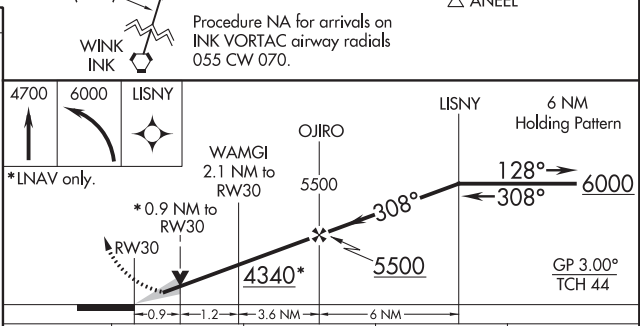
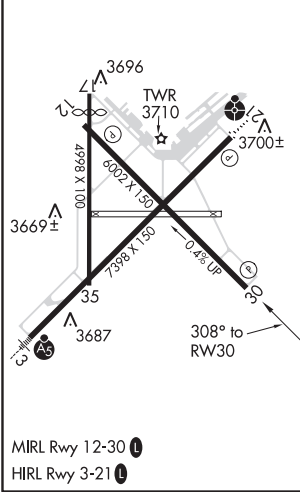
ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER * 120.65 (CTAF) 0 317.4	GND CON 121.9	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3661	D	TDZE 3649
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CATEGORY	A	B	C	D
LPV DA		3899-3/4	250 (300-3/4)	
LNAV/VNAV DA		3899-3/4	250 (300-3/4)	
LNAV MDA		3960-1	311 (300-1)	
C CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4440-2 1/4 779 (800-2 1/4)	4440-2 1/2 779 (800-2 1/2)

LOC/DME I-HOB 108.5 Chan 22	APP CRS 218°	Rwy Idg TDZE Apt Elev	7398 3649 3661
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LOC/DME BC RWY 21

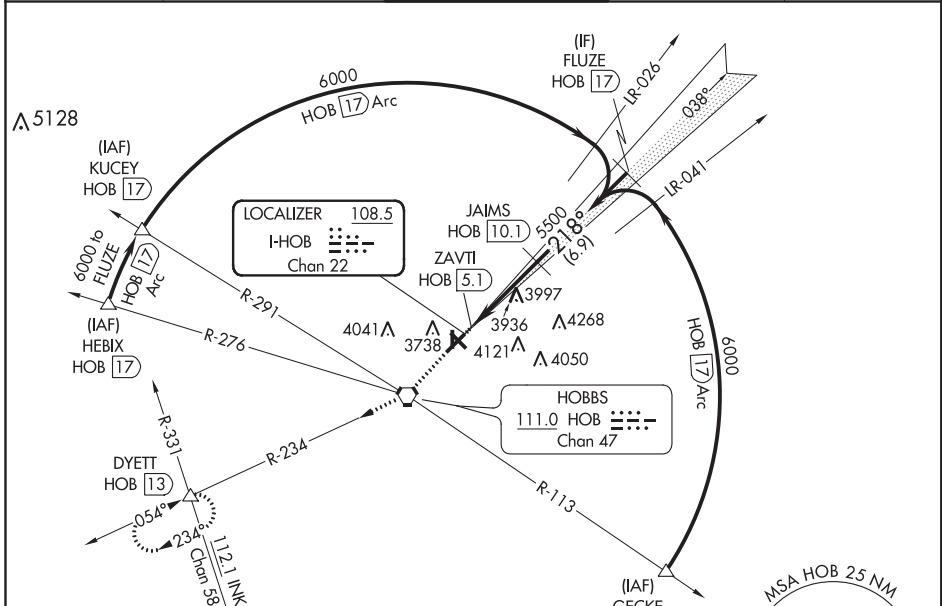
LEA COUNTY RGNL (HOB)

⚠ DME from HOB VORTAC. Simultaneous reception of I-HOB and HOB DME required. When local altimeter not received, use Carlsbad altimeter setting and increase all MDA 300 feet; increase S-21 Cat C/D visibility ¾ mile; increase Circling Cat C visibility ¾ mile; increase Circling Cat D visibility ½ mile. Inoperative table does not apply.

ODALS 

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/13 DME and hold.

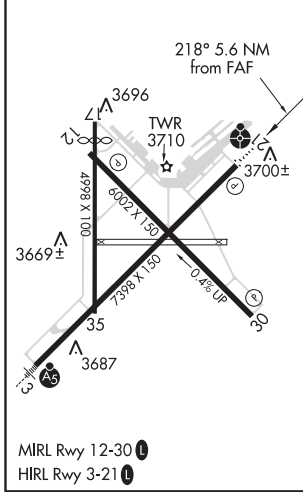
ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER★ 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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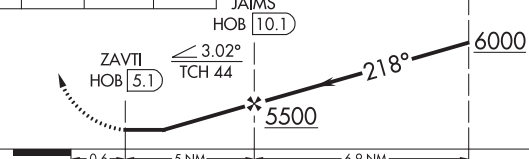


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3661	D	TDZE 3649
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BACK COURSE

6000	HOB	DYETT	Disregard GS indications.	
	HOB R-234		FLUZE HOB 17	
			JAIMS HOB 10.1	
			ZAVTI HOB 5.1	
			JAIMS HOB 10.1	
CATEGORY	A	B	C	D
S-21	4080-1	431 (500-1)	4080-1¼ 431 (500-1½)	4080-1½ 431 (500-1½)
C CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

VORTAC HOB 111.0 Chan 47	APP CRS 212°	Rwy Idg 7398 TDZE 3649 Apt Elev 3661
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VOR/DME or TACAN RWY 21

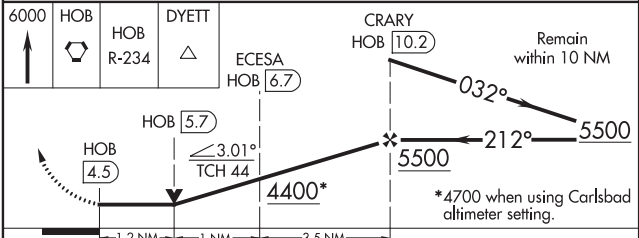
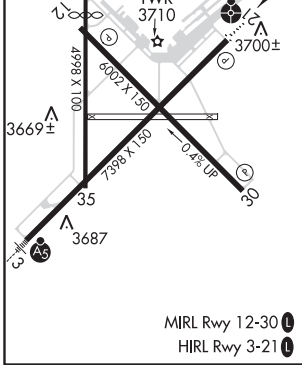
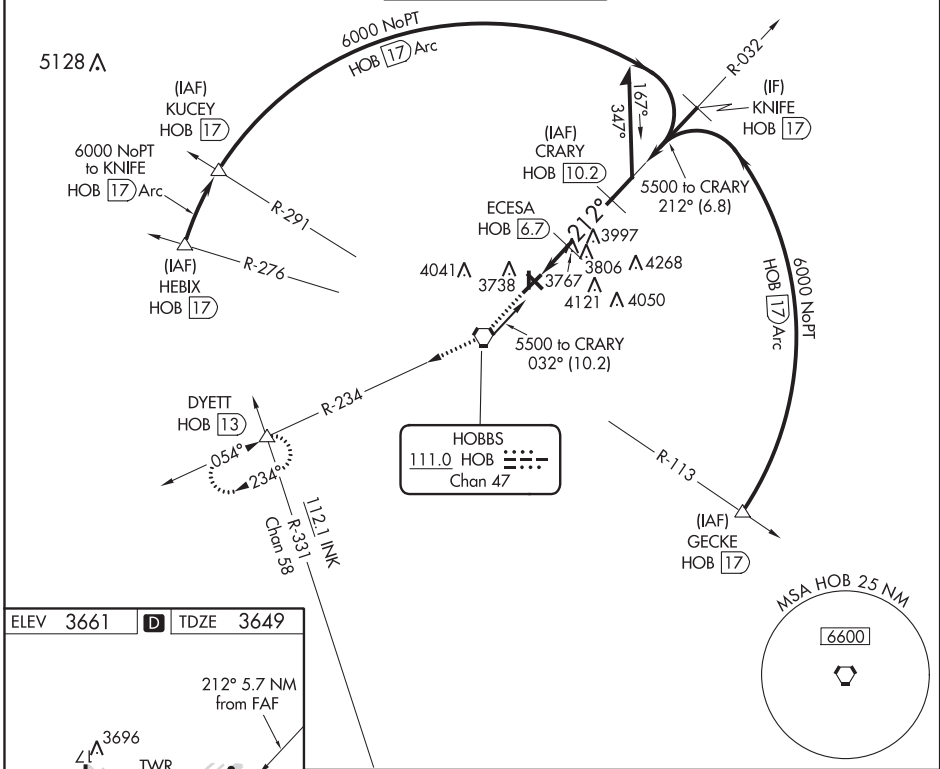
LEA COUNTY RGNL (HOB)

▼ VDP NA with Carlsbad altimeter setting. When local altimeter setting not received, use Carlsbad altimeter setting and increase all MDA 300 feet; increase S-21 Cat C/D visibility ¾ mile; increase Circling Cat C visibility ¾ mile; increase Circling Cat D visibility ½ mile. Inoperative table does not apply. Straight-in minimums NA when using Carlsbad altimeter setting.

ODALS

MISSED APPROACH: Climb to 6000 direct HOB VORTAC then via HOB VORTAC R-234 to DYETT INT/HOB 13 DME and hold.

ATIS 119.75	FORT WORTH CENTER 133.1 298.95	HOBBS TOWER* 120.65 (CTAF) 317.4	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-21	4080-1 431 (500-1)		4080-1¼ 431 (500-1¼)	4080-1½ 431 (500-1½)
CIRCLING	4120-1 459 (500-1)	4140-1 479 (500-1)	4440-2¼ 779 (800-2¼)	4440-2½ 779 (800-2½)

VOR/DME or TACAN RWY 21

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

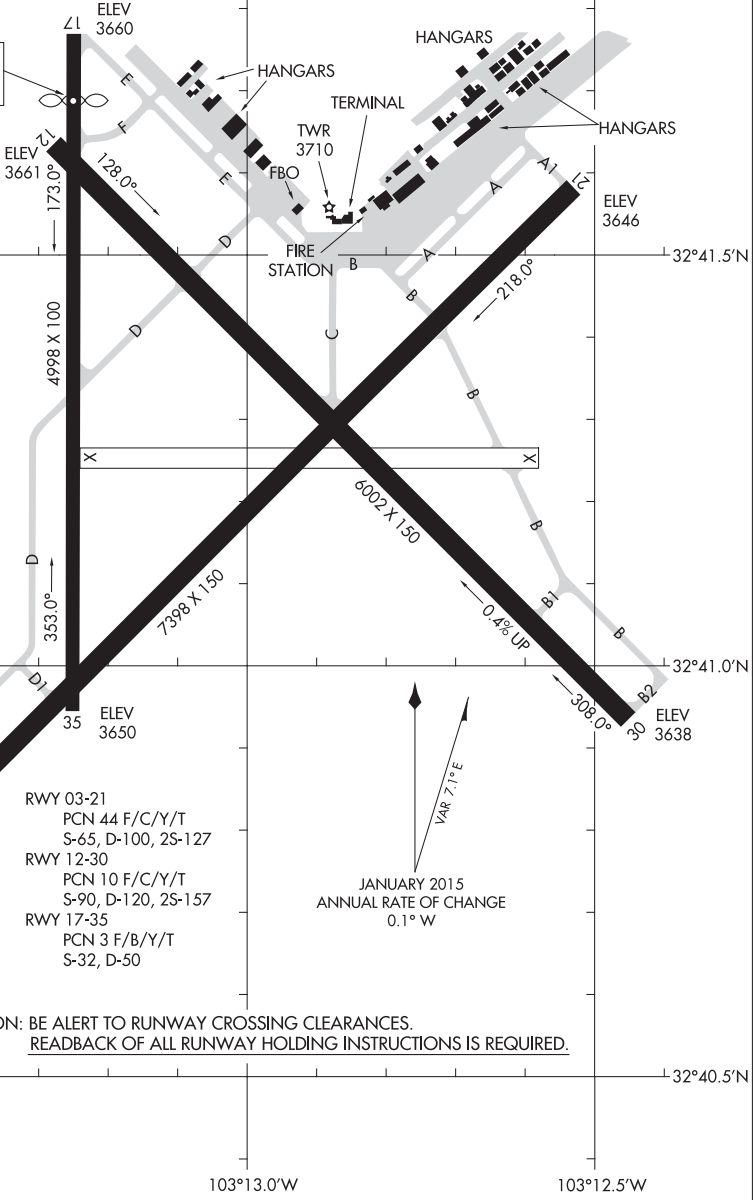
AL-851 (FAA)

LEA COUNTY RGNL (HOB)
HOBBS, NEW MEXICO

ATIS
 119.75
 HOBBS TOWER*
 120.65 317.4
 GND CON
 121.9

D

FIELD
 ELEV
 3661



RWY 03-21
 PCN 44 F/C/Y/T
 S-65, D-100, 2S-127
 RWY 12-30
 PCN 10 F/C/Y/T
 S-90, D-120, 2S-157
 RWY 17-35
 PCN 3 F/B/Y/T
 S-32, D-50

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

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

HOBBS, NEW MEXICO
LEA COUNTY RGNL (HOB)

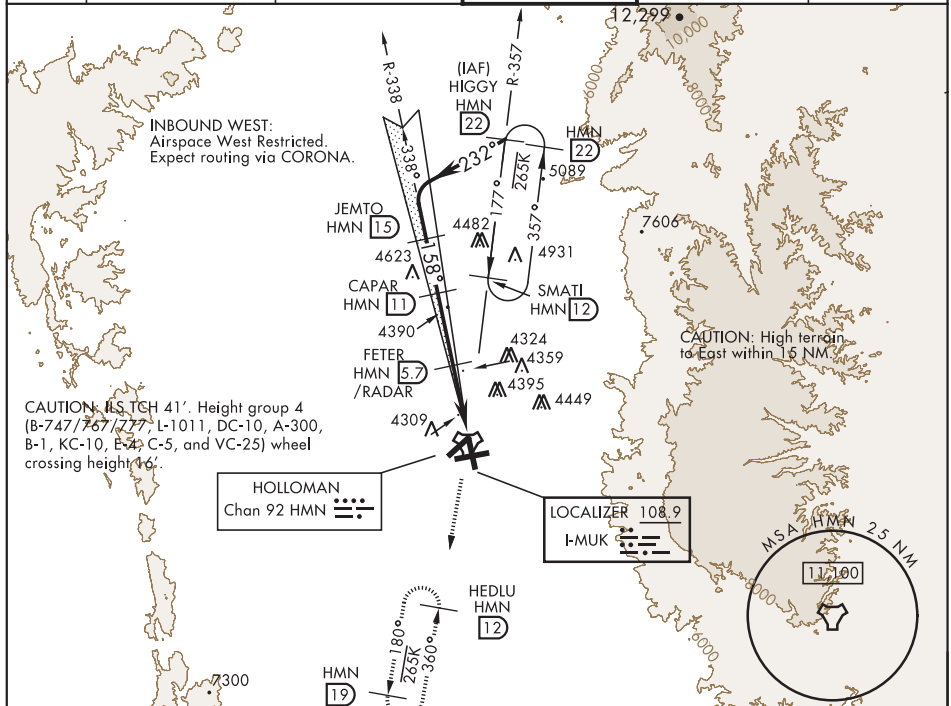
ALAMOGORDO, NEW MEXICO

ILS or LOC/DME RWY 16

LOC I-MUK 108.9	APCH CRS 158°	Rwy Idg THRE 4083 Arpt Elev 4093	AL-7 [USAF]	HOLLOMAN AFB (KHMN)
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<p>▼ * When ALS inop, increase CAT ABCDE vis to ¾ mile. ** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles. *** Circling not authorized W of Rwy 16-34.</p>	<p>ALSF-1 </p>	<p>MISSED APPROACH: Climb straight ahead to 7000, passing 4800 turn right and intercept HMN R-180 outbound to HEDLU and hold.</p>
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ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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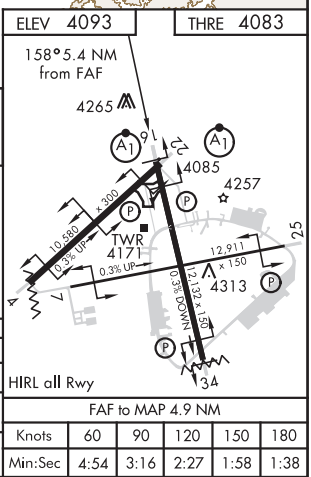
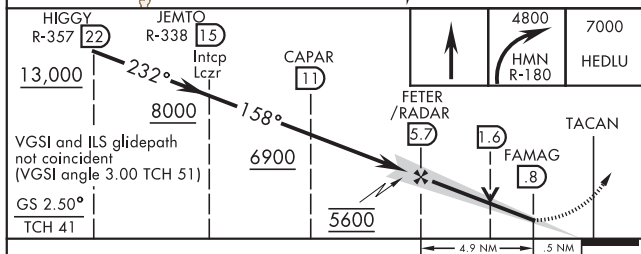


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 14,200



CATEGORY	A	B	C	D	E
S-ILS 16 *	4283-½		200	(200-½)	
S-LOC 16 **	4580-¾ 497 (500-¾)		4580-1 497 (500-1)		
CIRCLING ***	4640-1 547 (600-1)		4680-1½ 587 (600-1½)	4760-2 667 (700-2)	4760-2¼ 667 (700-2¼)

ALAMOGORDO, NEW MEXICO 32°51'N-106°06'W HOLLOMAN AFB (KHMN)

Amr 2 12NOV15

ILS or LOC/DME RWY 16

ALAMOGORDO, NEW MEXICO

RNAV (GPS) RWY 34

APCH CRS	Rwy Idg	12,132
338°	TDZE	4058
	Arpt Elev	4093

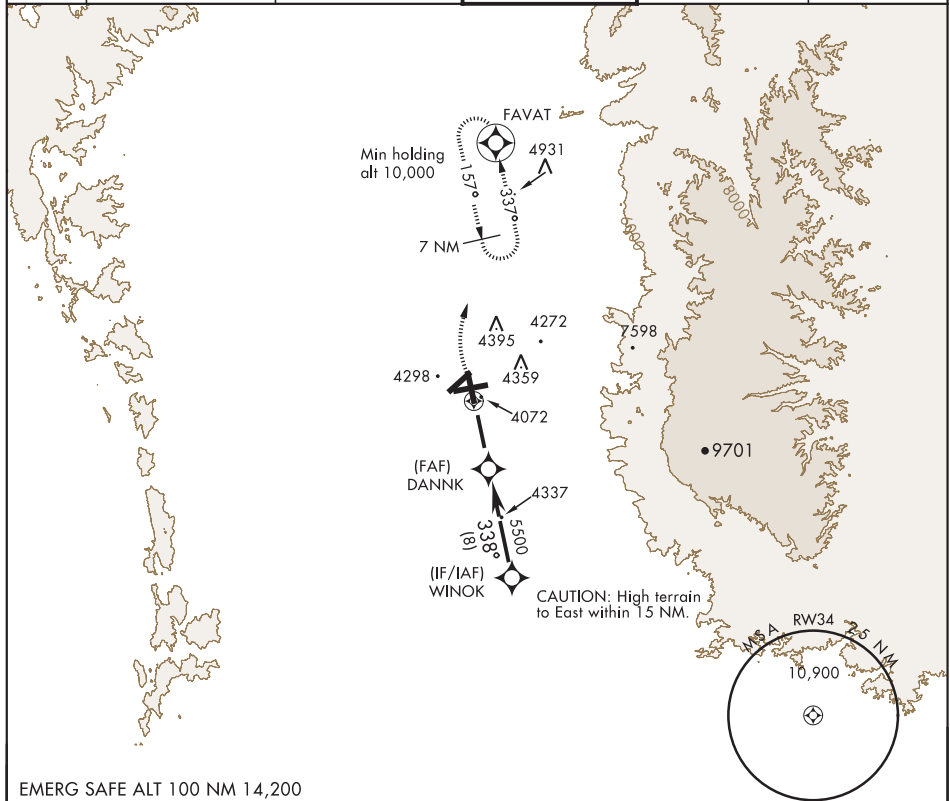
AL-7 [USAF]

HOLLOMAN AFB (KHMN)

▼ * Circling to Rwy 4 NA at night; when Rwy 16, 22 VGSi inop, circling to Rwy 16, 22 NA at night; Circling NA west of Rwy 34. Visibility Reduction by Helicopter NA.

MISSED APPROACH: Climb to 4800 then climbing turn to 10,000 direct FAVAT and hold, continue climb-in-hold to 10,000.

ATIS *	ALBUQUERQUE CENTER	HOLLOMAN APP CON	HOLLOMAN TOWER *	GND CON	CLNC DEL
273.5	132.65 257.6	120.6 269.225	119.3 255.9	127.05 275.8	126.7 289.4



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

EMERG SAFE ALT 100 NM 14,200

4800	10,000	FAVAT	ELEV 4093	TDZE 4058	
CATEGORY	A	B	C	D	E
RNAV MDA	4520-1	462 (500-1)	4520-1 $\frac{3}{4}$	462	(500-1 $\frac{3}{4}$)
CIRCLING*	4740-1	648 (700-1)	4740-1 $\frac{3}{4}$ 648 (700-1 $\frac{3}{4}$)	4760-2 668 (700-2)	4760-2 $\frac{1}{4}$ 668 (700-2 $\frac{1}{4}$)

ALAMOGORDO, NEW MEXICO
Orig 10NOV16

32°51'N-106°06'W

HOLLOMAN AFB (KHMN)

RNAV (GPS) RWY 34

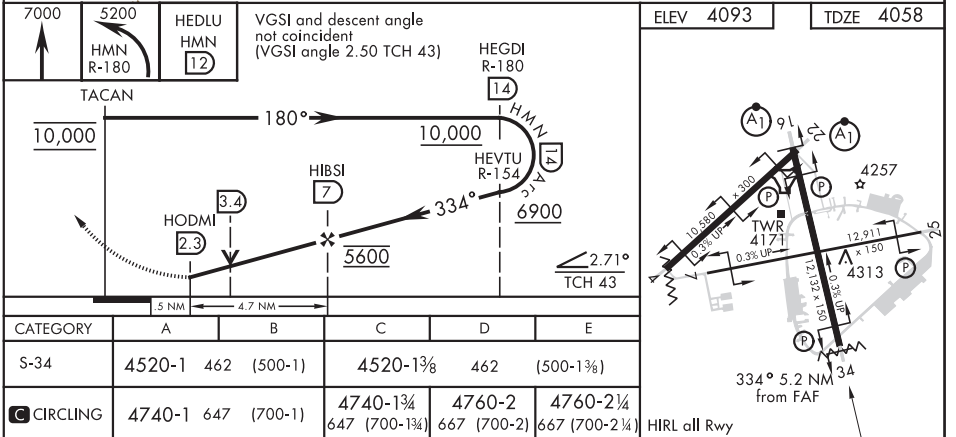
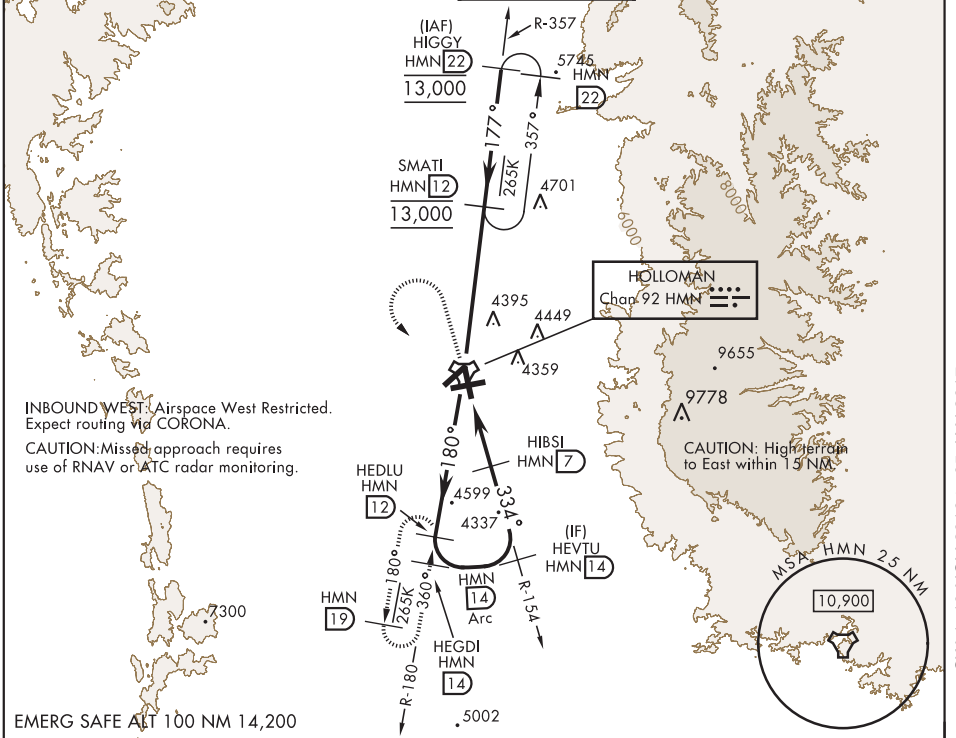
TACAN HMN Chan 92	APCH CRS 334°	Rwy Idg 12,132 TDZE 4058 Arpt Elev 4093
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AL-7 [USAF]

HOLLOMAN AFB (KHMN)

▽ MISSED APPROACH: Climb straight ahead to 7000, passing 5200 turn left and intercept HMN R-180 outbound to HEDLU and hold.

ATIS ★ 273.5	ALBUQUERQUE CENTER 132.65 257.6	HOLLOMAN APP CON 120.6 269.225	HOLLOMAN TOWER ★ 119.3 255.9	GND CON 127.05 275.8	CLNC DEL 126.7 289.4
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

HOLLOMAN AFB (KHMN)
ALAMOGORDO, NEW MEXICO

AFD-7 [USAF]

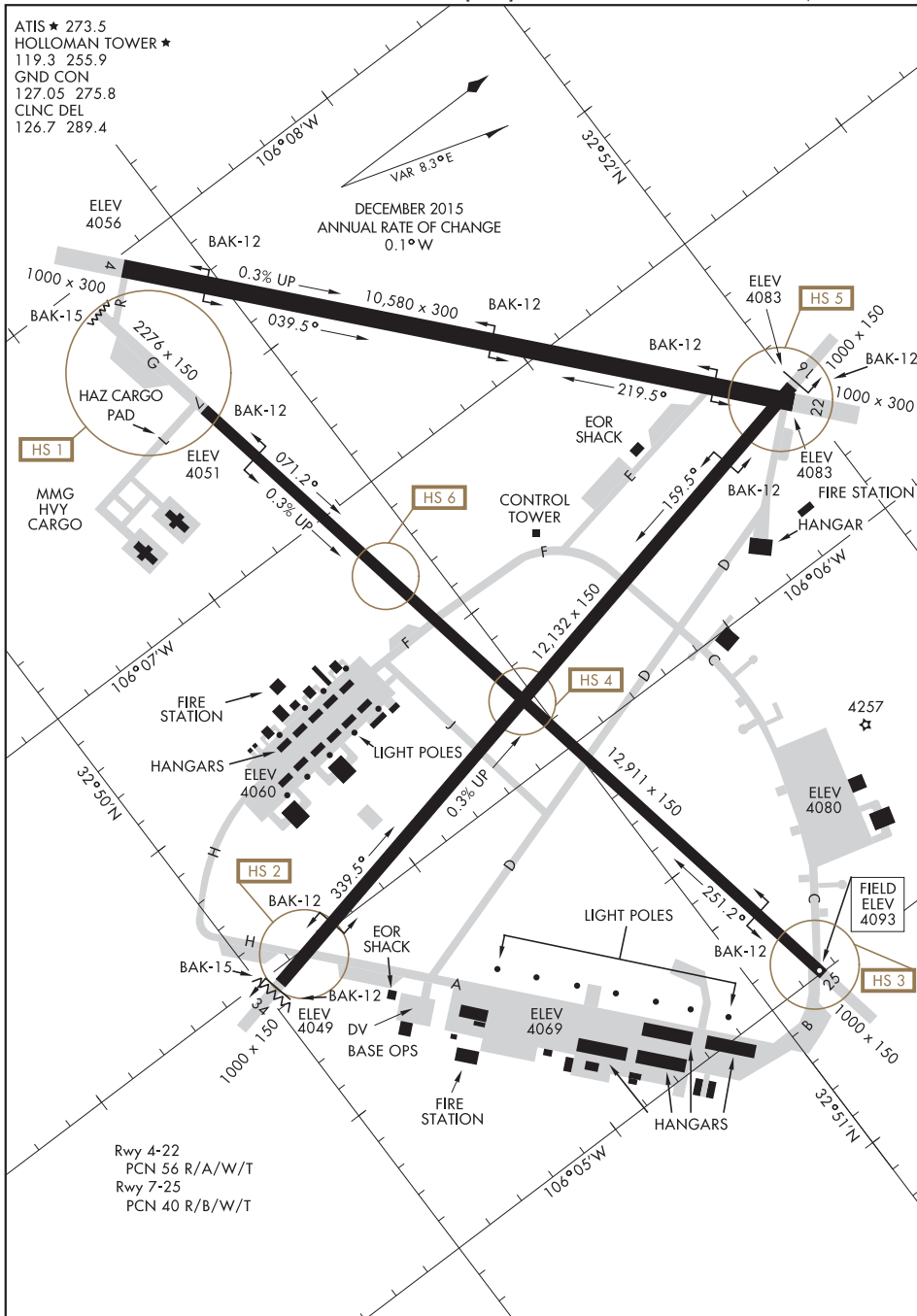
ATIS ★ 273.5
HOLLOMAN TOWER ★
119.3 255.9
GND CON
127.05 275.8
CLNC DEL
126.7 289.4

DECEMBER 2015
ANNUAL RATE OF CHANGE
0.1°W

VAR 8.3°E

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

ALAMOGORDO, NEW MEXICO
HOLLOMAN AFB (KHMN)

CLOUD-FOUR ALPHA DEPARTURE (CLOUA4•CLOUD)

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
 CLNC DEL
 126.7 289.4
 GND CON
 127.05 275.8
 HOLLOMAN TOWER ★
 119.3 255.9
 HOLLOMAN DEP CON
 128.1 284.0
 ALBUQUERQUE CENTER
 132.65 257.6

SHL-7 [USAF]


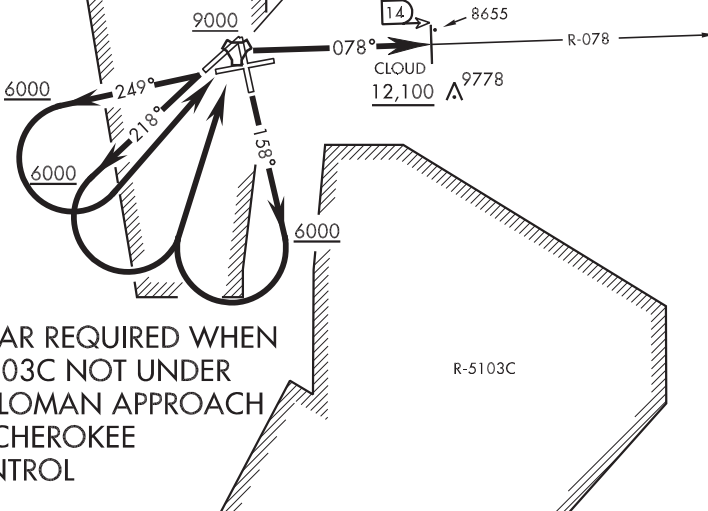
Rwy	Knots	60	120	180	240	300	360
16/25	V/V(fpm)	450	900	1350	1800	2250	2270
22	V/V(fpm)	440	880	1320	1760	2200	2640

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA

HOLLOMAN
 Chan 92 HMN

**RADAR REQUIRED WHEN
 R-5103C NOT UNDER
 HOLLOMAN APPROACH
 OR CHEROKEE
 CONTROL**

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn right direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct HMN TACAN, then proceed via HMN R-078 to CLOUD (HMN R-078/14), then via assigned routing. Cross HMN at or above 9000. Cross CLOUD at or above 12,100.

CLOUD-FOUR ALPHA DEPARTURE (CLOUA4•CLOUD)

ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

13122

HOLLOMAN AFB (KHMN)

CLOUD-FOUR BRAVO (RNAV) DEPARTURE (CLOUB4•CLOUD)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
 CLNC DEL
 126.7 289.4
 GND CON
 127.05 275.8
 HOLLOMAN TOWER ★
 119.3 255.9
 HOLLOMAN DEP CON
 128.1 284.0
 ALBUQUERQUE CENTER
 132.65 257.6

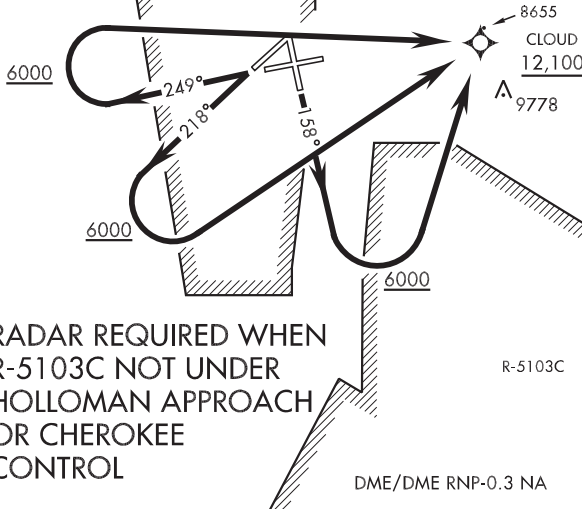
SHL-7 [USAF]

Rwy	Knots	60	120	180	240	300	360
16	V/V(fpm)	490	980	1470	1960	2450	2940
22/25	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum climb to 12,100

BEAK B MOA

BEAK C MOA



**RADAR REQUIRED WHEN
 R-5103C NOT UNDER
 HOLLOMAN APPROACH
 OR CHEROKEE
 CONTROL**

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 22: Climb on track 218°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn right direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

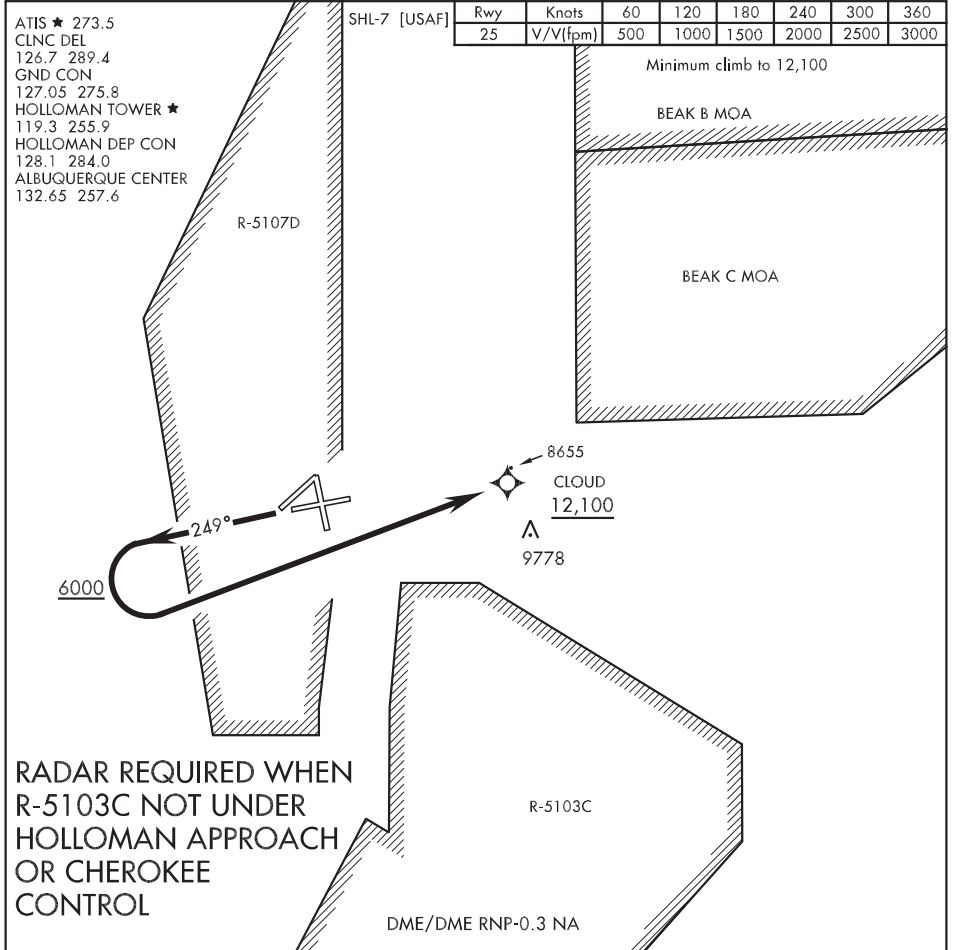
CLOUD-FOUR BRAVO (RNAV) DEPARTURE (CLOUB4•CLOUD)

ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 25: Climb on track 249°. When leaving 6000 turn left direct CLOUD then via assigned routing. Cross CLOUD at or above 12,100.

13010

HIGGY TWO DEPARTURE (HIGGY2•HIGGY) SHL-7 [USAF] ALAMOGORDO, NEW MEXICO

HOLLOMAN AFB (KHMN)

ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
 CLNC DEL
 126.7 289.4
 GND CON
 127.05 275.8
 HOLLOMAN TOWER ★
 119.3 255.9
 HOLLOMAN DEP CON
 128.1 284.0
 ALBUQUERQUE CENTER
 132.65 257.6

Rwy	Knots	60	120	180	240	300	360
34	V/V(fpm)	370	740	1110	1480	1850	2220

Minimum climb rate to 12,000

BEAK B MOA

BEAK C MOA

R-5107D

R-357

HIGGY

12,000



HOLLOMAN
 Chan 92 HMN



9778

R-5103C

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34: Climbing to 12,000 turn right and intercept HMN TACAN R-357 direct HIGGY (HMN R-357/22 DME), then via assigned routing. Cross HIGGY at 12,000.

HIGGY TWO DEPARTURE (HIGGY2•HIGGY)

ALAMOGORDO, NEW MEXICO

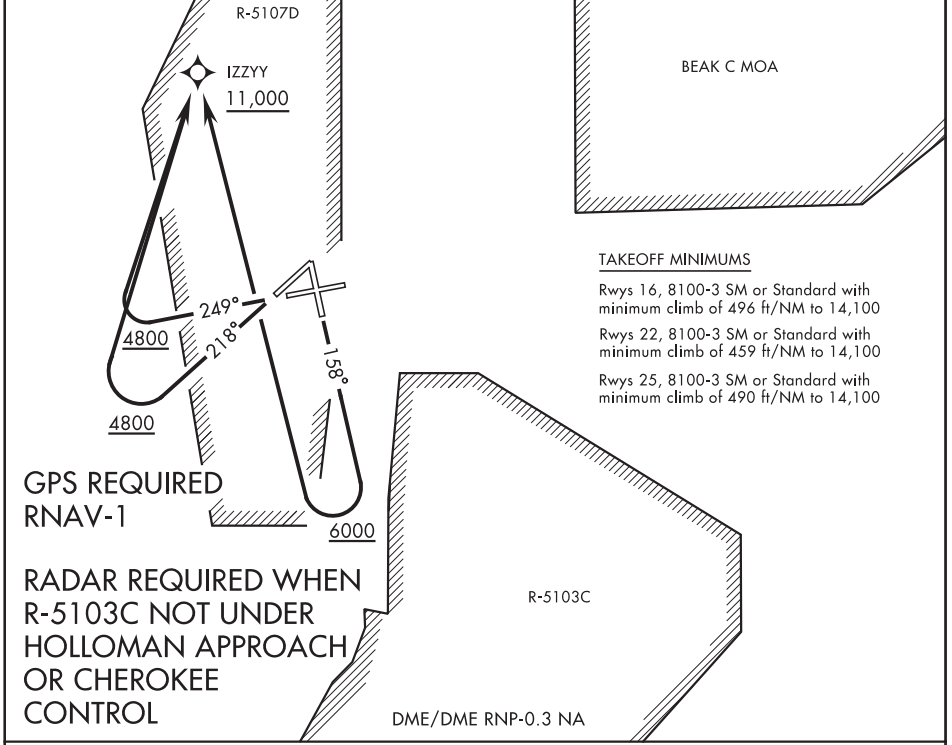
HOLLOMAN AFB (KHMN)

IZZYY ONE DEPARTURE (RNAV) (IZZYY1•IZZYY)

HOLLOMAN AFB (KHMN)
ALAMOGORDO, NEW MEXICO

ATIS ★ 273.5
 CLNC DEL
 126.7 289.4
 GND CON
 127.05 275.8
 HOLLOMAN TOWER ★
 119.3 255.9
 HOLLOMAN DEP CON
 128.1 284.0
 ALBUQUERQUE CENTER
 132.65 257.6

Rwy	Knots	60	120	180	240	300	360
16	V/V(fpm)	425	850	1275	1700	2125	2550
22	V/V(fpm)	416	832	1248	1664	2080	2496
25	V/V(fpm)	480	960	1440	1920	2400	2880



Minimum climb to 11,000

BEAK C MOA

TAKEOFF MINIMUMS

Rws 16, 8100-3 SM or Standard with minimum climb of 496 ft/NM to 14,100
 Rws 22, 8100-3 SM or Standard with minimum climb of 459 ft/NM to 14,100
 Rws 25, 8100-3 SM or Standard with minimum climb of 490 ft/NM to 14,100

**GPS REQUIRED
RNAV-1**

**RADAR REQUIRED WHEN
R-5103C NOT UNDER
HOLLOMAN APPROACH
OR CHEROKEE
CONTROL**

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 16: Climb on track 158° when leaving 6000 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

TAKE-OFF RWY 22: Climb on track 218° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

TAKE-OFF RWY 25: Climb on track 249° when leaving 4800 turn right direct IZZYY, then via assigned routing. Cross IZZYY at or above 11,000.

IZZYY ONE DEPARTURE (RNAV) (IZZYY1•IZZYY)

ALAMOGORDO, NEW MEXICO
HOLLOMAN AFB (KHMN)

Orig 10NOV16

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

HOLYOKE, COLORADO

AL-6634 (FAA)

16259

APP CRS	Rwy Idg	5000
141°	TDZE	3730
	Apt Elev	3730

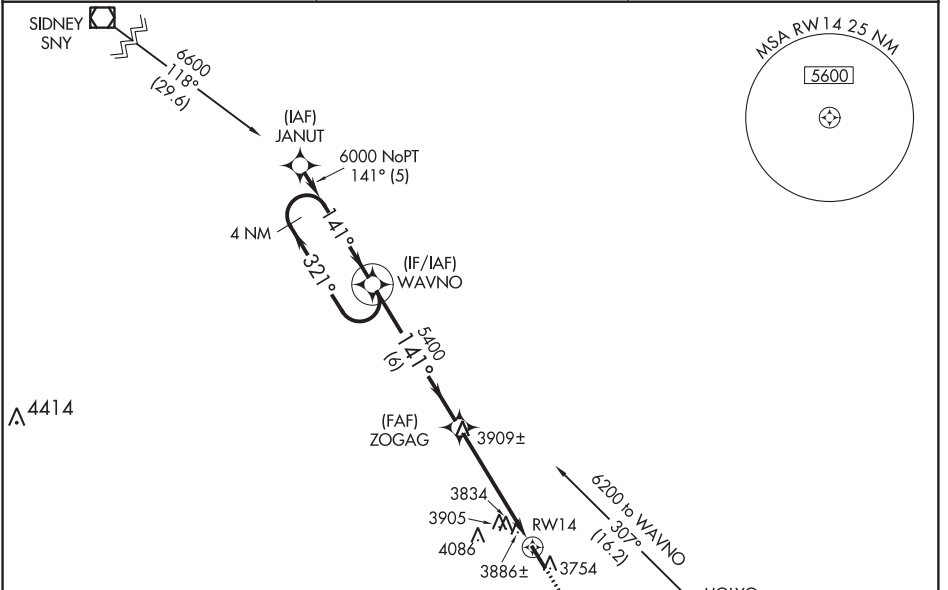
RNAV (GPS) RWY 14

HOLYOKE (HEQ)

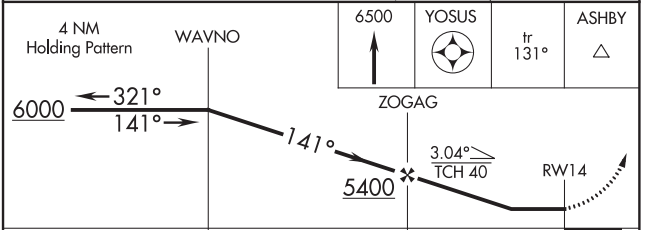
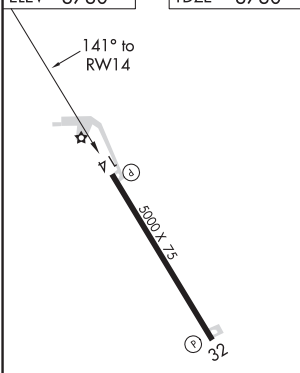
NA Night landing: Rwy 14 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Field altimeter setting and increase all MDAs 200 feet and increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ½ mile and Circling Cat D visibility ¾ mile.

MISSED APPROACH: Climb to 6500 direct YOSUS and via 131° track to ASHBY and hold.

AWOS-3 119.275	DENVER CENTER 118.475 225.4	UNICOM 122.7 (CTAF) 0
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ELEV 3730	TDZE 3730
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CATEGORY	A	B	C	D
LNAV MDA	4160-1	430 (500-1)	4160-1 ¼	430 (500-1 ¼)
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1 ½ 510 (600-1 ½)	4400-2 670 (700-2)

MIRL Rwy 14-32 0
REIL Rwy 14 and 32 0

HOLYOKE, COLORADO
Orig-F 15SEP16

40°34'N-102°16'W

RNAV (GPS) RWY 14

HOLYOKE (HEQ)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5000
321°	TDZE	3727
	Apt Elev	3730

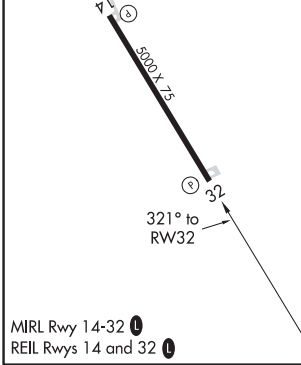
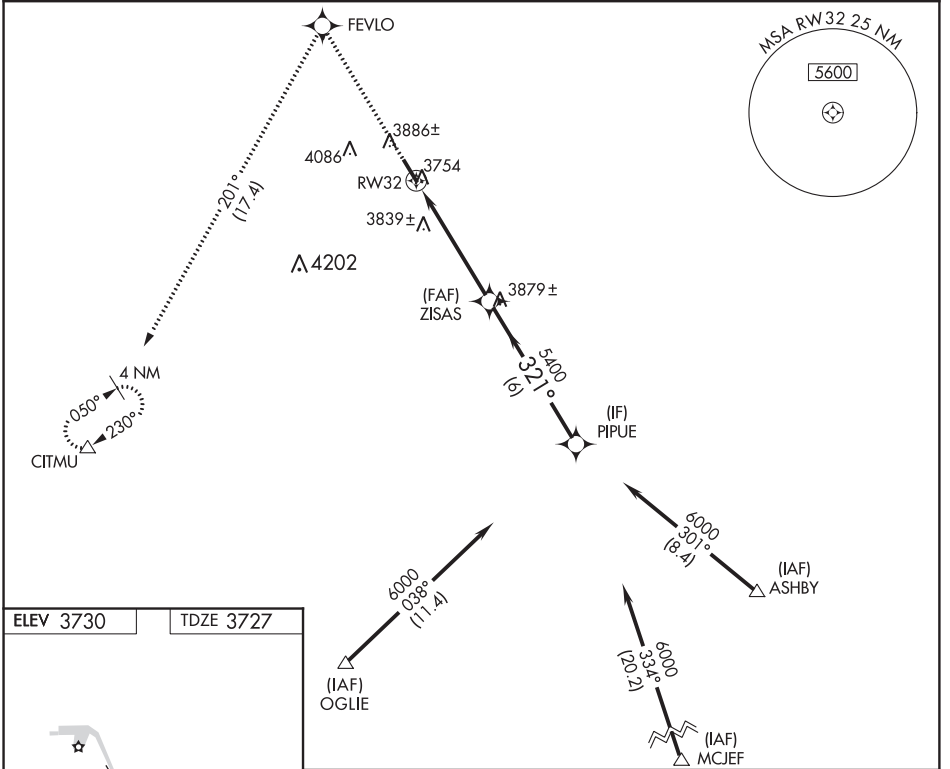
RNAV (GPS) RWY 32

HOLYOKE (HEQ)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Sidney Muni/Lloyd W Carr Field altimeter setting and increase all MDA 200 feet and increase LNAV Cat C/D visibility ½ mile, Circling Cat C ½ mile and Circling Cat D ¾ mile. VDP NA when using Sidney Muni/Lloyd W Carr Field altimeter setting. Night landing: Rwy 14 NA.

MISSED APPROACH:
Climb to 6500 direct FEVLO and left turn via 201° track to CITMU and hold.

AWOS-3 119.275	DENVER CENTER 118.475 225.4	UNICOM 122.7 (CTAF)
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6500	FEVLO	CITMU	PIPUÉ	
↑	✧	tr 201°	6000	
1.1 NM to RW32		ZISAS	Procedure Turn NA	
RW32		5400	6000	
≤3.05° TCH 40				
-1.1		4 NM	6 NM	
CATEGORY	A	B	C	D
LNAV MDA	4100-1 373 (400-1)			
CIRCLING	4200-1 470 (500-1)	4240-1 510 (600-1)	4240-1½ 510 (600-1½)	4400-2 670 (700-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

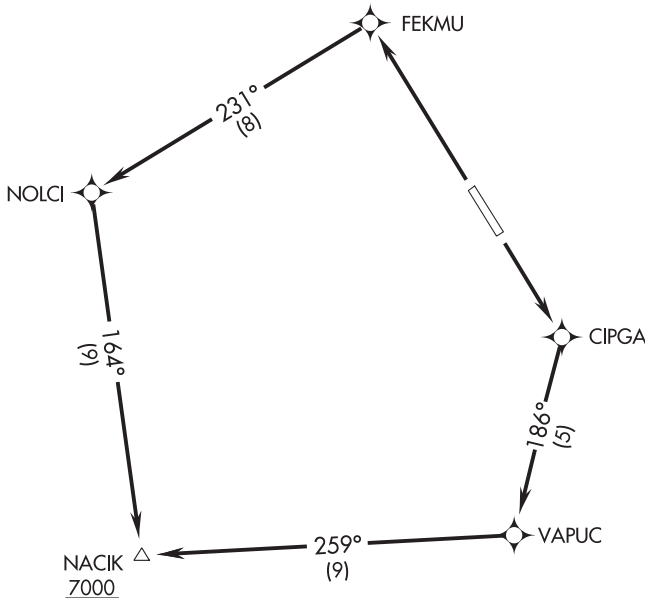
(HOLYO4.NACIK) 16203

HOLYOKE FOUR DEPARTURE (RNAV) SL-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**



TAKEOFF MINIMUMS

Rwy 14: Standard.
Rwy 32: 300-1 or standard with minimum 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, 1035' left of centerline, 165' AGL/3886' MSL.

NOTE: RNAV 1.
NOTE: GPS Required.

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.

HOLYOKE FOUR DEPARTURE (RNAV)

(HOLYO4.NACIK) 21JUL16

HOLYOKE, COLORADO
HOLYOKE (HEQ)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

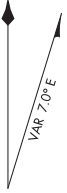
16259

AIRPORT DIAGRAM

AL-9408 (FAA)

LEA COUNTY/JAL (E26)
JAL, NEW MEXICO

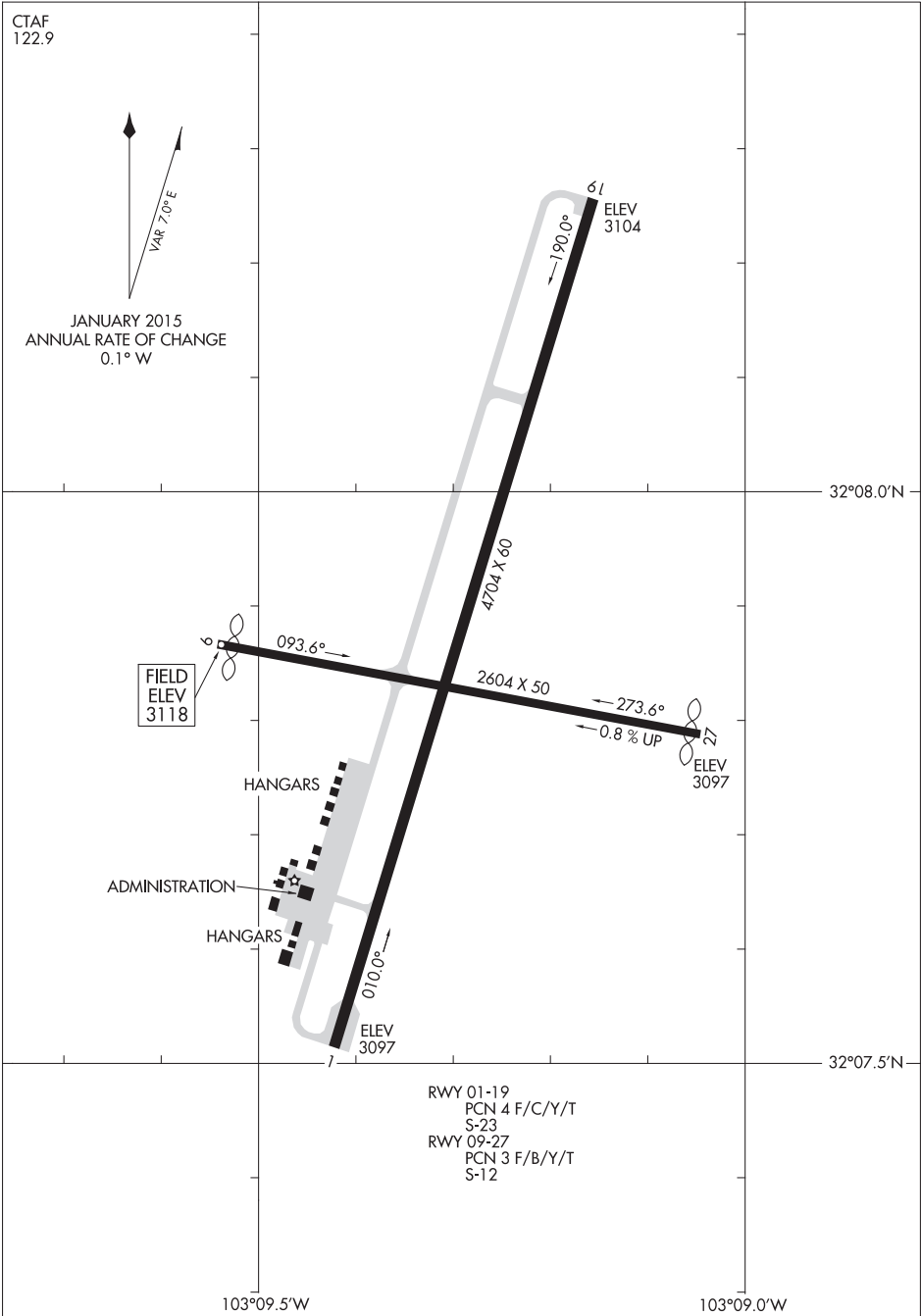
CTAF
122.9



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



FIELD
ELEV
3118

HANGARS

ADMINISTRATION

HANGARS

ELEV
3097

RWY 01-19
PCN 4 F/C/Y/T
S-23
RWY 09-27
PCN 3 F/B/Y/T
S-12

103°09.5'W

103°09.0'W

32°08.0'N

32°07.5'N

AIRPORT DIAGRAM

16259

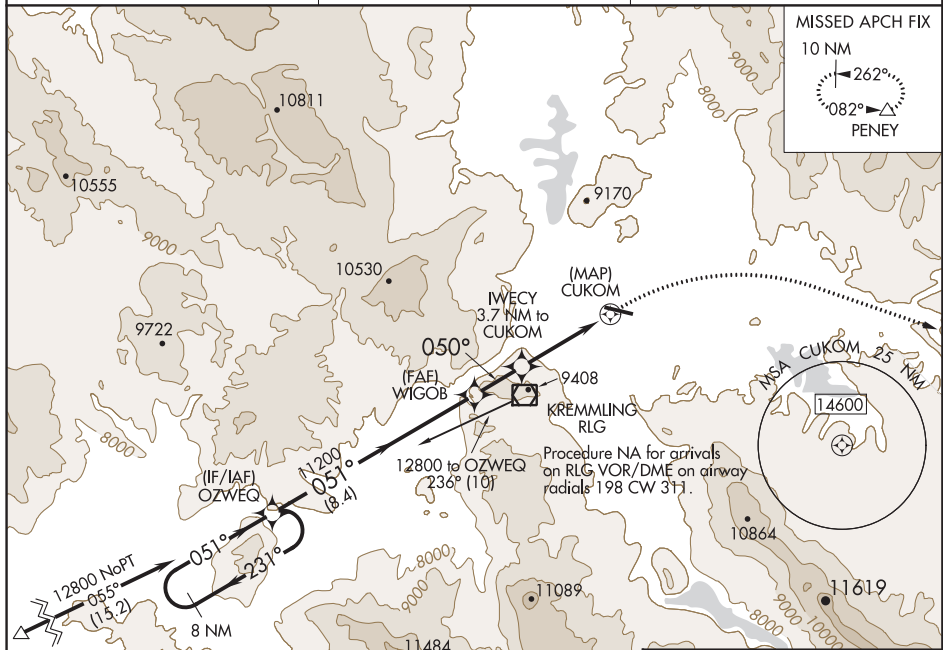
JAL, NEW MEXICO
LEA COUNTY/JAL (E26)

APP CRS 050°	Rwy Idg TDZE Apt Elev	N/A N/A 7411
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RNAV (GPS)-B
MC ELROY AIRFIELD (20V)

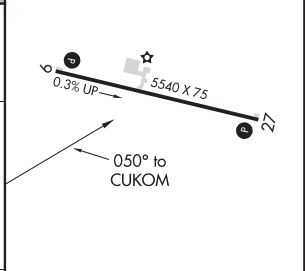
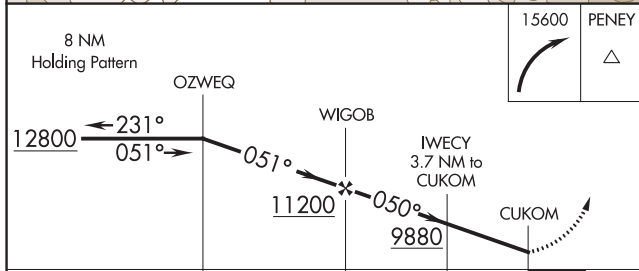
<p>When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Night Landing Rwy 9 NA. -25°C/-13°F Helicopter visibility reduction below 1 SM not authorized.</p>	<p>MISSED APPROACH: Climbing right turn to 15600 direct PENEY and hold, continue climb-in-hold to 15600.</p>
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AWOS-3 118.425	DENVER CENTER 128.65 282.2	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	9440-1¼ 2029 (2100-1¼)	9440-1½ 2029 (2100-1½)	9440-3 2029 (2100-3)	NA

REIL Rwys 9 and 27
MIRL Rwy 9-27

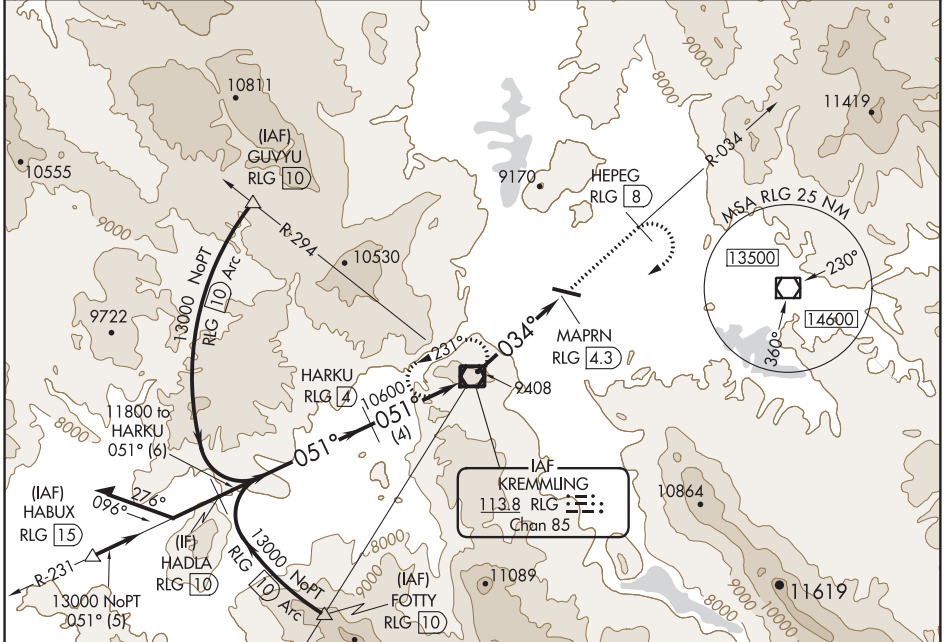
VOR/DME RLG 113.8 Chan 85	APP CRS 034°	Rwy Idg TDZE Apt Elev N/A N/A 7411
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VOR/DME-A
MC ELROY AIRFIELD (20V)

⚠ When local altimeter setting not received, procedure NA. Night Landing Rwy 9 NA.
⚠ -25°C/-13°F Helicopter visibility reduction below 1 SM NA.

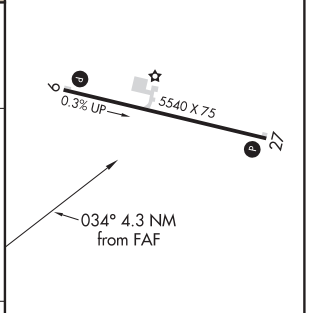
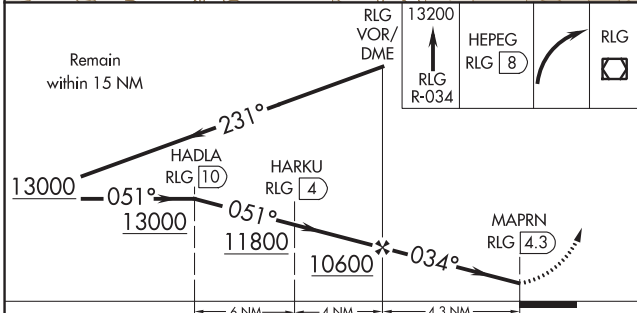
MISSED APPROACH: Climb to 13200 on RLG VOR/DME R-034 to HEPEG/RLG VOR/DME 8 DME then climbing right turn direct RLG VOR/DME and hold, continue climb-in-hold to 13200.

AWOS-3 118,425	DENVER CENTER 128.65 282.2	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
C CIRCLING	9120-1¼ 1709 (1800-1¼)	9120-1½ 1709 (1800-1½)	9260-3 1849 (1900-3)	NA

REIL Rwys 9 and 27 **0**
MIRL Rwy 9-27 **0**

WAAS CH 97613 W08A	APP CRS 081°	Rwy Idg 6849 TDZE 4229 Apt Elev 4229
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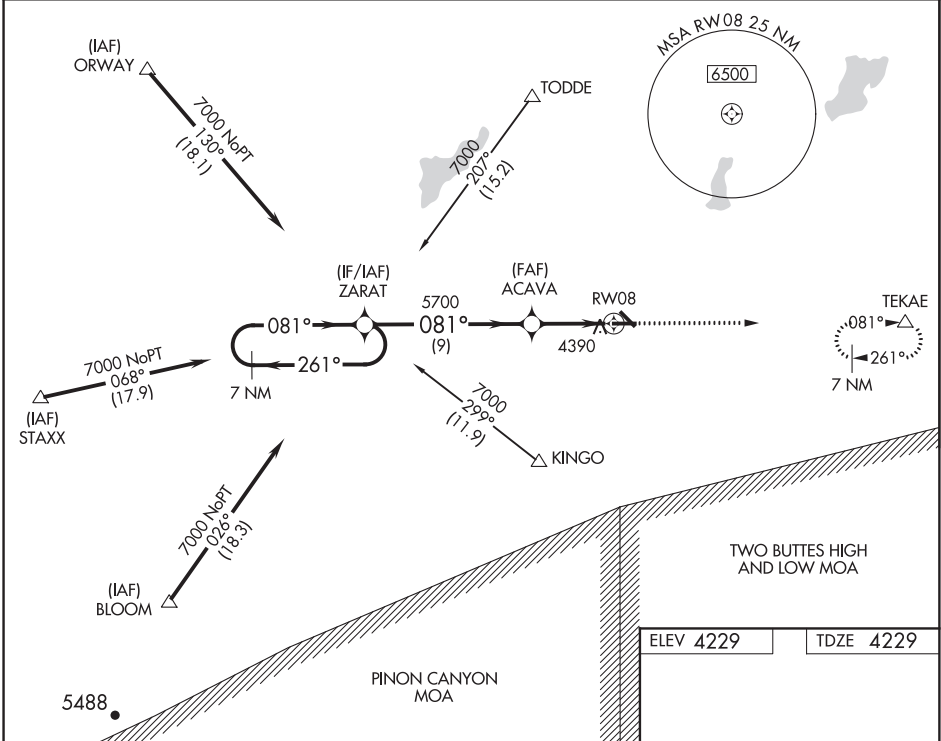
RNAV (GPS) RWY 8

LA JUNTA MUNI (LHX)

⚠ Baro-VNAV NA when using Lamar altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA.
⚠ Visibility reduction by helicopters NA. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibilities ¼ mile.

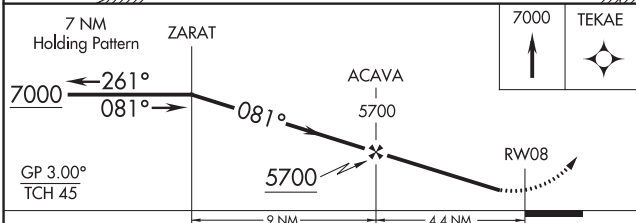
MISSED APPROACH:
Climb to 7000 direct
TEKAE and hold.

ASOS 135.525	DENVER CENTER 128.375 379.95	UNICOM 123.0 (CTAF) ①
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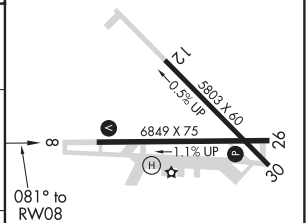
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 4229	TDZE 4229
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CATEGORY	A	B	C	D
LPV DA	4528-1		299 (300-1)	
LNAV/VNAV DA	4738-1¾		509 (600-1¾)	
LNAV MDA	4700-1 471 (500-1)		4700-1¼ 471 (500-1¼) 471 (500-1½)	
CIRCLING	4740-1 511 (600-1)		4780-2 551 (600-2)	



REIL Rwy 8 and 26 ①
MIRL Rwy 8-26 ①

WAAS CH 93813 W26A	APP CRS 261°	Rwy Idg 6849 TDZE 4188 Apt Elev 4229
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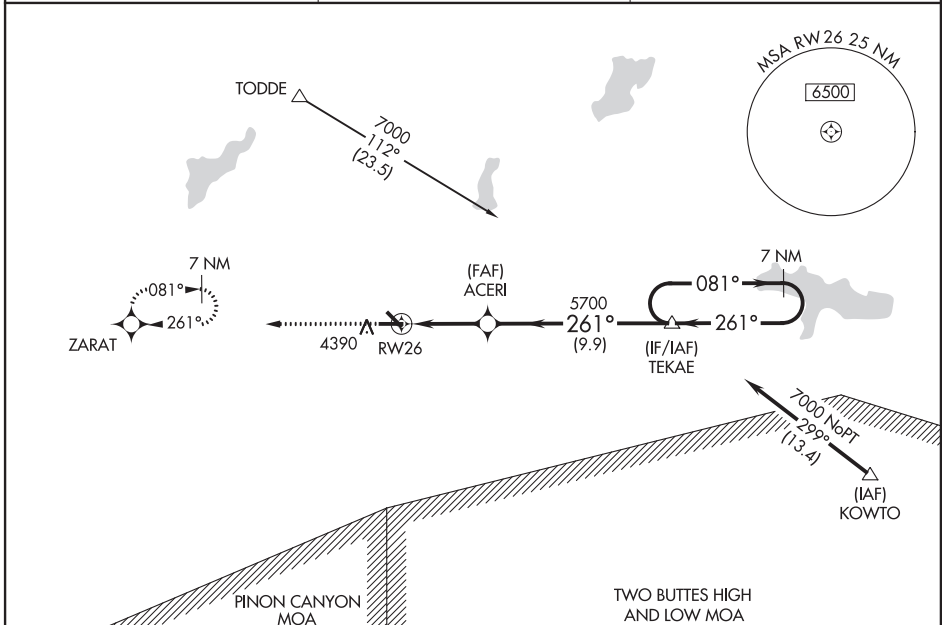
RNAV (GPS) RWY 26

LA JUNTA MUNI (LHX)

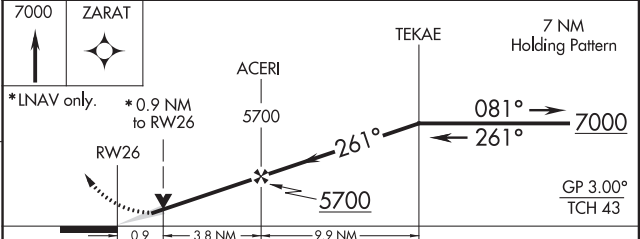
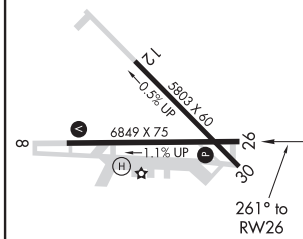
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (-9°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lamar altimeter setting. When local altimeter setting not received, use Lamar altimeter setting and increase all DA/MDA 180 feet and increase all visibility ¾ mile.

MISSED APPROACH: Climb to 7000 direct ZARAT and hold.

ASOS 135.525	DENVER CENTER 128.375 379.95	UNICOM 123.0 (CTAF) 0
------------------------	--	---------------------------------



ELEV 4229	TDZE 4188
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CATEGORY	A	B	C	D
LPV DA		4438-1	250 (300-1)	
LNAV/VNAV DA		4438-1	250 (300-1)	
LNAV MDA		4480-1	292 (300-1)	
CIRCLING	4740-1	511 (600-1)	4740-1½ 511 (600-1½)	4780-2 551 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LAMAR, COLORADO

AL-5290 (FAA)

15008

WAAS CH 97429 W08A	APP CRS 079°	Rwy Idg TDZE Apt Elev	5001 3685 3706
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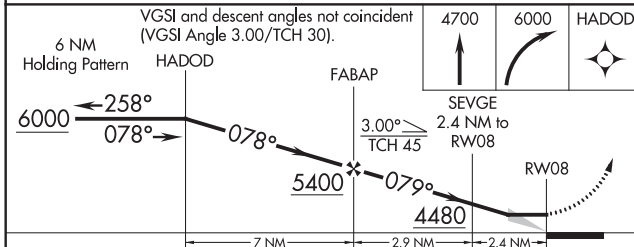
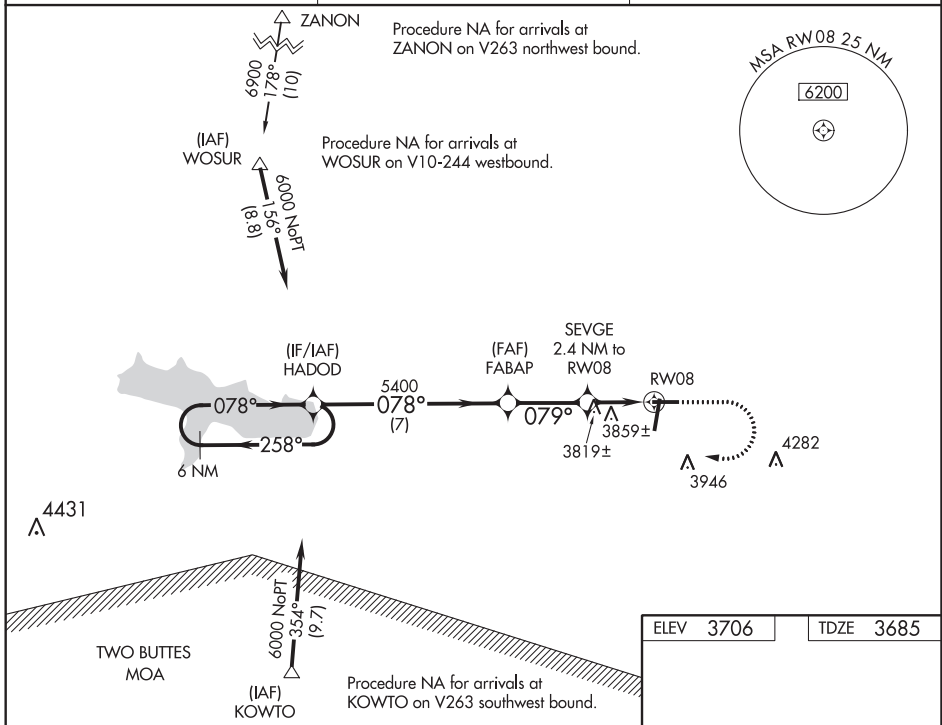
RNAV (GPS) RWY 8

LAMAR MUNI (L.A.A.)

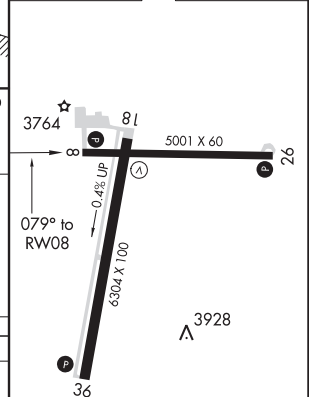
⚠ When VGSi inop, Straight-in/Circling Rwy 8 procedure NA at night. DME/DME RNP-0.3 NA. When VGSi inop, Circling to Rwy 26 NA at night. When local altimeter setting not received, use La Junta altimeter setting and increase all MDA 180 feet; increase visibility LP and LNAV Cat C, D ½ mile and Circling Cat C ¾ mile, Cat D ½ mile. Helicopter visibility reduction below 1 SM NA.

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

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF)
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ELEV 3706	TDZE 3685
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CATEGORY	A	B	C	D
LP MDA	4080-1	395 (400-1)	4080-1½	395 (400-1½)
LNAV MDA	4120-1	435 (500-1)	4120-1¼	435 (500-1¼)
CIRCLING	4280-1	574 (600-1)	4280-1½	4300-2 594 (600-2)

REIL Rwy 18, 26 and 36
MIRL Rwy 8-26 and 18-36

LAMAR, COLORADO
Amdt 1A 26JUN14

38°04'N-102°41'W

RNAV (GPS) RWY 8

LAMAR MUNI (L.A.A.)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 86613 W18A	APP CRS 179°	Rwy Idg 6304 TDZE 3695 Apt Elev 3706
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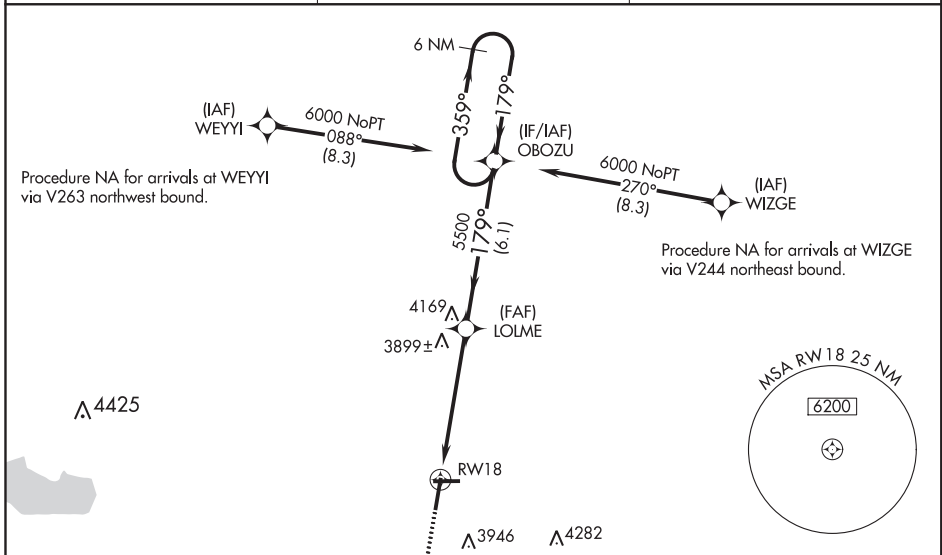
RNAV (GPS) RWY 18

LAMAR MUNI (L.A.A)

⚠ Rwy 18 Straight-In and Circling and Circling Rwy 26 NA at night. DME/DME RNP-0.3 NA.
⚠ Helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all DA 163 feet and all MDA 180 feet, increase LPV, LNAV/VNAV visibility all Cats ½ mile; increase LNAV visibility Cat C/D ½ mile, increase Circling visibility Cat A/B ¼ mile, Cat C/D ½ mile.

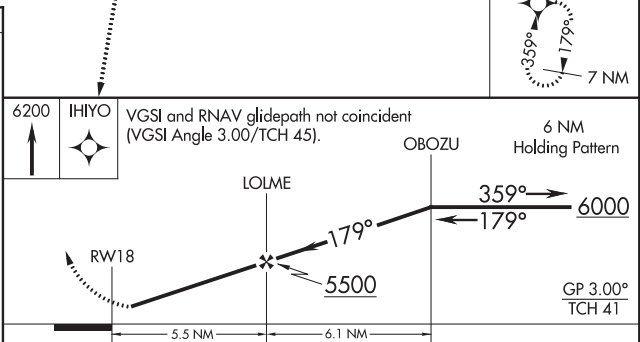
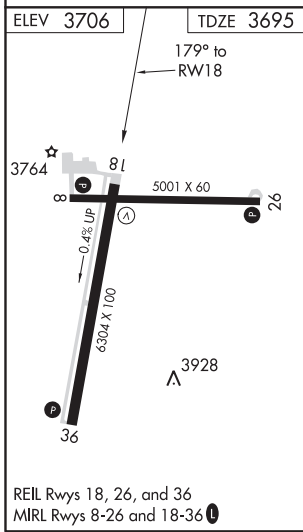
MISSED APPROACH:
Climb to 6200 direct IHIYO and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LPV DA	3945-1 250 (300-1)			
LNAV/VNAV DA	4014-1¼ 319 (400-1¼)			
LNAV MDA	4160-1	465 (500-1)	4160-1¼ 465 (500-1¼)	4160-1½ 465 (500-1½)
CIRCLING	4420-1	714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

LAMAR, COLORADO

AL-5290 (FAA)

15008

APP CRS 259°	Rwy Idg 5001
	TDZE 3689
	Apt Elev 3706

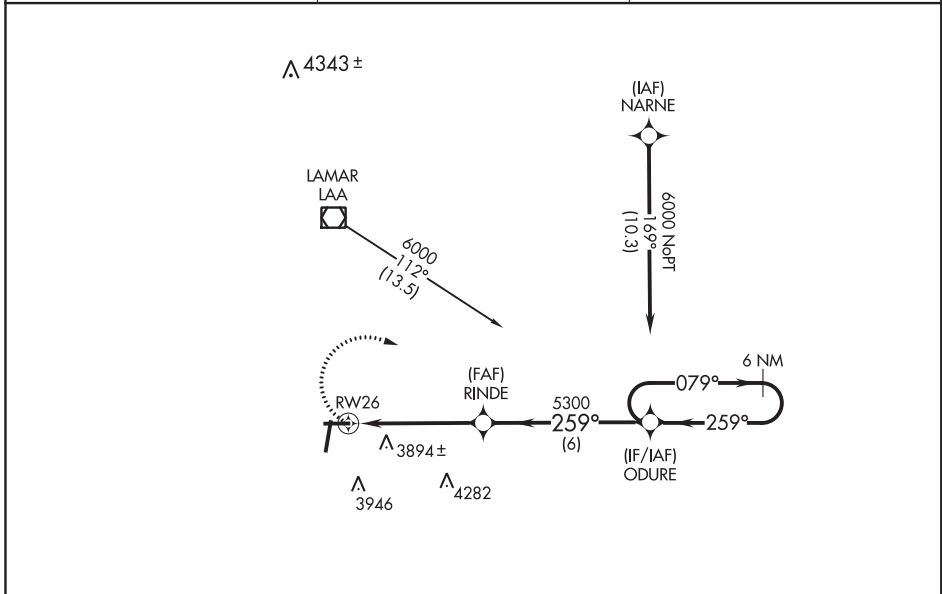
RNAV (GPS) RWY 26

LAMAR MUNI (L.A.A)

NA Circling NA at night to Rwy 26, 8, and 36.
 Rwy 26 Straight-In and Circling and Circling Rwy 8, 36 NA at night.
 DME/DME RNP-0.3 NA.

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

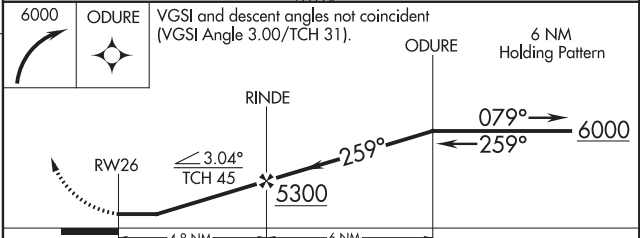
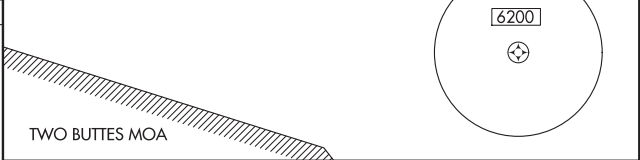
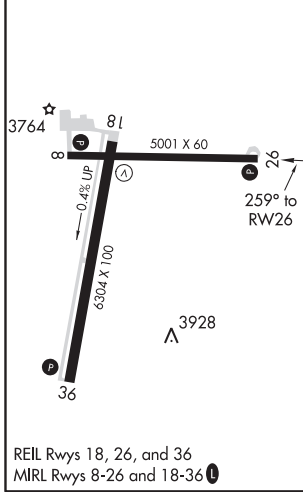
ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3706	TDZE 3689
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CATEGORY	A	B	C	D
LNAV MDA	4180-1	491 (500-1)	4180-1¼ 491 (500-1¼)	4180-1½ 491 (500-1½)
CIRCLING	4420-1	714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

LAMAR, COLORADO
 Orig-B 02MAY13

38°04'N-102°41'W

RNAV (GPS) RWY 26

WAAS CH 99400 W36A	APP CRS 359°	Rwy Idg TDZE Apt Elev	6304 3706 3706
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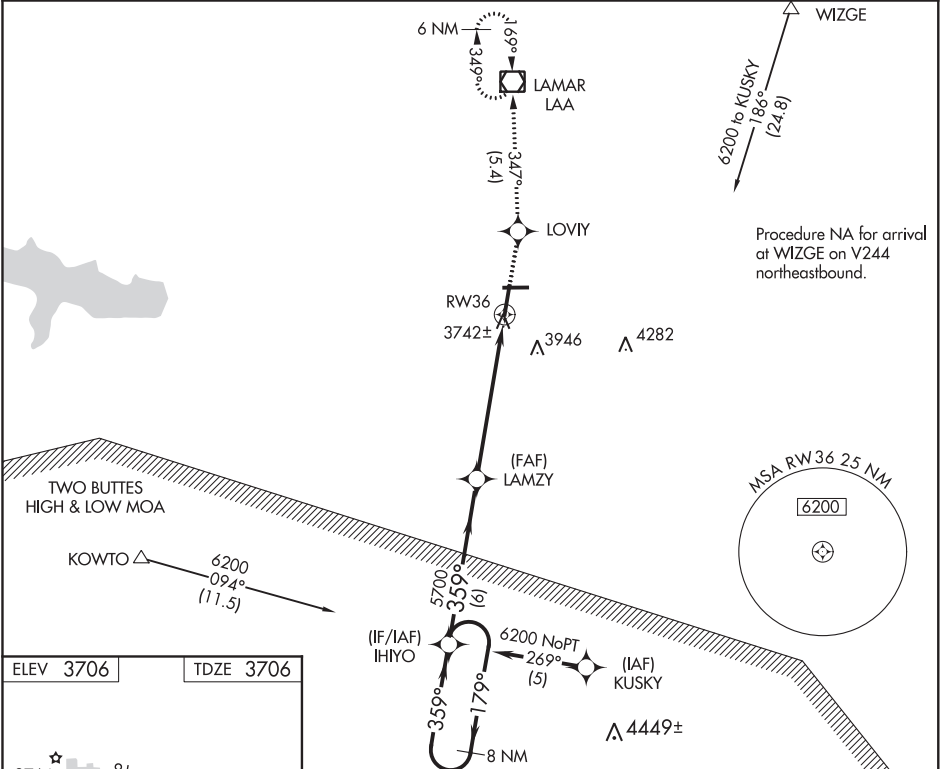
RNAV (GPS) RWY 36

LAMAR MUNI (L.A.A)

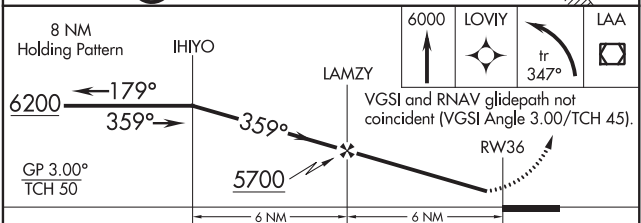
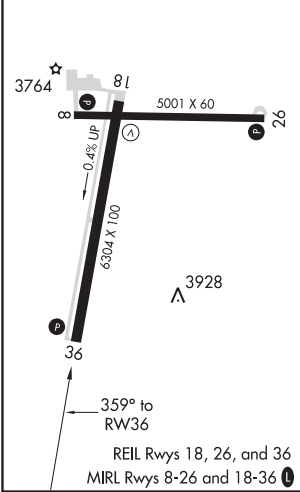
▼ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV, LNAV/VNAV NA
▲ below -22°C (-7°F) or above 54°C (130°F). Rwy 36 Straight-In and Circling and Circling to Rwy 8, 26 NA at night.

MISSED APPROACH: Climb to 6000 direct LOVIY then left turn via 347° track to LAA VOR/DME and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF)
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ELEV 3706	TDZE 3706
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CATEGORY	A	B	C	D
LPV DA	3956-1 250 (300-1)			
LNAV/VNAV DA	4250-2 544 (600-2)			
LNAV MDA	4380-1 674 (700-1)		4380-2 674 (700-2)	
CIRCLING	4420-2 714 (800-2)		4420-2 714 (800-2)	

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LAMAR, COLORADO

AL-5290 (FAA)

15008

VOR/DME LAA 116.9 Chan 116	APP CRS 350°	Rwy Idg TDZE Apt Elev	6304 3706 3706
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VOR/DME RWY 36
LAMAR MUNI (L.A.A)

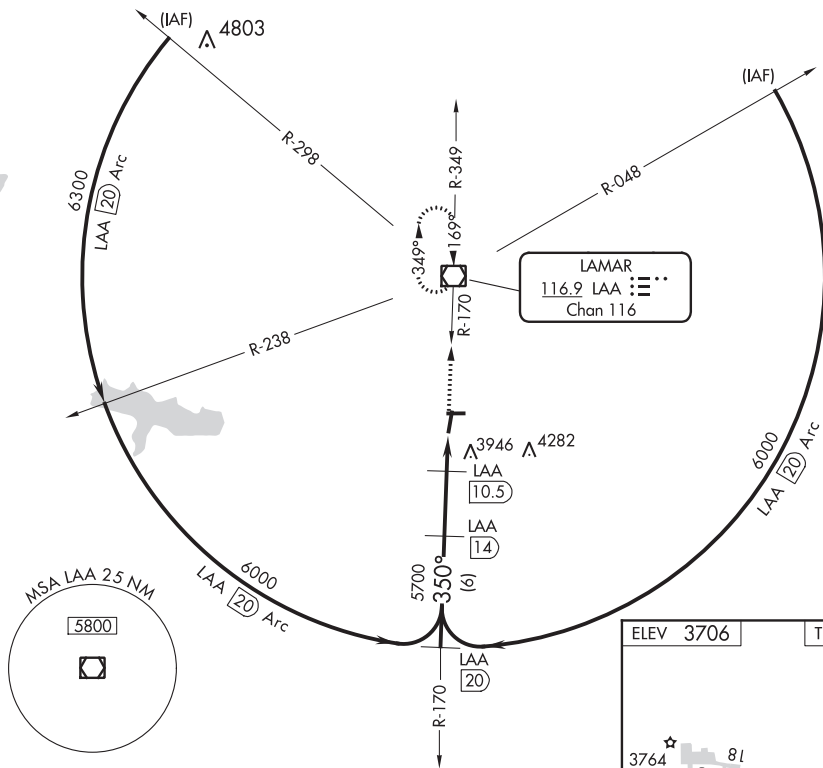
Procedure NA at night.

MISSED APPROACH: Climb to 6000 via LAA R-170 to LAA VOR/DME and hold.

ASOS
135.625

DENVER CENTER
133.4 377.175

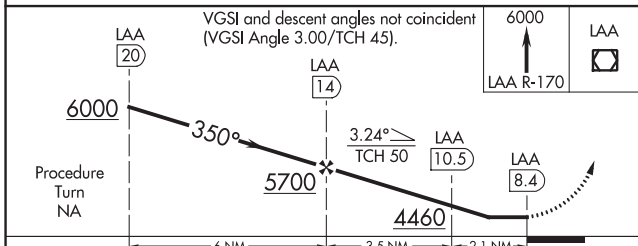
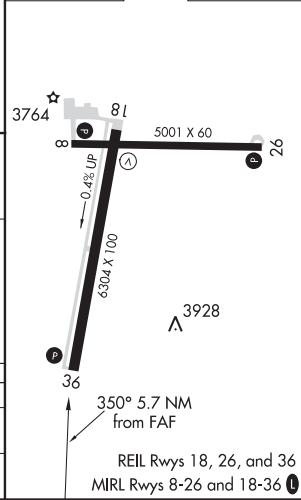
UNICOM
122.8 (CTAF)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3706 TDZE 3706



CATEGORY	A	B	C	D
S-36	4200-1 714 (800-1)	496 (500-1)	4200-1½ 496 (500-1½)	4200-1½ 496 (500-1½)
CIRCLING	4420-1 714 (800-1)	4420-1 714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)

LAMAR, COLORADO
Amdt 1B 01JUL10

38°04'N-102°41'W

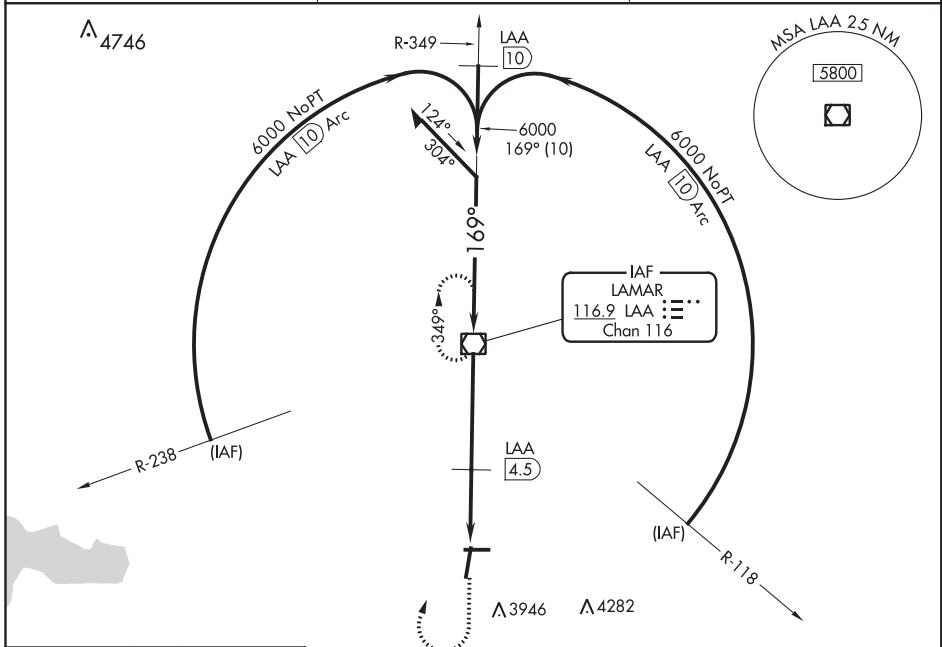
LAMAR MUNI (L.A.A)
VOR/DME RWY 36

VOR/DME LAA 116.9 Chan 116	APP CRS 169°	Rwy Idg TDZE Apt Elev	6304 3695 3706
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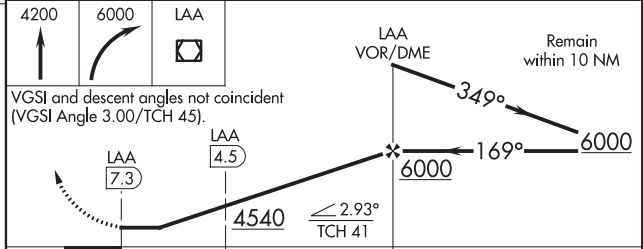
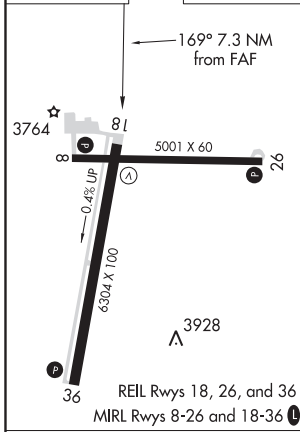
VOR RWY 18
LAMAR MUNI (L.A.A)

⚠ Helicopter visibility reduction below 1 SM NA.
⚠ Rwy 18 Straight-In and Circling and Circling Rwy 26 NA at night.
 MISSED APPROACH: Climb to 4200, then climbing right turn to 6000 direct LAA VOR/DME and hold.

ASOS 135.625	DENVER CENTER 133.4 377.175	UNICOM 122.8 (CTAF) 📻
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ELEV 3706	TDZE 3695
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CATEGORY	A	B	C	D
S-18	4540-1 847 (900-1)	4540-1¼ 847 (900-1¼)	4540-2½ 847 (900-2½)	4540-2¾ 847 (900-2¾)
CIRCLING	4540-1 836 (900-1)	4540-1¼ 836 (900-1¼)	4540-2½ 836 (900-2½)	4540-2¾ 836 (900-2¾)
DME MINIMA				
S-18	4260-1 565 (600-1)	4260-1½ 565 (600-1½)	4260-1¾ 565 (600-1¾)	4260-2 565 (600-2)
CIRCLING	4420-1 714 (800-1)	4420-2 714 (800-2)	4420-2¼ 714 (800-2¼)	4420-2½ 714 (800-2½)

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LAS CRUCES, NEW MEXICO

AL-869 (FAA)

16231

LOC/DME I-LRU 109.3 Chan 30	APP CRS 307°	Rwy Idg TDZE Apt Elev	7499 4444 4457
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ILS or LOC RWY 30

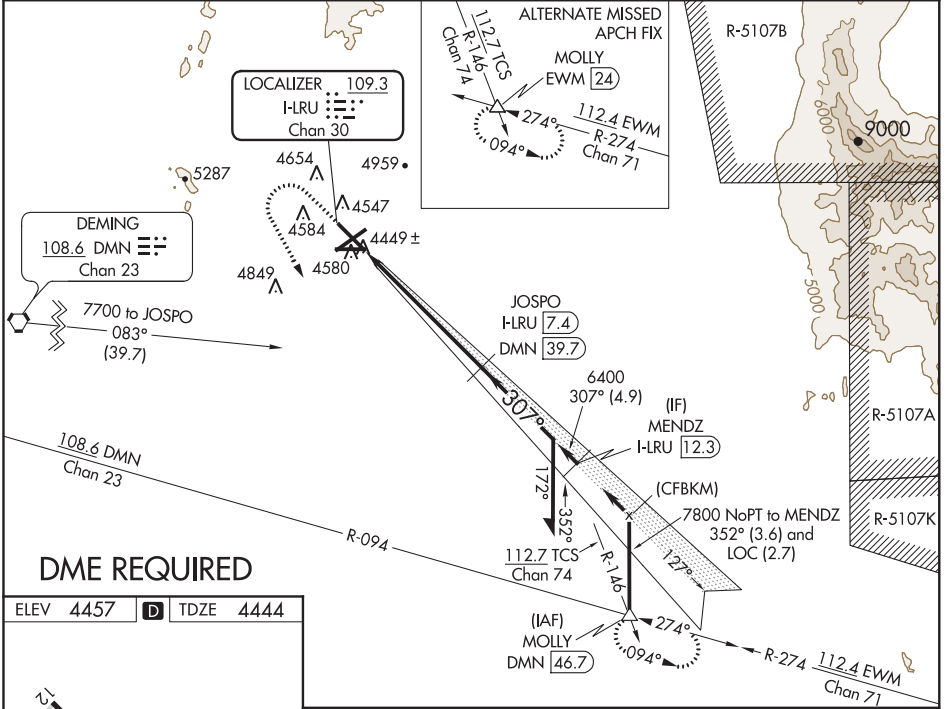
LAS CRUCES INTL(LRU)

NA DME required. When local altimeter setting not received, use Deming altimeter setting: increase DA to 4758 feet and all visibilities $\frac{1}{8}$ mile; increase all MDA 120 feet and visibility Cat C and D $\frac{1}{2}$ 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.

AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

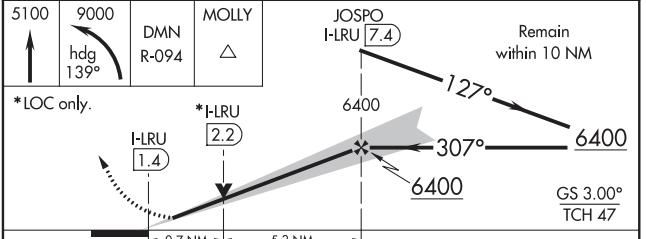
SW-1, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED

ELEV 4457	D	TDZE 4444
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REIL Rwy 12
HIRL Rwy 12-30
MIRL Rws 4-22 and 8-26
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 30	4644- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 30	4720- $\frac{1}{2}$ 276 (300- $\frac{1}{2}$)			
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2 $\frac{1}{2}$ 863 (900-2 $\frac{1}{2}$)	5320-2 $\frac{3}{4}$ 863 (900-2 $\frac{3}{4}$)

LAS CRUCES, NEW MEXICO
Amdt 3 18AUG16

32°17'N-106°55'W

ILS or LOC RWY 30

LAS CRUCES INTL(LRU)

WAAS CH 93836 W12A	APP CRS 127°	Rwy Idg TDZE Apt Elev	7499 4457 4457
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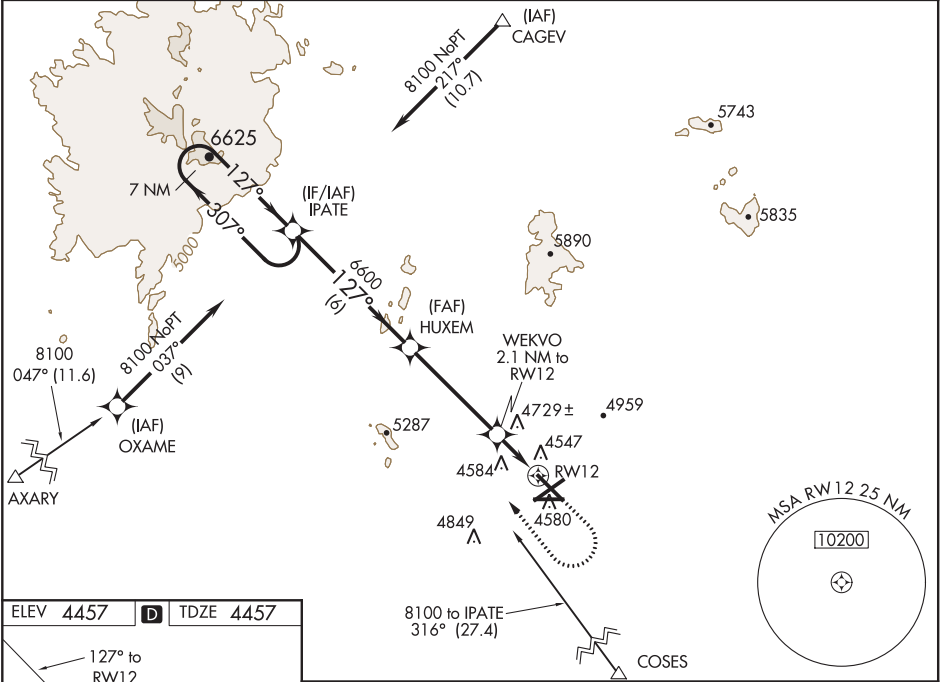
RNAV (GPS) RWY 12

LAS CRUCES INTL (LRU)

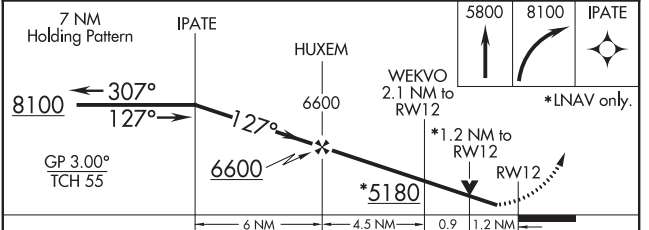
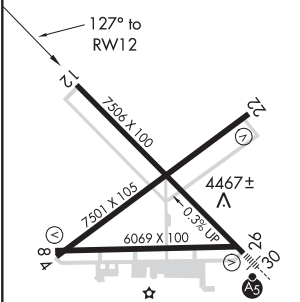
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12 °C (11°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting; increase 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-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF)
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ELEV 4457	D	TDZE 4457
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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)	4900-1⅓	443 (500-1⅓)
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2½ 863 (900-2½)	5320-2¾ 863 (900-2¾)

REIL Rwy 12
HIRL Rwy 12-30
MIRL Rwy 4-22 and 8-26

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LAS CRUCES, NEW MEXICO

AL-869 (FAA)


16231

WAAS CH 63136 W30A	APP CRS 307°	Rwy Idg TDZE Apt Elev	7499 4444 4457
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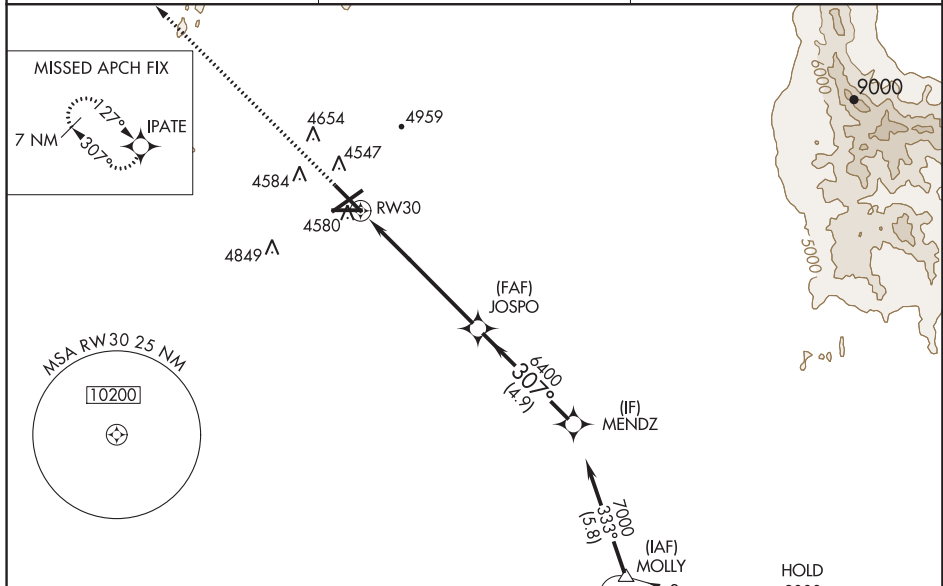
RNAV (GPS) RWY 30

LAS CRUCES INTL (LRU)

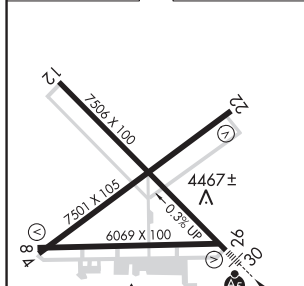
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 51°C (124°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Deming altimeter setting. When local altimeter setting not received, use Deming altimeter setting: increase LPV DA to 4758 feet, LNAV/VNAV DA to 4863 feet and all visibilities $\frac{3}{8}$ mile; increase all MDA 120 feet and visibility Cat C and D $\frac{1}{2}$ mile.

MALSRL

MISSED APPROACH: Climb to 9000 direct IPATE and hold, continue climb-in-hold to 9000.

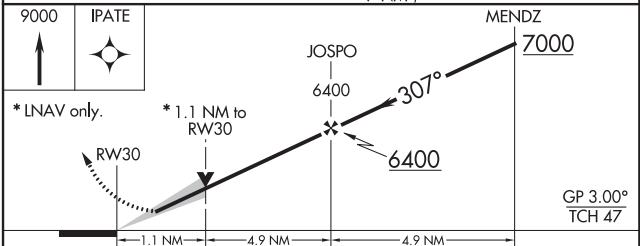
AWOS-3 119.025	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.7 (CTAF)
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ELEV 4457	D	TDZE 4444
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REIL Rwy 12
HIRL Rwy 12-30
MIRL Rwy 4-22 and 8-26



CATEGORY	A	B	C	D
LPV DA		4644- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
LNAV/VNAV DA		4749- $\frac{5}{8}$	305 (300- $\frac{5}{8}$)	
LNAV MDA	4840- $\frac{1}{2}$	396 (400- $\frac{1}{2}$)	4840- $\frac{5}{8}$	396 (400- $\frac{5}{8}$)
C CIRCLING	4900-1 443 (500-1)	5040-1 583 (600-1)	5320-2 $\frac{1}{2}$ 863 (900-2 $\frac{1}{2}$)	5320-2 $\frac{3}{4}$ 863 (900-2 $\frac{3}{4}$)

LAS CRUCES, NEW MEXICO
Amdt 2 18AUG16

32°17'N-106°55'W

RNAV (GPS) RWY 30

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 2

LAS VEGAS MUNI (LVS)

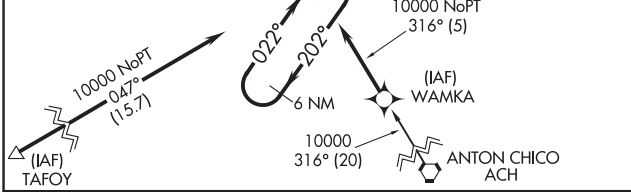
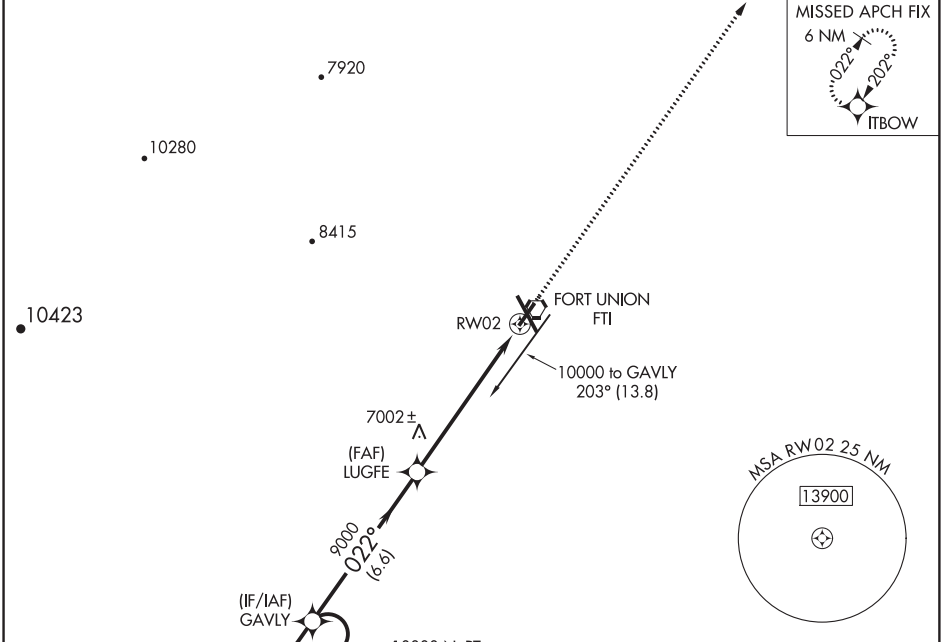
APP CRS 022°	Rwy Idg 5006
	TDZE 6870
	Apt Elev 6877

⚠ DME/DME RNP-0.3 NA.
 Inoperative table does not apply to Cat C.
 If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

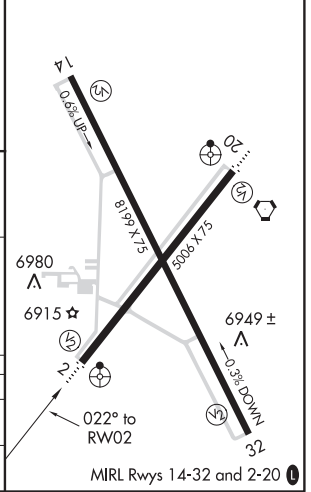


MISSED APPROACH: Climb to 10000 direct ITBOW and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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ELEV 6877	TDZE 6870
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6 NM Holding Pattern	GAVLY	10000	LUGFE	1.2 NM to RW02	10000	ITBOW
← 202°	022° →	← 022°	022° →	3.06° TCH 40	↑	✧
VDP NA when using Santa Fe Muni Altimeter Setting.		9000				
6.6 NM		5.3 NM		1.2		

CATEGORY	A	B	C	D
LNVA MDA	7280-3/4 410 (500-3/4)	410 (500-3/4)	7280-1 1/4 410 (500-1 1/4)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1 1/2 543 (600-1 1/2)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

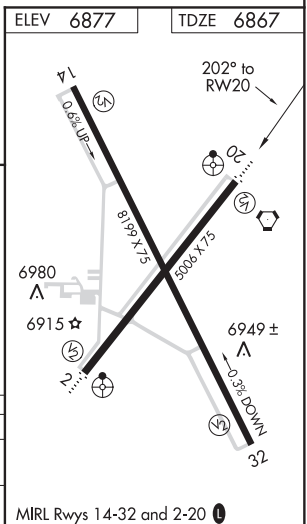
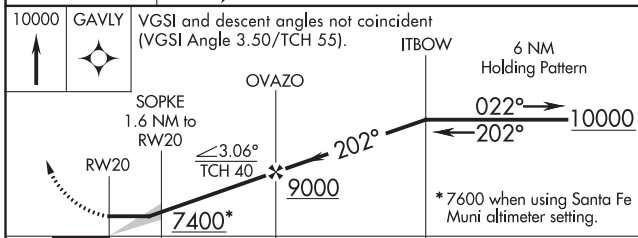
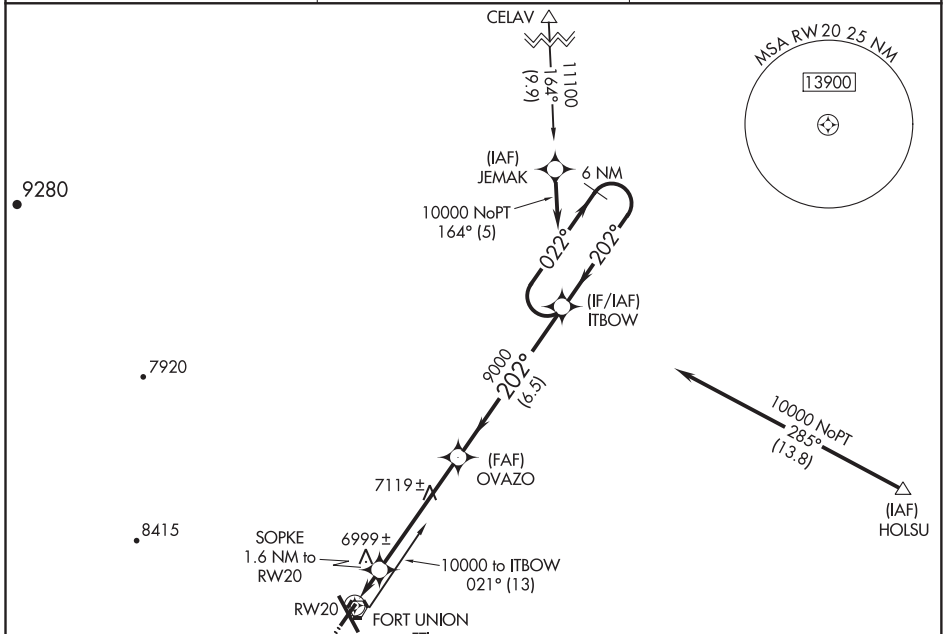
APP CRS 202°	Rwy Idg 5006
	TDZE 6867
	Apt Elev 6877

RNAV (GPS) RWY 20

LAS VEGAS MUNI (LVS)

<p>▼ DME/DME RNP-0.3 NA.</p> <p>▲ If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet. Straight-in minimums NA when using Santa Fe Muni altimeter setting.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 10000 direct GAVLY and hold.</p>
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ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	7260- $\frac{3}{4}$ 393 (400- $\frac{3}{4}$)			NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1 $\frac{1}{2}$ 543 (600-1 $\frac{1}{2}$)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS) RWY 32

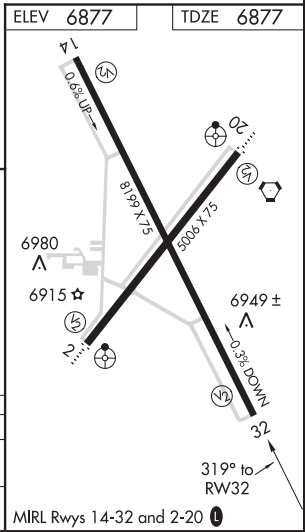
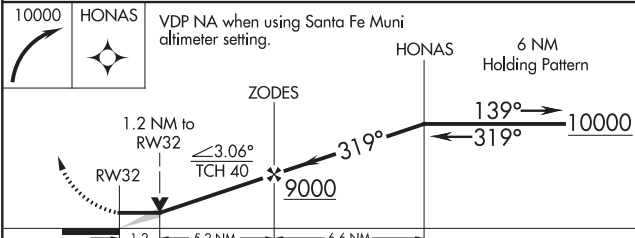
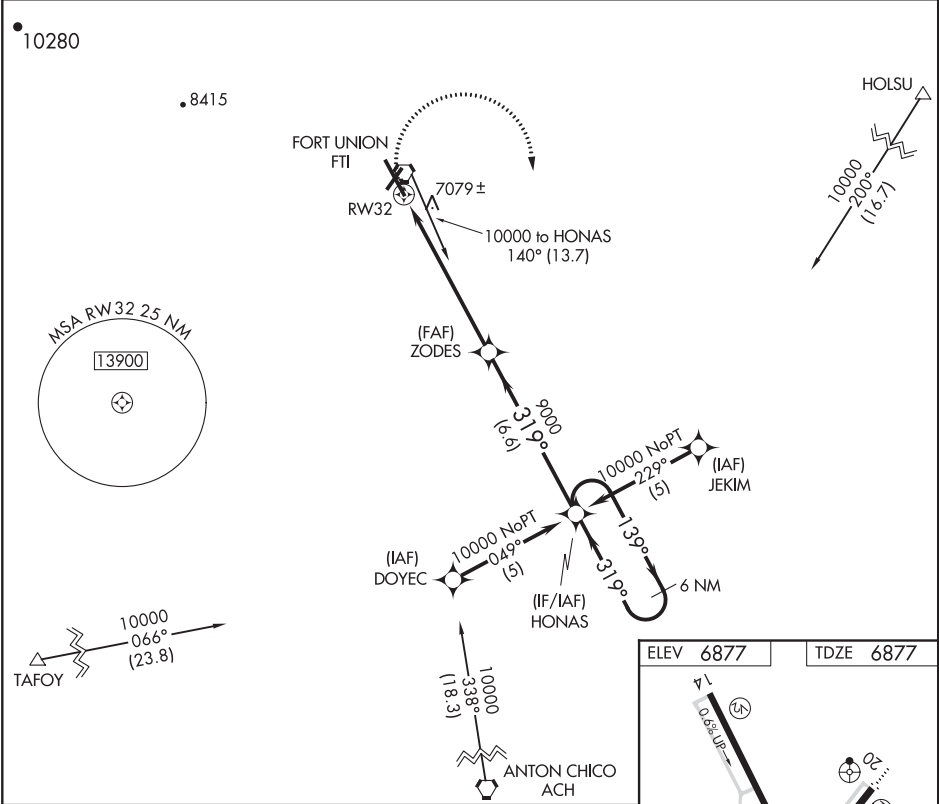
LAS VEGAS MUNI (LVS)

APP CRS 319°	Rwy Idg 8199
	TDZE 6877
	Apt Elev 6877

▽ DME/DME RNP-0.3 NA.
▲ If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 10000 direct HONAS and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNVA MDA	7320-1 443 (500-1)	443 (500-1)	7320-1½ 443 (500-1½)	NA
CIRCLING	7400-1 523 (600-1)	7420-1 543 (600-1)	7420-1½ 543 (600-1½)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VORTAC FTI 117.3 Chan 120	APP CRS 192°	Rwy Idg TDZE Apt Elev	5006 6867 6877
---	------------------------	-----------------------------	---

VOR RWY 20

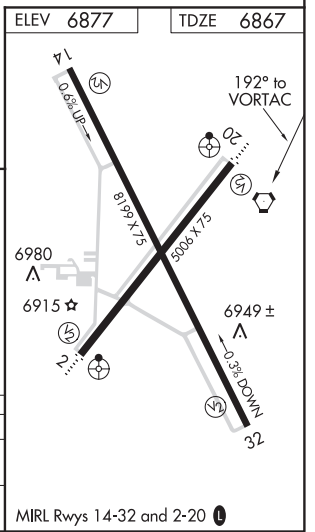
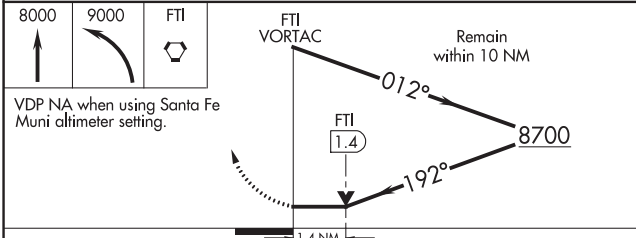
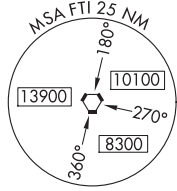
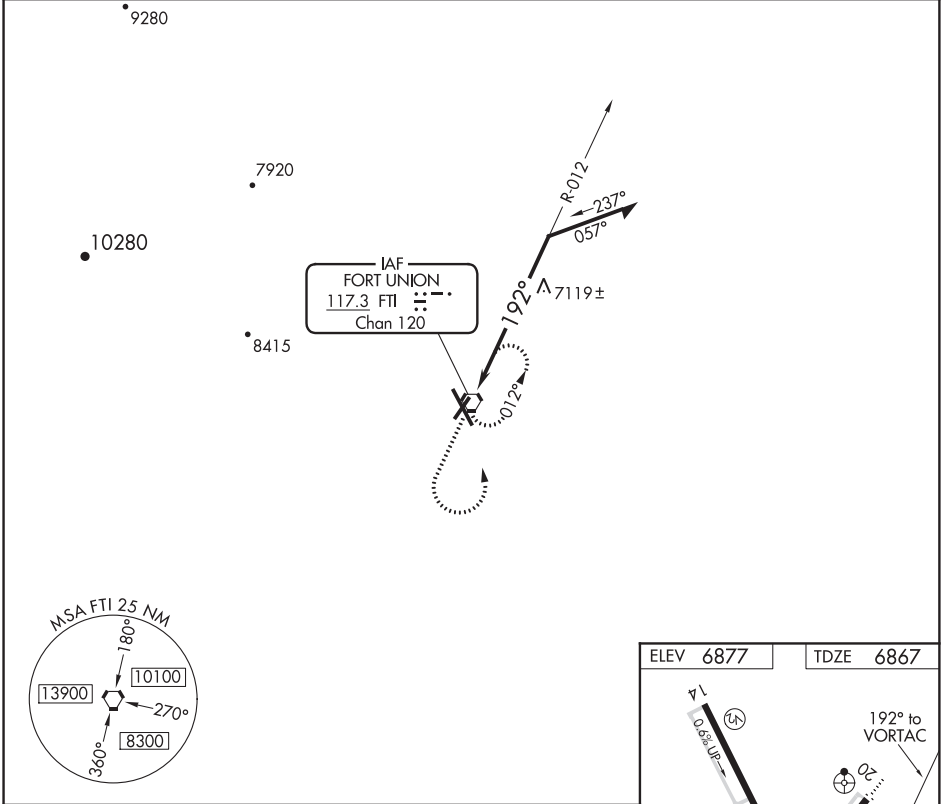
LAS VEGAS MUNI (LVS)

⚠ Inoperative table does not apply.
⚠ If local altimeter setting not received, use Santa Fe Muni altimeter setting and increase all MDAs 200 feet.

ODALS

MISSED APPROACH: Climb to 8000 then climbing left turn to 9000 direct FTI VORTAC and hold.

ASOS 118.525	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-20	7420-1	553 (600-1)	7420-1½ 553 (600-1½)	NA
CIRCLING	7420-1	543 (600-1)	7420-1½ 543 (600-1½)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6400
161°	TDZE	9934
	Apt Elev	9934

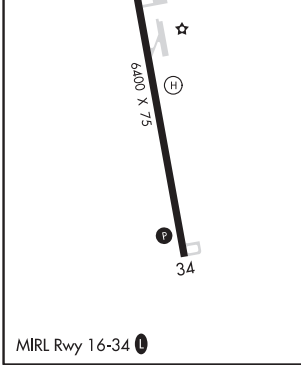
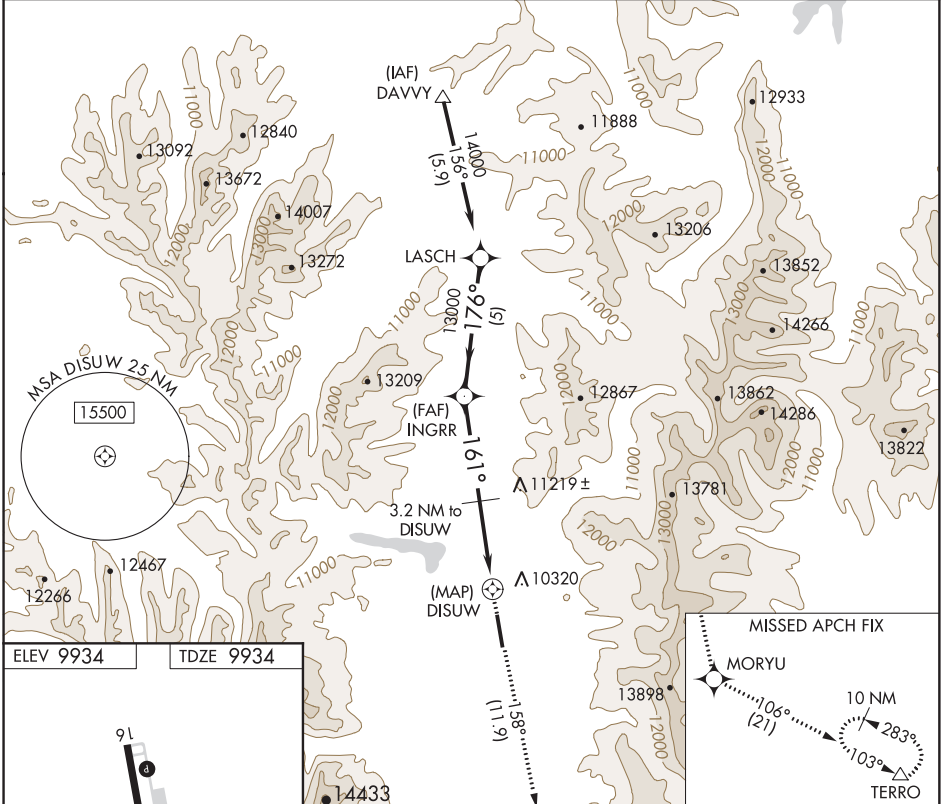
GPS RWY 16

LAKE COUNTY (L.XV)

NA
 -26°C/-15°F

MISSED APPROACH: Climb to 16000 via 158° course to MORYU WP, then via 106° course to TERRO WP and hold.

ASOS 118.375	DENVER CENTER 119.85 363.15	UNICOM 122.8 (CTAF) U
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Procedure Turn NA

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).

	LASCH	INGRR	DISUW
	14000	13000	11540
	176°	3.62° TCH 45	161°
	5 NM	3.8 NM	3.2 NM
CATEGORY	A	B	C
S-16	11360-1¼ 1426 (1500-1¼)	11360-1½ 1426 (1500-1½)	NA
CIRCLING	11360-1¼ 1426 (1500-1¼)	11360-1½ 1426 (1500-1½)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(DAVY1.DAVY) 16035

DAVY ONE DEPARTURE (OBSTACLE) (RNAV)

SL-9146 (FAA)

LAKE COUNTY (LXV)
LEADVILLE, COLORADO

DENVER CENTER
119.85 363.15

DAVY



343°
(17)

LOWI

(3)



- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 34: Standard with minimum climb of 364' per NM to 13500.

Rwy 16: NA, ATC.

TAKEOFF OBSTACLE NOTES

Rwy 34: Multiple trees beginning 71' from DER, 378' right of centerline, up to 100' AGL/10042' MSL.

Tree 37' from DER, 140' left of centerline, 100' AGL/10019 MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 34: Climb to 16000 direct LOWI and via 343° track to DAVY.
Then via assigned route.

DAVY ONE DEPARTURE (OBSTACLE) (RNAV)

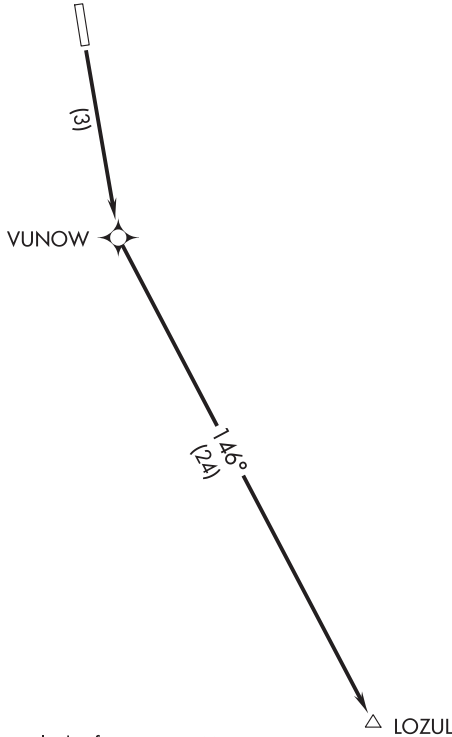
(DAVY1.DAVY) 10APR08

LEADVILLE, COLORADO
LAKE COUNTY (LXV)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER CENTER
119.85 363.15



- NOTE: GPS required.
- NOTE: RNAV 1.
- NOTE: RADAR required.

TAKEOFF MINIMUMS

Rwy 16: Standard with minimum climb of 322' per NM to 14300.
Rwy 34: NA, ATC.

TAKEOFF OBSTACLE NOTE

- Rwy 16: Tree 181' from DER, 546' left of centerline, 9948' MSL.
- Tree 276' from DER, 515 left of centerline, 9938' MSL.
- Transmission line tower 499' from DER, 632' left of centerline, 9989' MSL.
- Pole 10' from DER, 17' left of centerline, 2' AGL/9926' MSL.
- Pole 10' from DER, 17' right of centerline, 2' AGL/9926' MSL.
- Sign 14' from DER, 199' left of centerline, 4' AGL/ 9926' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 16400 direct VUNOW and on track 146° to LOZUL, then on assigned route.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LONGMONT, COLORADO

AL-9041 (FAA)

15232

WAAS CH 86834 W29A	APP CRS 293°	Rwy Idg TDZE Apt Elev	4799 5047 5055
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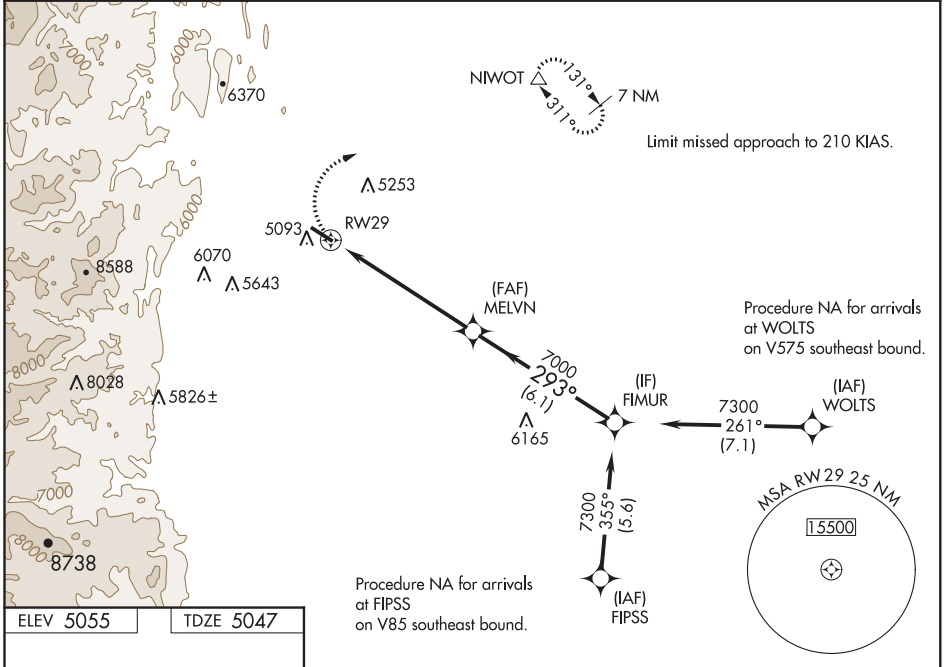
RNAV (GPS) RWY 29

VANCE BRAND (LMO)

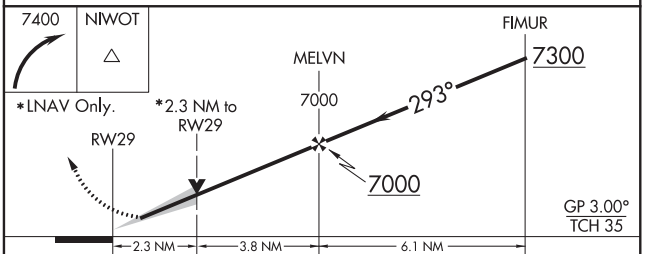
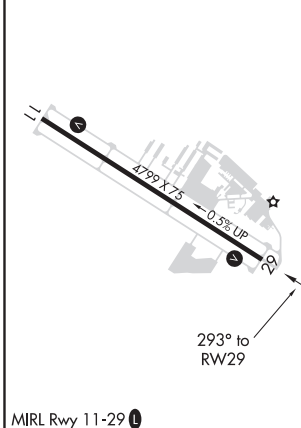
⚠ Baro-VNAV NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 52°C (127°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA and MDA 120 feet, increase LPV all Cats visibility 3/8 mile, LNAV/VNAV all Cats visibility 1/2 mile, LNAV Cat A and Circling Cat A and C visibility 1/4 mile.

⚠ MISSED APPROACH: Climbing right turn to 7400 direct NWOT and hold, continue climb-in-hold to 7400.

AWOS-3 120.0	DENVER APP CON 126.1 360.75	UNICOM 122.975 (CTAF) 0
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ELEV 5055	TDZE 5047
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CATEGORY	A	B	C	D
LPV DA		5338-1	291 (300-1)	
LNAV/VNAV DA		5387-1 1/8	340 (400-1 1/8)	
LNAV MDA	5800-1 753 (800-1)	5800-1 1/4 753 (800-1 1/4)	5800-2 1/2	753 (800-2 1/2)
C CIRCLING	5800-1 745 (800-1)	5800-1 1/4 745 (800-1 1/4)	5860-2 1/2 805 (900-2 1/2)	6480-3 1425 (1500-3)

LONGMONT, COLORADO
Amdt 2A 01MAY14

40°10'N-105°10'W

RNAV (GPS) RWY 29

VANCE BRAND (LMO)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	N/A
346°	TDZE	N/A
	Apt Elev	5055

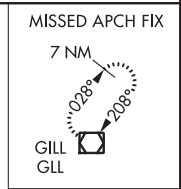
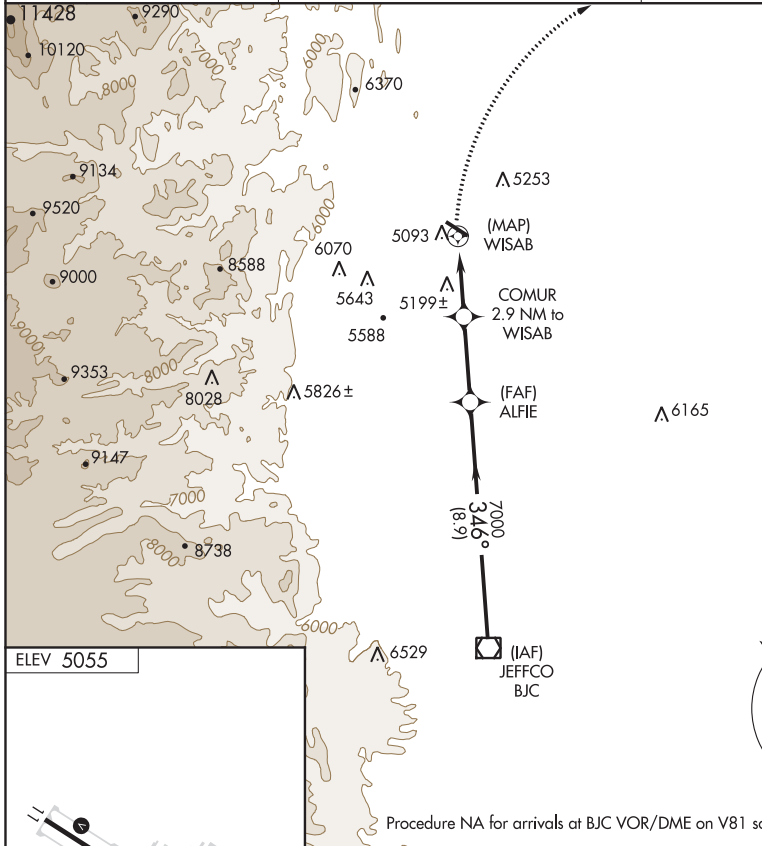
RNAV (GPS)-B

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.

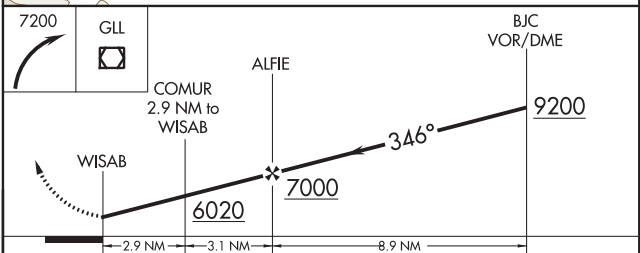
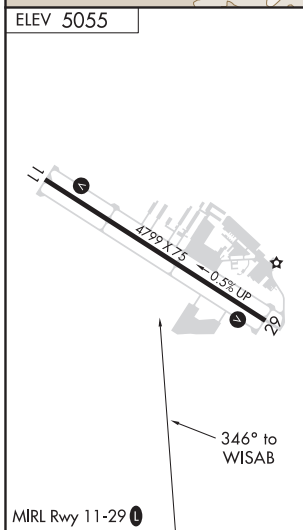
MISSED APPROACH: Climbing right turn to 7200 direct GLL VOR/DME and hold.

AWOS-3 120.0	DENVER APP CON 126.1 360.75	UNICOM 122.975 (CTAF) 📻
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	5560-1 505 (600-1)		5580-1½ 525 (600-1½)	5620-2 565 (600-2)

LONGMONT, COLORADO

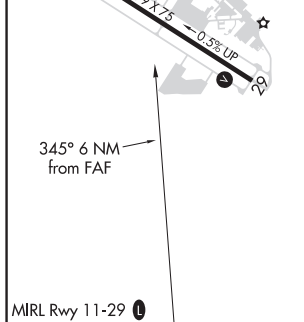
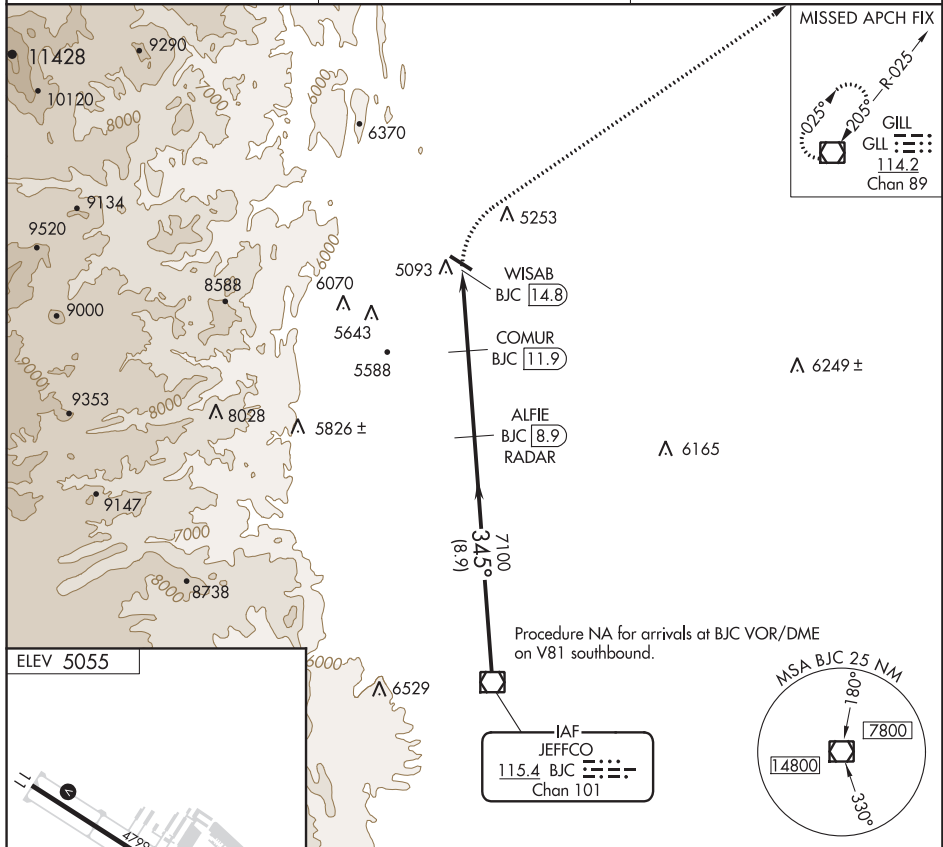
AL-9041 (FAA)

14261

VOR/DME BJC 115.4 Chan 101	APP CRS 345°	Rwy Idg TDZE Apt Elev	N/A N/A 5055
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VOR/DME-A
VANCE BRAND (LMO)

<p>⚠ 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.</p>	<p>MISSED APPROACH: Climbing right turn to 7000 direct GLL VOR/DME and hold.</p>	
<p>AWOS-3 120.0</p>	<p>DENVER APP CON 126.1 360.75</p>	<p>UNICOM 122.975 (CTAF) 📻</p>



7000	GLL				
		WISAB BJC 14.8	COMUR BJC 11.9	ALFIE BJC 8.9 RADAR	BJC VOR/DME 9200
		6020	7100	345°	
		2.9 NM	3.1 NM	8.9 NM	
CATEGORY	A	B	C	D	
CIRCLING	5640-1	585 (600-1)	5640-1½ 585 (600-1½)	5640-2 585 (600-2)	

LONGMONT, COLORADO
Amdt 2A 29MAY14

40°10'N-105°10'W

VANCE BRAND (LMO)
VOR/DME-A

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 82028 W27A	APP CRS 272°	Rwy Idg TDZE Apt Elev	6000 7126 7171
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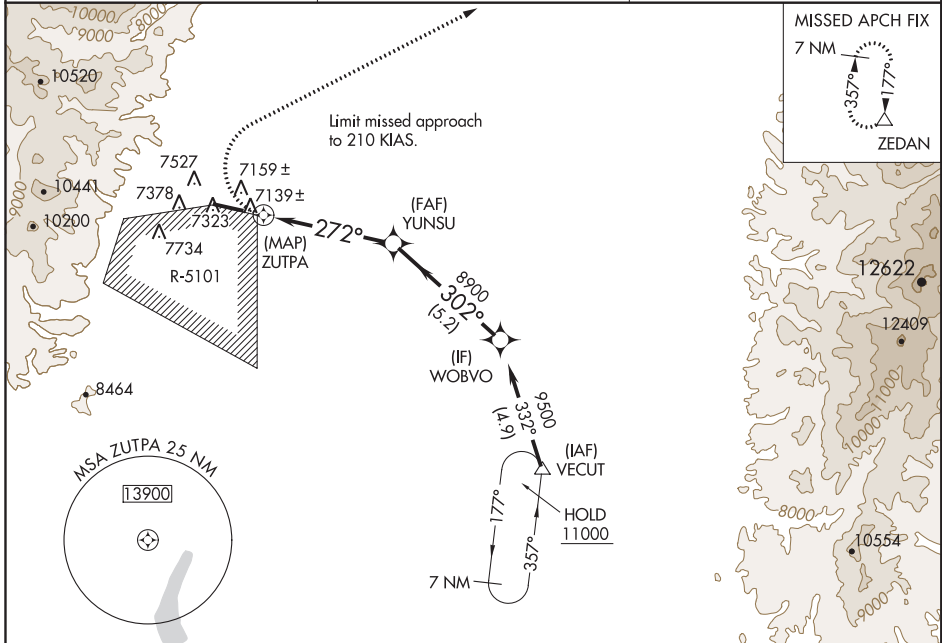
RNAV (GPS) Y RWY 27

LOS ALAMOS (L.AM)

⚠ 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.

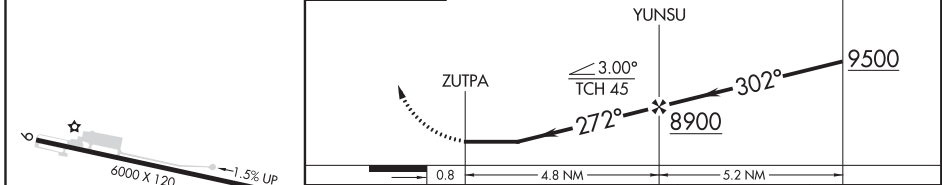
AWOS-3 124.175	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 123.0 (CTAF) Ⓛ
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 7171	TDZE 7126	11000	ZEDAN
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CATEGORY	A	B	C	D
LP MDA*	7580-1	454 (500-1)	7580-1 $\frac{3}{8}$ 454 (500-1 $\frac{3}{8}$)	NA
LP MDA	7700-1	574 (600-1)	7700-1 $\frac{7}{8}$ 574 (600-1 $\frac{7}{8}$)	NA
LNAV MDA*	7640-1	514 (500-1)	7640-1 $\frac{5}{8}$ 514 (500-1 $\frac{5}{8}$)	NA
LNAV MDA	7880-1 754 (800-1)	7880-1 $\frac{1}{4}$ 754 (800-1 $\frac{1}{4}$)	7880-2 $\frac{1}{2}$ 754 (800-2 $\frac{1}{2}$)	NA
CIRCLING	NA			

REIL Rwy 27 **Ⓛ**
MIRL Rwy 9-27 **Ⓛ**

WAAS CH 56329 W27B	APP CRS 272°	Rwy Idg TDZE Apt Elev	6000 7126 7171
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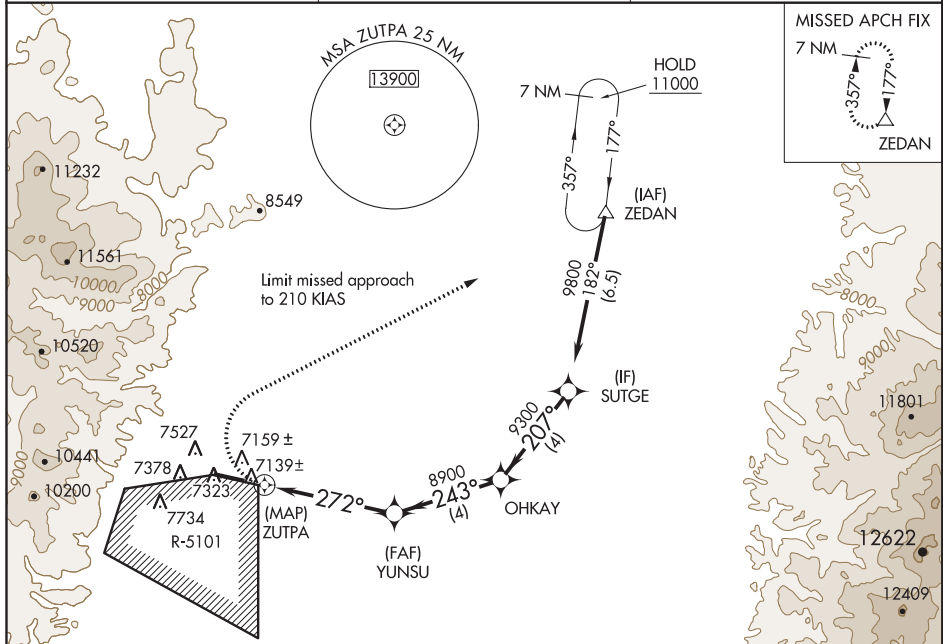
RNAV (GPS) Z RWY 27

LOS ALAMOS (L.A.M)

⚠ 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.

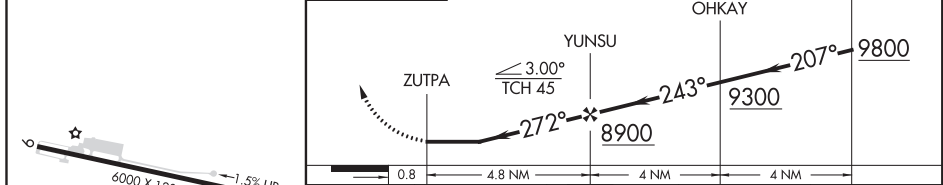
AWOS-3 124.175	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 123.0 (CTAF) 📻
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 7171	TDZE 7126	11000	ZEDAN
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CATEGORY	A	B	C	D
LP MDA*	7580-1	454 (500-1)	7580-1 $\frac{3}{8}$ 454 (500-1 $\frac{3}{8}$)	NA
LP MDA	7700-1	574 (600-1)	7700-1 $\frac{7}{8}$ 574 (600-1 $\frac{7}{8}$)	NA
LNAV MDA*	7640-1	514 (500-1)	7640-1 $\frac{5}{8}$ 514 (500-1 $\frac{5}{8}$)	NA
LNAV MDA	7880-1 754 (800-1)	7880-1 $\frac{1}{4}$ 754 (800-1 $\frac{1}{4}$)	7880-2 $\frac{1}{2}$ 754 (800-2 $\frac{1}{2}$)	NA
CIRCLING	NA			

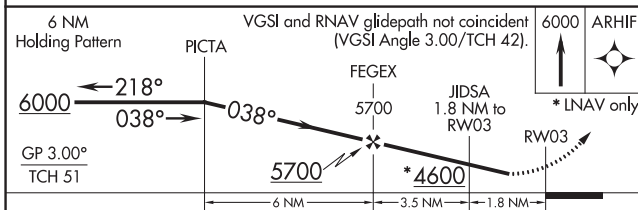
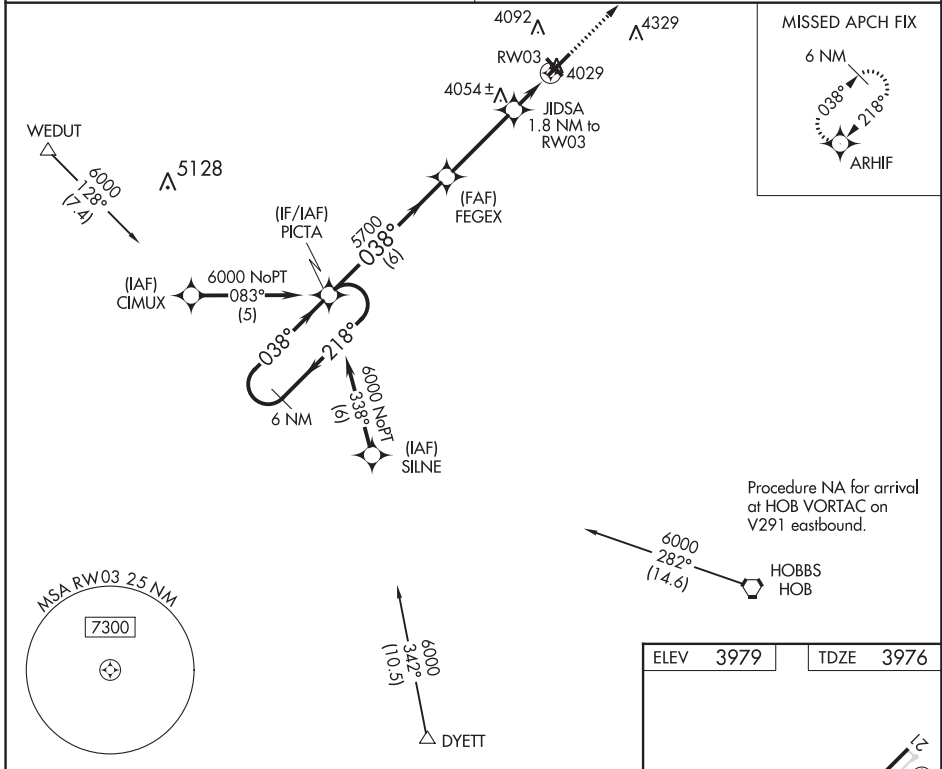
REIL Rwy 27 **📻**
MIRL Rwy 9-27 **📻**

WAAS CH 70436 W03A	APP CRS 038°	Rwy Idg TDZE Apt Elev	6001 3976 3979
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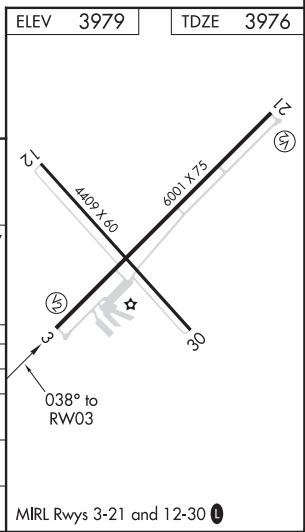
RNAV (GPS) RWY 3
LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

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.
MISSED APPROACH: Climb to 6000 direct ARHIF and hold.

FORT WORTH CENTER 133.1 298.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	4314-1 1/8	338 (400-1 1/8)		NA
LNAV/VNAV DA	4314-1 1/8	338 (400-1 1/8)		NA
LNAV MDA	4400-1	424 (500-1)	4400-1 1/4 424 (500-1 1/4)	NA
C CIRCLING	4480-1	501 (600-1)	4720-2 1/4 741 (800-2 1/4)	NA



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 45636 W21A	APP CRS 218°	Rwy Idg TDZE Apt Elev	6001 3972 3979
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RNAV (GPS) RWY 21

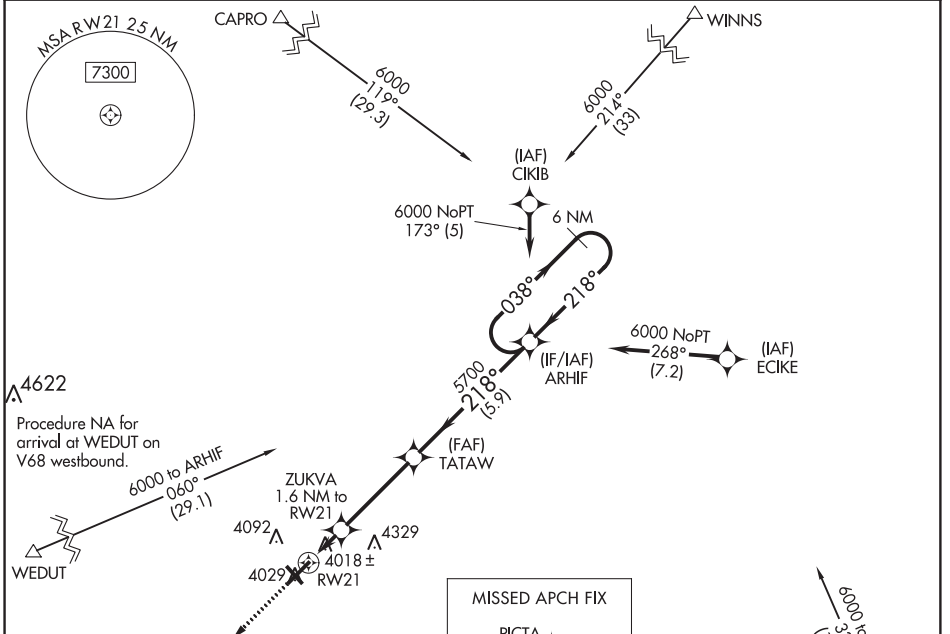
LEA COUNTY-ZIP FRANKLIN MEMORIAL (E06)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Hobbs altimeter setting, when not received, procedure NA. Helicopter visibility reduction below 3/4 SM NA.

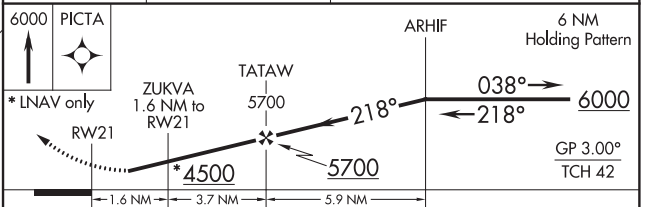
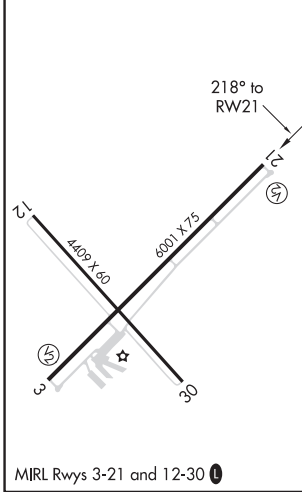
MISSED APPROACH: Climb to 6000 direct PICTA and hold.

FORT WORTH CENTER 133.1 298.95

UNICOM 122.8 (CTAF) 0



ELEV 3979	TDZE 3972
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CATEGORY	A	B	C	D
LPV DA	4310-1 1/8	338 (400-1 1/8)		NA
LNAV/VNAV DA	4310-1 1/8	338 (400-1 1/8)		NA
LNAV MDA	4360-1	388 (400-1)	4360-1 1/8 388 (400-1 1/8)	NA
CIRCLING	4480-1	501 (600-1)	4720-2 1/4 741 (800-2 1/4)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

CTAF/UNICOM
122.8



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

32°57.5'N

FIELD
ELEV
3979

ELEV
3967

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

32°57.0'N

RWY 03-21
PCN 5 F/B/Y/T
S-12

RWY 12-30
PCN 3 F/D/Y/T
S-12

ELEV
3976

HANGARS

ELEV
3970

103°24.5'W

103°24.0'W

AIRPORT DIAGRAM

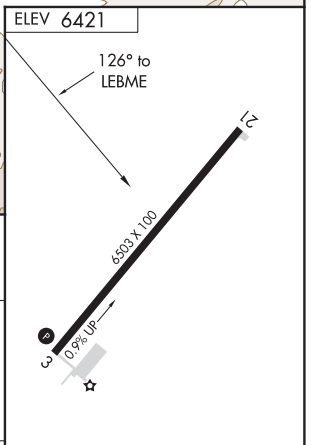
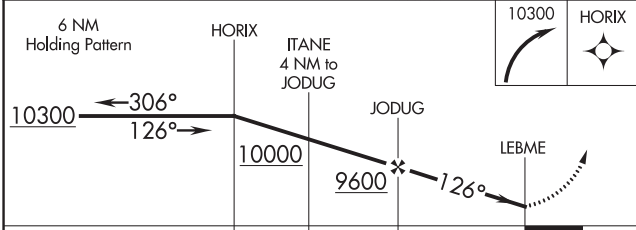
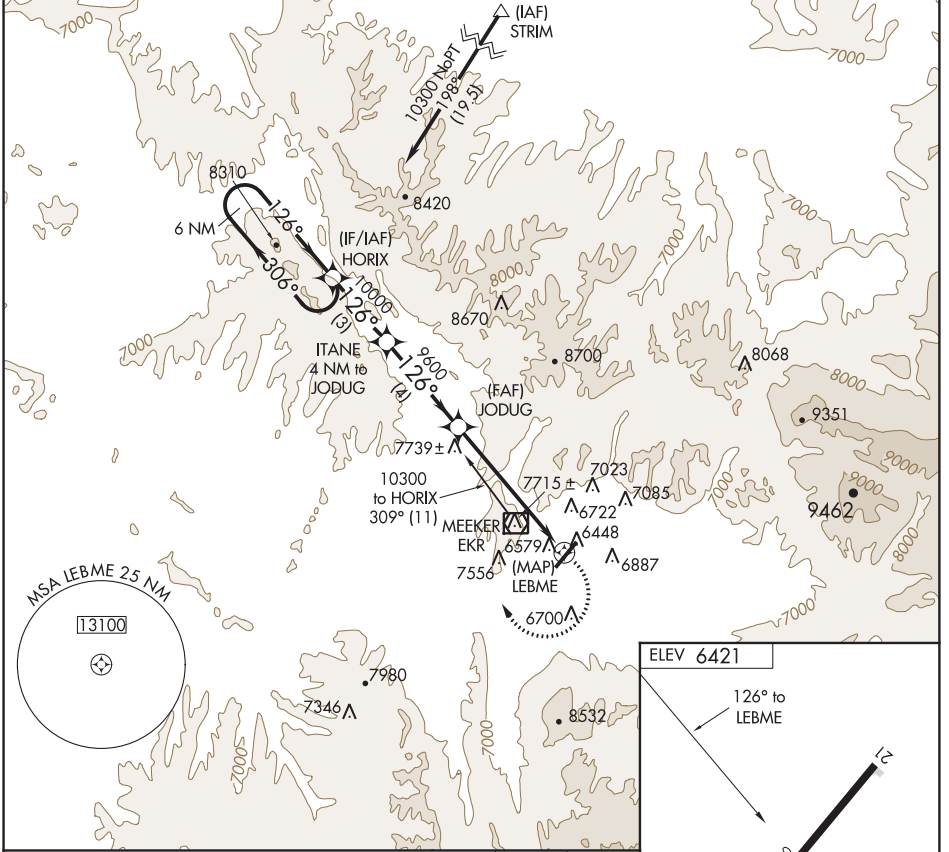
APP CRS	Rwy Idg	N/A
126°	TDZE	N/A
	Apt Elev	6421

RNAV (GPS)-B

MEEKER COULTER FIELD (EEO)

⚠ DME/DME RNP-0.3 NA. Circling not authorized west of Rwy 3-21. Night Landing: Rwy 21 NA.
⚠ -17°C/1°F Helicopter visibility reduction below 1 SM NA.
⚠ MISSED APPROACH: Climbing right turn to 10300 direct HORIX WP and hold.

ASOS 135.525	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF) 📶
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CATEGORY	A	B	C	D
CIRCLING	7960-1¼ 1539 (1600-1¼)	7960-1½ 1539 (1600-1½)	7960-3 1539 (1600-3)	NA

REIL Rwy 3-21 **📶**
 MRL Rwy 3-21 **📶**

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

MEEKER, COLORADO

AL-6601 (FAA)

16091

VOR/DME EKR 115.2 Chan 99	APP CRS 107°	Rwy Idg TDZE Apt Elev N/A N/A 6421
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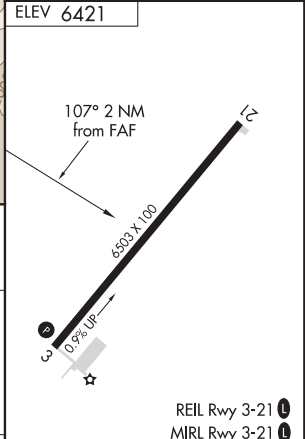
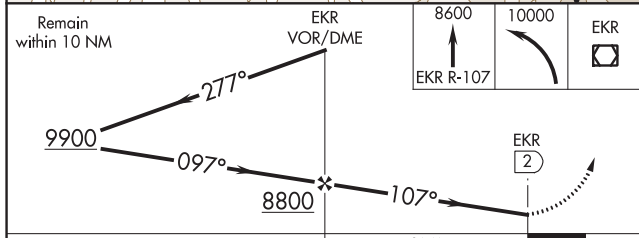
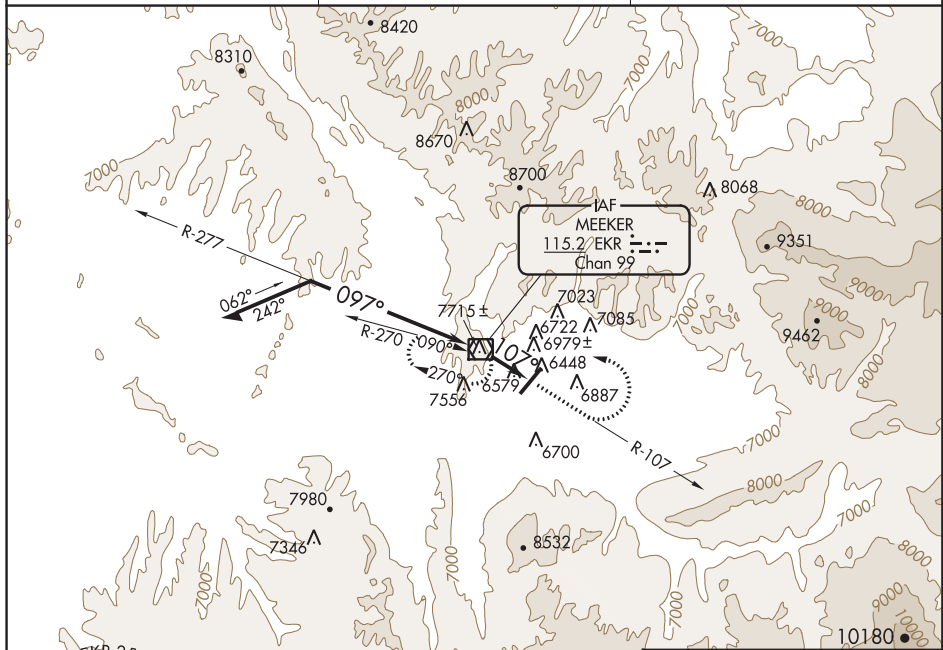
VOR-A
MEEKER COULTER FIELD (E/O)

NA
 -17°C/1°F

 Circling not authorized west of Rwy 3-21.
 Night landing: Rwy 21 NA.
 Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb via EKR VOR/DME R-107 to 8600, then climbing left turn to 10000 direct EKR VOR/DME and hold.

ASOS 135.525	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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CATEGORY	FAF to MAP 2 NM			
	A	B	C	D
CIRCLING	8000-1¼ 1579 (1600-1¼)	8000-1½ 1579 (1600-1½)	8000-3 1579 (1600-3)	NA
	Knots 60	90	120	150
	Min:Sec 2:00	1:20	1:00	0:48
		180	0:48	0:40

MEEKER, COLORADO
Amdt 1A 31MAR16

40°03'N-107°53'W

MEEKER COULTER FIELD (E/O)
VOR-A

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 302°	Rwy Idg TDZE Apt Elev	N/A N/A 7611
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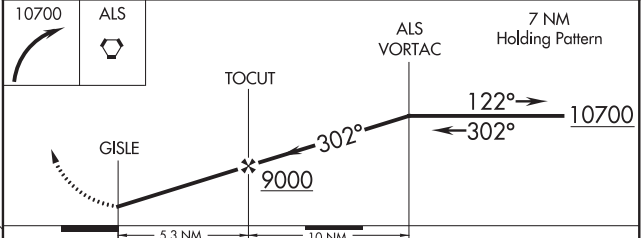
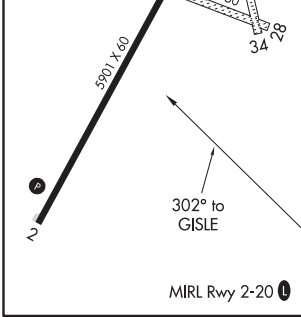
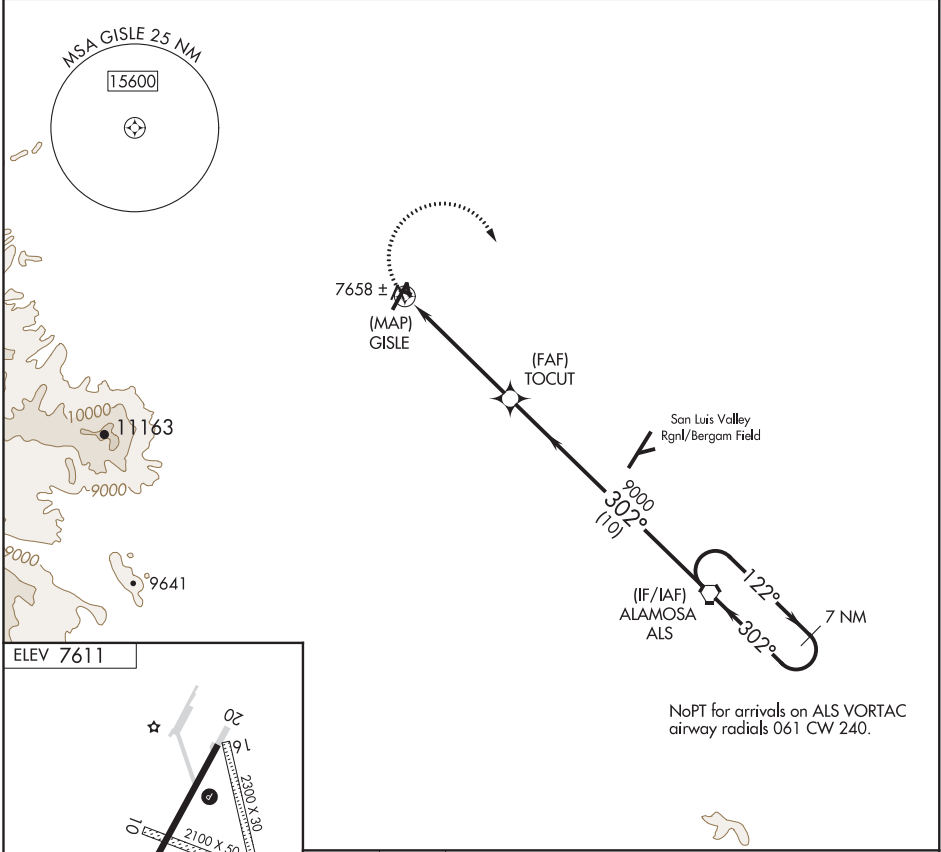
RNAV (GPS)-B

MONTE VISTA MUNI (MVI)

NA Use Alamosa altimeter setting. Circling to Rwy 10-28 and Rwy 16-34 NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 10700 direct ALS VORTAC and hold.

ALAMOSAS ASOS 135.175	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1½ 469 (500-1½)	8180-2 569 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

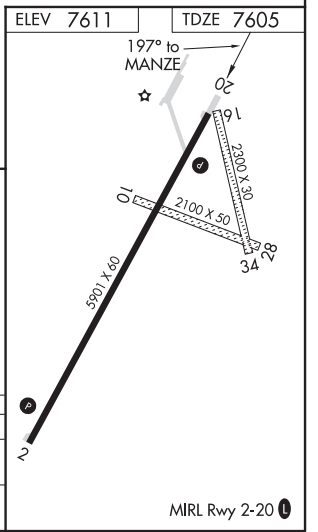
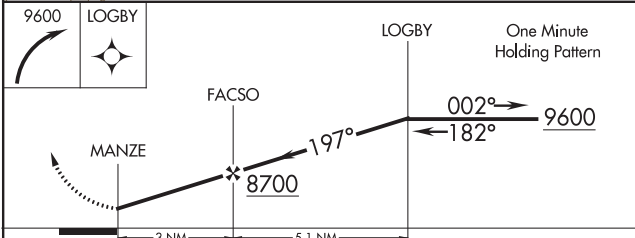
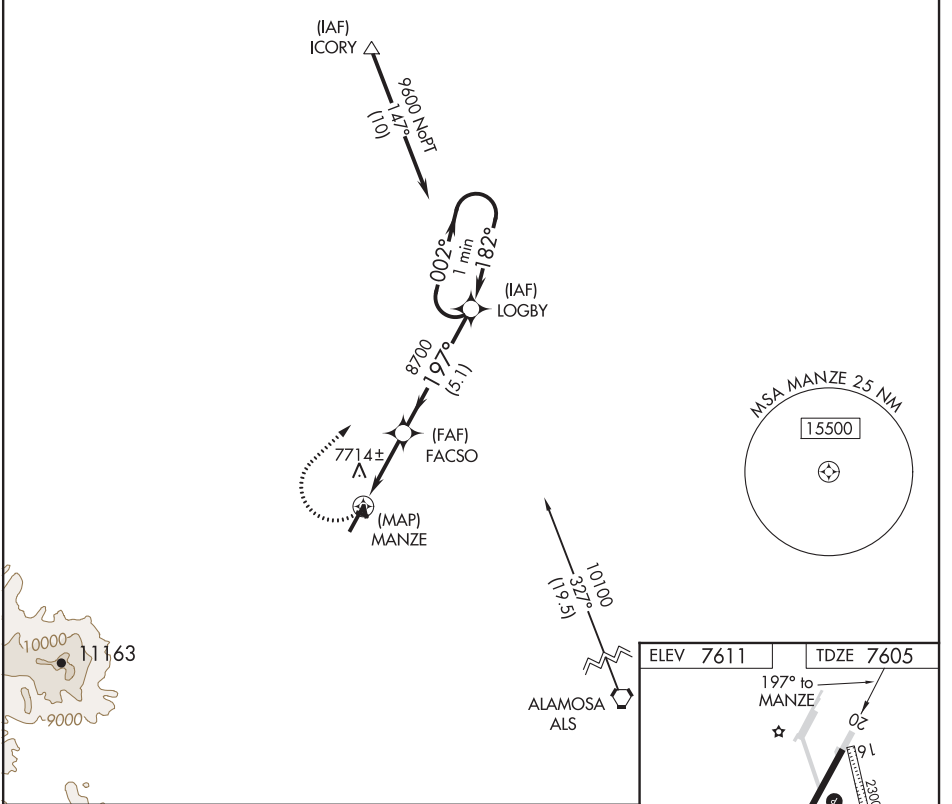
SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 197°	Rwy Idg 5901
	TDZE 7605
	Apt Elev 7611

GPS RWY 20
MONTE VISTA MUNI (MVI)

<p>NA Use Alamosa altimeter setting. Circling to Rwy 10-28 and Rwy 16-34 NA.</p>	<p>MISSED APPROACH: Climbing right turn to 9600 direct LOGBY WP and hold.</p>
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<p>DENVER CENTER 128.375 379.95</p>	<p>UNICOM 122.8 (CTAF)</p>
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CATEGORY	A	B	C	D
S-20	8000-1 395 (400-1)		8000-1¼ 395 (400-1¼)	
CIRCLING	8020-1 409 (500-1)	8080-1 469 (500-1)	8080-1½ 469 (500-1½)	8180-2 569 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

LOC I-MTJ 111.3	APP CRS 168°	Rwy Idg 10000 TDZE 5708 Apt Elev 5759
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ILS or LOC/DME RWY 17

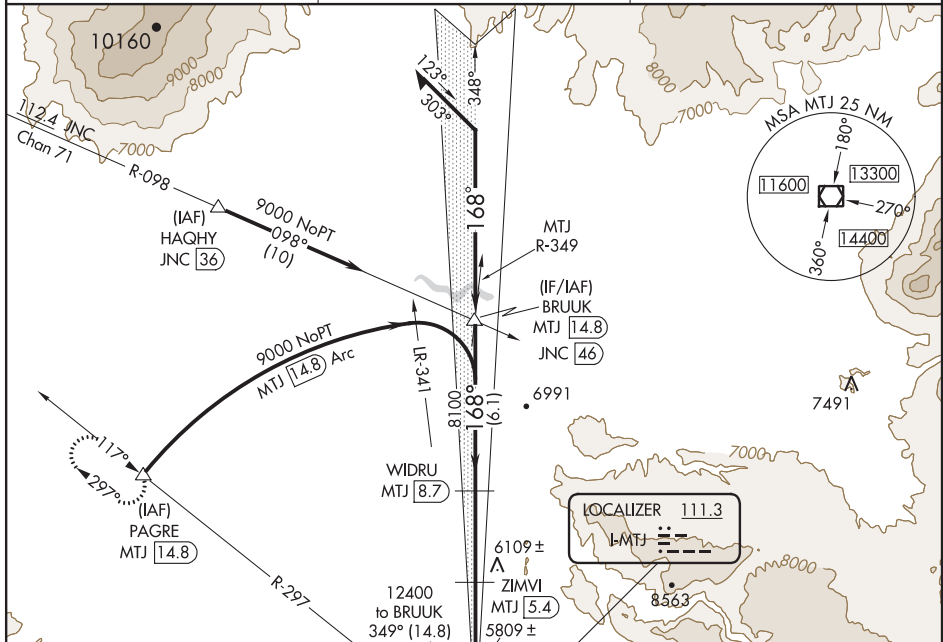
MONTROSE RGNL (MTJ)

▼ DME required. DME from MTJ VOR/DME. Simultaneous reception of I-MTJ and MTJ DME required. Night landing **▲** Rwy 13 operational VGSi required, remain on or above VGSi glidepath until threshold. Night landing Rwy 31 NA.

MALS 

MISSED APPROACH: Climb to 6200 then climbing right turn to 11000 via heading 325° and MTJ VOR/DME R-297 to PAGRE/MTJ 14.8 DME and hold, continue climb-in-hold to 11000.

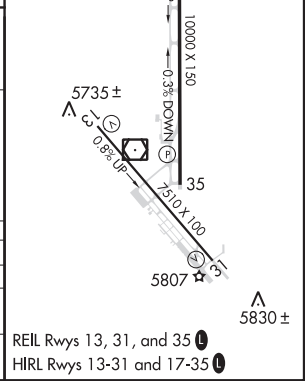
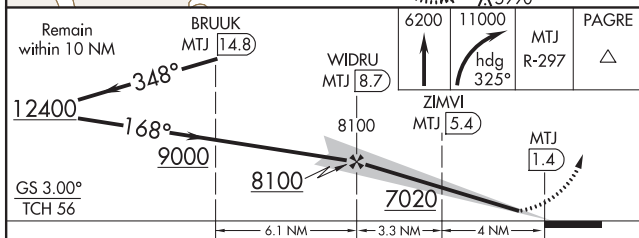
ASOS 135.225	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5759	D	TDZE 5708
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CATEGORY	A	B	C	D
S-ILS 17		5908-1/2 200 (200-1/2)		
S-LOC 17		6060-1/2 352 (400-1/2)		6060-3/4 352 (400-3/4)
CIRCLING	6260-1 501 (600-1)	6420-1 661 (700-1)	6640-2 3/4 881 (900-2 3/4)	6700-3 941 (1000-3)

APP CRS	Rwy Idg	7510
127°	TDZE	5723
	Apt Elev	5759

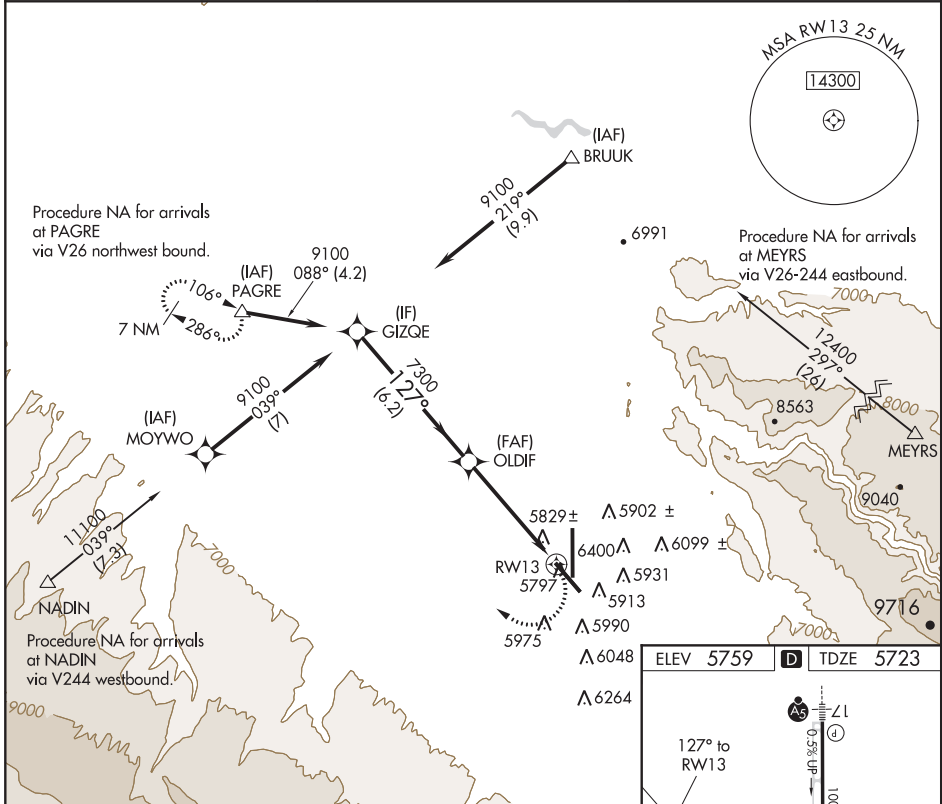
RNAV (GPS) RWY 13

MONTROSE RGNL (MTJ)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
⚠ Night landing Rwy 13 operational VGSi required, remain on or above VGSi glidepath until threshold. Night landing Rwy 31 NA.

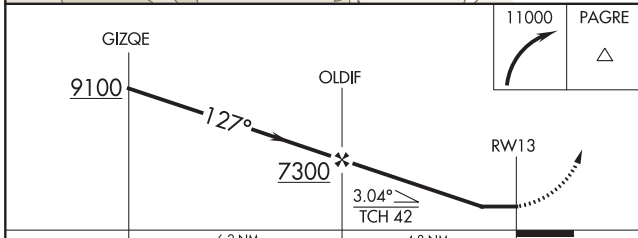
MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS 135.225	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV	5759	TDZE	5723
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AS	Z1
0.5% UP	10000 X 1.90
0.3% DOWN	35
0.8% UP	2510 X 1.00
	5807

REIL Rws 13, 31 and 35
 HIRL Rws 13-31 and 17-35

CATEGORY	A	B	C	D
LNVA MDA	6160-1	441 (500-1)	6160-1¼ 441 (500-1¼)	6160-1½ 441 (500-1½)
CIRCLING	6260-1 501 (600-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6700-3 941 (1000-3)

APP CRS	Rwy Idg	10000
340°	TDZE	5734
	Apt Elev	5759

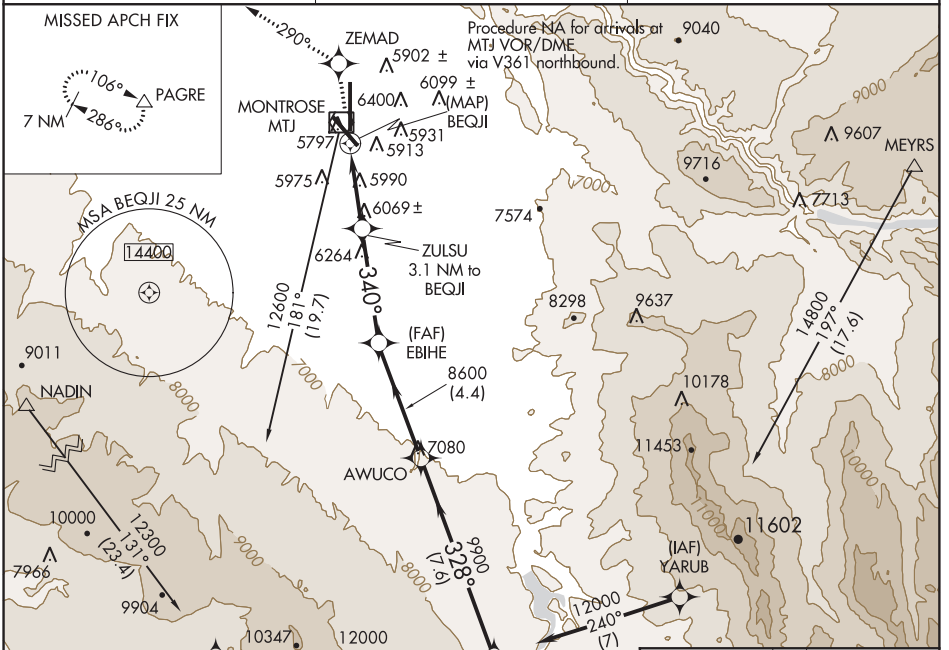
RNAV (GPS) RWY 35

MONTRÖSE RGNL (MTJ)

▼ DME/DME RNP-0.3 NA. Night landing Rwy 13 operational VGSI required, remain on or above VGSI glidepath until threshold.
▲ Night landing Rwy 31 NA. Helicopter visibility below ¾ SM NA.

MISSED APPROACH: Climb to 11000 direct ZEMAD on track 290° to PAGRE and hold, continue climb-in-hold to 11000.

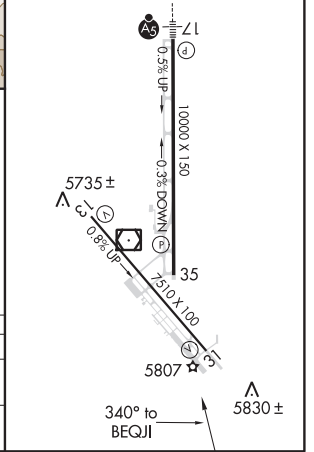
ASOS 135.225	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF)
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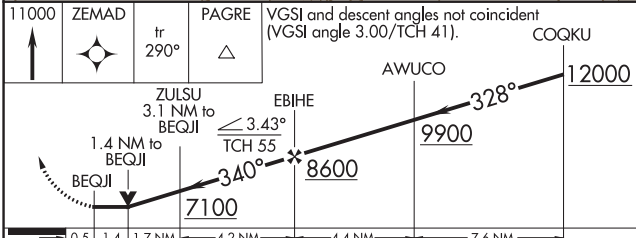
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5759	D	TDZE 5734
REIL Rws 13, 31 and 35		
HIRL Rws 13-31 and 17-35		



11000	ZEMAD	PAGRE	VGSI and descent angles not coincident (VGSI angle 3.00/TCH 41).	COQKU
	tr 290°			



CATEGORY	A	B	C	D
LNVA MDA	6380-1	646 (700-1)	6380-1¾ 646 (700-1¾)	6380-2 646 (700-2)
CIRCLING	6380-1 621 (700-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6700-3 941 (1000-3)

APP CRS	Rwy Idg	10000
168°	TDZE	5708
	Apt Elev	5759

RNAV (GPS) Y RWY 17

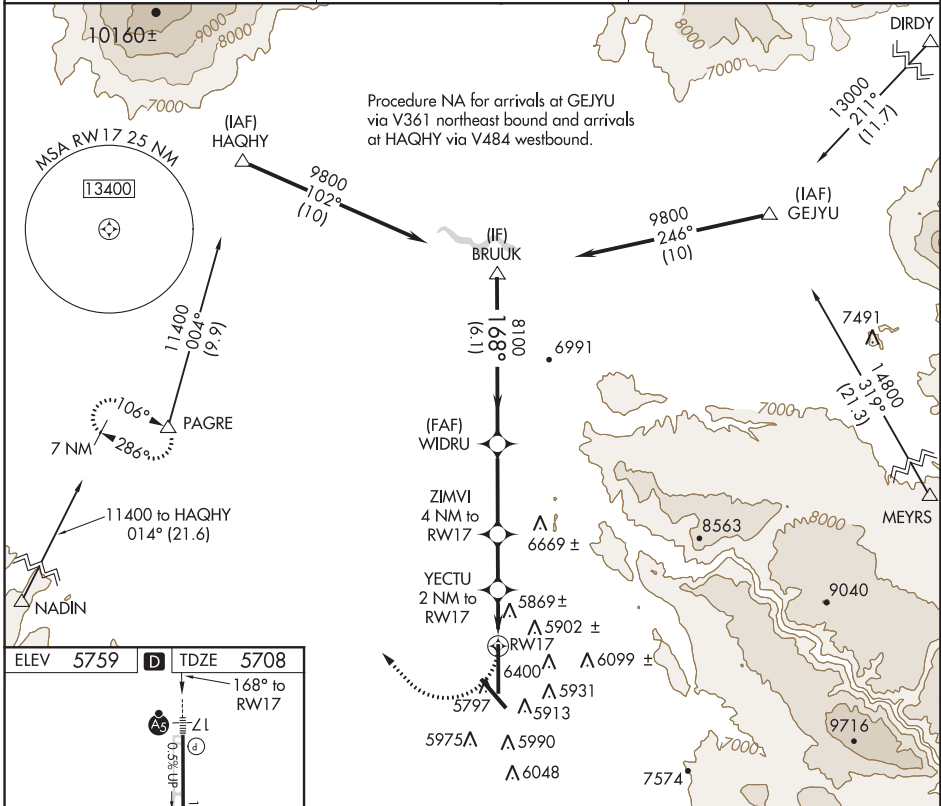
MONTRÖSE RGNL (MTJ)

▽ DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to 1/4 mile. Night landing: Rwy 13 operational VGSJ required, remain on or above VGSJ glidepath until threshold. Night landing Rwy 31 NA.

MALSR

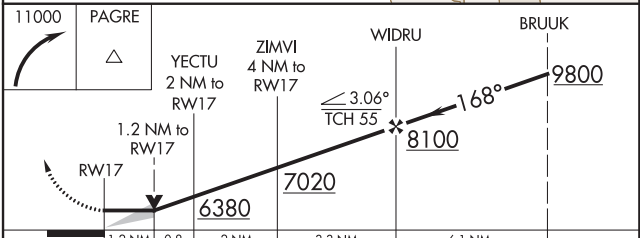
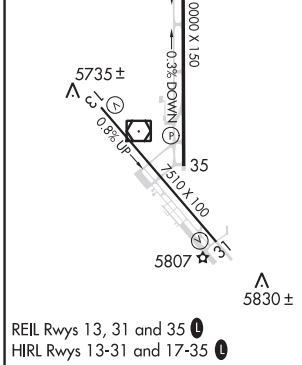
MISSED APPROACH: Climbing right turn to 11000 direct PAGRE and hold, continue climb-in-hold to 11000.

ASOS 135.225	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNAV MDA	6120-1/2	416 (400-1/2)	6120-3/4 416 (400-3/4)	6120-1 416 (400-1)
CIRCLING	6380-1 621 (700-1)	6420-1 661 (700-1)	6640-2 3/4 881 (900-2 3/4)	6700-3 941 (1000-3)

WAAS CH 40411 W17A	APP CRS 168°	Rwy Idg TDZE Apt Elev	10000 5708 5759
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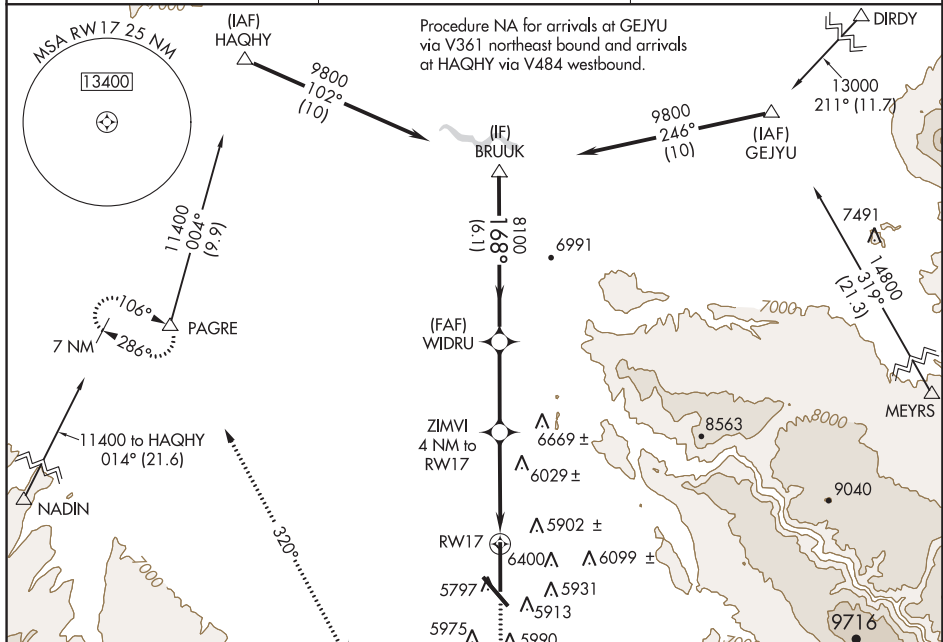
RNAV (GPS) Z RWY 17

MONTROSE RGNL (MTJ)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -26°C (-14°F) or above 38°C (100°F). DME/DME RNP-0.3 NA. Night landing: Rwy 13 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing Rwy 31 NA.

MALSR MISSED APPROACH: Climb to 11000 direct UGEYU and right turn via 268° track to WEGUK and via 320° track to PAGRE and hold, continue climb-in-hold to 11000.

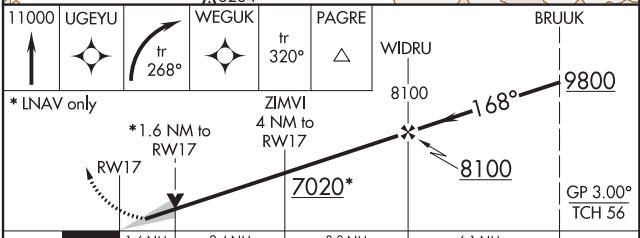
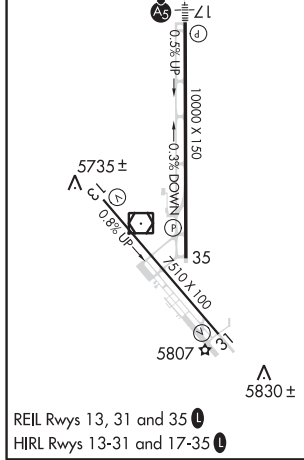
ASOS 135.225	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5759	D	TDZE 5708
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CATEGORY	A	B	C	D
LPV DA		5932-½	224 (200-½)	
LNAV/VNAV DA		6392-2	684 (700-2)	
LNAV MDA	6260-½	552 (600-½)	6260-1 552 (600-1)	6260-3 552 (600-3)
CIRCLING	6260-1 501 (600-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6700-3 941 (1000-3)

VOR/DME MTJ 117.1 Chan 118	APP CRS 117°	Rwy Idg TDZE Apt Elev	7510 5723 5759
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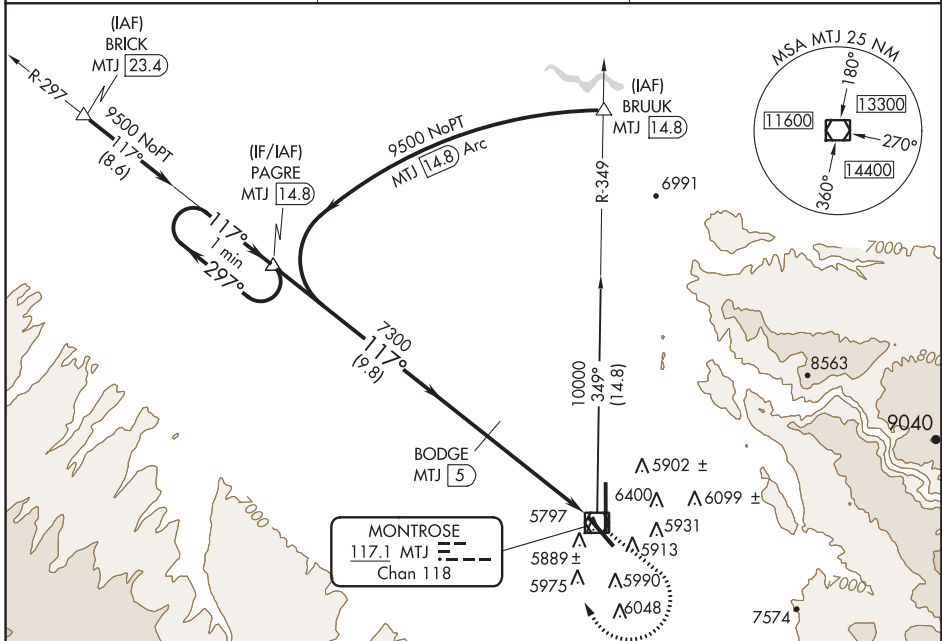
VOR RWY 13

MONTRÖSE RGNL (MTJ)

⚠ Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 13 operational VGSI required, remain on or above VGSI glidepath until threshold. Night landing Rwy 31 NA. DME required.

MISSED APPROACH: Climb to 6600 then climbing right turn to 9500 on MTJ VOR/DME R-297 to PAGRE/14.8 DME and hold.

ASOS 135.225	DENVER CENTER 125.35 354.05	UNICOM 122.8 (CTAF) Ⓛ
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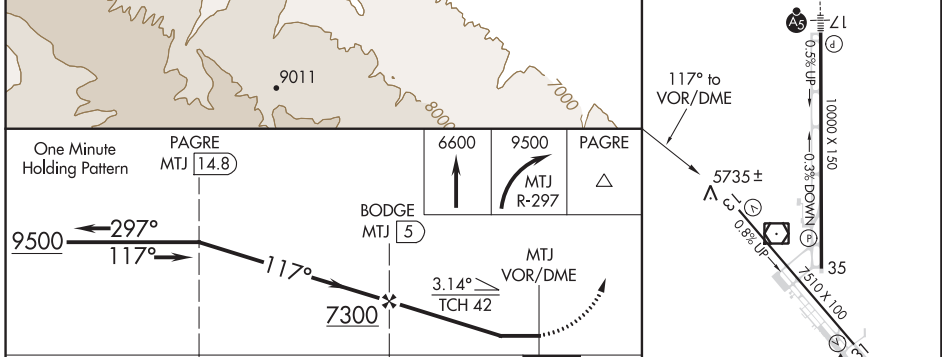


SW-1, 10 NOV 2016 to 05 JAN 2017

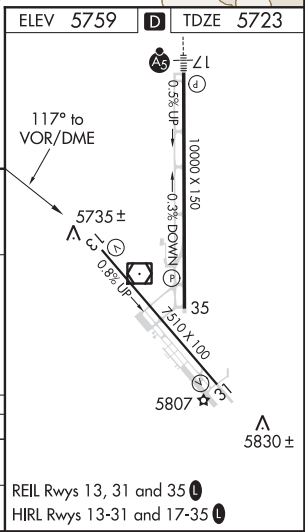
SW-1, 10 NOV 2016 to 05 JAN 2017

DME REQUIRED

ELEV 5759	D	TDZE 5723
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CATEGORY	A	B	C	D
S-13	6140-1	421 (400-1)	6140-1½	421 (400-1½)
CIRCLING	6260-1 501 (600-1)	6420-1 661 (700-1)	6640-2¾ 881 (900-2¾)	6700-3 941 (1000-3)



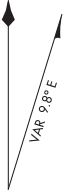
REIL Rws 13, 31 and 35 **Ⓛ**
HIRL Rws 13-31 and 17-35 **Ⓛ**

AIRPORT DIAGRAM

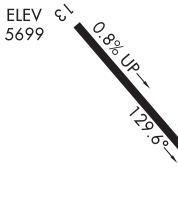
AL-668 (FAA)

MONTROSE RGNL (MTJ)
MONTROSE, COLORADO

ASOS
135.225
CTAF/UNICOM
122.8



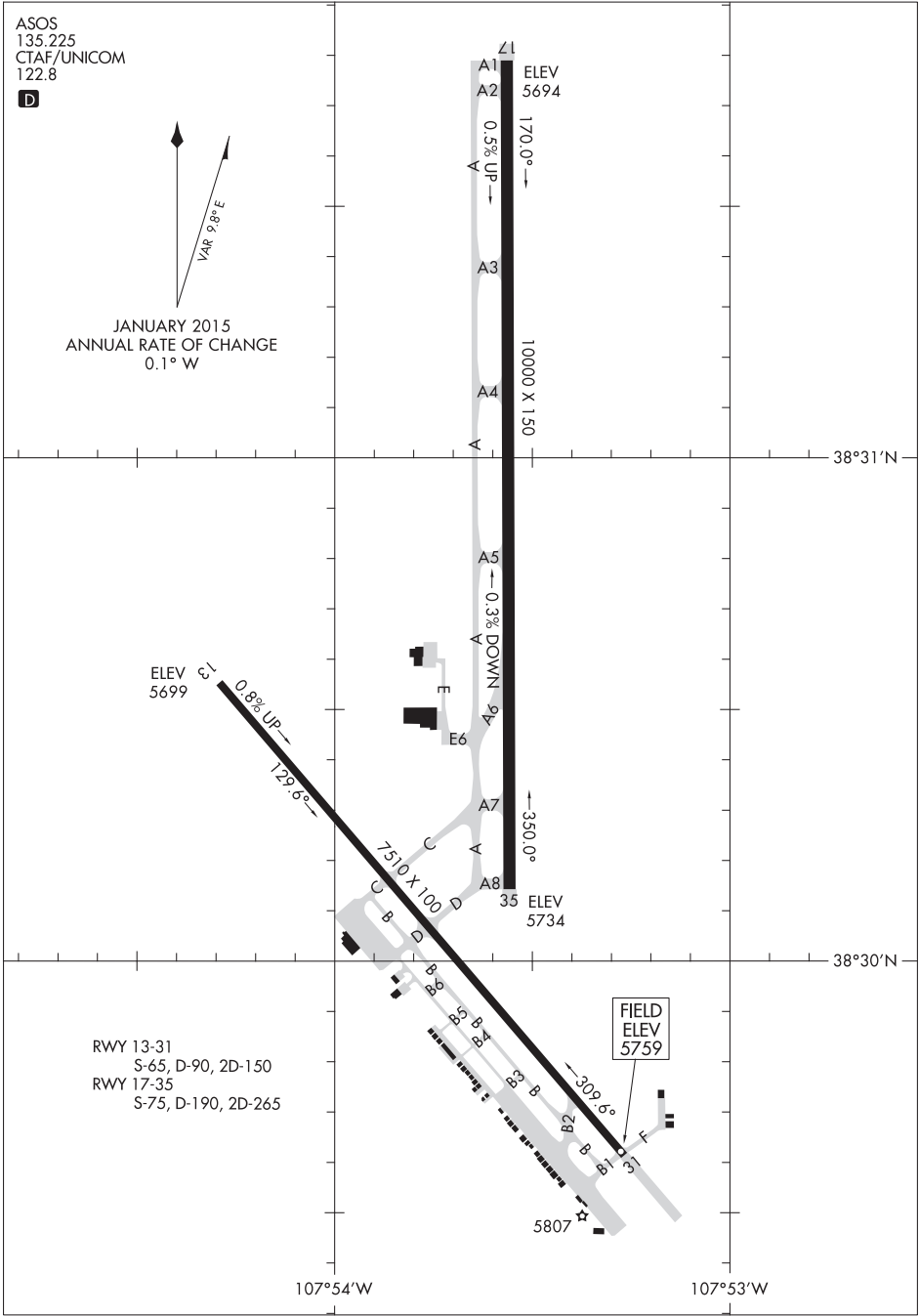
JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



RWY 13-31
S-65, D-90, 2D-150
RWY 17-35
S-75, D-190, 2D-265

FIELD
ELEV
5759

5807



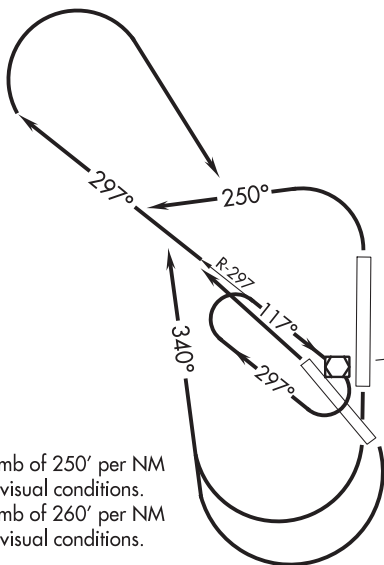
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

MONTROSE, COLORADO
MONTROSE RGNL (MTJ)

DENVER RADIO
122.65
DENVER CENTER
125.35 354.05
UNICOM
122.8



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.

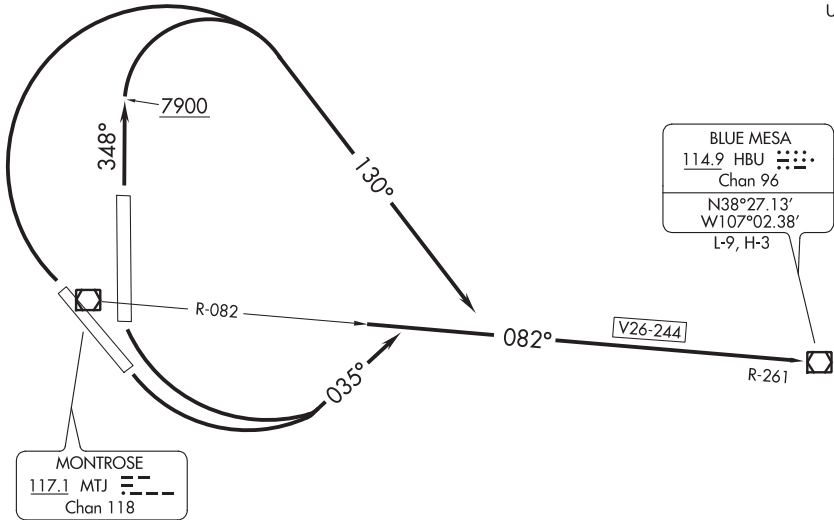
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

BLUE MESA THREE DEPARTURE

**TOP ALTITUDE:
12500**

DENVER RADIO 122.65
DENVER CENTER 125.35 354.05
UNICOM 122.8



TAKEOFF MINIMUMS

- Rwy 13: Standard with minimum climb of 450' per NM to 11300.
- Rwy 17: Standard with minimum climb of 420' per NM to 11300.
- Rwy 31: Standard with minimum climb of 450' per NM to 11300.
- Rwy 35: Standard with minimum climb of 460' per NM to 11300.

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 left turn to 12500 via heading 035° and MTJ R-082 to HBU VOR/DME, then via assigned route.

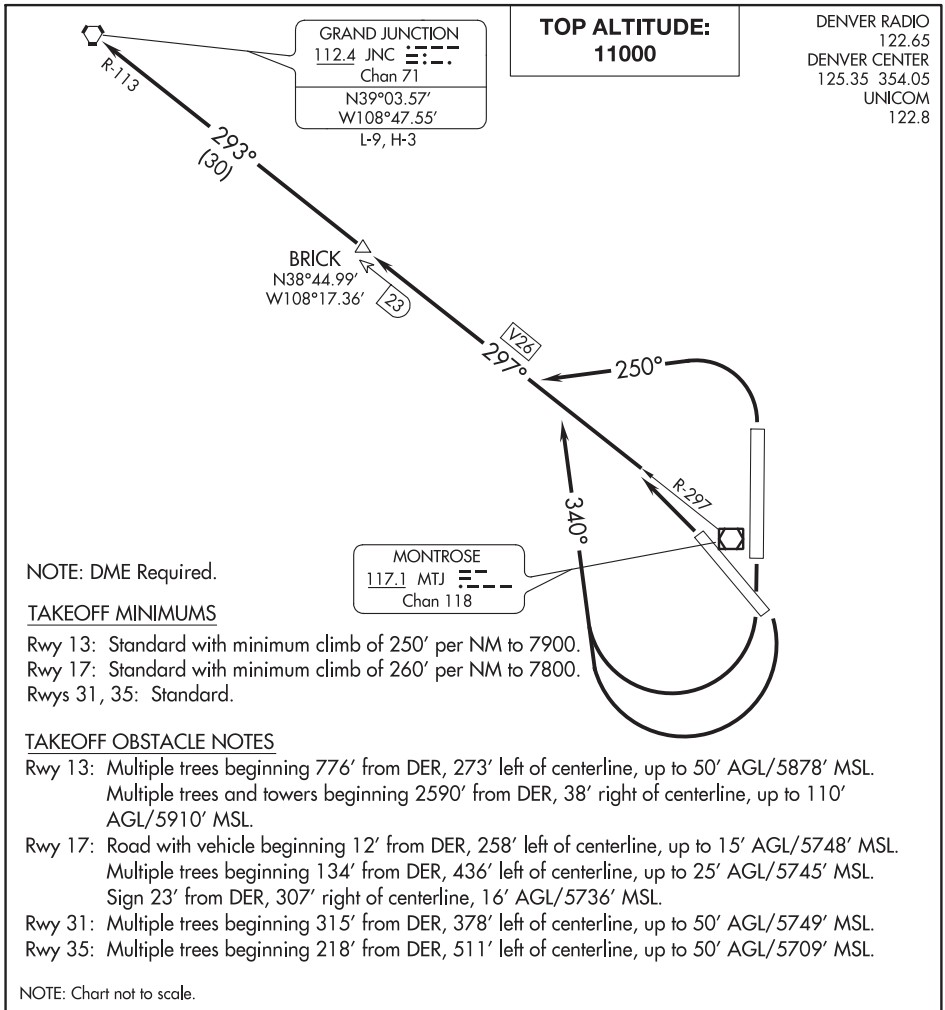
TAKEOFF RUNWAY 31: Climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

TAKEOFF RUNWAY 35: Climb heading 348° to 7900 then climbing right turn to 12500 via heading 130° and MTJ R-082 to HBU VOR/DME, then via assigned route.

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SW-1, 10 NOV 2016 to 05 JAN 2017

BRICK THREE DEPARTURE



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 13, 17: Climbing right turn to 11000 via heading 340° and MTJ R-297 to BRICK/MTJ 23 DME, thence . . .

TAKEOFF RUNWAY 31: Climbing left turn to 11000 via MTJ R-297 to BRICK/MTJ 23 DME, thence . . .

TAKEOFF RUNWAY 35: Climbing left turn to 11000 via heading 250° and MTJ R-297 to BRICK/MTJ 23 DME, thence . . .

. . . . via V26 to JNC VORTAC.

BRICK THREE DEPARTURE

WAAS CH 86239 W08A	APP CRS 079°	Rwy Idg TDZE 6204 Apt Elev 6204	7702
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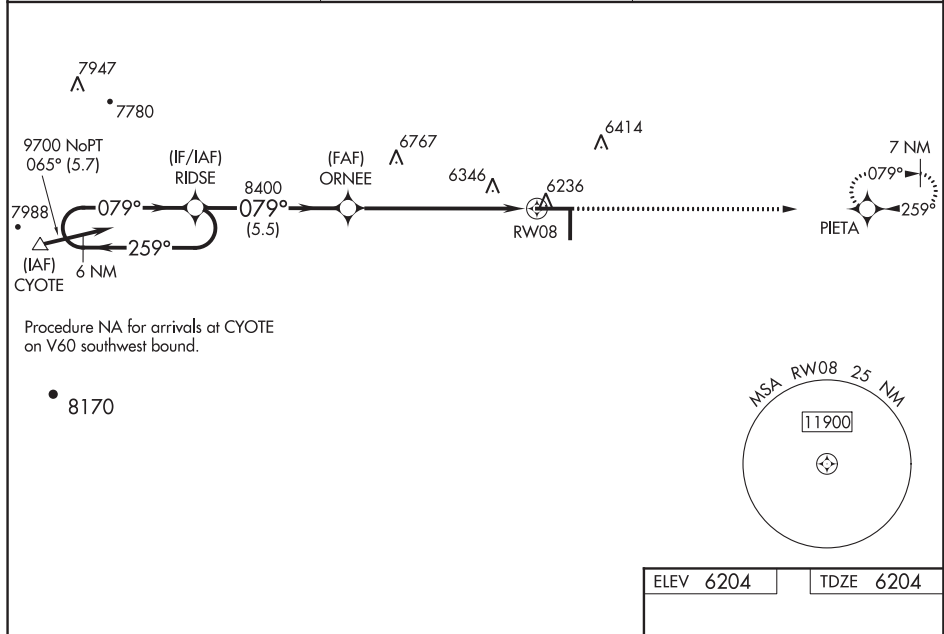
RNAV (GPS) RWY 8

MORIARTY (ØEØ)

⚠ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Albuquerque altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 54°C (130°F). When local altimeter setting not received, use Albuquerque altimeter setting and increase all DA to 7153 feet, increase all MDA to 7340; increase LPV and LNAV/VNAV visibility all Cats 3 1/8 mile, increase LNAV and Circling visibility Cat A 1/4 mile, Cat B 1/2 mile, and LNAV Cat C 1 1/8 miles and Circling Cat C 1 1/2 mile. Night Landing: Rwy 18/36 NA. Helicopter visibility reduction below 3/4 SM NA.

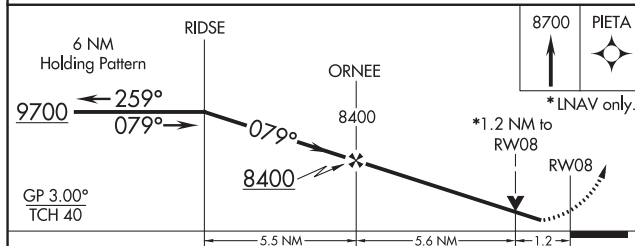
MISSED APPROACH: Climb to 8700 direct PIETA and hold.

AWOS-3PT 118.05	ALBUQUERQUE CENTER 133.65 284.6	CTAF 122.9
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 6204	TDZE 6204
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7702 X 75 81 26

4201 X 75

36

MIRL Rwy 8-26

CATEGORY	A	B	C	D
LPV DA	6454-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	6454-7/8	250 (300-7/8)		NA
LNAV MDA	6640-1	436 (500-1)	6640-1 1/4 436 (500-1 1/4)	NA
CIRCLING	6660-1 456 (500-1)	6680-1 476 (500-1)	6760-1 1/2 556 (600-1 1/2)	NA

WAAS CH 40039 W26A	APP CRS 259°	Rwy Idg TDZE Apt Elev	7702 6193 6204
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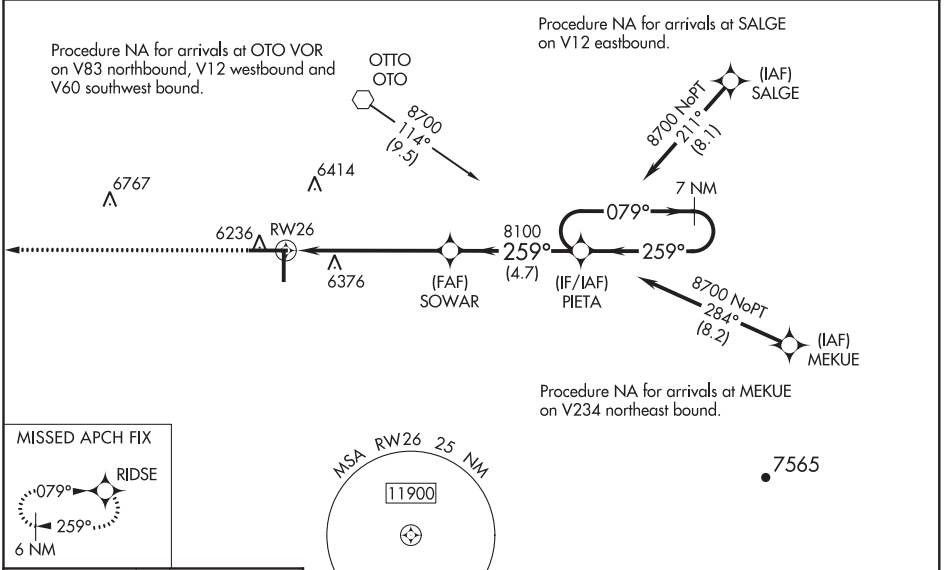
RNAV (GPS) RWY 26

MORIARTY (ØEØ)

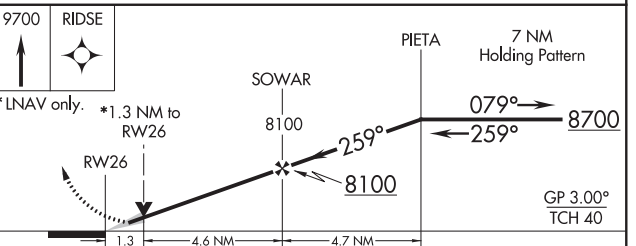
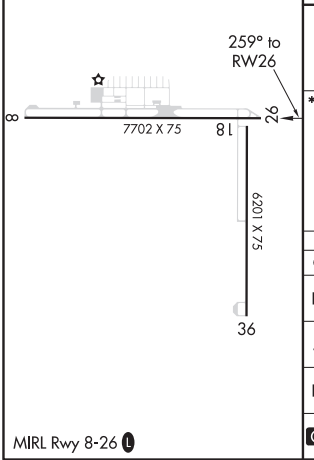
⚠ DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Albuquerque altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 54°C (130°F). When local altimeter setting not received, use Albuquerque altimeter setting and increase DA to 7142 and increase MDA to 7339; increase LPV and LNAV/VNAV visibility all Cats 3/8 mile, increase LNAV and Circling visibility Cat A 1/4 mile, Cat B 1/2 mile and LNAV Cat C 1 1/2 mile and Circling Cat C 1 1/2 mile.
Night Landing: Rwy 18/36 NA.

MISSED APPROACH: Climb to 9700 direct RIDSE and hold, continue climb-in-hold to 9700.

AWOS-3PT 118.05	ALBUQUERQUE CENTER 133.65 284.6	CTAF 122.9
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ELEV 6204	TDZE 6193
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CATEGORY	A	B	C	D
LPV DA	6443-7/8	250 (300-7/8)		NA
LNAV/VNAV DA	6443-7/8	250 (300-7/8)		NA
LNAV MDA	6640-1	447 (500-1)	6640-1 3/8 447 (500-1 3/8)	NA
C CIRCLING	6660-1 456 (500-1)	6680-1 476 (500-1)	6740-1 1/2 536 (600-1 1/2)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 126°	Rwy Idg TDZE Apt Elev	N/A N/A 5940
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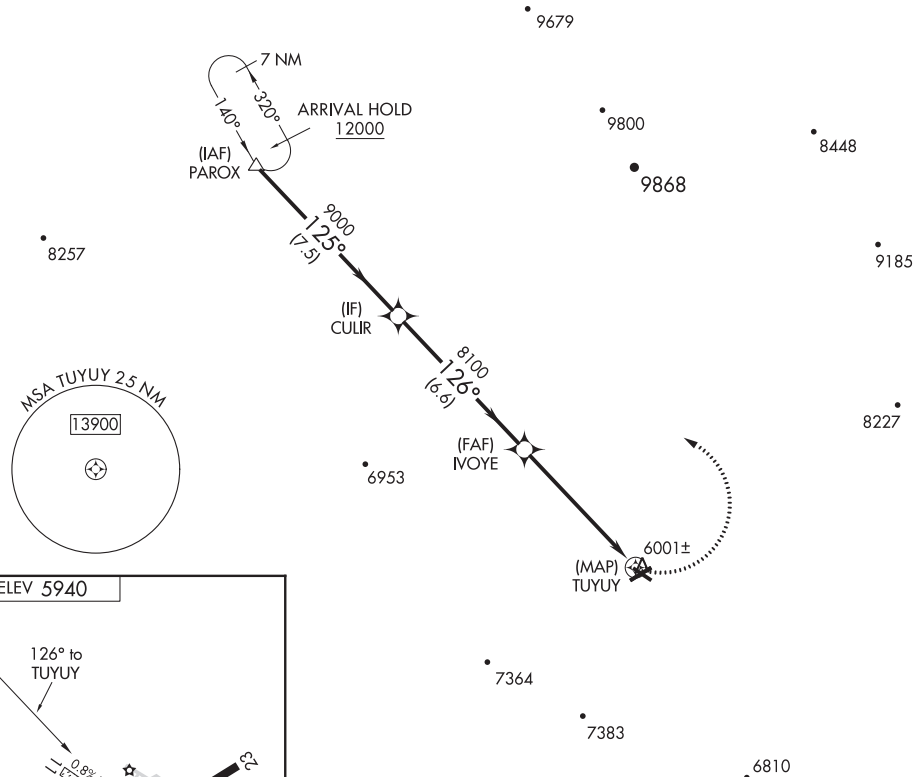
RNAV (GPS)-A

HOPKINS FIELD (AIB)

<p>▽ DME/DME RNP- 0.3 NA. If local altimeter setting not received, procedure NA. ▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 12000 direct PAROX and hold, continue climb-in-hold to 12000.</p>
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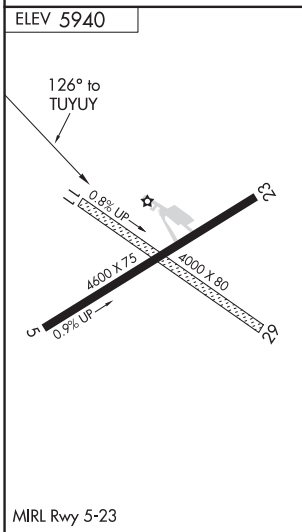
<p>AWOS-3 132.525</p>	<p>DENVER CENTER 125.35 354.05</p>	<p>UNICOM 122.8 (CTAF)</p>
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NoPT for arrival at PAROX on V391 southbound.
All arrivals via V244 descend to 12000 in PAROX holding pattern before departing PAROX.



SW-1, 10 NOV 2016 to 05 JAN 2017

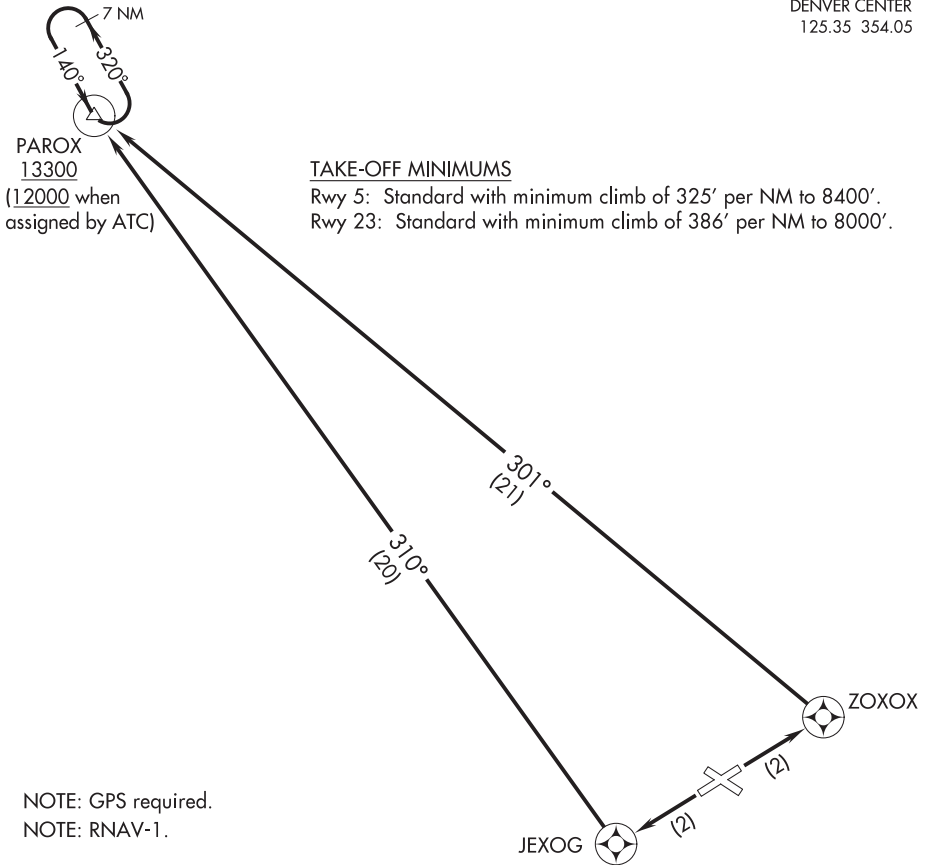
SW-1, 10 NOV 2016 to 05 JAN 2017



	PAROX	CULIR	IVOYE	TUYUY
	12000	9000	8100	6001±
Procedure Turn	NA			
	7.5 NM	6.6 NM	5.8 NM	
CATEGORY	A	B	C	D
CIRCLING	6600-1	660 (700-1)	6600-1¾ 660 (700-1¾)	NA

NUCLA ONE DEPARTURE (OBSTACLE) (RNAV)

DENVER CENTER
125.35 354.05



TAKE-OFF MINIMUMS

Rwy 5: Standard with minimum climb of 325' per NM to 8400'.
Rwy 23: Standard with minimum climb of 386' per NM to 8000'.

PAROX
13300
(12000 when
assigned by ATC)

ZOXOX

JEXOG

NOTE: GPS required.
NOTE: RNAV-1.

TAKEOFF OBSTACLE NOTES

Rwy 5: Vehicle on road at DER, left and right of centerline, 15' AGL/5962' MSL.

Tree 202' from DER, 309' right of centerline, 20' AGL/5979' MSL.

Rwy 23: Tree 13' from DER, 181' right of centerline, 20' AGL/5905' MSL.

Vehicle on road 209' from DER, left and right of centerline, 15' AGL/ 5922' MSL.

Tree 125' from DER, 91' left of centerline, 20' AGL/ 5902' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb to 12000 direct ZOXOX and left turn via 301° track to PAROX, thence . . .

TAKEOFF RUNWAY 23: Climb to 12000 direct JEXOG and right turn via 310° track to PAROX, thence . . .

. . . climb in PAROX holding pattern (hold NW, left turns, 140° inbound) to cross PAROX at or above 13300 (12000 when assigned by ATC) before proceeding enroute.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 58238 W01A	APP CRS 354°	Rwy Idg TDZE Apt Elev	8100 7637 7664
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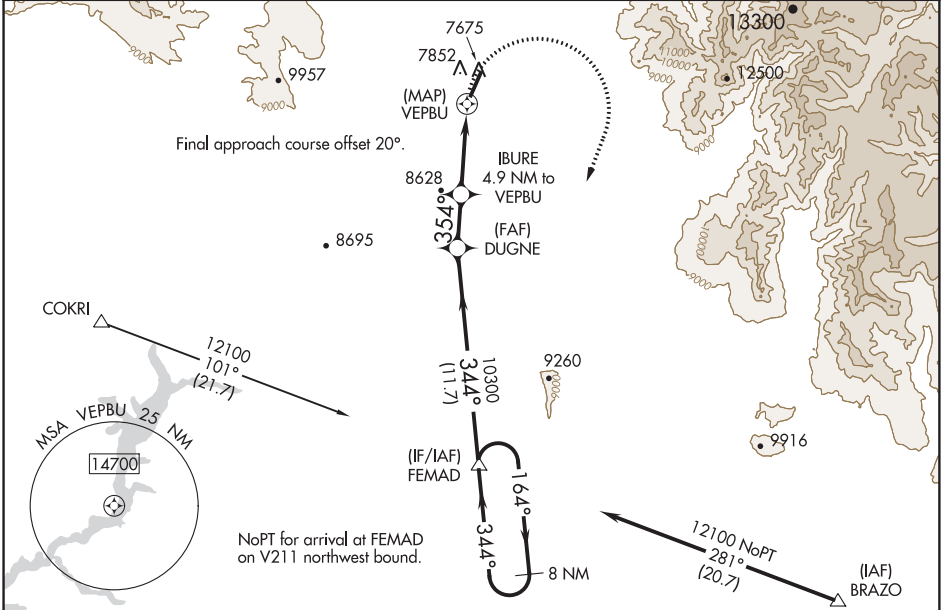
RNAV (GPS) RWY 1

STEVENS FIELD (PSO)

⚠ Circling to Rwy 19 NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Durango altimeter setting and increase all MDA 220 feet and LP and LNAV visibility Cat B 1/4 mile and Cat C 3/4 mile, and Circling Cats A/B 1/4 mile.

⚠ MISSED APPROACH: Climbing right turn to 12100 direct FEMAD and hold.

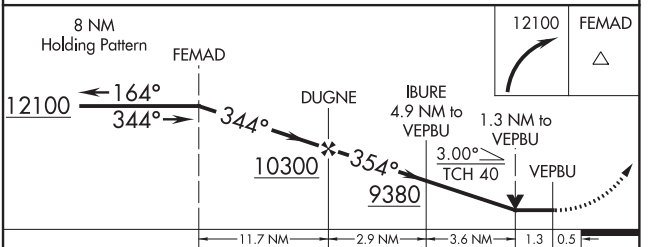
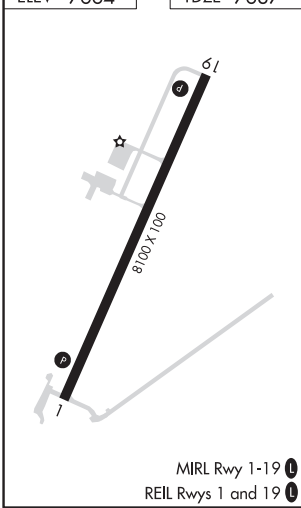
AWOS-3 127.175	DENVER CENTER 118.575 348.7	UNICOM 122.7 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 7664	TDZE 7637
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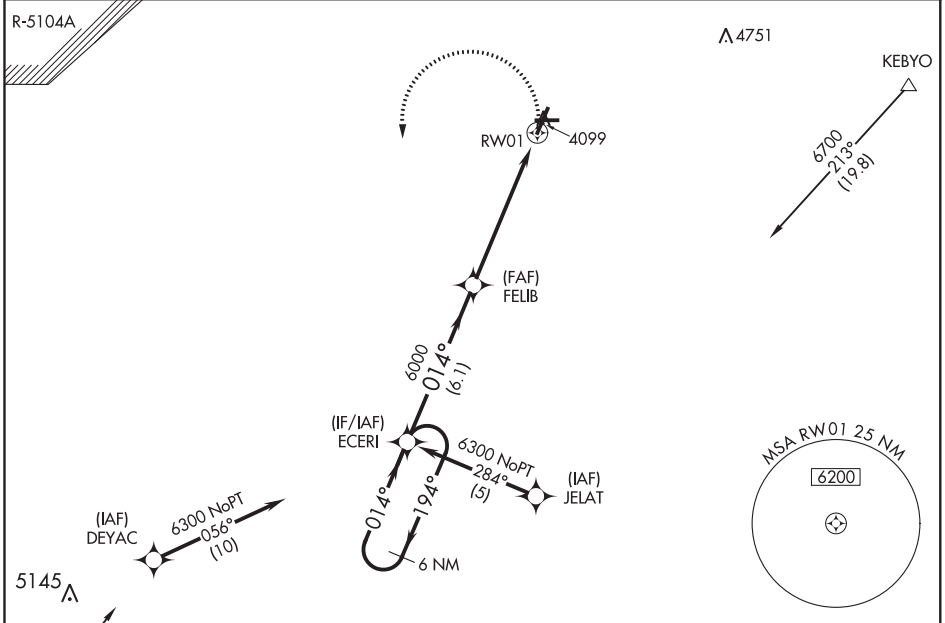
CATEGORY	A	B	C	D
LP MDA	8240-1	603 (600-1)	8240-1 3/4 603 (600-1 3/4)	NA
LNAV MDA	8280-1	643 (700-1)	8280-1 7/8 643 (700-1 7/8)	NA
CIRCLING	8420-1 756 (800-1)	8480-1 1/4 816 (900-1 1/4)	8940-3 1276 (1300-3)	NA

APP CRS 014°	Rwy Idg TDZE Apt Elev	5700 4078 4078
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RNAV (GPS) RWY 1

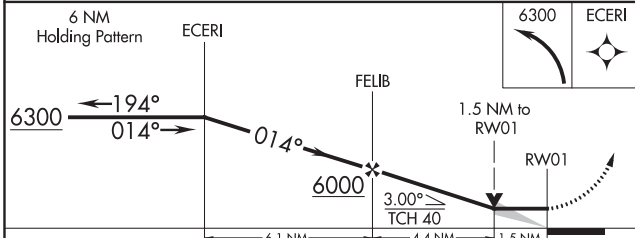
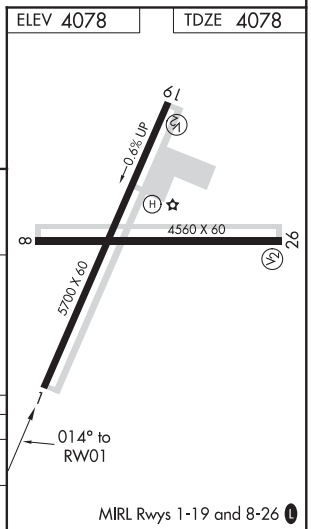
PORTALES MUNI (PRZ)

<p>▽ DME/DME RNP- 0.3 NA. ⚠ VDP NA when using Clovis Muni altimeter setting. If local altimeter setting not received, use Clovis Muni altimeter setting and increase all MDAs 80 feet.</p>		<p>MISSED APPROACH: Climbing left turn to 6300 direct ECERI and hold.</p>	
AWOS-3 118.175	CANNON APP CON 118.425 352.1	CANNON CLNC DEL 119.0	UNICOM 122.8 (CTAF) 0



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
LNVA MDA	4580-1 502 (600-1)	4580-1½ 502 (600-1½)	4580-1½ 502 (600-1½)	NA
CIRCLING	4580-1 502 (600-1)	4580-1½ 502 (600-1½)	4580-1½ 502 (600-1½)	NA

PUEBLO, COLORADO

AL-334 (FAA)

16147

LOC I-PUB	APP CRS	Rwy Idg	10496
109.5	080°	TDZE	4671
		Apt Elev	4729

ILS or LOC RWY 8R

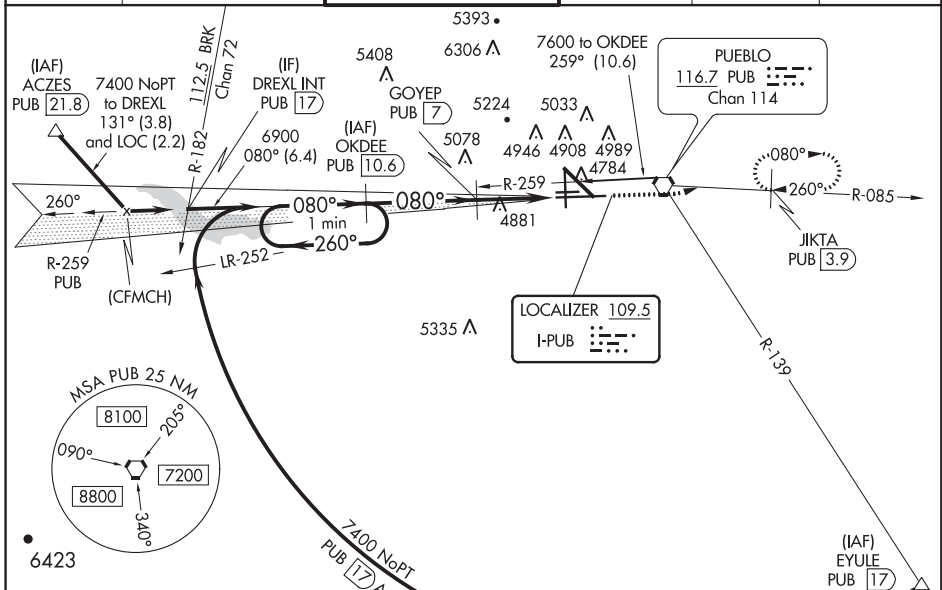
PUEBLO MEMORIAL (PUB)

⚠ Circling NA for Cat E west of Rwy 17-35. Autopilot coupled approach NA below 4910. Procedure turn NA for Cat E aircraft. DME from PUB VORTAC, simultaneous reception of I-PUB and PUB DME required. For Inop MALS R, increase S-ILS 8R Cat E visibility to ¾ mile and S-LOC 8R Cat E visibility to 1½ mile.

MALS R

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.

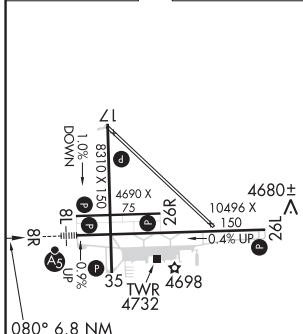
ATIS	DENVER APP CON *	PUEBLO TOWER *	GND CON	CLNC DEL	UNICOM
125.25	120.1 290.5	119.1 (CTAF) 257.8	121.9	120.9	122.95



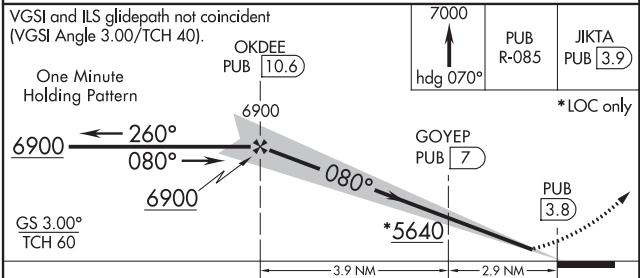
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4729	D	TDZE 4671
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REIL Rwy 8R	MIRL Rwy 8L-26R	MIRL Rwy 17-35	HIRL Rwy 8R-26L	REIL Rwy 8L, 17, 26L, 26R and 35
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CATEGORY	A	B	C	D	E
S-ILS 8R	4871-½ 200 (200-½)				
S-LOC 8R	5200-½	529 (500-½)	5200-1 529 (500-1)		
C CIRCLING	5340-1	611 (700-1)	5560-2½ 831 (900-2½)	5800-3	1071 (1100-3)

PUEBLO, COLORADO
Amdt 1 26MAY16

38°17'N-104°30'W

PUEBLO MEMORIAL (PUB)

ILS or LOC RWY 8R

LOC I-TRF 108.3	APP CRS 260°	Rwy Idg TDZE Apt Elev	10496 4659 4729
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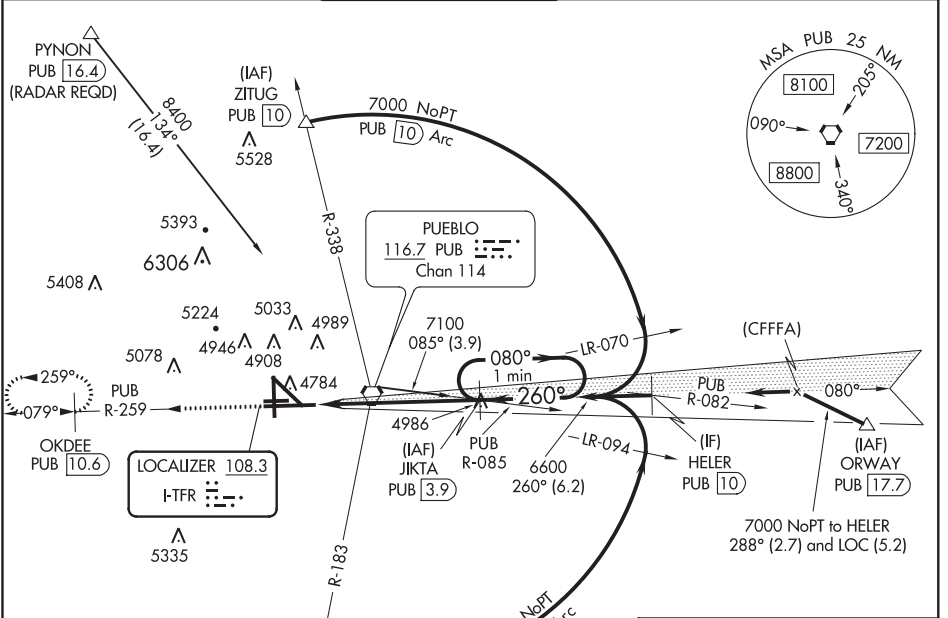
ILS or LOC RWY 26L

PUEBLO MEMORIAL (PUB)

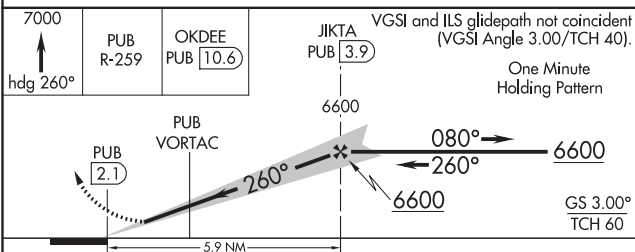
▽ **▲** DME from PUB VORTAC, simultaneous reception of I-TRF and PUB DME required.

MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

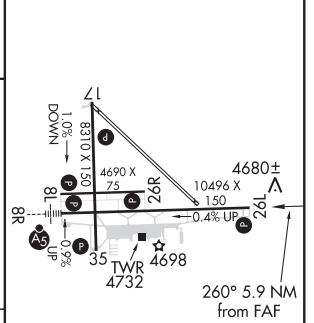
ATIS 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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7000 hdg 260°	PUB R-259	OKDEE PUB 10.6	JIKTA PUB 3.9	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 40).
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ELEV 4729	TDZE 4659
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CATEGORY	A	B	C	D
S-ILS 26L	4859-3/4 200 (200-3/4)			
S-LOC 26L	5160-1	501 (500-1)	5160-1 3/8	501 (500-1 3/8)
C CIRCLING	5340-1	611 (700-1)	5560-2 1/2 831 (900-2 1/2)	5800-3 1071 (1100-3)

REIL Rwy 8R
 MRL Rwy 8L-26R
 MRL Rwy 17-35
 HIRL Rwy 8R-26L
 REIL Rws 8L, 17, 26L, 26R and 35

SW-1, 10 NOV 2016 to 05 JAN 2017

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PUEBLO, COLORADO

AL-334 (FAA)

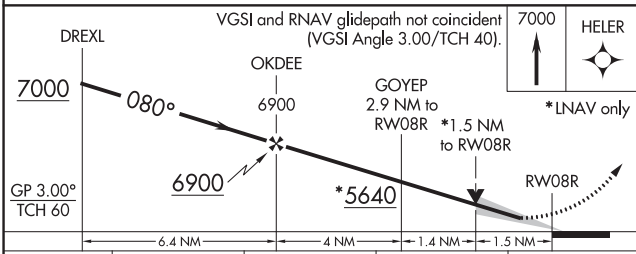
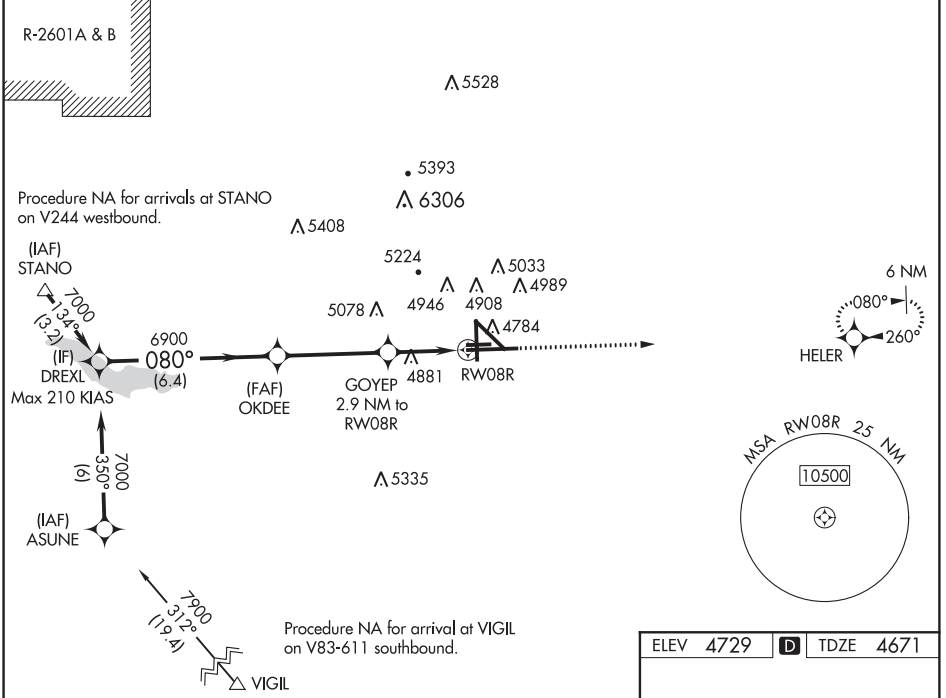
16147

WAAS CH 70531 W08A	APP CRS 080°	Rwy Idg TDZE 4671 Apt Elev 4729
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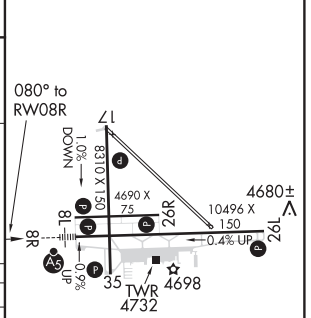
RNAV (GPS) RWY 8R

PUEBLO MEMORIAL (PUB)

<p>⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. ⚠ For inop MALS R, increase LNAV/VNAV all Cats visibility to ¾ mile.</p>		<p>MALS R</p>	<p>MISSED APPROACH: Climb to 7000 direct HELER and hold.</p>			
ATIS 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95	



ELEV 4729	D	TDZE 4671
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CATEGORY	A	B	C	D
LPV DA	4871-½		200 (200-½)	
LNAV/VNAV DA	4921-½		250 (200-½)	
LNAV MDA	5200-½	529 (500-½)	5200-1	529 (500-1)
C CIRCLING	5340-1	611 (700-1)	5560-2 ½ 831 (900-2 ½)	5800-3 1071 (1100-3)

REIL Rwy 8R
 MRL Rwy 8L-26R
 MRL Rwy 17-35
 HIRL Rwy 8R-26L
 REIL Rwy 8L, 17, 26L, 26R and 35

PUEBLO, COLORADO
 Amdt 1 26MAY16

38°17'N-104°30'W

PUEBLO MEMORIAL (PUB)

RNAV (GPS) RWY 8R

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 170°	Rwy Idg 8308
	TDZE 4729
	Apt Elev 4729

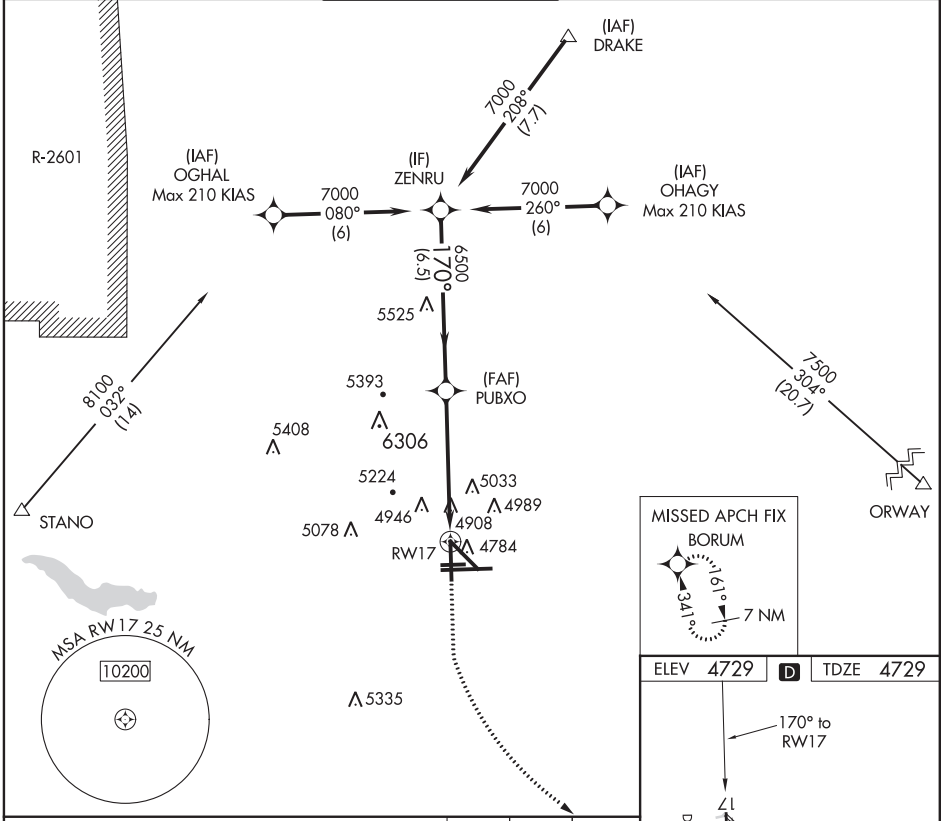
RNAV (GPS) RWY 17

PUEBLO MEMORIAL (PUB)

⚠ DME/DME RNP-0.3 NA. Rwy 17 helicopter reduction below 3/4 SM NA.
⚠ VDP NA when using La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all MDA 200 feet; increase LNAV Cat B visibility and Circling Cat B/C visibility 1/4 mile, Circling Cat D visibility 1/2 mile.

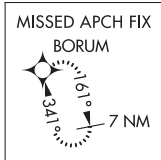
MISSED APPROACH: Climb to 6000 then climbing left turn to 7500 direct BORUM and hold.

ATIS 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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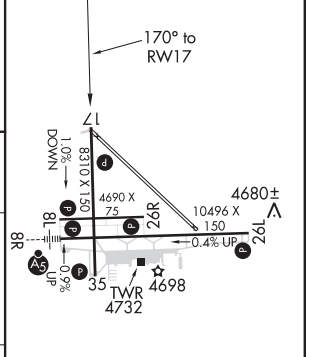
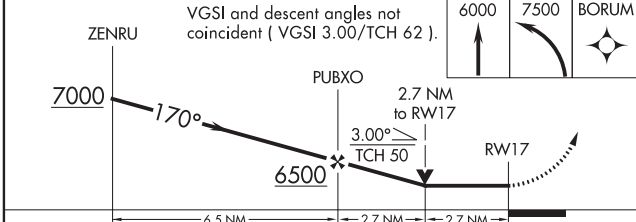


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV	4729	TDZE	4729
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CATEGORY	A	B	C	D
LNAV MDA	5640-1 1/4	911 (1000-1 1/4)	5640-2 1/2	911 (1000-2 1/2)
CIRCLING	5640-1 1/4	911 (1000-1 1/4)	5640-2 3/4 911 (1000-2 3/4)	5640-3 911 (1000-3)

REIL Rwy 8R
 MRL Rwy 8L-26R
 MRL Rwy 17-35
 HIRL Rwy 8R-26L
 REIL Rws 8L, 17, 26L, 26R and 35

WAAS CH 42721 W35A	APP CRS 350°	Rwy Idg THRE Apt Elev 8308 4648 4729
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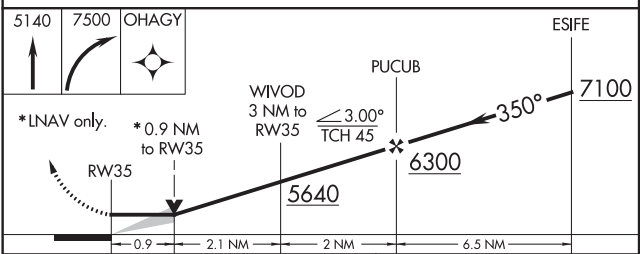
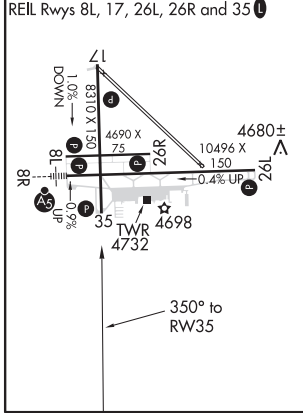
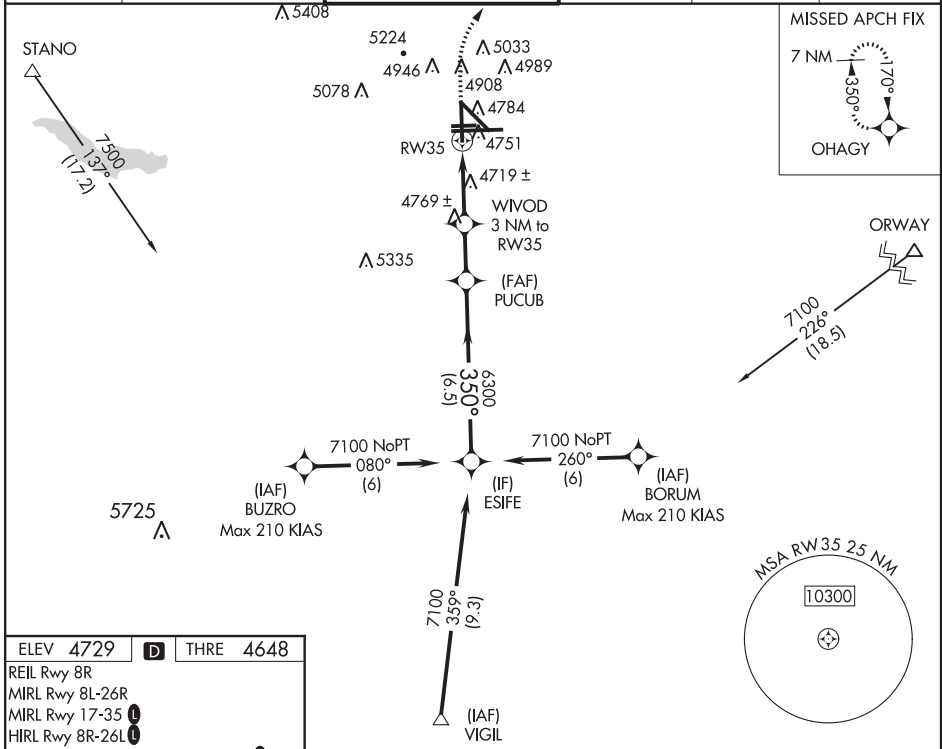
RNAV (GPS) RWY 35

PUEBLO MEMORIAL (PUB)

⚠ DME/DME RNP-0.3 NA. VDP NA with La Junta altimeter setting. When local altimeter setting not received, use La Junta altimeter setting and increase all MDA 200 feet; increase LP and LNAV Cats C/D visibility ½ mile, Circling Cats A/B visibility ¼ mile and Circling Cats C/D visibility ¾ mile.

⚠ MISSED APPROACH: Climb to 5140 then climbing right turn to 7500 direct OHAGY and hold.

ATIS 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	4980-1 332 (300-1)			
LNAV MDA	5120-1	472 (400-1)	5120-1 3/8	472 (400-1 3/8)
CIRCLING	5360-1 631 (700-1)	5380-1 651 (700-1)	5380-1 3/4 651 (700-1 3/4)	5420-2 1/4 691 (700-2 1/4)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

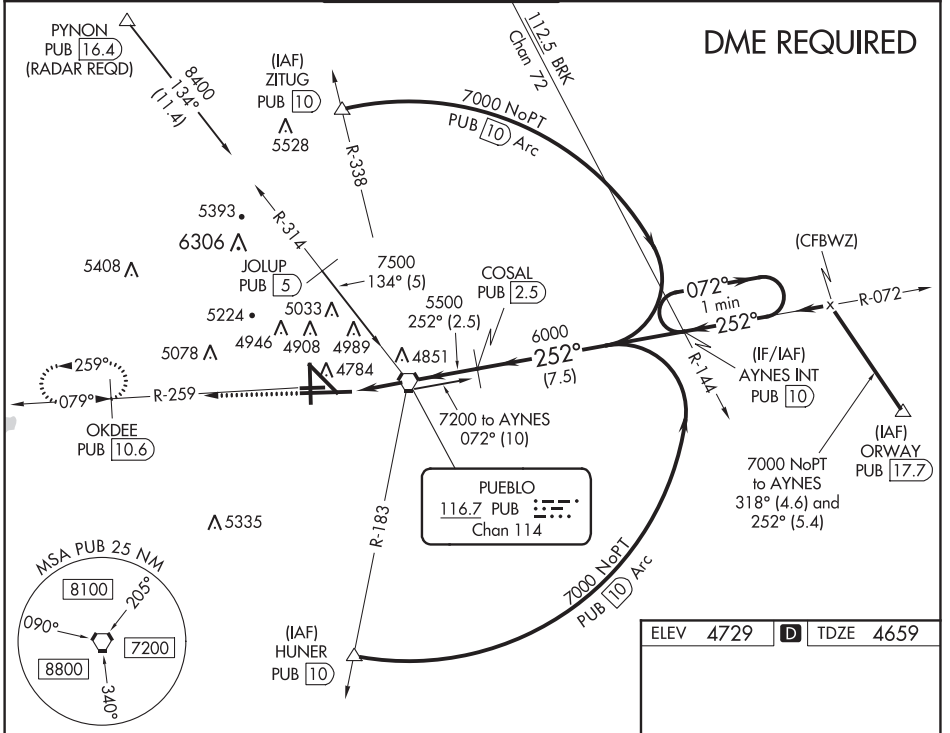
VORTAC PUB 116.7 Chan 114	APP CRS 252°	Rwy Idg 10496 TDZE 4659 Apt Elev 4729
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VOR RWY 26L

PUEBLO MEMORIAL (PUB)

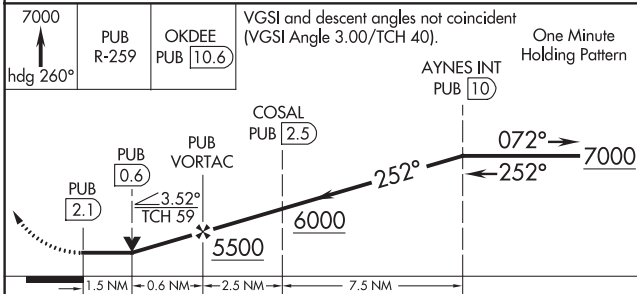
MISSED APPROACH: Climb to 7000 on heading 260° and on PUB VORTAC R-259 to OKDEE/PUB 10.6 DME and hold.

ATIS 125.25	DENVER APP CON ★ 120.1 290.5	PUEBLO TOWER ★ 119.1 (CTAF) 257.8	GND CON 121.9	CLNC DEL 120.9	UNICOM 122.95
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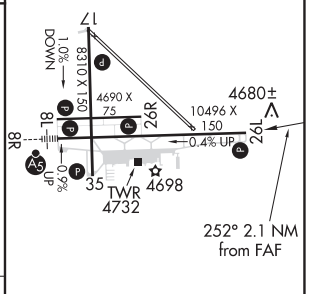


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 4729	D TDZE 4659
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CATEGORY	A	B	C	D
S-26L	5120-1	461 (400-1)	5120-1 ³ / ₈ 461 (400-1 ³ / ₈)	NA
C CIRCLING	5340-1	611 (700-1)	5560-2 ¹ / ₂ 831 (900-2 ¹ / ₂)	NA

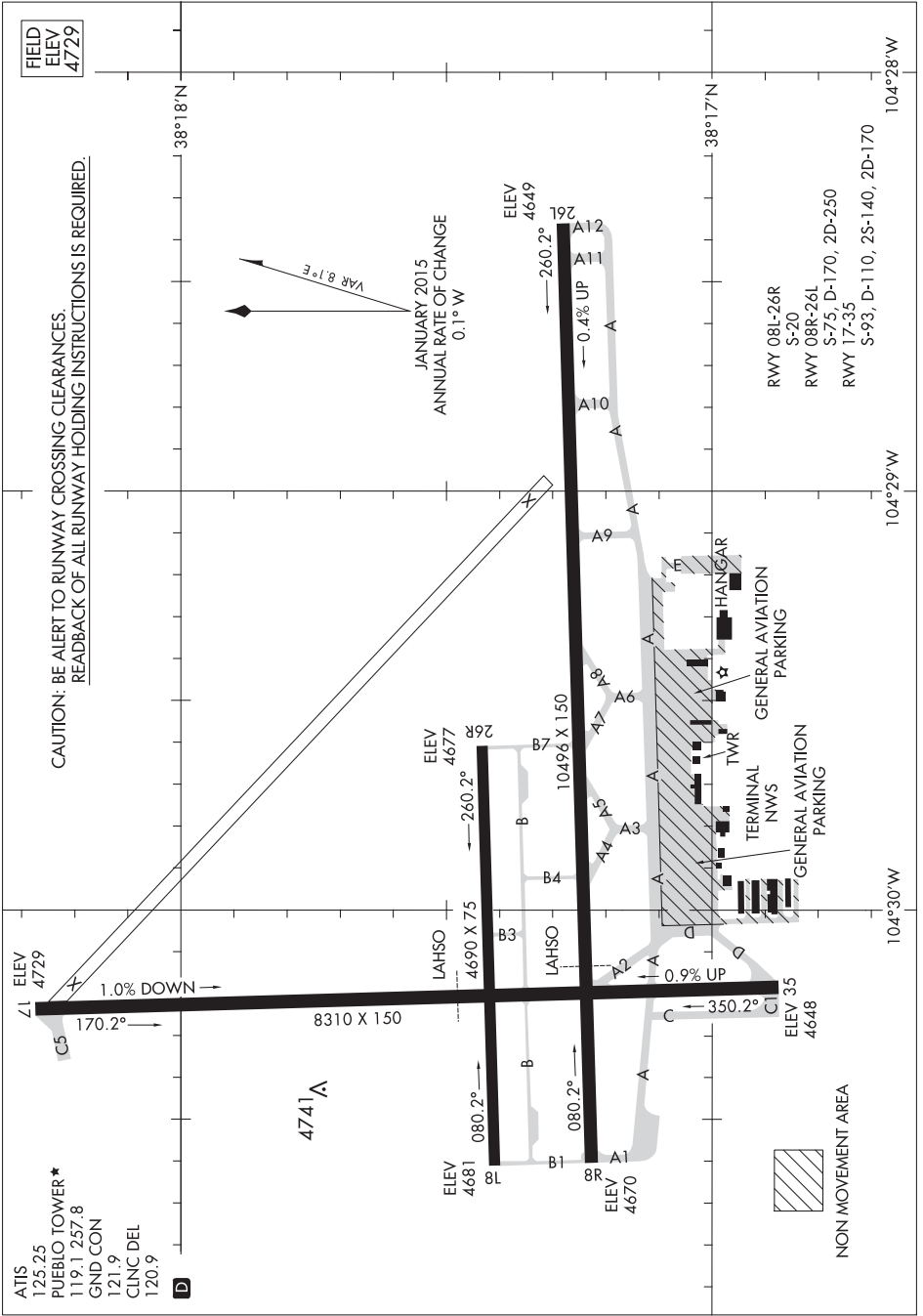
REIL Rwy 8R
MRL Rwy 8L-26R
MRL Rwy 17-35
HIRL Rwy 8R-26L
REIL Rws 8L, 17, 26L, 26R and 35

AIRPORT DIAGRAM

AL-334 (FAA)

PUEBLO MEMORIAL (PUB)
PUEBLO, COLORADO

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

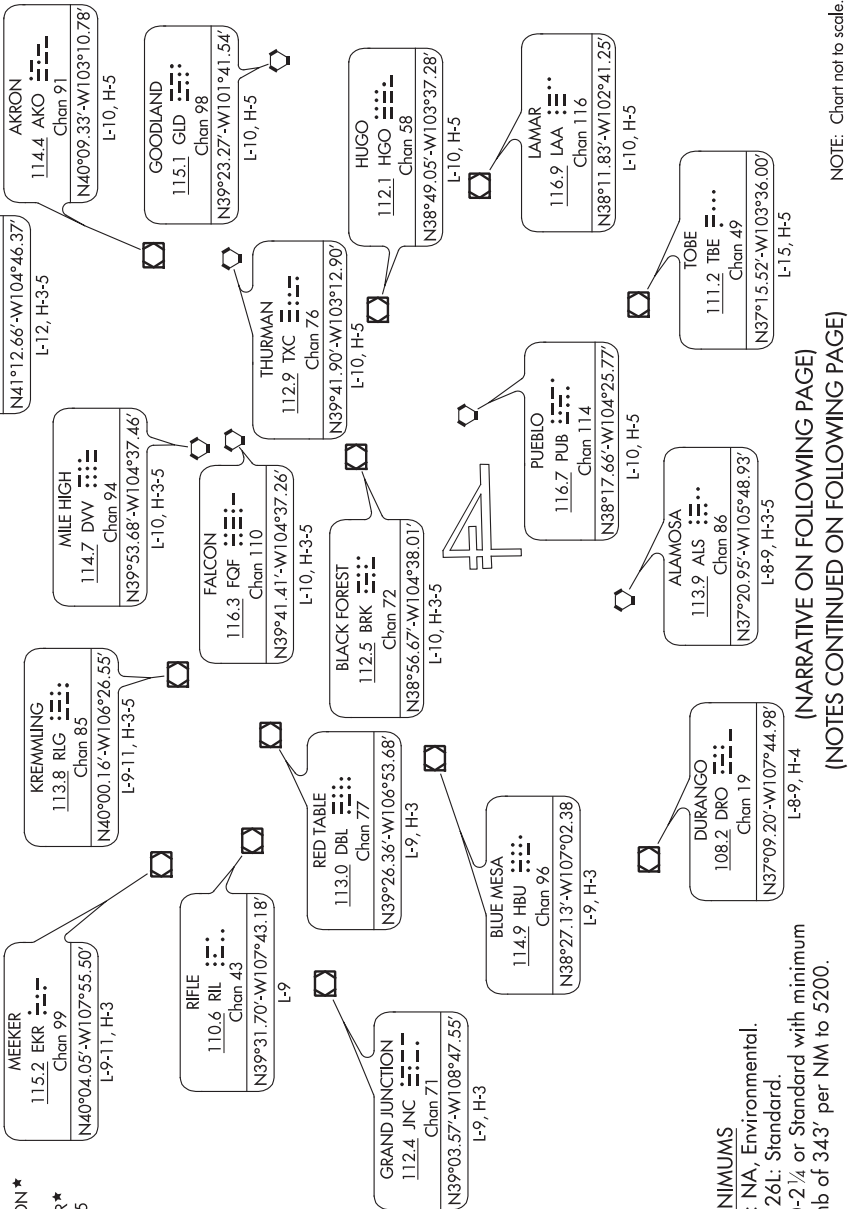
PUEBLO, COLORADO
PUEBLO MEMORIAL (PUB)

CANYON FOUR DEPARTURE

SW-1, 10 NOV 2016 to 05 JAN 2017

**TOP ALTITUDE:
7000**

- ATIS 125.25
- PUEBLO TOWER* 119.1 257.8
- DENVER DEP CON* 120.1 290.5
- DENVER CENTER* 128.375 379.95



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.

(NARRATIVE ON FOLLOWING PAGE)
 (NOTES CONTINUED ON FOLLOWING PAGE)

CANYON FOUR DEPARTURE

SW-1, 10 NOV 2016 to 05 JAN 2017

CANYON FOUR DEPARTURE



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.

TAKEOFF OBSTACLE NOTES

Rwy 8R: Rising terrain 378' from DER, 594' left of centerline, up to 4659' MSL.

Rwy 17: Pole 666' from DER, 661' right of centerline, 46' AGL/4676' MSL.

Rwy 26L: Rising terrain 25' from DER, 447' right of centerline, up to 4679' MSL.

Rwy 35: Rising terrain 178' from DER, left and right of centerline, up to 5006' MSL, Trees beginning 2793' from DER, 1222' right of centerline, up to 60' AGL/5069' MSL.

Bushes beginning 23' from DER, right and left 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.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

CANYON FOUR DEPARTURE

RATON, NEW MEXICO

AL-920 (FAA)

15064

APP CRS 024°	Rwy Idg 7620
	TDZE 6346
	Apt Elev 6352

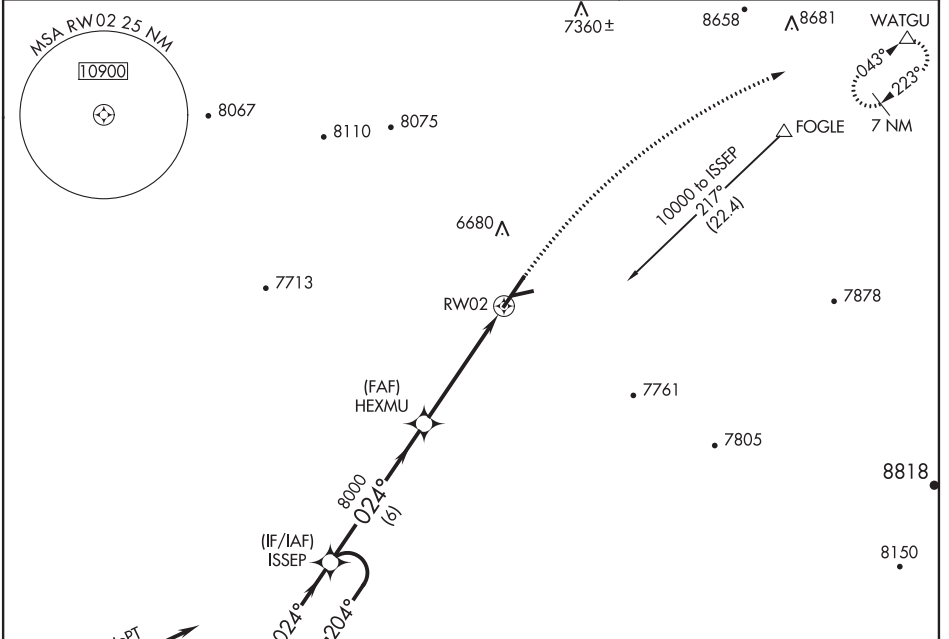
RNAV (GPS) RWY 2

RATON MUNI/CREWS FIELD (RTN)

⚠ Circling NA at night. When VGSI inop, Straight-in minimums NA at night. Circling NA for Cat D northwest of Rwy 2-20. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

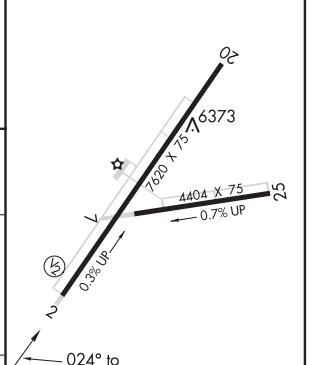
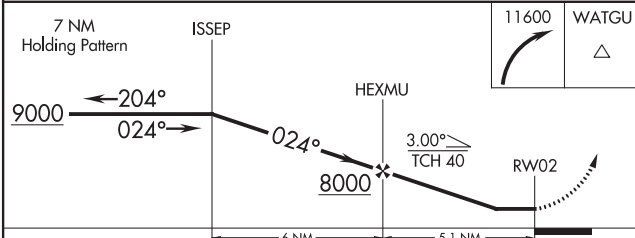
MISSED APPROACH: Climbing right turn to 11600 direct WATGU and hold, continue climb-in-hold to 11600.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0 *
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(IAF) CIMARRON CIM
Procedure NA for arrivals at CIM VORTAC on V611 south bound.

ELEV 6352	TDZE 6346
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CATEGORY	A	B	C	D
LNVA MDA	7020-1 674 (700-1)		7020-2 674 (700-2)	
CIRCLING	7020-1 668 (700-1)		7020-2 668 (700-2)	

MIRL Rwy's 2-20 and 7-25 **0**

RATON, NEW MEXICO
Orig-A 05MAR15

36°44'N-104°30'W

RATON MUNI/CREWS FIELD (RTN)
RNAV (GPS) RWY 2

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 248°	Rwy Idg 4404
	TDZE 6338
	Apt Elev 6352

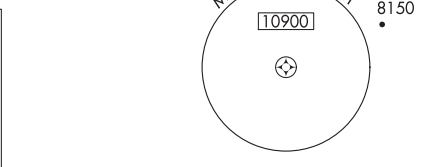
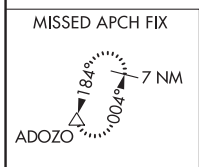
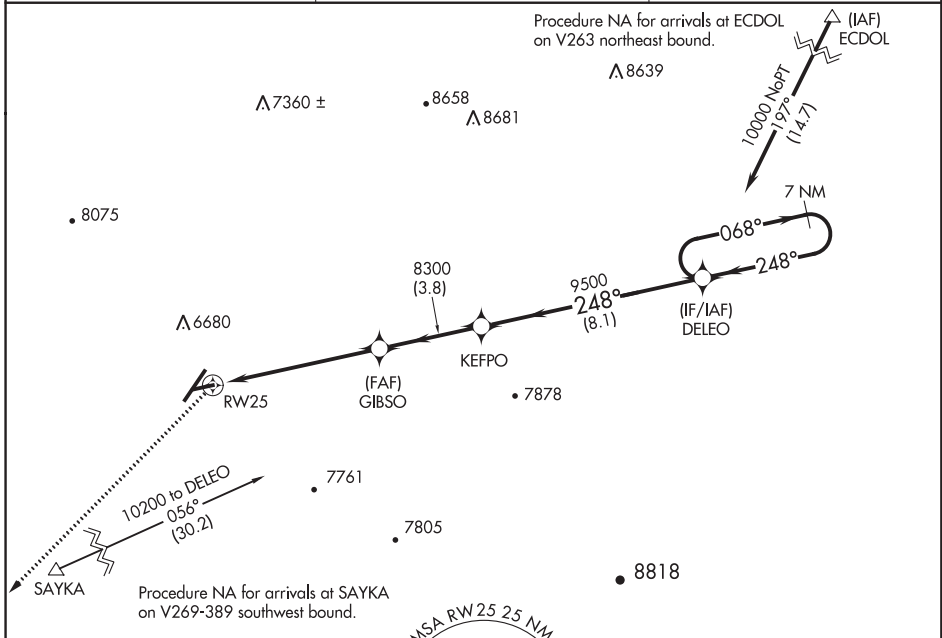
RNAV (GPS) RWY 25

RATON MUNI/CREWS FIELD (RTN)

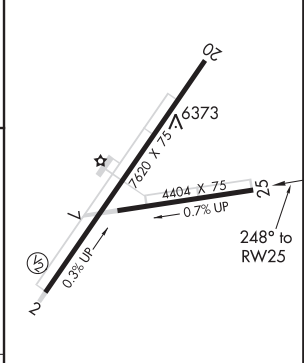
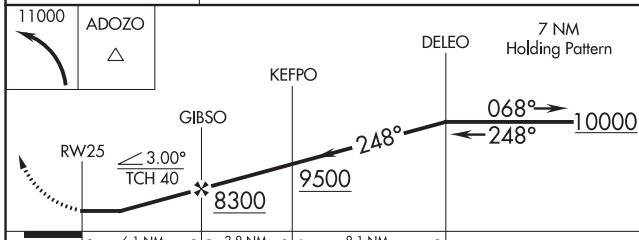
∇ Circling NA for Cat D west of Rwy 2-20. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 11000 direct ADOZO and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0*
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ELEV 6352	TDZE 6338
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CATEGORY	A	B	C	D
LNAV MDA	6760-1	422 (500-1)	6760-1 $\frac{3}{8}$	422 (500-1 $\frac{3}{8}$)
CIRCLING	6780-1 428 (500-1)	6820-1 468 (500-1)	6820-1 $\frac{1}{2}$ 468 (500-1 $\frac{1}{2}$)	6920-2 568 (600-2)

MIRL Rwy 2-20 and 7-25 0

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RATON, NEW MEXICO

AL-920 (FAA)

15064

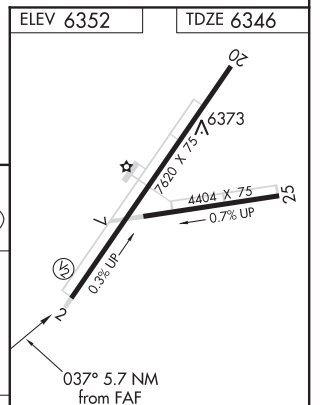
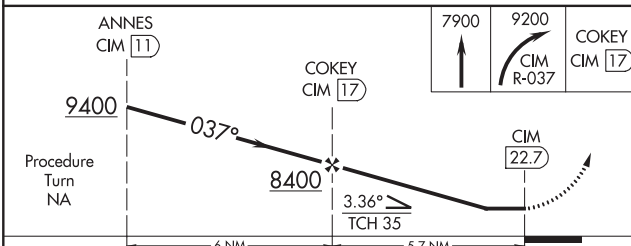
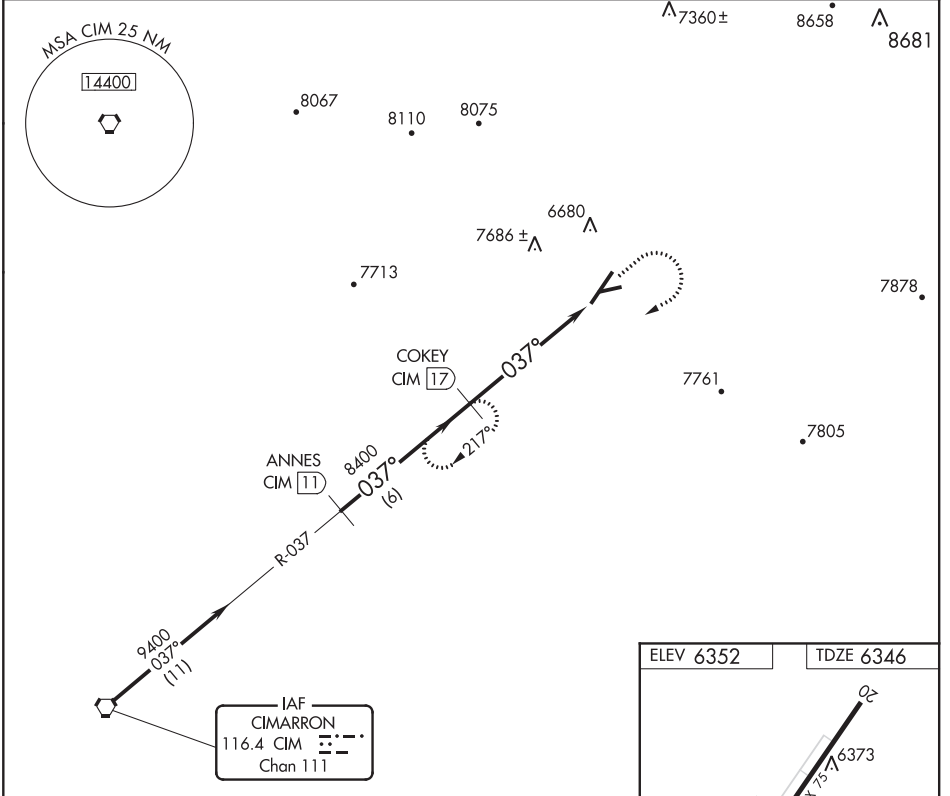
VORTAC CIM 116.4 Chan 111	APP CRS 037°	Rwy Idg 7620 TDZE 6346 Apt Elev 6352
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VOR/DME RWY 2

RATON MUNI/CREWS FIELD (RTN)

⚠ Cat. D Circling not authorized west of Rwy 2-20. **MISSED APPROACH:** Climb to 7900 then climbing right turn to 9200 via CIM R-037 to COKEY 17 DME and hold.

ASOS 118.375	ALBUQUERQUE CENTER 132.8 346.35	UNICOM 122.8 (CTAF) 0*
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CATEGORY	A	B	C	D
S-2	7720-1½ 1374 (1400-1½)	7720-1½ 1374 (1400-1½)	7720-3	1374 (1400-3)
CIRCLING	7720-1½ 1368 (1400-1½)	7720-1½ 1368 (1400-1½)	7720-3	1368 (1400-3)

MRL Rwy 2-20 and 7-25 **0**

RATON, NEW MEXICO
Amdt 7 04NOV99

36°44'N-104°30'W

RATON MUNI/CREWS FIELD (RTN)
VOR/DME RWY 2

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

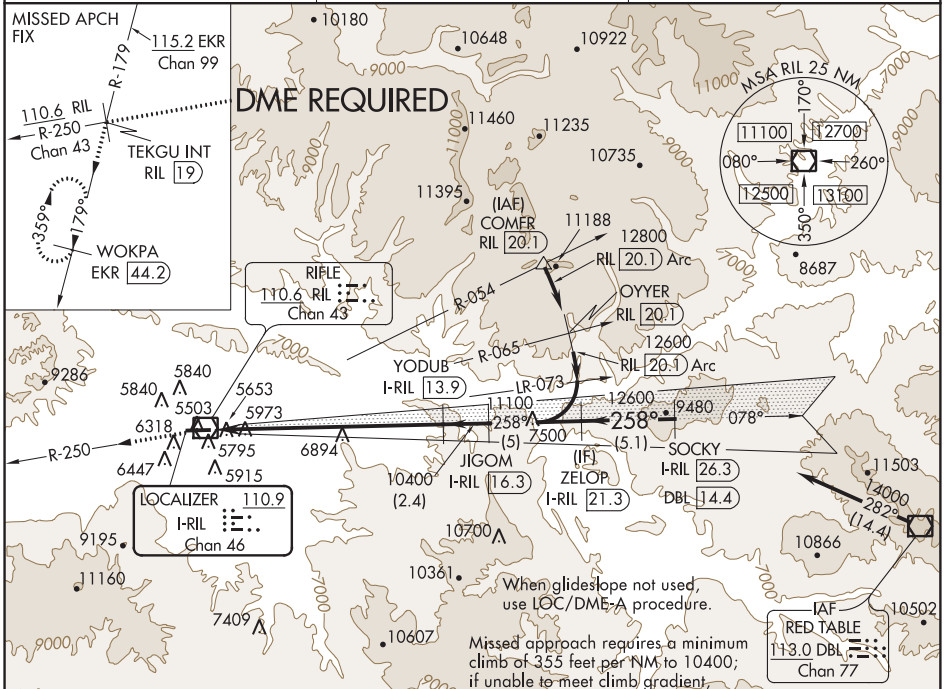
LOC/DME I-RIL 110.9 Chan 46	APP CRS 258°	Rwy Idg 7000 TDZE 5537 Apt Elev 5537
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ILS RWY 26

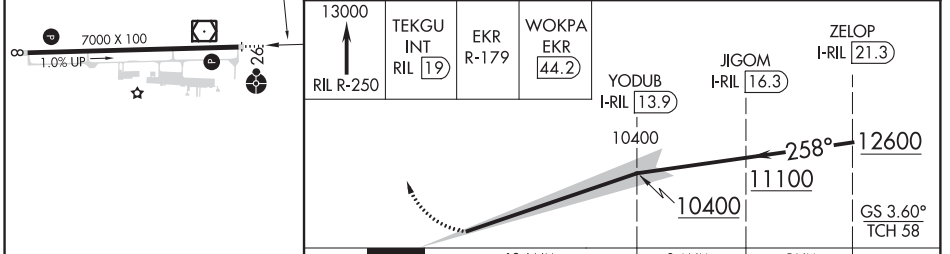
GARFIELD COUNTY RGNL (R.I.L.)

<p>Visibility reduction by helicopters NA. Use I-RIL DME when on localizer course. DME required. Circling not authorized.</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 13000 on RIL VOR/DME R-250 to TEKGU INT/RIL 19 DME and on EKR VOR/DME R-179 to WOKPA/EKR 44.2 DME and hold.</p>
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ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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ELEV 5537	TDZE 5537
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CATEGORY	A	B	C	D
S-ILS 26	6800-4	1263 (1300-4)		NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RIFLE, COLORADO

AL-6741 (FAA)

15288

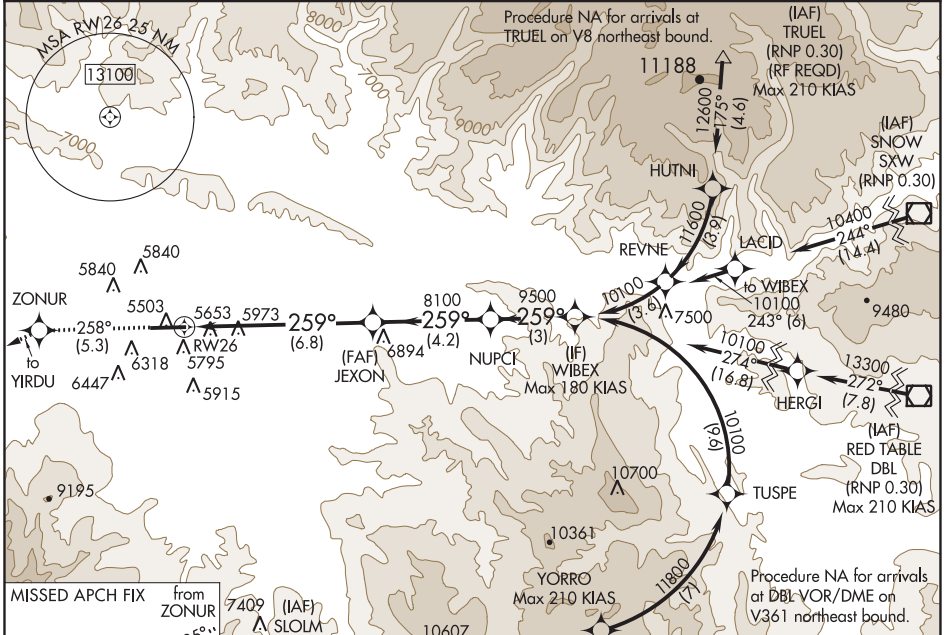
APP CRS	Rwy Idg	7000
259°	TDZE	5537
	Apt Elev	5537

RNAV (RNP) Y RWY 26

GARFIELD COUNTY RGNL (R.I.L)

<p>▽ When VGSI inoperative, procedure NA at night. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 38°C (100°F). ⚠ -15°C/5°F GPS required.</p>	<p>ODALS</p> <p>MISSED APPROACH: Climb to 13000 on track 258° to ZONUR and track 235° to YIRDUR and track 218° to WOKPA and hold, continue climb-in-hold to 13000.</p>
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ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF) 0
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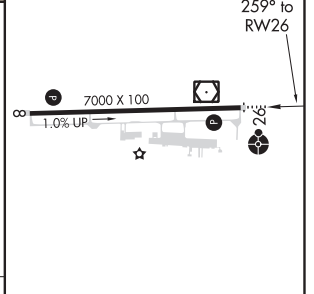
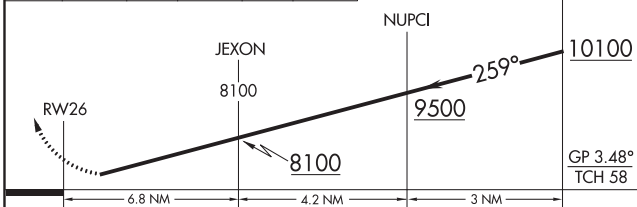
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

MISSED APCH FIX	from ZONUR
8 NM	YIRDUR 235° (9.8)
	WOKPA 218° (9)
	004° (18.4)

ELEV 5537	TDZE 5537
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13000	ZONUR	YIRDUR	WOKPA
tr 258°	tr 235°	tr 218°	



CATEGORY	A	B	C	D
RNP 0.30 DA	6387-2½		850 (900-2½)	NA

AUTHORIZATION REQUIRED

HIRL Rwy 8-26	0
REIL Rwy 8	0

RIFLE, COLORADO
 Amdt 1A 30JUN11

39°32'N-107°44'W

RNAV (RNP) Y RWY 26

GARFIELD COUNTY RGNL (R.I.L)

APP CRS	Rwy Idg	7000
078°	TDZE	5498
	Apt Elev	5537

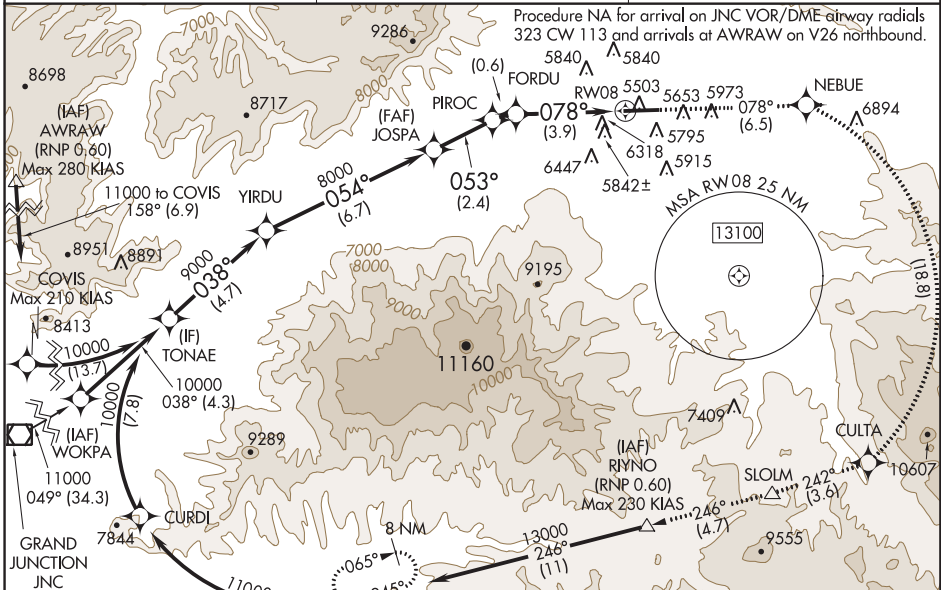
RNAV (RNP) Z RWY 8

GARFIELD COUNTY RGNL (R.I.L.)

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).
 -15°C/5°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.

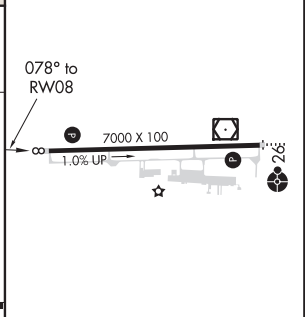
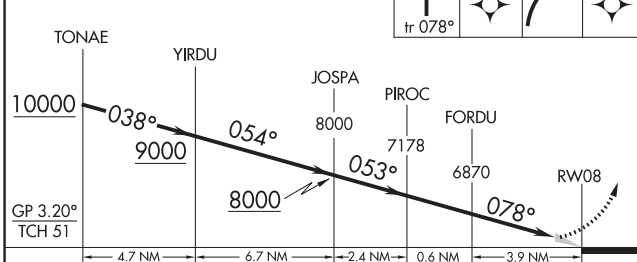
MISSED APPROACH: Climb to 13000 on track 078° to NEBUE, right turn to CULTA, and track 242° to SLOLM and track 246° to RIYNO and track 246° to HUGSI and hold.

ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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ELEV 5537	TDZE 5498
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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
 REIL Rwy 8

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	7000
259°	THRE	5537
	Apt Elev	5537

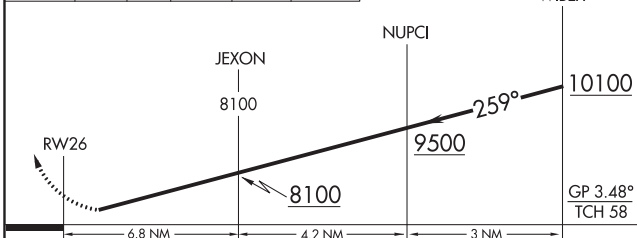
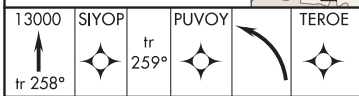
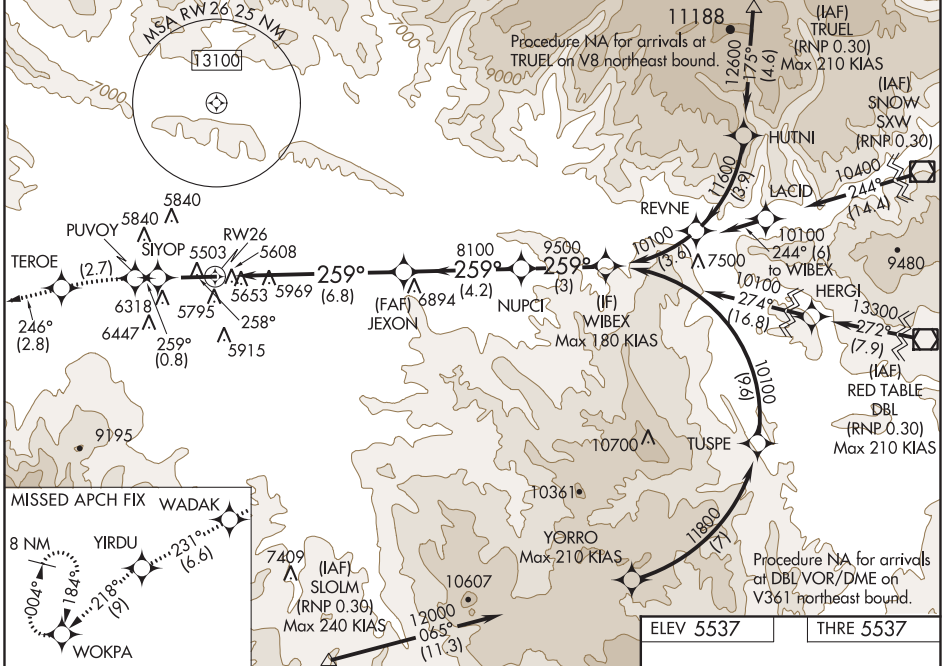
RNAV (RNP) Z RWY 26

GARFIELD COUNTY RGNL (RIL)

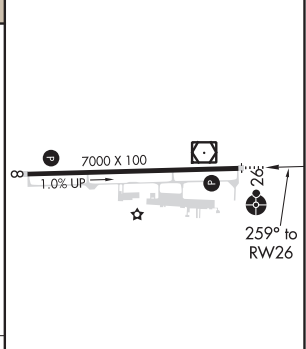
When VGSJ inoperative, procedure NA at night. RF required. GPS required. Missed approach requires RNP less than 1.0. For uncompensated Baro-VNAV systems, procedure NA below -24°C (-11°F) or above 38°C (100°F). * Missed approach requires minimum climb of 398 feet per NM to 9100.

MISSED APPROACH: Climb to 13000 on track 258° to SIYOP and track 259° to PUVOY left turn to TEROE and track 246° to WADAK and track 231° to YIRDU and track 218° to WOKPA and hold, continue climb-in-hold to 13000.

ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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ELEV 5537	THRE 5537
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CATEGORY	A	B	C	D
RNP 0.10 DA*	5955-1	418 (500-1)		NA
RNP 0.30 DA	6387-2½	850 (900-2½)		NA

AUTHORIZATION REQUIRED

HIRL Rwy 8-26
 REIL Rwy 8

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

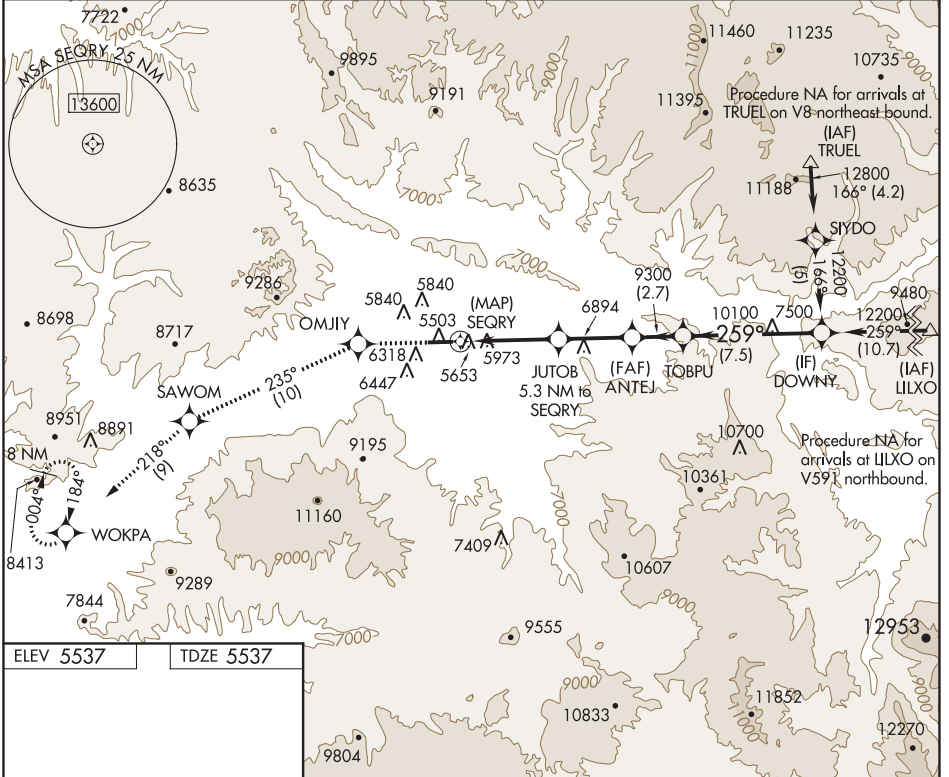
APP CRS	Rwy Idg	7000
259°	TDZE	5537
	Apt Elev	5537

RNAV (GPS) W RWY 26

GARFIELD COUNTY RGNL (R.I.L.)

<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling not authorized at night</p>	<p>MISSED APPROACH: Climb to 13000 direct OMJIY and on track 235° to SAWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 13000.</p>
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ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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ELEV 5537	TDZE 5537
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HIRL Rwy 8-26
REIL Rwy 8

13000	OMJIY	tr 235°	SAWOM	tr 218°	WOKPA	TOBPU	DOWNNY
							12200
	SEQRY	JUTOB 3.7 NM to SEQRY	ANTEJ 5.3 NM to SEQRY	7760	9300	10100	Procedure Turn NA
		3.58° TCH 58					
	0.5	3.7 NM	1.6 NM	4 NM	2.7 NM	7.5 NM	
CATEGORY	A	B	C	D			
LNAV MDA	7180-1¼ 1643 (1700-1¼)	7180-1½ 1643 (1700-1½)	7180-3 1643 (1700-3)	NA			
CIRCLING	7180-1¼ 1643 (1700-1¼)	7180-1½ 1643 (1700-1½)	7180-3 1643 (1700-3)	NA			

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

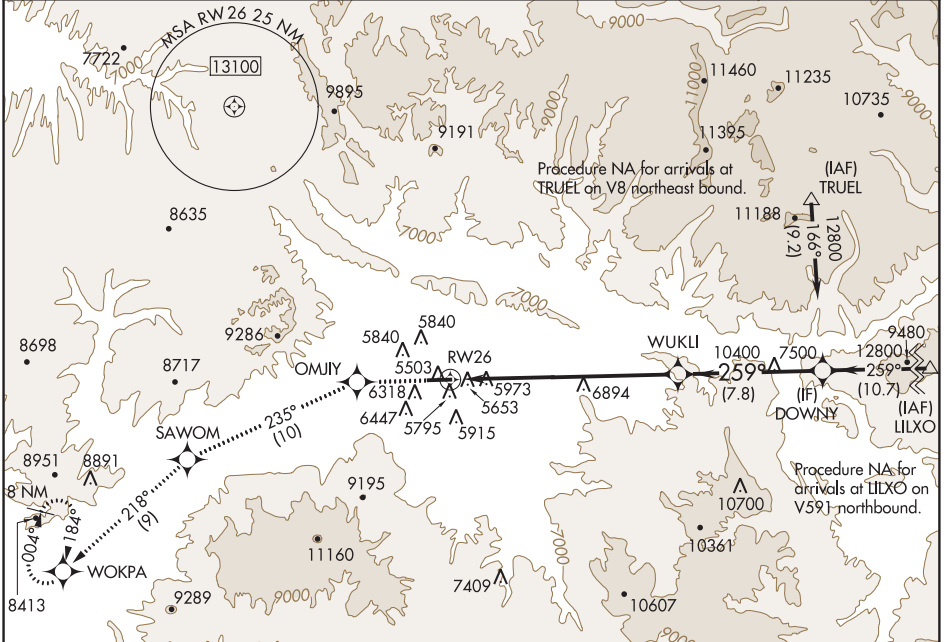
WAAS CH 93708 W26A	APP CRS 259°	Rwy Idg TDZE Apt Elev	7000 5537 5537
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RNAV (GPS) X RWY 26

GARFIELD COUNTY RGNL (R.I.L.)

<p>NA</p> <p>DME/DME RNP- 0.3 NA.</p> <p>-15°C/5°F</p>	<p>ODALS</p>	<p>MISSED APPROACH: Climb to 13000 direct OMJIY and on track 235° to SAWWOM and on track 218° to WOKPA and hold, continue climb-in-hold to 13000.</p>
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ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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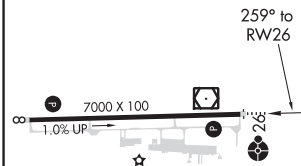


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5537	TDZE 5537
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Missed approach obstructions require a minimum climb gradient of 290 ft/NM to 9600 feet; if unable to meet climb gradient, see RNAV (GPS) W RWY 26.



13000	OMJIY	tr 235°	SAWWOM	tr 218°	WOKPA	DOWNNY
						12800
			10400			
			10400			
						GP 3.60° TCH 58
			12.2 NM		7.8 NM	

HIRL Rwy 8-26	REIL Rwy 8	CATEGORY	A	B	C	D
		LPV DA	6300-2¼	763 (800-2¼)		NA

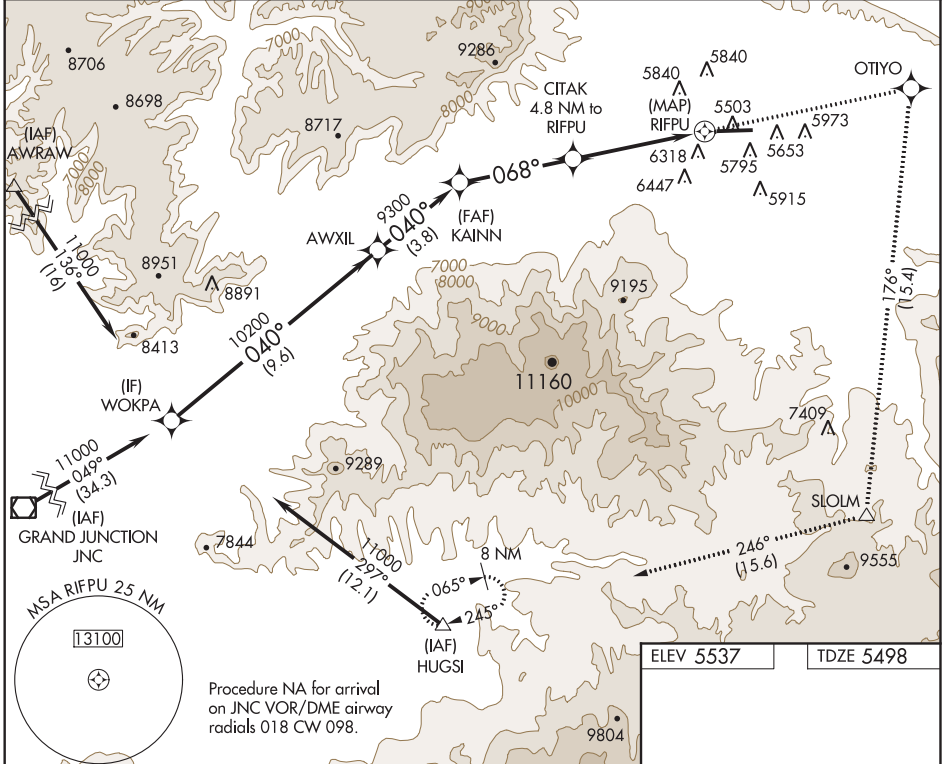
APP CRS	Rwy Idg	7000
068°	TDZE	5498
	Apt Elev	5537

RNAV (GPS) Y RWY 8

GARFIELD COUNTY RGNL (RIL)

DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Circling NA at night south of Rwy 8-26.	MISSED APPROACH: Climb to 13000 direct OTIYO and right turn on track 176° to SLOLM and on track 246° to HUGSI and hold, continue climb-in-hold to 13000.
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ASOS 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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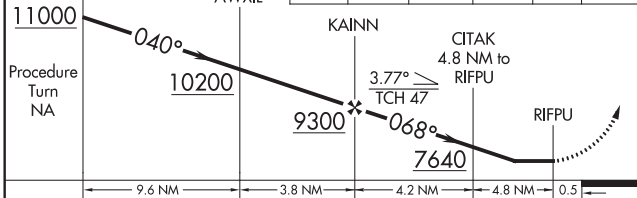


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 47). WOKPA 11000 Procedure Turn NA	AWXIL 10200	KAINN 9300	CITAK 4.8 NM to RIFPU 7640	RIFPU 0.5	HUGSI 246°	SLOLM 176°	OTIYO 13000
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ELEV 5537	TDZE 5498
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CATEGORY	A	B	C	D
LNVA MDA	7420-1¼ 1922 (1900-1¼)	7420-1½ 1922 (1900-1½)	7420-3 1922 (1900-3)	NA
CIRCLING	7420-1¼ 1883 (1900-1¼)	7420-1½ 1883 (1900-1½)	7420-3 1883 (1900-3)	NA

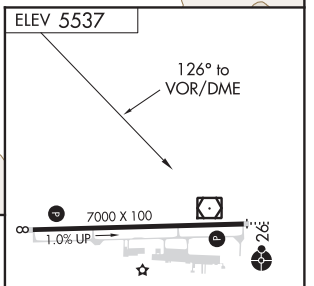
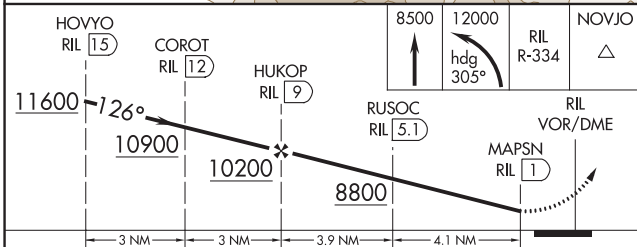
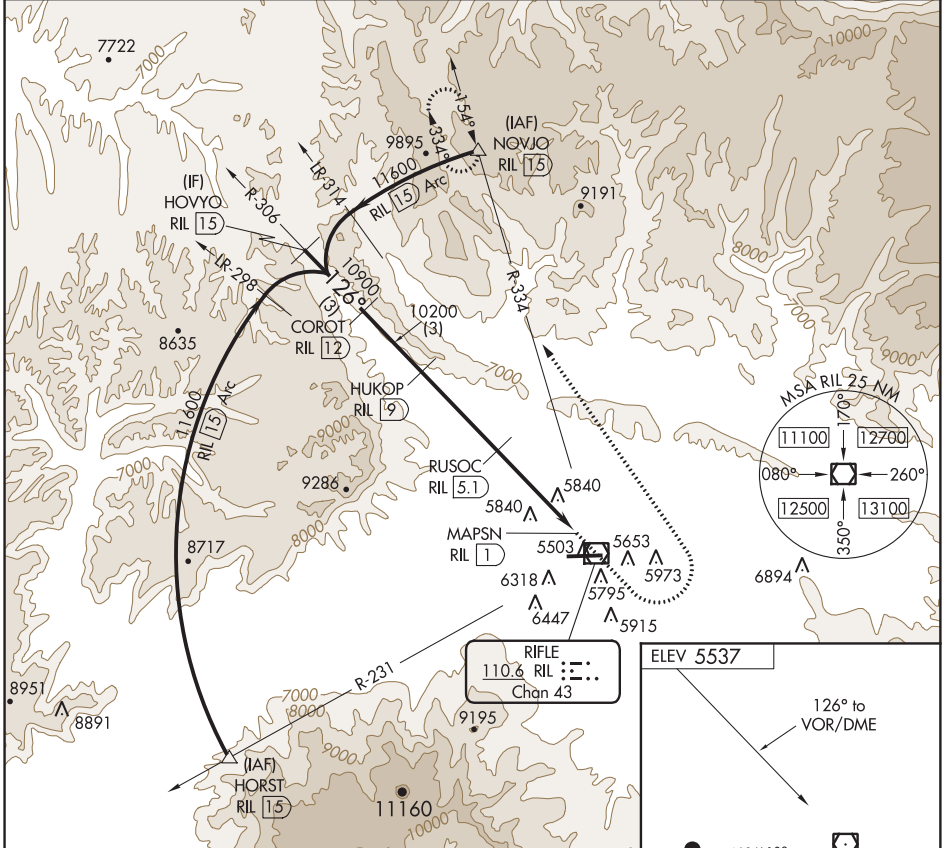
VOR/DME RIL 110.6 Chan 43	APP CRS 126°	Rwy Idg TDZE Apt Elev N/A N/A 5537
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VOR/DME-C
GARFIELD COUNTY RGNL (RIL)

⚠ Circling NA south of Rwy 8-26 at night.
⚠ -15°C/5°F

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 135.275	DENVER CENTER 134.5 327.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
CIRCLING	7360-1¼ 1823 (1900-1¼)	7360-1½ 1823 (1900-1½)	7360-3 1823 (1900-3)	NA

HIRL Rwy 8-26
 REIL Rwy 8

SW-1, 10 NOV 2016 to 05 JAN 2017

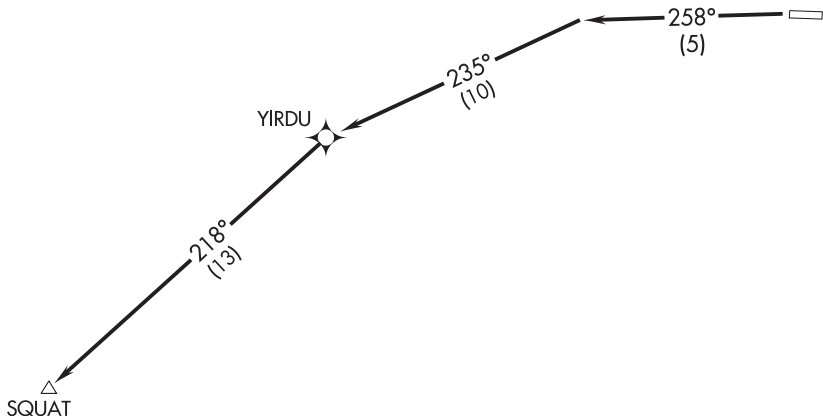
SW-1, 10 NOV 2016 to 05 JAN 2017

(SQUAT3.SQUAT) 16035

SQUAT THREE DEPARTURE (OBSTACLE) (RNAV)

GARFIELD COUNTY RGNL (RIL)
SL-6741 (FAA) RIFLE, COLORADO

DENVER CENTER
134.5 327.8



TAKEOFF OBSTACLE NOTES

Rwy 26: Poles beginning 1446' from DER, 634' left of centerline, up to 58' AGL/5331' MSL.

TAKEOFF MINIMUMS

Rwy 8: NA- ATC.
Rwy 26: Standard with minimum climb of 399' per NM to 9700.

NOTE: GPS Required.
NOTE: RNAV 1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 26: Climb heading 258° to intercept course 235° to YIRDU, and on 218° to SQUAT, maintain 10500 or as assigned.

SQUAT THREE DEPARTURE (OBSTACLE) (RNAV)

(SQUAT3.SQUAT) 18NOV10

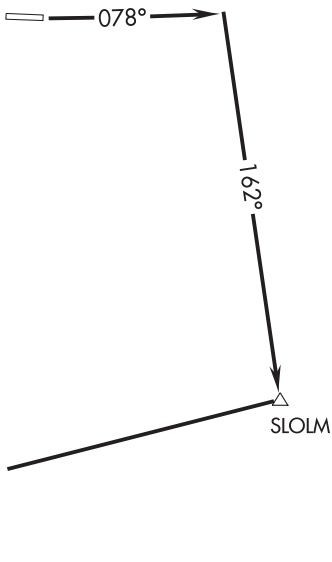
RIFLE, COLORADO
GARFIELD COUNTY RGNL (RIL)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

DENVER CENTER
134.5 327.8

**TOP ALTITUDE:
14000**



NOTE: RNAV 1
NOTE: GPS Required.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

TAKEOFF MINIMUMS

Rwy 26: NA- ATC.
Rwy 8: Standard with minimum climb of 396' per NM to 11100.

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.

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. . . .

. . . .via assigned route, maintain 14000, expect clearance to assigned altitude 10 minutes after departure.

WAAS CH 50202 W03A	APP CRS 035°	Rwy Idg 13001 TDZE 3667 Apt Elev 3671
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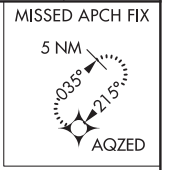
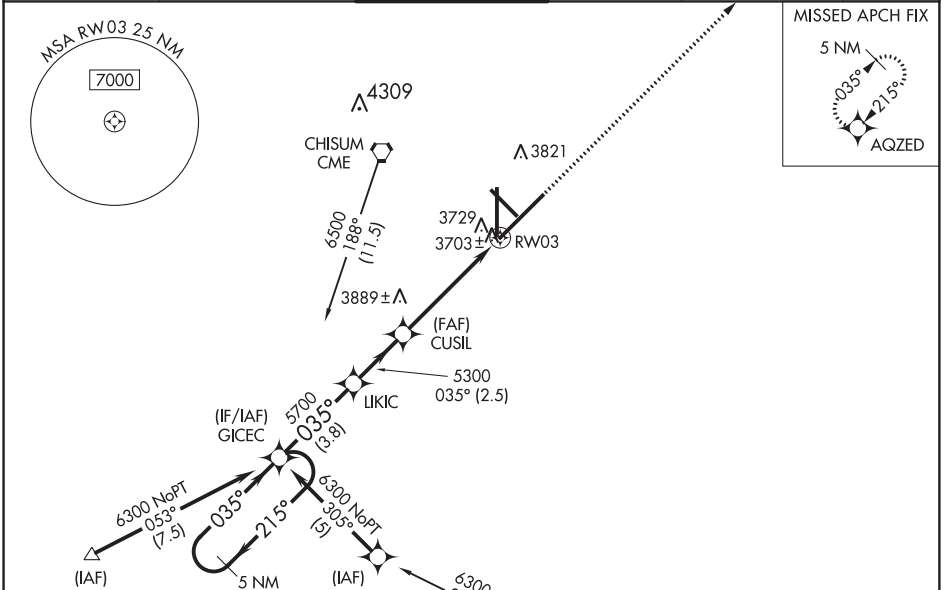
RNAV (GPS) RWY 3

ROSWELL INTL AIR CENTER (ROW)

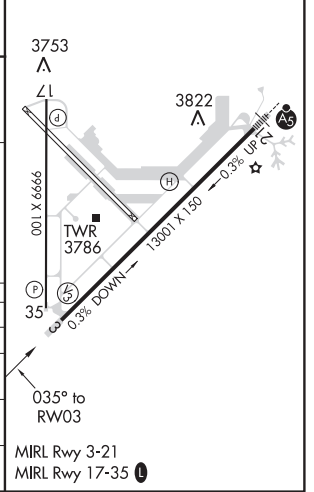
ASR DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct AQZED and hold.

ATIS 128.45 306.2	ROSWELL APP CON * 119.6 239.0	ROSWELL TOWER * 118.5 (CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132,875 282.25	UNICOM 122.95
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ELEV 3671	D TDZE 3667
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CATEGORY	A	B	C	D
LPV DA	3917-3/4 250 (300-3/4)			
LNAV/VNAV DA	3987-1 320 (400-1)			
LNAV MDA	4140-1	473 (500-1)	4140-1 1/4 473 (500-1 1/4)	4140-1 1/2 473 (500-1 1/2)
CIRCLING	4140-1	469 (500-1)	4140-1 1/2 469 (500-1 1/2)	4240-2 569 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65702 W17A	APP CRS 170°	Rwy Idg TDZE Apt Elev	9999 3666 3671
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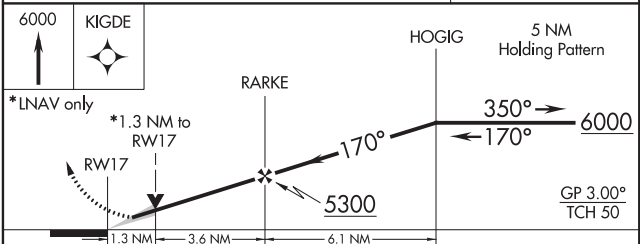
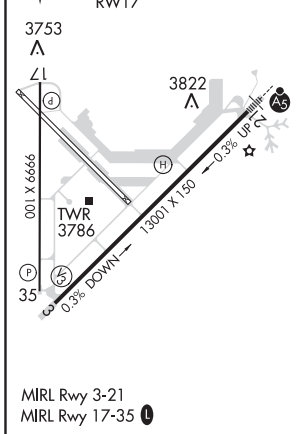
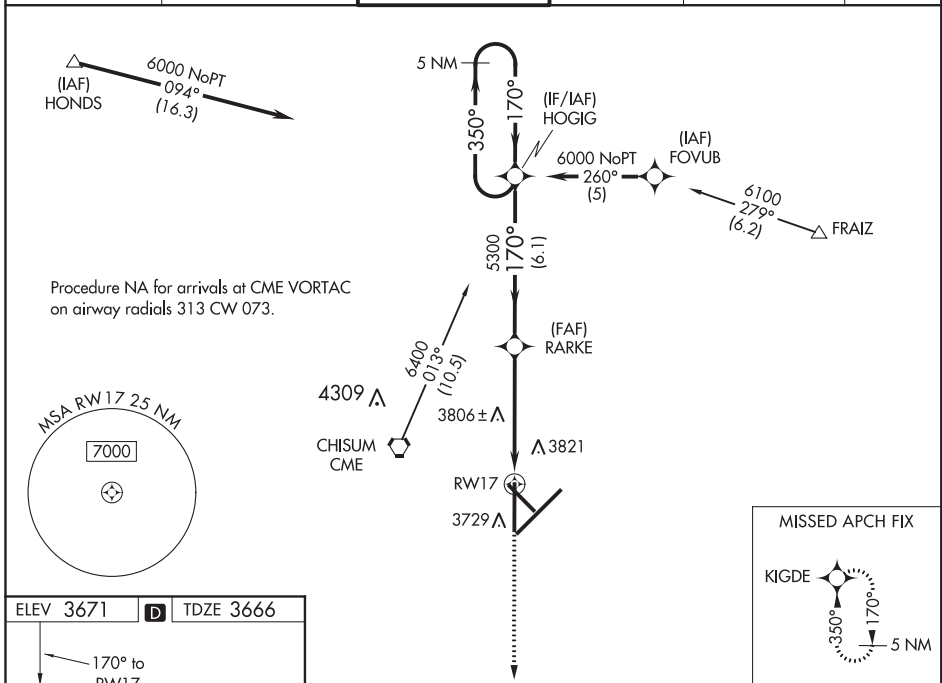
RNAV (GPS) RWY 17

ROSWELL INTL AIR CENTER (ROW)

D DME/DME RNP-0.3 NA.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
ASR If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
 VDP and Baro-VNAV NA when using Artesia altimeter setting.

MISSED APPROACH: Climb to 6000 direct KIGDE and hold.

ATIS 128.45 306.2	ROSWELL APP CON* 119.6 239.0	ROSWELL TOWER* 118.5 (CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	3916-3/4		250 (300-3/4)	
LNAV/VNAV DA	4003-1 1/4 337 (400-1 1/4)			
LNAV MDA	4120-1	454 (500-1)	4120-1 1/4 454 (500-1 1/4)	4120-1 1/2 454 (500-1 1/2)
CIRCLING	4140-1 1/4	469 (500-1 1/4)	4140-1 1/2 469 (500-1 1/2)	4240-2 569 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

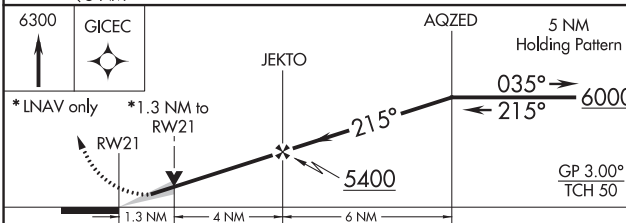
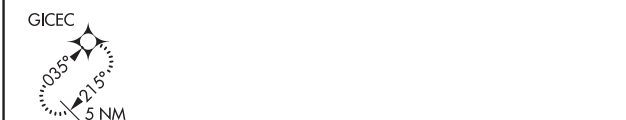
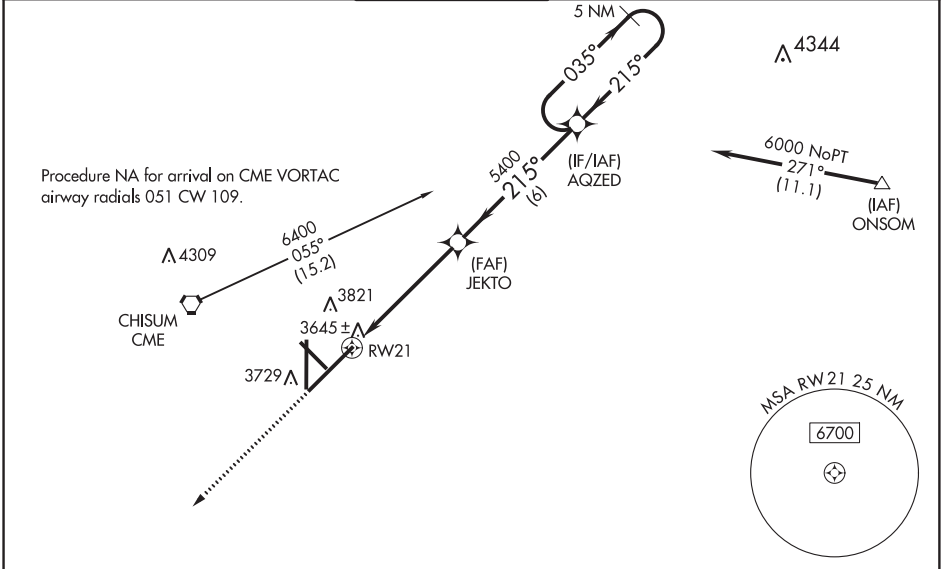
WAAS CH 69302 W21A	APP CRS 215°	Rwy Idg 13001 TDZE 3633 Apt Elev 3671
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RNAV (GPS) RWY 21

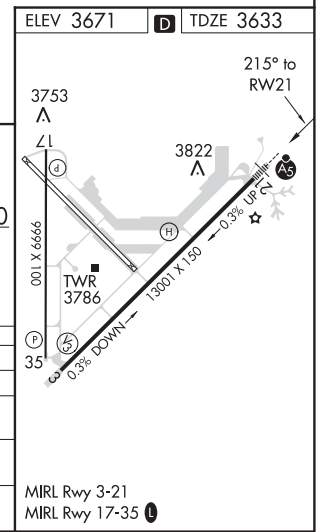
ROSWELL INTL AIR CENTER (ROW)

<p>DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F). If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Artesia altimeter setting. For inoperative MALSR increase LPV all Cats visibility to 1.</p>		<p>MISSED APPROACH: Climb to 6300 direct GICEC and hold.</p>

ATIS 128.45 306.2	ROSWELL APP CON * 119.6 239.0	ROSWELL TOWER * 118.5 (CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	3899-1/2		266 (300-1/2)	
LNAV/VNAV DA	3981-3/4		348 (400-3/4)	
LNAV MDA	4080-1/2 447 (500-1/2)		4080-3/4 447 (500-3/4)	
CIRCLING	4140-1 1/4 469 (500-1 1/4)		4140-1 1/2 4240-2 569 (600-2)	



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 70402 W35A	APP CRS 350°	Rwy Idg TDZE Apt Elev	9999 3671 3671
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RNAV (GPS) RWY 35

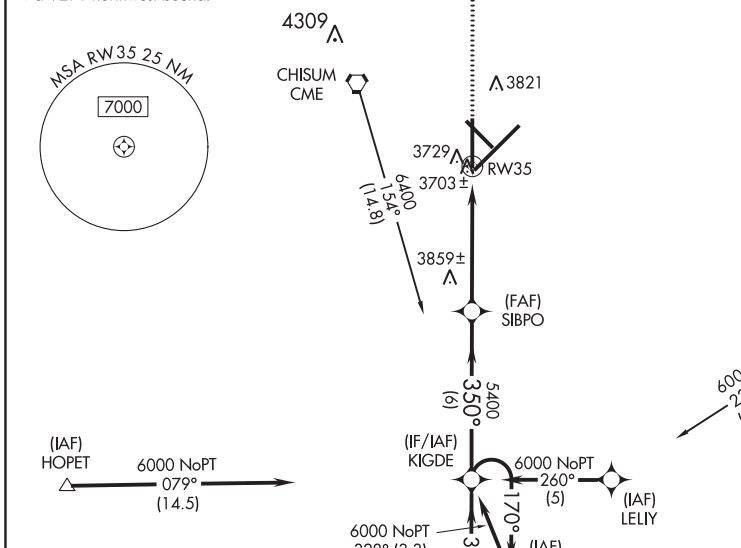
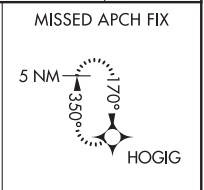
ROSWELL INTL AIR CENTER (ROW)

ASR DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (106°F).
If local altimeter setting not received, use Artesia altimeter setting and increase all DAs/MDAs 100 feet.
VDP and Baro-VNAV NA when using Artesia altimeter setting.

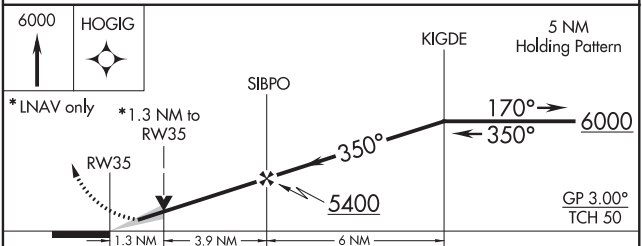
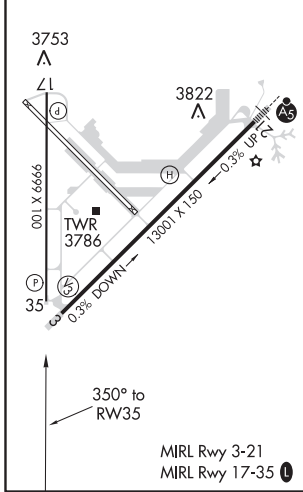
MISSED APPROACH: Climb to 6000 direct HOGIG and hold.

ATIS 128.45 306.2	ROSWELL APP CON * 119.6 239.0	ROSWELL TOWER * 118.5(CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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Procedure NA for arrivals at CME VORTAC via V291 northwest bound.



ELEV 3671	D	TDZE 3671
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CATEGORY	A	B	C	D
LPV DA	3921-3/4 250 (300-3/4)			
LNAV/VNAV DA	3953-1 282 (300-1)			
LNAV MDA	4120-1 449 (500-1)	4120-1 1/4 449 (500-1 1/4)		4120-1 1/2 449 (500-1 1/2)
CIRCLING	4140-1 469 (500-1)	4140-1 1/2 469 (500-1 1/2)		4240-2 569 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

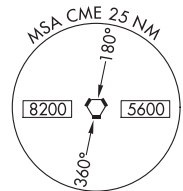
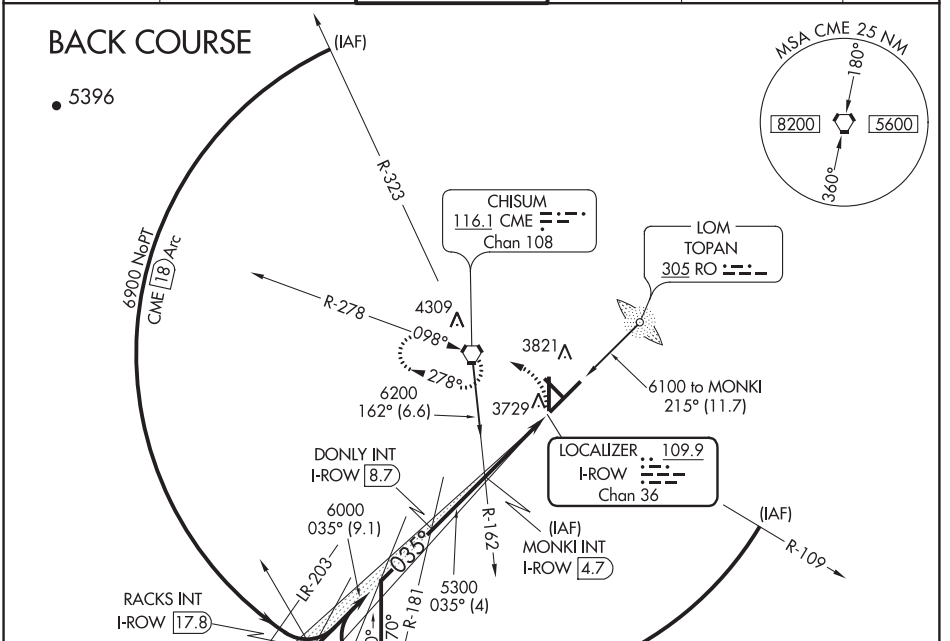
SW-1, 10 NOV 2016 to 05 JAN 2017

LOC/DME I-ROW 109.9 Chan 36	APP CRS 035°	Rwy Idg 13001 TDZE 3667 Apt Elev 3671
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LOC BC RWY 3
ROSWELL INTL AIR CENTER (ROW)

		MISSED APPROACH: Climbing left turn to 6000 direct CME VORTAC and hold.			
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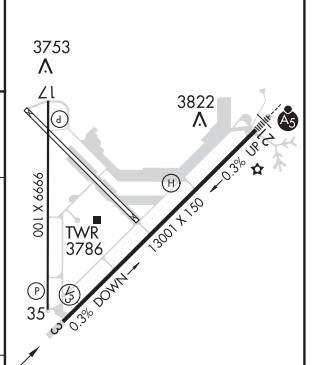
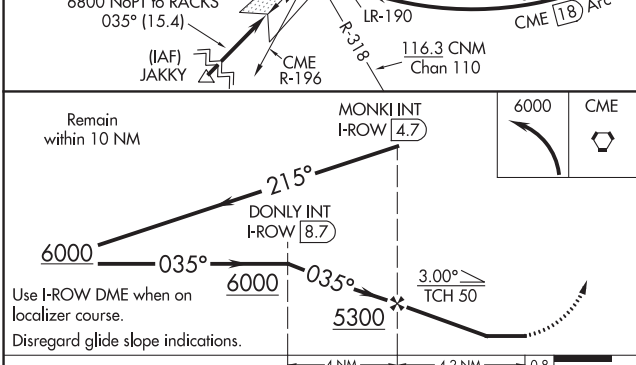
ATIS 128.45 306.2	ROSWELL APP CON * 119.6 239.0	ROSWELL TOWER * 118.5 (CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3671	D	TDZE 3667
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CATEGORY	A		B		C		D	
	4100-1		433 (500-1)		4100-1½ 433 (500-1½)		4100-1½ 433 (500-1½)	
CIRCLING	4140-1		469 (500-1)		4140-1½ 469 (500-1½)		4240-2 569 (600-2)	

035° 5 NM from FAF		MIRL Rwy 3-21 MIRL Rwy 17-35			
FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

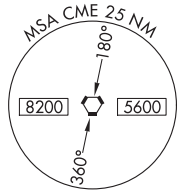
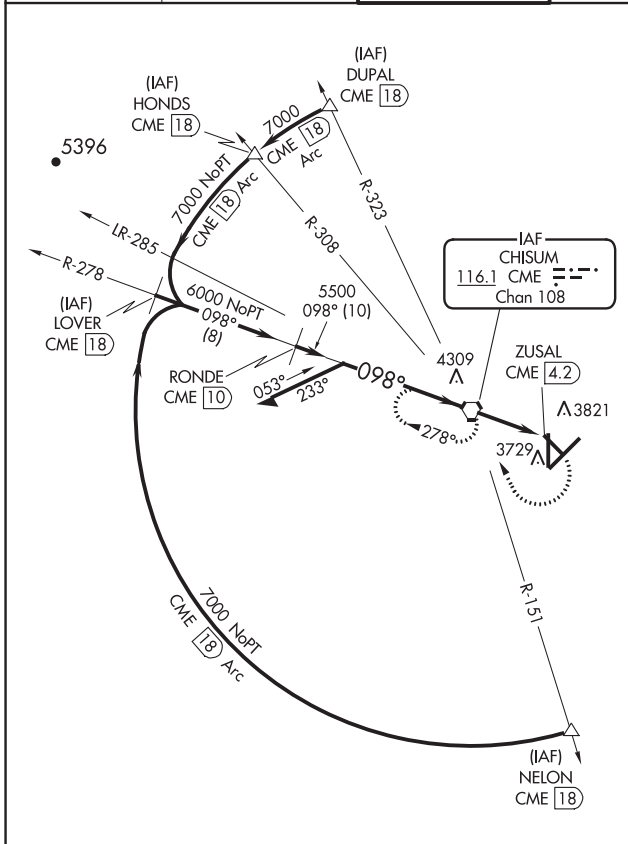
VORTAC CME 116.1 Chan 108	APP CRS 098°	Rwy Idg TDZE Apt Elev N/A N/A 3671
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VOR-B
ROSWELL INTL AIR CENTER (ROW)

T ASR If local altimeter setting not received, procedure NA.

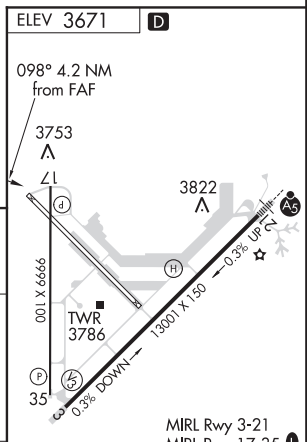
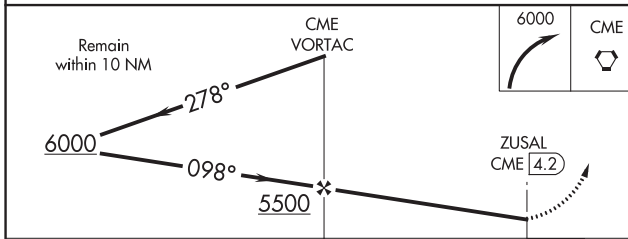
MISSED APPROACH: Climbing right turn to 6000 direct CME VORTAC and hold.

ATIS 128.45 306.2	ROSWELL APP CON* 119.6 239.0	ROSWELL TOWER* 118.5 (CTAF) 233.7	GND CON 121.9 348.6	CLNC DEL 132.875 282.25	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

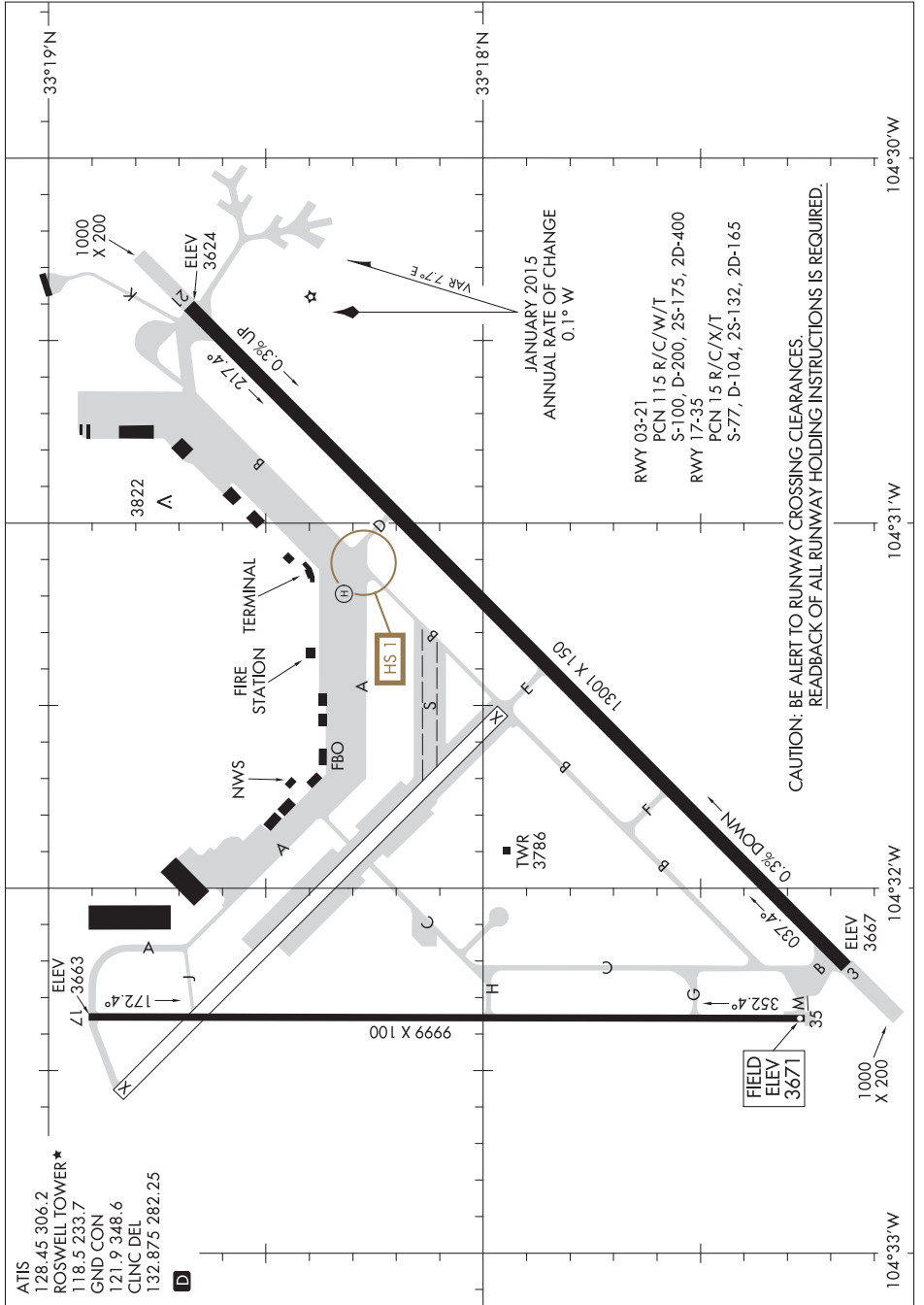


CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
CIRCLING	4140-1	469 (500-1)	4140-1½ 469 (500-1½)	4240-2 569 (600-2)	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

AIRPORT DIAGRAM

AL-354 (FAA)
ROSWELL INTL AIR CENTER (ROW)
ROSWELL, NEW MEXICO

SW-1, 10 NOV 2016 to 05 JAN 2017



SW-1, 10 NOV 2016 to 05 JAN 2017

AIRPORT DIAGRAM

ROSWELL, NEW MEXICO
ROSWELL INTL AIR CENTER (ROW)

RUIDOSO, NEW MEXICO

AL-6922 (FAA)

15232

WAAS CH 53420 W24A	APP CRS 241°	Rwy Idg TDZE Apt Elev	8120 6771 6814
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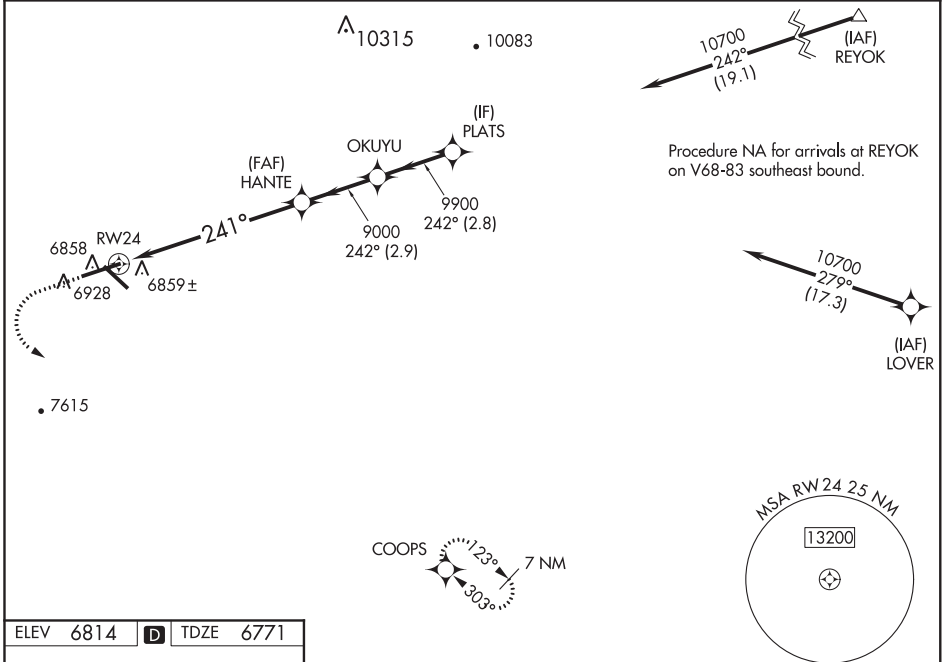
RNAV (GPS) RWY 24

SIERRA BLANCA RGNL (S.R.R.)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -28°C (-18°F) or above 48°C (118°F).
⚠ NA DME/DME RNP-0.3 NA. Circling NA to Rwy 12/30.
 When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7500 then climbing left turn to 10000 direct COOPS and hold.

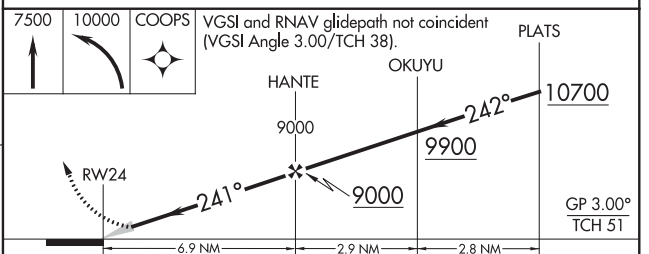
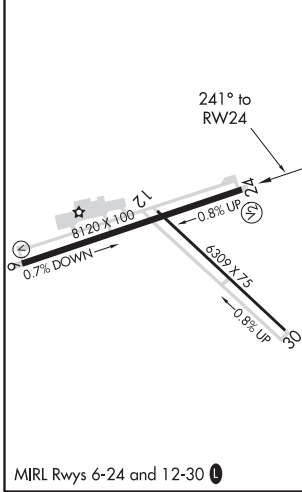
AWOS-3 126.475	ALBUQUERQUE CENTER 132.65 257.6	UNICOM 122.8 (CTAF) 📻
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6814	D	TDZE 6771
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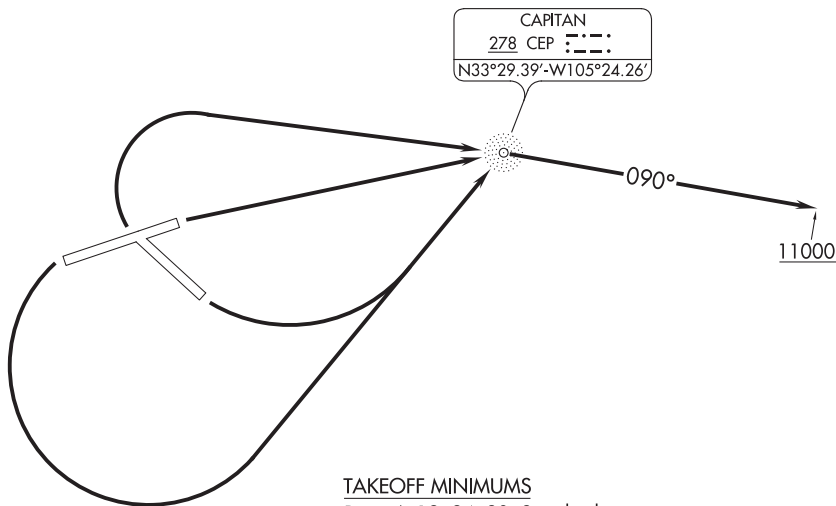
CATEGORY	A	B	C	D
LPV DA		6971-3/4	200 (200-3/4)	
LNAV/VNAV DA		7220-1 1/2	449 (400-1 1/2)	
LNAV MDA	7380-1	609 (600-1)	7380-1 3/4	609 (600-1 3/4)
CIRCLING	7380-1	566 (600-1)	7380-1 3/4 566 (600-1 3/4)	7480-2 666 (700-2)

RUIDOSO, NEW MEXICO
 Orig-A 05MAR15

33°28'N-105°32'W

SIERRA BLANCA RGNL (S.R.R.) RNAV (GPS) RWY 24

ALBUQUERQUE CENTER
132.65 257.6



TAKEOFF OBSTACLE NOTES

- Rwy 12: Trees beginning 61' from DER, left and right of centerline, up to 100' AGL/6728' MSL.
- Rwy 24: Bush 758' from DER, 374' left of centerline, up to 21' AGL/6835' MSL.
Bush 659' from DER, 265' right of centerline, up to 19' AGL/6832' MSL.
- Rwy 30: Poles 1092' from DER, 433' left of centerline, up to 72' AGL/6847' MSL.
Buildings 753' from DER, 410' left of centerline, 35' AGL/6808' MSL.
Vehicles on roadway 436' from DER, 254' right of centerline, up to 15' AGL/6787' MSL.
Sign 47' from DER, 60' right of centerline, up to 6' AGL/6774' MSL.
Signs 72' from DER, 455' left of centerline, up to 6' AGL/6779' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb direct CEP NDB, then on CEP bearing 090° to 11000 before proceeding on course.

TAKEOFF RUNWAY 12: Climbing left turn direct CEP NDB, then on CEP bearing 090° to 11000 before proceeding on course.

TAKEOFF RUNWAY 24: Climbing left turn direct CEP NDB, then on CEP bearing 090° to 11000 before proceeding on course.

TAKEOFF RUNWAY 30: Climbing right turn direct CEP NDB, then on CEP bearing 090° to 11000 before proceeding on course.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 288°	Rwy Idg TDZE Apt Elev 7523	N/A N/A N/A
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RNAV (GPS)-A

HARRIET ALEXANDER FIELD (A.NK)

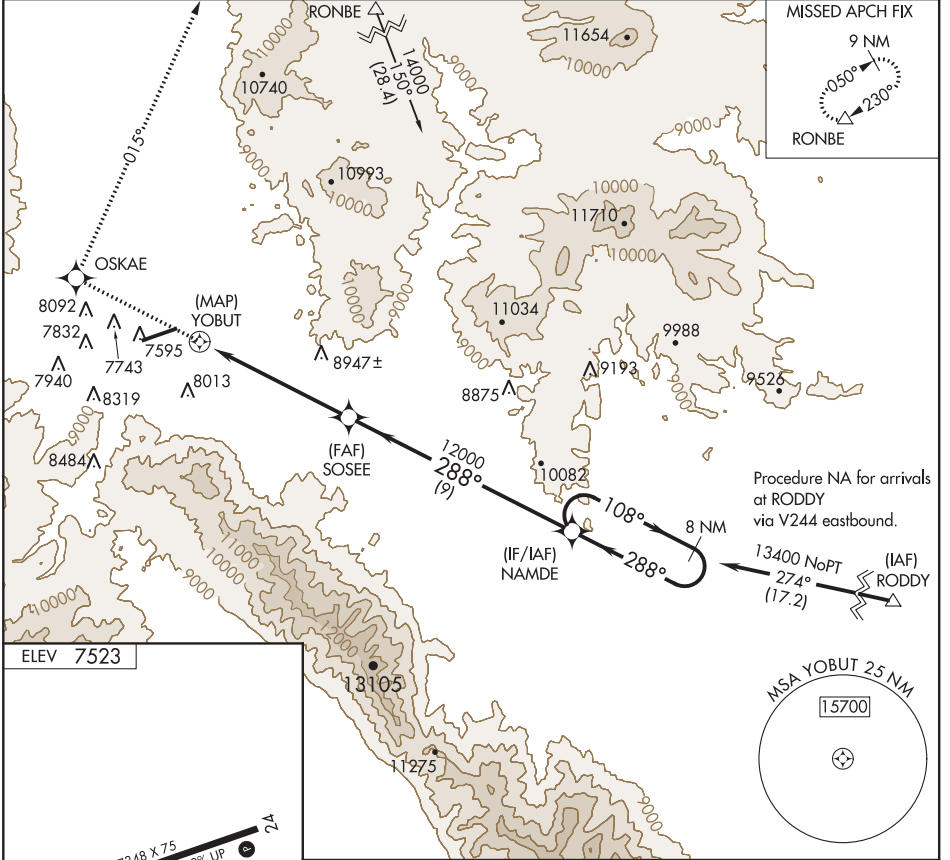
V DME/DME RNP-0.3 NA. Circling to Rwy 6 NA at night. When local altimeter setting not received, procedure NA.

A NA

❄ -21°C/-6°F

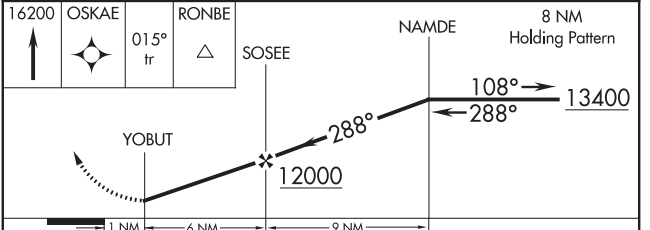
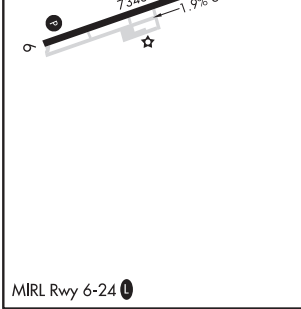
MISSED APPROACH: Climb to 16200 direct OSKAE and via 015° track to RONBE and hold, continue climb-in-hold to 16200.

AWOS-3 133.85	DENVER CENTER 128.375 379.95	UNICOM 122.7 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

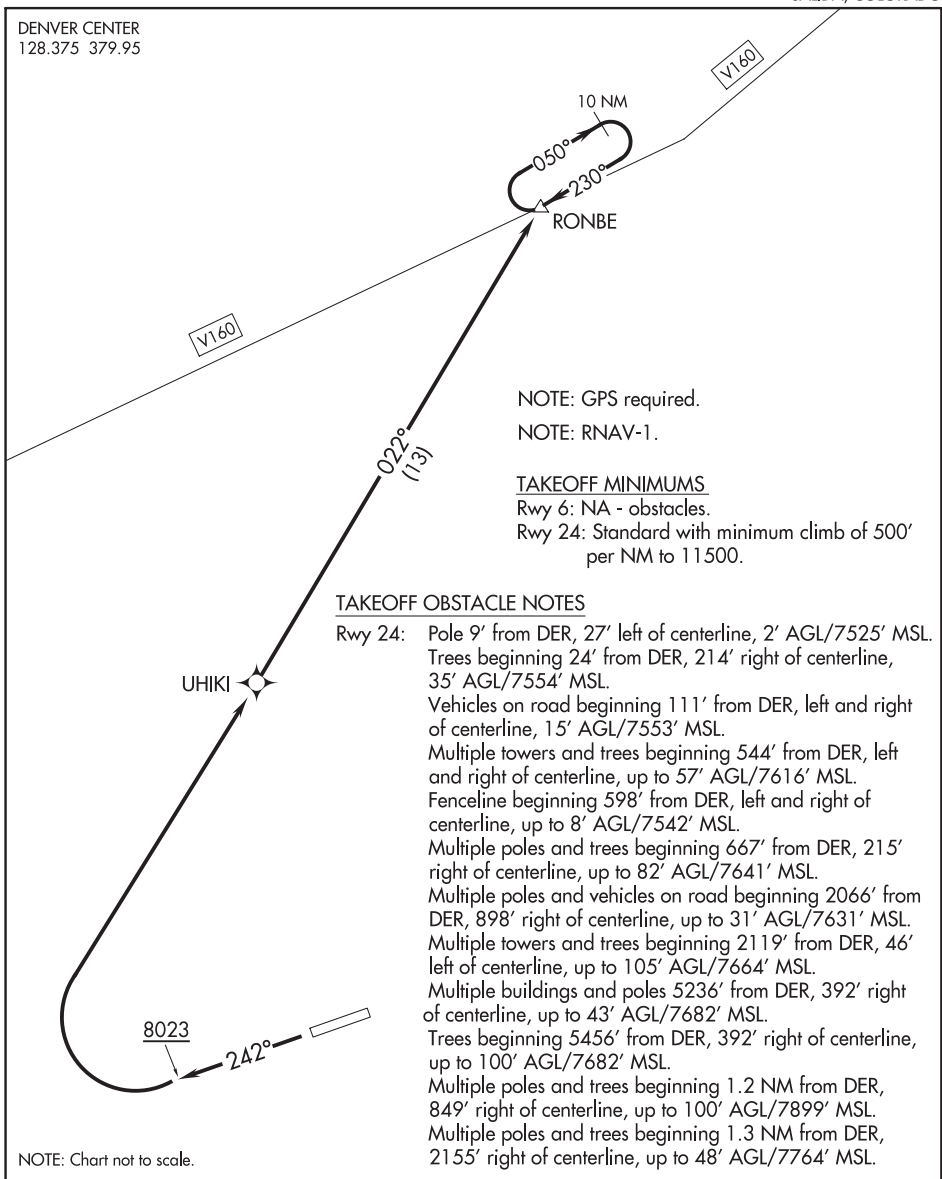


CATEGORY	A	B	C	D
CIRCLING	9720-1¼ 2197 (2200-1¼)	9720-1½ 2197 (2200-1½)	NA	

RONBE ONE DEPARTURE (RNAV)

SALIDA, COLORADO

DENVER CENTER
128.375 379.95



NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF MINIMUMS

Rwy 6: NA - obstacles.

Rwy 24: Standard with minimum climb of 500' per NM to 11500.

TAKEOFF OBSTACLE NOTES

Rwy 24: Pole 9' from DER, 27' left of centerline, 2' AGL/7525' MSL.
 Trees beginning 24' from DER, 214' right of centerline, 35' AGL/7554' MSL.
 Vehicles on road beginning 111' from DER, left and right of centerline, 15' AGL/7553' MSL.
 Multiple towers and trees beginning 544' from DER, left and right of centerline, up to 57' AGL/7616' MSL.
 Fenceline beginning 598' from DER, left and right of centerline, up to 8' AGL/7542' MSL.
 Multiple poles and trees beginning 667' from DER, 215' right of centerline, up to 82' AGL/7641' MSL.
 Multiple poles and vehicles on road beginning 2066' from DER, 898' right of centerline, up to 31' AGL/7631' MSL.
 Multiple towers and trees beginning 2119' from DER, 46' left of centerline, up to 105' AGL/7664' MSL.
 Multiple buildings and poles 5236' from DER, 392' right of centerline, up to 43' AGL/7682' MSL.
 Trees beginning 5456' from DER, 392' right of centerline, up to 100' AGL/7682' MSL.
 Multiple poles and trees beginning 1.2 NM from DER, 849' right of centerline, up to 100' AGL/7899' MSL.
 Multiple poles and trees beginning 1.3 NM from DER, 2155' right of centerline, up to 48' AGL/7764' MSL.

NOTE: Chart not to scale.



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.

RONBE ONE DEPARTURE (RNAV)

(RONBE1. RONBE) 18SEP14

SALIDA, COLORADO

HARRIET ALEXANDER FIELD (ANK)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

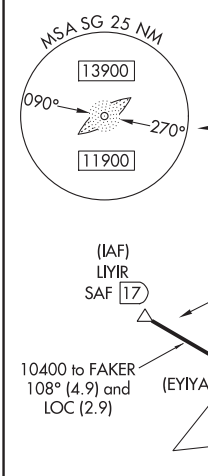
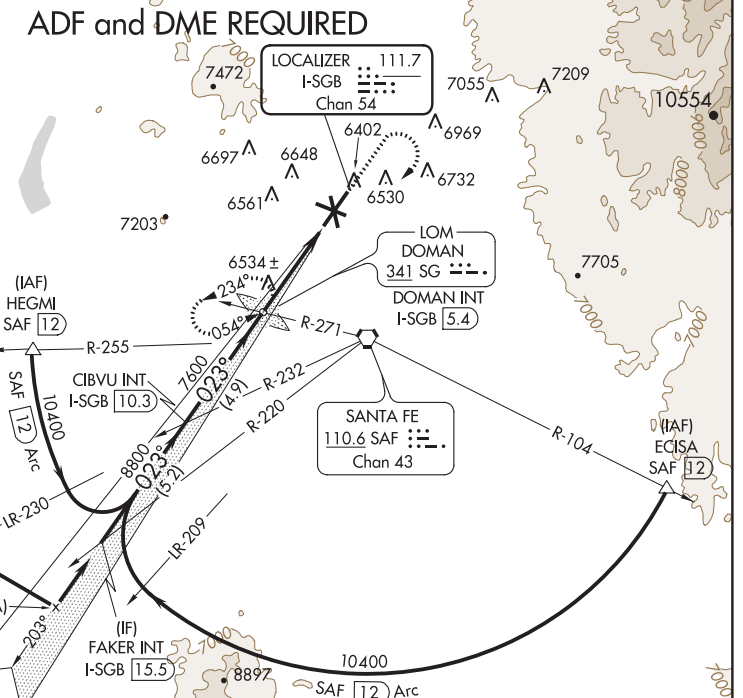
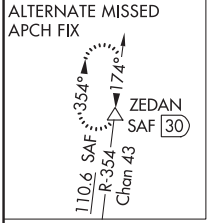
LOC/DME I-SGB 111.7 Chan 54	APP CRS 023°	Rwy Idg 8366
		TDZE 6303
		Apt Elev 6348

ILS or LOC RWY 2

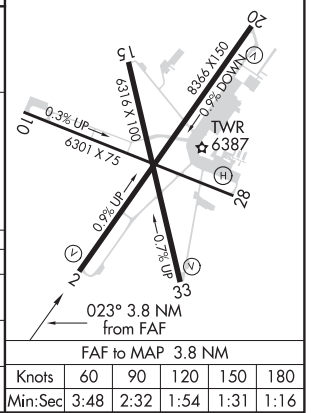
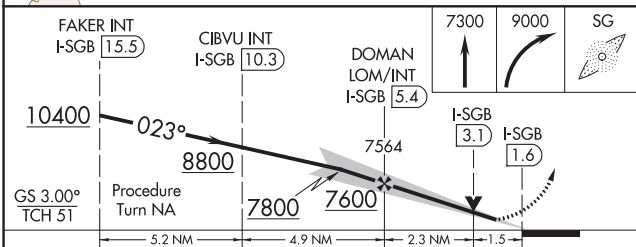
SANTA FE MUNI (SAF)

MISSED APPROACH: Climb to 7300, then climbing right turn to 9000 direct DOMAN LOM and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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ELEV 6348 | TDZE 6303
 REIL Rwyts 20, 15 and 33
 MIRL Rwyts 02-20 and 15-33 ★



CATEGORY	A	B	C	D
S-ILS 2	6503-¾ 200 (200-¾)			
S-LOC 2	6800-1 497 (500-1)	6800-1¼ 497 (500-1¼)	6800-1½ 497 (500-1½)	6800-1¾ 497 (500-1¾)
CIRCLING	6840-1 492 (500-1)	6920-1½ 572 (600-1½)	7020-2¼ 672 (700-2¼)	

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	8366
023°	TDZE	6303
	Apt Elev	6348

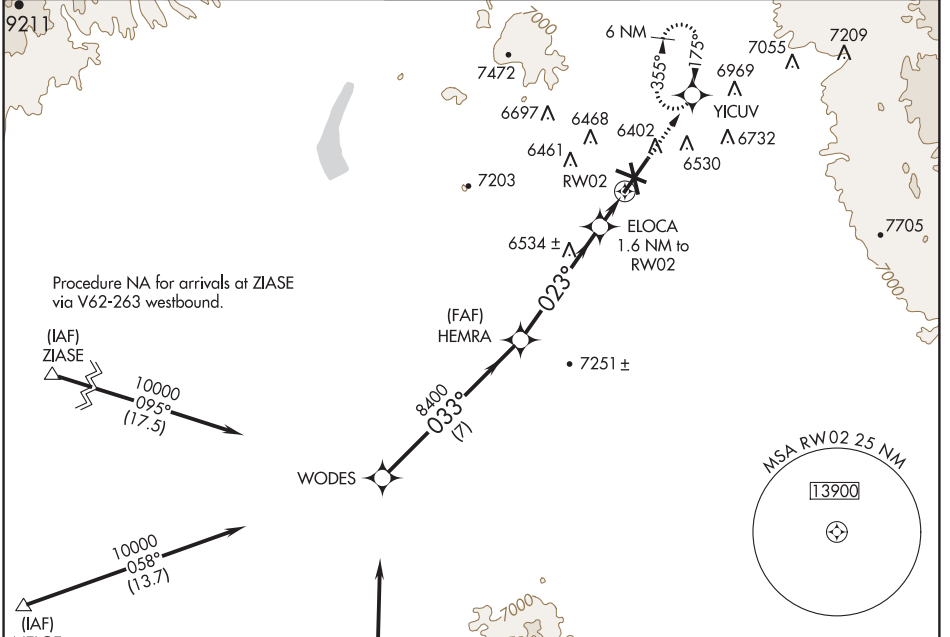
RNAV (GPS) RWY 2

SANTA FE MUNI (SAF)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 9000 direct YICUV WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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Procedure NA for arrivals at ZIASE via V62-263 westbound.

(IAF) ZIASE 10000 095° (17.5)

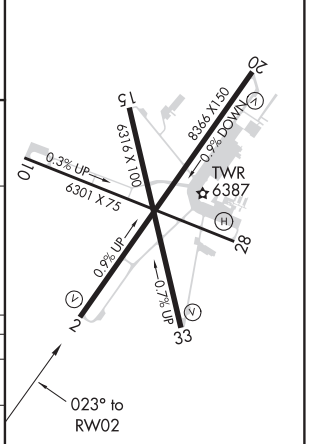
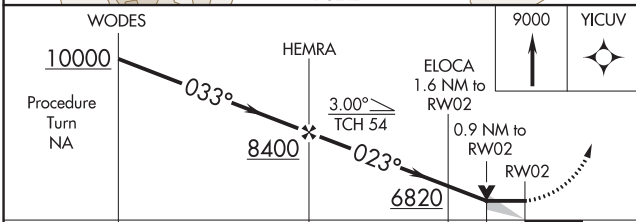
(IAF) NELGE 10000 058° (13.7)

Procedure NA for arrivals at NELGE via V611 southwest bound.

(IAF) DULKE 10000 345° (11.6)

Procedure NA for arrivals at DULKE via V190 southwest bound.

ELEV 6348	TDZE 6303
REIL Rwy 20, 15 and 33	
MIRL Rwy 02-20 and 15-33 0*	



CATEGORY	A	B	C	D
LNVA MDA	6600-1 297 (300-1)			
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	6316
155°	TDZE	6318
	Apt Elev	6348

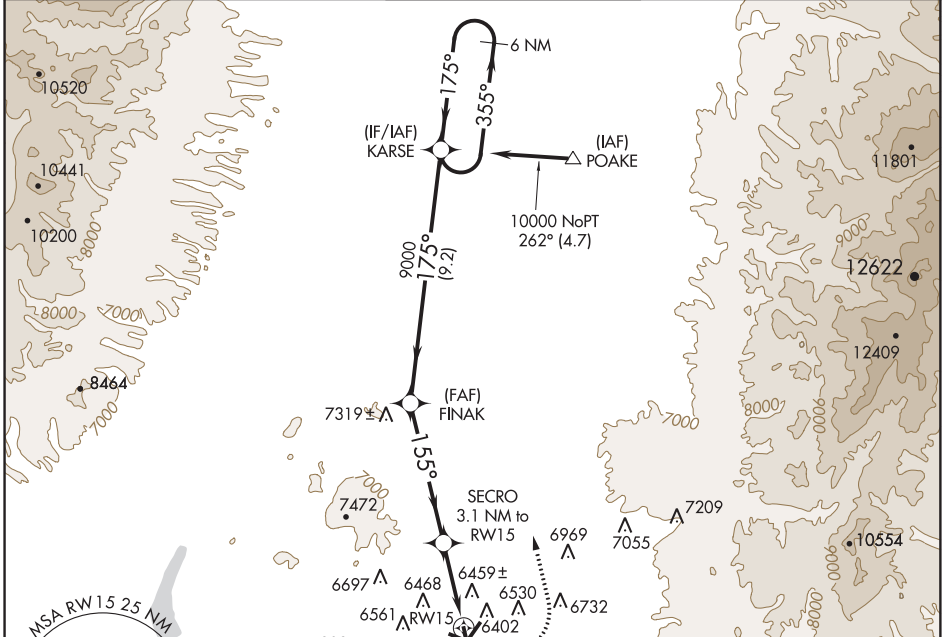
RNAV (GPS) RWY 15

SANTA FE MUNI (SAF)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

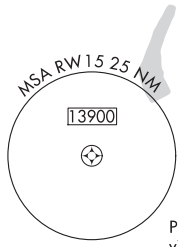
MISSED APPROACH: Climbing left turn to 10000 direct KARSE WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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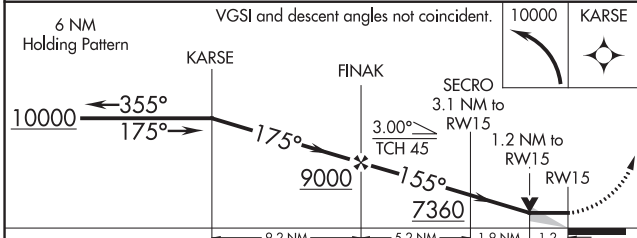
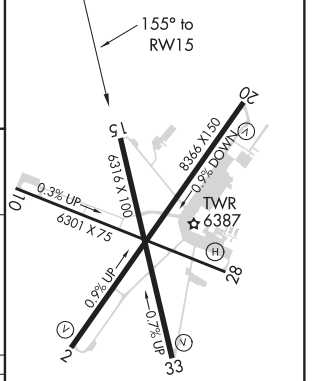
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



Procedure NA for arrival at SAF VORTAC via V62-263 eastbound.

ELEV 6348	TDZE 6318
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CATEGORY	A	B	C	D
LNVA MDA	6720-1	402 (400-1)	6720-1¼	402 (400-1¼)
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

REIL Rwys 20, 15 and 33
MIRL Rwys 02-20 and 15-33

APP CRS	Rwy Idg	6301
285°	TDZE	6307
	Apt Elev	6348

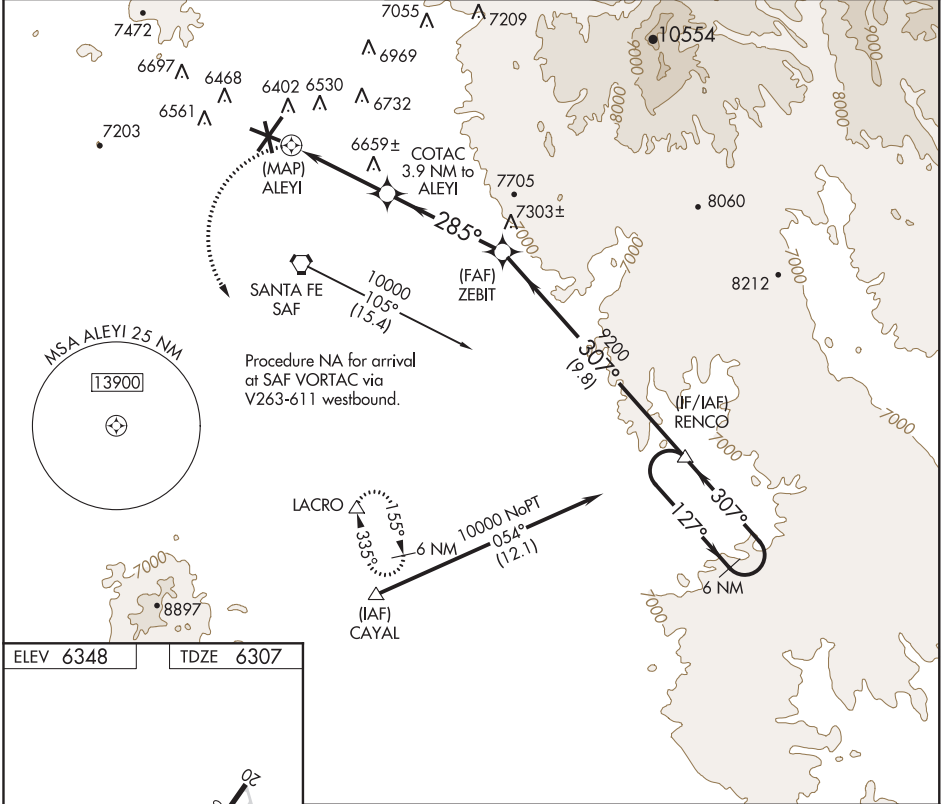
RNAV (GPS) RWY 28

SANTA FE MUNI (SAF)

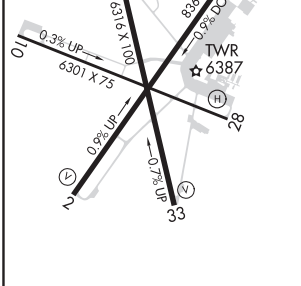
▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
△ NA Procedure NA at night.

MISSED APPROACH: Climbing left turn to 9000 direct LACRO WP and hold.

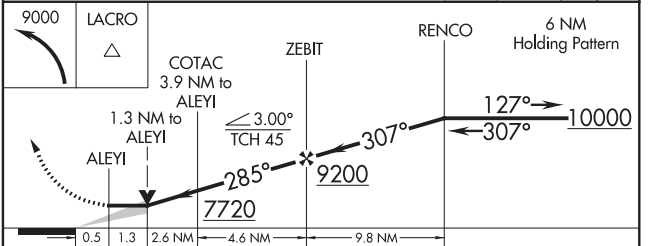
ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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ELEV 6348	TDZE 6307
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REIL Rwy's 20, 15 and 33
 MIRL Rwy's 02-20 and 15-33 ★



CATEGORY	A	B	C	D
LNAV MDA	6920-1 613 (600-1)		6920-1 $\frac{3}{4}$ 613 (600-1 $\frac{3}{4}$)	6920-2 613 (600-2)
CIRCLING	6920-1 572 (600-1)		6920-1 $\frac{3}{4}$ 572 (600-1 $\frac{3}{4}$)	7040-2 $\frac{1}{4}$ 692 (700-2 $\frac{1}{4}$)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

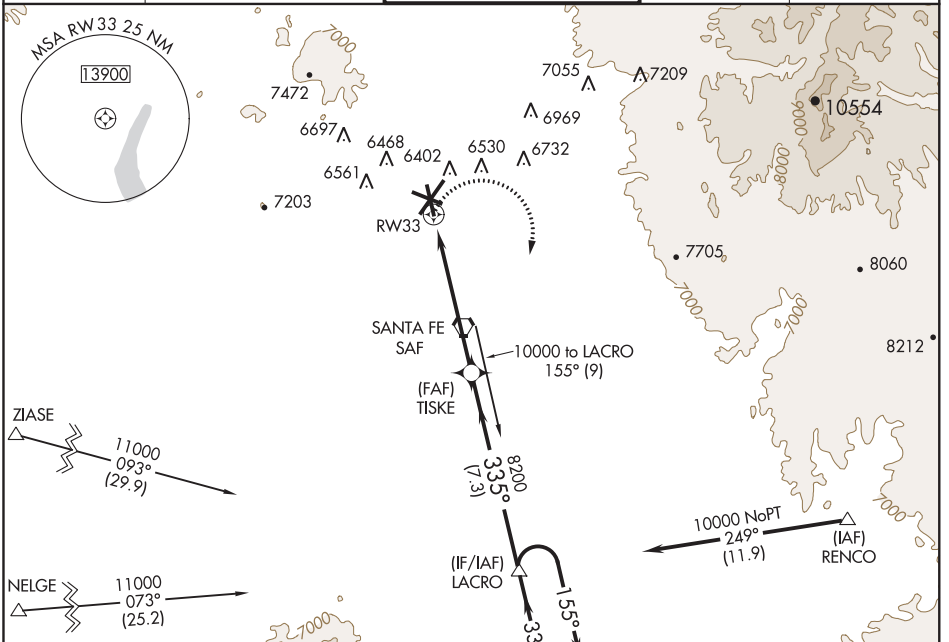
APP CRS 335°	Rwy Idg TDZE Apt Elev	6316 6304 6348
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RNAV (GPS) RWY 33

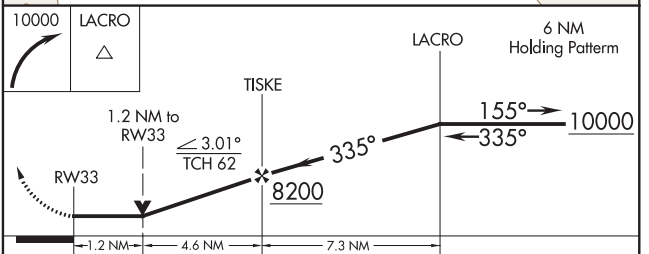
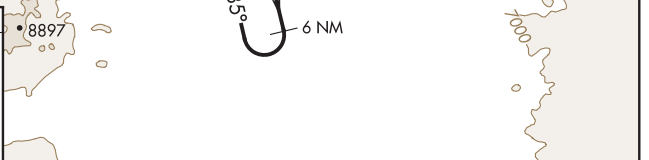
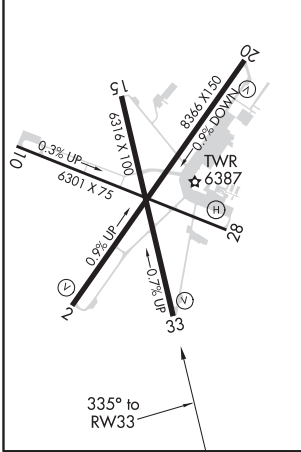
SANTA FE MUNI (SAF)

NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. MISSED APPROACH: Climbing right turn to 10000 direct LACRO WP and hold.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER ★ 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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ELEV 6348	TDZE 6304
REIL Rwy's 20, 15 and 33	
MIRL Rwy's 02-20 and 15-33	



CATEGORY	A	B	C	D
LNAV MDA	6720-1	416 (400-1)	6720-1¼	416 (400-1¼)
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6880-1½ 532 (600-1½)	7040-2¼ 692 (700-2¼)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VORTAC SAF 110.6 Chan 43	APP CRS 158°	Rwy Idg TDZE Apt Elev N/A N/A 6348
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VOR/DME-A
SANTA FE MUNI (SAF)

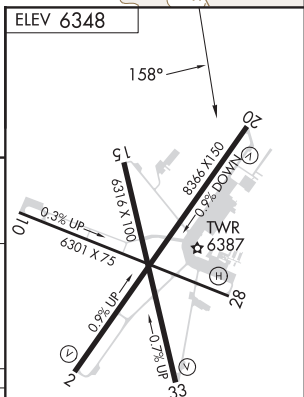
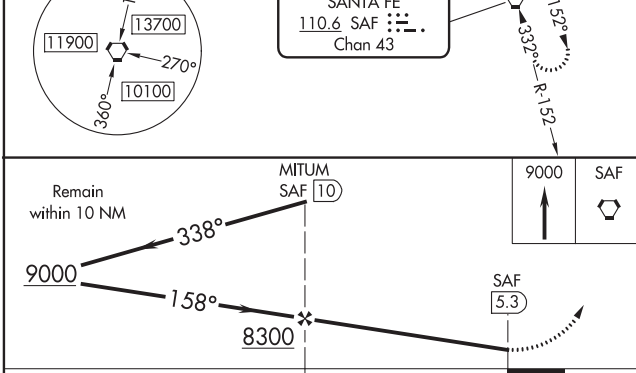
⚠ When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting. **MISSED APPROACH:** Climb to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER * 119.5 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	6960-1	612 (700-1)	6960-1¾ 612 (700-1¾)	7020-2¼ 672 (700-2¼)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
CIRCLING	7860-1¼ 1512 (1600-1¼)	7860-1½ 1512 (1600-1½)	7860-3 1512 (1600-3)	7920-3 1572 (1600-3)

REIL Rwy 20, 15 and 33
MRL Rwy 02-20 and 15-33 **0***

VORTAC SAF 110.6 Chan 43	APP CRS 332°	Rwy Idg TDZE Apt Elev 6316 6304 6348
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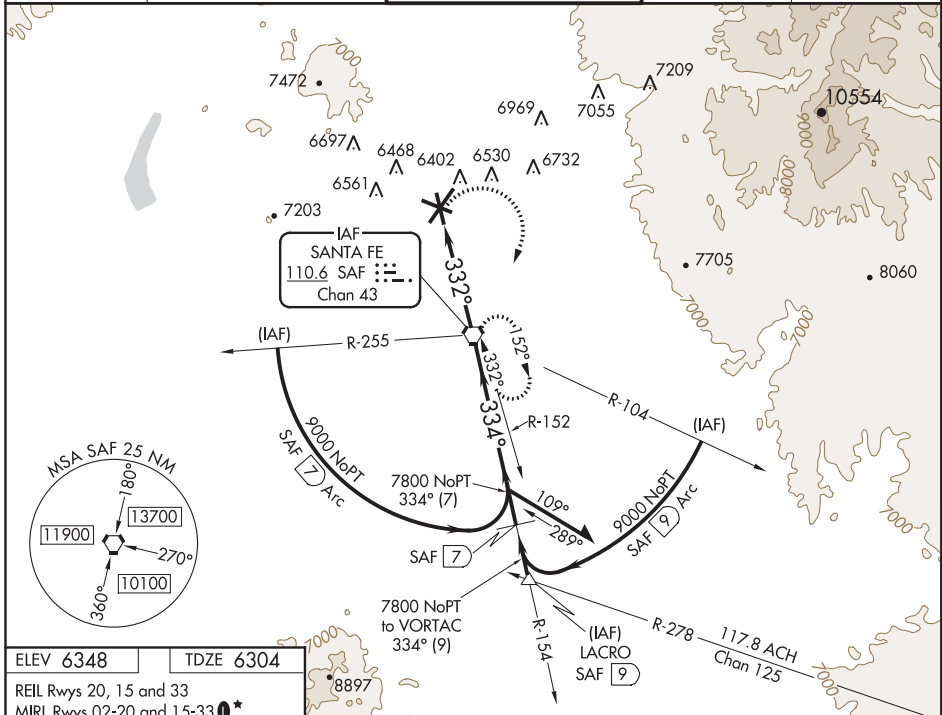
VOR RWY 33

SANTA FE MUNI (SAF)

⚠ When Control Tower closed, except for operators with approved weather reporting service, use Albuquerque altimeter setting.

⚠ MISSED APPROACH: Climbing right turn to 9000 direct SAF VORTAC and hold, continue climb-in-hold to 9000.

ATIS 128.55	ALBUQUERQUE CENTER 132.8 346.35	SANTA FE TOWER* 119.5 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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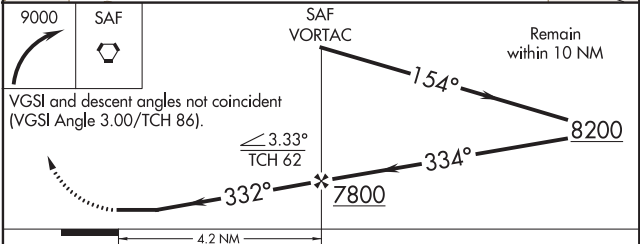
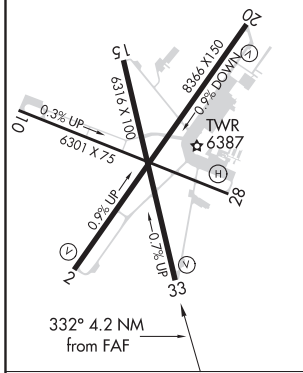


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6348	TDZE 6304
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REIL Rws 20, 15 and 33
MIRL Rws 02-20 and 15-33



CATEGORY	A	B	C	D
S-33	6720-1	416 (400-1)	6720-1½	416 (400-1½)
CIRCLING	6840-1 492 (500-1)	6860-1 512 (600-1)	6860-1½ 512 (600-1½)	7020-2½ 672 (700-2½)
ALBUQUERQUE ALTIMETER SETTING MINIMUMS				
S-33	7620-1½ 1316 (1300-1½)	7620-1½ 1316 (1300-1½)	7620-3	1316 (1300-3)
CIRCLING	NA			

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

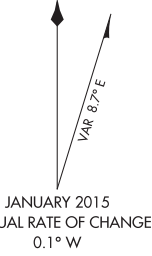
AIRPORT DIAGRAM

AL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

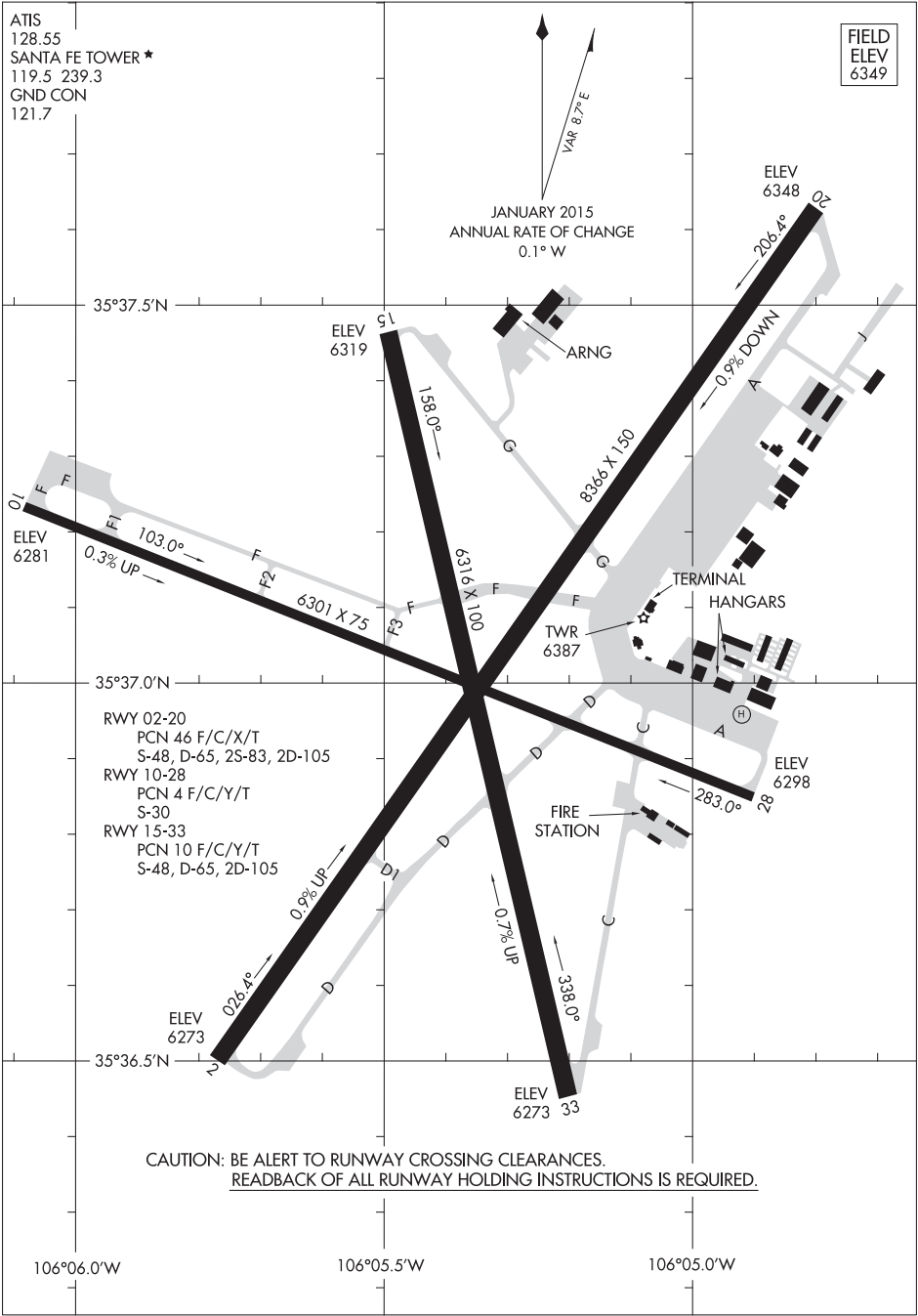
ATIS
128.55
SANTA FE TOWER ★
119.5 239.3
GND CON
121.7

FIELD
ELEV
6349



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



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

AIRPORT DIAGRAM

(POAKE1.POAKE) 16035

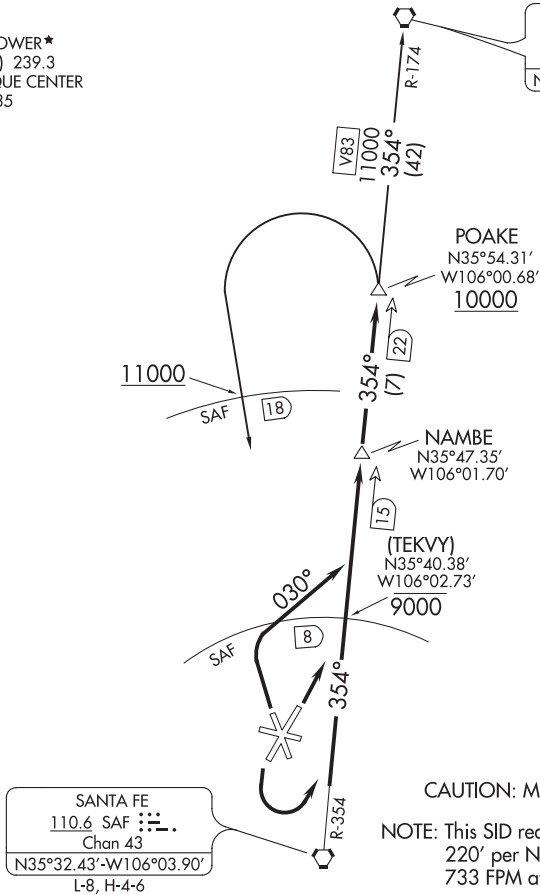
POAKE ONE DEPARTURE

SL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER*
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35

TAOS
117.6 TAS
Chan 123
N36°36.53'-W105°54.38'
L-8



NOTE: Chart not to scale.

NOTE: DME required.

CAUTION: Mountainous terrain all quadrants.

NOTE: This SID requires a minimum climb of 220' per NM to 11,000' (550 FPM at 150K, 733 FPM at 200K, 916 FPM at 250K).

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on runway heading to....

TAKEOFF RUNWAY 20: Climbing left turn to....

TAKEOFF RUNWAY 33: Climbing right turn to heading 030° to....

....Intercept and proceed via SAF R-354 to POAKE DME fix. Cross 8 DME north of SAF VORTAC at or below 9000'. Cross POAKE DME fix at or above 10000'. Thence via assigned (transition) or (route).

SANTA FE TRANSITION (POAKE1.SAF): From POAKE DME fix left turn direct SAF VORTAC. Thence via (assigned route). Cross 18 DME north of SAF VORTAC at or above 11000'.

TAOS TRANSITION (POAKE1.TAS): From POAKE DME fix via SAF R-354 and V83 (TAS R-174) to TAS VORTAC. Thence via (assigned route).

POAKE ONE DEPARTURE

(POAKE1.POAKE) 04JUN87

SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

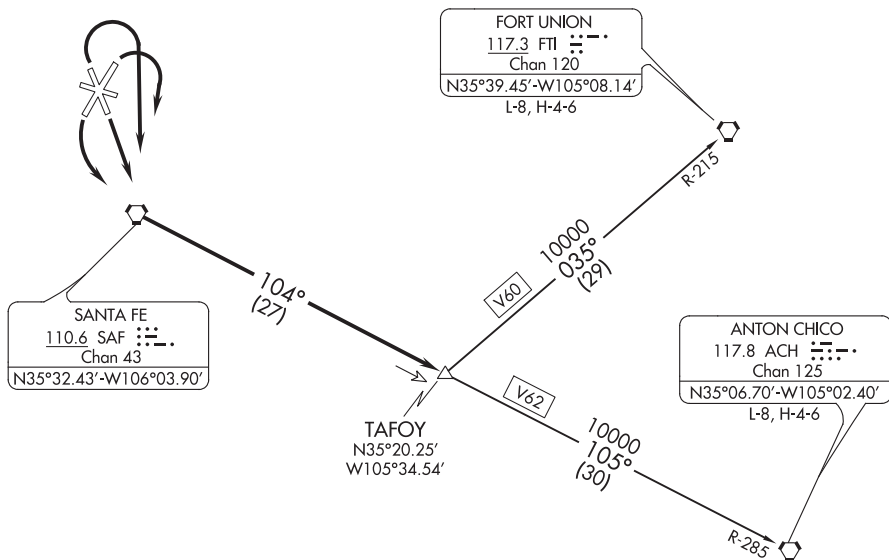
(TAFOY2.TAFOY) 16035

TAFOY TWO DEPARTURE

SL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER*
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2, 33: Cat. A, B standard;
Cat. C, D requires a minimum climb of 330'/NM until
passing 9800' or a 2900' ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb direct to....TAKEOFF RUNWAY 20: Climbing left turn direct to....TAKEOFF RUNWAYS 2 & 33: Climbing right turn direct to....

....the SAF VORTAC. Proceed via the SAF R-104 to TAFOY INT, climb and maintain 10000 MSL. Thence via assigned (transition) or (route).

ANTON CHICO TRANSITION (TAFOY2.ACH): From over TAFOY INT, via V62/ACH R-285 to ACH VORTAC. Thence via (assigned) route.

FORT UNION TRANSITION (TAFOY2.FTI): From over TAFOY INT via V60/FTI R-215 to FTI VORTAC. Thence via (assigned) route.

TAFOY TWO DEPARTURE

(TAFOY2.TAFOY) 03APR06

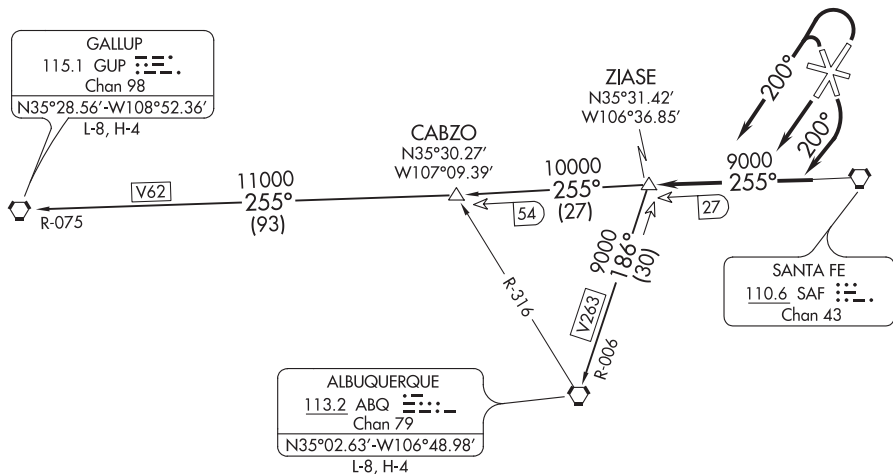
SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

ZIAS TWO DEPARTURE

SL-548 (FAA)

SANTA FE MUNI (SAF)
SANTA FE, NEW MEXICO

ATIS 128.55
GND CON
121.7
SANTA FE TOWER*
119.5 (CTAF) 239.3
ALBUQUERQUE CENTER
132.8 346.35



CAUTION: Mountainous terrain all quadrants.

NOTE: Takeoff runways 2 and 33 requires a minimum climb of 280' per NM until passing 7900, or 1300' ceiling and 3 miles visibility.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2 & 33: Climbing left turn to heading 200° to....

TAKEOFF RUNWAY 15: Climbing right turn to heading 200° to....

TAKEOFF RUNWAY 20: Climb on runway heading to....

....intercept and proceed via SAF R-255 to ZIAS INT. Climb and maintain 9000' MSL. Thence via assigned (transition) or (route).

ALBUQUERQUE TRANSITION (ZIAS2.ABQ): From over ZIAS INT via V263/ABQ R-006 to ABQ VORTAC. Thence via (assigned route).

GALLUP TRANSITION (ZIAS2.GUP): From over ZIAS INT via V62/SAF R-255 and GUP R-075 to GUP VORTAC. Thence via (assigned route).

ZIAS TWO DEPARTURE

(ZIAS2.ZIASE) 18AUG94

SANTA FE, NEW MEXICO
SANTA FE MUNI (SAF)

SANTA TERESA, NEW MEXICO

AL-9068 (FAA)

16287

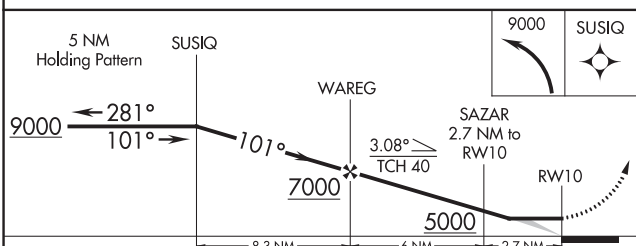
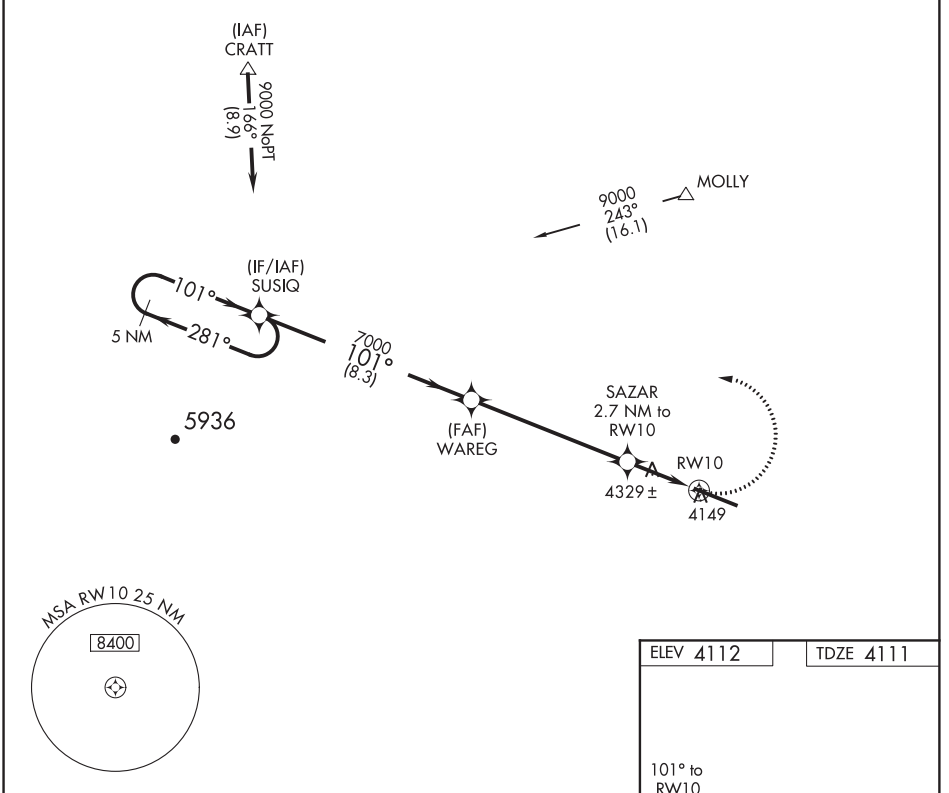
APP CRS	Rwy Idg	9550
101°	TDZE	4111
	Apt Elev	4112

RNAV (GPS) RWY 10

DONA ANA COUNTY AT SANTA TERESA (5T6)

▽ DME/DME RNP-0.3 NA.
▲ NA Use El Paso Intl altimeter setting; if not received, procedure NA.
 MISSED APPROACH: Climbing left turn to 9000 direct SUSIQ and hold.

EL PASO TOWER **119.15** AUNICOM **122.725** (CTAF) **①**



ELEV 4112	TDZE 4111
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101° to RW10

9550 X 100

4255' MSL

MIRL Rwy 10-28 **①**
 REIL Rwy 10 and 28

CATEGORY	A	B	C	D
LNAV MDA	4700-1	589 (600-1)	4700-1½ 589 (600-1½)	4700-1¾ 589 (600-1¾)
CIRCLING	4700-1	588 (600-1)	4700-1½ 588 (600-1½)	4700-2 588 (600-2)

SANTA TERESA, NEW MEXICO
 Orig-A 13APR06

31°53'N-106°42'W

DONA ANA COUNTY AT SANTA TERESA (5T6)
RNAV (GPS) RWY 10

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 078°	Rwy Idg 6802
	TDZE 5386
	Apt Elev 5446

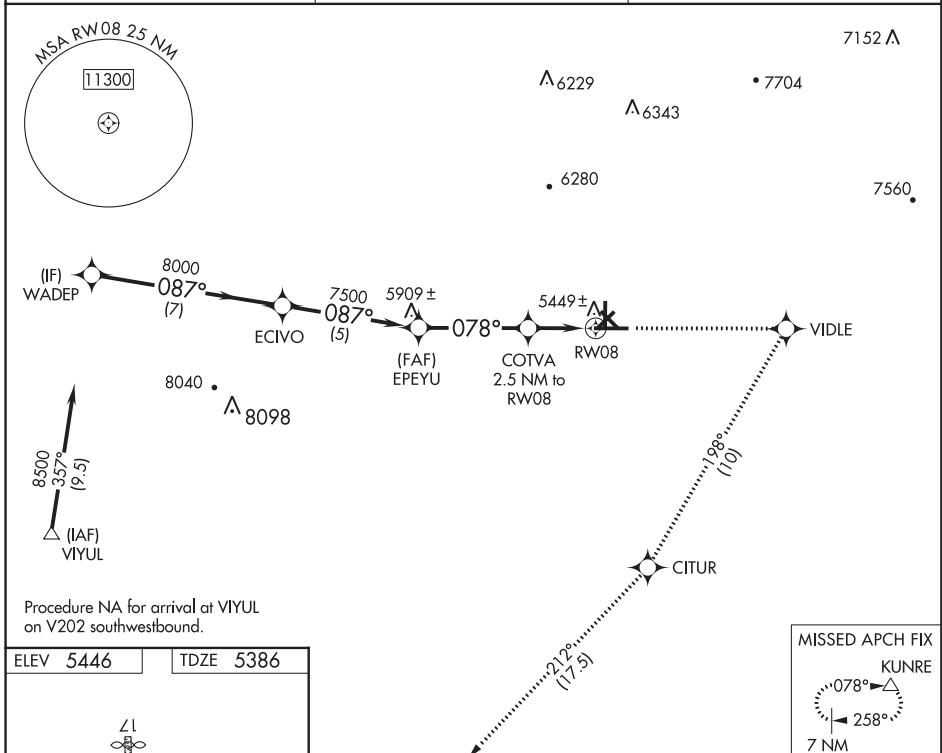
RNAV (GPS) RWY 8

GRANT COUNTY (SVC)

▽ DME/DME RNP-0.3 NA.
If local altimeter setting not received, procedure NA.
Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night.
Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 10000 direct VIDLE and right turn via 198° track to CITUR and via 212° track to KUNRE and hold.

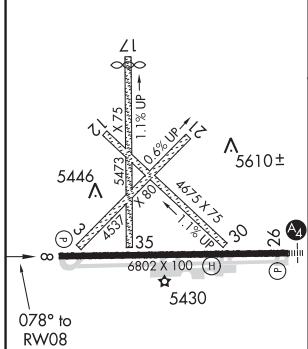
AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 0
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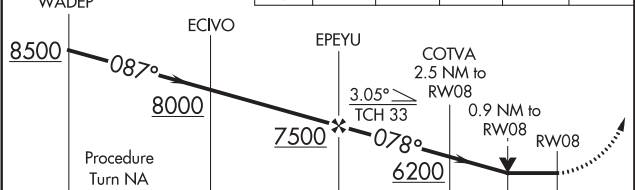
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 5446	TDZE 5386
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 44).	10000	VIDLE	198° tr	CITUR	212° tr	KUNRE
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CATEGORY	A	B	C	D
RNAV MDA	5700-1 314 (300-1)			
CIRCLING	5880-1 434 (500-1)	5900-1 454 (500-1)	5940-1½ 494 (500-1½)	6000-2 554 (600-2)

SILVER CITY, NEW MEXICO

AL-793 (FAA)

16287

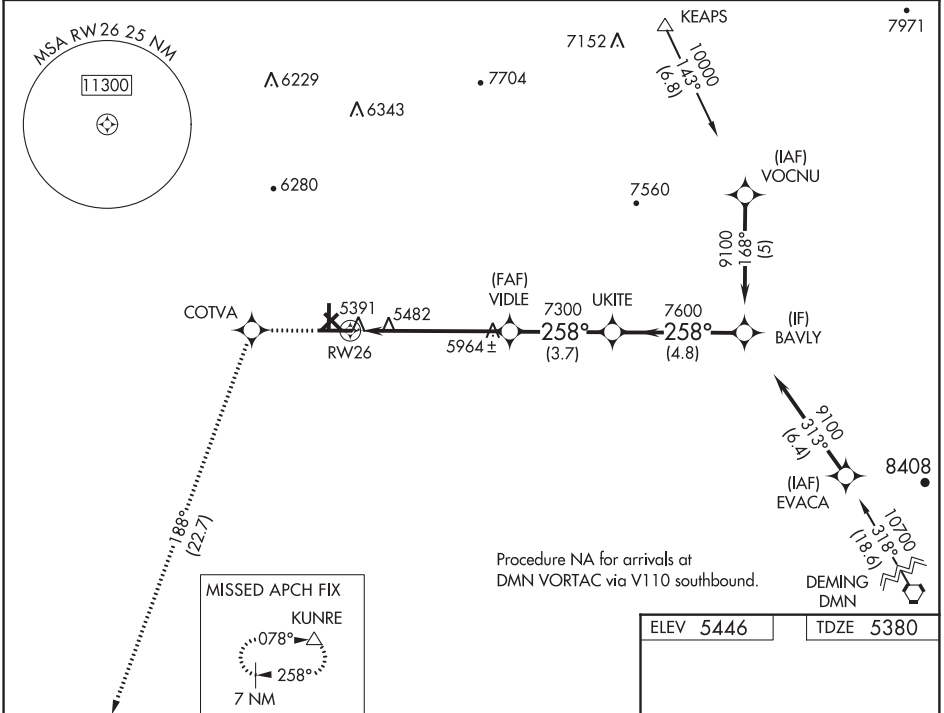
RNAV (GPS) RWY 26

GRANT COUNTY (SVC)

WAAS CH 87100 W26A	APP CRS 258°	Rwy Idg TDZE 5380 Apt Elev 5446
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<p>▽ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 38°C (101°F). If local altimeter setting not received, procedure NA. Circling to Rwy 3, 12, 17, 21, 30, 35 NA at night. Inoperative table does not apply to LPV and LNAV/VNAV.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 10000 direct COTVA and via 188° track to KUNRE and hold.</p>
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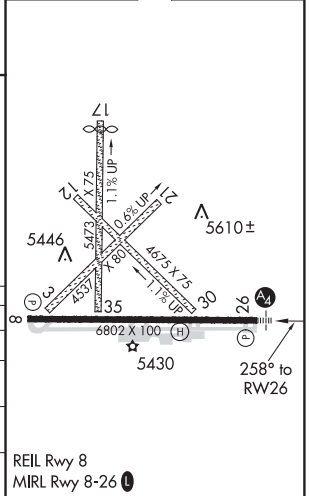
AWOS-3 126.725	ALBUQUERQUE CENTER 134.45 327-15	UNICOM 122.8 (CTAF)
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10000	COTVA	188° tr	KUNRE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).	BAVLY
*LNAV only					
RW26		*1 NM to RW26	VIDLE	UKITE	9100
-1 NM		4.8 NM	3.7 NM	7600	Procedure Turn NA
				7300	GP 3.00°
				258°	TCH 52

ELEV 5446	TDZE 5380
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CATEGORY	A	B	C	D
LPV DA	5630-3/4			250 (200-3/4)
LNAV/VNAV DA	5789-1 1/2			409 (400-1 1/2)
LNAV MDA	5740-3/4		360 (300-3/4)	5740-1 1/4 360 (300-1 1/4)
CIRCLING	5880-1 434 (500-1)	5900-1 454 (500-1)	5940-1 1/2 494 (500-1 1/2)	6000-2 554 (600-2)



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

SILVER CITY, NEW MEXICO
Orig-B 06MAR14

32°38'N-108°09'W

RNAV (GPS) RWY 26

GRANT COUNTY (SVC)

SILVER CITY, NEW MEXICO

AL-793 (FAA)

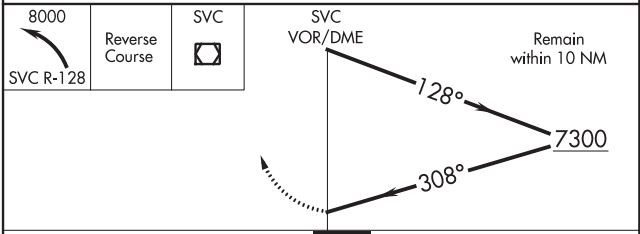
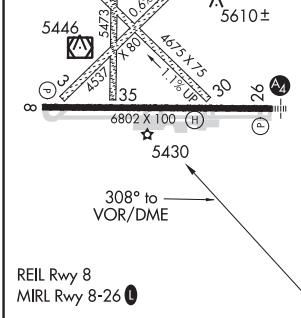
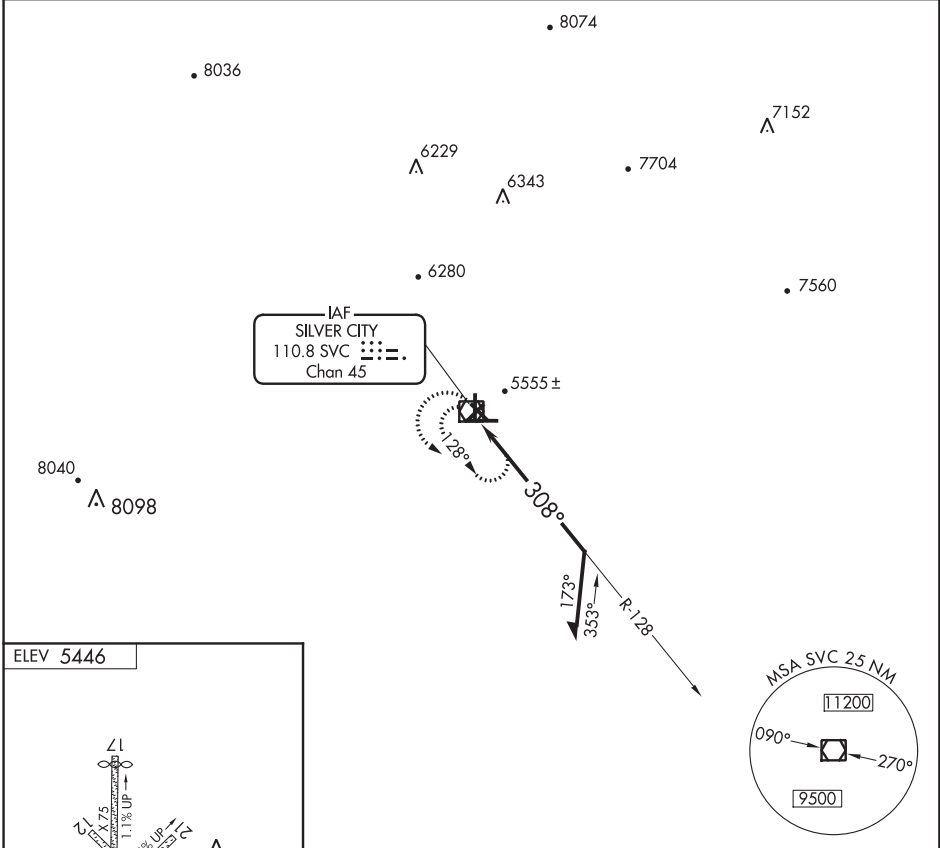
16203

VOR/DME SVC 110.8 Chan 45	APP CRS 308°	Rwy Idg TDZE Apt Elev 5446	N/A N/A 5446
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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-3 126.725	ALBUQUERQUE CENTER 134.45 327.15	UNICOM 122.8 (CTAF) 📻
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CATEGORY	A	B	C	D
CIRCLING	5920-1 474 (500-1)	5940-1 494 (500-1)	5960-1½ 514 (600-1½)	6020-2 574 (600-2)

SILVER CITY, NEW MEXICO
Amdt 7C 21JUL16

32°38'N-108°09'W

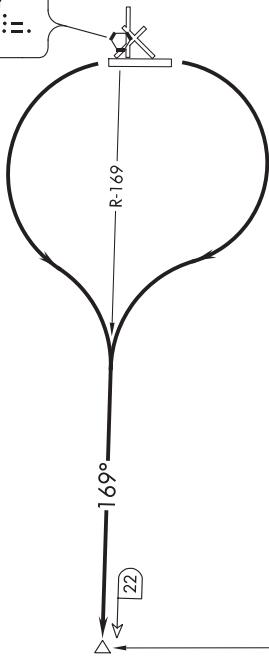
GRANT COUNTY (SVC)
VOR-A

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

AWOS-3
126.725
ALBUQUERQUE CENTER
134.45 327.15

SILVER CITY
110.8 SVC
Chan 45



DEMING
108.6 DMN
Chan 23

FAAST
N32°16.55'
W108°10.42'
9000
L-5

R-258

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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: Tree beginning 45' from DER, 452' left of centerline, 8' AGL/5390' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climbing right turn to intercept the SVC VORTAC R-169 to FAAST.
Cross FAAST at or above 9000 before proceeding on course.

TAKEOFF RUNWAY 26: Climbing left turn to intercept the SVC VORTAC R-169 to FAAST.
Cross FAAST at or above 9000 before proceeding on course.

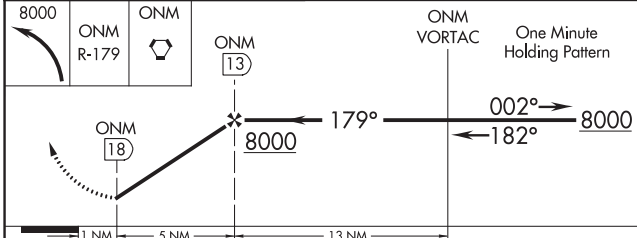
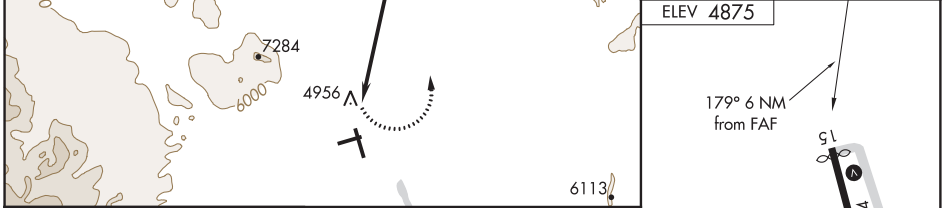
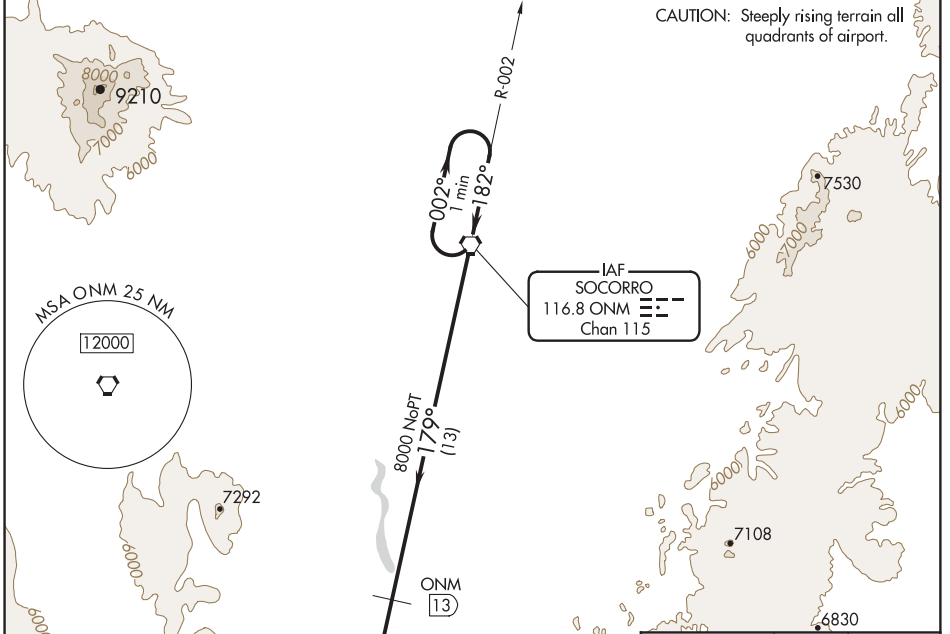
VORTAC ONM 116.8 Chan 115	APP CRS 179°	Rwy Idg TDZE Apt Elev	N/A N/A 4875
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VOR/DME-A
SOCORRO MUNI (ONM)

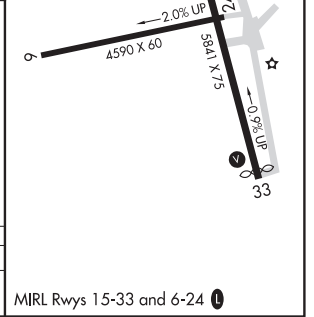
⚠ When local altimeter not available, procedure not authorized.
⚠ Circling not authorized west of Rwy 15-33.
 If arrival over Socorro VOR is above 8000 descend in the holding pattern to 8000 before commencing approach.

MISSED APPROACH: Climbing left turn to 8000 intercept ONM R-179 direct to ONM VORTAC and hold.

AWOS-3 118.325	ALBUQUERQUE CENTER 124.325 288.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
CIRCLING	6540-1¼ 1665 (1700-1¼)	6540-1½ 1665 (1700-1½)	6540-3 1665 (1700-3)	NA



SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

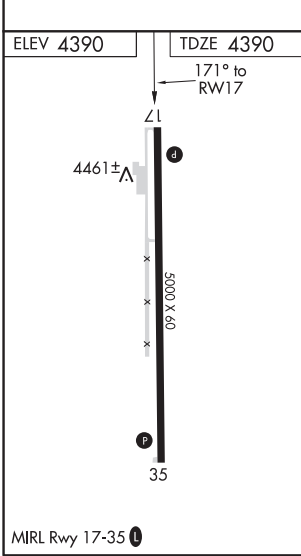
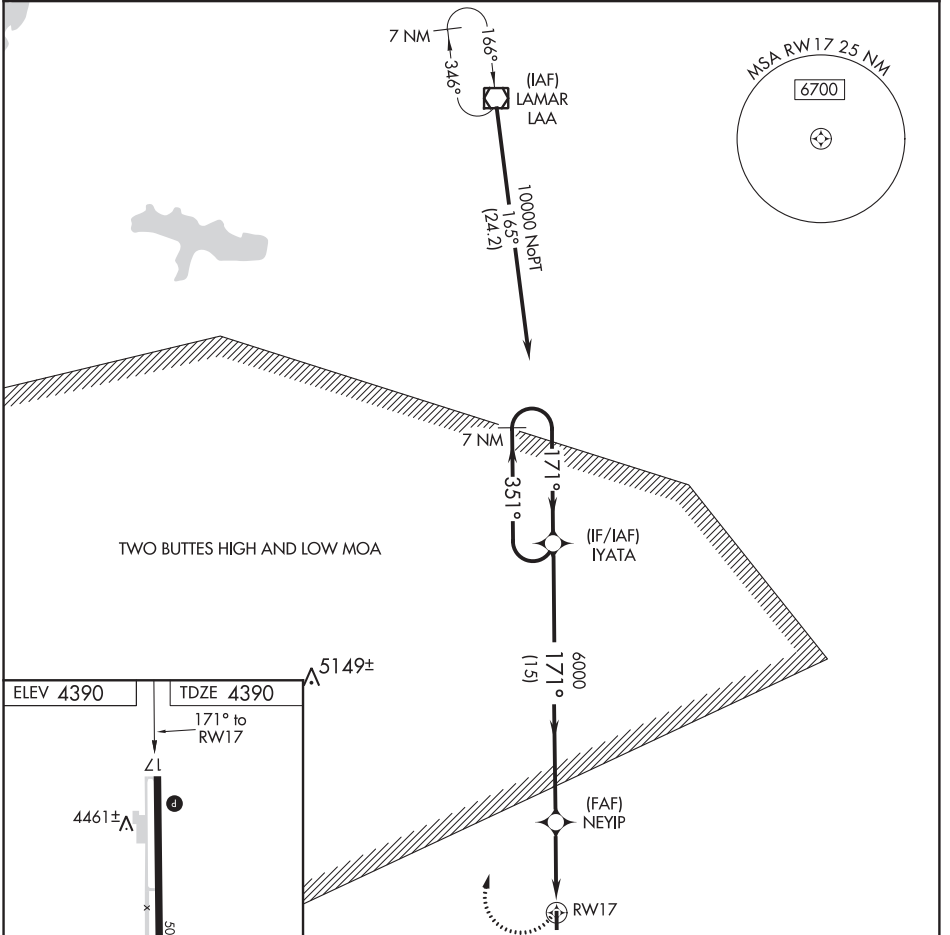
APP CRS	Rwy Idg	5000
171°	TDZE	4390
	Apt Elev	4390

RNAV (GPS) RWY 17

SPRINGFIELD MUNI (8V7)

NA Use Lamar altimeter setting, if not received use La Junta altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. **MISSED APPROACH:** Climbing right turn to 10000 direct IYATA and hold, continue climb-in-hold to 10000.

LAMAR MUNI A5OS 135.625	DENVER CENTER 133.4 377.175	CTAF 122.9
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7 NM Holding Pattern	IYATA	10000	10000	IYATA
10000	← 351°	171° →	171°	NEYIP
			3.04° TCH 30	RWY 17
		6000		
		15 NM	4.9 NM	
CATEGORY	A	B	C	D
LNAV MDA	4960-1	570 (600-1)		NA
CIRCLING	5020-1	630 (700-1)		NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS **323°**
 Rwy Idg **N/A**
 TDZE **N/A**
 Apt Elev **6882**

RNAV (GPS)-E

STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

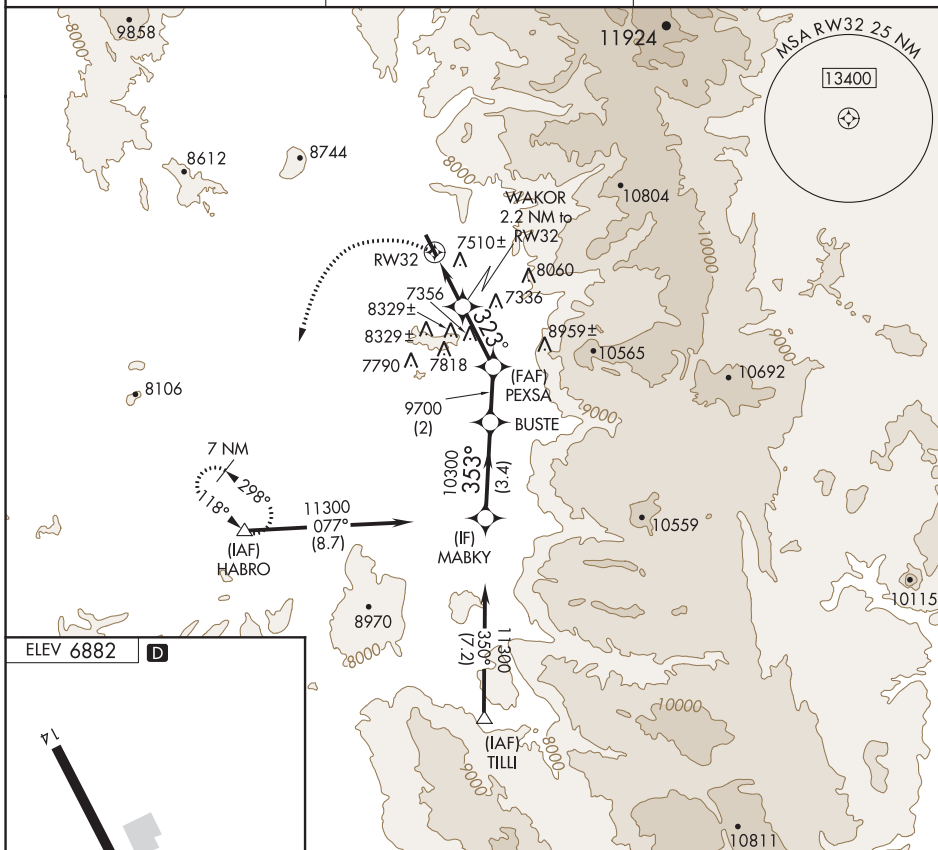
⚠ Circling NA northeast of Rwy 14-32.
⚠ NA DME/DME RNP- 0.3 NA.
⚠ -31°C/-24°F When local altimeter setting not received, use Yampa Valley altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn to 11300 direct HABRO and hold, continue climb-in-hold to 11300.

AWOS-3
118.325

DENVER CENTER
120.475 235.975

UNICOM
122.8 (CTAF) 0

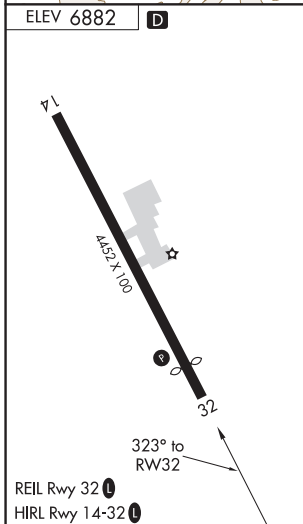


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 6882

D



11300	HABRO	VGSI and descent angles not coincident.			MABKY
		WAKOR 2.2 NM to RW32	PEXSA	BUSTE	11300
		RW32	7.75° TCH 40	323°	9700
				353°	10300
					Procedure Turn NA
		2.2 NM	2.4 NM	2 NM	3.4 NM
CATEGORY	A	B	C	D	
CIRCLING	8140-1¼ 1258 (1300-1¼)	8140-1½ 1258 (1300-1½)	NA		

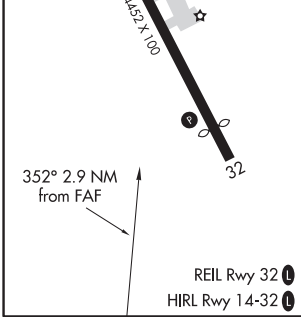
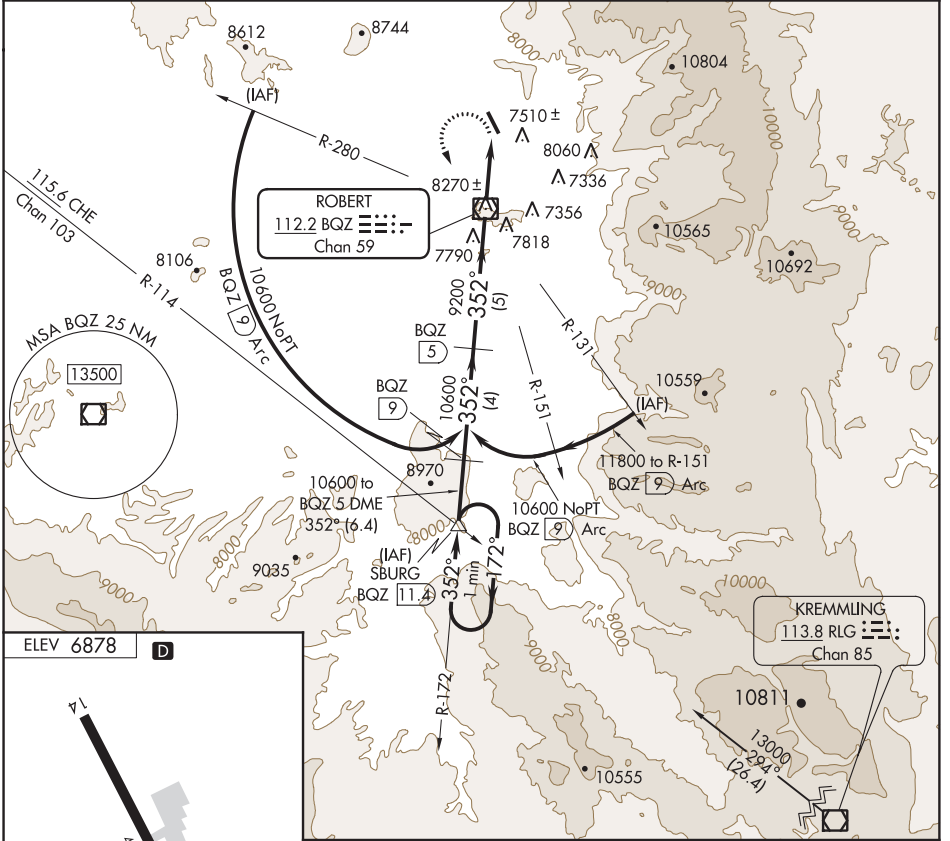
VOR/DME BQZ 112.2 Chan 59	APP CRS 352°	Rwy Idg TDZE Apt Elev 6878	N/A N/A 6878
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VOR/DME-C
STEAMBOAT SPRINGS/BOB ADAMS FIELD (SBS)

Obtain local altimeter setting on CTAf; when not received, procedure not authorized.
 Procedure not authorized at night.
 Circling not authorized northeast of Rwsy 14 and 32.

MISSED APPROACH: Climbing left turn to 12100 direct BQZ VOR/DME then via BQZ VOR/DME R-172 to SBURG INT and hold.

AWOS-3 118.325	DENVER CENTER 120.475 235.975	UNICOM 122.8 (CTAF)
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One Minute Holding Pattern	SBURG BQZ 11.4	12100	BQZ	BQZ R-172	SBURG
12100 ← 172°	→ 352°	→ 352°	BQZ 5	BQZ VOR/DME	BQZ 2.9
6.4 NM		5 NM		2.9 NM	
CATEGORY	A	B	C	D	
CIRCLING	8140-1¼ 1262 (1300-1¼)	8140-1½ 1262 (1300-1½)	NA		

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 56330 W15A	APP CRS 155°	Rwy Idg TDZE Apt Elev	5201 4038 4038
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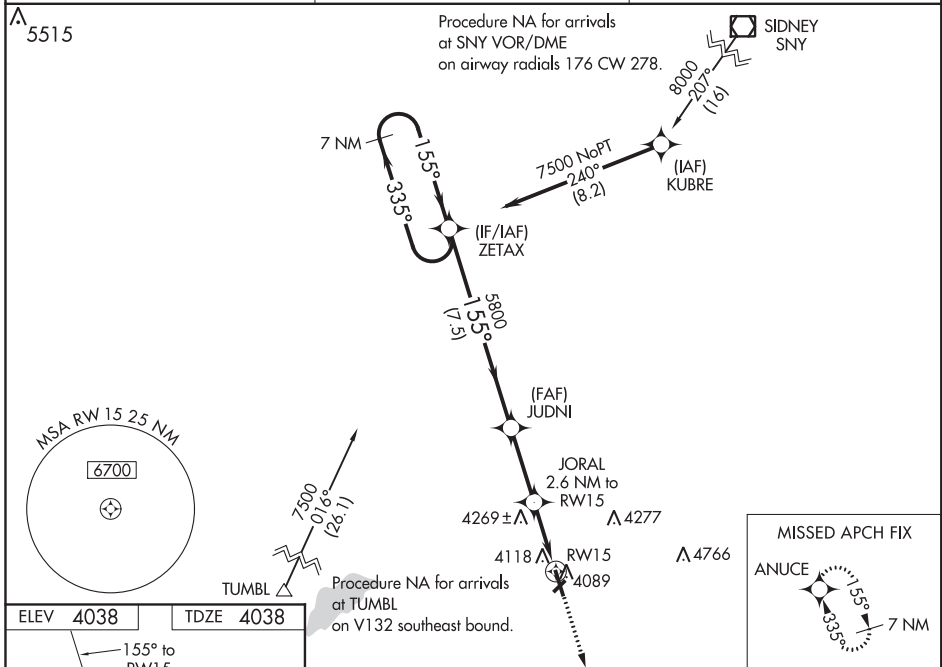
RNAV (GPS) RWY 15

STERLING MUNI (STK)

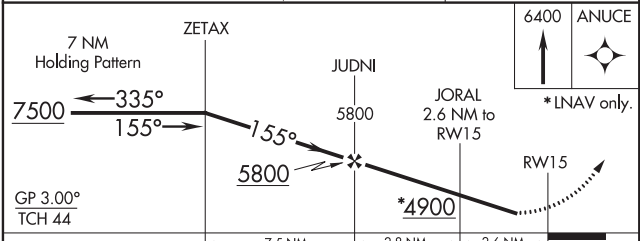
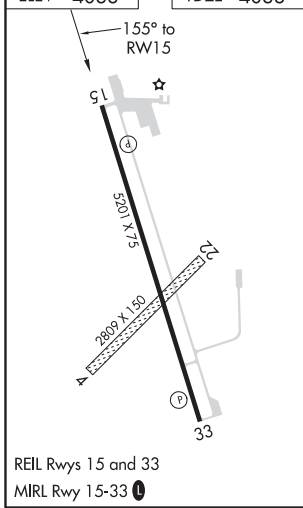
⚠ Baro-VNAV NA when using Akron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 52°C (126°F). When VGSI inop, Straight-in/Circling Rwy 15 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Akron altimeter setting and increase all DA 156 feet and all MDA 160 feet, increase visibility LPV and LNAV/VNAV all Cats 3/8 miles, LNAV Cats C/D 3/8 miles, Circling Cat C 1/2 mile, Cat D 1/4 mile.

MISSED APPROACH: Climb to 6400 direct ANUCE and hold.

AWOS-3 118.525	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF)
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ELEV 4038	TDZE 4038
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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)	4480-1 3/8	442 (500-1 3/8)
CIRCLING	4520-1 482 (500-1)	4540-1 502 (600-1)	4580-1 1/2 542 (600-1 1/2)	4600-2 562 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WAAS CH 65730 W33A	APP CRS 335°	Rwy Idg 5201 TDZE 4028 Apt Elev 4038
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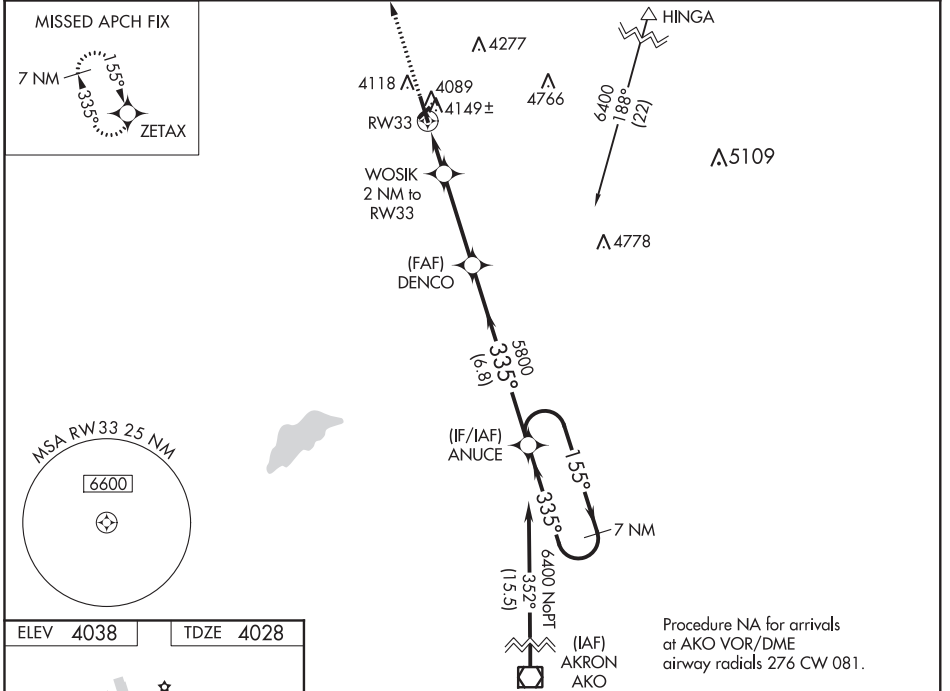
RNAV (GPS) RWY 33

STERLING MUNI (STK)

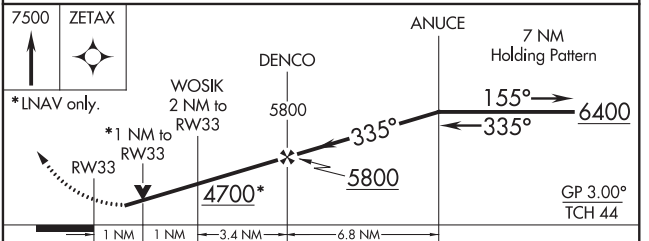
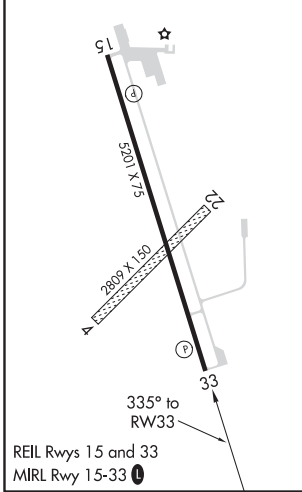
▼ Baro-VNAV and VDP NA when using Akron altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 52°C (126°F). When local altimeter setting not received, use Akron altimeter setting and increase all DA 156 feet and all MDA 160 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C/D and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

⚠ MISSED APPROACH: Climb to 7500 direct ZETAX and hold.

AWOS-3 118.525	DENVER CENTER 118,475 225.4	UNICOM 122.8 (CTAF) 0
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ELEV 4038	TDZE 4028
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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)	
CIRCLING	4520-1 482 (500-1)	4540-1 502 (600-1)	4580-1½ 542 (600-1½)	4600-2 562 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

NDB BAJ 392	APP CRS 335°	Rwy Idg TDZE Apt Elev	5201 4028 4038
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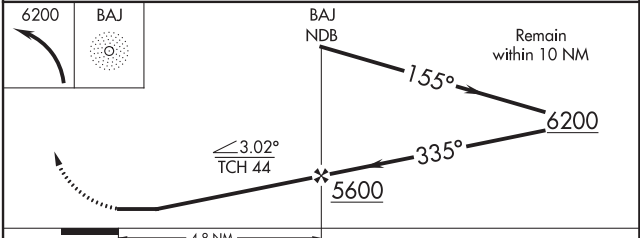
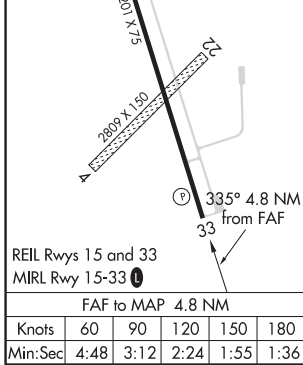
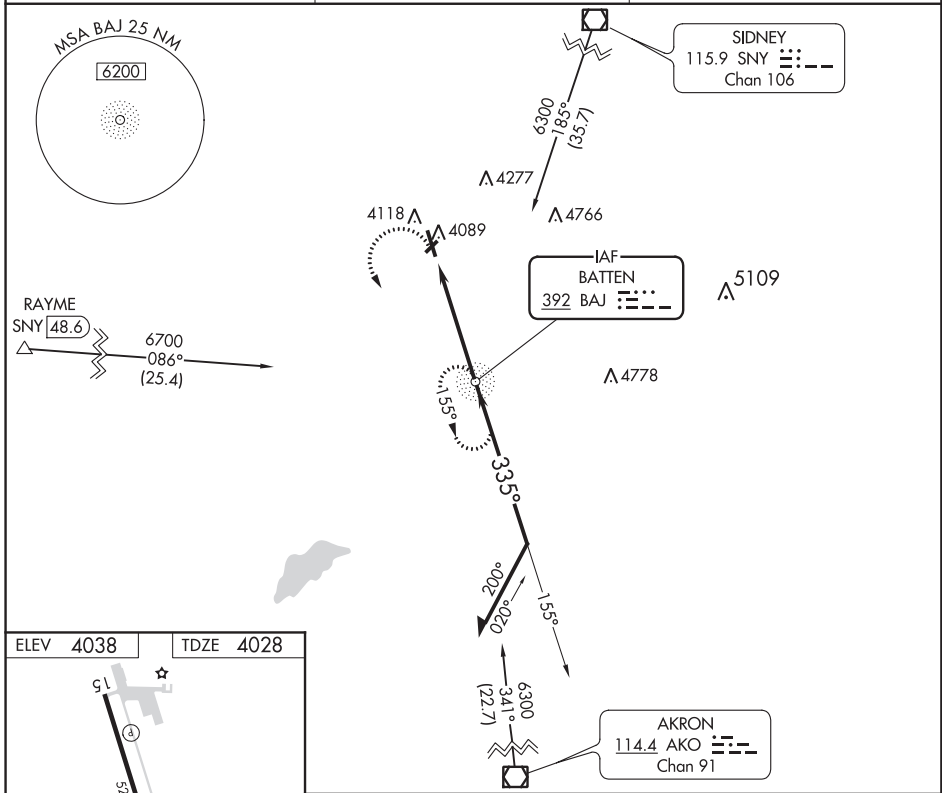
NDB RWY 33

STERLING MUNI (STK)

NA When local altimeter setting not received, use Akron altimeter setting and increase all MDA 160 feet and S-33 Cat C and D visibility ½ mile, Circling Cat C visibility ½ mile and Cat D ¼ mile.

MISSED APPROACH: Climbing left turn to 6200 direct to BAJ NDB and hold.

AWOS-3 118.525	DENVER CENTER 118.475 225.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-33	4560-1	532 (600-1)	4560-1½	532 (600-1½)
CIRCLING	4560-1	522 (600-1)	4580-1½ 542 (600-1½)	4600-2 562 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

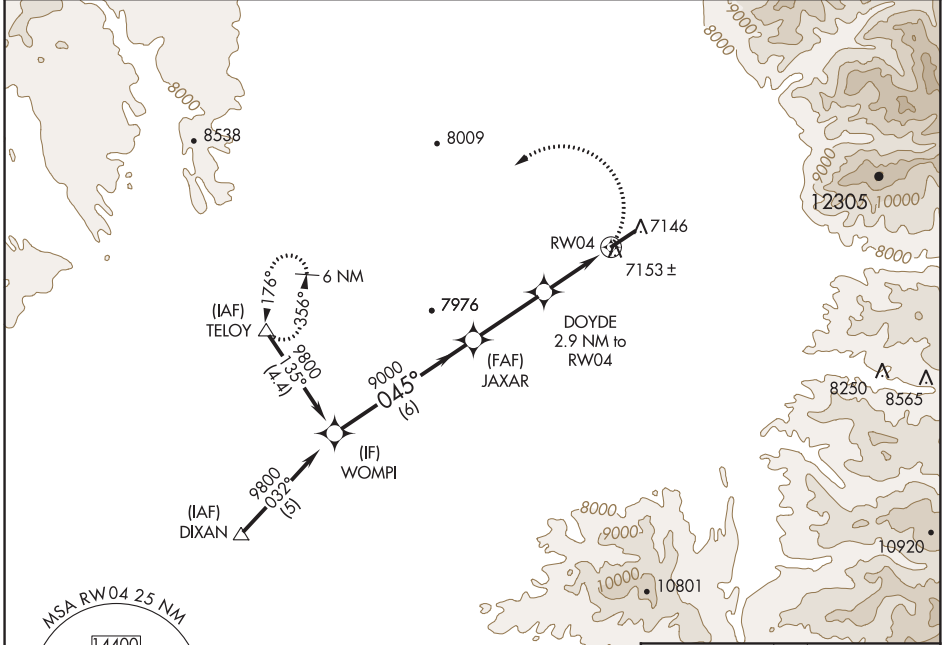
RNAV (GPS) RWY 4

TAOS RGNL (SKX)

APP CRS 045°	Rwy Idg 5803
	TDZE 7068
	Apt Elev 7091

⚠ -31°C/-24°F DME/DME RNP-0.3 NA MISSED APPROACH: Climbing left turn to 11000 direct TELOY and hold.
If local climeter setting not received, procedure NA.

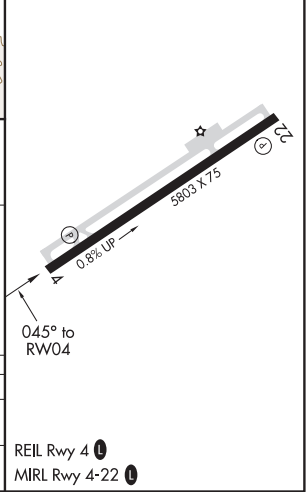
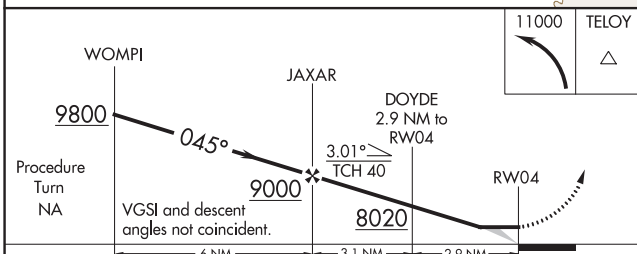
AWOS-3 132.975	ALBUQUERQUE RADIO 122.1R	UNICOM 122.8 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 7091	TDZE 7068
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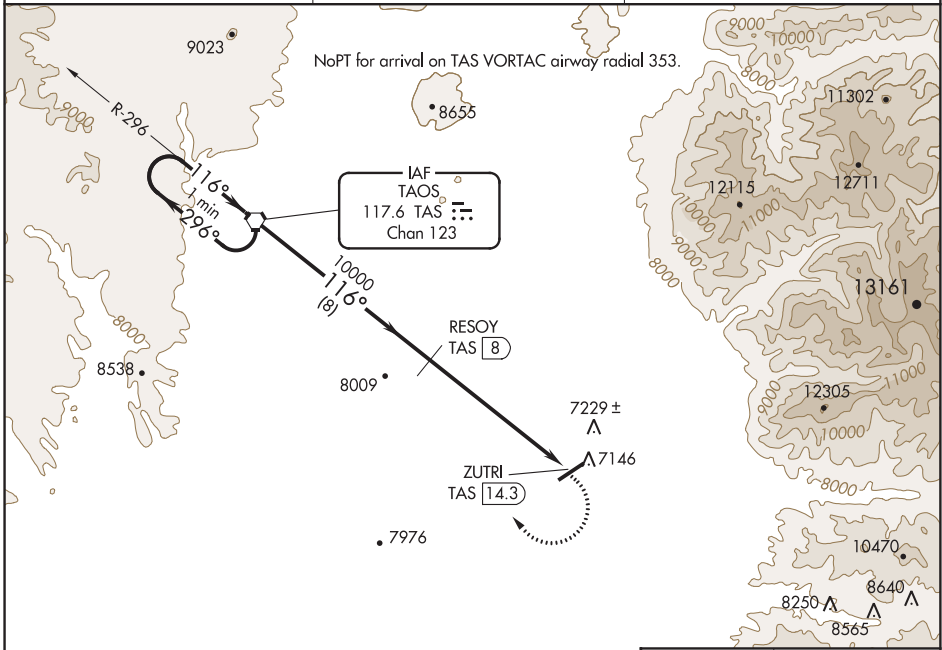
CATEGORY	A	B	C	D
LNVA MDA	7480-1	412 (400-1)	7480-1¼	412 (400-1¼)
CIRCLING	7540-1 449 (500-1)	7560-1 469 (500-1)	7600-1½ 509 (600-1½)	7660-2 569 (600-2)

VORTAC TAS 117.6 Chan 123	APP CRS 116°	Rwy Idg TDZE Apt Elev	N/A N/A 7091
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VOR/DME-B
TAOS RGNL (SKX)

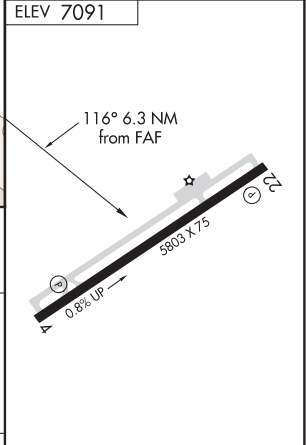
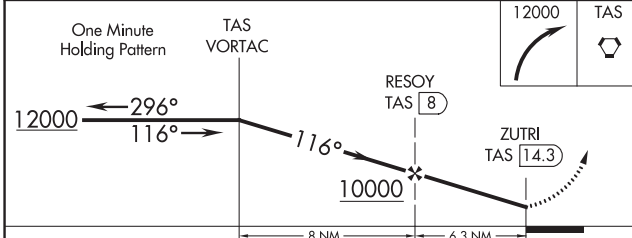
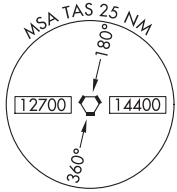
MISSED APPROACH: Climbing right turn to 12000 direct TAS VORTAC and hold.

AWOS-3 132.975	ALBUQUERQUE RADIO 122.1R	UNICOM 122.8 (CTAF) ①
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



CATEGORY	A	B	C	D
CIRCLING	8000-1¼ 909 (1000-1¼)		8000-2¾ 909 (1000-2¾)	8000-3 909 (1000-3)

REIL Rwy 4 **①**
MIRL Rwy 4-22 **①**

WAAS CH 82621 W09A	APP CRS 096°	Rwy Idg TDZE Apt Elev	6911 9038 9070
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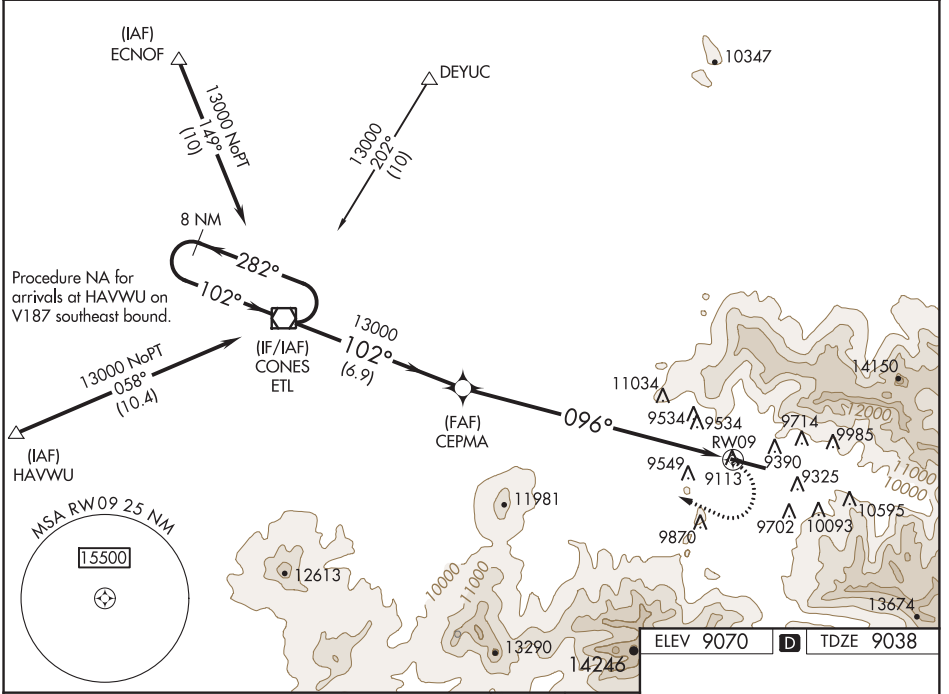
RNAV (GPS) Y RWY 9

TELLURIDE RGNL (TEX)

⚠ Circling NA at night. When local altimeter setting not received, procedure NA.
⚠ Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
⚠ -12°C/10°F # Missed approach requires a minimum climb of 380 feet per NM to 12500.

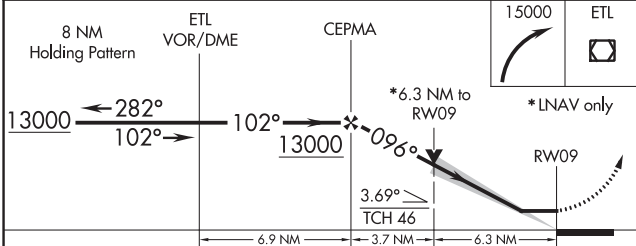
MISSED APPROACH: Climbing right turn to 15000 direct ETL VOR/DME and hold, continue climb-in-hold to 15000.

AWOS-3 118.325	DENVER CENTER 125.35 354.05	UNICOM 123.0 (CTAF)
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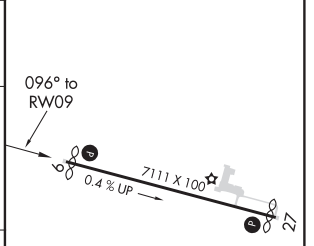
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 9070	D	TDZE 9038
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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



REIL Rwy 9 and 27 **Ⓛ**
 HIRL Rwy 9-27 **Ⓛ**

WAAS CH 82637 W09B	APP CRS 096°	Rwy Idg 6911 TDZE 9038 Apt Elev 9070
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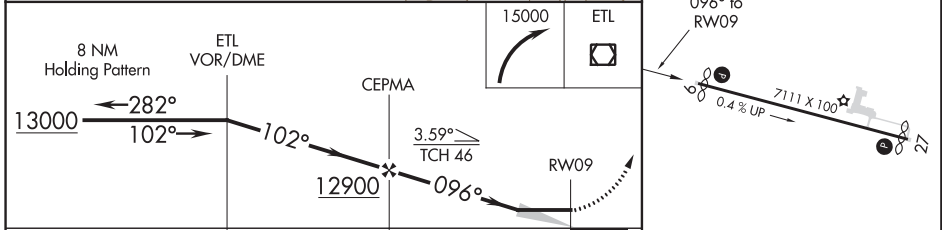
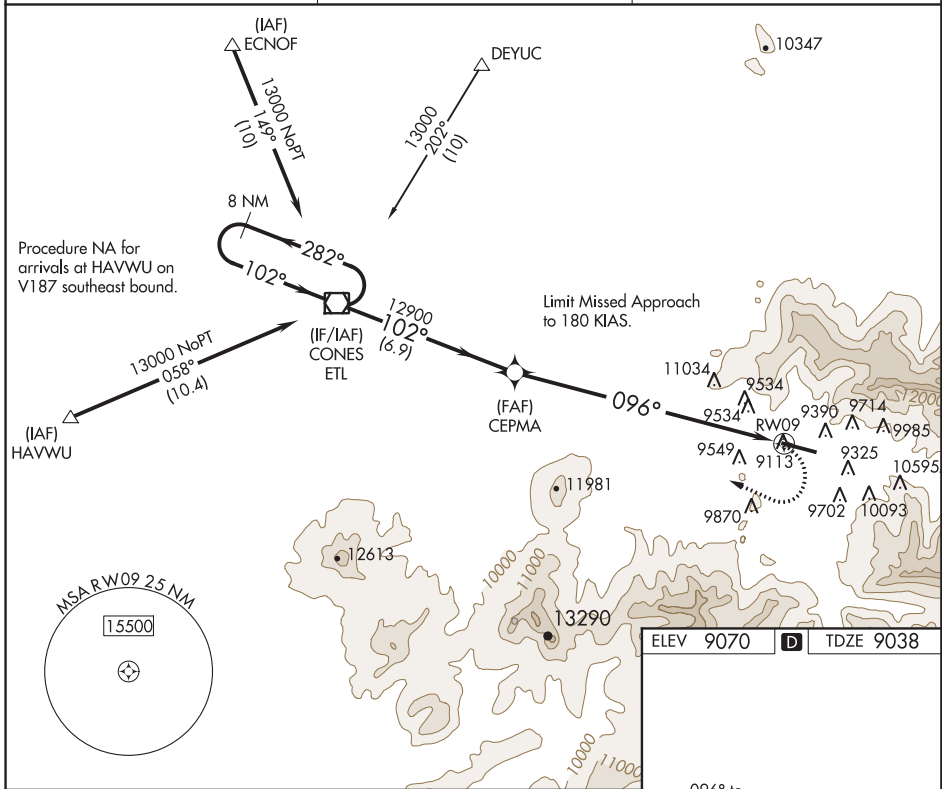
RNAV (GPS) Z RWY 9

TELLURIDE RGNL (TEX)

⚠ Circling NA at night. When local altimeter setting not received, procedure NA. Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA.
❄ -12°C/10°F *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-3 118.325	DENVER CENTER 125.35 354.05	UNICOM 123.0 (CTAF) Ⓛ
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CATEGORY	A	B	C	D
LP MDA*	10640-1¼ 1602 (1600-1¼)	10640-1½ 1602 (1600-1½)	10640-3 1602 (1600-3)	NA
C CIRCLING	11640-1¼ 2570 (2600-1¼)	11640-1½ 2570 (2600-1½)	11640-3 2570 (2600-3)	NA

HIRL Rwy 9-27 **Ⓛ**
REIL Rwys 9 and 27 **Ⓛ**

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

TELLURIDE, COLORADO

AL-6920 (FAA)

16315

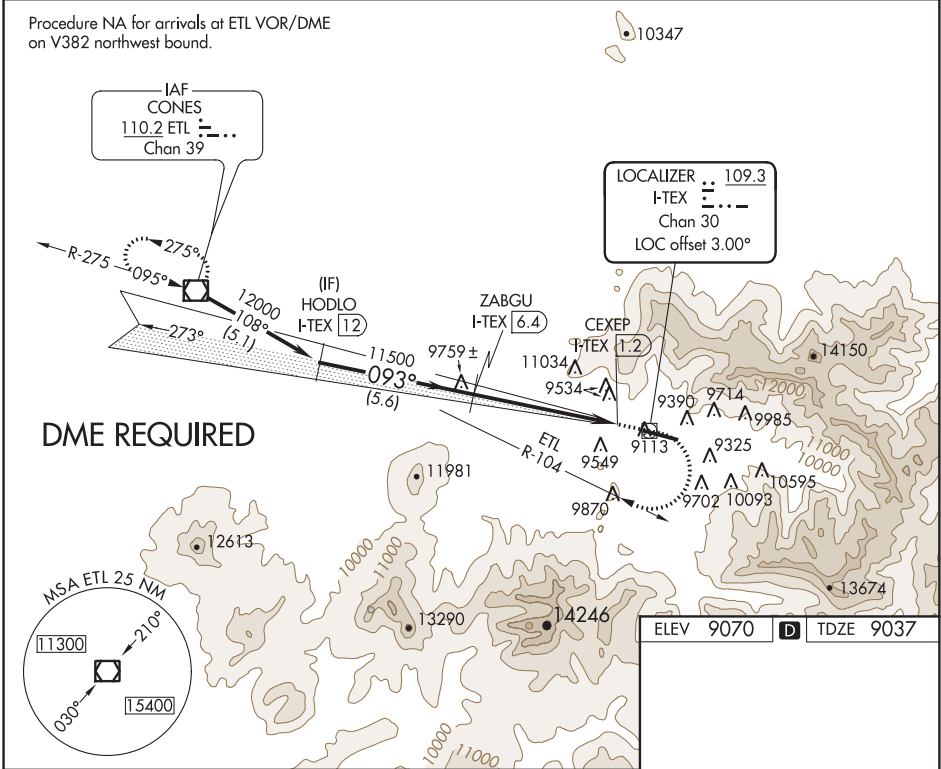
LOC/DME I-TEX 109.3 Chan 30	APP CRS 093°	Rwy Idg TDZE Apt Elev 6911 9037 9070
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LOC RWY 9

TELLURIDE RGNL (TEX)

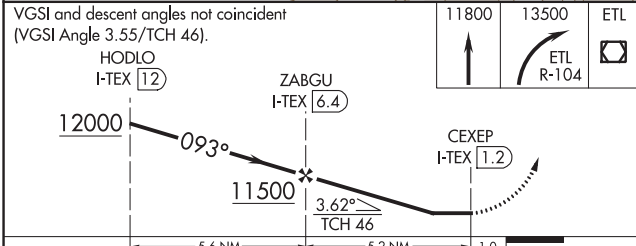
<p>-12°C/10°F</p>	<p>Circling NA north of Rwy 9-27. Circling NA at night. DME required.</p>	<p>MISSED APPROACH: Climb to 11800 then descending right turn to 13500 on ETL R-104 to ETL VOR/DME and hold.</p>
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AWOS-3 118.325	DENVER CENTER 125.35 354.05	UNICOM 123.0 (CTAF) 1
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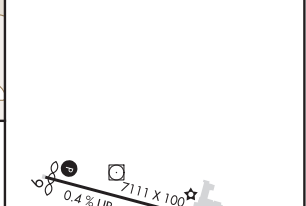


SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



ELEV 9070	D	TDZE 9037
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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

REIL Rwy 9 and 27 **1**
HIRL Rwy 9-27 **1**

TELLURIDE, COLORADO
Amdt 3A 10NOV16

37°57'N-107°55'W

TELLURIDE RGNL (TEX) LOC RWY 9

AIRPORT DIAGRAM

AL-6920 (FAA)

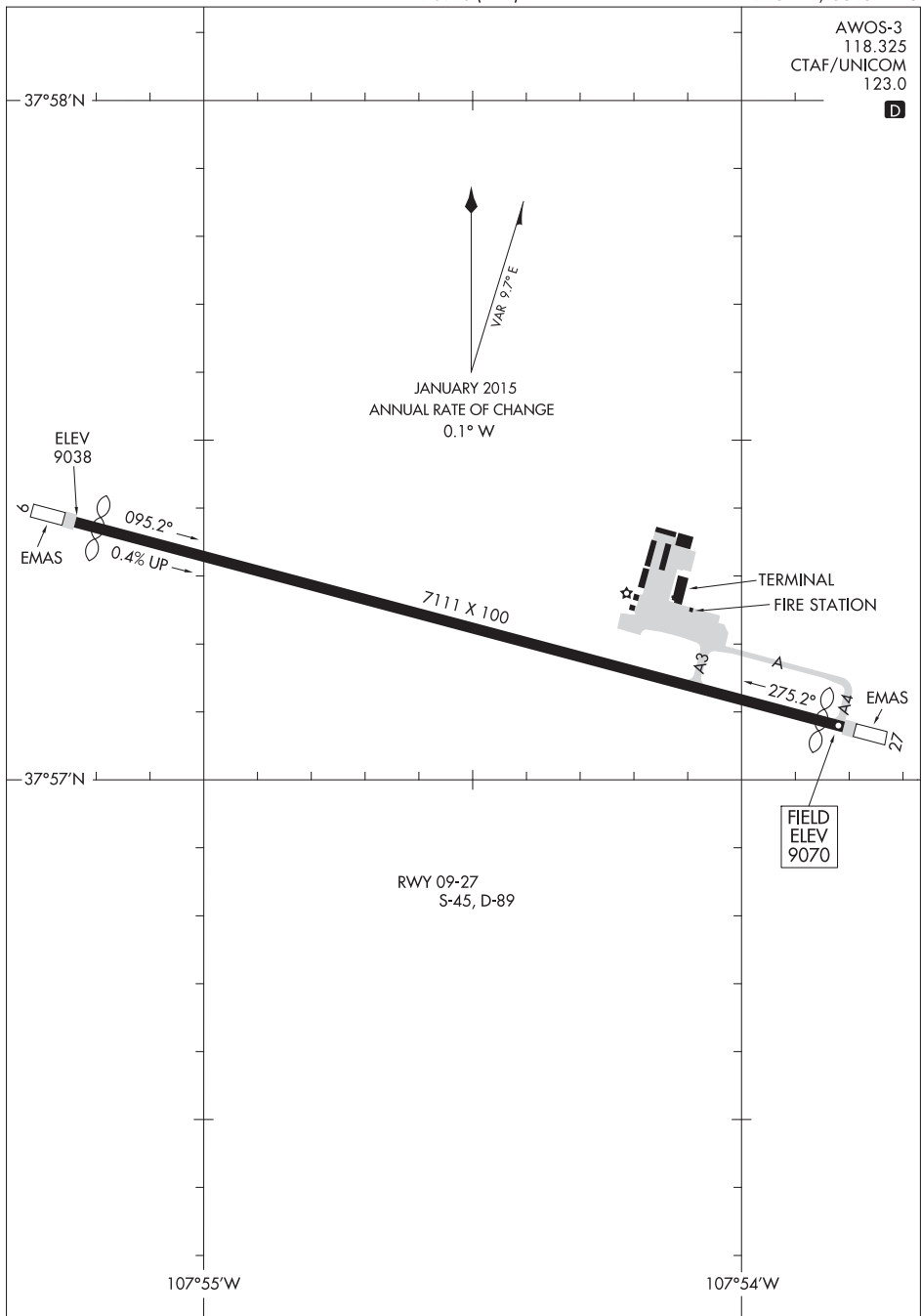
TELLURIDE RGNL (TEX)
TELLURIDE, COLORADO

AWOS-3
118.325
CTAF/UNICOM
123.0

D

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



AIRPORT DIAGRAM

TELLURIDE, COLORADO
TELLURIDE RGNL (TEX)

APP CRS	Rwy Idg	5500
035°	TDZE	5757
	Apt Elev	5762

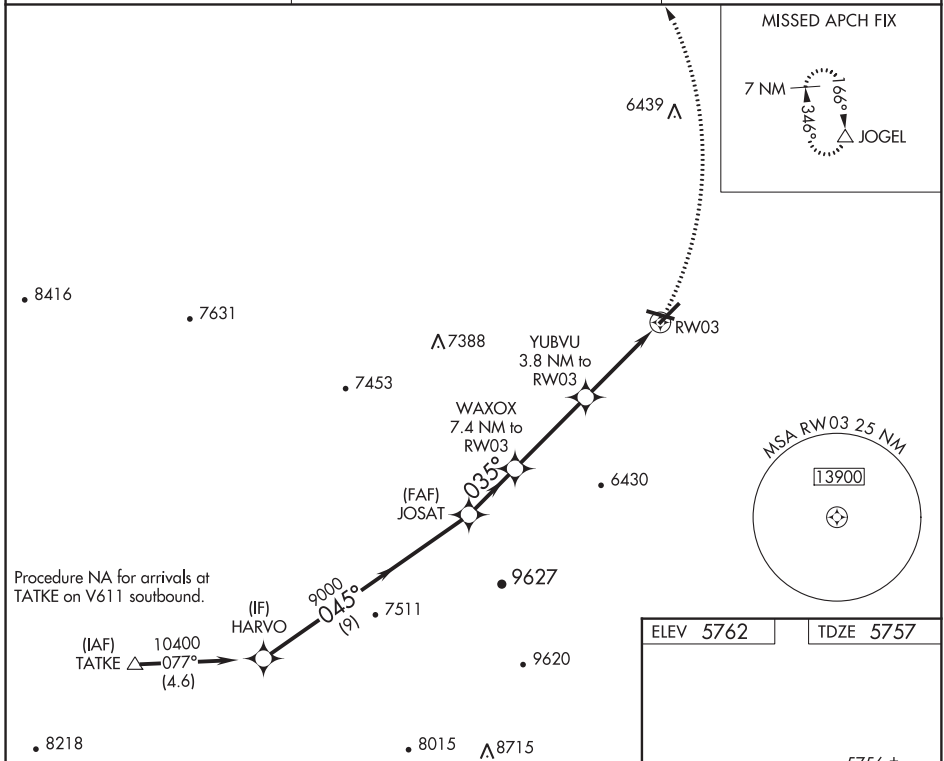
RNAV (GPS) RWY 3

PERRY STOKES (TAD)

⚠ DME/DME RNP-0.3 NA. VDP NA with Pueblo Memorial altimeter setting. When local altimeter setting not received, use Pueblo Memorial altimeter setting and increase all MDA 300 feet, LNAV visibility Cat A and B ¼ mile, Cat C and D 1 mile, Circling visibility Cats A and B ¼ mile, Cat C 1 mile, and Cat D ½ mile.

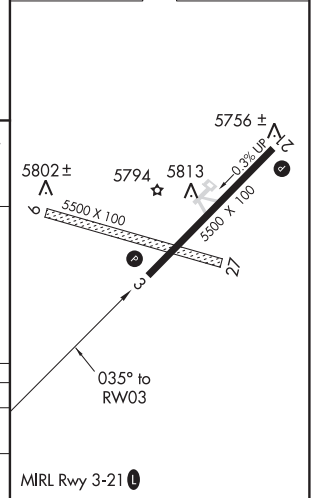
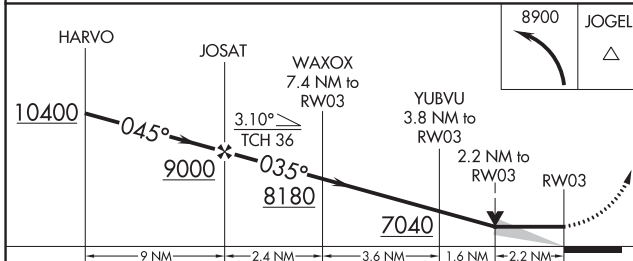
MISSED APPROACH: Climbing left turn to 8900 direct JOGEL and hold.

ASOS 119.025	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) 📻
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Procedure NA for arrivals at TATKE on V611 southbound.

ELEV 5762	TDZE 5757
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CATEGORY	A	B	C	D
LNAV MDA	6500-1 743 (800-1)	6500-1¼ 743 (800-1¼)	6500-2 743 (800-2)	6560-2½ 798 (800-2½)
📻 CIRCLING	6500-1 738 (800-1)	6500-1¼ 738 (800-1¼)	6500-2 738 (800-2)	6560-2½ 798 (800-2½)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(TAD1.TAD) 16259

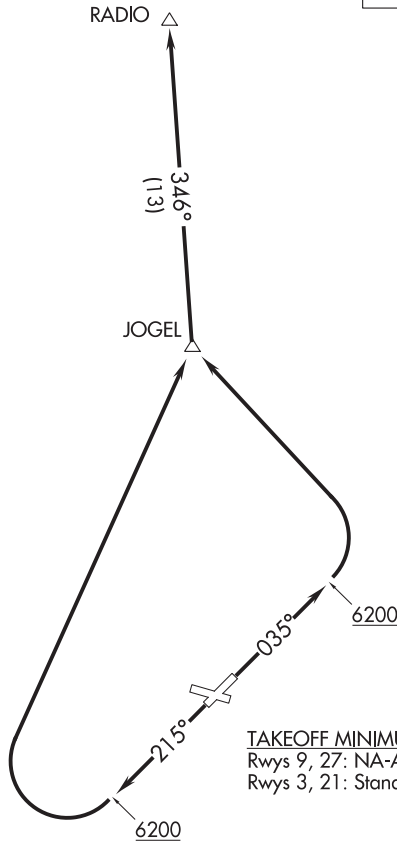
SL-427 (FAA)

TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)

PERRY STOKES (TAD)
TRINIDAD, COLORADO

DENVER CENTER
128.375

**TOP ALTITUDE:
ASSIGNED BY ATC**



TAKEOFF MINIMUMS
Rwys 9, 27: NA-ATC
Rwys 3, 21: Standard

NOTE: GPS required.

NOTE: RNAV-1.

TAKEOFF OBSTACLE NOTES

Rwy 3: Multiple trees beginning 46' from DER, left and right of centerline, up to 15' AGL/5744' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 035° to 6200, then climbing left turn to 10000 direct JOGEL and on track 346° to RADIO.

TAKEOFF RUNWAY 21: Climb heading 215° to 6200, then climbing right turn to 10000 direct JOGEL and on track 346° to RADIO.

LOST COMMUNICATIONS:

If not in contact with Denver ARTCC at 10000 or assigned altitude if lower, continue climb to assigned altitude and thence on assigned route.

TRINIDAD ONE DEPARTURE (OBSTACLE) (RNAV)

TRINIDAD, COLORADO
PERRY STOKES (TAD)

(TAD1.TAD) 15SEP16

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

RNAV (GPS)-A

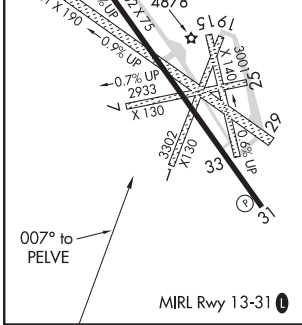
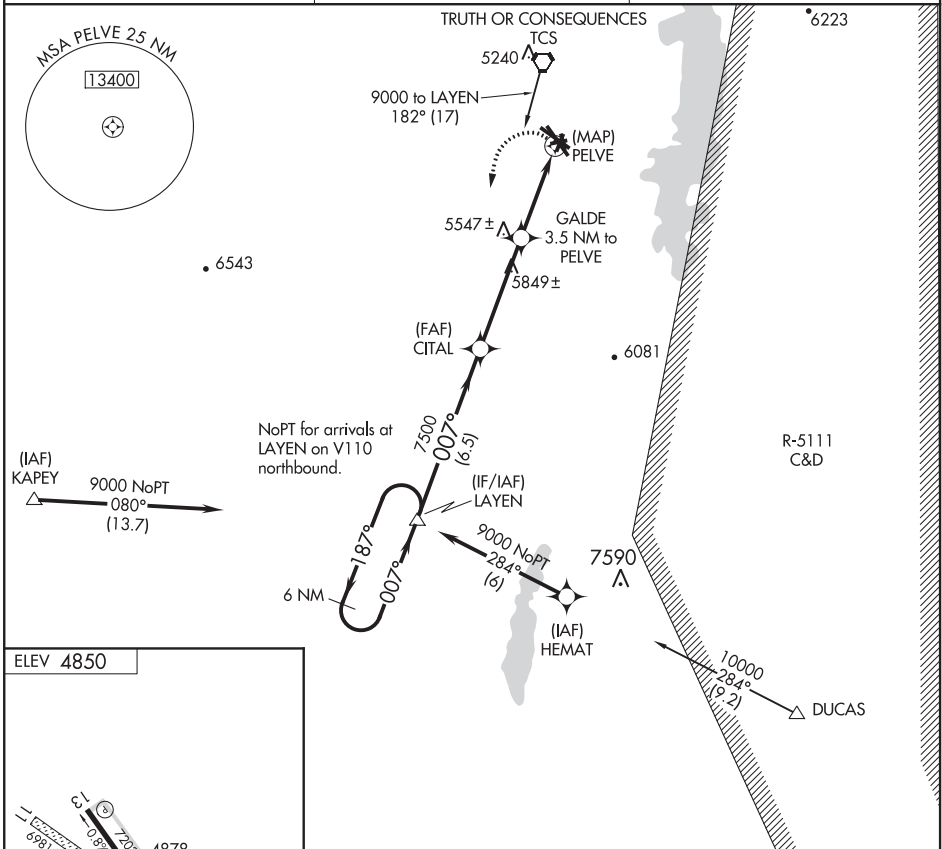
TRUTH OR CONSEQUENCES MUNI (TCS)

APP CRS 007°	Rwy Idg TDZE Apt Elev	N/A N/A 4850
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V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA DUCAS transition NA when R-5111 A-D active.

MISSED APPROACH: Climbing left turn to 9000 direct LAYEN WP and hold.

ASOS 120.675	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF)
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6 NM Holding Pattern	LAYEN	CITAL	GALDE 3.5 NM to PELVE	PELVE
	9000 ← 187°	007° →	007° →	6200
	6.5 NM	4.2 NM	3.5 NM	
CATEGORY	A	B	C	D
CIRCLING	5280-1 430 (500-1)	5300-1 450 (500-1)	5340-1½ 490 (500-1½)	5400-2 550 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VORTAC TCS 112.7 Chan 74	APP CRS 162°	Rwy Idg TDZE Apt Elev N/A N/A 4853
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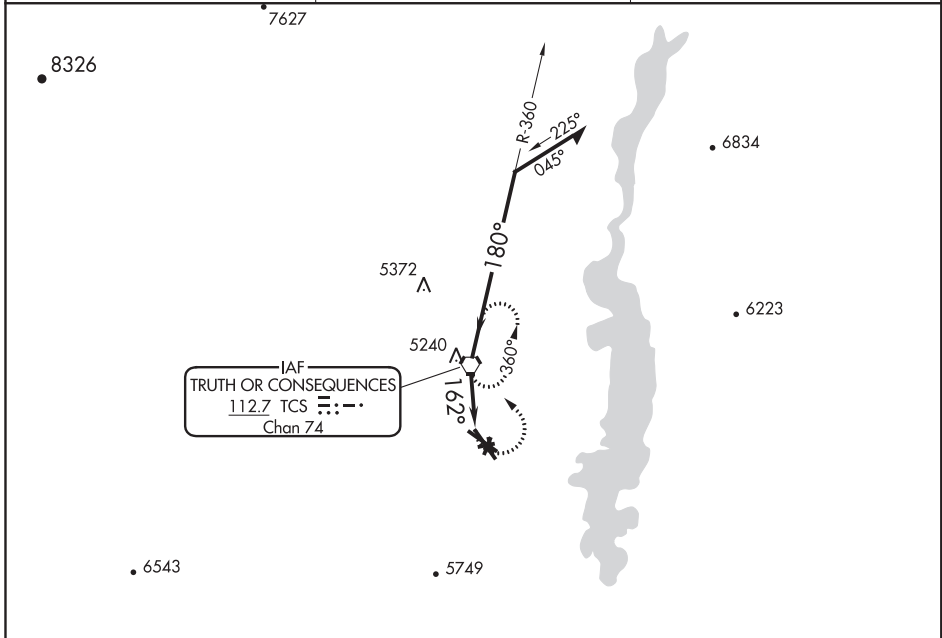
VOR-A

TRUTH OR CONSEQUENCES MUNI (TCS)

▽
▲

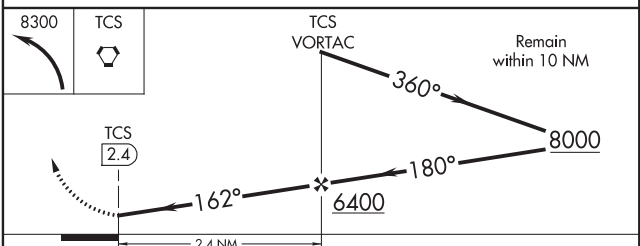
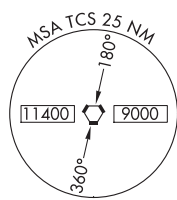
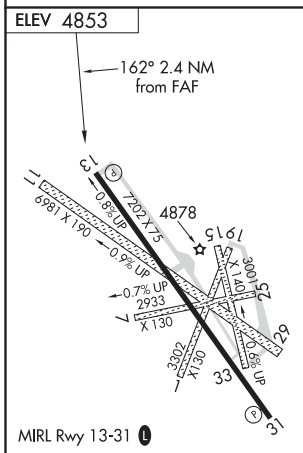
MISSED APPROACH: Climbing left turn to 8300 direct TCS VORTAC and hold, continue climb-in-hold to 8300.

ASOS 120.675	ALBUQUERQUE CENTER 128.2 285.5	UNICOM 122.8 (CTAF)
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



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	5560-1 707 (800-1)		5560-2 707 (800-2)		5560-2 1/4 707 (800-2 1/4)	

RNAV (GPS) RWY 3

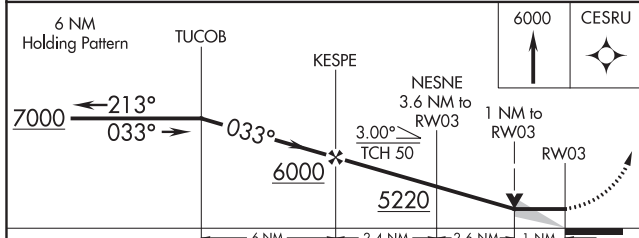
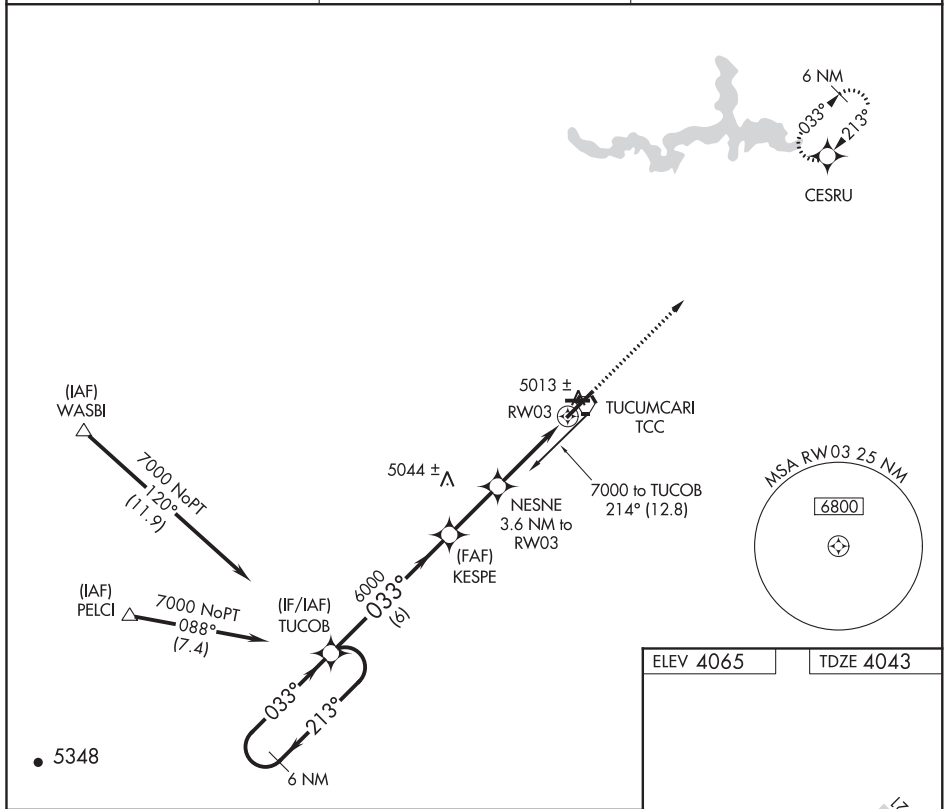
TUCUMCARI MUNI (TCC)

APP CRS 033°	Rwy Idg 7104
	TDZE 4043
	Apt Elev 4065

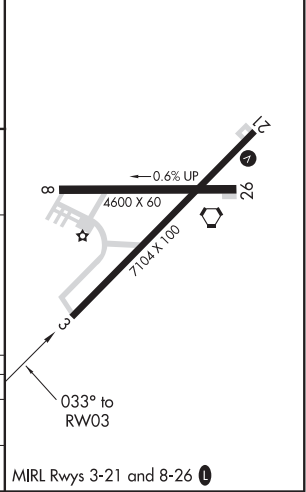
▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CESRU and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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ELEV 4065	TDZE 4043
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CATEGORY	A	B	C	D
LNVA MDA	4420-1 377 (400-1)			4420-1¼ 377 (400-1¼)
CIRCLING	4580-1 515 (600-1)	4580-1½ 515 (600-1½)		4620-2 555 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 213°	Rwy Idg 7104 TDZE 4047 Apt Elev 4065
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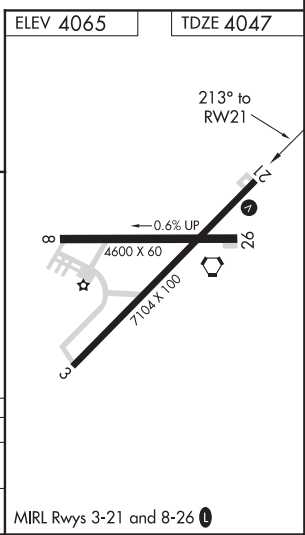
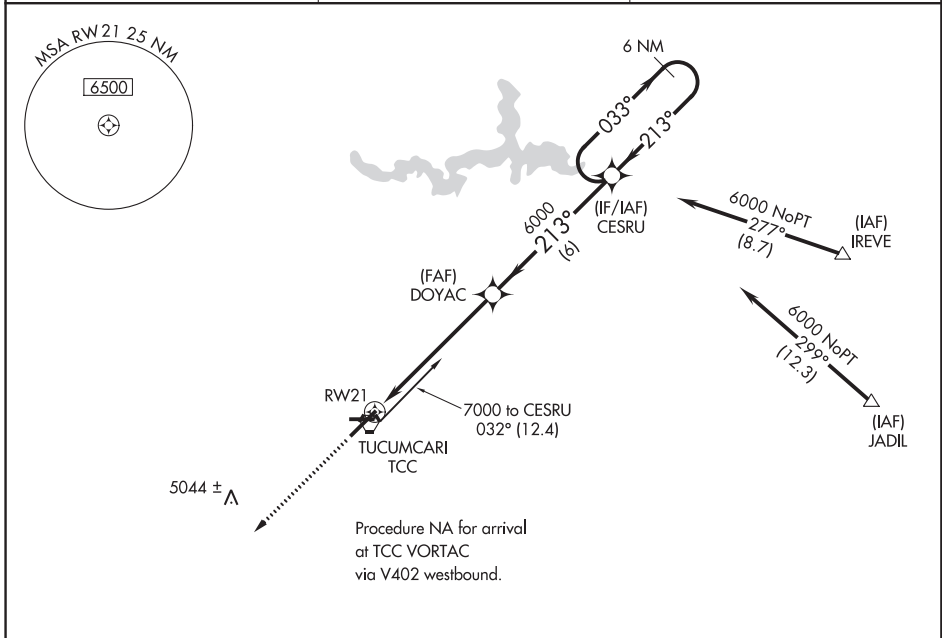
RNAV (GPS) RWY 21

TUCUMCARI MUNI (TCC)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling to Rwy 8 NA at night. If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 7000 direct TUCOB and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF)
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CATEGORY	A	B	C	D
LNVA MDA	4480-1	433 (500-1)	4480-1½ 433 (500-1½)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 258°	Rwy Idg 4600
	TDZE 4055
	Apt Elev 4065

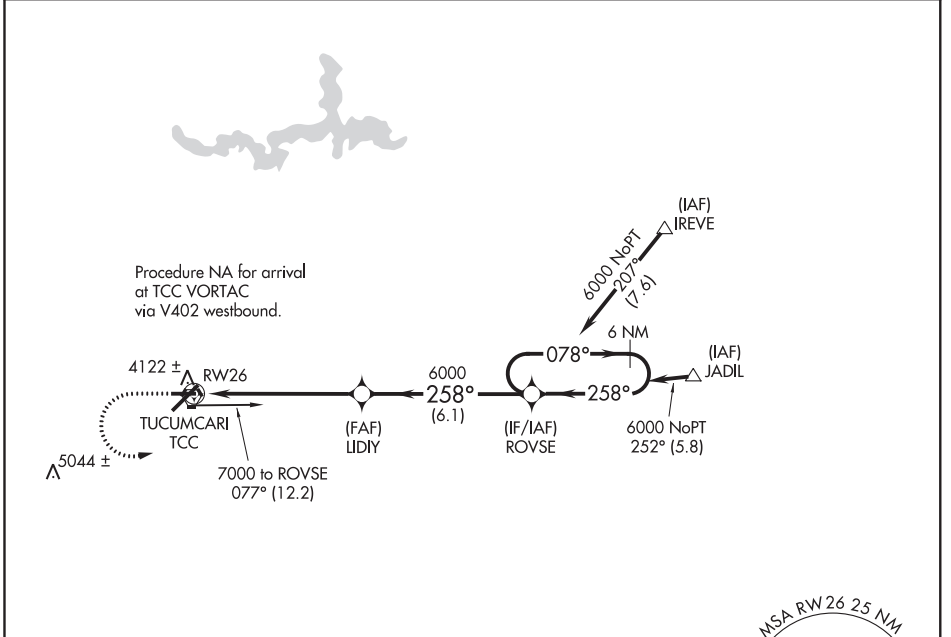
RNAV (GPS) RWY 26

TUCUMCARI MUNI (TCC)

▽ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
 Circling to Rwy 8 NA at night.
 If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 5000 then climbing left turn to 6000 direct ROVSE and hold.

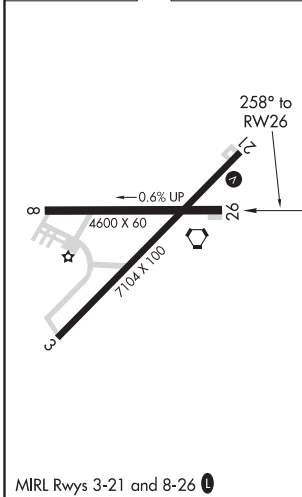
ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4065	TDZE 4055
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	5000	6000	ROVSE	LIDY	ROVSE	6 NM Holding Pattern
			1.2 NM to RWY 26	6000	6000	
			1.2 NM	4.8 NM	6.1 NM	
CATEGORY	A	B	C	D		
LNAV MDA	4460-1	405 (400-1)	4460-1¼	405 (400-1¼)		
CIRCLING	4580-1	515 (600-1)	4580-1½	515 (600-1½)	4620-2	555 (600-2)

TUCUMCARI, NEW MEXICO
 Orig 30SEP04

35°11'N-103°36'W

RNAV (GPS) RWY 26

TUCUMCARI MUNI (TCC)

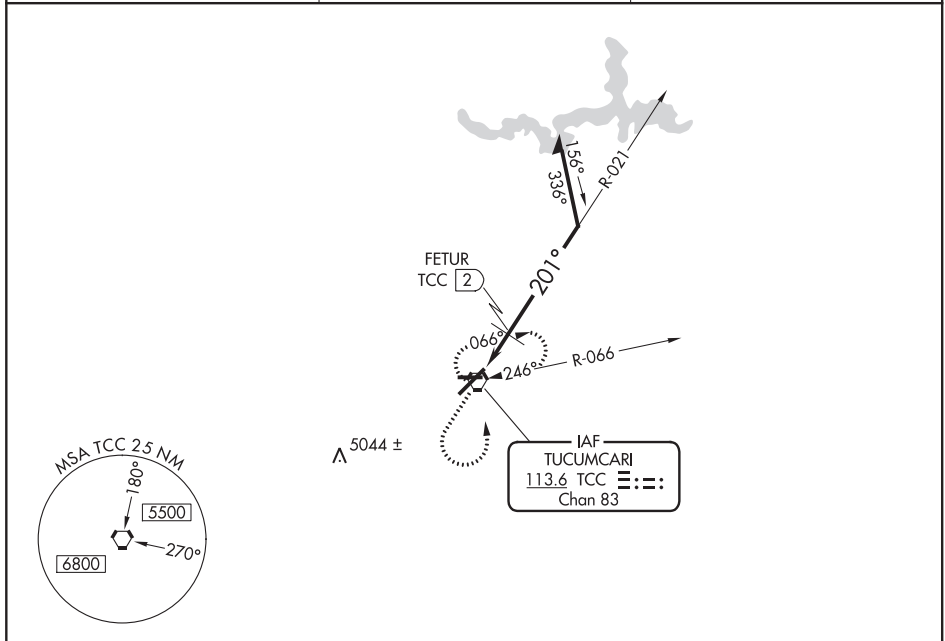
VORTAC TCC 113.6 Chan 83	APP CRS 201°	Rwy Idg TDZE Apt Elev	7104 4047 4065
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VOR RWY 21

TUCUMCARI MUNI (TCC)

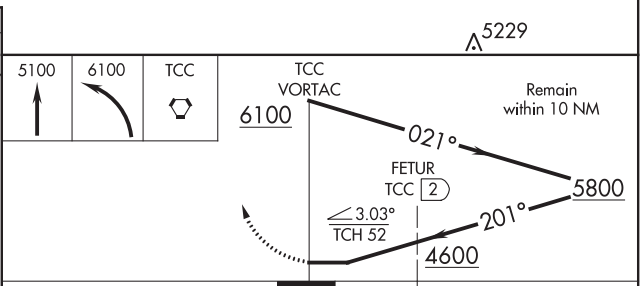
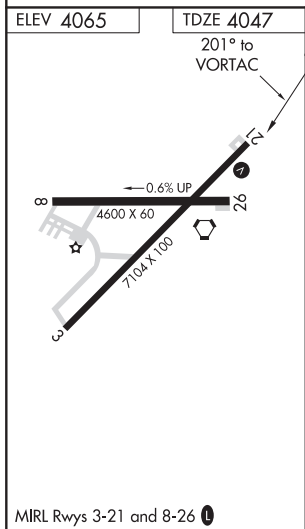
▽ If local altimeter setting not received, procedure NA. MISSED APPROACH: Climb to 5100 then climbing left turn to 6100 direct TCC VORTAC and hold.

ASOS 119.275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017



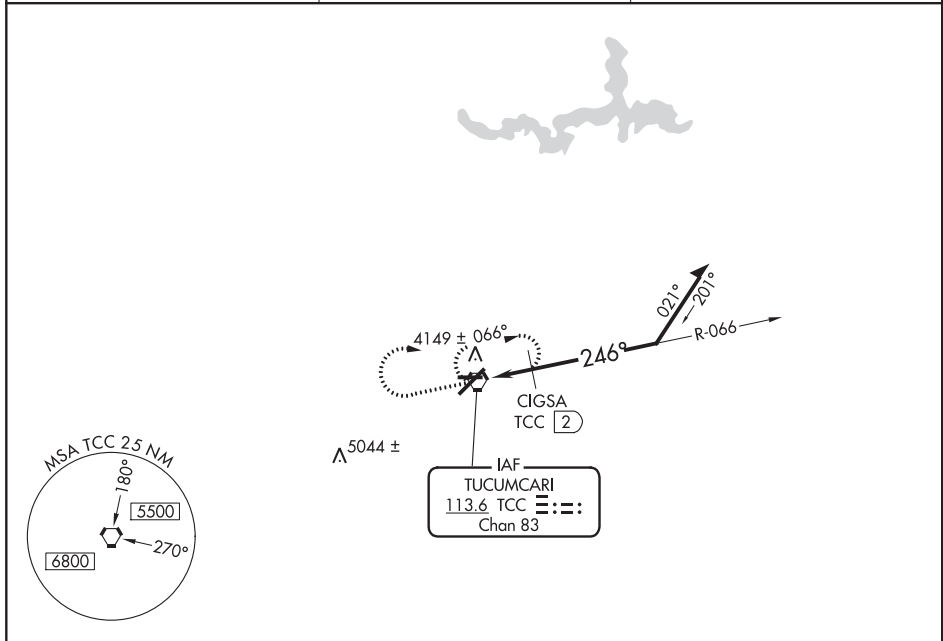
CATEGORY	A	B	C	D
S-21	4600-1	553 (600-1)	4600-1½ 553 (600-1½)	4600-1¾ 553 (600-1¾)
CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4620-2 555 (600-2)
FETUR FIX MINIMUMS				
S-21	4480-1	433 (500-1)	4480-1¼ 433 (500-1¼)	4480-1½ 433 (500-1½)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

VORTAC TCC 113.6 Chan 83	APP CRS 246°	Rwy Idg 4600 TDZE 4055 Apt Elev 4065
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VOR RWY 26
TUCUMCARI MUNI (TCC)

▼ If local altimeter setting not received, procedure NA. MISSED APPROACH: Climb to 5100 then climbing right turn to 6100 direct TCC VORTAC and hold.

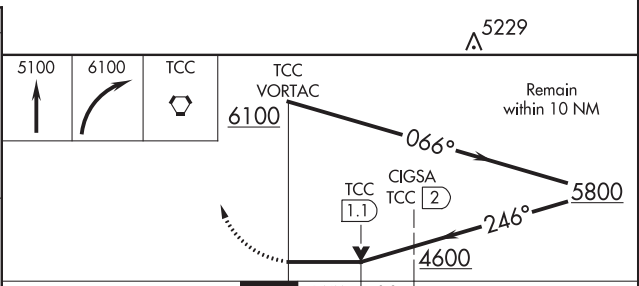
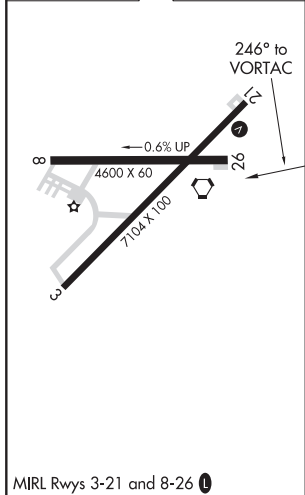
ASOS 119,275	ALBUQUERQUE CENTER 126.85 285.6	UNICOM 122.95 (CTAF) 0
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SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 4065	TDZE 4055
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CATEGORY	A	B	C	D
S-26	4600-1	545 (600-1)	4600-1½ 545 (600-1½)	4600-1¾ 545 (600-1¾)
CIRCLING	4600-1	535 (600-1)	4600-1½ 535 (600-1½)	4620-2 555 (600-2)
CIGSA FIX MINIMUMS				
S-26	4400-1 345 (400-1)			4400-1¼ 345 (400-1¼)
CIRCLING	4580-1	515 (600-1)	4580-1½ 515 (600-1½)	4620-2 555 (600-2)

APP CRS 152°	Rwy Idg TDZE Apt Elev	N/A N/A 8153
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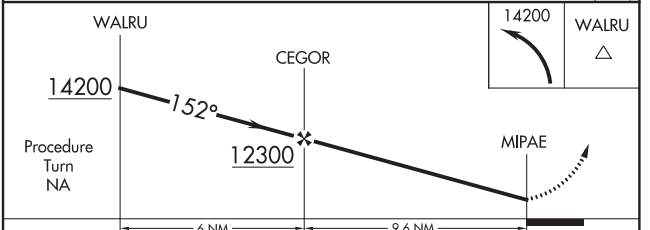
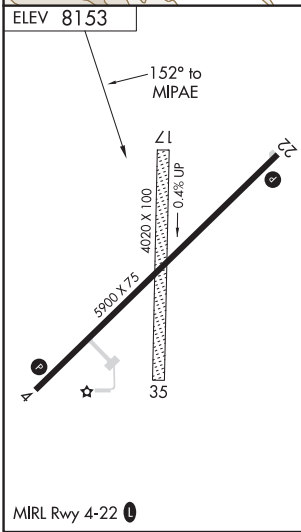
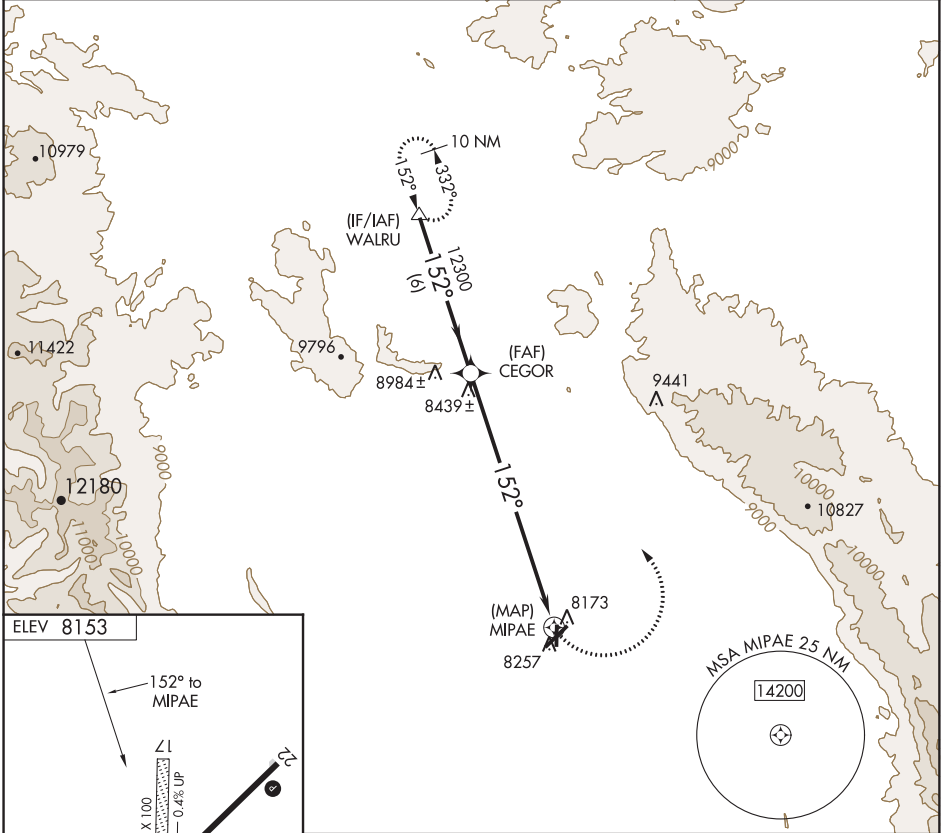
RNAV (GPS)-A

WALDEN-JACKSON COUNTY (33V)

NA When local altimeter setting not received, procedure NA. Circling NA southeast of Rwy 4-22. Circling $-24^{\circ}\text{C}/-11^{\circ}\text{F}$ to Rwy 17 and 35 NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 14200 direct WALRU and hold, continue climb-in-hold to 14200.

AWOS-3 118.625	DENVER CENTER 126.5 371.85	CTAF 122.9
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CATEGORY	A	B	C	D
CIRCLING	8880-1	727 (800-1)	8880-2 727 (800-2)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

(WALRU1.WALRU) 16035

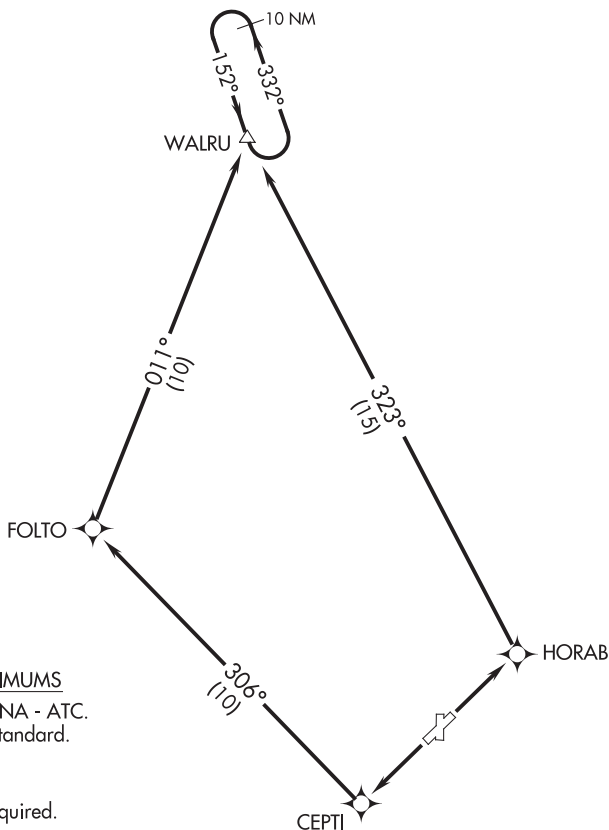
WALDEN-JACKSON COUNTY (33V)

WALRU ONE DEPARTURE (OBSTACLE) (RNAV)

SL-10349 (FAA)

WALDEN, COLORADO

AWOS-3
 118.625
 DENVER CENTER
 126.5 371.85
 CTAF
 122.9



TAKEOFF MINIMUMS

Rwys 17, 35: NA - ATC.
 Rwys 4, 22: Standard.

NOTE: GPS required.

NOTE: RNAV 1

TAKEOFF OBSTACLE NOTE

Rwy 22: Pole 570' from DER, 339' right of centerline, 58' AGL/8174' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb to 14200 direct HORAB, then via 323° track to WALRU, thence. . . .

TAKEOFF RUNWAY 22: Climb to 14200 direct CEPTI, then via 306° track to FOLTO, then via 011° track to WALRU, thence. . . .

. . . continue climb in WALRU holding pattern until at or above MEA before proceeding on course.

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

WALRU ONE DEPARTURE (OBSTACLE) (RNAV)

(WALRU1.WALRU) 05JUN08

WALDEN, COLORADO
 WALDEN-JACKSON COUNTY (33V)

WAAS CH 61031 W09A	APP CRS 086°	Rwy Idg TDZE Apt Elev	4504 6046 6056
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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.

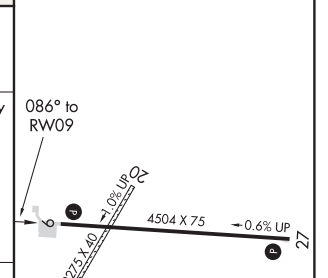
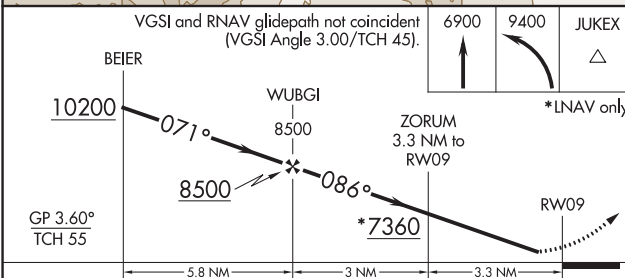
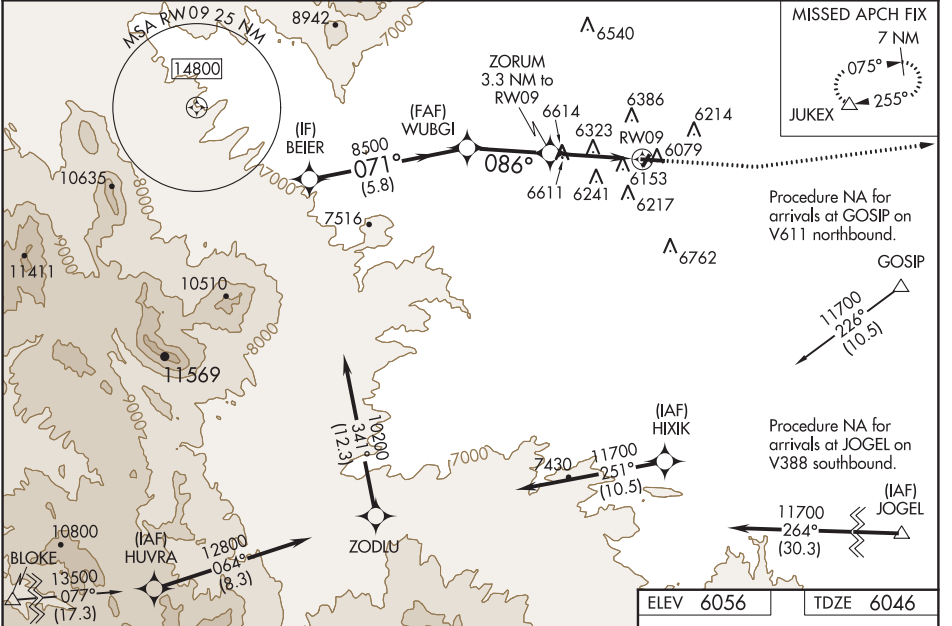
⚠ NA

⚠ -35°C

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 1/8 mile and LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cats A-B and Circling Cat B visibility 1/4 mile, LNAV Cat C visibility 1/2 mile.

MISSED APPROACH:
Climb to 6900 then climbing left turn to 9400 direct JUKEK and hold.

AWOS-3 123.6	DENVER CENTER 128.375 379.95	UNICOM 122.8 (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	6347-1 301 (300-1)			NA
LNAV/VNAV DA	6606-1 5/8 560 (600-1 5/8)			NA
LNAV MDA	6880-1 834 (900-1)	6880-1 1/4 834 (900-1 1/4)	6880-2 1/2 834 (900-2 1/2)	NA
C CIRCLING	6880-1 1/4	824 (900-1 1/4)	7080-3 1024 (1100-3)	NA

ELEV 6056	TDZE 6046
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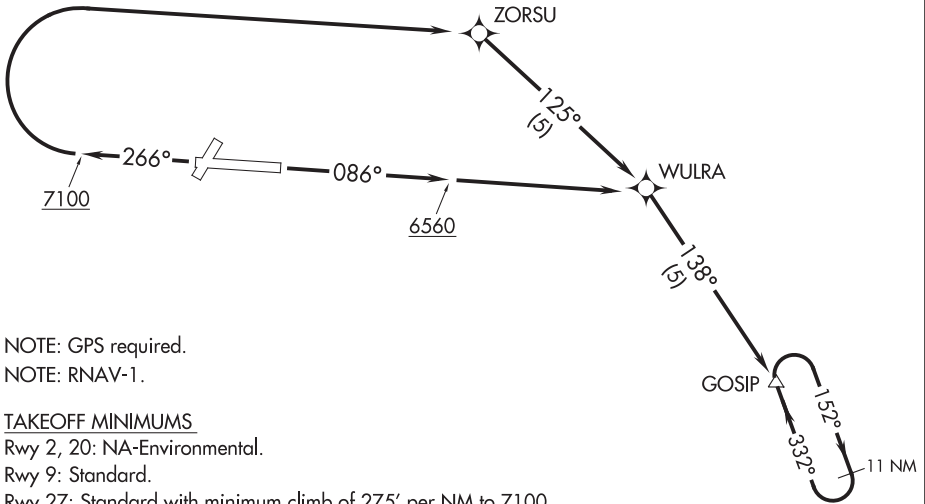
MIRL Rwy 9-27 **①**

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

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.

GOSIP ONE DEPARTURE (OBSTACLE) (RNAV)

(GOSIP1.GOSIP) 07MAR13

WALSENBURG, COLORADO
SPANISH PEAKS AIRFIELD (4V1)

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS 172°	Rwy Idg 5399
	TDZE 3677
	Apt Elev 3677

RNAV (GPS) RWY 17

WRAY MUNI (2V5)

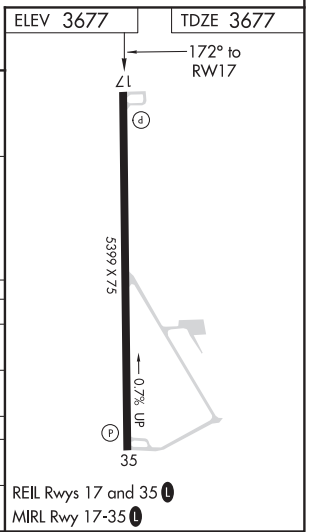
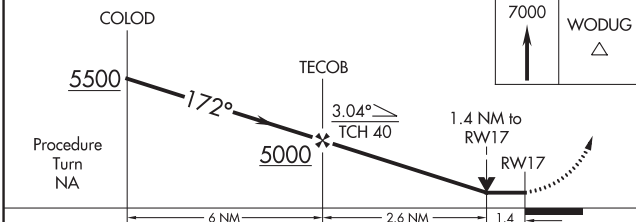
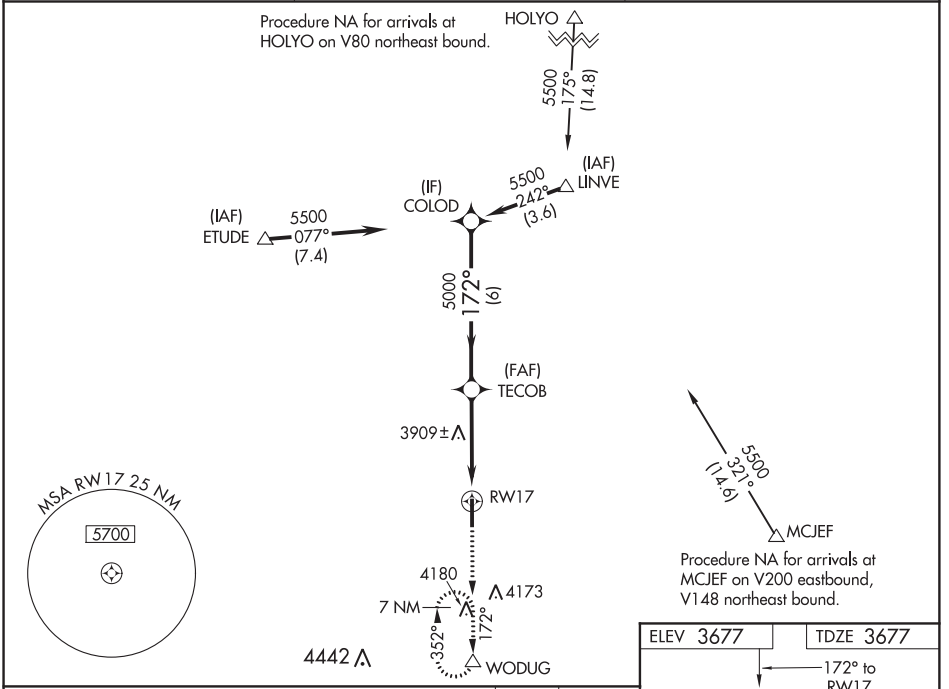
NA DME/DME RNP -0.3 NA. When local altimeter setting not received, use Imperial altimeter setting. VDP NA when using Imperial altimeter setting. Helicopter visibility reduction below 3/4 SM NA.

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

AWOS-3
118.250

DENVER CENTER
132.7 226.67

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
RNAV MDA	4160-1	483 (500-1)	4160-1 1/4 483 (500-1 1/4)	4160-1 1/2 483 (500-1 1/2)
CIRCLING	4160-1	483 (500-1)	4160-1 1/2 483 (500-1 1/2)	4240-2 563 (600-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
RNAV MDA	4320-1	643 (700-1)	4320-1 3/4 643 (700-1 3/4)	4320-2 643 (700-2)
CIRCLING	4320-1	643 (700-1)	4320-1 3/4 643 (700-1 3/4)	4360-2 1/4 683 (700-2 1/4)

SW-1, 10 NOV 2016 to 05 JAN 2017

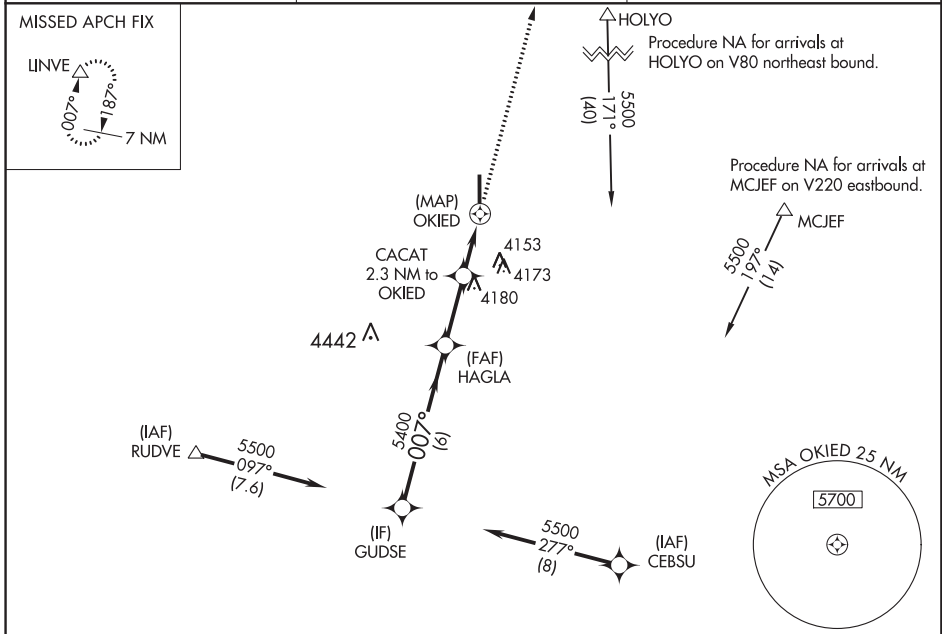
SW-1, 10 NOV 2016 to 05 JAN 2017

APP CRS	Rwy Idg	5399
007°	TDZE	3653
	Apt Elev	3677

RNAV (GPS) RWY 35

WRAY MUNI (2V5)

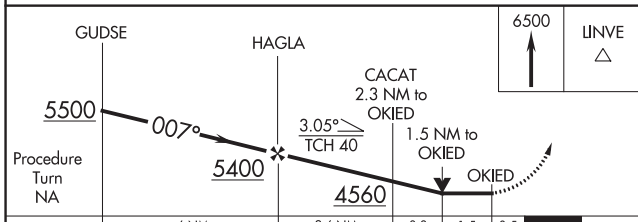
<p>▽ DME/DME RNP -0.3 NA. When local altimeter setting not received, use Imperial altimeter setting. VDP NA when using Imperial altimeter setting.</p> <p>▲ NA Helicopter visibility reduction below 3/4 SM NA.</p>	<p>MISSED APPROACH: Climb to 6500 direct LINVE and hold.</p>	
<p>AWOS-3 118.250</p>	<p>DENVER CENTER 132.7 226.67</p>	<p>UNICOM 122.8 (CTAF) 0</p>



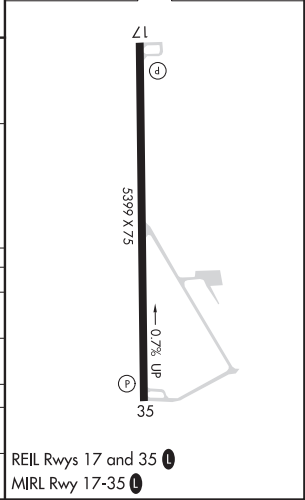
SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

ELEV 3677	TDZE 3653
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CATEGORY	A	B	C	D
LNVA MDA	4320-1	667 (700-1)	4320-1 3/4 667 (700-1 3/4)	4320-2 667 (700-2)
CIRCLING	4320-1	643 (700-1)	4320-1 3/4 643 (700-1 3/4)	4320-2 643 (700-2)
IMPERIAL ALTIMETER SETTING MINIMUMS				
LNVA MDA	4460-1 807 (800-1)	4460-1 1/4 807 (800-1 1/4)	4460-2 1/4 807 (800-2 1/4)	4460-2 1/2 807 (800-2 1/2)
CIRCLING	4460-1 783 (800-1)	4460-1 1/4 783 (800-1 1/4)	4460-2 1/4 783 (800-2 1/4)	4460-2 1/2 783 (800-2 1/2)



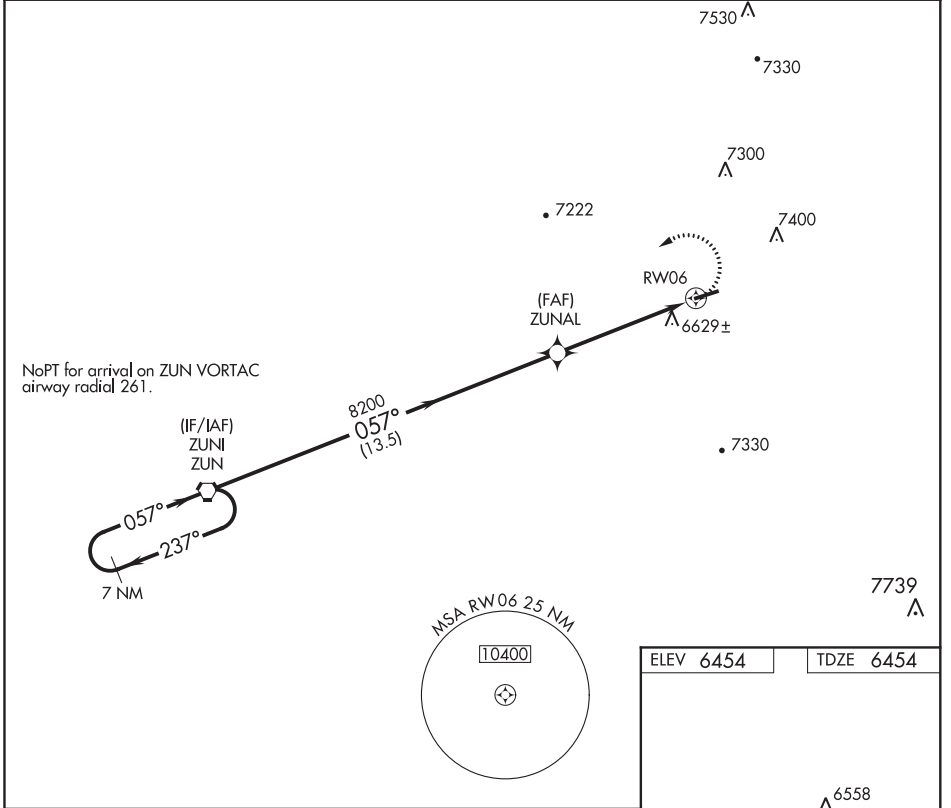
APP CRS 057°	Rwy Idg 4807
	TDZE 6454
	Apt Elev 6454

RNAV (GPS) RWY 6

BLACK ROCK (ZUN)

<p>▽ DME/DME RNP -0.3 NA. Use Gallup, NM altimeter setting; if not received, procedure not authorized.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold.</p>
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GALLUP ASOS 118.375	ALBUQUERQUE CENTER 124.325 288.25	CTAF 122.9
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NoPT for arrival on ZUN VORTAC airway radial 261.

(IF/IAF)
ZUNI
ZUN

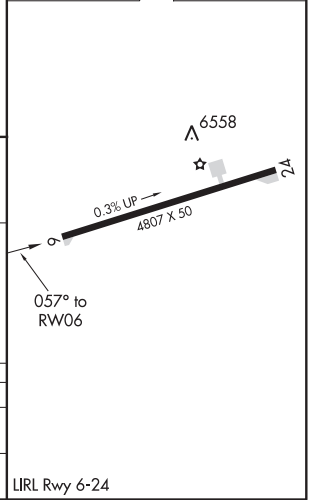
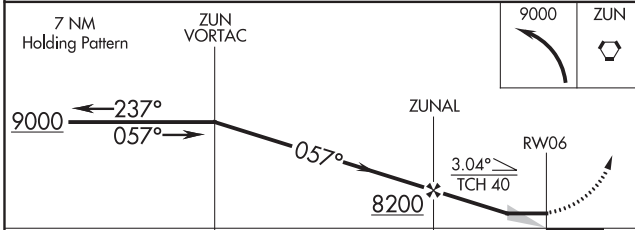
(FAF)
ZUNAL

RW06
6629±

MSA RW06 2.5 NM

10400

ELEV 6454	TDZE 6454
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CATEGORY	A	B	C	D
LNVA MDA	7320-1 866 (900-1)	7320-1¼ 866 (900-1¼)	7320-2½ 866 (900-2½)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA

LIRL Rwy 6-24

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

VORTAC ZUN 113.4 Chan 81	APP CRS 054°	Rwy Idg TDZE Apt Elev 4807 6454 6454
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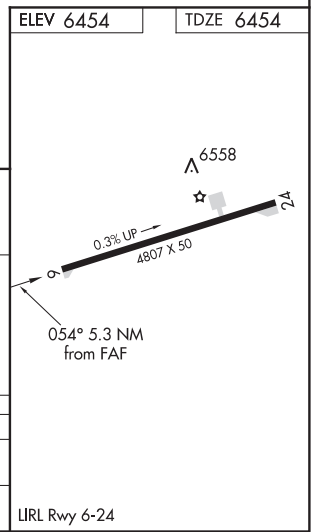
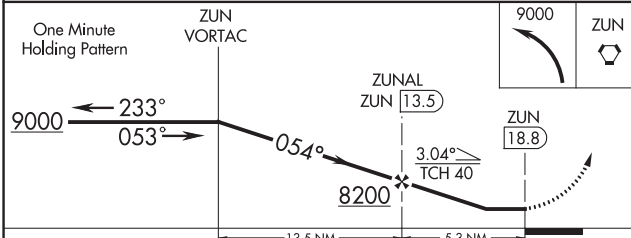
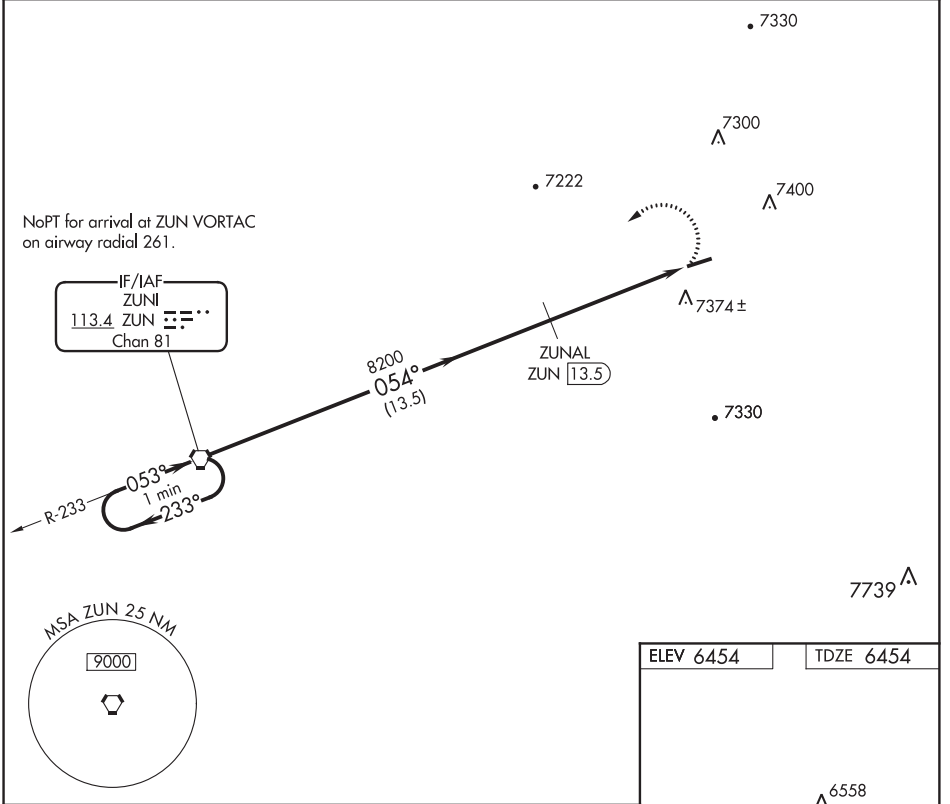
VOR/DME RWY 6

BLACK ROCK (ZUN)

NA Use Gallup altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing left turn to 9000 direct ZUN VORTAC and hold.

GALLUP ASOS 118.375	ALBUQUERQUE CENTER 124.325 288.25	CTAF 122.9
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CATEGORY	A	B	C	D
S-6	7820-1¼ 1366 (1400-1¼)	7820-1½ 1366 (1400-1½)	7820-3 1366 (1400-3)	NA
CIRCLING	7860-1¼ 1406 (1500-1¼)	7880-1½ 1426 (1500-1½)	7880-3 1426 (1500-3)	NA

SW-1, 10 NOV 2016 to 05 JAN 2017

SW-1, 10 NOV 2016 to 05 JAN 2017

INTENTIONALLY
LEFT
BLANK

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

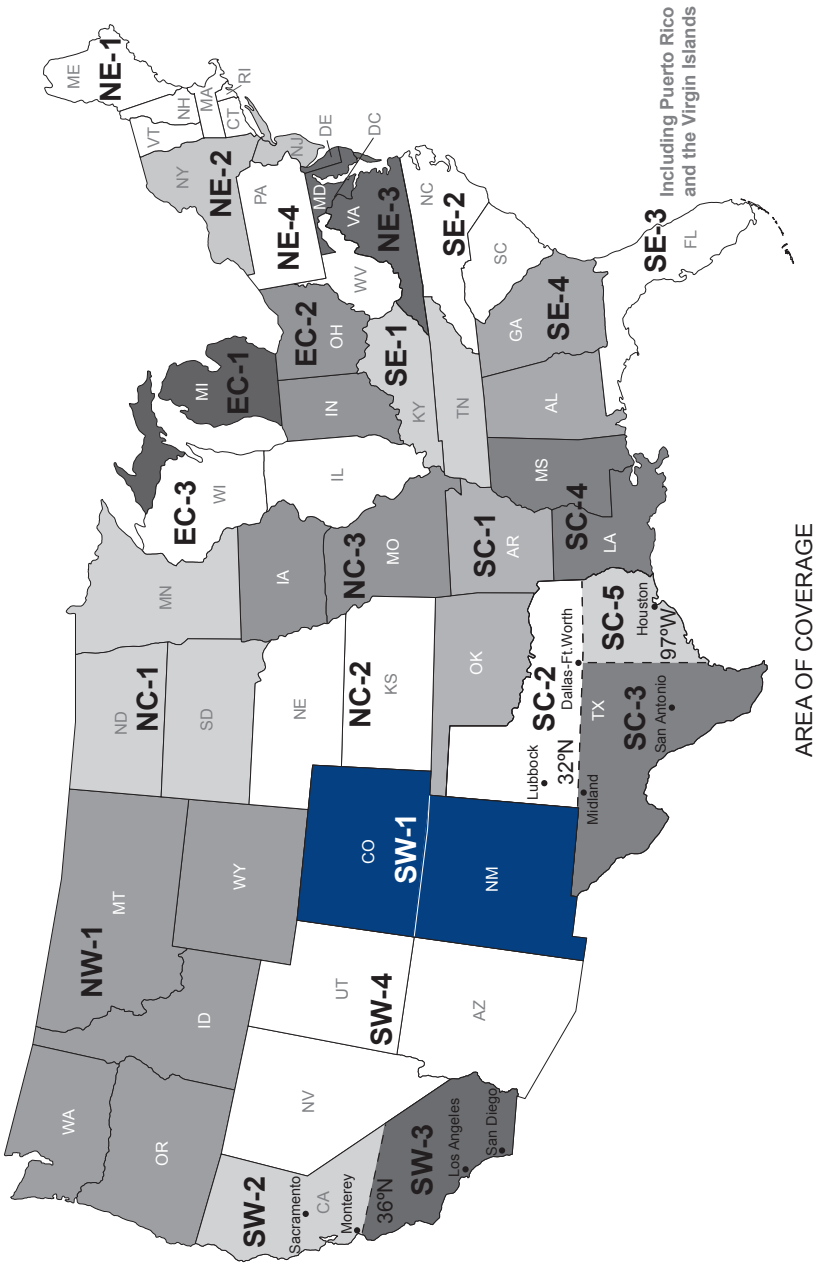
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)											
		60	90	120	150	180	210	240	270	300	330	360	
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275	
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590	
VERTICAL PATH ANGLE	2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
	2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
	2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
	3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
	3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
	3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
	3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
	3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230	
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550	
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870	
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190	
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510	
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830	
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155	
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475	
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800	
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125	
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450	
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775	
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100	
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430	

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPSW1



NSN 7641015059597

NGA REF. NO. OK-10-2859 TERMXFAABTPPSW1



EFF. DATE 16315